



**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: 63.03**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 95.76	Percent: 15% Points: 36	Percent: 15% Points: 100
Safety (10%) 59.67		
[Travel Time] Benefit/Cost (25%) 45.57		
Accessibility / Connectivity (10%) 13.30		
<b>Totals: Weight: 70% Weighted Score: 42.63</b>		

**Division Needs Total Score: 34.23**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%) 59.67	Percent: 25% Points: 0	Percent: 25% Points: 0
[Travel Time] Benefit/Cost (20%) 45.57		
Congestion (V/C) (20%) 95.76		
<b>Totals: Weight: 50% Weighted Score: 34.23</b>		

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

Existing Cross-Section:	
Speed Limit:	45
Length (miles):	1.84
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	2
Roadway has Curb & Gutter?	No
Volume (AADT):	39902.48
Capacity:	30003.91
Volume/Capacity Ratio:	1.33
% Autos:	97%
% Trucks:	3%
Truck Volume:	1035.63
Crash Density:	77.41
Crash Severity:	39.95
Critical Crash Rate:	61.67
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	18
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	44
Actual Congested Speed:	31.35
Travel Time Index:	1.44

**Project Benefits**

Project Cross-Section:	6E - 6 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit:	45
Length (miles):	1.84
Facility Type:	Arterial
Access Control:	None
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):	18648052.68
Travel Time Savings for 30 Years (Autos):	18164062.62
Travel Time Savings for 30 Years (Trucks):	483990.06
Long-Term Employment:	
% Change in Economy:	
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 5

\* 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	Division Needs
Division 5	100%	36	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>36</b>	<b>0</b>

**MPO/RPO**

MPO/RPO	Percent	Regional Impact	Division Needs
Durham Chapel Hill Carrboro 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:	\$8,600,000	TIP Unit
Right-of-Way Cost:	\$500,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$9,100,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$9,100,000</b>	