



**Statewide Mobility Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
	N/A	N/A
<b>Totals: Weight: 0% Weighted Score: 0</b>		

**Regional Impact Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 39.22	Percent: 15% Points:	Percent: 15% Points:
Safety (10%) 57.73		
[Travel Time] Benefit/Cost (25%) 0.22		
Accessibility / Connectivity (10%) 36.49		
<b>Totals: Weight: 70% Weighted Score: 19.28</b>		

**Division Needs Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 39.22	Percent: 25% Points:	Percent: 25% Points:
Safety (10%) 57.73		
[Travel Time] Benefit/Cost (20%) 0.22		
<b>Totals: Weight: 50% Weighted Score: 13.66</b>		

**Project Data \*****Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	3.17
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	9183.79
Capacity:	15500
Volume/Capacity Ratio:	0.59
% Autos:	95%
% Trucks:	5%
Truck Volume:	498.88
Crash Density:	72.95
Crash Severity:	64.77
Critical Crash Rate:	35.49
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	26
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	100
Actual Congested Speed:	44.15
Travel Time Index:	1.25

**Project Benefits**

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	3.17
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	413484.43
Travel Time Savings for 30 Years (Autos):	391023.02
Travel Time Savings for 30 Years (Trucks):	22461.41
Long-Term Employment:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 12

\* 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
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

MPO/RPO	Percent	Regional Impact	Division Needs
Gaston-Cleveland-Lincoln MPO	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>0</b>	<b>0</b>

**Project Cost and Source**

Construction Cost:	\$32,832,000	TIP Unit
Right-of-Way Cost:	\$7,878,000	Cost Estimation Tool
Utilities Cost:	\$945,000	Cost Estimation Tool
Total Project Cost:	\$41,655,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$41,655,000</b>	