



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H128073

**Mode:** Highway

**Status:** Submitted

## I-485

**From/Cross Street:** I-77

**Specific Improvement Type:** 1 - Widen Existing Roadway

**To:** US 74 (Independence Boulevard)

**Project Category:** Statewide Mobility

**Length:** 16.62

**TIP#:** I-5507

**Fully Funded in Draft STIP?** Yes **Statewide Mobility**

**Cost to NCDOT:** \$184,100,000

### Description:

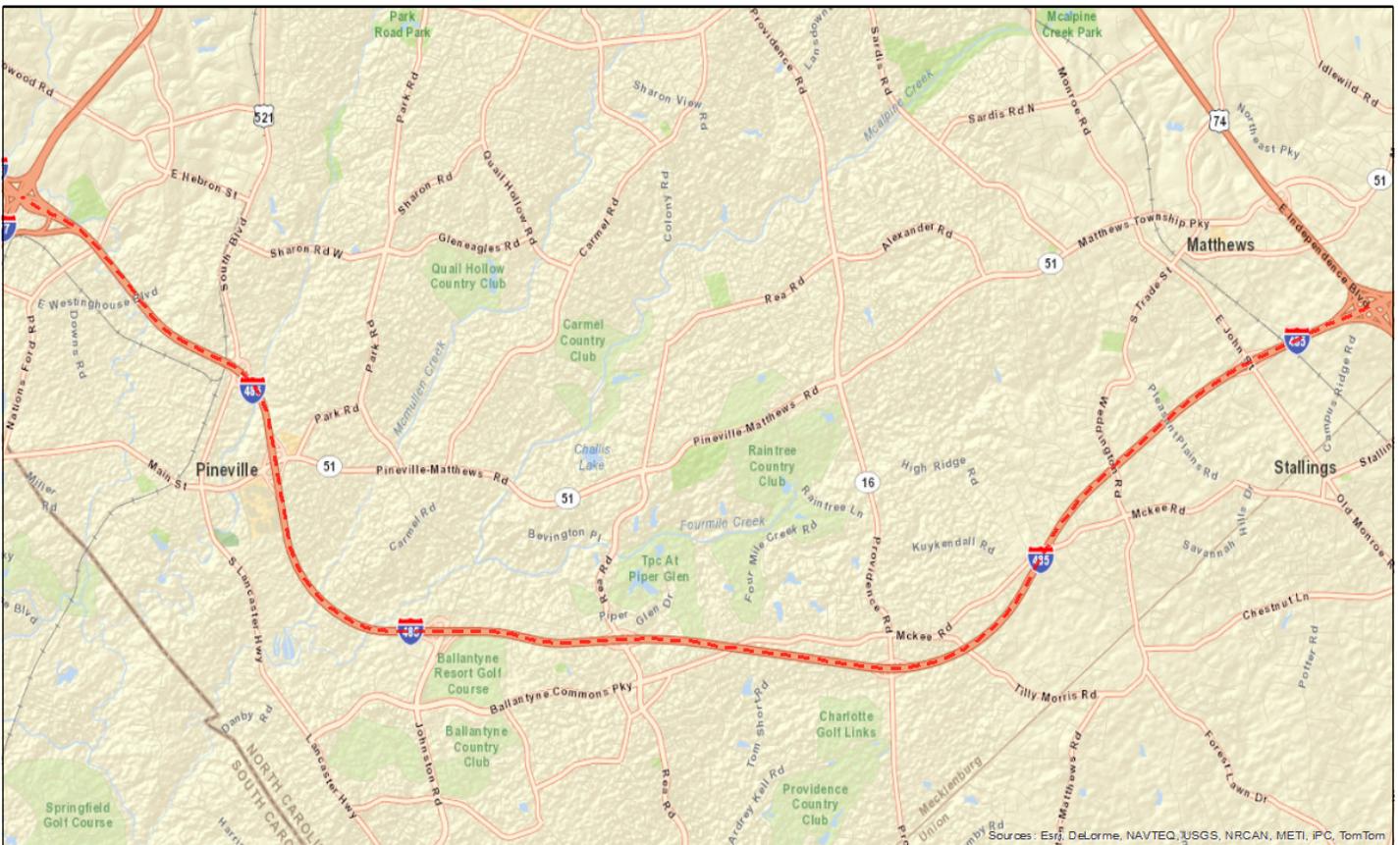
Construct one Express toll Lane in Each Direction within the Existing Median.

**Division(s):** Division 10

**County(s):** MECKLENBURG

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

### Project Location



**Statewide Mobility Total Score: 56.88**

| <b>Quantitative Score</b>                         | <b>Division Engineer Local Input Points</b> | <b>MPO/RPO Local Input Points</b> |
|---|---|-----------------------------------|
| Congestion (V/C) (30%) 99.76                      | N/A   | N/A                               |
| Safety (10%) 57.65                                |   |                                   |
| Economic Competitiveness (10%) 100.00             |   |                                   |
| Multimodal + [Freight & Military] (20%) 22.97     |   |                                   |
| [Travel Time] Benefit/Cost (30%) 21.98            |   |                                   |
| <b>Totals: Weight: 100% Weighted Score: 56.88</b> |   |                                   |

**Regional Impact Total Score: 0**

| <b>Quantitative Score</b>                        | <b>Division Engineer Local Input Points</b> | <b>MPO/RPO Local Input Points</b> |
|--|---|-----------------------------------|
| Accessibility / Connectivity (10%) 37.06         | Percent: 15%<br>Points:                     | Percent: 15%<br>Points:           |
| Congestion (V/C) (25%) 99.76                     |   |                                   |
| Safety (10%) 57.65                               |   |                                   |
| [Travel Time] Benefit/Cost (25%) 21.98           |   |                                   |
| <b>Totals: Weight: 70% Weighted Score: 39.91</b> |   |                                   |

**Division Needs Total Score: 0**

| <b>Quantitative Score</b>                        | <b>Division Engineer Local Input Points</b> | <b>MPO/RPO Local Input Points</b> |
|--|---|-----------------------------------|
| Congestion (V/C) (20%) 99.76                     | Percent: 25%<br>Points:                     | Percent: 25%<br>Points:           |
| Safety (10%) 57.65                               |   |                                   |
| [Travel Time] Benefit/Cost (20%) 21.98           |   |                                   |
| <b>Totals: Weight: 50% Weighted Score: 30.11</b> |   |                                   |

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

|   |            |
|---|------------|
| Existing Cross-Section:                     |            |
| Speed Limit:                                | 65         |
| Length (miles);                             | 16.62      |
| 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):                              | 81192.46   |
| Capacity:                                   | 72400      |
| Volume/Capacity Ratio:                      | 1.12       |
| % Autos:                                    | 94%        |
| % Trucks:                                   | 6%         |
| Truck Volume:                               | 4594.87    |
| Crash Density:                              | 60.17      |
| Crash Severity:                             | 49.48      |
| Critical Crash Rate:                        | 63.33      |
| Crash Frequency:                            | 0          |
| Severity Index:                             | 0          |
| County Tier Designation:                    | 3          |
| Non-Interstate STRAHNET Route?              | No         |
| Average Commuting Time:                     | 25         |
| Existing Median Type (for Cost Estimation): | Divided    |
| Pavement Condition Rating:                  | 0          |
| Actual Congested Speed:                     | 52.41      |
| Travel Time Index:                          | 1.23       |

**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:   | 65  |
| Length (miles):  | 16.62   |
| 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):              | 179732554.08  |
| Travel Time Savings for 30 Years (Autos):              | 169561079.88  |
| Travel Time Savings for 30 Years (Trucks):             | 10171474.2  |
| Long-Term Employment:                                  | 2697  |
| % Change in Economy:                                   | 0.00186496  |
| Provides Direct Connection to Transportation Terminal? | No  |
| Does project upgrade how the roadway functions?        | No  |
| 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.

