

Statewide Mobility Total Score: 12.15

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	31.90	N/A	N/A
Safety (10%)	6.43		
Economic Competitiveness (10%)	4.08		
Multimodal + [Freight & Military] (20%)	4.83		
[Travel Time] Benefit/Cost (30%)	1.89		
Totals: Weight: 100% Weighted Score: 12.15			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
[Travel Time] Benefit/Cost (25%)	1.89	Percent: 15% Points:	Percent: 15% Points:
Accessibility / Connectivity (10%)	26.11		
Congestion (V/C) (25%)	31.90		
Safety (10%)	6.43		
Totals: Weight: 70% Weighted Score: 11.7			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)	31.90	Percent: 25% Points:	Percent: 25% Points:
Safety (10%)	6.43		
[Travel Time] Benefit/Cost (20%)	1.89		
Totals: Weight: 50% Weighted Score: 7.4			

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	48
Length (miles):	3.8
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	1
Roadway has Curb & Gutter?	No
Volume (AADT):	7541.51
Capacity:	15668.08
Volume/Capacity Ratio:	0.48
% Autos:	87%
% Trucks:	13%
Truck Volume:	966.38
Crash Density:	11.89
Crash Severity:	0
Critical Crash Rate:	7.4
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	23
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	82
Actual Congested Speed:	45.54
Travel Time Index:	1.03

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	50
Length (miles):	4.08
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	3429837.29
Travel Time Savings for 30 Years (Autos):	2990332.91
Travel Time Savings for 30 Years (Trucks):	439504.38
Long-Term Employment:	48
% Change in Economy:	3.37E-05
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 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	94%	0	0
Division 9	6%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Rocky River RPO	73%	0	0
Cabarrus Rowan MPO	27%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$33,402,000	TIP Unit
Right-of-Way Cost:	\$7,697,000	Cost Estimation Tool
Utilities Cost:	\$924,000	Cost Estimation Tool
Total Project Cost:	\$42,023,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$42,023,000	