NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150292 **Mode:** Highway **Status:** Draft

US-70

From/Cross Street: US 70

To: US 70 Connector/ I-85

Length: 0.25

Specific Improvement Type: 5 - Construct Roadway on New Location

Project Category: Regional Impact

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: $7,049,000

Description:

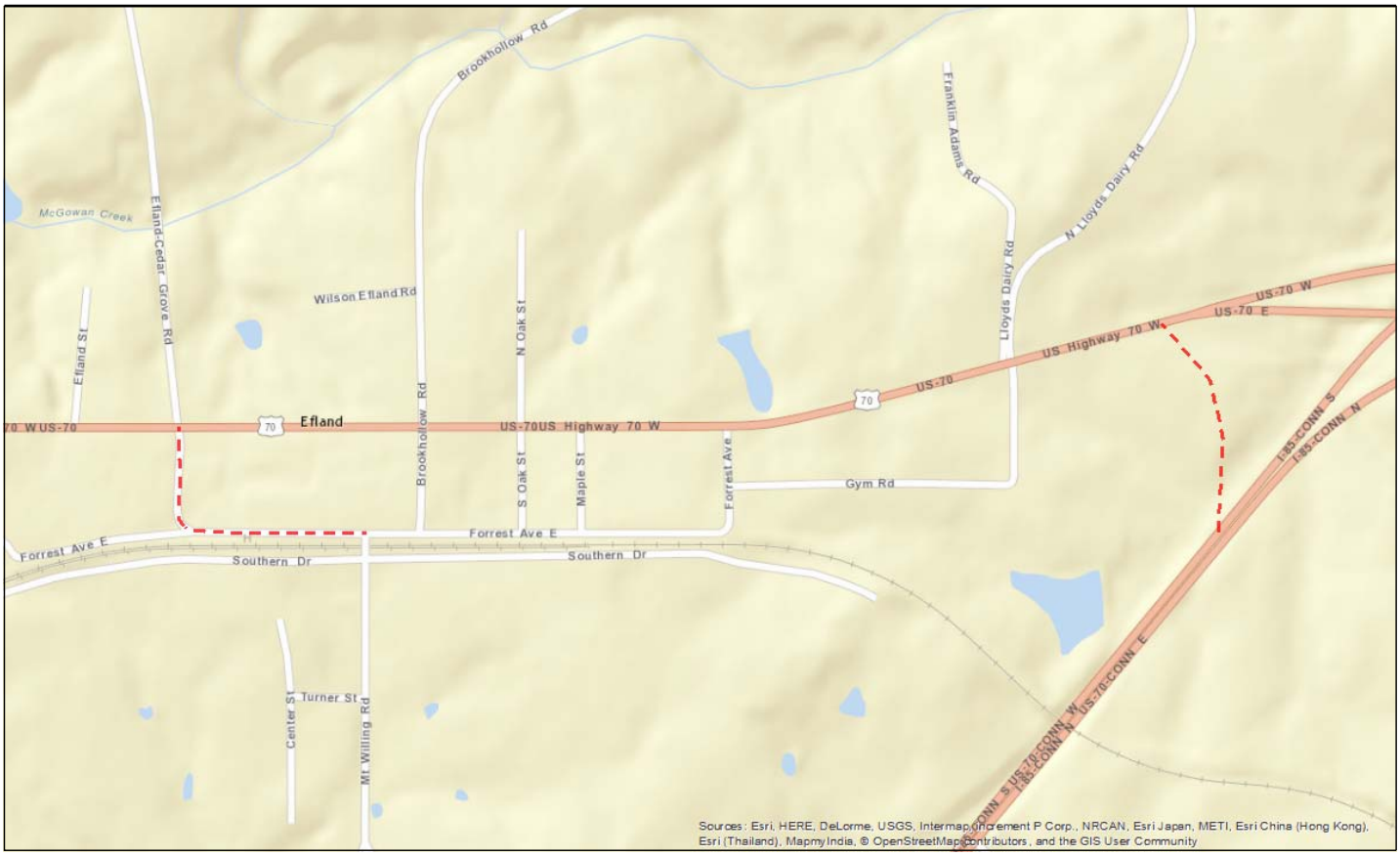
Reconstruct Interchange to allow for full movements (install ramp from eastbound US 70 to Connector and from the Connector to westbound US 70). The improvement to the I-85/US 70 Connector, US 70 interchange area will alleviate the truck and automobile traffic that currently use SR-1004/Efland-Cedar Grove Road, Forest Ave, Mt. Willing Road to travel to I-40/I-85. Once traffic heads eastward past the Forest Ave intersection, there isn't an easy or direct way to get from US 70 south to I-40/I-85.

Division(s): Division 7

County(s): ORANGE

MPOS(s)/RPO(s): Durham Chapel Hill Carrboro MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	In Progress		
Accessibility / Connectivity (10%)	In Progress		
Congestion REG (20%)	In Progress	Percent: 15%	Percent: 15%
Freight (10%)	In Progress	Points:	Points:
Benefit-Cost SW & REG (20%)	In Progress		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	In Progress		
Accessibility / Connectivity (5%)	In Progress		
Congestion DIV (15%)	In Progress	Percent: 25%	Percent: 25%
Freight (5%)	In Progress	Points:	Points:
Benefit-Cost DIV (15%)	In Progress		
Totals: Weight: 50% Weighted Score: 0			

Criteria measures

Creiteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0	
	Volume (SW 40%, REG 20%, DIV 0%)	0	
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)		
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)		
Safety (Segments)	Crash Density (33%)	66.7	
	Crash Severity (33%)	100	
	Critical Crash Rate (33%)	100	
Safety (Intersections)	Crash Frequency (50%)		
	Severity Index (50%)		
Economic Competitiveness	%Change in Economy (50%)		
	Long-term Jobs (50%)		

Creiteria	Measure	Raw Value	Scaled value
Accessibility / Connectivity	County Economic Indicator (50%)	346	
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	0	
	Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
	Distance to Freight Terminal (20%)	24.51	
Multimodal	Distance to Multimodal Terminal (60%)	14.96	
	Volume/Capacity on Route near Multimodal Terminal (40%)		
Lane Width	Lane Width Difference (100%)	6	
Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Pavement Condition	Pavement Condition Rating (100%)	88	

Project Data*

Existing Conditions

Existing Cross-Section:	New Roadway
Speed Limit (mph):	55
Length (miles):	0.31
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
Terrain Type:	Rolling
Lane Width (ft):	6
Paved Shoulder Width (ft):	1
Roadway has Curb & Gutter?	No
Volume (AADT):	0
Volume (PADT):	0
Peak ADT (PADT) Factor:	0
Capacity (vpd):	15500
Volume (PADT)/Capacity Ratio:	0
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	66.7
Crash Severity (seg):	100
Critical Crash Rate (seg):	100
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	346
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	88

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	48
Length (miles):	0.25
Facility Type:	Arterial
Access Control:	Limited
Functional Classification:	Other Principal Arterial
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in $ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in $ (CALC) – DIV:	
Safety Benefits in $:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Raleigh-Durham International Airport
Distance to Freight Terminal (miles):	24.51
Nearest Multimodal Passenger Terminal :	Durham Amtrak Rail Station
Distance to Multimodal Terminal (miles):	14.96
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	DCHC MPO 2040 MTP
CTP/LRTP Completion Year:	2015
Submitted by:	Durham Chapel Hill Carrboro MPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		**0**	**0**

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Durham Chapel Hill Carrboro MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		**0**	**0**

Project Cost and Source

Construction Cost:	$2,251,000	Cost Estimation Tool
Right-of-Way Cost:	$4,284,000	Cost Estimation Tool
Utilities Cost:	$514,000	Cost Estimation Tool
Total Project Cost:	$7,049,000	
Other Funding:	$0	None
Cost to NCDOT :	**$7,049,000**	