



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090729

**Mode:** Highway

**Status:** Submitted

## US-421

**From/Cross Street:** SR 1301 (Fall Creek Road)

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

**To:** SR 1502 (Stony Fork Road)

**Project Category:** Statewide Mobility

**Length:** 3.02

**TIP#:**

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$20,520,000

### Description:

Roadway Improvements to Accomodate Truck Traffic including Widening of Existing Roadway and Curve Improvements

**Division(s):** Division 11

**County(s):** WILKES, WATAUGA

**MPOS(s)/RPO(s):** High Country RPO

### Project Location



**Statewide Mobility Total Score: 8.15**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	11.01	N/A	N/A
Safety (10%)	41.90		
Economic Competitiveness (10%)	0.00		
Multimodal + [Freight & Military] (20%)	3.28		
[Travel Time] Benefit/Cost (30%)	0.00		
<b>Totals: Weight: 100% Weighted Score: 8.15</b>			

**Regional Impact Total Score: 0**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%)	41.90	Percent: 15% Points:	Percent: 15% Points:
[Travel Time] Benefit/Cost (25%)	0.00		
Accessibility / Connectivity (10%)	23.90		
Congestion (V/C) (25%)	11.01		
<b>Totals: Weight: 70% Weighted Score: 9.33</b>			

**Division Needs Total Score: 0**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)	11.01	Percent: 25% Points:	Percent: 25% Points:
Safety (10%)	41.90		
[Travel Time] Benefit/Cost (20%)	0.00		
<b>Totals: Weight: 50% Weighted Score: 6.39</b>			

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

Existing Cross-Section:	
Speed Limit:	55
Length (miles);	3.02
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Mountainous
Lane Width:	12
Paved Shoulder Width:	3
Roadway has Curb & Gutter?	No
Volume (AADT):	7900
Capacity:	60363.48
Volume/Capacity Ratio:	0.13
% Autos:	92%
% Trucks:	8%
Truck Volume:	656
Crash Density:	34.18
Crash Severity:	39.73
Critical Crash Rate:	51.8
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	28
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	85
Actual Congested Speed:	50
Travel Time Index:	1.1

**Project Benefits**

Project Cross-Section:	
Speed Limit:	55
Length (miles):	3.02
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
TerrainType:	Mountainous
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
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 11

\* 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 11	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
High Country RPO	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:	\$20,520,000	TIP Unit
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$20,520,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$20,520,000</b>	