



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H142085

**Mode:** Highway

**Status:** Submitted

## US-74, SR-1714 (Stanback Ferry Road)

**From/Cross Street:** SR-1714 Stanback Ferry Road

**Specific Improvement Type:** 10 - Improve Intersection

**To:**

**Project Category:** Statewide Mobility

**Length:** 0.5

**TIP#:** None

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$1,550,000

### Description:

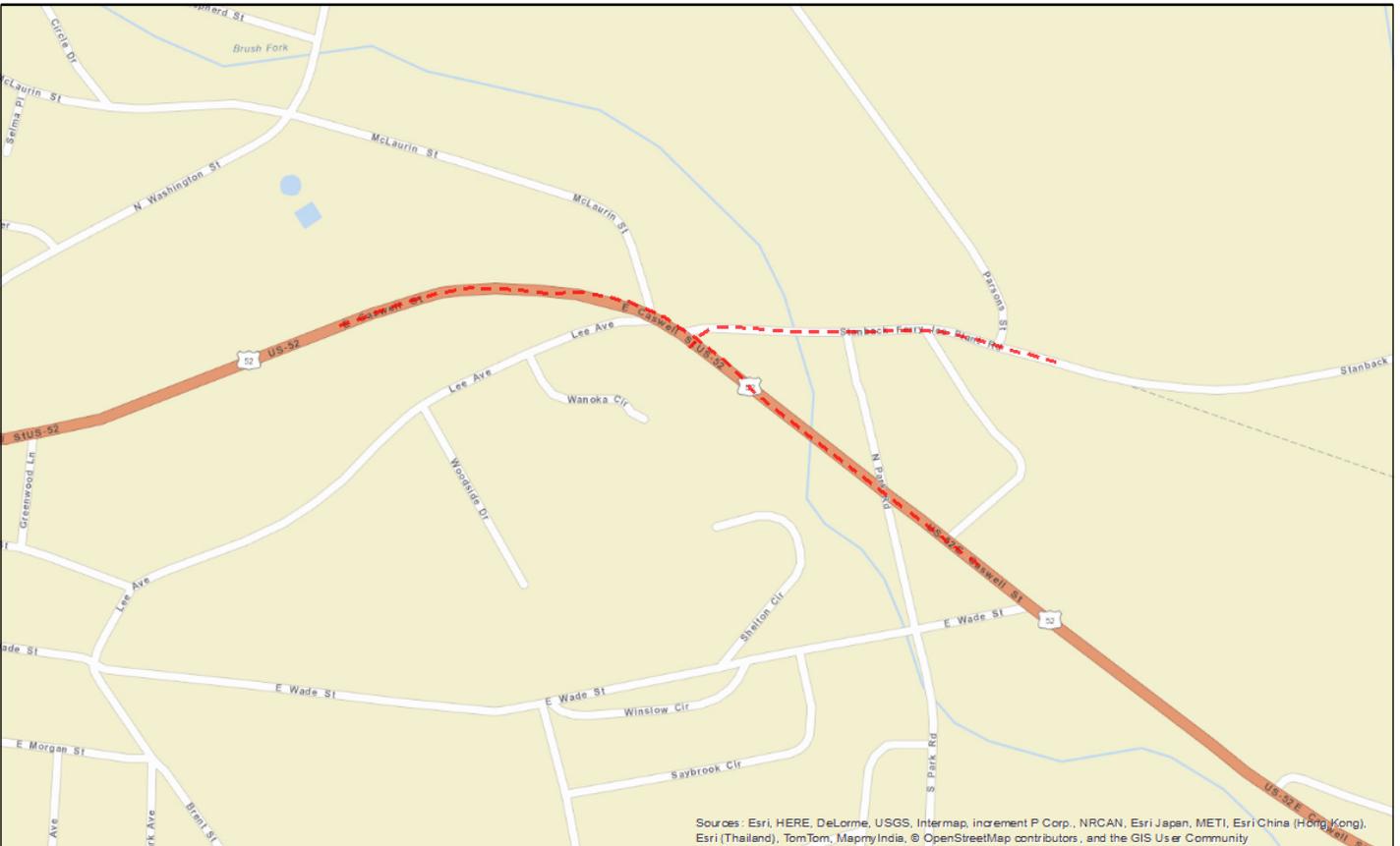
Extend left turn lane storage on US 74, construct leftover into Stanback Ferry Road, and extend concrete median island west beyond McLaurin Street on US 74

**Division(s):** Division 10

**County(s):** ANSON

**MPOS(s)/RPO(s):** Rocky River RPO

### Project Location



**Statewide Mobility Total Score: 29.27**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Multimodal + [Freight & Military] (20%)	33.05	N/A	N/A
Congestion (V/C) (30%)	53.32		
Safety (10%)	66.65		
Economic Competitiveness (10%)	0.00		
[Travel Time] Benefit/Cost (30%)	0.00		
<b>Totals: Weight: 100% Weighted Score: 29.27</b>			

**Regional Impact Total Score: 54.06**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%)	66.65	Percent: 15% Points: 100	Percent: 15% Points: 100
[Travel Time] Benefit/Cost (25%)	0.00		
Accessibility / Connectivity (10%)	40.61		
Congestion (V/C) (25%)	53.32		
<b>Totals: Weight: 70% Weighted Score: 24.06</b>			

**Division Needs Total Score: 42.33**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)	53.32	Percent: 25% Points: 0	Percent: 25% Points: 100
Safety (10%)	66.65		
[Travel Time] Benefit/Cost (20%)	0.00		
<b>Totals: Weight: 50% Weighted Score: 17.33</b>			

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

Existing Cross-Section:	
Speed Limit:	35
Length (miles);	0.5
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):	34614
Capacity:	52615.95
Volume/Capacity Ratio:	0.66
% Autos:	90%
% Trucks:	10%
Truck Volume:	3320.18
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	33.3
Severity Index:	100
County Tier Designation:	1
Non-Interstate STRAHNET Route?	Yes
Average Commuting Time:	23
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	97
Actual Congested Speed:	25.47
Travel Time Index:	1.37

**Project Benefits**

Project Cross-Section:	
Speed Limit:	35
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
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):	0
Travel Time Savings for 30 Years (Autos):	0
Travel Time Savings for 30 Years (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 10

\* 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 10	100%	100	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>100</b>	<b>0</b>

**MPO/RPO**

MPO/RPO	Percent	Regional Impact	Division Needs
Rocky River RPO	100%	100	100
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>100</b>	<b>100</b>

**Project Cost and Source**

Construction Cost:	\$1,250,000	Cost Estimation Tool
Right-of-Way Cost:	\$300,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$1,550,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$1,550,000</b>	