



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090524-A

Mode: Highway

Status: Submitted

US-64

From/Cross Street: SR 1306 (Laura Duncan Road)

Specific Improvement Type: 7 - Upgrade At-grade Intersection to Interchange or Grade Separation

To:

Project Category: Statewide Mobility

Length: 2

TIP#: U-5301A

Fully Funded in Draft STIP? No

Cost to NCDOT: \$38,200,000

Description:

Convert at-Grade intersection to interchange.

Division(s): Division 5

County(s): WAKE

MPOS(s)/RPO(s): Capital Area MPO

Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Statewide Mobility Total Score: 34.78

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 67.70 Safety (10%) 50.00 Economic Competitiveness (10%) 32.06 Multimodal + [Freight & Military] (20%) 8.68 [Travel Time] Benefit/Cost (30%) 15.08	N/A	N/A
Totals: Weight: 100% Weighted Score: 34.78		

Regional Impact Total Score: 62.85

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 67.70 Safety (10%) 50.00 [Travel Time] Benefit/Cost (25%) 15.08 Accessibility / Connectivity (10%) 100.00	Percent: 15% Points: 90	Percent: 15% Points: 91
Totals: Weight: 70% Weighted Score: 35.7		

Division Needs Total Score: 21.56

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 67.70 Safety (10%) 50.00 [Travel Time] Benefit/Cost (20%) 15.08	Percent: 25% Points: 0	Percent: 25% Points: 0
Totals: Weight: 50% Weighted Score: 21.56		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles);	2
Facility Type:	Arterial
Access Control:	Limited
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	10
Roadway has Curb & Gutter?	No
Volume (AADT):	40651.52
Capacity:	47412.59
Volume/Capacity Ratio:	0.86
% Autos:	96%
% Trucks:	4%
Truck Volume:	1736.93
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	100
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	23
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	100
Actual Congested Speed:	20.38
Travel Time Index:	2.7

Project Benefits

Project Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	25724000
Travel Time Savings for 30 Years (Autos):	24624884.76
Travel Time Savings for 30 Years (Trucks):	1099115.24
Long-Term Employment:	373
% Change in Economy:	0.00026817
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 5

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 5	100%	90	0
	0%	0	0
	0%	0	0
TOTAL Division Points		90	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Capital Area MPO	100%	91	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		91	0

Project Cost and Source

Construction Cost:	\$33,300,000	TIP Unit
Right-of-Way Cost:	\$4,400,000	TIP Unit
Utilities Cost:	\$500,000	TIP Unit
Total Project Cost:	\$38,200,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$38,200,000	