



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090967-B

Mode: Highway

Status: Submitted

US-1 (Capital Blvd)

From/Cross Street: North of SR 2006 (Durant Road)

Specific Improvement Type: 2 - Upgrade Arterial to Freeway/Expressway

To: North of SR 2045 (Burlington Mills Road)

Project Category: Statewide Mobility

Length: 2.11

TIP#: U-5307B

Fully Funded in Draft STIP? Yes Statewide Mobility

Cost to NCDOT: \$60,600,000

Description:

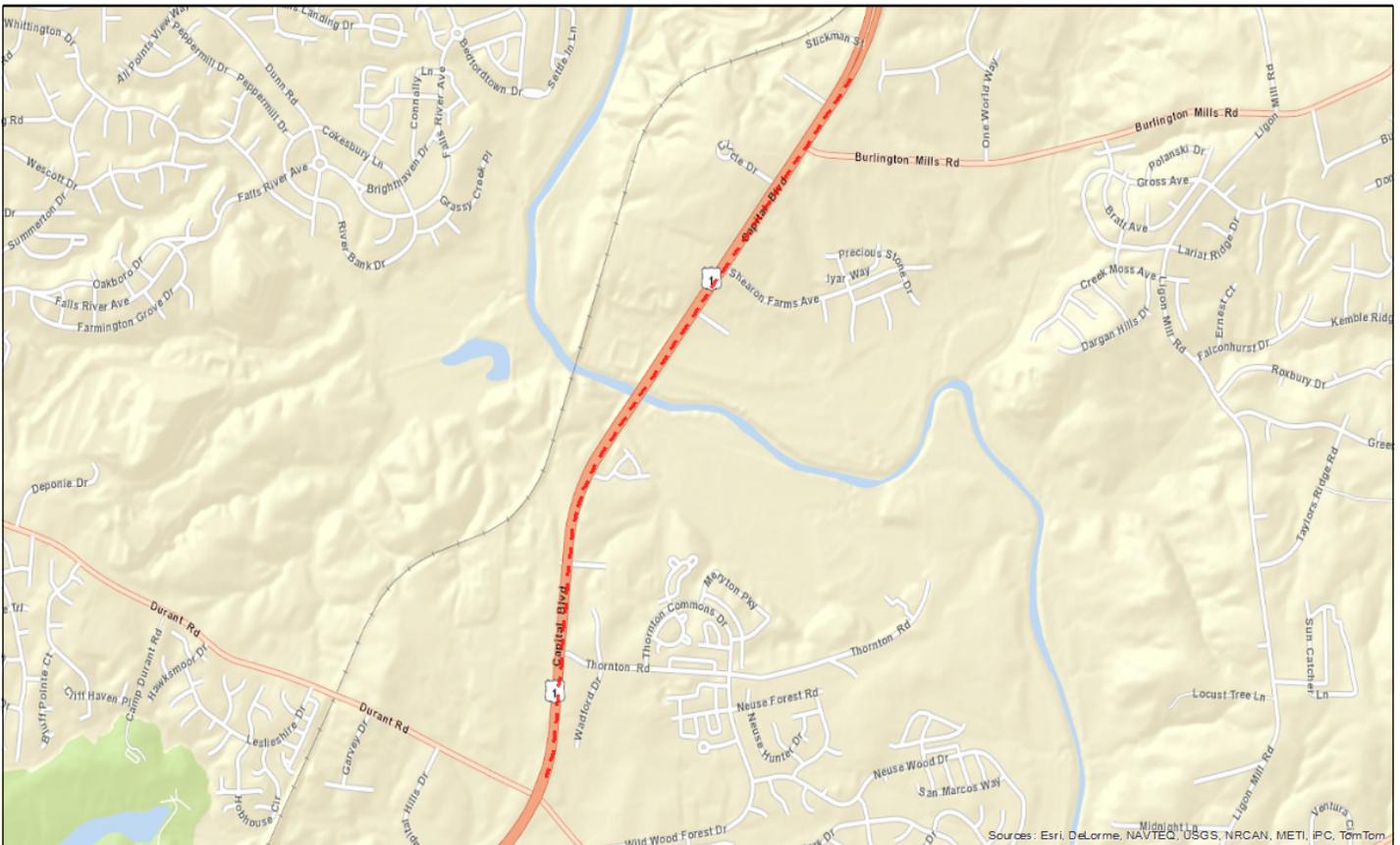
Upgrade Roadway to Freeway.

Division(s): Division 5

County(s): WAKE

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

Project Location



Statewide Mobility Total Score: 60.6

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	100.00	N/A	N/A
Safety (10%)	83.82		
Economic Competitiveness (10%)	100.00		
Multimodal + [Freight & Military] (20%)	16.05		
[Travel Time] Benefit/Cost (30%)	30.03		
Totals: Weight: 100% Weighted Score: 60.6			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%)	100.00	Percent: 15% Points:	Percent: 15% Points:
Safety (10%)	83.82		
[Travel Time] Benefit/Cost (25%)	30.03		
Accessibility / Connectivity (10%)	100.00		
Totals: Weight: 70% Weighted Score: 50.89			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%)	83.82	Percent: 25% Points:	Percent: 25% Points:
[Travel Time] Benefit/Cost (20%)	30.03		
Congestion (V/C) (20%)	100.00		
Totals: Weight: 50% Weighted Score: 34.39			

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	2.11
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):	54154.19
Capacity:	31700.16
Volume/Capacity Ratio:	1.71
% Autos:	94%
% Trucks:	6%
Truck Volume:	3210.39
Crash Density:	96.4
Crash Severity:	69.99
Critical Crash Rate:	85.11
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	25
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	92
Actual Congested Speed:	33.45
Travel Time Index:	1.64

Project Benefits

Project Cross-Section:	8B - 8 Lane Divided (27' Median with Jersey Barrier with Paved Shoulders)
Speed Limit:	65
Length (miles):	2.11
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial-Other Freeway
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	80724210.59
Travel Time Savings for 30 Years (Autos):	75938683.3
Travel Time Savings for 30 Years (Trucks):	4785527.29
Long-Term Employment:	1166
% Change in Economy:	0.00083625
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 On!line tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 5	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$57,100,000	TIP Unit
Right-of-Way Cost:	\$3,500,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$60,600,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$60,600,000	