



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H140490

Mode: Highway

Status: Submitted

I-40

From/Cross Street: SR 2700 (White Oak Road)

Specific Improvement Type: 9 - Convert Grade Separation to Interchange

To:

Project Category: Division Needs

Length: 1

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$4,805,000

Description:

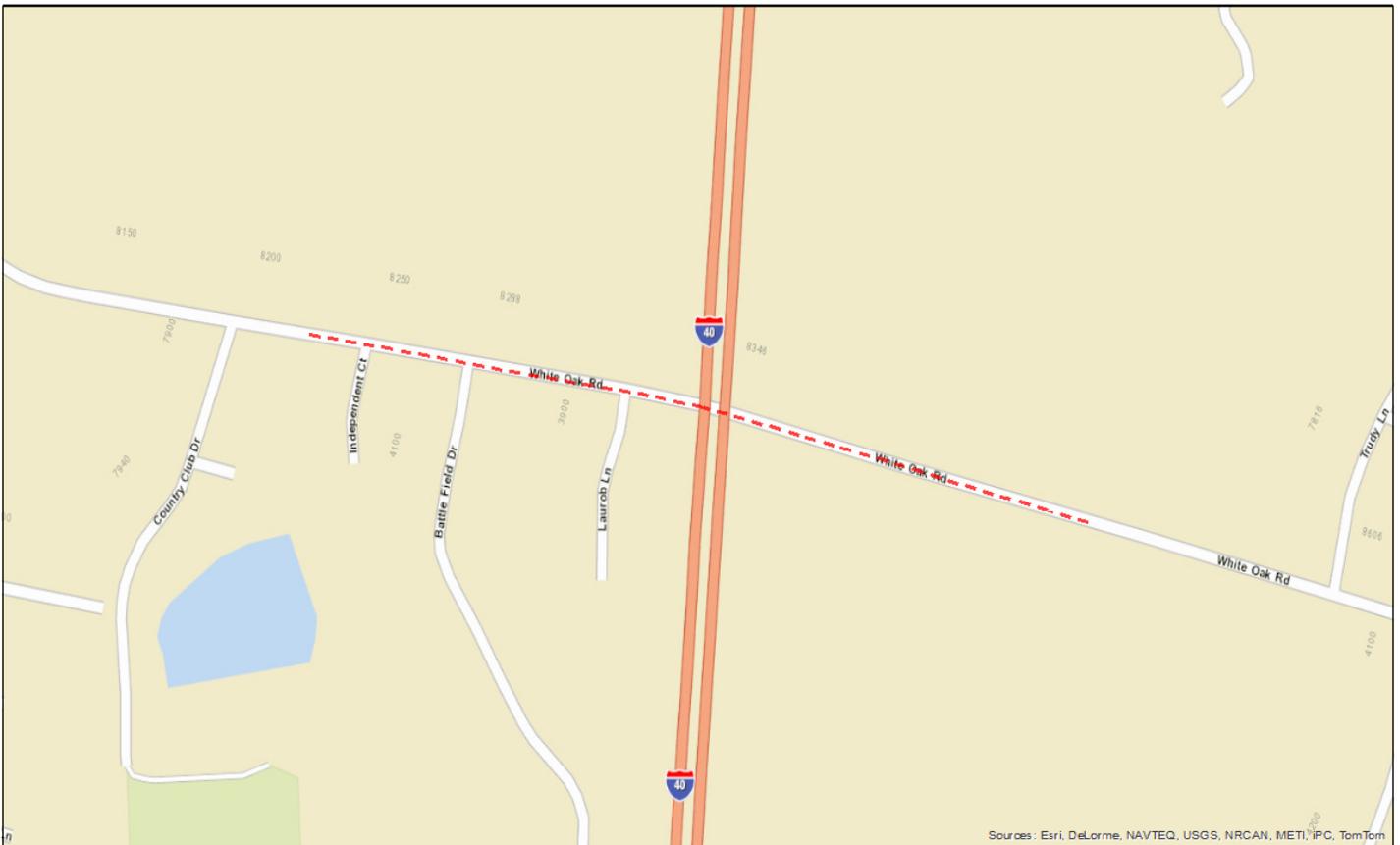
Upgrade existing grade separation to full interchange.

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
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 0% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 67.16	Percent: 25% Points:	Percent: 25% Points:
Safety (10%) 74.21		
[Travel Time] Benefit/Cost (20%) 0.00		
Totals: Weight: 50% Weighted Score: 20.85		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles);	1
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	9
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	16000
Capacity:	15800
Volume/Capacity Ratio:	1.01
% Autos:	100%
% Trucks:	0%
Truck Volume:	0
Crash Density:	99.8
Crash Severity:	89.21
Critical Crash Rate:	33.63
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	28
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	96
Actual Congested Speed:	0
Travel Time Index:	

Project Benefits

Project Cross-Section:	
Speed Limit:	55
Length (miles):	1
Facility Type:	Arterial
Access Control:	Full
Functional Classification:	Minor Arterial
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
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?	Yes
CTP/LRTP Name:	CAMPO 2040 MTP
CTP/LRTP Completion Year:	2014
Submitted by:	Capital Area MPO

* 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:	\$3,875,000	Cost Estimation Tool
Right-of-Way Cost:	\$930,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$4,805,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$4,805,000	