



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090061-CB

Mode: Highway

Status: Submitted

US-64

From/Cross Street: Davidson County Line

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 1409 (Lake Park Road)

Project Category: Statewide Mobility

Length: 4.79

TIP#: R-2220CB

Fully Funded in Draft STIP? No

Cost to NCDOT: \$37,100,000

Description:

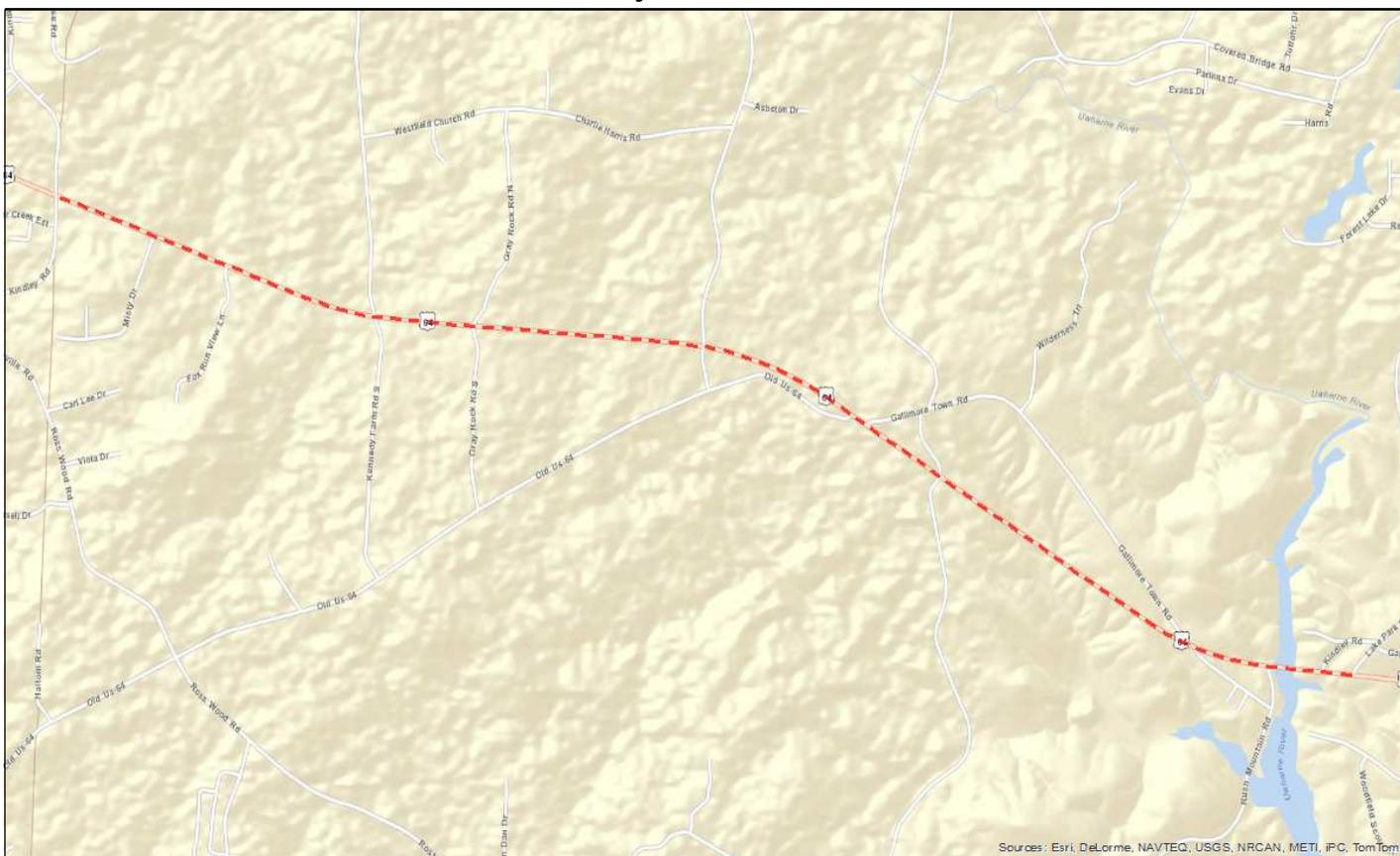
Widen to Multi-Lanes.

Division(s): Division 8

County(s): RANDOLPH

MPOS(s)/RPO(s): Piedmont Triad RPO, High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 14.78

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%)	48.09	N/A	N/A
Economic Competitiveness (10%)	0.74		
Multimodal + [Freight & Military] (20%)	4.08		
[Travel Time] Benefit/Cost (30%)	0.15		
Congestion (V/C) (30%)	30.11		
Totals: Weight: 100% Weighted Score: 14.78			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%)	30.11	Percent: 15%	Percent: 15%
Safety (10%)	48.09	Points:	Points:
[Travel Time] Benefit/Cost (25%)	0.15		
Accessibility / Connectivity (10%)	26.80		
Totals: Weight: 70% Weighted Score: 15.05			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)	30.11	Percent: 25%	Percent: 25%
Safety (10%)	48.09	Points:	Points:
[Travel Time] Benefit/Cost (20%)	0.15		
Totals: Weight: 50% Weighted Score: 10.86			

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	4.79
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	4
Roadway has Curb & Gutter?	No
Volume (AADT):	7049.11
Capacity:	15500
Volume/Capacity Ratio:	0.45
% Autos:	88%
% Trucks:	12%
Truck Volume:	815.62
Crash Density:	57.55
Crash Severity:	52.05
Critical Crash Rate:	34.68
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	24
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	99
Actual Congested Speed:	57
Travel Time Index:	0.96

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	4.79
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	239518.54
Travel Time Savings for 30 Years (Autos):	211804.88
Travel Time Savings for 30 Years (Trucks):	27713.66
Long-Term Employment:	4
% Change in Economy:	1.08E-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:	Division 8

* 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 8	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Piedmont Triad RPO	100%	0	0
High Point Urban Area MPO	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$27,200,000	TIP Unit
Right-of-Way Cost:	\$8,000,000	TIP Unit
Utilities Cost:	\$1,900,000	TIP Unit
Total Project Cost:	\$37,100,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$37,100,000	