



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140881

**Mode:** Highway

**Status:** Submitted

## US-17 BUS (Main Street)

**From/Cross Street:** SR 1173 (Village Road)

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

**To:** Wall Street

**Project Category:** Regional Impact

**Length:** 0.43

**TIP#:**

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$542,000

### Description:

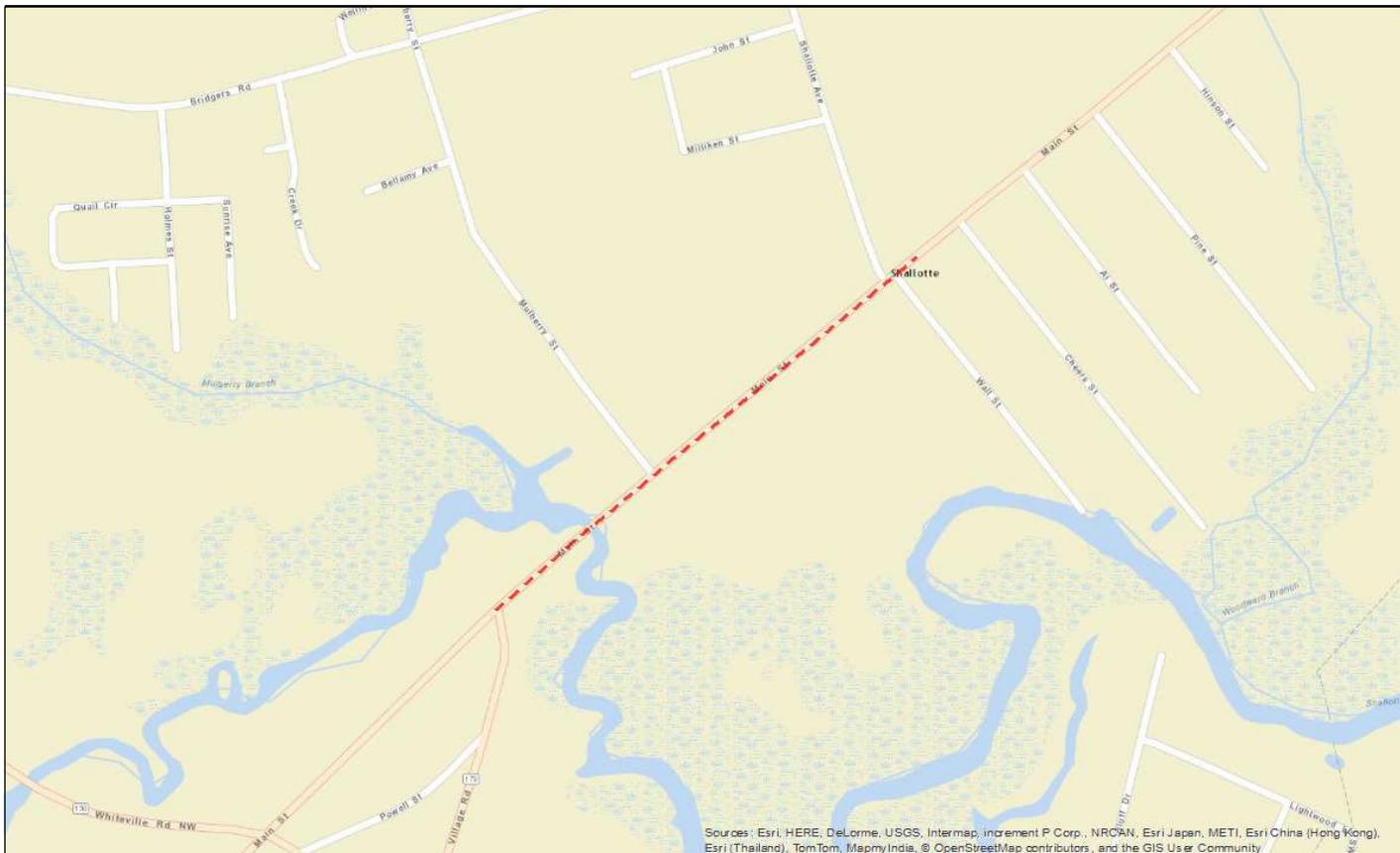
Modernize bridge, extend, and include sidewalk on US 17 BUS / Main Street in Shallotte.

**Division(s):** Division 3

**County(s):** BRUNSWICK

**MPOS(s)/RPO(s):** Grand Strand Transportation Study Area

### Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**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: 35.23**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 77.76	Percent: 15% Points: 0	Percent: 15% Points: 100
Multimodal + [Freight & Military] (25%) 3.15		
[Travel Time] Benefit/Cost (20%) 0.00		
<b>Totals: Weight: 70% Weighted Score: 20.23</b>		

**Division Needs Total Score: 84.34**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 92.34	Percent: 25% Points: 100	Percent: 25% Points: 100
Safety (20%) 77.76		
Multimodal + [Freight & Military] (10%) 3.15		
<b>Totals: Weight: 50% Weighted Score: 34.34</b>		

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

Existing Cross-Section:	
Speed Limit:	35
Length (miles);	0.43
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	22000
Capacity:	15800
Volume/Capacity Ratio:	1.39
% Autos:	97%
% Trucks:	3%
Truck Volume:	630
Crash Density:	100
Crash Severity:	33.3
Critical Crash Rate:	100
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	25
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	30
Actual Congested Speed:	0
Travel Time Index:	

**Project Benefits**

Project Cross-Section:	
Speed Limit:	35
Length (miles):	0.43
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
TerrainType:	Level
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
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:	Grand Strand Transportation Study Area

\* 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**

Division	Percent	Regional Impact	Division Needs
Division 3	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
Grand Strand Transportation Study Area	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:	\$542,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$542,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$542,000</b>	