



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H141905

**Mode:** Highway

**Status:** Submitted

### US-74

**From/Cross Street:** I-26

**Specific Improvement Type:** 17 - Upgrade Freeway to Interstate Standards

**To:** US 74 at Mooresboro

**Project Category:** Statewide Mobility

**Length:** 30.77

**TIP#:**

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$62,010,686

#### Description:

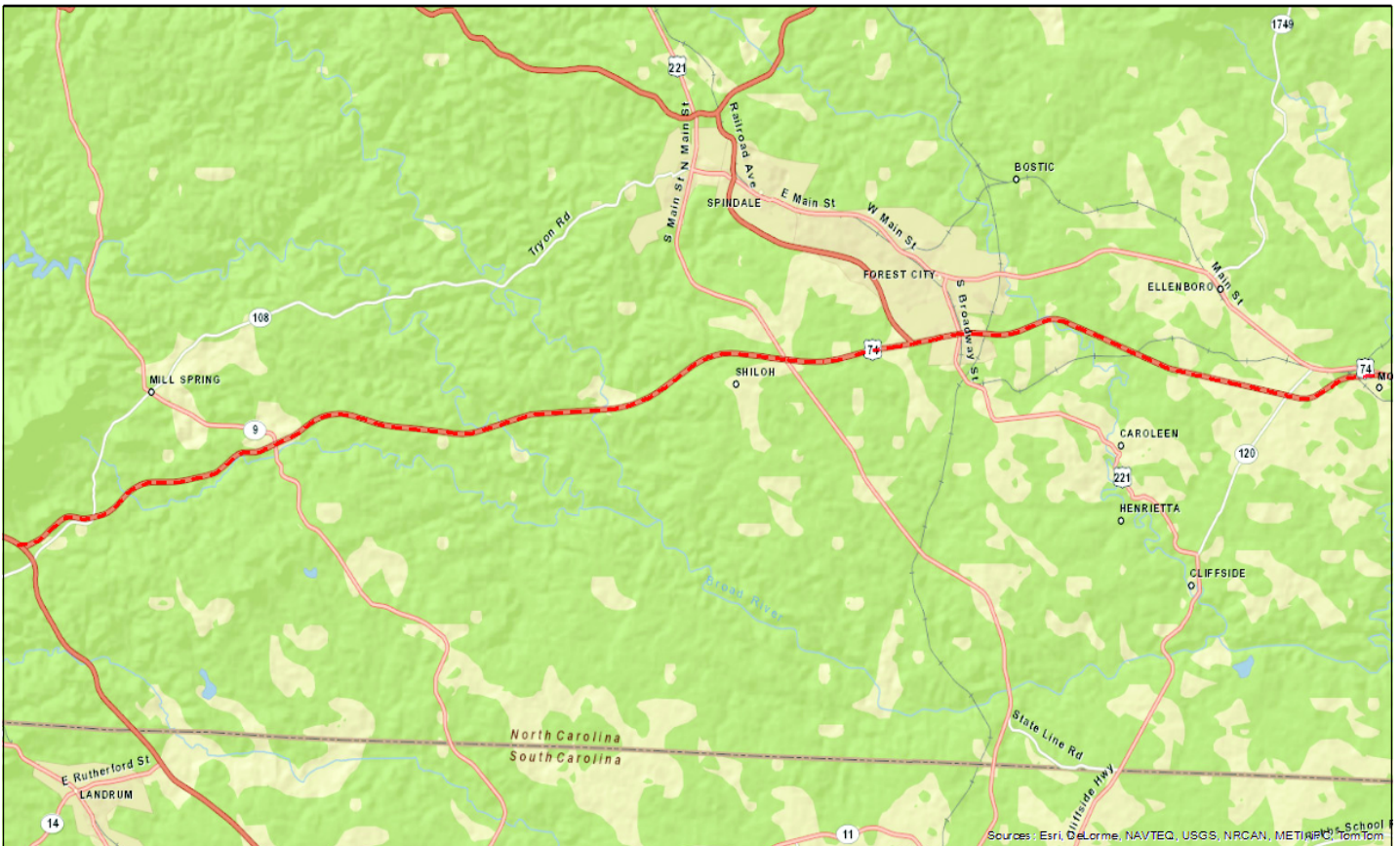
Upgrade freeway to interstate standards

**Division(s):** Division 13, Division 14, Division 12

**County(s):** RUTHERFORD, POLK, CLEVELAND

**MPOS(s)/RPO(s):** Isothermal RPO, Gaston-Cleveland-Lincoln MPO

### Project Location



**Statewide Mobility Total Score: 10.57**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Economic Competitiveness (10%) 0.63 Multimodal + [Freight & Military] (20%) 12.77 [Travel Time] Benefit/Cost (30%) 0.14 Safety (10%) 19.85 Congestion (V/C) (30%) 19.77	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 10.57</b>		

**Regional Impact Total Score: 0**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (25%) 19.77 Safety (10%) 19.85 [Travel Time] Benefit/Cost (25%) 0.14 Accessibility / Connectivity (10%) 27.07	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 9.67</b>		

**Division Needs Total Score: 0**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Safety (10%) 19.85 [Travel Time] Benefit/Cost (20%) 0.14 Congestion (V/C) (20%) 19.77	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 5.97</b>		

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

Existing Cross-Section:	
Speed Limit:	64
Length (miles):	30.77
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):	15068.09
Capacity:	65791.84
Volume/Capacity Ratio:	0.23
% Autos:	83%
% Trucks:	17%
Truck Volume:	2554.74
Crash Density:	18.14
Crash Severity:	22.06
Critical Crash Rate:	19.35
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	26
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	95
Actual Congested Speed:	63.35
Travel Time Index:	1.03

**Project Benefits**

Project Cross-Section:	
Speed Limit:	64
Length (miles):	30.77
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:	10.16
% Change in Economy:	2.43E-06
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:	Isothermal 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			
Division	Percent	Regional Impact	Division Needs
Division 13	55%	0	0
Division 14	40%	0	0
Division 12	6%	0	0
TOTAL Division Points		0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact	Division Needs
Isothermal RPO	94%	0	