



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H142224

Mode: Highway

Status: Submitted

I-40

From/Cross Street: Lenoir- Rhyne Boulevard

Specific Improvement Type: 8 - Improve Interchange

To:

Project Category: Statewide Mobility

Length: 2

TIP#:

Fully Funded in Draft STIP? Yes **Statewide Mobility**

Cost to NCDOT: \$1,160,000

Description:

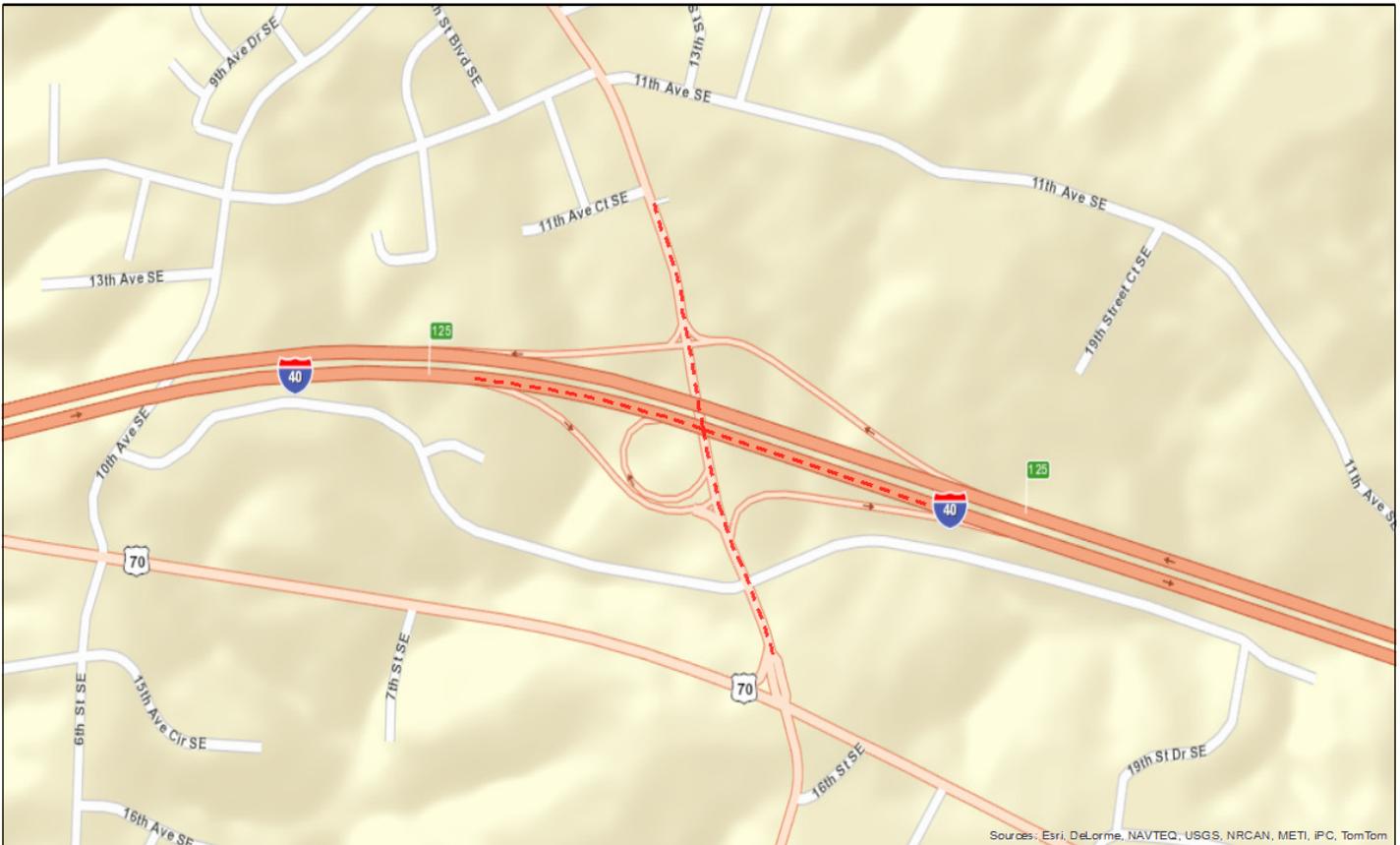
Construct clover ramp in the northeast quadrant of interchange 125 on Interstate 40.

Division(s): Division 12

County(s): CATAWBA

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

Project Location



Sources: Esri, DeLorme, NAVTEQ, USGS, NRCAN, METI, IPC, TomTom

Statewide Mobility Total Score: 76.19

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 86.39	N/A	N/A
Safety (10%) 66.65		
[Travel Time] Benefit/Cost (30%) 100.00		
Economic Competitiveness (10%) 13.23		
Multimodal + [Freight & Military] (20%) 61.41		
Totals: Weight: 100% Weighted Score: 76.19		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
[Travel Time] Benefit/Cost (25%) 100.00	Percent: 15% Points:	Percent: 15% Points:
Safety (10%) 66.65		
Accessibility / Connectivity (10%) 58.97		
Congestion (V/C) (25%) 86.39		
Totals: Weight: 70% Weighted Score: 59.16		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 86.39	Percent: 25% Points:	Percent: 25% Points:
Safety (10%) 66.65		
[Travel Time] Benefit/Cost (20%) 100.00		
Totals: Weight: 50% Weighted Score: 43.94		

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:	6
Roadway has Curb & Gutter?	No
Volume (AADT):	88460.21
Capacity:	104048.7
Volume/Capacity Ratio:	0.85
% Autos:	86%
% Trucks:	14%
Truck Volume:	12281.56
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	100
Severity Index:	33.3
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	17
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	100
Actual Congested Speed:	31.46
Travel Time Index:	1.11

Project Benefits

Project Cross-Section:	
Speed Limit:	65
Length (miles):	2
Facility Type:	Freeway
Access Control:	Limited
Functional Classification:	Interstate
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	5271000
Travel Time Savings for 30 Years (Autos):	4539189.81
Travel Time Savings for 30 Years (Trucks):	731810.19
Long-Term Employment:	93.68
% Change in Economy:	0.00017083
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	Yes
CTP/LRTP Name:	2040 Long Range Transportation Plan
CTP/LRTP Completion Year:	2014
Submitted by:	Greater Hickory MPO

* 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 12	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$1,000,000	Cost Estimation Tool
Right-of-Way Cost:	\$160,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$1,160,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$1,160,000	