



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090241-B

Mode: Highway

Status: Submitted

US-64

From/Cross Street: Davie County Line

Specific Improvement Type: 1 - Widen Existing Roadway

To: US 52 in Lexington

Project Category: Regional Impact

Length: 6.23

TIP#: R-3602B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$65,169,000

Description:

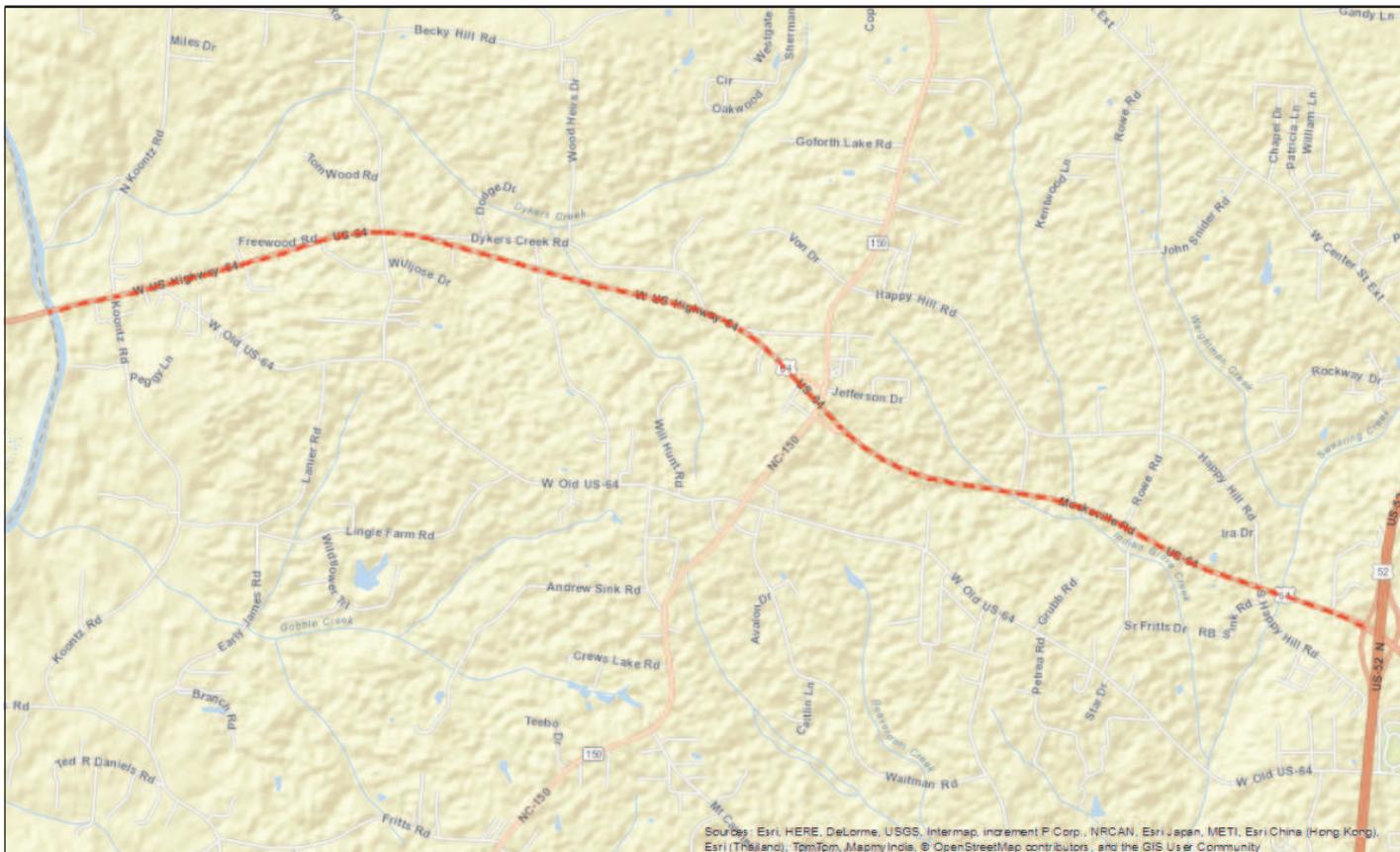
US 601 South of Mocksville to US 52 in Lexington. Widen to Multi-Lanes and Upgrade interchange at US 52. Section B: US 64 from Davie County Line to US 52 in Lexington.

Division(s): Division 9

County(s): DAVIDSON

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

Project Location



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: 47.96

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
[Travel Time] Benefit/Cost (25%) 0.14	Percent: 15% Points: 100	Percent: 15% Points: 100
Accessibility / Connectivity (10%) 25.92		
Congestion (V/C) (25%) 31.89		
Safety (10%) 73.60		
Totals: Weight: 70% Weighted Score: 17.96		

Division Needs Total Score: 13.77

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 31.89	Percent: 25% Points: 0	Percent: 25% Points: 0
Safety (10%) 73.60		
[Travel Time] Benefit/Cost (20%) 0.14		
Totals: Weight: 50% Weighted Score: 13.77		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	6.23
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	7471.55
Capacity:	15512.69
Volume/Capacity Ratio:	0.48
% Autos:	86%
% Trucks:	14%
Truck Volume:	1034.72
Crash Density:	74.56
Crash Severity:	86.48
Critical Crash Rate:	59.8
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	23
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	99
Actual Congested Speed:	54.45
Travel Time Index:	1

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	6.23
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):	396232.96
Travel Time Savings for 30 Years (Autos):	341359.2
Travel Time Savings for 30 Years (Trucks):	54873.76
Long-Term Employment:	
% Change in Economy:	
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 9

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$54,834,000	TIP Unit
Right-of-Way Cost:	\$9,228,000	Cost Estimation Tool
Utilities Cost:	\$1,107,000	Cost Estimation Tool
Total Project Cost:	\$65,169,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$65,169,000	