



# NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150227

Mode: Highway

Status: Draft

## NC-751, SR-1731 (O'Kelly Chapel Road)

From/Cross Street: SR 1731 O'Kelly Chapel Road

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$480,000

### Description:

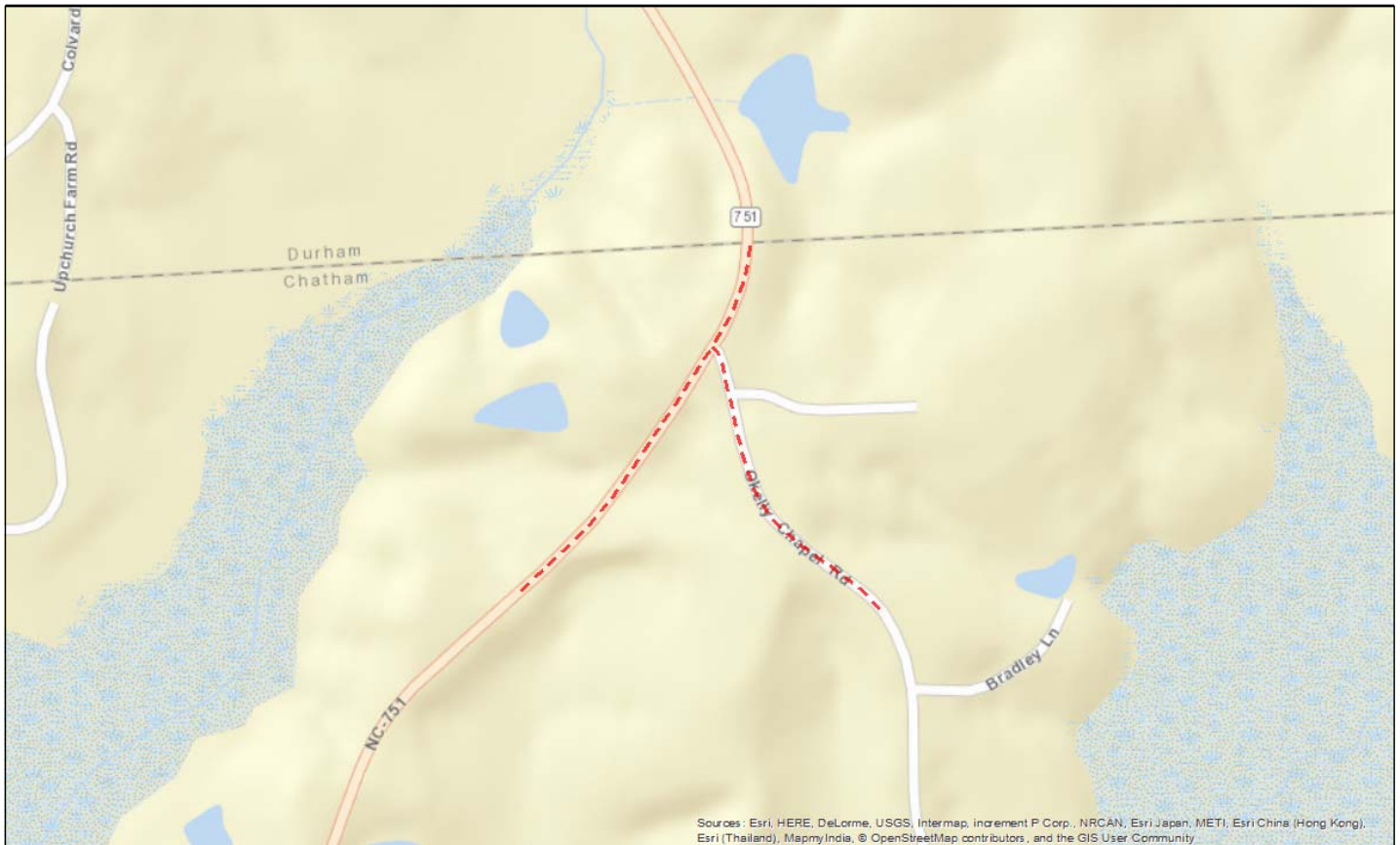
Improve existing at-grade, skewed intersection. The existing alignment for this intersection makes turning from northbound NC 751 on to O'Kelly Chapel Road very difficult and unsafe for people who are not familiar with navigating the intersection. Turning from westbound O'Kelly Chapel Road to southbound NC 751 is also difficult and unsafe. Turn lanes and realignment of this skewed intersection would improve travel time for people using the turn lanes and would improve safety for everyone.

Division(s): Division 8

County(s): CHATHAM

MPOS(s)/RPO(s): Durham Chapel Hill Carrboro MPO

### Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**Statewide Mobility Total Score: 0**

Quantitative Score	Division Engineer Points	MPO/RPO Points
	N/A	N/A
<b>Totals: Weight: 0% Weighted Score: 0</b>		

**Regional Impact Total Score: 0**

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) Accessibility / Connectivity (10%) Congestion REG (20%) Freight (10%) Benefit-Cost SW & REG (20%)	In Progress In Progress In Progress In Progress In Progress	Percent: 15% Points: Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 0</b>		

**Division Needs Total Score: 0**

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) Accessibility / Connectivity (5%) Congestion DIV (15%) Freight (5%) Benefit-Cost DIV (15%)	In Progress In Progress In Progress In Progress In Progress	Percent: 25% Points: Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 0</b>		

**Criteria measures**

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.55	
	Volume (SW 40%, REG 20%, DIV 0%)	17186.14	
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)		
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)		
Safety (Segments)	Crash Density (33%)	33.3	
	Crash Severity (33%)	0	
	Critical Crash Rate (33%)	33.3	
Safety (Intersections)	Crash Frequency (50%)		
	Severity Index (50%)		
Economic Competitiveness	%Change in Economy (50%)		
	Long-term Jobs (50%)		

Criteria	Measure	Raw Value	Scaled value
Accessibility / Connectivity	County Economic Indicator (50%)	371	
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	596.57	
	Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
	Distance to Freight Terminal (20%)	7.69	
Multimodal	Distance to Multimodal Terminal (60%)	5.95	
	Volume/Capacity on Route near Multimodal Terminal (40%)		
Lane Width	Lane Width Difference (100%)	0	
Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Pavement Condition	Pavement Condition Rating (100%)	99	

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

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	0.5
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Rolling
Lane Width (ft):	12
Paved Shoulder Width (ft):	6
Roadway has Curb & Gutter?	No
Volume (AADT):	16036.71
Volume (PADT):	17186.14
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	31087.77
Volume (PADT)/Capacity Ratio:	0.55
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	596.57
Crash Density (seg):	33.3
Crash Severity (seg):	0
Critical Crash Rate (seg):	33.3
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	371
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	99

**Project Benefits**

Project Cross-Section:	
Speed Limit (mph):	50
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Raleigh-Durham International Airport
Distance to Freight Terminal (miles):	7.69
Nearest Multimodal Passenger Terminal :	Triangle Transit Regional Transit Center
Distance to Multimodal Terminal (miles):	5.95
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	DCHC MPO 2040 MTP
CTP/LRTP Completion Year:	2013
Submitted by:	Durham Chapel Hill Carrboro MPO

\* 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 Points	Division Needs Points
Division 8	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 Points	Division Needs Points
Durham Chapel Hill Carrboro 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:	\$390,000	Cost Estimation Tool
Right-of-Way Cost:	\$90,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$480,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$480,000</b>	