



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H140771

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: \$169,500,000

Description:

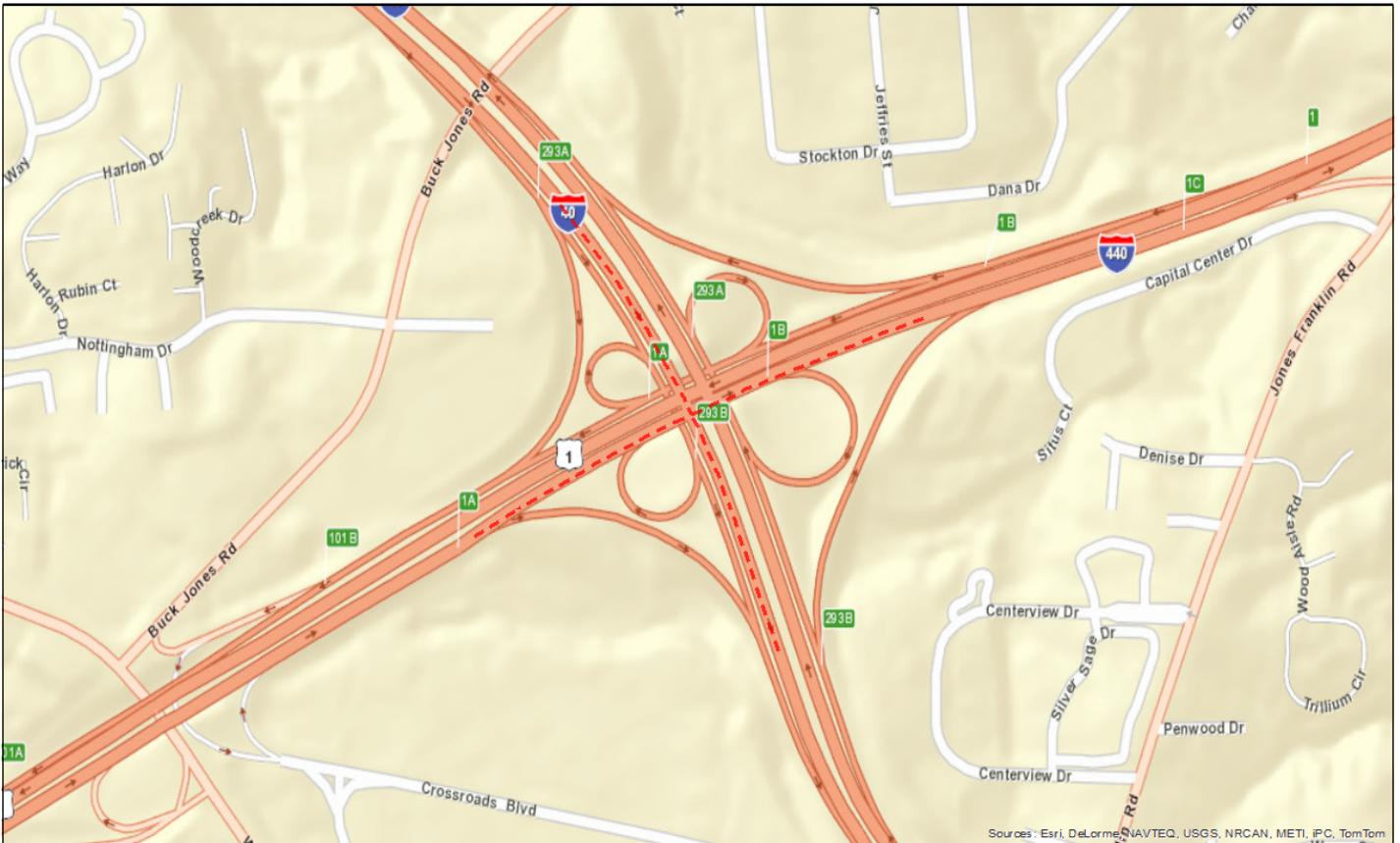
Reconstruct interchange;ultimate interchange Improvements.

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: 52.75

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 100.00 Safety (10%) 50.00 Economic Competitiveness (10%) 57.22 Multimodal + [Freight & Military] (20%) 51.98 [Travel Time] Benefit/Cost (30%) 5.43	N/A	N/A
Totals: Weight: 100% Weighted Score: 52.75		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 100.00 Safety (10%) 50.00 [Travel Time] Benefit/Cost (25%) 5.43 Accessibility / Connectivity (10%) 83.17	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 39.68		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 100.00 Safety (10%) 50.00 [Travel Time] Benefit/Cost (20%) 5.43	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 26.09		

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):	213506.26
Capacity:	199259.51
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):	41034000
Travel Time Savings for 30 Years (Autos):	39035960.98
Travel Time Savings for 30 Years (Trucks):	1998039.02
Long-Term Employment:	667.64
% Change in Economy:	0.00047668
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**

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:	\$113,900,000	TIP Unit
Right-of-Way Cost:	\$55,000,000	TIP Unit
Utilities Cost:	\$600,000	TIP Unit
Total Project Cost:	\$169,500,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$169,500,000	