

Statewide Mobility Total Score: 0

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

Regional Impact Total Score: 36.64

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 44.77	Percent: 15% Points: 0	Percent: 15% Points: 100
Safety (10%) 70.88		
[Travel Time] Benefit/Cost (25%) 3.02		
Accessibility / Connectivity (10%) 26.01		
Totals: Weight: 70% Weighted Score: 21.64		

Division Needs Total Score: 16.65

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 44.77	Percent: 25% Points: 0	Percent: 25% Points: 0
Safety (10%) 70.88		
[Travel Time] Benefit/Cost (20%) 3.02		
Totals: Weight: 50% Weighted Score: 16.65		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	38
Length (miles);	1.48
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):	24020.67
Capacity:	40984.05
Volume/Capacity Ratio:	0.59
% Autos:	93%
% Trucks:	7%
Truck Volume:	1619.1
Crash Density:	78.65
Crash Severity:	49.65
Critical Crash Rate:	84.37
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	25
Existing Median Type (for Cost Estimation):	TWLTL
Pavement Condition Rating:	69
Actual Congested Speed:	33.4
Travel Time Index:	0.67

Project Benefits

Project Cross-Section:	4D - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, Bike Lanes, and Sidewalks
Speed Limit:	40
Length (miles):	1.48
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):	1015715.88
Travel Time Savings for 30 Years (Autos):	947251.94
Travel Time Savings for 30 Years (Trucks):	68463.94
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%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Kerr-Tar RPO	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	0

Project Cost and Source

Construction Cost:	\$4,902,000	TIP Unit
Right-of-Way Cost:	\$2,415,000	Cost Estimation Tool
Utilities Cost:	\$290,000	Cost Estimation Tool
Total Project Cost:	\$7,607,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$7,607,000	