



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090936-D

Mode: Highway

Status: Submitted

I-74, US-74

From/Cross Street: NC 72/130

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 Interchange.

Division(s): Division 6

County(s): ROBESON

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

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: 13.03

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Multimodal + [Freight & Military] (20%) 14.91 Economic Competitiveness (10%) 1.29 Safety (10%) 50.00 Congestion (V/C) (30%) 13.63 [Travel Time] Benefit/Cost (30%) 2.78	N/A	N/A
Totals: Weight: 100% Weighted Score: 13.03		

Regional Impact Total Score: 29.42

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%) 50.00 [Travel Time] Benefit/Cost (25%) 2.78 Accessibility / Connectivity (10%) 53.17 Congestion (V/C) (25%) 13.63	Percent: 15% Points: 0	Percent: 15% Points: 100
Totals: Weight: 70% Weighted Score: 14.42		

Division Needs Total Score: 58.28

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 13.63 Safety (10%) 50.00 [Travel Time] Benefit/Cost (20%) 2.78	Percent: 25% Points: 100	Percent: 25% Points: 100
Totals: Weight: 50% Weighted Score: 8.28		

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):	14390.7
Capacity:	109643.62
Volume/Capacity Ratio:	0.13
% Autos:	84%
% Trucks:	16%
Truck Volume:	2324.88
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	33.3
Severity Index:	66.7
County Tier Designation:	1
Non-Interstate STRAHNET Route?	Yes
Average Commuting Time:	25
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	85
Actual Congested Speed:	40.43
Travel Time Index:	1.36

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):	680000
Travel Time Savings for 30 Years (Autos):	570143.26
Travel Time Savings for 30 Years (Trucks):	109856.74
Long-Term Employment:	11
% Change in Economy:	1.48E-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	100
	0%	0	0
	0%	0	0
TOTAL Division Points		0	100

MPO/RPO

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

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	