



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H140359

Mode: Highway

Status: Submitted

I-77, US-21

From/Cross Street: Interstate 485 (Governor James G Martin Freeway) [Exit 1] **Specific Improvement Type:** 1 - Widen Existing Roadway

To: Woodlawn Road [Exit 6]

Project Category: Statewide Mobility

Length: 4.26

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$356,500,000

Description:

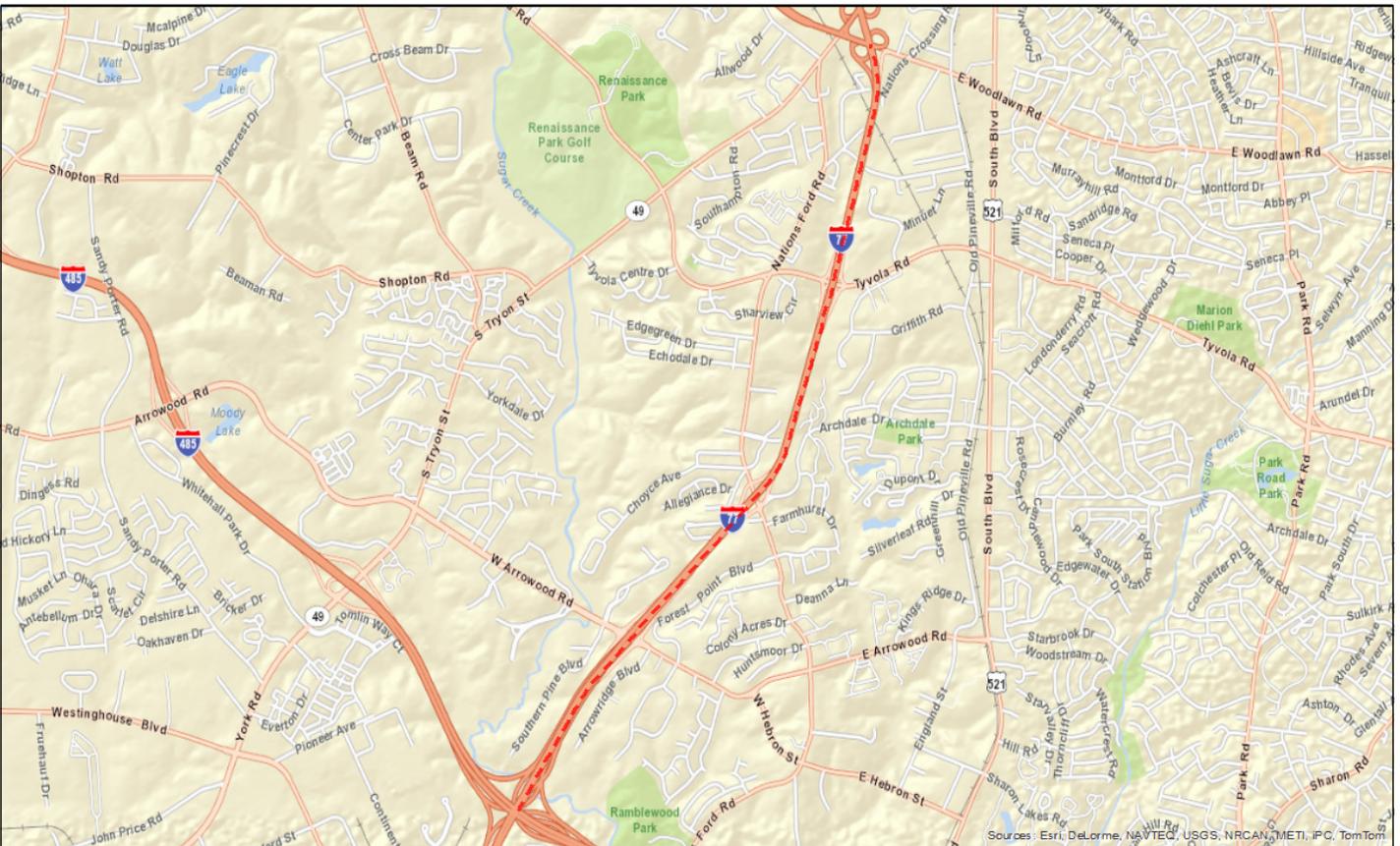
Widen six-lane freeway to a ten-lane freeway by constructing four managed lanes (2 in each direction). This project improves I-77 south of Charlotte to I-485, which serves the Lake Wylie area. The project will add capacity to this congested corridor and upgrade the existing interchanges to modern design standards.

Division(s): Division 10

County(s): MECKLENBURG

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

Project Location



Statewide Mobility Total Score: 59.21

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 100.00 Safety (10%) 78.78 Economic Competitiveness (10%) 100.00 Multimodal + [Freight & Military] (20%) 44.49 [Travel Time] Benefit/Cost (30%) 8.12	N/A	N/A
Totals: Weight: 100% Weighted Score: 59.21		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 100.00 Safety (10%) 78.78 [Travel Time] Benefit/Cost (25%) 8.12 Accessibility / Connectivity (10%) 50.41	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 39.95		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 100.00 Safety (10%) 78.78 [Travel Time] Benefit/Cost (20%) 8.12	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 29.5		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles);	4.26
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	10
Roadway has Curb & Gutter?	No
Volume (AADT):	133220.31
Capacity:	108700
Volume/Capacity Ratio:	1.23
% Autos:	93%
% Trucks:	7%
Truck Volume:	8898.19
Crash Density:	93.75
Crash Severity:	56.68
Critical Crash Rate:	85.93
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	23
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	91
Actual Congested Speed:	45.76
Travel Time Index:	1.2

Project Benefits

Project Cross-Section:	10C - 10 Lane Freeway (6 General Purpose Lanes, 4 Managed Lanes, and 27' Median with Jersey Barrier) with Paved Shoulders
Speed Limit:	55
Length (miles):	4.26
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	128093938.74
Travel Time Savings for 30 Years (Autos):	119538152.29
Travel Time Savings for 30 Years (Trucks):	8555786.45
Long-Term Employment:	2084.97
% Change in Economy:	0.00142955
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	Yes
CTP/LRTP Name:	2040 Metropolitan Transportation Plan
CTP/LRTP Completion Year:	2014
Submitted by:	Charlotte Regional Transportation Planning Organization

* 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:	\$272,000,000	TIP Unit
Right-of-Way Cost:	\$145,800,000	TIP Unit
Utilities Cost:	\$500,000	TIP Unit
Total Project Cost:	\$418,300,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$356,500,000	