



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090936-C

Mode: Highway

Status: Submitted

I-74, US-74

From/Cross Street: SR 2225 (Creek Road)

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

To:

Project Category: Statewide Mobility

Length: 2

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$5,750,000

Description:

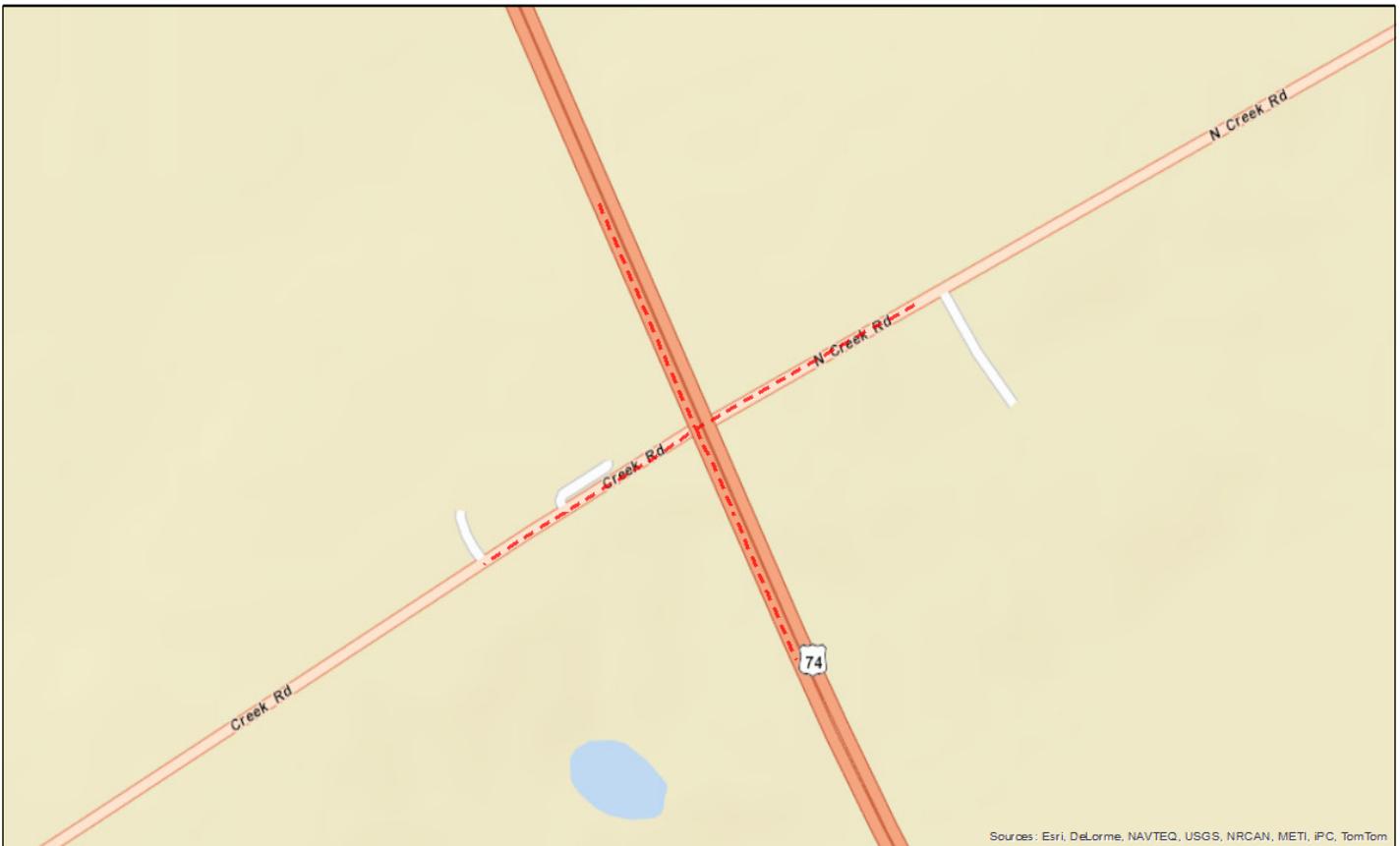
Upgrade At-grade Intersection to Grade Separation.

Division(s): Division 6

County(s): ROBESON

MPOS(s)/RPO(s): Lumber River RPO

Project Location



Statewide Mobility Total Score: 10.07

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Multimodal + [Freight & Military] (20%) 11.06	N/A	N/A
[Travel Time] Benefit/Cost (30%) 3.59		
Congestion (V/C) (30%) 10.91		
Safety (10%) 33.35		
Economic Competitiveness (10%) 1.70		
Totals: Weight: 100% Weighted Score: 10.07		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 10.91	Percent: 15% Points:	Percent: 15% Points:
Safety (10%) 33.35		
[Travel Time] Benefit/Cost (25%) 3.59		
Accessibility / Connectivity (10%) 42.97		
Totals: Weight: 70% Weighted Score: 11.26		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 10.91	Percent: 25% Points:	Percent: 25% Points:
Safety (10%) 33.35		
[Travel Time] Benefit/Cost (20%) 3.59		
Totals: Weight: 50% Weighted Score: 6.24		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles);	2
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial- Other Freeway
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	4
Roadway has Curb & Gutter?	No
Volume (AADT):	10321.99
Capacity:	91297.37
Volume/Capacity Ratio:	0.11
% Autos:	84%
% Trucks:	16%
Truck Volume:	1646.29
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	0
Severity Index:	66.7
County Tier Designation:	1
Non-Interstate STRAHNET Route?	Yes
Average Commuting Time:	26
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	88
Actual Congested Speed:	31.75
Travel Time Index:	1.73

Project Benefits

Project Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial- Other Freeway
TerrainType:	Level
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	881000
Travel Time Savings for 30 Years (Autos):	740486.08
Travel Time Savings for 30 Years (Trucks):	140513.92
Long-Term Employment:	14.49
% Change in Economy:	1.95E-05
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 6

* 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 6	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Lumber River RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$5,750,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$5,750,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$5,750,000	