



# NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090332-B

Mode: Highway

Status: Submitted

## (Northwest Loop)

From/Cross Street: SR 1196 (13Th Avenue Sw-19Th Street Sw)

Specific Improvement Type: 1 - Widen Existing Roadway

To: Airport Road

Project Category: Division Needs

Length: 1.47

TIP#: U-2528B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$26,431,000

### Description:

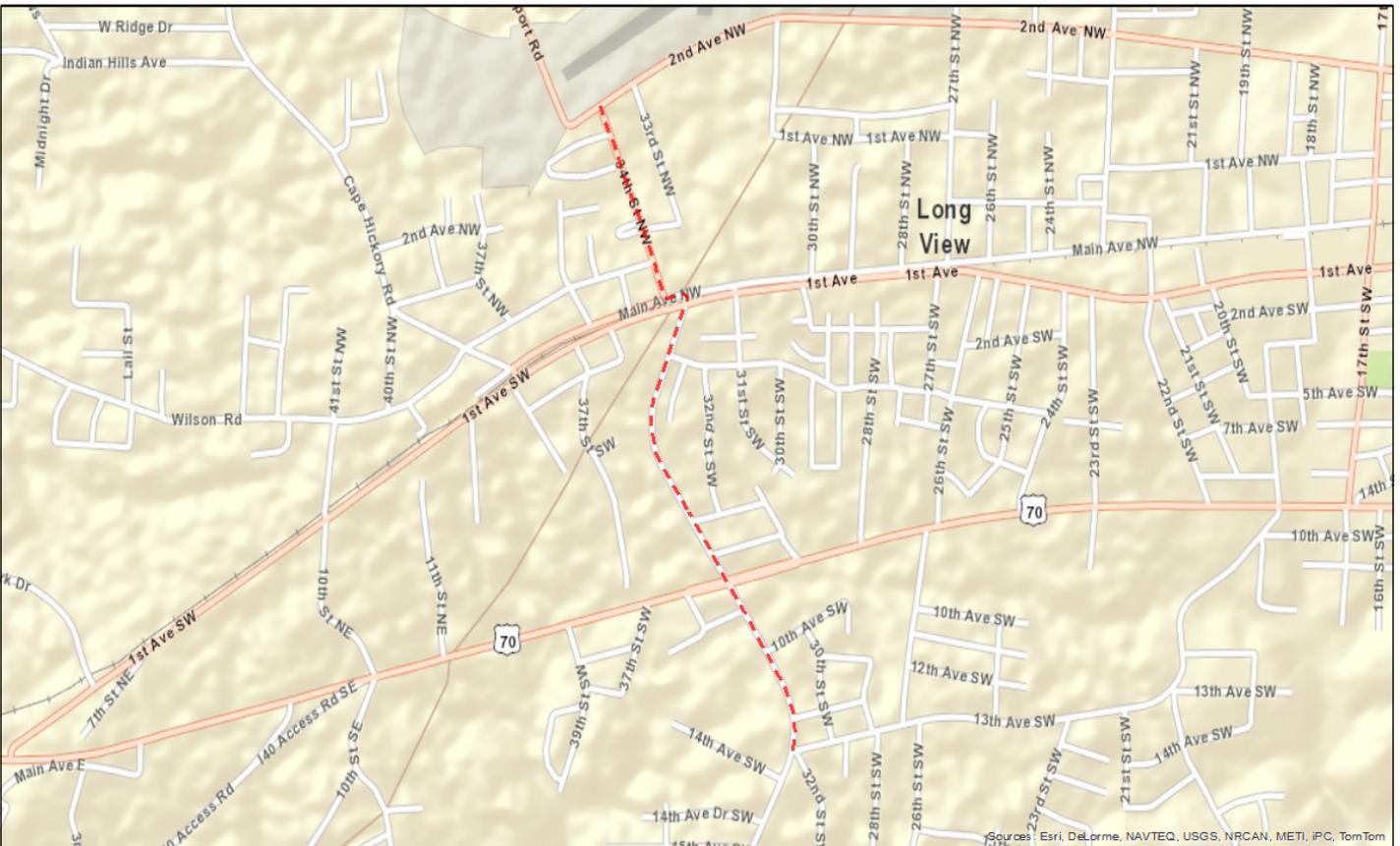
33Rd Street at I-40 to Airport Road at US 321. Multi-Lane Improvements, Connector on New Location and New interchange at SR 1124 and I-40. Section B: SR 1196 (13Th Avenue Sw-19Th Street Sw) to Airport Road.

Division(s): Division 12, Division 13

County(s): CATAWBA, BURKE

MPOS(s)/RPO(s): Greater Hickory MPO

### Project Location



**Statewide Mobility Total Score: 0**

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

**Regional Impact Total Score: 0**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 0% Weighted Score: 0</b>		

**Division Needs Total Score: 0**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 17.10 Safety (10%) 62.07 [Travel Time] Benefit/Cost (20%) 0.43	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 9.71</b>		

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

Existing Cross-Section:	
Speed Limit:	35
Length (miles);	1.47
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	10
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	4073.33
Capacity:	15800
Volume/Capacity Ratio:	0.26
% Autos:	100%
% Trucks:	0%
Truck Volume:	0
Crash Density:	58.48
Crash Severity:	90.14
Critical Crash Rate:	37.61
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	18
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	82
Actual Congested Speed:	0
Travel Time Index:	0

**Project Benefits**

Project Cross-Section:	4B - 4 Lane Divided (23' Raised Median) with Paved Shoulders and Sidewalks
Speed Limit:	45
Length (miles):	1.47
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	515522.45
Travel Time Savings for 30 Years (Autos):	515522.45
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?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 12

\* 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 12	73%	0	0
Division 13	27%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

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

**Project Cost and Source**

Construction Cost:	\$21,318,000	TIP Unit
Right-of-Way Cost:	\$4,565,000	Cost Estimation Tool
Utilities Cost:	\$548,000	Cost Estimation Tool
Total Project Cost:	\$26,431,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$26,431,000</b>	