



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H141629

Mode: Highway

Status: Submitted

US-601

From/Cross Street: US 52

Specific Improvement Type: 11 - Access Management

To: SR 1365 (Forrest Drive)

Project Category: Regional Impact

Length: 0.98

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$6,182,000

Description:

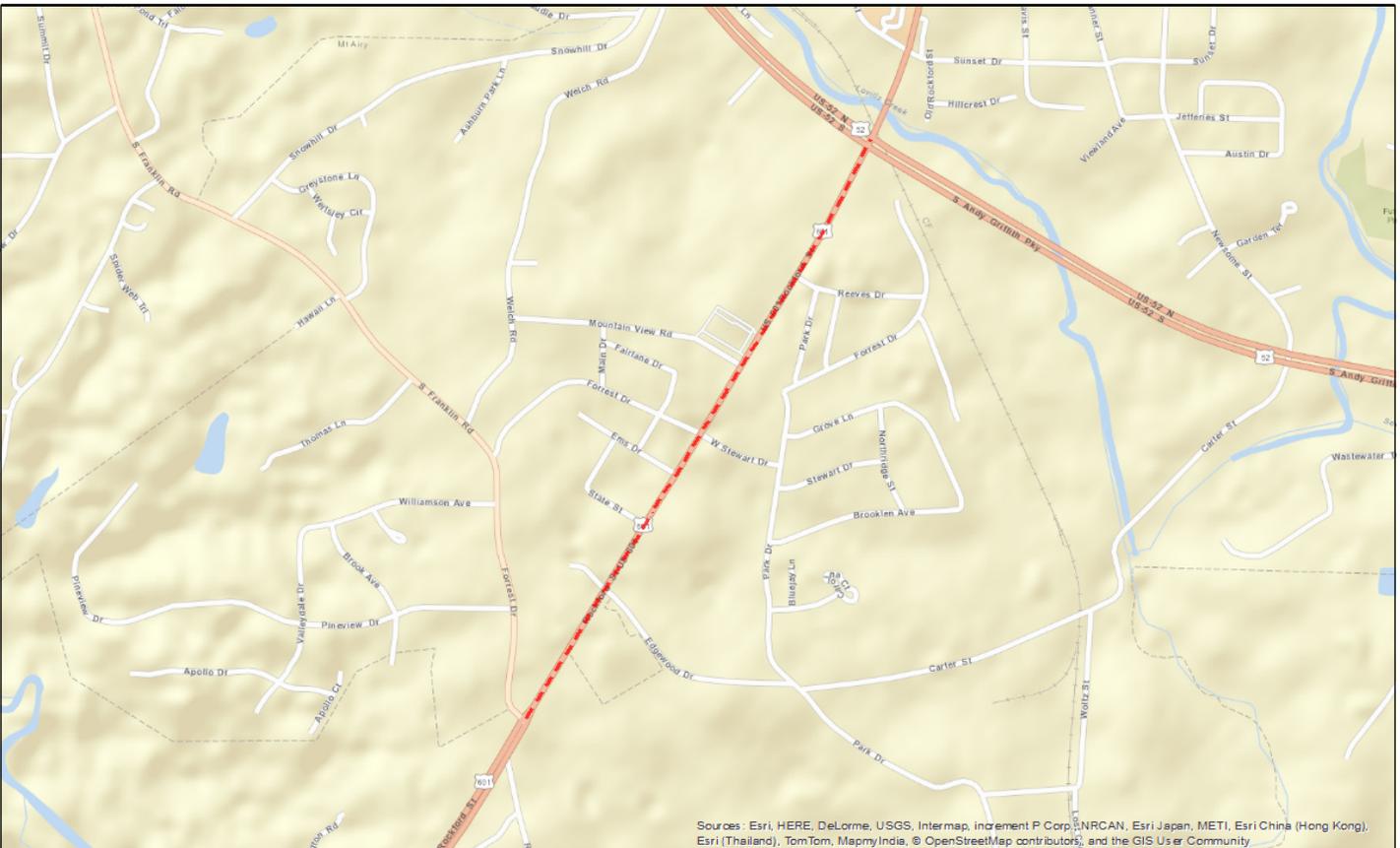
Upgrade intersection of US 601 and US 52; Conduct a corridor study to determine the best treatment for the corridor between US 52 and Forrest Drive; Analyze the potential benefits of the original CTP recommendation to convert the existing five-lane major thoroughfare into a four-lane divided boulevard with a raised median and turn bays at major intersections

Division(s): Division 11

County(s): SURRY

MPOS(s)/RPO(s): Northwest Piedmont RPO

Project Location



Statewide Mobility Total Score: 0

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

Regional Impact Total Score: 57.36

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 60.80	Percent: 15% Points: 100	Percent: 15% Points: 100
Safety (10%) 89.50		
[Travel Time] Benefit/Cost (25%) 1.77		
Accessibility / Connectivity (10%) 27.68		
Totals: Weight: 70% Weighted Score: 27.36		

Division Needs Total Score: 71.46

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 60.80	Percent: 25% Points: 100	Percent: 25% Points: 100
Safety (10%) 89.50		
[Travel Time] Benefit/Cost (20%) 1.77		
Totals: Weight: 50% Weighted Score: 21.46		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	0.98
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	26518.55
Capacity:	31700
Volume/Capacity Ratio:	0.84
% Autos:	96%
% Trucks:	4%
Truck Volume:	1035.88
Crash Density:	92.96
Crash Severity:	82.59
Critical Crash Rate:	92.96
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	25
Existing Median Type (for Cost Estimation):	TWLT
Pavement Condition Rating:	89
Actual Congested Speed:	26.76
Travel Time Index:	2.05

Project Benefits

Project Cross-Section:	4E - 4 Lane Divided (17'-6" Raised Median) with Paved Shoulders and Sidewalks
Speed Limit:	55
Length (miles):	0.98
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	490330.36
Travel Time Savings for 30 Years (Autos):	471176.78
Travel Time Savings for 30 Years (Trucks):	19153.58
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:	Surry County CTP
CTP/LRTP Completion Year:	2012
Submitted by:	Northwest Piedmont RPO

* 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 11	100%	100	100
	0%	0	0
	0%	0	0
TOTAL Division Points		100	100

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Northwest Piedmont RPO	100%	100	100
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	100

Project Cost and Source

Construction Cost:	\$4,284,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,695,000	Cost Estimation Tool
Utilities Cost:	\$203,000	Cost Estimation Tool
Total Project Cost:	\$6,182,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$6,182,000	