

Statewide Mobility Total Score: 25.11

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%) 52.03 Multimodal + [Freight & Military] (20%) 32.58 [Travel Time] Benefit/Cost (30%) 1.04 Congestion (V/C) (30%) 40.63 Economic Competitiveness (10%) 8.91	N/A	N/A
Totals: Weight: 100% Weighted Score: 25.11		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%) 52.03 [Travel Time] Benefit/Cost (25%) 1.04 Accessibility / Connectivity (10%) 42.85 Congestion (V/C) (25%) 40.63	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 19.91		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 40.63 Safety (10%) 52.03 [Travel Time] Benefit/Cost (20%) 1.04	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 13.54		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	65
Length (miles):	13
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	10
Roadway has Curb & Gutter?	No
Volume (AADT):	32849.86
Capacity:	71700.1
Volume/Capacity Ratio:	0.46
% Autos:	80%
% Trucks:	20%
Truck Volume:	6516.43
Crash Density:	48.62
Crash Severity:	57.58
Critical Crash Rate:	49.9
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	25
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	99
Actual Congested Speed:	64.93
Travel Time Index:	1

Project Benefits

Project Cross-Section:	6A - 6 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	70
Length (miles):	13
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Level
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	4684328.16
Travel Time Savings for 30 Years (Autos):	3755097.57
Travel Time Savings for 30 Years (Trucks):	929230.59
Long-Term Employment:	75
% Change in Economy:	0.00010325
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 6

* 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 6	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Lumber River RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$106,219,000	Cost Estimation Tool
Right-of-Way Cost:	\$722,000	Cost Estimation Tool
Utilities Cost:	\$87,000	Cost Estimation Tool
Total Project Cost:	\$107,028,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$107,028,000	