



**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
Congestion (V/C) (25%) 28.62	Percent: 15% Points:	Percent: 15% Points:
Safety (10%) 44.37		
[Travel Time] Benefit/Cost (25%) 0.00		
Accessibility / Connectivity (10%) 3.10		
<b>Totals: Weight: 70% Weighted Score: 11.9</b>		

**Division Needs Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 28.62	Percent: 25% Points:	Percent: 25% Points:
Safety (10%) 44.37		
[Travel Time] Benefit/Cost (20%) 0.00		
<b>Totals: Weight: 50% Weighted Score: 10.16</b>		

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

Existing Cross-Section:	
Speed Limit:	52
Length (miles);	1.35
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	2
Roadway has Curb & Gutter?	No
Volume (AADT):	9289.15
Capacity:	22377.85
Volume/Capacity Ratio:	0.42
% Autos:	93%
% Trucks:	7%
Truck Volume:	641.89
Crash Density:	43.74
Crash Severity:	33.28
Critical Crash Rate:	56.1
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	16
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	44
Actual Congested Speed:	34.99
Travel Time Index:	1.57

**Project Benefits**

Project Cross-Section:	4D - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, Bike Lanes, and Sidewalks
Speed Limit:	45
Length (miles):	1.35
Facility Type:	Arterial
Access Control:	Partial
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):	-398109.7
Travel Time Savings for 30 Years (Autos):	-370600.1
Travel Time Savings for 30 Years (Trucks):	-27509.6
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:	2040 MTP
CTP/LRTP Completion Year:	2012
Submitted by:	Division 5

\* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

**Project Ownership**

**Division**

Division	Percent	Regional Impact	Division Needs
Division 5	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
Capital Area MPO	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:	\$10,202,000	Cost Estimation Tool
Right-of-Way Cost:	\$785,000	Cost Estimation Tool
Utilities Cost:	\$94,000	Cost Estimation Tool
Total Project Cost:	\$11,081,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$11,081,000</b>	