

Statewide Mobility Total Score: 40.34

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 71.32	N/A	N/A
Safety (10%) 51.99		
Economic Competitiveness (10%) 21.45		
Multimodal + [Freight & Military] (20%) 52.62		
[Travel Time] Benefit/Cost (30%) 3.57		
Totals: Weight: 100% Weighted Score: 40.34		

Regional Impact Total Score: 55.86

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%) 51.99	Percent: 15% Points: 100	Percent: 15% Points: 100
[Travel Time] Benefit/Cost (25%) 3.57		
Congestion (V/C) (25%) 71.32		
Accessibility / Connectivity (10%) 19.35		
Totals: Weight: 70% Weighted Score: 25.86		

Division Needs Total Score: 20.18

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 71.32	Percent: 25% Points: 0	Percent: 25% Points: 0
Safety (10%) 51.99		
[Travel Time] Benefit/Cost (20%) 3.57		
Totals: Weight: 50% Weighted Score: 20.18		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	60
Length (miles):	3.29
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):	58047.18
Capacity:	72400.02
Volume/Capacity Ratio:	0.8
% Autos:	89%
% Trucks:	11%
Truck Volume:	6516
Crash Density:	56.18
Crash Severity:	58.89
Critical Crash Rate:	40.91
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	20
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	62
Actual Congested Speed:	57.42
Travel Time Index:	1.03

Project Benefits

Project Cross-Section:	6B - 6 Lane Divided (27' Median with Jersey Barrier with Paved Shoulders)
Speed Limit:	60
Length (miles):	3.29
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	4964545.09
Travel Time Savings for 30 Years (Autos):	4407257.76
Travel Time Savings for 30 Years (Trucks):	557287.33
Long-Term Employment:	87
% Change in Economy:	0.00034202
Provides Direct Connection to Transportation Terminal?	Yes
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 14

* 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 14	99%	99	0
Division 13	1%	1	0
	0%	0	0
TOTAL Division Points		100	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
French Broad River MPO	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	0

Project Cost and Source

Construction Cost:	\$31,060,000	TIP Unit
Right-of-Way Cost:	\$1,000,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$32,060,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$32,060,000	