



**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: 11.9**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 32.37	Percent: 15% Points: 0	Percent: 15% Points: 0
Safety (10%) 33.35		
[Travel Time] Benefit/Cost (25%) 0.00		
Accessibility / Connectivity (10%) 4.69		
<b>Totals: Weight: 70% Weighted Score: 11.9</b>		

**Division Needs Total Score: 34.81**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 32.37	Percent: 25% Points: 0	Percent: 25% Points: 100
Safety (10%) 33.35		
[Travel Time] Benefit/Cost (20%) 0.00		
<b>Totals: Weight: 50% Weighted Score: 9.81</b>		

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

Existing Cross-Section:	
Speed Limit:	35
Length (miles);	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	14080.06
Capacity:	31600
Volume/Capacity Ratio:	0.45
% Autos:	97%
% Trucks:	3%
Truck Volume:	381.99
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	66.7
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	17
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	55
Actual Congested Speed:	0
Travel Time Index:	

**Project Benefits**

Project Cross-Section:	
Speed Limit:	35
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	0
Travel Time Savings for 30 Years (Autos):	0
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?	Yes
CTP/LRTP Name:	FBRMPO CTP
CTP/LRTP Completion Year:	2014
Submitted by:	French Broad River MPO

\* 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 14	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
French Broad River MPO	100%	0	100
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>0</b>	<b>100</b>

**Project Cost and Source**

Construction Cost:	\$1,250,000	Cost Estimation Tool
Right-of-Way Cost:	\$950,000	TIP Unit
Utilities Cost:	\$350,000	TIP Unit
Total Project Cost:	\$2,550,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$2,550,000</b>	