



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H141920

Mode: Highway

Status: Submitted

I-40

From/Cross Street: SR 1712 (Drexel Road)

Specific Improvement Type: 8 - Improve Interchange

To:

Project Category: Statewide Mobility

Length: 2

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$15,660,000

Description:

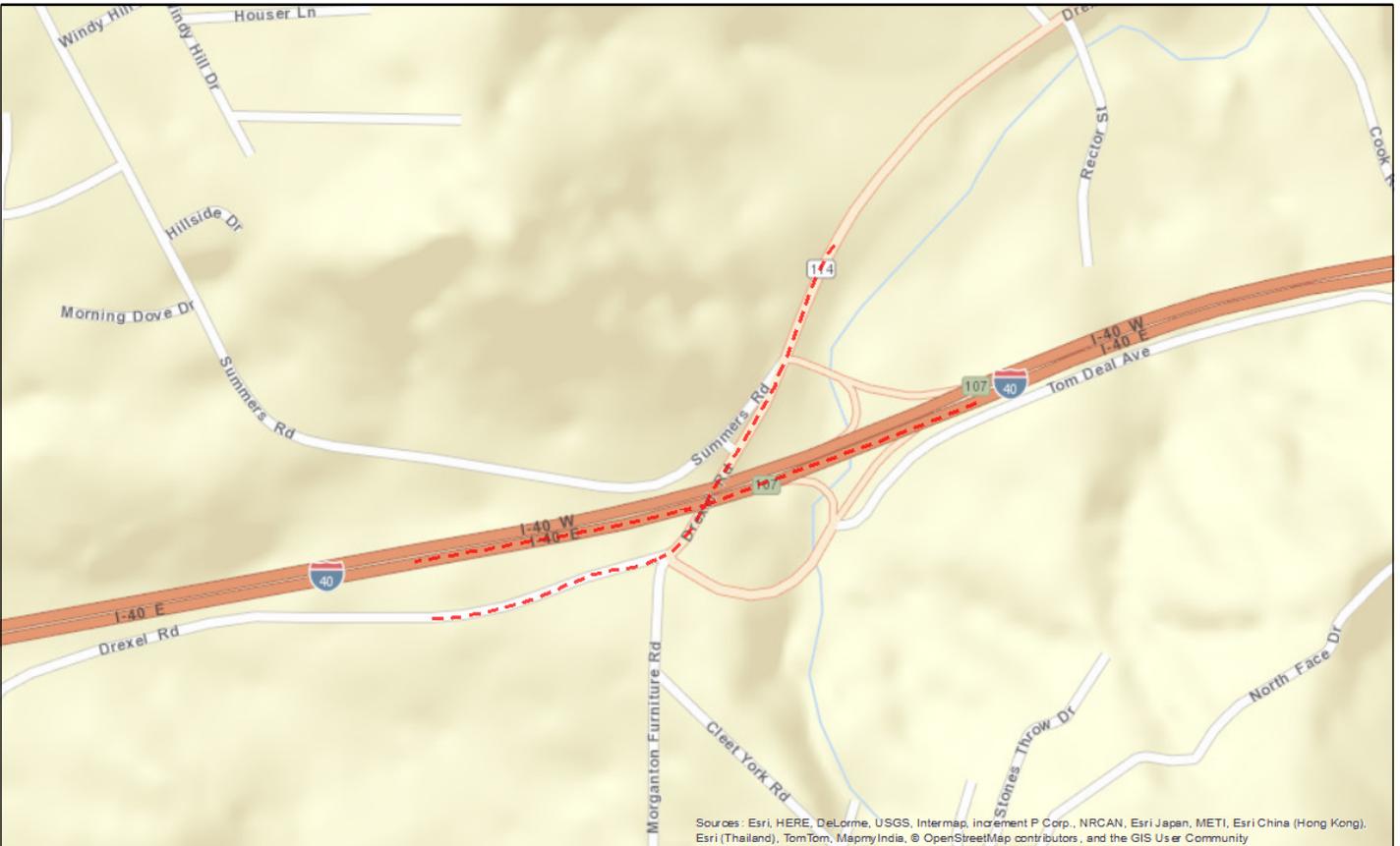
Upgrade interchange

Division(s): Division 13

County(s): BURKE

MPOS(s)/RPO(s): Greater Hickory MPO

Project Location



Statewide Mobility Total Score: 29.89

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Multimodal + [Freight & Military] (20%)	32.77	N/A	N/A
[Travel Time] Benefit/Cost (30%)	0.12		
Congestion (V/C) (30%)	66.54		
Safety (10%)	33.30		
Economic Competitiveness (10%)	0.10		
Totals: Weight: 100% Weighted Score: 29.89			

Regional Impact Total Score: 55.81

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%)	66.54	Percent: 15% Points: 100	Percent: 15% Points: 100
Safety (10%)	33.30		
[Travel Time] Benefit/Cost (25%)	0.12		
Accessibility / Connectivity (10%)	58.16		
Totals: Weight: 70% Weighted Score: 25.81			

Division Needs Total Score: 16.66

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)	66.54	Percent: 25% Points: 0	Percent: 25% Points: 0
Safety (10%)	33.30		
[Travel Time] Benefit/Cost (20%)	0.12		
Totals: Weight: 50% Weighted Score: 16.66			

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	65
Length (miles);	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	10
Roadway has Curb & Gutter?	No
Volume (AADT):	58157.37
Capacity:	80629.12
Volume/Capacity Ratio:	0.72
% Autos:	89%
% Trucks:	11%
Truck Volume:	6554.3
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	33.3
Severity Index:	33.3
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	19
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	100
Actual Congested Speed:	31.63
Travel Time Index:	2.06

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):	82000
Travel Time Savings for 30 Years (Autos):	72758.65
Travel Time Savings for 30 Years (Trucks):	9241.35
Long-Term Employment:	1.59
% Change in Economy:	3.7E-07
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 13

* 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	100%	100	0
	0%	0	0
	0%	0	0
TOTAL Division Points		100	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Greater Hickory MPO	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	0

Project Cost and Source

Construction Cost:	\$13,500,000	Cost Estimation Tool
Right-of-Way Cost:	\$2,160,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$15,660,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$15,660,000	