



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H129112-B

**Mode:** Highway

**Status:** Submitted

## US-158, NC-46

**From/Cross Street:** SR 1312 (St. John Church Road)

**Specific Improvement Type:** 1 - Widen Existing Roadway

**To:** SR 1333 (Lynch Road) East of Jackson

**Project Category:** Statewide Mobility

**Length:** 4.93

**TIP#:** R-2582B

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$66,800,000

### Description:

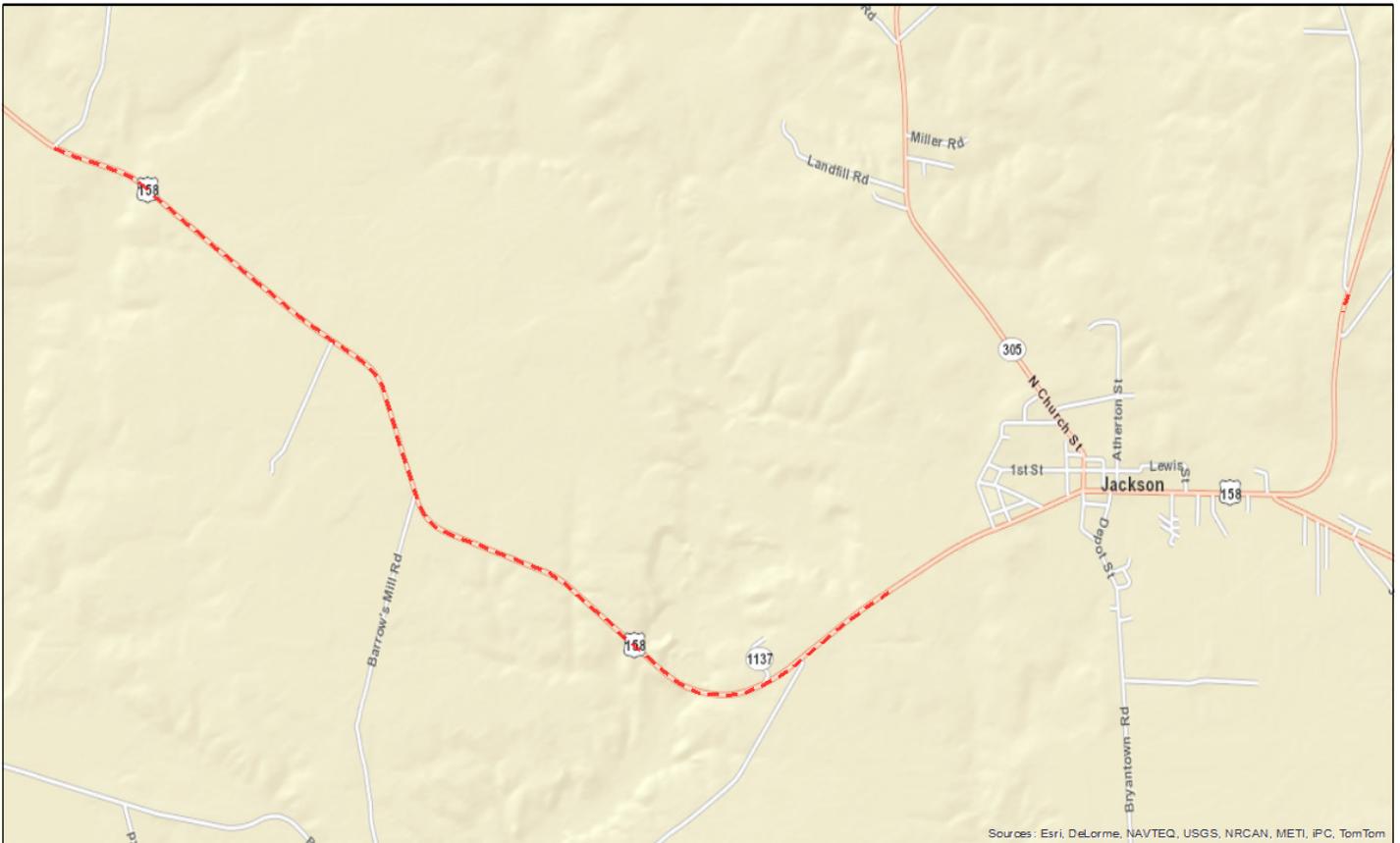
Widen to Multi-Lanes with Bypass of Jackson, Part on New Location.

**Division(s):** Division 1

**County(s):** NORTHAMPTON

**MPOS(s)/RPO(s):** Peanut Belt RPO

### Project Location



**Statewide Mobility Total Score: 8.51**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Economic Competitiveness (10%) 0.08	N/A	N/A
Multimodal + [Freight & Military] (20%) 2.76		
[Travel Time] Benefit/Cost (30%) 0.01		
Safety (10%) 27.10		
Congestion (V/C) (30%) 17.45		
<b>Totals: Weight: 100% Weighted Score: 8.51</b>		

**Regional Impact Total Score: 0**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (15%) 17.45	Percent: 15% Points:	Percent: 15% Points:
Safety (15%) 27.10		
Lane Width (10%) 0.00		
[Paved] Shoulder Width (10%) 0.00		
[Travel Time] Benefit/Cost (20%) 0.01		
<b>Totals: Weight: 70% Weighted Score: 6.68</b>		

**Division Needs Total Score: 0**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (10%) 17.45	Percent: 25% Points:	Percent: 25% Points:
Safety (10%) 27.10		
Lane Width (10%) 0.00		
[Paved] Shoulder Width (10%) 0.00		
[Travel Time] Benefit/Cost (10%) 0.01		
<b>Totals: Weight: 50% Weighted Score: 4.46</b>		

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

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	4.93
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	2
Roadway has Curb & Gutter?	No
Volume (AADT):	4085.16
Capacity:	15500
Volume/Capacity Ratio:	0.26
% Autos:	86%
% Trucks:	14%
Truck Volume:	551.64
Crash Density:	37.27
Crash Severity:	20.23
Critical Crash Rate:	23.81
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	22
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	100
Actual Congested Speed:	53.98
Travel Time Index:	1.02

**Project Benefits**

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	4.93
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	28572.82
Travel Time Savings for 30 Years (Autos):	24714.48
Travel Time Savings for 30 Years (Trucks):	3858.34
Long-Term Employment:	0
% Change in Economy:	1.7E-06
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 1

\* 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 1	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>
Peanut Belt RPO	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>0</b>	<b>0</b>

**Project Cost and Source**

Construction Cost:	\$61,400,000	TIP Unit
Right-of-Way Cost:	\$5,400,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$66,800,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$66,800,000</b>	