



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090962-B

Mode: Highway

Status: Submitted

US-74 (Independence Boulevard)

From/Cross Street: Sardis Road North

Specific Improvement Type: 2 - Upgrade Arterial to Freeway/Expressway

To: Conference Drive

Project Category: Statewide Mobility

Length: 2.89

TIP#: U-2509

Fully Funded in Draft STIP? Yes Statewide Mobility

Cost to NCDOT: \$102,482,000

Description:

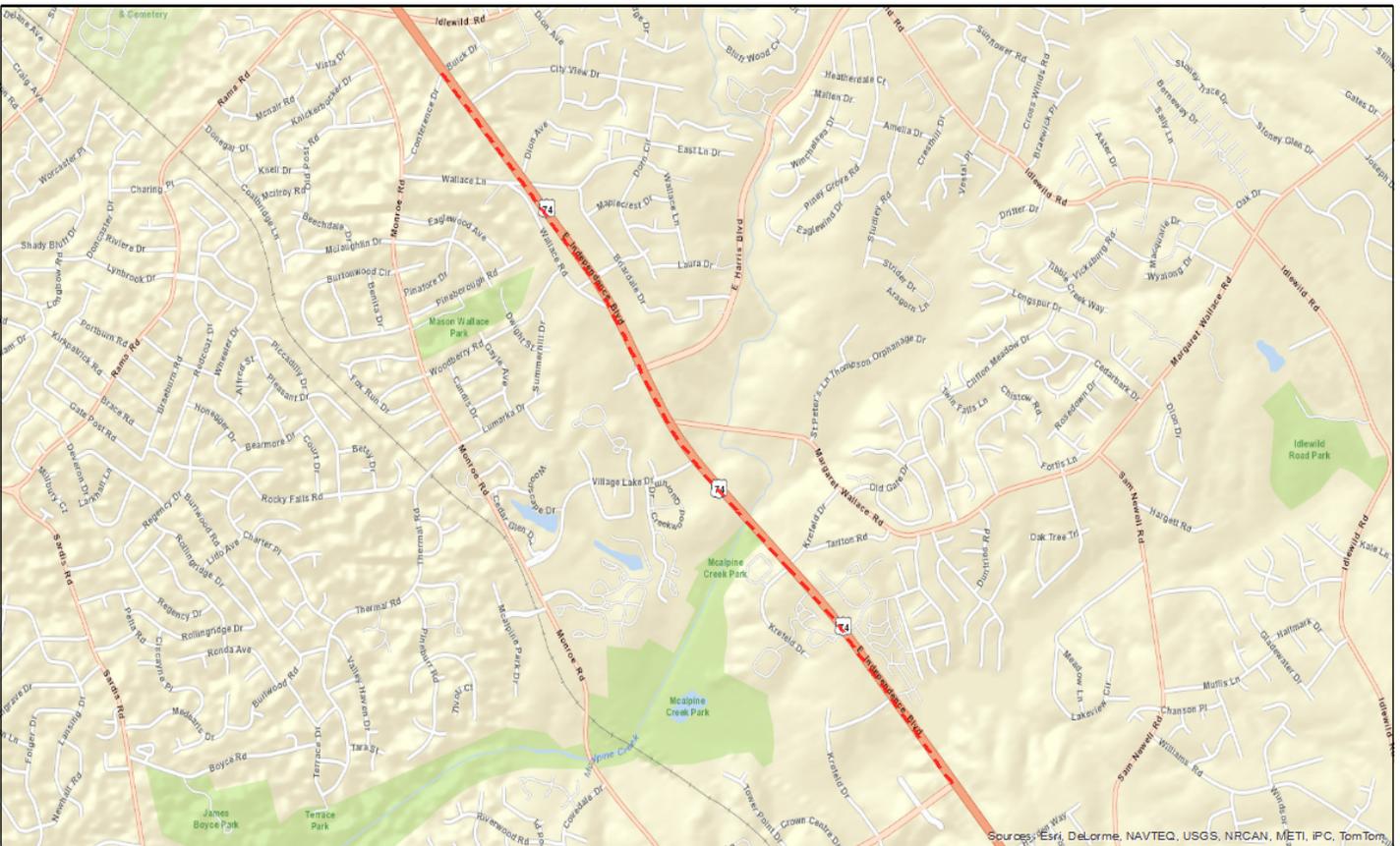
Upgrade Corridor to Provide Additional Capacity and Safety Improvements. Includes Improvements to Krefeld Drive/Independence Pointe Parkway from Crownpoint Executive Drive to Sam Newell Road, improvements to Northeast Parkway from Overcash Drive to Matthews-Mint Hill Road, improvements to Independence Point Parkway from Same Newell Road to NC 51, and improvements to Independence Pointe Parkway from Matthews-Mint Hill Road to Campus Ridge Road

Division(s): Division 10

County(s): MECKLENBURG

MPOS(s)/RPO(s): Charlotte Regional Transportation Planning Organization

Project Location



Statewide Mobility Total Score: 57.58

| Quantitative Score | | Division Engineer Local Input Points | MPO/RPO Local Input Points |
|---|-------|--------------------------------------|----------------------------|
| Economic Competitiveness (10%) | 83.78 | N/A | N/A |
| Multimodal + [Freight & Military] (20%) | 40.92 | | |
| [Travel Time] Benefit/Cost (30%) | 14.50 | | |
| Congestion (V/C) (30%) | 95.83 | | |
| Safety (10%) | 79.13 | | |
| Totals: Weight: 100% Weighted Score: 57.58 | | | |

Regional Impact Total Score: 0

| Quantitative Score | | Division Engineer Local Input Points | MPO/RPO Local Input Points |
|---|--------|--------------------------------------|----------------------------|
| Congestion (V/C) (25%) | 95.83 | Percent: 15% Points: | Percent: 15% Points: |
| Safety (10%) | 79.13 | | |
| Accessibility / Connectivity (10%) | 100.00 | | |
| [Travel Time] Benefit/Cost (25%) | 14.50 | | |
| Totals: Weight: 70% Weighted Score: 45.5 | | | |

Division Needs Total Score: 0

| Quantitative Score | | Division Engineer Local Input Points | MPO/RPO Local Input Points |
|--|-------|--------------------------------------|----------------------------|
| Congestion (V/C) (20%) | 95.83 | Percent: 25% Points: | Percent: 25% Points: |
| Safety (10%) | 79.13 | | |
| [Travel Time] Benefit/Cost (20%) | 14.50 | | |
| Totals: Weight: 50% Weighted Score: 29.98 | | | |

Project Data ***Existing Conditions**

| | |
|---|--------------------------|
| Existing Cross-Section: | |
| Speed Limit: | 45 |
| Length (miles); | 2.89 |
| 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): | 52194.62 |
| Capacity: | 41780.73 |
| Volume/Capacity Ratio: | 1.25 |
| % Autos: | 96% |
| % Trucks: | 4% |
| Truck Volume: | 1937.93 |
| Crash Density: | 88.31 |
| Crash Severity: | 66.56 |
| Critical Crash Rate: | 82.55 |
| Crash Frequency: | 0 |
| Severity Index: | 0 |
| County Tier Designation: | 3 |
| Non-Interstate STRAHNET Route? | Yes |
| Average Commuting Time: | 26 |
| Existing Median Type (for Cost Estimation): | Divided |
| Pavement Condition Rating: | 80 |
| Actual Congested Speed: | 28.03 |
| Travel Time Index: | 1.61 |

Project Benefits

| | |
|--|---|
| Project Cross-Section: | 8D - 8 Lane Freeway (6 General Purpose Lanes, 2 Managed Lanes, and 27' Median with Jersey Barrier) with Paved Shoulders |
| Speed Limit: | 60 |
| Length (miles): | 2.89 |
| Facility Type: | Freeway |
| Access Control: | Full |
| Functional Classification: | Other Principal Arterial-Other Freeway |
| TerrainType: | Rolling |
| DOT Design Lane Width: | 12 |
| DOT Design Paved Shoulder Width: | 10 |
| Travel Time Savings for 30 Years (Total): | 66534933.39 |
| Travel Time Savings for 30 Years (Autos): | 64064568.53 |
| Travel Time Savings for 30 Years (Trucks): | 2470364.86 |
| Long-Term Employment: | 989 |
| % Change in Economy: | 0.00068651 |
| Provides Direct Connection to Transportation Terminal? | No |
| Does project upgrade how the roadway functions? | Yes |
| In CTP or LRTP? | No |
| CTP/LRTP Name: | |
| CTP/LRTP Completion Year: | |
| Submitted by: | Division 10 |

* 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 10 | 100% | 0 | 0 |
| | 0% | 0 | 0 |
| | 0% | 0 | 0 |
| TOTAL Division Points | | 0 | 0 |

MPO/RPO

| MPO/RPO | Percent | Regional Impact | Division Needs |
|---|----------------|------------------------|-----------------------|
| Charlotte Regional Transportation Planning Organization | 100% | 0 | 0 |
| | 0% | 0 | 0 |
| | 0% | 0 | 0 |
| TOTAL MPO/RPO Points | | 0 | 0 |

Project Cost and Source

| | | |
|------------------------|----------------------|---|
| Construction Cost: | \$85,980,000 | TIP Unit |
| Right-of-Way Cost: | \$40,000,000 | TIP Unit |
| Utilities Cost: | \$5,000,000 | TIP Unit |
| Total Project Cost: | \$130,980,000 | |
| Other Funding: | \$28,498,051 | Toll Revenue less Roadway Maintenance & Financing |
| Cost to NCDOT : | \$102,482,000 | |