



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H141739

Mode: Highway

Status: Submitted

US-17

From/Cross Street: US 17A East of Windsor

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

To: South end of Chowan River Bridge

Project Category: Statewide Mobility

Length: 7.76

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$120,801,000

Description:

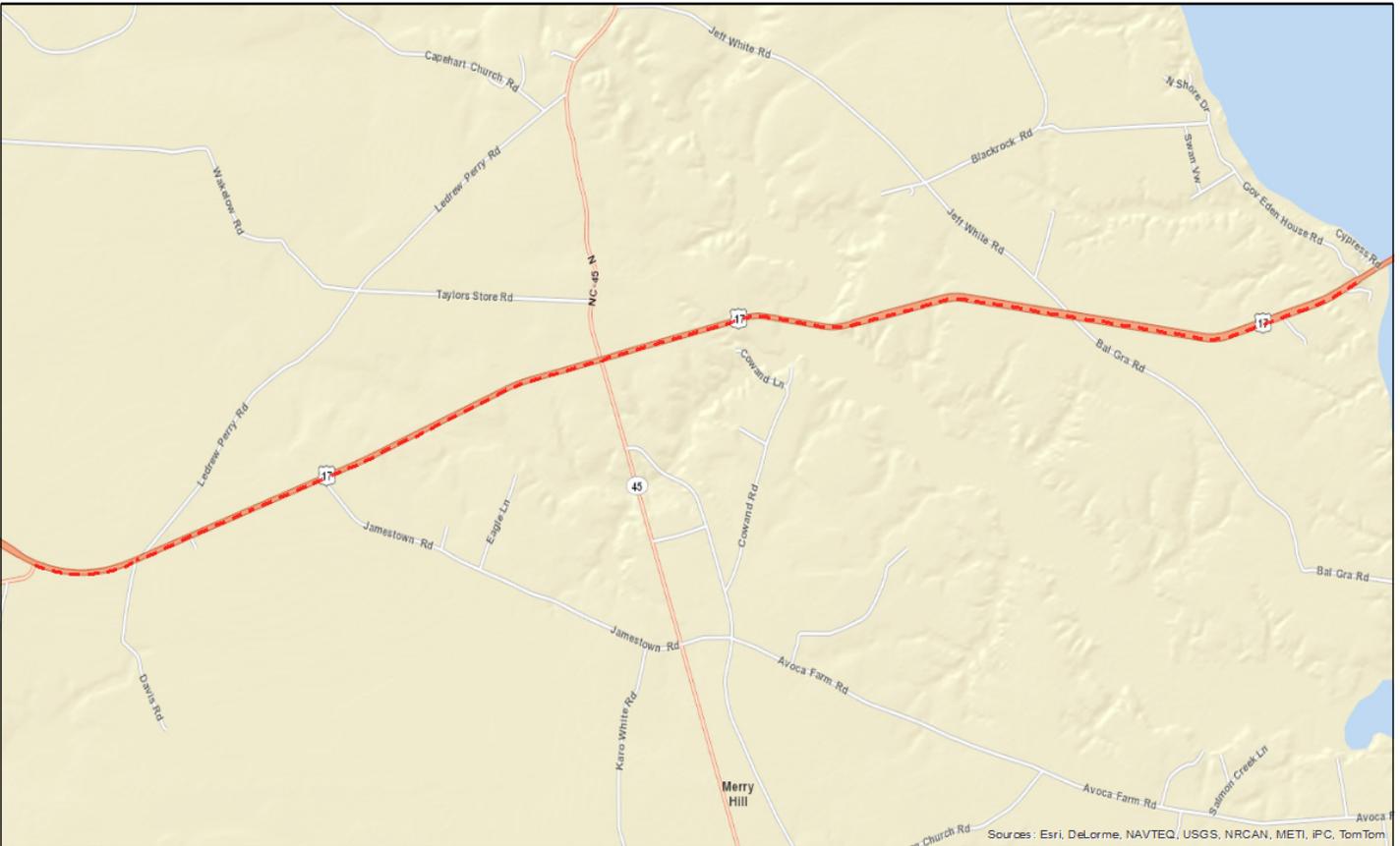
Upgrade roadway to Interstate

Division(s): Division 1

County(s): BERTIE

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

Project Location



Statewide Mobility Total Score: 5.01

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	9.80	N/A	N/A
Safety (10%)	0.00		
Economic Competitiveness (10%)	6.36		
Multimodal + [Freight & Military] (20%)	6.60		
[Travel Time] Benefit/Cost (30%)	0.37		
Totals: Weight: 100% Weighted Score: 5.01			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (15%)	9.80	Percent: 15% Points:	Percent: 15% Points:
Safety (15%)	0.00		
Lane Width (10%)	0.00		
[Paved] Shoulder Width (10%)	25.00		
[Travel Time] Benefit/Cost (20%)	0.37		
Totals: Weight: 70% Weighted Score: 4.04			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Lane Width (10%)	0.00	Percent: 25% Points:	Percent: 25% Points:
[Paved] Shoulder Width (10%)	25.00		
[Travel Time] Benefit/Cost (10%)	0.37		
Safety (10%)	0.00		
Congestion (V/C) (10%)	9.80		
Totals: Weight: 50% Weighted Score: 3.52			

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	7.76
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	3
Roadway has Curb & Gutter?	No
Volume (AADT):	8121.37
Capacity:	74420.49
Volume/Capacity Ratio:	0.11
% Autos:	84%
% Trucks:	16%
Truck Volume:	1320.95
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	29
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	88
Actual Congested Speed:	54.05
Travel Time Index:	1.02

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	70
Length (miles):	7.76
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Level
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	1915615.97
Travel Time Savings for 30 Years (Autos):	1604038.45
Travel Time Savings for 30 Years (Trucks):	311577.52
Long-Term Employment:	29.78
% Change in Economy:	9.75E-05
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:	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	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$94,540,000	Cost Estimation Tool
Right-of-Way Cost:	\$23,447,000	Cost Estimation Tool
Utilities Cost:	\$2,814,000	Cost Estimation Tool
Total Project Cost:	\$120,801,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$120,801,000	