



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H141724

Mode: Highway

Status: Submitted

US-17, US-13

From/Cross Street: US 64 at Williamston

Specific Improvement Type: 2 - Upgrade Arterial to Freeway/Expressway

To: US 13 North at Windsor

Project Category: Statewide Mobility

Length: 14.47

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$296,415,000

Description:

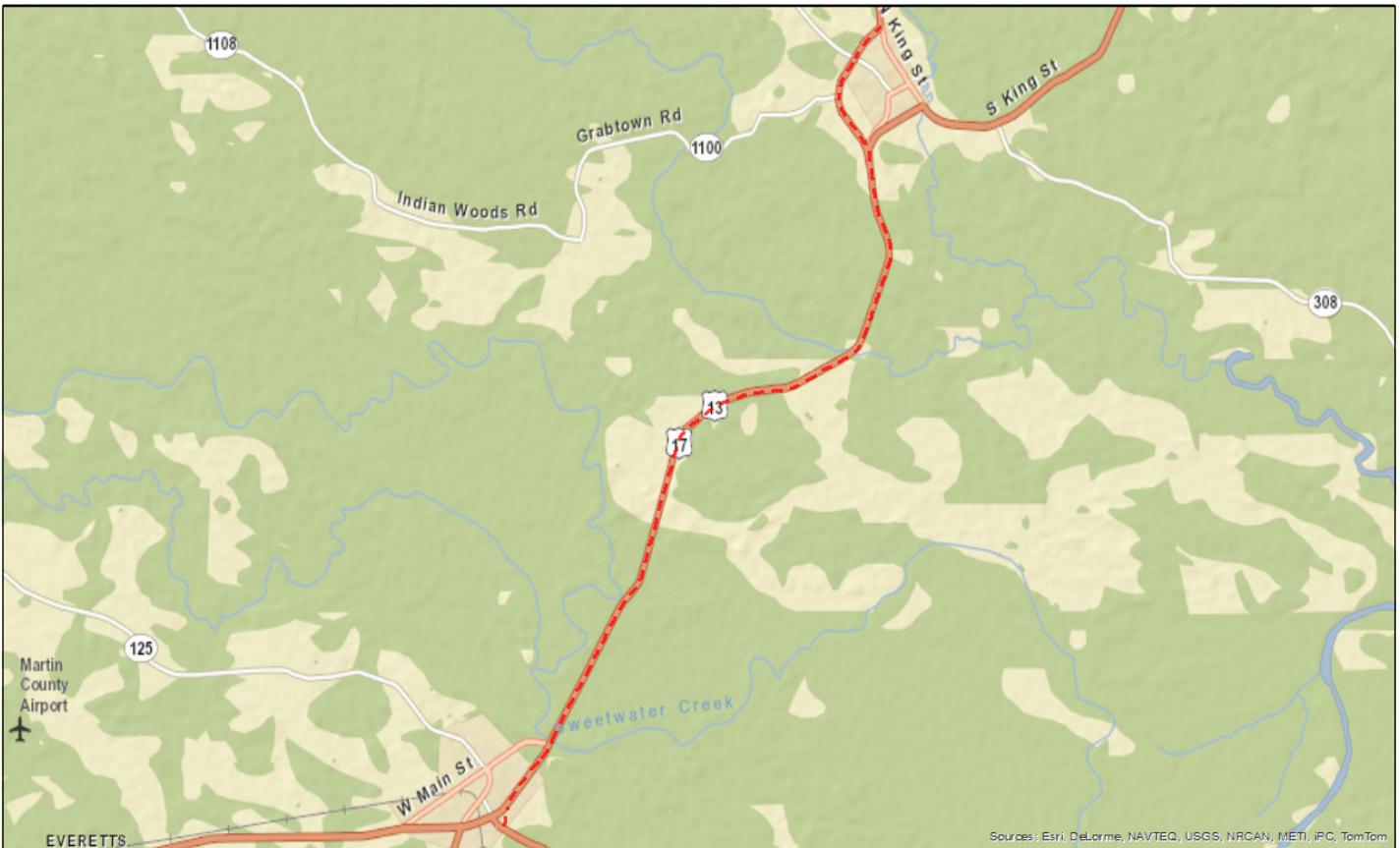
Upgrade roadway to Interstate

Division(s): Division 1

County(s): BERTIE, MARTIN

MPOS(s)/RPO(s): Peanut Belt RPO, Mid-East RPO

Project Location



Sources: Esri, DeLorme, NAVTEQ, USGS, NRCAN, METI, IPC, TomTom

Statewide Mobility Total Score: 13.96

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 13.83	N/A	N/A
Safety (10%) 56.90		
Economic Competitiveness (10%) 18.51		
Multimodal + [Freight & Military] (20%) 10.77		
[Travel Time] Benefit/Cost (30%) 0.39		
Totals: Weight: 100% Weighted Score: 13.96		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (15%) 56.90	Percent: 15% Points:	Percent: 15% Points:
[Travel Time] Benefit/Cost (20%) 0.39		
Congestion (V/C) (15%) 13.83		
Lane Width (10%) 0.00		
[Paved] Shoulder Width (10%) 75.00		
Totals: Weight: 70% Weighted Score: 18.19		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
[Paved] Shoulder Width (10%) 75.00	Percent: 25% Points:	Percent: 25% Points:
[Travel Time] Benefit/Cost (10%) 0.39		
Safety (10%) 56.90		
Lane Width (10%) 0.00		
Congestion (V/C) (10%) 13.83		
Totals: Weight: 50% Weighted Score: 14.61		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles);	14.47
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	1
Roadway has Curb & Gutter?	No
Volume (AADT):	11251.81
Capacity:	72347.72
Volume/Capacity Ratio:	0.16
% Autos:	88%
% Trucks:	12%
Truck Volume:	1376.51
Crash Density:	56.17
Crash Severity:	51.06
Critical Crash Rate:	63.5
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	Yes
Average Commuting Time:	21
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	89
Actual Congested Speed:	54.37
Travel Time Index:	1.01

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	70
Length (miles):	14.47
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):	4946155.65
Travel Time Savings for 30 Years (Autos):	4341061.11
Travel Time Savings for 30 Years (Trucks):	605094.54
Long-Term Employment:	79.84
% Change in Economy:	0.00029033
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	Yes
CTP/LRTP Name:	Bertie County Comprehensive Transportation Plan
CTP/LRTP Completion Year:	2012
Submitted by:	Peanut Belt 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 1	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Peanut Belt RPO	90%	0	0
Mid-East RPO	10%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$226,794,000	Cost Estimation Tool
Right-of-Way Cost:	\$62,162,000	Cost Estimation Tool
Utilities Cost:	\$7,459,000	Cost Estimation Tool
Total Project Cost:	\$296,415,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$296,415,000	