



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H129056-B

**Mode:** Highway

**Status:** Submitted

## NC-16

**From/Cross Street:** SR 1814 (Caldwell Road)

**Specific Improvement Type:** 1 - Widen Existing Roadway

**To:** SR 1801 (Claremont Road)

**Project Category:** Regional Impact

**Length:** 3.77

**TIP#:** R-3100B

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$21,270,000

### Description:

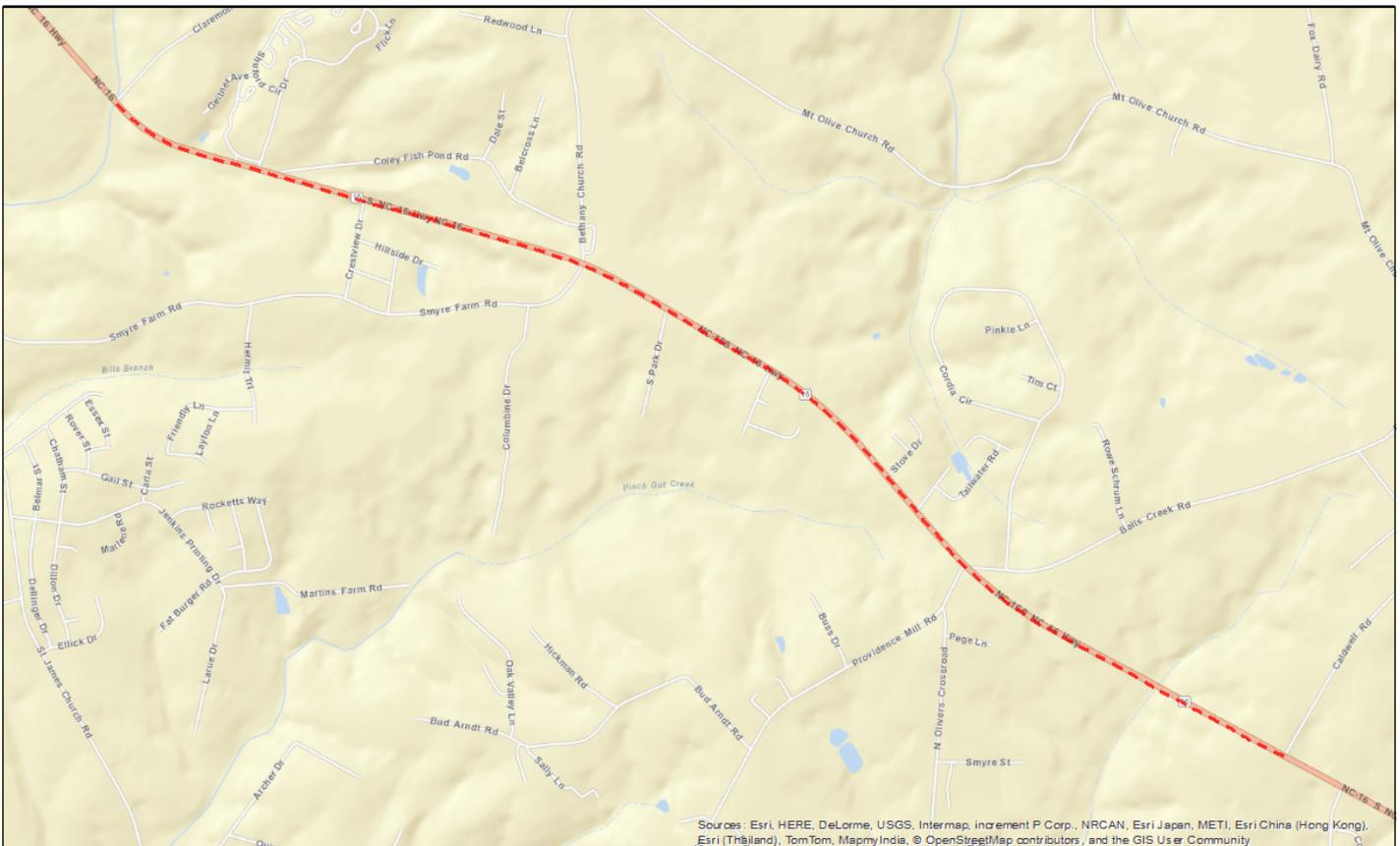
Widen to Multi-Lanes

**Division(s):** Division 12

**County(s):** CATAWBA

**MPOS(s)/RPO(s):** Greater Hickory MPO

### Project Location



**Statewide Mobility Total Score: 0**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
	N/A	N/A
<b>Totals: Weight: 0% Weighted Score: 0</b>		

**Regional Impact Total Score: 52.96**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (25%) 44.79	Percent: 15% Points: 100	Percent: 15% Points: 100
Safety (10%) 81.55		
[Travel Time] Benefit/Cost (25%) 1.65		
Accessibility / Connectivity (10%) 31.97		
<b>Totals: Weight: 70% Weighted Score: 22.96</b>		

**Division Needs Total Score: 67.44**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 44.79	Percent: 25% Points: 100	Percent: 25% Points: 100
Safety (10%) 81.55		
[Travel Time] Benefit/Cost (20%) 1.65		
<b>Totals: Weight: 50% Weighted Score: 17.44</b>		

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

Existing Cross-Section:	
Speed Limit:	50
Length (miles):	3.77
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	10487.42
Capacity:	15500
Volume/Capacity Ratio:	0.68
% Autos:	92%
% Trucks:	8%
Truck Volume:	808.66
Crash Density:	99.1
Crash Severity:	81.82
Critical Crash Rate:	63.75
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	22
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	99
Actual Congested Speed:	0
Travel Time Index:	0

**Project Benefits**

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	3.77
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	1546691.85
Travel Time Savings for 30 Years (Autos):	1427430.34
Travel Time Savings for 30 Years (Trucks):	119261.51
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 12

\* 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 12	100%	100	100
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>100</b>	<b>100</b>

**MPO/RPO**

MPO/RPO	Percent	Regional Impact	Division Needs
Greater Hickory MPO	100%	100	100
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>100</b>	<b>100</b>

**Project Cost and Source**

Construction Cost:	\$17,000,000	TIP Unit
Right-of-Way Cost:	\$4,200,000	TIP Unit
Utilities Cost:	\$70,000	TIP Unit
Total Project Cost:	\$21,270,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$21,270,000</b>	