



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H111299

**Mode:** Highway

**Status:** Submitted

## I-40

**From/Cross Street:** I-440/US1/64

**Specific Improvement Type:** 8 - Improve Interchange

**To:**

**Project Category:** Statewide Mobility

**Length:** 2

**TIP#:** FS-1005A

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$74,000,000

### Description:

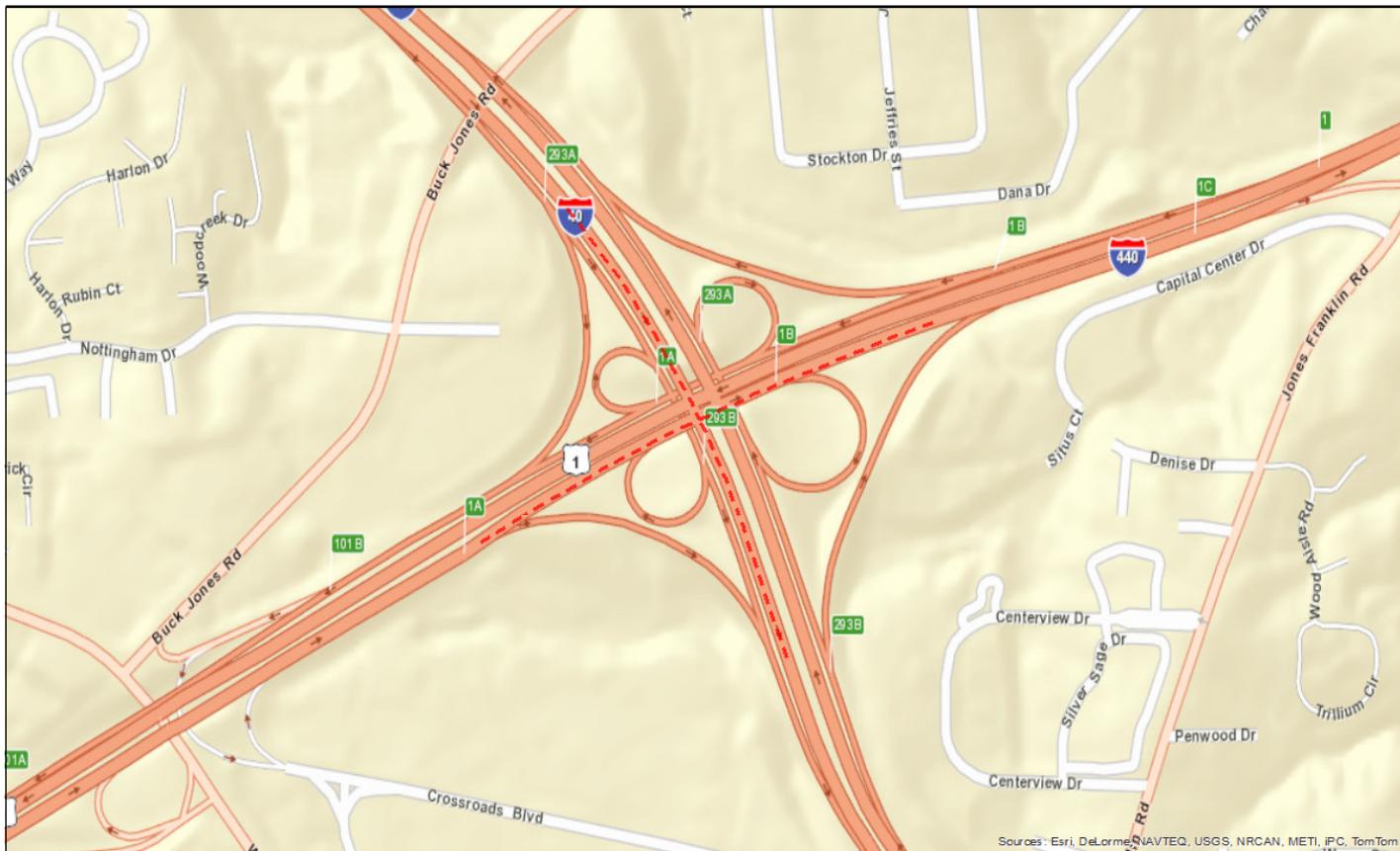
Reconstruct interchange; initial interchange Improvements.

**Division(s):** Division 5

**County(s):** WAKE

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

### Project Location



Sources: Esri, DeLorme, NAVTEQ, USGS, NRCAN, METI, IPC, TomTom

**Statewide Mobility Total Score: 52.43**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	100.00	N/A	N/A
Safety (10%)	50.00		
Economic Competitiveness (10%)	40.50		
Multimodal + [Freight & Military] (20%)	51.98		
[Travel Time] Benefit/Cost (30%)	9.94		
<b>Totals: Weight: 100% Weighted Score: 52.43</b>			

**Regional Impact Total Score: 0**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%)	50.00	Percent: 15% Points:	Percent: 15% Points:
[Travel Time] Benefit/Cost (25%)	9.94		
Accessibility / Connectivity (10%)	83.17		
Congestion (V/C) (25%)	100.00		
<b>Totals: Weight: 70% Weighted Score: 40.8</b>			

**Division Needs Total Score: 0**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)	100.00	Percent: 25% Points:	Percent: 25% Points:
Safety (10%)	50.00		
[Travel Time] Benefit/Cost (20%)	9.94		
<b>Totals: Weight: 50% Weighted Score: 26.99</b>			

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

Existing Cross-Section:	
Speed Limit:	62
Length (miles);	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
Lane Width:	11
Paved Shoulder Width:	6
Roadway has Curb & Gutter?	No
Volume (AADT):	213506.27
Capacity:	199259.52
Volume/Capacity Ratio:	1.07
% Autos:	95%
% Trucks:	5%
Truck Volume:	10396.11
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	100
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	26
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	95
Actual Congested Speed:	58
Travel Time Index:	1.12

**Project Benefits**

Project Cross-Section:	
Speed Limit:	65
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	32780000
Travel Time Savings for 30 Years (Autos):	31183867.06
Travel Time Savings for 30 Years (Trucks):	1596132.94
Long-Term Employment:	472
% Change in Economy:	0.00033809
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 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**

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

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
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:	\$43,700,000	TIP Unit
Right-of-Way Cost:	\$30,000,000	TIP Unit
Utilities Cost:	\$300,000	TIP Unit
Total Project Cost:	\$74,000,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$74,000,000</b>	