

# MORE I-74

Maximizing our Rural Economy



**MPDG FFY 2023 and 2024  
GRANT APPLICATION  
AUGUST 2023**





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# Mega Data Plan

## From the MPDG Notice of Funding Opportunity (NOFO)

In accordance with 49 U.S.C. 6701(g), a Mega grant applicant is required to submit, as an attachment to their application, a plan for the collection and analysis of data to identify the impacts of the project and the accuracy of any forecast prepared during the development phase of the project and included in the grant application. The contents of the plan must include: an approach to measuring impacts to proposed project outcome criteria, and an approach for analyzing the consistency of predicted impacts with actual outcomes.

Upon award, the plan will be reviewed and used to inform the performance measures collections that are required of Mega recipients. Therefore, the data plan should include specific performance measures related to program goals (e.g., travel time savings, greenhouse gas emissions, passenger counts, or level of service) among other information. Performance indicators should include measurable goals or targets, and to the extent possible, should align with the estimated impacts to the outcome criteria described in the application.

Before the start of construction of the Mega project, the project sponsor must submit a report providing baseline data for the purpose of analyzing the long-term impact of the project. Not later than six (6) years after the date of substantial completion of a project, the eligible entity carrying out the project shall submit a project outcomes report that compares the baseline data to quarterly project data for the duration of the fifth year of the project after substantial completion.

## Introduction

NCDOT submitted a Mega grant application for upgrading 9.8 miles of US 74 to interstate standards from where I-74 meets US 74 Business east of Hamlet in Richmond County to where I-74 restarts and meets US 74 Business west of Laurinburg in Scotland County. The project is titled **Maximizing Our Rural Economy on I-74 Project** (or “the MORE I-74 Project”).

To comply with the requirement, NCDOT is creating the following data collection plan. During the development of the grant agreement, NCDOT will work with USDOT representatives to identify performance measures to be tracked during the life of the MORE I-74 Project. The performance measures could include ones identified in the NOFO or others that might be more indicative for this grant application.

As required, NCDOT will collect the baseline information just prior to the start of construction. The baseline report will be submitted within two months of the data collection. During the fifth year after the substantial completion of the grant project, NCDOT will collect information on the performance measures at the beginning of each quarter. A report of all the data collected will be provided to USDOT before the beginning of the sixth year after the substantial completion date.

## Methodology

### Project Outcome Criteria – Safety

The MORE I-74 MPDG application looked to compare current crash rates along the corridor with historic crash rates to identify appropriate crash reduction measures.

Data was pulled from NCDOT’s Traffic Engineering Accident Analysis System (TEAAS) for a five-year period from May 1, 2018, to April 30, 2023, and was presented in the application as shown below:

Category	Crashes (#)	Crash Rate (per 100 MVMT)	Statewide Average Crash Rate for US Routes	Statewide Average Crash Rate for Interstate Routes
Total	349	92.87	78.87	69.58
Fatal	5	1.33	0.97	0.54
Non-Fatal Injury	109	29.01	19.10	14.39
Night Crashes	108	28.74	28.42	22.85
Wet Crashes	54	14.37	16.64	15.81

*compared to statewide 2018-2022 crash rates for rural interstates and rural, 4-lane, median divided us routes with parital control of access*

It is predicted that the project will reduce crashes by providing wider shoulders for errant vehicles as well as safety measures such as rumble strips and improved barriers / guardrail. It is anticipated also that this project will reduce head-on collisions with the installation of median guardrail.

### Project Outcome Criteria – State of Good Repair

The MORE I-74 MPDG application reviewed current pavement conditions to compare to conditions pre- and post-construction.

Data was pulled from NCDOT’s Pavement Condition Map, and the following data was provided:

- Pavement along the corridor is in Good Condition
- Pavement was last rehabilitated in 2016 and is 7 years old
- The average rut depth is 0.16mm

Pavement and bridges in good condition are substantially more economical to maintain than infrastructure in fair or poor condition, while being safer for users and saving wear and tear costs for vehicles using the roadway. Using this database, NCDOT can provide a comparison of current pavement conditions versus pavement conditions post-construction.

### Project Outcome Criteria – Equity

The MPDG application makes no quantitative projection of equity, multimodal and quality of life impacts, but assumes the improvements to mobility and access anticipated with the Project



would apply to the historically disadvantaged communities and areas of persistent poverty that make up the entirety of the study area.

Therefore, the measures described above would also benefit the disadvantaged communities in the area.

NCDOT's Public Involvement Plan describes procedures to engage low-income, minority, disabled, and limited-English proficient populations, as part of Title VI of the Civil Rights act of 1964. No quantitative performance measure is proposed.

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**N.C. Department of Transportation**

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