



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H128031

**Mode:** Highway

**Status:** Submitted

## US-117

**From/Cross Street:** O'Berry Road

**Specific Improvement Type:** 7 - Upgrade At-grade Intersection to Interchange or Grade Separation

**To:**

**Project Category:** Statewide Mobility

**Length:** 2

**TIP#:**

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$8,676,000

### Description:

Construct interchange.

**Division(s):** Division 4

**County(s):** WAYNE

**MPOS(s)/RPO(s):** Goldsboro Urban Area MPO

### Project Location



**Statewide Mobility Total Score: 13.81**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Economic Competitiveness (10%) 1.30 Multimodal + [Freight & Military] (20%) 8.43 [Travel Time] Benefit/Cost (30%) 1.44 Congestion (V/C) (30%) 16.31 Safety (10%) 66.70	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 13.81</b>		

**Regional Impact Total Score: 32.74**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
[Paved] Shoulder Width (10%) 50.00 [Travel Time] Benefit/Cost (20%) 1.44 Congestion (V/C) (15%) 16.31 Safety (15%) 66.70 Lane Width (10%) 0.00	Percent: 15% Points: 0	Percent: 15% Points: 100
<b>Totals: Weight: 70% Weighted Score: 17.74</b>		

**Division Needs Total Score: 63.45**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (10%) 16.31 Safety (10%) 66.70 Lane Width (10%) 0.00 [Paved] Shoulder Width (10%) 50.00 [Travel Time] Benefit/Cost (10%) 1.44	Percent: 25% Points: 100	Percent: 25% Points: 100
<b>Totals: Weight: 50% Weighted Score: 13.45</b>		

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

Existing Cross-Section:	
Speed Limit:	55
Length (miles);	2
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	2
Roadway has Curb & Gutter?	No
Volume (AADT):	15445.03
Capacity:	91418.29
Volume/Capacity Ratio:	0.17
% Autos:	89%
% Trucks:	11%
Truck Volume:	1685.59
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	66.7
Severity Index:	66.7
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	21
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	86
Actual Congested Speed:	0
Travel Time Index:	

**Project Benefits**

Project Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial
TerrainType:	Level
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	545000
Travel Time Savings for 30 Years (Autos):	485521.44
Travel Time Savings for 30 Years (Trucks):	59478.56
Long-Term Employment:	8.94
% Change in Economy:	1.71E-05
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 4

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

**Project Ownership**

**Division**

Division	Percent	Regional Impact	Division Needs
Division 4	100%	0	100
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>100</b>

**MPO/RPO**

MPO/RPO	Percent	Regional Impact	Division Needs
Goldsboro Urban Area MPO	100%	100	100
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>100</b>	<b>100</b>

**Project Cost and Source**

Construction Cost:	\$7,296,000	TIP Unit
Right-of-Way Cost:	\$1,380,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$8,676,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$8,676,000</b>	