



**Statewide Mobility Total Score: 38.74**

<b>Quantitative Score</b>		<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Economic Competitiveness (10%)	15.80	N/A	N/A
[Travel Time] Benefit/Cost (30%)	2.67		
Congestion (V/C) (30%)	88.72		
Safety (10%)	80.30		
Multimodal + [Freight & Military] (20%)	8.56		
<b>Totals: Weight: 100% Weighted Score: 38.74</b>			

**Regional Impact Total Score: 63.28**

<b>Quantitative Score</b>		<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (25%)	88.72	Percent: 15%	Percent: 15%
Safety (10%)	80.30	Points: 100	Points: 100
[Travel Time] Benefit/Cost (25%)	2.67		
Accessibility / Connectivity (10%)	24.07		
<b>Totals: Weight: 70% Weighted Score: 33.28</b>			

**Division Needs Total Score: 26.31**

<b>Quantitative Score</b>		<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Safety (10%)	80.30	Percent: 25%	Percent: 25%
[Travel Time] Benefit/Cost (20%)	2.67	Points: 0	Points: 0
Congestion (V/C) (20%)	88.72		
<b>Totals: Weight: 50% Weighted Score: 26.31</b>			

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

Existing Cross-Section:	
Speed Limit:	45
Length (miles):	1.2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial- Other Freeway
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	8
Roadway has Curb & Gutter?	No
Volume (AADT):	72202.37
Capacity:	72400.56
Volume/Capacity Ratio:	1
% Autos:	98%
% Trucks:	2%
Truck Volume:	1712.91
Crash Density:	97.58
Crash Severity:	45.76
Critical Crash Rate:	97.58
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	14
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	90
Actual Congested Speed:	43.15
Travel Time Index:	1.04

**Project Benefits**

Project Cross-Section:	6B - 6 Lane Divided (27' Median with Jersey Barrier with Paved Shoulders)
Speed Limit:	55
Length (miles):	1.2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial- Other Freeway
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	0
Travel Time Savings for 30 Years (Autos):	0
Travel Time Savings for 30 Years (Trucks):	0
Long-Term Employment:	125.42
% Change in Economy:	0.00019057
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

\* 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**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 9	100%	100	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>100</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Winston Salem Urban Area MPO	100%	100	0
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>100</b>	<b>0</b>

**Project Cost and Source**

Construction Cost:	\$59,400,000	TIP Unit
Right-of-Way Cost:	\$3,700,000	TIP Unit
Utilities Cost:	\$140,000	TIP Unit
Total Project Cost:	\$63,240,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$63,240,000</b>	