



# NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090602

Mode: Highway

Status: Submitted

## I-85 BUS , US-29, US-70

From/Cross Street: US 311 Business (Main Street)

Specific Improvement Type: 8 - Improve Interchange

To:

Project Category: Regional Impact

Length: 2

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$8,370,000

### Description:

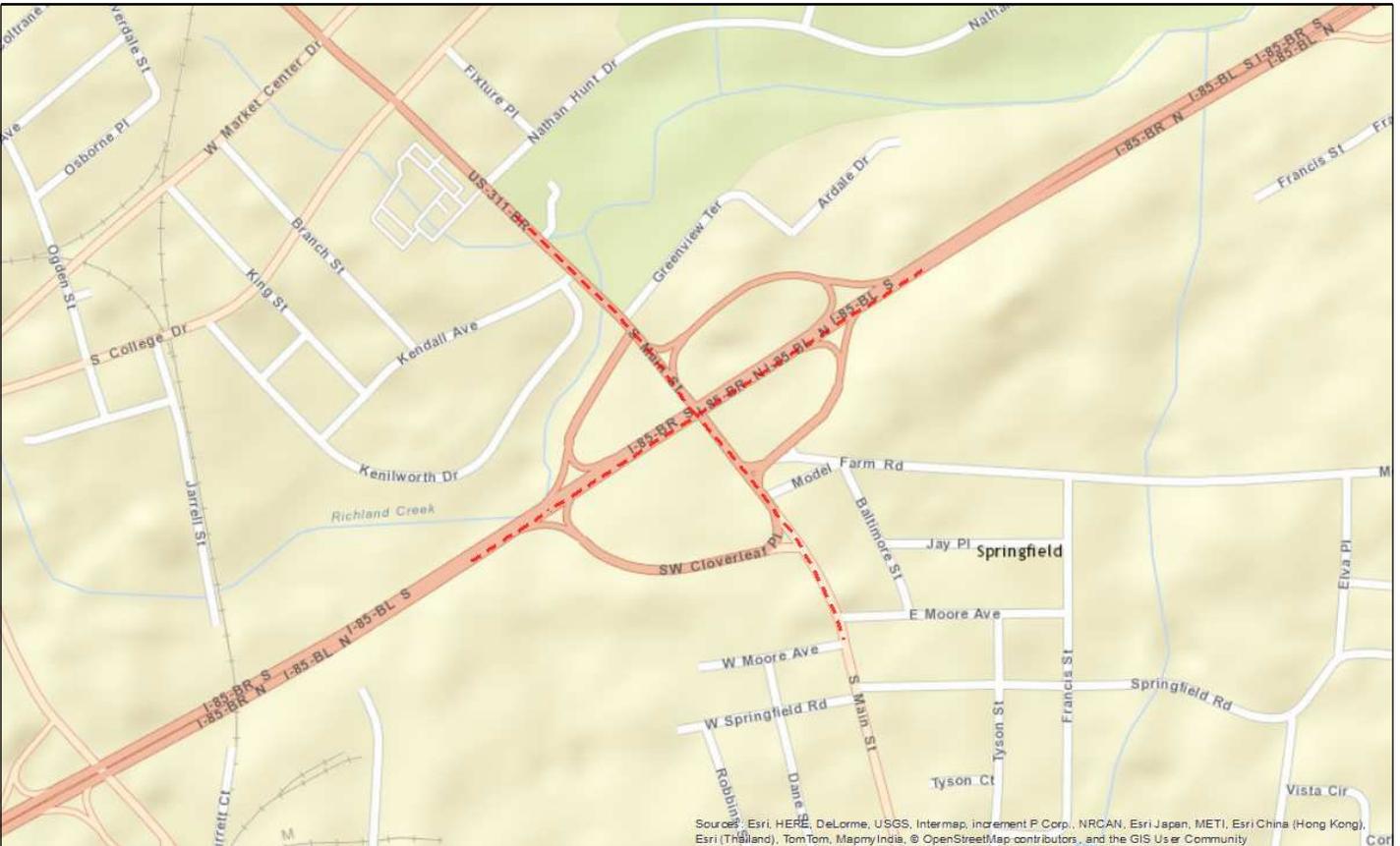
Reconstruct the Existing Obsolete interchange of I-85 Business and US 311 (Main Street). the Bridge Is Structurally Deficient.

Division(s): Division 7

County(s): GUILFORD

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

### Project Location



**Statewide Mobility Total Score: 0**

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

**Regional Impact Total Score: 53.28**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 47.46	Percent: 15% Points: 100	Percent: 15% Points: 100
Safety (10%) 83.35		
[Travel Time] Benefit/Cost (25%) 0.07		
Accessibility / Connectivity (10%) 30.65		
<b>Totals: Weight: 70% Weighted Score: 23.28</b>		

**Division Needs Total Score: 17.84**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 47.46	Percent: 25% Points: 0	Percent: 25% Points: 0
Safety (10%) 83.35		
[Travel Time] Benefit/Cost (20%) 0.07		
<b>Totals: Weight: 50% Weighted Score: 17.84</b>		

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

Existing Cross-Section:	
Speed Limit:	55
Length (miles);	2
Facility Type:	Multi-Lane Highway
Access Control:	Full
Functional Classification:	Other Principal Arterial- Other Freeway
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	8
Roadway has Curb & Gutter?	No
Volume (AADT):	45977.81
Capacity:	94902.6
Volume/Capacity Ratio:	0.48
% Autos:	93%
% Trucks:	7%
Truck Volume:	3186.97
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	66.7
Severity Index:	100
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	17
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	93
Actual Congested Speed:	44.29
Travel Time Index:	1.24

**Project Benefits**

Project Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial- Other Freeway
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	26000
Travel Time Savings for 30 Years (Autos):	24197.8
Travel Time Savings for 30 Years (Trucks):	1802.2
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 7

\* 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**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 7	100%	100	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>100</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
High Point Urban Area MPO	100%	100	0
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>100</b>	<b>0</b>

**Project Cost and Source**

Construction Cost:	\$7,750,000	Cost Estimation Tool
Right-of-Way Cost:	\$620,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$8,370,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$8,370,000</b>	