



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H141977

Mode: Highway

Status: Submitted

US-321, US-421, NC-194 (King Street, King Street, King Street)

From/Cross Street: College Street

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Statewide Mobility

Length: 0.5

TIP#:

Fully Funded in Draft STIP? Yes Statewide Mobility

Cost to NCDOT: \$188,000

Description:

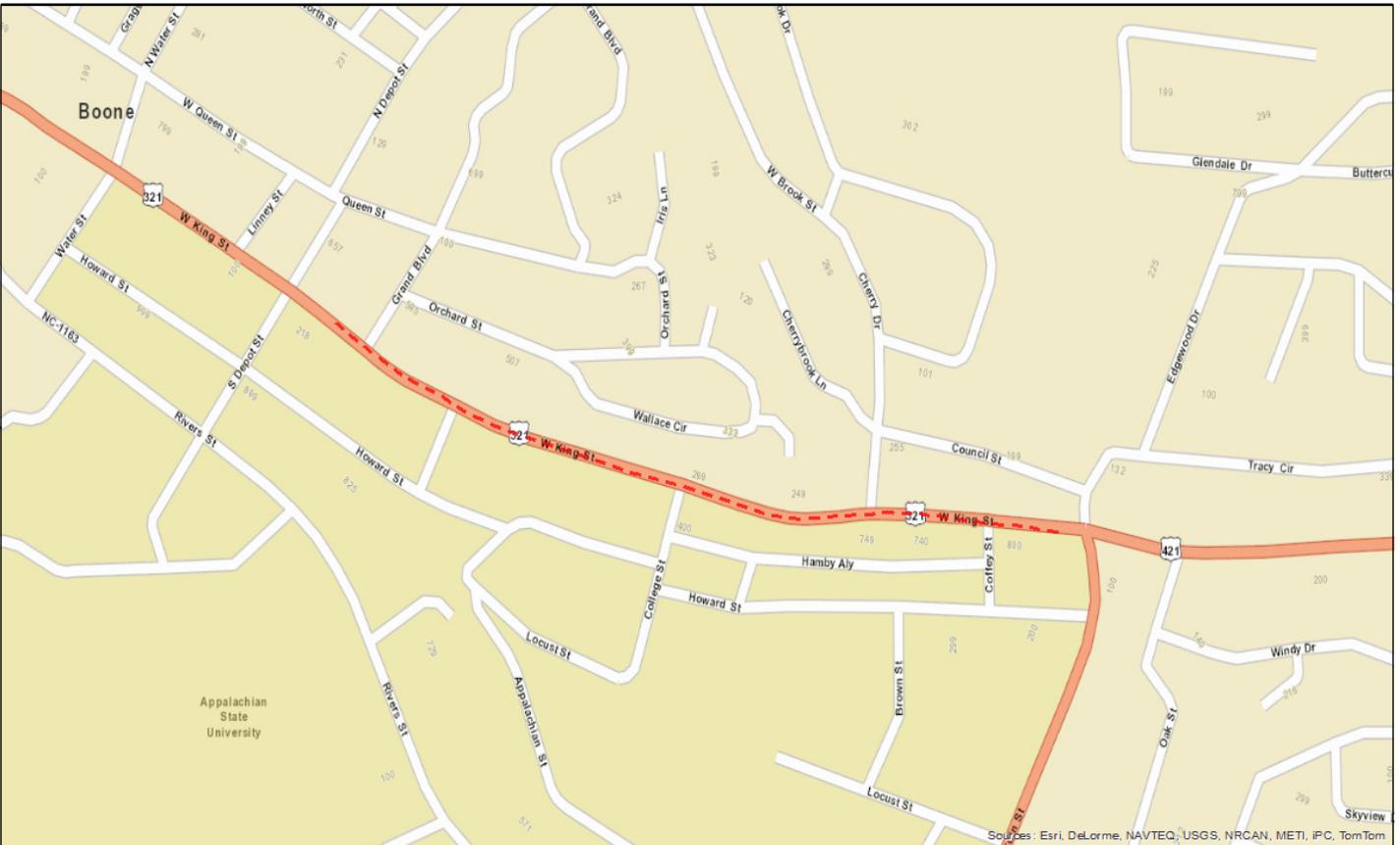
Construct left-turn lane or construct miniroundabout. Project is needed to prevent buses from blocking through lanes of King Street.

Division(s): Division 11

County(s): WATAUGA

MPOS(s)/RPO(s): High Country RPO

Project Location



Statewide Mobility Total Score: 50.31

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	42.23	N/A	N/A
Safety (10%)	50.00		
Economic Competitiveness (10%)	9.36		
Multimodal + [Freight & Military] (20%)	8.54		
[Travel Time] Benefit/Cost (30%)	100.00		
Totals: Weight: 100% Weighted Score: 50.31			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%)	42.23	Percent: 15% Points:	Percent: 15% Points:
Safety (10%)	50.00		
[Travel Time] Benefit/Cost (25%)	100.00		
Accessibility / Connectivity (10%)	10.45		
Totals: Weight: 70% Weighted Score: 41.6			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)	42.23	Percent: 25% Points:	Percent: 25% Points:
Safety (10%)	50.00		
[Travel Time] Benefit/Cost (20%)	100.00		
Totals: Weight: 50% Weighted Score: 33.45			

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	30
Length (miles);	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	31364.12
Capacity:	63400
Volume/Capacity Ratio:	0.49
% Autos:	95%
% Trucks:	5%
Truck Volume:	1708.78
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:	13
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	83
Actual Congested Speed:	27
Travel Time Index:	1.3

Project Benefits

Project Cross-Section:	
Speed Limit:	30
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	2374000
Travel Time Savings for 30 Years (Autos):	2244659.73
Travel Time Savings for 30 Years (Trucks):	129340.27
Long-Term Employment:	39.01
% Change in Economy:	0.00014826
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 11

* 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 11	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
High Country RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$188,000	Cost Estimation Tool
Right-of-Way Cost:	\$45,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$233,000	
Other Funding:	\$45,000	Town of Boone has offered to acquire right-of-way
Cost to NCDOT :	\$188,000	