



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H128081-C

Mode: Highway

Status: Submitted

US-70

From/Cross Street: Brier Creek Parkway

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

To:

Project Category: Statewide Mobility

Length: 2

TIP#: U-5518C

Fully Funded in Draft STIP? Yes **Statewide Mobility**

Cost to NCDOT: \$13,400,000

Description:

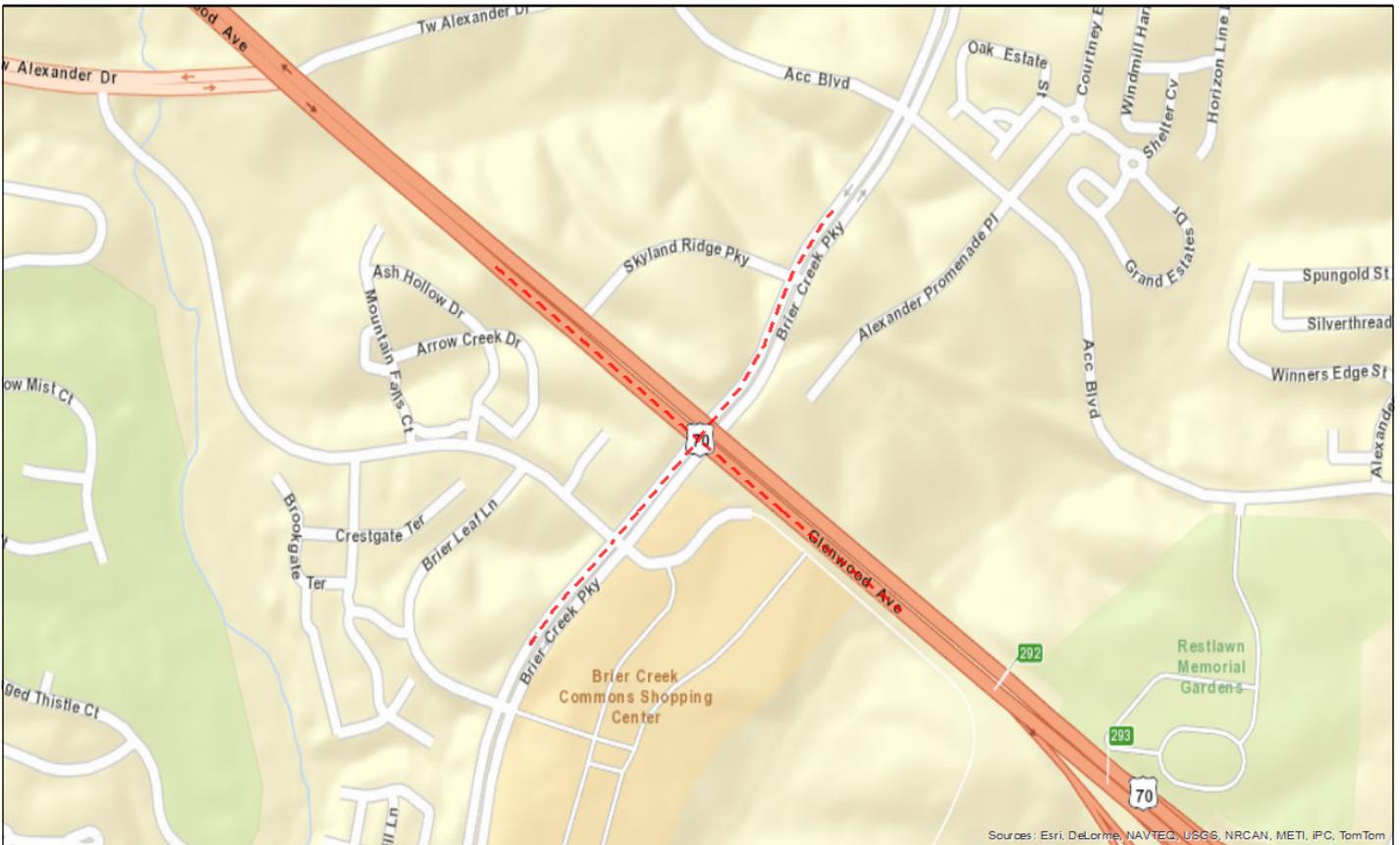
Upgrade Existing at-Grade intersection to interchange.

Division(s): Division 5

County(s): WAKE

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

Project Location



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

Statewide Mobility Total Score: 74.73

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Multimodal + [Freight & Military] (20%)	18.41	N/A	N/A
[Travel Time] Benefit/Cost (30%)	96.44		
Congestion (V/C) (30%)	100.00		
Safety (10%)	50.00		
Economic Competitiveness (10%)	71.12		
Totals: Weight: 100% Weighted Score: 74.73			

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%)	50.00		
Accessibility / Connectivity (10%)	100.00		
[Travel Time] Benefit/Cost (25%)	96.44		
Totals: Weight: 70% Weighted Score: 64.11			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%)	50.00	Percent: 25% Points:	Percent: 25% Points:
[Travel Time] Benefit/Cost (20%)	96.44		
Congestion (V/C) (20%)	100.00		
Totals: Weight: 50% Weighted Score: 44.29			

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	35
Length (miles);	2
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	4
Roadway has Curb & Gutter?	No
Volume (AADT):	87574.57
Capacity:	55404.15
Volume/Capacity Ratio:	1.58
% Autos:	96%
% Trucks:	4%
Truck Volume:	3681.71
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:	19
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	97
Actual Congested Speed:	15.96
Travel Time Index:	2.19

Project Benefits

Project Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	57728000
Travel Time Savings for 30 Years (Autos):	55301068.28
Travel Time Savings for 30 Years (Trucks):	2426931.72
Long-Term Employment:	829
% Change in Economy:	0.00059343
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
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:	\$13,300,000	TIP Unit
Right-of-Way Cost:	\$100,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$13,400,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$13,400,000	