



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H141333

**Mode:** Highway

**Status:** Submitted

## I-85, SR-1127

**From/Cross Street:** I-85

**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:** \$5,890,000

### Description:

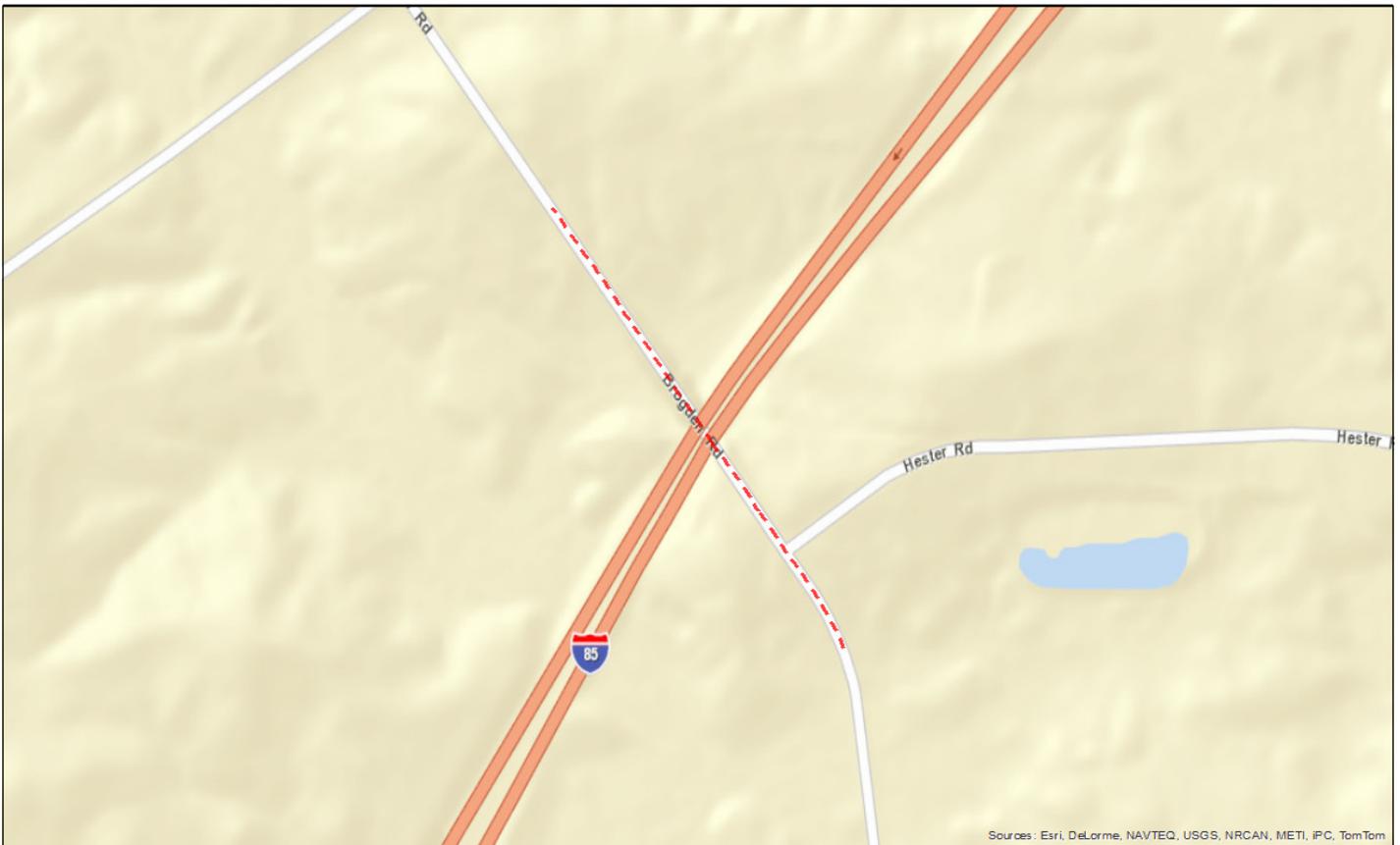
Convert overpass to interchange

**Division(s):** Division 5

**County(s):** GRANVILLE

**MPOS(s)/RPO(s):** Capital Area MPO, Kerr-Tar RPO

### 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>
<b>Totals: Weight: 0% Weighted Score: 0</b>	N/A	N/A

**Regional Impact Total Score: 0**

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

**Division Needs Total Score: 0**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%)                      8.74 Safety (10%)                                      96.02 [Travel Time] Benefit/Cost (20%)            0.00	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 11.35</b>		

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

Existing Cross-Section:	
Speed Limit:	55
Length (miles);	1
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Rolling
Lane Width:	10
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	2046.68
Capacity:	15499.99
Volume/Capacity Ratio:	0.13
% Autos:	100%
% Trucks:	0%
Truck Volume:	0
Crash Density:	99.8
Crash Severity:	88.48
Critical Crash Rate:	99.8
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	31
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	65
Actual Congested Speed:	0
Travel Time Index:	

**Project Benefits**

Project Cross-Section:	
Speed Limit:	55
Length (miles):	1
Facility Type:	Two Lane Highway
Access Control:	Full
Functional Classification:	Major Collector
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
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:	Brodgen Road Interchange Study
CTP/LRTP Completion Year:	2014
Submitted by:	Kerr-Tar RPO

\* 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**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 5	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Capital Area MPO	50%	0	0
Kerr-Tar RPO	50%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>0</b>	<b>0</b>

**Project Cost and Source**

Construction Cost:	\$4,750,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,140,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$5,890,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$5,890,000</b>	