



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090825

**Mode:** Highway

**Status:** Submitted

## SR-1346 (New Route - Younger Road)

**From/Cross Street:** SR 1333 (Chub Lake Road)

**Specific Improvement Type:** 5 - Construct Roadway on New Location

**To:** SR 1364 (Carver Drive)

**Project Category:** Division Needs

**Length:** 1.02

**TIP#:**

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$6,259,000

### Description:

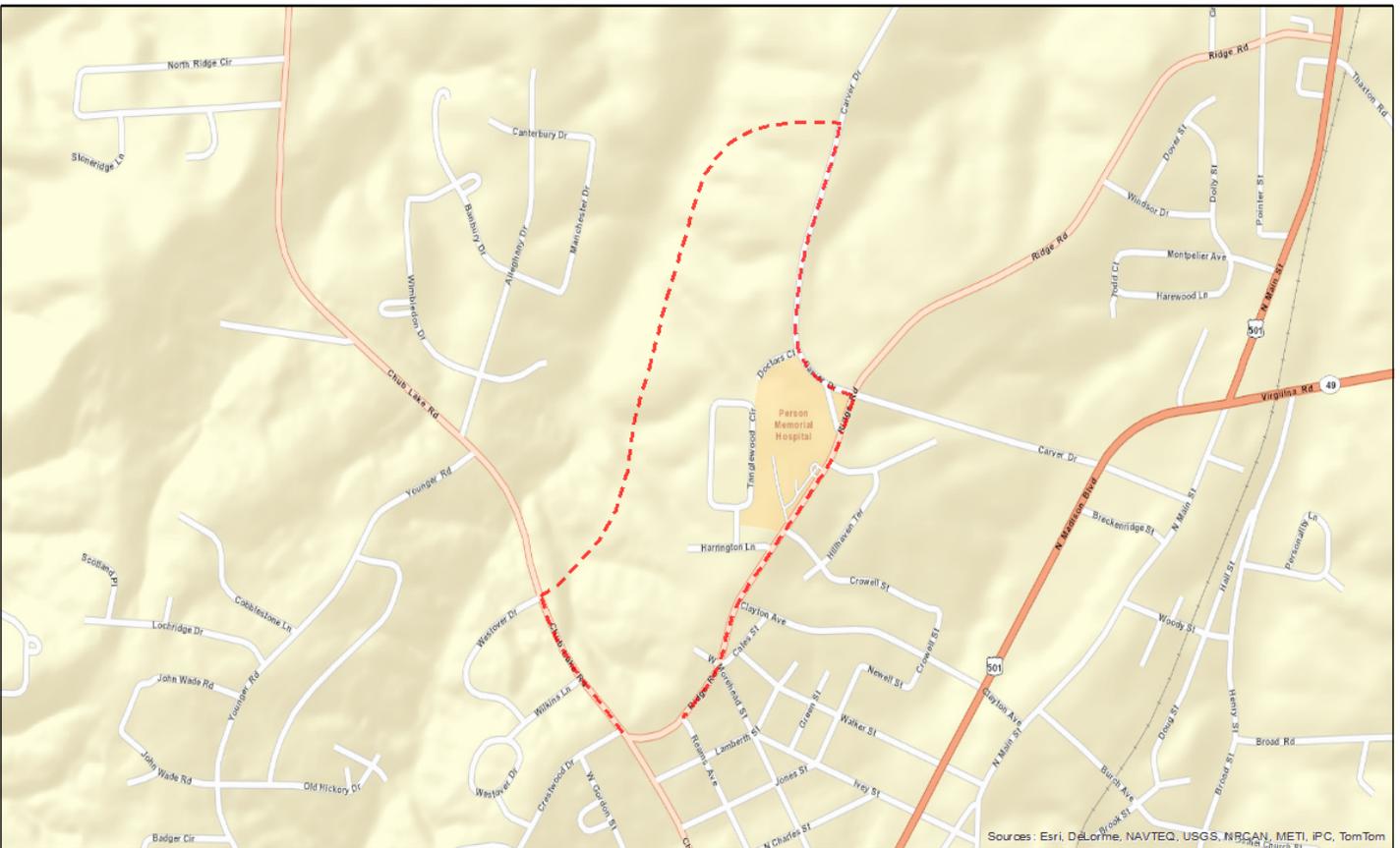
Extend Younger Road (SR 1346) 0.6 Mile from Chub Lake Road Road (SR 1333) to Carver Drive

**Division(s):** Division 5

**County(s):** PERSON

**MPOS(s)/RPO(s):** Kerr-Tar RPO

### Project Location



Sources: Esri, DeLorme, NAVTEQ, USGS, NRCAN, METI, IPC, TomTom

**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
	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 0% Weighted Score: 0</b>		

**Division Needs Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)                      22.99	Percent: 25% Points:	Percent: 25% Points:
Safety (10%)                                      32.54		
[Travel Time] Benefit/Cost (20%)            1.52		
<b>Totals: Weight: 50% Weighted Score: 8.15</b>		

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

Existing Cross-Section:	
Speed Limit:	40
Length (miles);	1.4
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	10
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5476.22
Capacity:	15800.2
Volume/Capacity Ratio:	0.35
% Autos:	100%
% Trucks:	0%
Truck Volume:	0
Crash Density:	54.19
Crash Severity:	26.96
Critical Crash Rate:	16.47
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	27
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	78
Actual Congested Speed:	0
Travel Time Index:	0

**Project Benefits**

Project Cross-Section:	2E - 2 Lane Undivided with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit:	35
Length (miles):	1.02
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	431955.25
Travel Time Savings for 30 Years (Autos):	431955.25
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 5

\* 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**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 5	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Kerr-Tar 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:	\$6,156,000	TIP Unit
Right-of-Way Cost:	\$92,000	Cost Estimation Tool
Utilities Cost:	\$11,000	Cost Estimation Tool
Total Project Cost:	\$6,259,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$6,259,000</b>	