



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090277

**Mode:** Highway

**Status:** Submitted

### US-64

**From/Cross Street:** Winding Stair Gap

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** Two Miles East of Winding Stair Gap

**Project Category:** Statewide Mobility

**Length:** 2

**TIP#:** R-4415

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$13,110,000

#### Description:

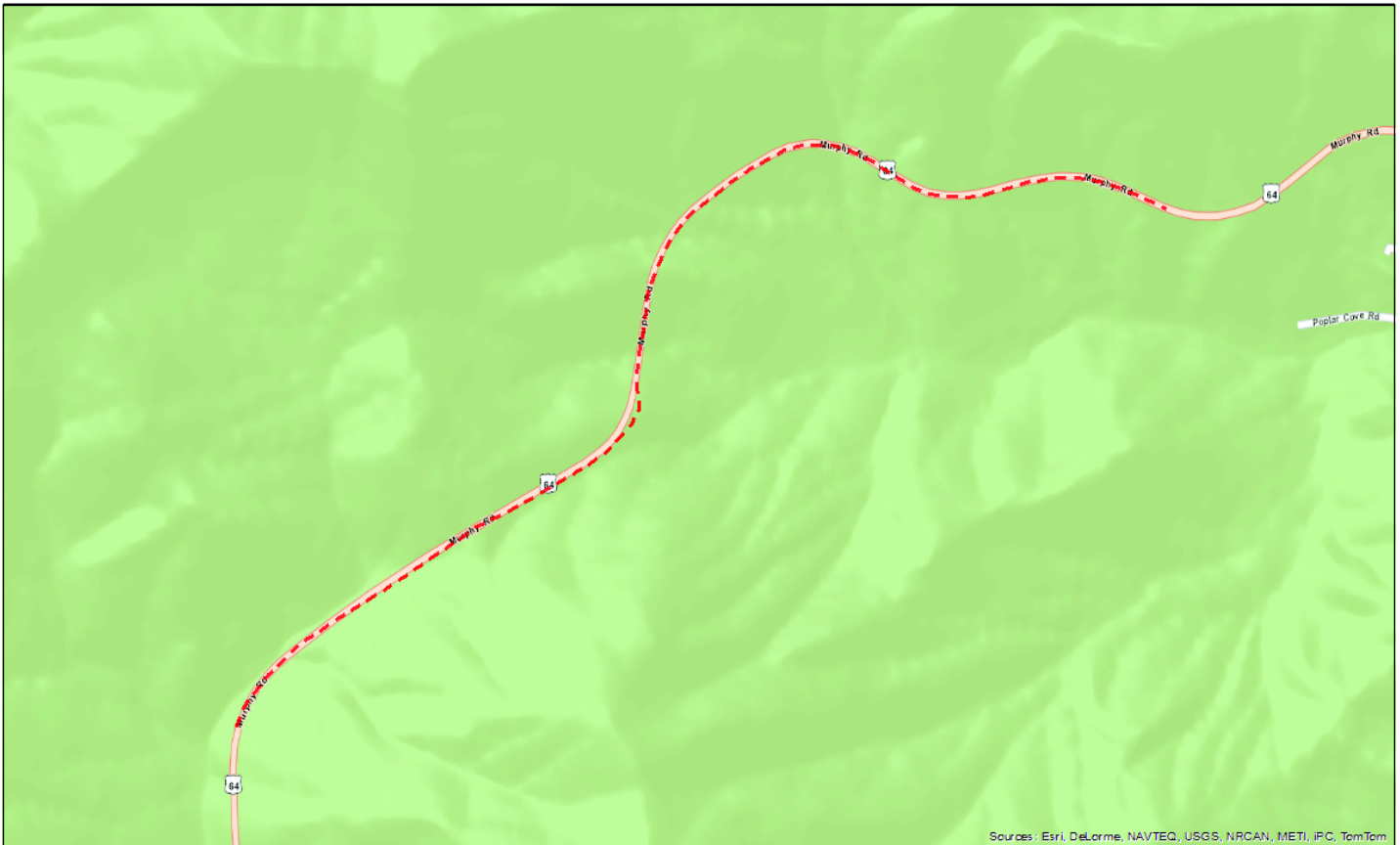
From Winding Stair Gap Eastward For Two Miles. Construct Truck Climbing Lane.

**Division(s):** Division 14

**County(s):** MACON

**MPOS(s)/RPO(s):** Southwestern RPO

#### Project Location



**Statewide Mobility Total Score: 4.99**

<b>Quantitative Score</b>		<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (30%)	9.40	N/A	N/A
Safety (10%)	19.05		
Economic Competitiveness (10%)	0.00		
[Travel Time] Benefit/Cost (30%)	0.00		
Multimodal + [Freight & Military] (20%)	1.35		
<b>Totals: Weight: 100% Weighted Score: 4.99</b>			

**Regional Impact Total Score: 0**

<b>Quantitative Score</b>		<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Accessibility / Connectivity (10%)	15.47	Percent: 15% Points:	Percent: 15% Points:
[Travel Time] Benefit/Cost (25%)	0.00		
Congestion (V/C) (25%)	9.40		
Safety (10%)	19.05		
<b>Totals: Weight: 70% Weighted Score: 5.8</b>			

**Division Needs Total Score: 0**

<b>Quantitative Score</b>		<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
[Travel Time] Benefit/Cost (20%)	0.00	Percent: 25% Points:	Percent: 25% Points:
Congestion (V/C) (20%)	9.40		
Safety (10%)	19.05		
<b>Totals: Weight: 50% Weighted Score: 3.78</b>			

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

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Mountainous
Lane Width:	12
Paved Shoulder Width:	4
Roadway has Curb & Gutter?	No
Volume (AADT):	2200
Capacity:	15500
Volume/Capacity Ratio:	0.14
% Autos:	88%
% Trucks:	12%
Truck Volume:	270
Crash Density:	16.32
Crash Severity:	24.5
Critical Crash Rate:	16.32
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	27
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	98
Actual Congested Speed:	51
Travel Time Index:	1.08

**Project Benefits**

Project Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
TerrainType:	Mountainous
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
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?	
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 14

\* 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 14	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact	Division Needs
Southwestern RPO	100%	0	0