



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H141265

Mode: Highway

Status: Submitted

US-64

From/Cross Street: SR 1003 (Rollesville Rd) at Knightdale Bypass

To: Martin County Line

Length: 67.9

Specific Improvement Type: 17 - Upgrade Freeway to Interstate Standards

Project Category: Statewide Mobility

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$133,958,000

Description:

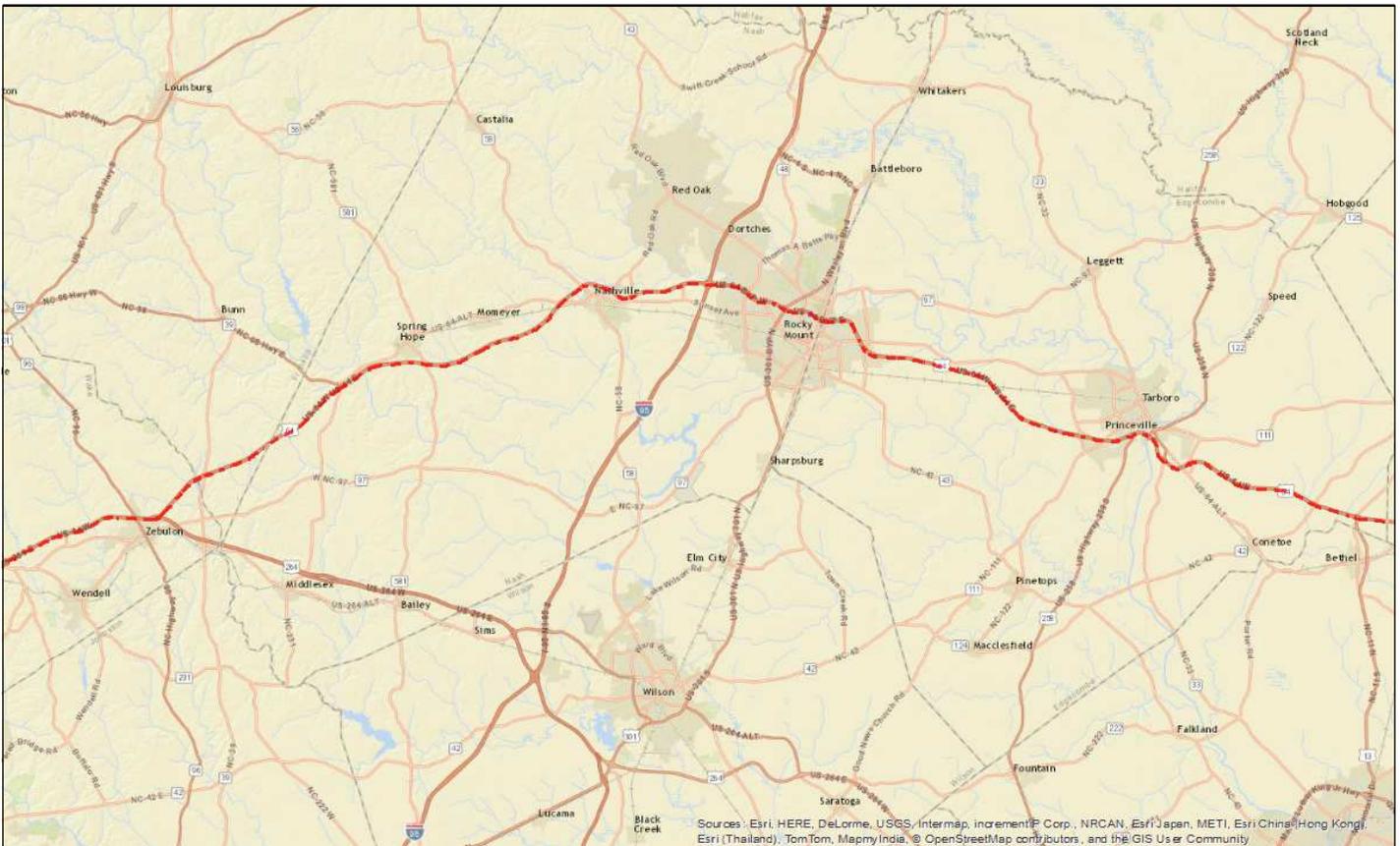
Upgrade US 64 to Interstate Standards

Division(s): Division 4, Division 5

County(s): EDGECOMBE, NASH, WAKE, FRANKLIN

MPOS(s)/RPO(s): Upper Coastal Plain RPO, Rocky Mount Urban Area MPO, Capital Area MPO

Project Location



Statewide Mobility Total Score: 18.04

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 28.76	N/A	N/A
Safety (10%) 57.96		
Economic Competitiveness (10%) 8.38		
Multimodal + [Freight & Military] (20%) 13.90		
[Travel Time] Benefit/Cost (30%) 0.00		
Totals: Weight: 100% Weighted Score: 18.04		

Regional Impact Total Score: 30.36

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (15%) 28.76	Percent: 15% Points: 0	Percent: 15% Points: 49
Safety (15%) 57.96		
Lane Width (10%) 0.00		
[Paved] Shoulder Width (10%) 100.00		
[Travel Time] Benefit/Cost (20%) 0.00		
Totals: Weight: 70% Weighted Score: 23.01		

Division Needs Total Score: 18.67

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (10%) 28.76	Percent: 25% Points: 0	Percent: 25% Points: 0
Safety (10%) 57.96		
Lane Width (10%) 0.00		
[Paved] Shoulder Width (10%) 100.00		
[Travel Time] Benefit/Cost (10%) 0.00		
Totals: Weight: 50% Weighted Score: 18.67		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	69
Length (miles);	67.9
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	3
Roadway has Curb & Gutter?	No
Volume (AADT):	24008.28
Capacity:	75202.7
Volume/Capacity Ratio:	0.32
% Autos:	88%
% Trucks:	12%
Truck Volume:	2779.23
Crash Density:	65.69
Crash Severity:	47.76
Critical Crash Rate:	60.46
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	22
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	92
Actual Congested Speed:	64.89
Travel Time Index:	1.08

Project Benefits

Project Cross-Section:	
Speed Limit:	69
Length (miles):	67.9
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):	0
Travel Time Savings for 30 Years (Autos):	0
Travel Time Savings for 30 Years (Trucks):	0
Long-Term Employment:	57.55
% Change in Economy:	0.00011007
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 4

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 4	81%	0	0
Division 5	19%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Upper Coastal Plain RPO	49%	49	0
Rocky Mount Urban Area MPO	32%	0	0
Capital Area MPO	19%	0	0
TOTAL MPO/RPO Points		49	0

Project Cost and Source

Construction Cost:	\$133,958,000	TIP Unit
Right-of-Way Cost:	\$0	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$133,958,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$133,958,000	