



# NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090365

Mode: Highway

Status: Draft

## SR-1777 (Homestead Road)

From/Cross Street: SR 1009 (Old NC 86 / Hillsborough Road)

Specific Improvement Type: 16 - Modernize Roadway

To: NC 86/MLK Blvd

Project Category: Division Needs

Length: 3.34

TIP#: HoldTank

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3,684,000

### Description:

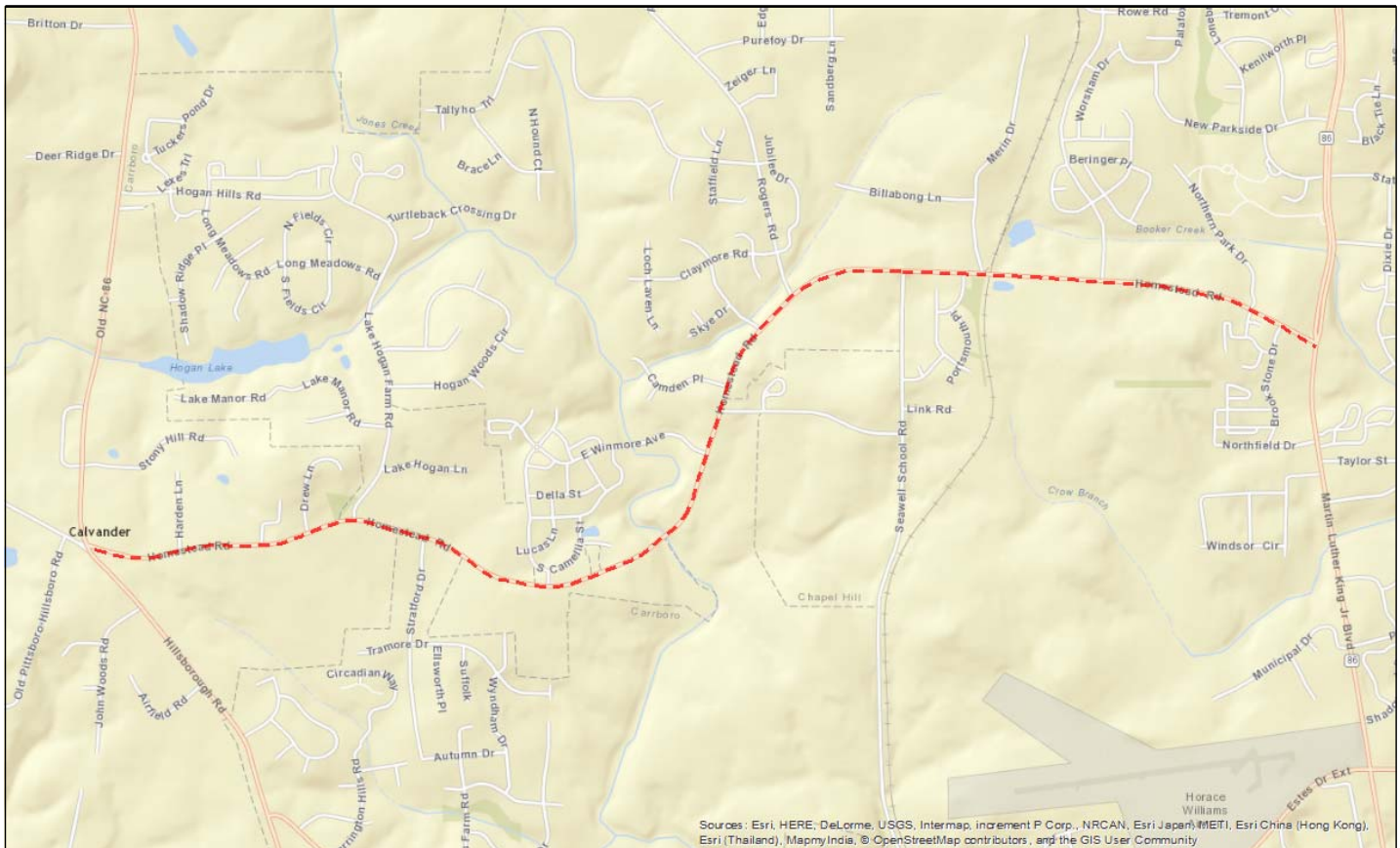
Modernize roadway to improve safety of all users. Safety improvements that include turn lanes at intersections, bicycle, pedestrian, and transit accommodations at appropriate locations, design of roadway and facilities may vary along the corridor.

Division(s): Division 7

County(s): ORANGE

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

### Project Location



**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	
<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%)	0.51		Accessibility / Connectivity	County Economic Indicator (50%)	346	
	Volume (SW 40%, REG 20%, DIV 0%)	8519.26			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%)	33.3		Multimodal	Distance to Freight Terminal (20%)	15.38	
	Crash Severity (33%)	58.24			Distance to Multimodal Terminal (60%)	9.13	
	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%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	71	
	Long-term Jobs (50%)						

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

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	39
Length (miles):	3.34
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	3
Roadway has Curb & Gutter?	No
Volume (AADT):	7997.27
Volume (PADT):	8519.26
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	16589.57
Volume (PADT)/Capacity Ratio:	0.51
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	33.3
Crash Severity (seg):	58.24
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:	71

**Project Benefits**

Project Cross-Section:	
Speed Limit (mph):	35
Length (miles):	3.34
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
TerrainType:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	-1077136.27
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):	15.38
Nearest Multimodal Passenger Terminal :	Durham Station Transportation Center
Distance to Multimodal Terminal (miles):	9.13
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:	\$3,684,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$3,684,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$3,684,000</b>	