



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H111312

**Mode:** Highway

**Status:** Submitted

## US-15 (US 15)

**From/Cross Street:** SR 1192 (Bryans Hill Road)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** Southern Oxford Planning Boundary

**Project Category:** Regional Impact

**Length:** 14.35

**TIP#:**

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$5,928,000

### Description:

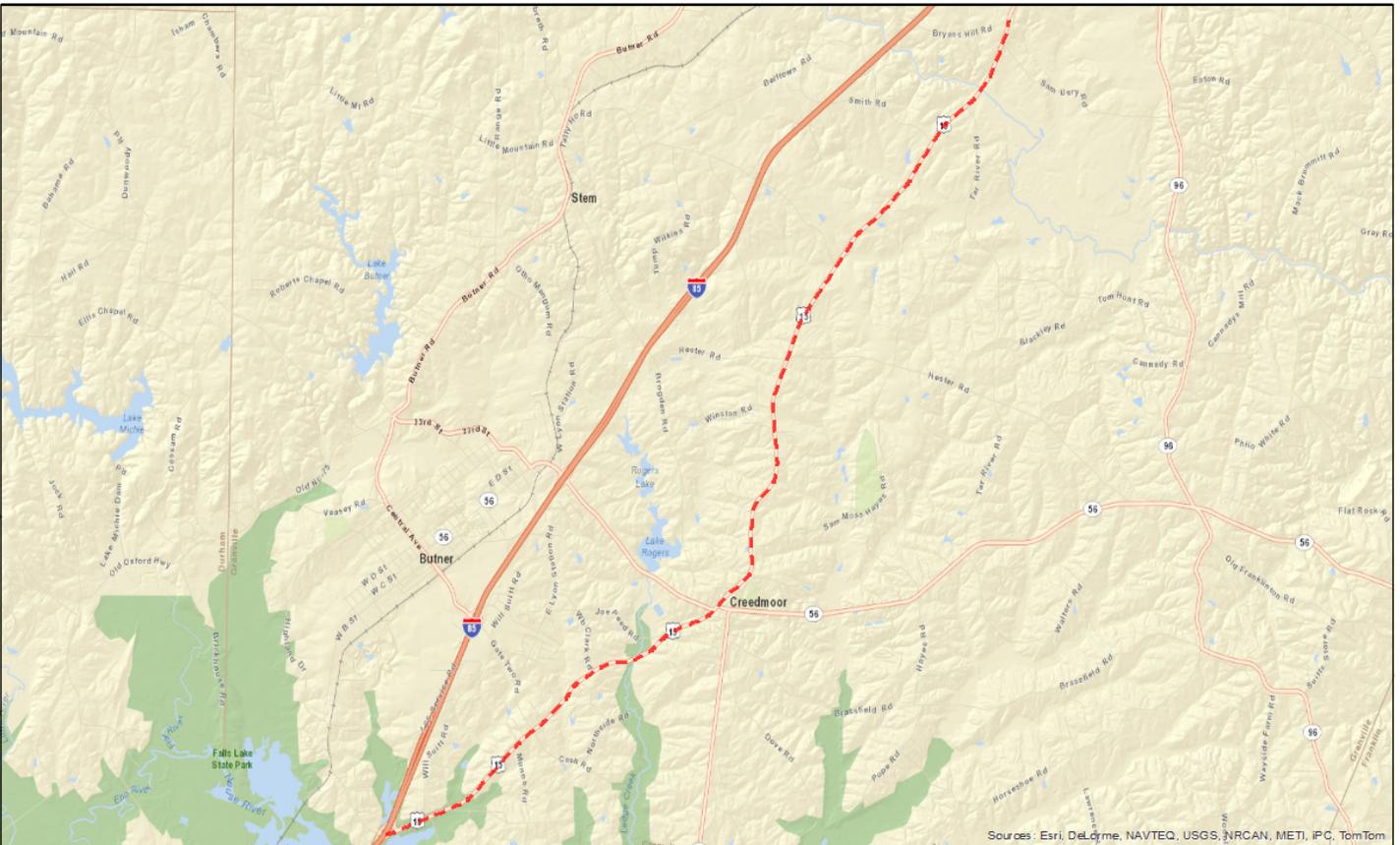
Rehabilitate pavement and modernize with 24? travel lanes and paved shoulders

**Division(s):** Division 5

**County(s):** GRANVILLE

**MPOS(s)/RPO(s):** Capital Area MPO, Kerr-Tar RPO

### Project Location



Sources: Esri, DeLorme, NAVTEQ, USGS, VRCAN, METI, IPC, TomTom

**Statewide Mobility Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
	N/A	N/A
<b>Totals: Weight: 0% Weighted Score: 0</b>		

**Regional Impact Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 19.59	Percent: 15% Points:	Percent: 15% Points:
[Travel Time] Benefit/Cost (25%) 0.00		
Accessibility / Connectivity (10%) 15.06		
Safety (10%) 47.79		
<b>Totals: Weight: 70% Weighted Score: 11.18</b>		

**Division Needs Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
[Travel Time] Benefit/Cost (20%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Congestion (V/C) (20%) 19.59		
Safety (10%) 47.79		
<b>Totals: Weight: 50% Weighted Score: 8.7</b>		

**Project Data \*****Existing Conditions**

Existing Cross-Section:	
Speed Limit:	49
Length (miles);	14.35
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	4595.76
Capacity:	15534.82
Volume/Capacity Ratio:	0.3
% Autos:	94%
% Trucks:	6%
Truck Volume:	277.45
Crash Density:	52.18
Crash Severity:	50.62
Critical Crash Rate:	40.59
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	26
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	66
Actual Congested Speed:	50.58
Travel Time Index:	0.96

**Project Benefits**

Project Cross-Section:	
Speed Limit:	49
Length (miles):	14.35
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	0
Travel Time Savings for 30 Years (Autos):	0
Travel Time Savings for 30 Years (Trucks):	0
Long-Term Employment:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 5

\* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!ine tool and associated databases.

**Project Ownership****Division**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 5	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Capital Area MPO	93%	0	0
Kerr-Tar RPO	7%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>0</b>	<b>0</b>

**Project Cost and Source**

Construction Cost:	\$5,928,000	TIP Unit
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$5,928,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$5,928,000</b>	