



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090192-B

Mode: Highway

Status: Submitted

I-85 BUS , US-29, US-70

From/Cross Street: I-85 in Davidson County

Specific Improvement Type: 16 - Modernize Roadway

To: I-85 in Guilford County

Project Category: Regional Impact

Length: 31.01

TIP#: R-2808B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$9,576,000

Description:

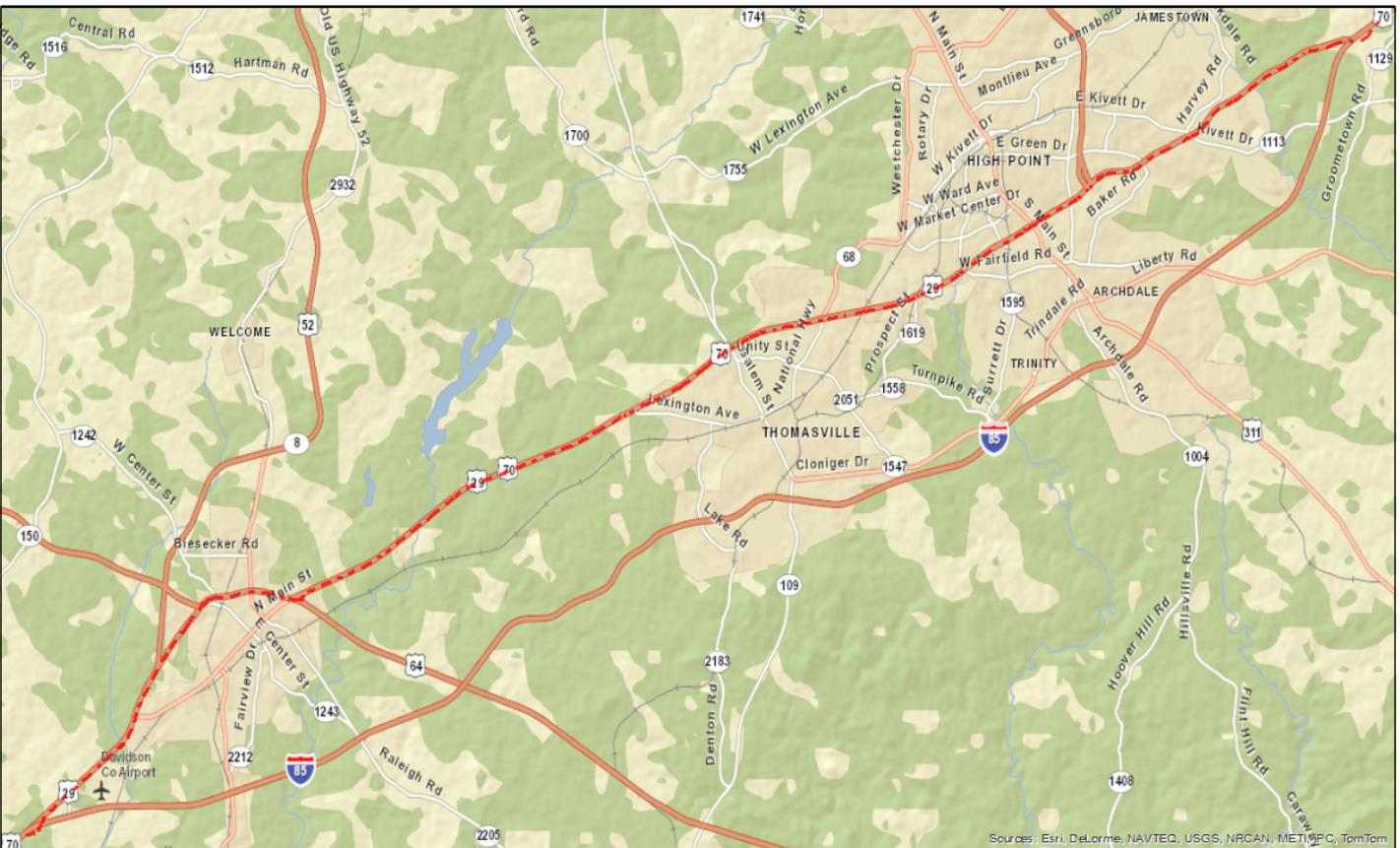
I-85 in Davidson County to I-85 in Guilford County. Upgrade, Safety Improvements and Replace Bridge No. 74 at SR 1627 (B-2163).

Division(s): Division 9, Division 7, Division 8

County(s): DAVIDSON, GUILFORD, RANDOLPH

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

Project Location



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

Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 23.82	Percent: 15% Points:	Percent: 15% Points:
Safety (10%) 47.62		
[Travel Time] Benefit/Cost (25%) 0.00		
Accessibility / Connectivity (10%) 12.14		
Totals: Weight: 70% Weighted Score: 11.93		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 23.82	Percent: 25% Points:	Percent: 25% Points:
Safety (10%) 47.62		
[Travel Time] Benefit/Cost (20%) 0.00		
Totals: Weight: 50% Weighted Score: 9.53		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	56
Length (miles);	31.01
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial- Other Freeway
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	7
Roadway has Curb & Gutter?	No
Volume (AADT):	18202.69
Capacity:	66021.85
Volume/Capacity Ratio:	0.28
% Autos:	91%
% Trucks:	9%
Truck Volume:	1612.86
Crash Density:	42.2
Crash Severity:	57.94
Critical Crash Rate:	42.75
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	19
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	92
Actual Congested Speed:	55.98
Travel Time Index:	0.94

Project Benefits

Project Cross-Section:	
Speed Limit:	56
Length (miles):	31.01
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial- Other Freeway
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:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* 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 9	64%	0	0
Division 7	31%	0	0
Division 8	5%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
High Point Urban Area MPO	99%	0	0
Greensboro Urban Area MPO	1%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$9,576,000	TIP Unit
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$9,576,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$9,576,000	