



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H111012

**Mode:** Highway

**Status:** Submitted

## NC-55

**From/Cross Street:** SR 1624 (Carpenter Fire Station Road)

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

**To:**

**Project Category:** Regional Impact

**Length:** 2

**TIP#:**

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$24,984,000

### Description:

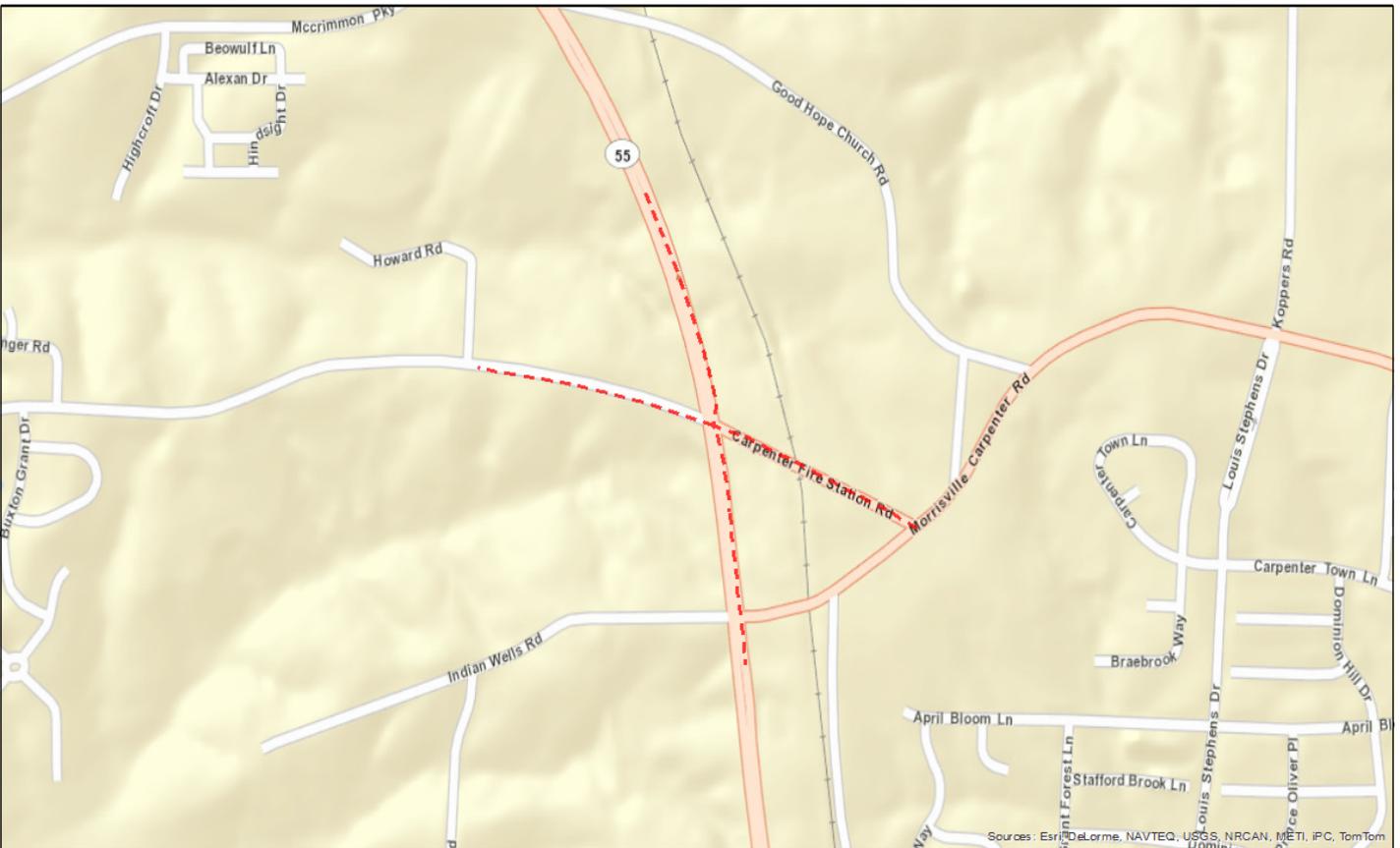
Construct Diverging Diamond interchange Over NC 55 and Construct to New Bridge Over Railroad on SR 1624 (Carpenter Fire Station Road)

**Division(s):** Division 5

**County(s):** WAKE

**MPOS(s)/RPO(s):** Capital 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: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 76.43	Percent: 15% Points:	Percent: 15% Points:
Safety (10%) 83.35		
[Travel Time] Benefit/Cost (25%) 17.13		
Accessibility / Connectivity (10%) 21.38		
<b>Totals: Weight: 70% Weighted Score: 41.72</b>		

**Division Needs Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 76.43	Percent: 25% Points:	Percent: 25% Points:
Safety (10%) 83.35		
[Travel Time] Benefit/Cost (20%) 17.13		
<b>Totals: Weight: 50% Weighted Score: 27.05</b>		

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

Existing Cross-Section:	
Speed Limit:	55
Length (miles);	2
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	6
Roadway has Curb & Gutter?	No
Volume (AADT):	46147.42
Capacity:	47764.26
Volume/Capacity Ratio:	0.97
% Autos:	100%
% Trucks:	0%
Truck Volume:	0
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	100
Severity Index:	66.7
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	23
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	93
Actual Congested Speed:	21.86
Travel Time Index:	2.52

**Project Benefits**

Project Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Other Principal Arterial
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	19449000
Travel Time Savings for 30 Years (Autos):	19449000
Travel Time Savings for 30 Years (Trucks):	0
Long-Term Employment:	
% Change in Economy:	
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!ine tool and associated databases.

**Project Ownership**

**Division**

Division	Percent	Regional Impact	Division Needs
Division 5	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

MPO/RPO	Percent	Regional Impact	Division Needs
Capital Area MPO	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:	\$22,914,000	TIP Unit
Right-of-Way Cost:	\$2,070,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$24,984,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$24,984,000</b>	