



# NCDOT Prioritization 3.0 Project Summary

SPOT ID: H141032

Mode: Highway

Status: Submitted

## NC-55 BYP , NC-55 (GB Alford Hwy, S Main Street)

From/Cross Street: NC 55

Specific Improvement Type: 1 - Widen Existing Roadway

To: Hilltop Needmore Extension

Project Category: Regional Impact

Length: 5.76

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$76,549,000

### Description:

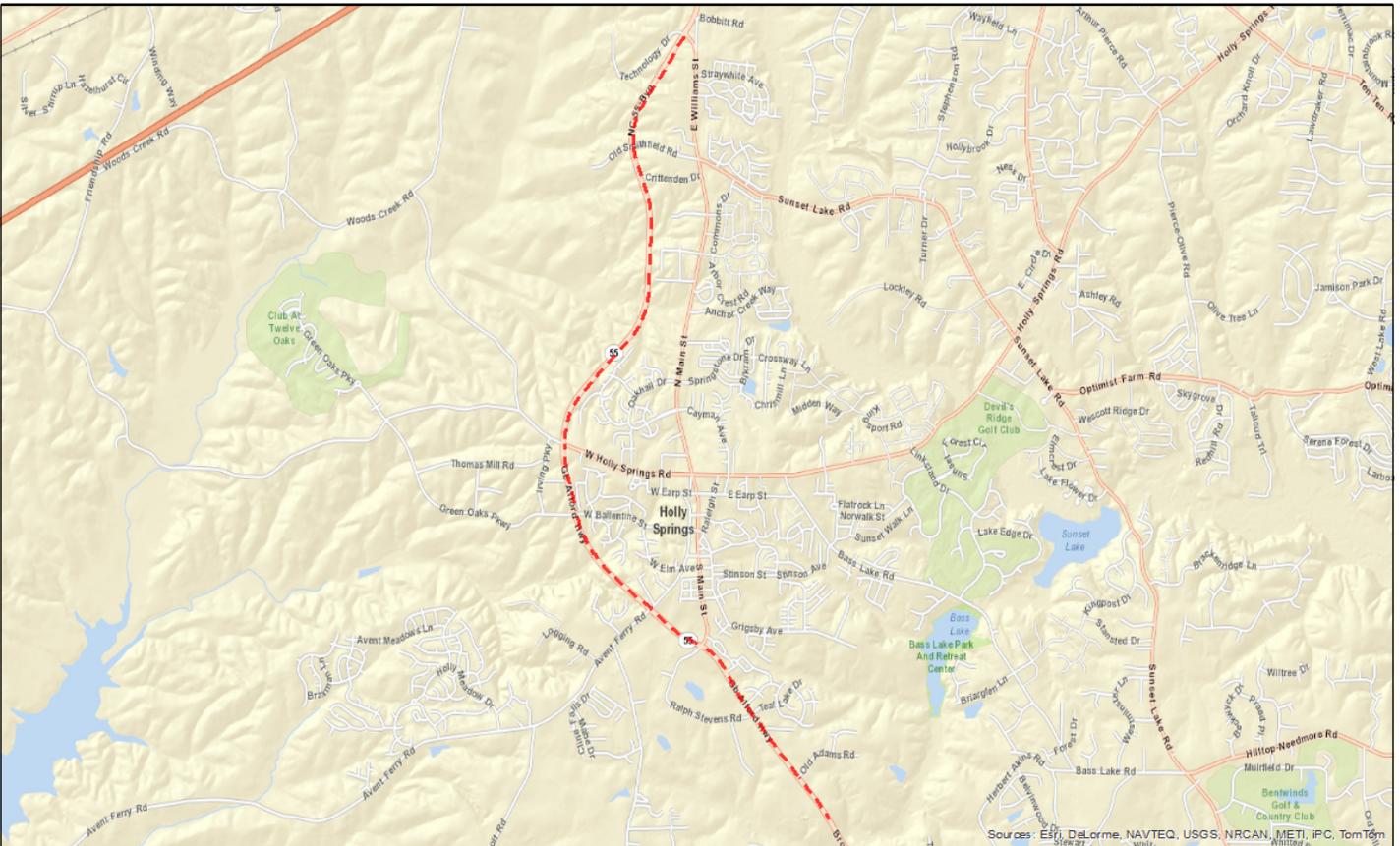
Widen to 6 Lane Divided

Division(s): Division 5

County(s): WAKE

MPOS(s)/RPO(s): Capital Area MPO

### Project Location



**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%) 42.31	Percent: 15% Points:	Percent: 15% Points:
Safety (10%) 43.56		
[Travel Time] Benefit/Cost (25%) 0.47		
Accessibility / Connectivity (10%) 27.97		
<b>Totals: Weight: 70% Weighted Score: 17.85</b>		

**Division Needs Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
[Travel Time] Benefit/Cost (20%) 0.47	Percent: 25% Points:	Percent: 25% Points:
Safety (10%) 43.56		
Congestion (V/C) (20%) 42.31		
<b>Totals: Weight: 50% Weighted Score: 12.91</b>		

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

Existing Cross-Section:	
Speed Limit:	55
Length (miles);	5.76
Facility Type:	Superstreet
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	4
Roadway has Curb & Gutter?	No
Volume (AADT):	23899.67
Capacity:	43786.35
Volume/Capacity Ratio:	0.55
% Autos:	94%
% Trucks:	6%
Truck Volume:	1315.56
Crash Density:	48.81
Crash Severity:	52.25
Critical Crash Rate:	29.63
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	30
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	78
Actual Congested Speed:	37.08
Travel Time Index:	1.48

**Project Benefits**

Project Cross-Section:	6A - 6 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	5.76
Facility Type:	Superstreet
Access Control:	Limited
Functional Classification:	Other Principal Arterial
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	1606939.49
Travel Time Savings for 30 Years (Autos):	1518485.39
Travel Time Savings for 30 Years (Trucks):	88454.1
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?	Yes
CTP/LRTP Name:	2040 MTP
CTP/LRTP Completion Year:	2012
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**

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

**MPO/RPO**

MPO/RPO	Percent	Regional Impact	Division Needs
Capital Area MPO	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:	\$54,438,000	Cost Estimation Tool
Right-of-Way Cost:	\$19,742,000	Cost Estimation Tool
Utilities Cost:	\$2,369,000	Cost Estimation Tool
Total Project Cost:	\$76,549,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$76,549,000</b>	