



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H141790

Mode: Highway

Status: Submitted

US-17 BYP , US-17 BUS (Shalotte Bypass, Main Street)

From/Cross Street: Intersection of US 17 Bypass (Shalotte Bypass) and US 17 Business (Main Street) southern intersection

Specific Improvement Type: 7 - Upgrade At-grade Intersection to Interchange or Grade Separation

To:

Project Category: Statewide Mobility

Length: 2

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$25,110,000

Description:

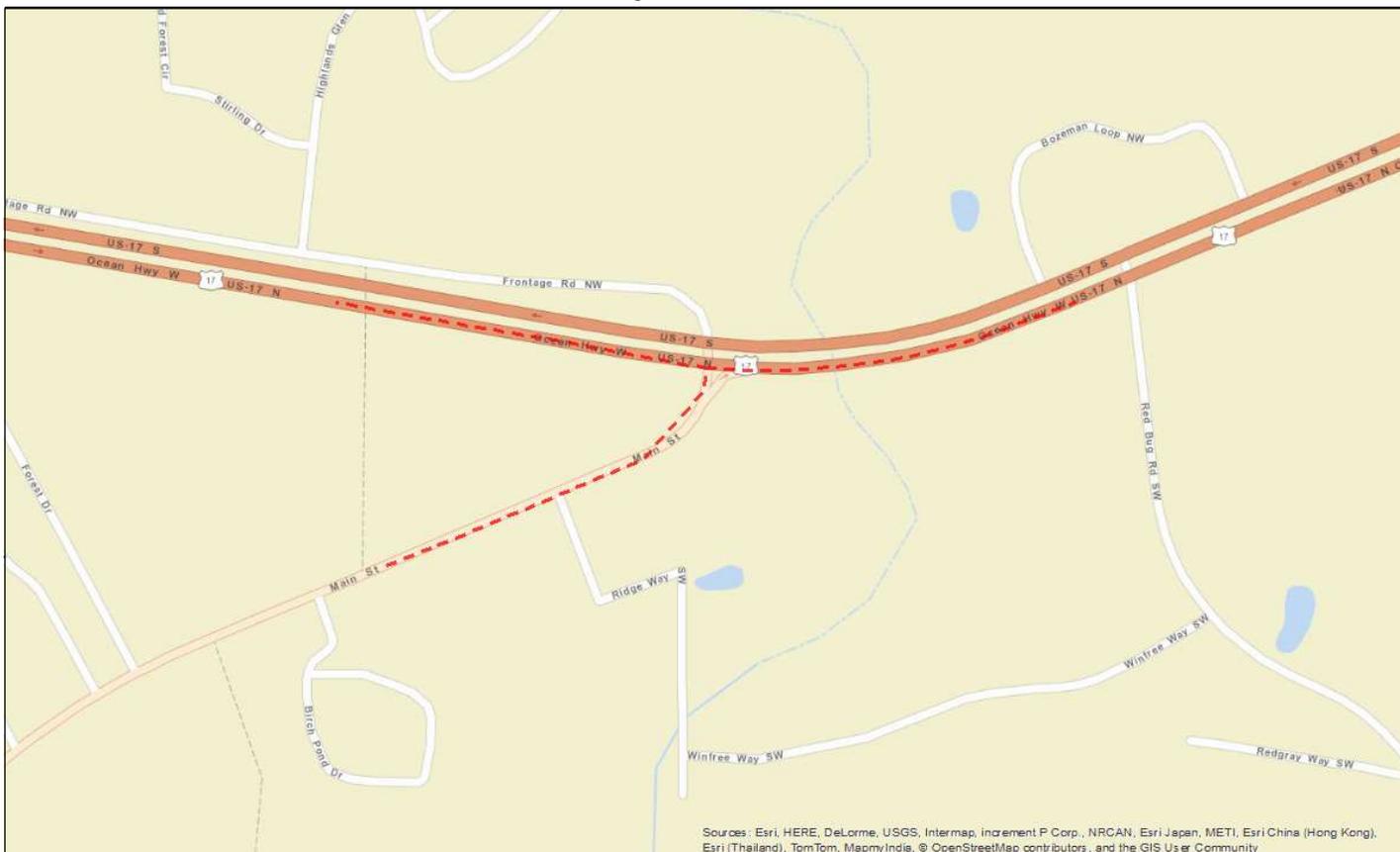
Upgrade existing at grade intersection to interchange

Division(s): Division 3

County(s): BRUNSWICK

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

Project Location



Statewide Mobility Total Score: 26.35

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	40.89	N/A	N/A
Safety (10%)	66.65		
Economic Competitiveness (10%)	11.72		
Multimodal + [Freight & Military] (20%)	22.83		
[Travel Time] Benefit/Cost (30%)	5.59		
Totals: Weight: 100% Weighted Score: 26.35			

Regional Impact Total Score: 41.19

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%)	66.65	Percent: 15%	Percent: 15%
Multimodal + [Freight & Military] (25%)	22.83	Points: 18	Points: 100
[Travel Time] Benefit/Cost (20%)	5.59		
Totals: Weight: 70% Weighted Score: 23.49			

Division Needs Total Score: 23.79

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (20%)	66.65	Percent: 25%	Percent: 25%
Congestion (V/C) (20%)	40.89	Points: 0	Points: 0
Multimodal + [Freight & Military] (10%)	22.83		
Totals: Weight: 50% Weighted Score: 23.79			

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles);	2
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	2
Roadway has Curb & Gutter?	No
Volume (AADT):	41700.6
Capacity:	103355.06
Volume/Capacity Ratio:	0.4
% Autos:	94%
% Trucks:	6%
Truck Volume:	2548.84
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	33.3
Severity Index:	100
County Tier Designation:	3
Non-Interstate STRAHNET Route?	Yes
Average Commuting Time:	27
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	94
Actual Congested Speed:	36
Travel Time Index:	1.53

Project Benefits

Project Cross-Section:	
Speed Limit:	60
Length (miles):	2
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):	6218000
Travel Time Savings for 30 Years (Autos):	5837941.23
Travel Time Savings for 30 Years (Trucks):	380058.77
Long-Term Employment:	99.92
% Change in Economy:	0.00013457
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:	Division 3

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership

Division

Division	Percent	Regional Impact	Division Needs
Division 3	100%	18	0
	0%	0	0
	0%	0	0
TOTAL Division Points		18	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Grand Strand Transportation Study Area	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	0

Project Cost and Source

Construction Cost:	\$20,250,000	Cost Estimation Tool
Right-of-Way Cost:	\$4,860,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$25,110,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$25,110,000	