



# NCDOT Prioritization 4.0 Project Summary

**SPOT ID:** H150280

**Mode:** Highway

**Status:** Draft

## SR-1148 (Eno Mountain Road)

**From/Cross Street:** SR-1006 Orange Grove Road

**Specific Improvement Type:** 5 - Construct Roadway on New Location

**To:** SR-1192 Mayo Street

**Project Category:** Division Needs

**Length:** 0.24

**TIP#:**

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$1,930,000

### Description:

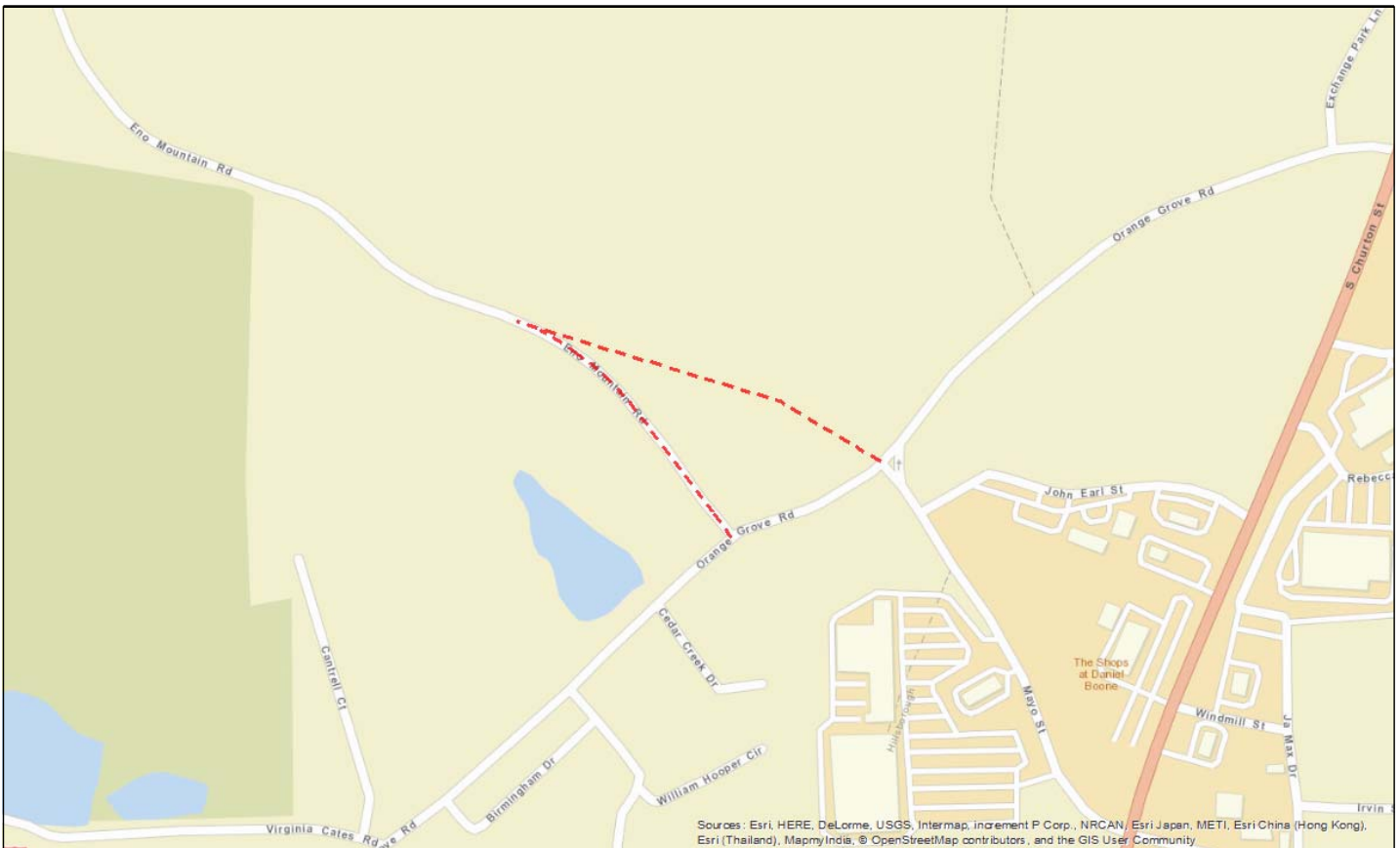
Construct new section of SR 1184 (Eno Mountain Road) to align with SR 1192 (Mayo Street) and install signal.

**Division(s):** Division 7

**County(s):** ORANGE

**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
	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 0% 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	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.22		Accessibility / Connectivity	County Economic Indicator (50%)	346	
	Volume (SW 40%, REG 20%, DIV 0%)	3400			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	0	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	0		Multimodal	Distance to Freight Terminal (20%)	21.72	
	Crash Severity (33%)	0			Distance to Multimodal Terminal (60%)	12.08	
	Critical Crash Rate (33%)	33.3		Volume/Capacity on Route near Multimodal Terminal (40%)			
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	2	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	62	
	Long-term Jobs (50%)						

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

Existing Cross-Section:	New Roadway
Speed Limit (mph):	55
Length (miles):	0.17
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Rolling
Lane Width (ft):	10
Paved Shoulder Width (ft):	6
Roadway has Curb & Gutter?	No
Volume (AADT):	3200
Volume (PADT):	3400
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	15800
Volume (PADT)/Capacity Ratio:	0.22
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	0
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:	346
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	62

**Project Benefits**

Project Cross-Section:	2B - 2 Lane Undivided with Paved Shoulders, 25-45 mph
Speed Limit (mph):	45
Length (miles):	0.24
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):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	-89018.07
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):	21.72
Nearest Multimodal Passenger Terminal :	Durham Amtrak Rail Station
Distance to Multimodal Terminal (miles):	12.08
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 7	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:	\$1,535,000	Cost Estimation Tool
Right-of-Way Cost:	\$353,000	Cost Estimation Tool
Utilities Cost:	\$42,000	Cost Estimation Tool
Total Project Cost:	\$1,930,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$1,930,000</b>	