



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H111166

**Mode:** Highway

**Status:** Submitted

## US-52

**From/Cross Street:** South of Trinity Church Road

**Specific Improvement Type:** 9 - Convert Grade Separation to Interchange

**To:** North of Trinity Church Road

**Project Category:** Division Needs

**Length:** 1

**TIP#:**

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$11,190,000

### Description:

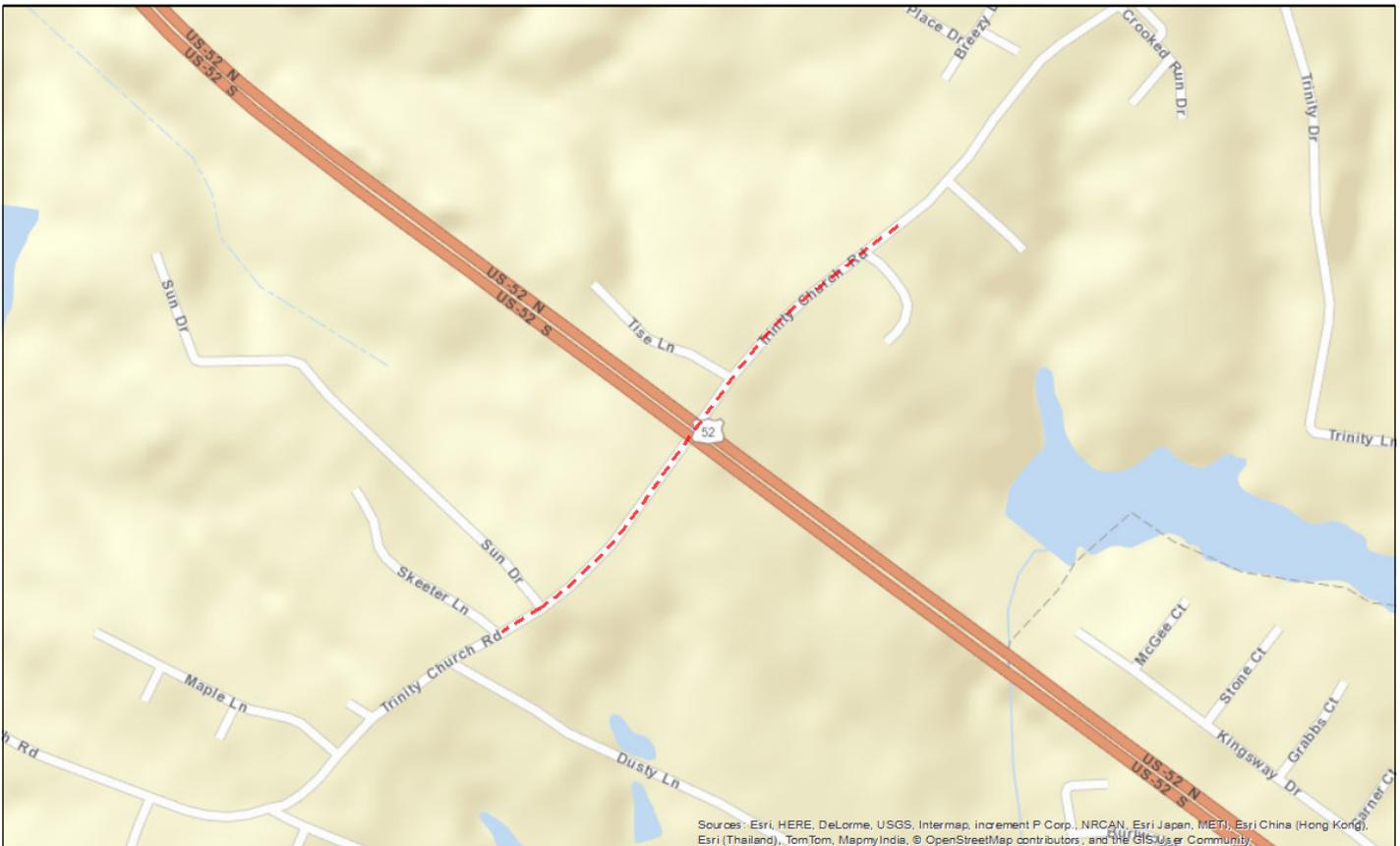
Convert Existing Grade Separation at Trinity Church Road to Full interchange

**Division(s):** Division 9

**County(s):** STOKES

**MPOS(s)/RPO(s):** Winston Salem Urban 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
	Percent: 15% Points: 0	Percent: 15% Points: 0
<b>Totals: Weight: 0% Weighted Score: 0</b>		

**Division Needs Total Score: 59.03**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
[Travel Time] Benefit/Cost (20%)                      0.00	Percent: 25% Points: 100	Percent: 25% Points: 100
Congestion (V/C) (20%)                                      6.30		
Safety (10%)    77.74		
<b>Totals: Weight: 50% Weighted Score: 9.03</b>		

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

Existing Cross-Section:	
Speed Limit:	45
Length (miles);	1
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Local
Terrain Type:	Rolling
Lane Width:	11
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	1499.88
Capacity:	15799.89
Volume/Capacity Ratio:	0.09
% Autos:	100%
% Trucks:	0%
Truck Volume:	0
Crash Density:	99.8
Crash Severity:	99.8
Critical Crash Rate:	33.63
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	20
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	85
Actual Congested Speed:	0
Travel Time Index:	0

**Project Benefits**

Project Cross-Section:	
Speed Limit:	45
Length (miles):	1
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Local
TerrainType:	Rolling
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
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:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

\* 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 9	100%	0	100
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>100</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Winston Salem Urban Area MPO	100%	0	100
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>0</b>	<b>100</b>

**Project Cost and Source**

Construction Cost:	\$10,260,000	TIP Unit
Right-of-Way Cost:	\$930,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$11,190,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$11,190,000</b>	