



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090524-B

Mode: Highway

Status: Submitted

US-64

From/Cross Street: SR 1521 (Lake Pine Drive)

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

To:

Project Category: Statewide Mobility

Length: 2

TIP#: U-5301B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$38,900,000

Description:

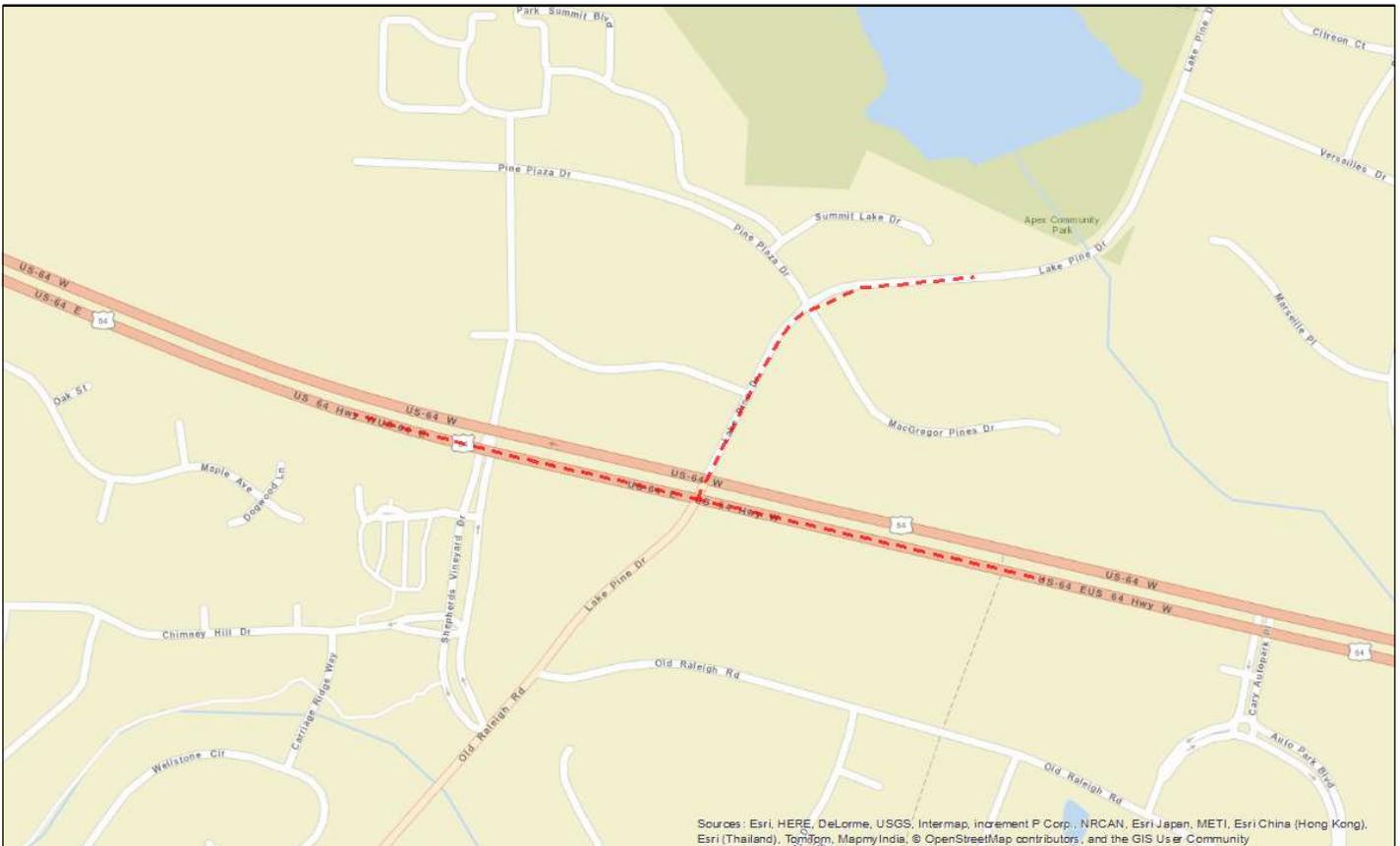
Convert at-Grade intersection to interchange.

Division(s): Division 5

County(s): WAKE

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

Project Location



Statewide Mobility Total Score: 41.76

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 79.99	N/A	N/A
Safety (10%) 66.65		
Economic Competitiveness (10%) 37.16		
Multimodal + [Freight & Military] (20%) 11.01		
[Travel Time] Benefit/Cost (30%) 17.26		
Totals: Weight: 100% Weighted Score: 41.76		

Regional Impact Total Score: 62.88

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 79.99	Percent: 15% Points: 73	Percent: 15% Points: 73
Safety (10%) 66.65		
[Travel Time] Benefit/Cost (25%) 17.26		
Accessibility / Connectivity (10%) 100.00		
Totals: Weight: 70% Weighted Score: 40.98		

Division Needs Total Score: 26.11

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 79.99	Percent: 25% Points: 0	Percent: 25% Points: 0
Safety (10%) 66.65		
[Travel Time] Benefit/Cost (20%) 17.26		
Totals: Weight: 50% Weighted Score: 26.11		

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):	51516.12
Capacity:	52053.41
Volume/Capacity Ratio:	0.99
% Autos:	96%
% Trucks:	4%
Truck Volume:	2202.44
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	100
Severity Index:	33.3
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:	23.24
Travel Time Index:	2.37

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):	29988000
Travel Time Savings for 30 Years (Autos):	28705937.99
Travel Time Savings for 30 Years (Trucks):	1282062.01
Long-Term Employment:	433
% Change in Economy:	0.00031026
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%	73	0
	0%	0	0
	0%	0	0
TOTAL Division Points		73	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Capital Area MPO	100%	73	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		73	0

Project Cost and Source

Construction Cost:	\$33,900,000	TIP Unit
Right-of-Way Cost:	\$4,800,000	TIP Unit
Utilities Cost:	\$200,000	TIP Unit
Total Project Cost:	\$38,900,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$38,900,000	