



# NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090553

Mode: Highway

Status: Submitted

## (New Route - Southern Connector One)

From/Cross Street: Plyler Mill Road

Specific Improvement Type: 6 - Widen Existing Roadway and Construct Part on New Location

To: Synders Store Road

Project Category: Division Needs

Length: 9.52

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$15,878,000

### Description:

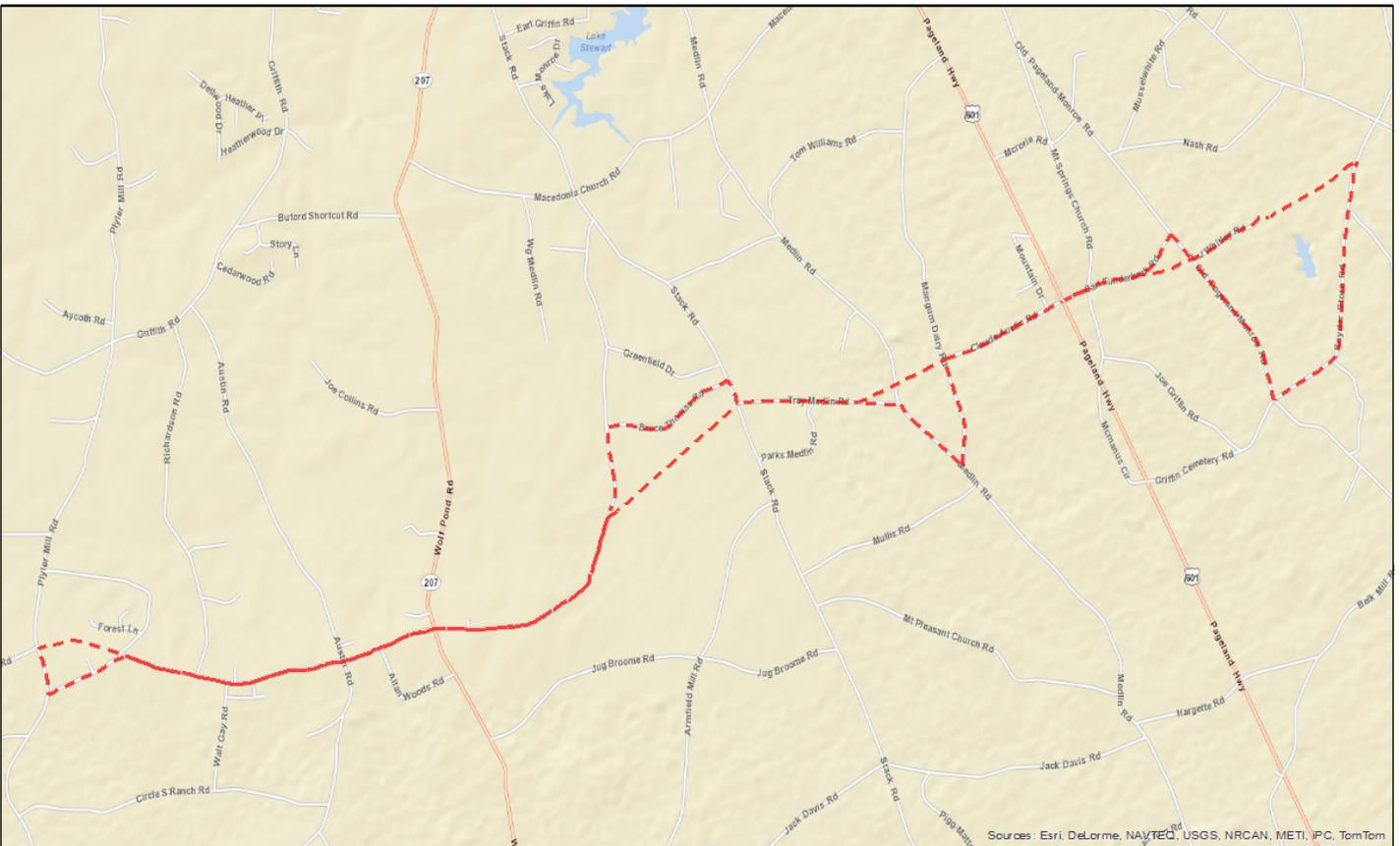
Southern Connector One: Ruben Road at Plyler Mill Road to Sandy Ridge Road at Clarkville Campground Road. Sandy Ridge Road just south of Bruce Thomas Road to Troy Medlin Road. Troy Medlin Road at Medlin Road to Claude Austin Road/Carl Funderburk Ave to Synder Store Road. Some new alignment and upgrade to 24 feet

Division(s): Division 10

County(s): UNION

MPOS(s)/RPO(s): Rocky River RPO

### Project Location



**Statewide Mobility Total Score: 0**

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

**Regional Impact Total Score: 0**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 0% Weighted Score: 0</b>		

**Division Needs Total Score: 0**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 2.74 Safety (10%) 27.70 [Travel Time] Benefit/Cost (20%) 0.59	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 3.44</b>		

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

Existing Cross-Section:	
Speed Limit:	53
Length (miles);	13.7
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
Terrain Type:	Rolling
Lane Width:	9
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	643.4
Capacity:	15559.87
Volume/Capacity Ratio:	0.04
% Autos:	100%
% Trucks:	0%
Truck Volume:	0
Crash Density:	53.78
Crash Severity:	4.42
Critical Crash Rate:	24.9
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	27
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	88
Actual Congested Speed:	0
Travel Time Index:	0

**Project Benefits**

Project Cross-Section:	2A - 2 Lane Undivided with Paved Shoulders, 55 mph
Speed Limit:	55
Length (miles):	9.52
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Travel Time Savings for 30 Years (Total):	428316.82
Travel Time Savings for 30 Years (Autos):	428316.82
Travel Time Savings for 30 Years (Trucks):	0
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 10

\* 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 10	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
Rocky River RPO	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:	\$13,110,000	TIP Unit
Right-of-Way Cost:	\$2,471,000	Cost Estimation Tool
Utilities Cost:	\$297,000	Cost Estimation Tool
Total Project Cost:	\$15,878,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$15,878,000</b>	