



Appendix

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Appendix A

Public Engagement

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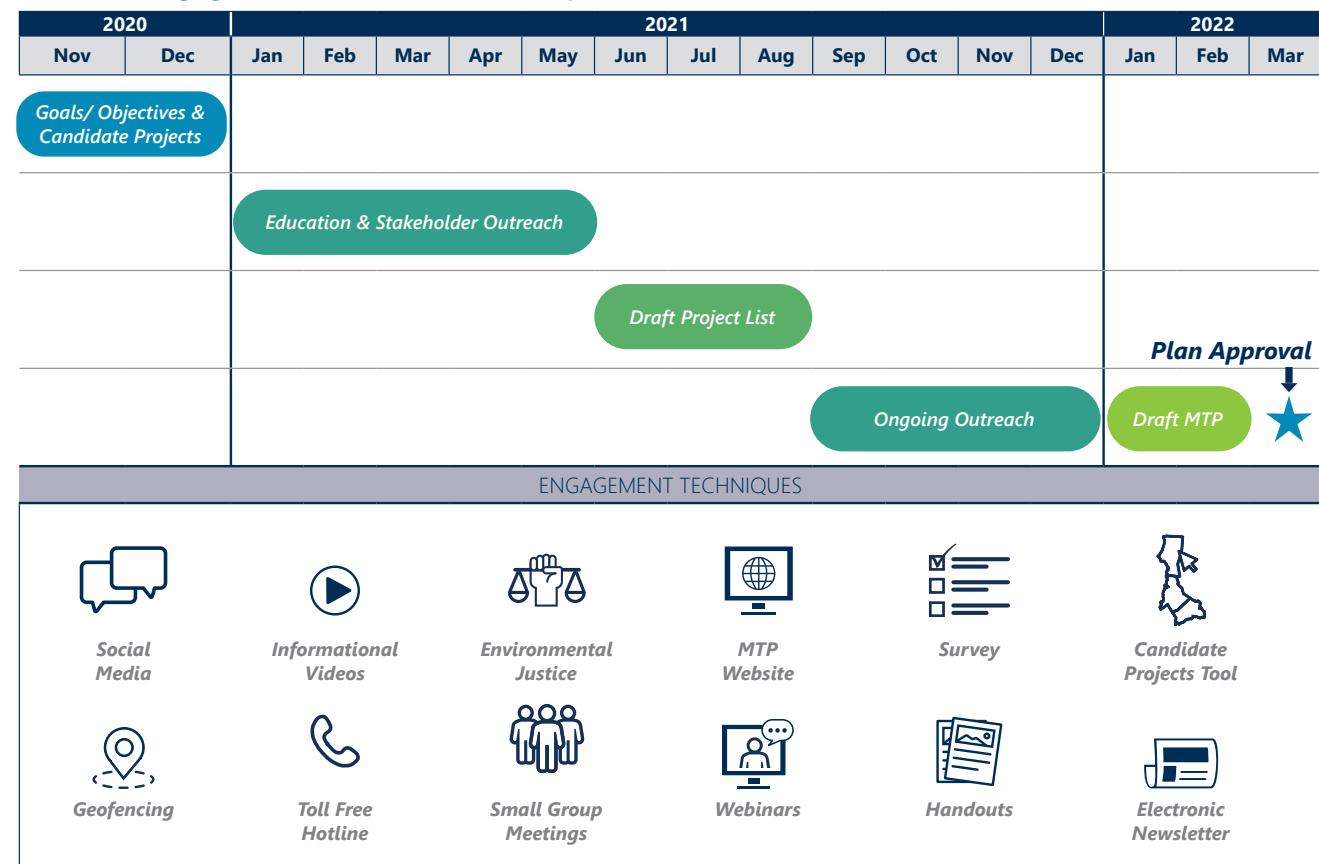
Public Engagement Summary

The Charlotte Regional Transportation Planning Organization (CRTPO) is responsible for maintaining a Metropolitan Transportation Plan (MTP) for its entire planning area. One of the most critical elements of the plan update is the incorporation of public and stakeholder input throughout the planning process.

The CRTPO defines its role in public participation as not only providing quality information about transportation planning to the public, but also ensuring that its awareness and education initiatives are all-inclusive to the diverse populations within its boundary.

To accomplish successful public involvement, the CRTPO uses a variety of strategies and techniques to engage as many people as possible. The graphic below displays the timeline and techniques being utilized throughout the development of the 2050 MTP.

2050 MTP Engagement Timeline and Techniques



Public Engagement Summary (continued)

MetroQuest Survey

Survey Dates: November 19 – December 31, 2020



184 Participants

1,057 Responses

259 Comments

Note: Includes 30 Responses/Comments from Spanish-Speaking Participants

Goals & Objectives Results

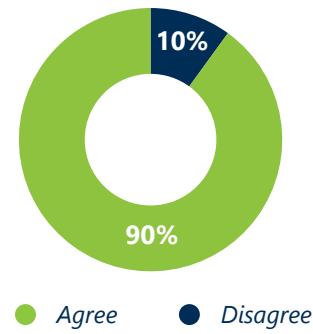
Goal #	1	2	3	4	5	6	Total
Agree	90%	91%	89%	83%	94%	89%	89%
Disagree	10%	9%	11%	17%	6%	11%	11%

Note: Additional information about the Goals & Objectives results is provided on Page 2.



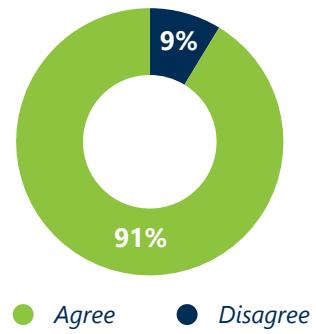
Public Engagement Summary (continued)

Goal 1: Safe, Efficient, Sustainable Transportation



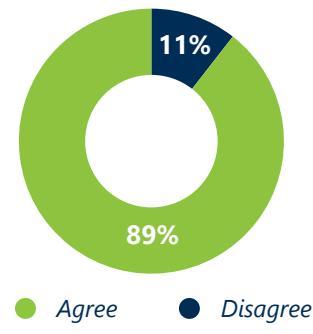
- 1) Maintain existing system
- 2) Manage/reduce congestion
- 3) Minimize crashes
- 4) Promote sustainability
- 5) Implement new technology
- 6) Promote ped/bike safety
- 7) Reduce carbon emissions

Goal 2: Integrated, Accessible, Multimodal Transportation



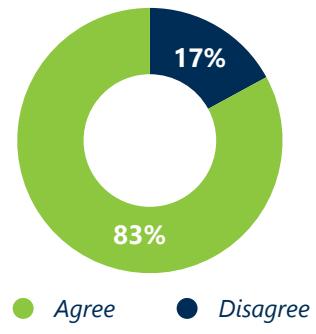
- 1) Develop multimodal system
- 2) Increase connectivity
- 3) Utilize complete streets
- 4) Support transit
- 5) Provide ped/bike links
- 6) Promote regional mobility
- 7) Participate in transit initiatives

Goal 3: Improve Quality of Life



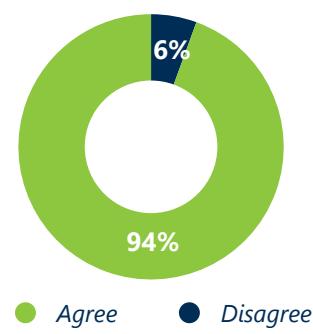
- 1) Support design standards compatible with community needs & built environment
- 2) Minimize impacts, promote active living & healthy communities
- 3) Integrate transportation & land use policies

Goal 4: Equitable Transportation Options



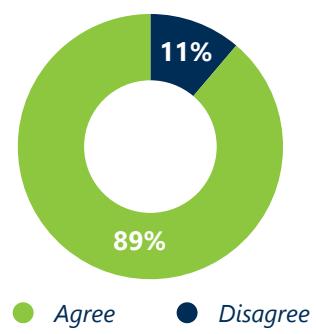
- 1) Serve disadvantaged populations with convenient transportation
- 2) Engage & educate residents not reached by traditional planning process
- 3) Identify projects in environmental justice communities

Goal 5: Regional and Statewide Collaboration



- 1) Develop joint goals & policies with other MPOs in region
- 2) Participate in planning efforts initiated by other agencies in the region
- 3) Lead & partner on efforts in multiple CRTPO jurisdictions

Goal 6: Economic Competitiveness



- 1) Minimize project implementation & operation costs
- 2) Foster innovative financing & partnerships
- 3) Promote increased vehicle occupancy & alternate modes
- 4) Support integrated freight system

Public Engagement Summary (continued)

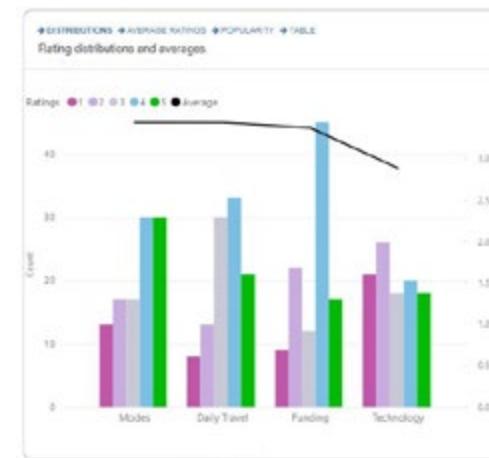
MetroQuest Survey

Survey Dates: November 19 – December 31, 2020

MetroQuest Survey

Survey Dates: November 19 – December 31, 2020

Policy Initiatives Results



Preferences Identified

- **Modes – Bicycle, Sidewalk, Transit**
- **Funding – Explore Additional Funding**



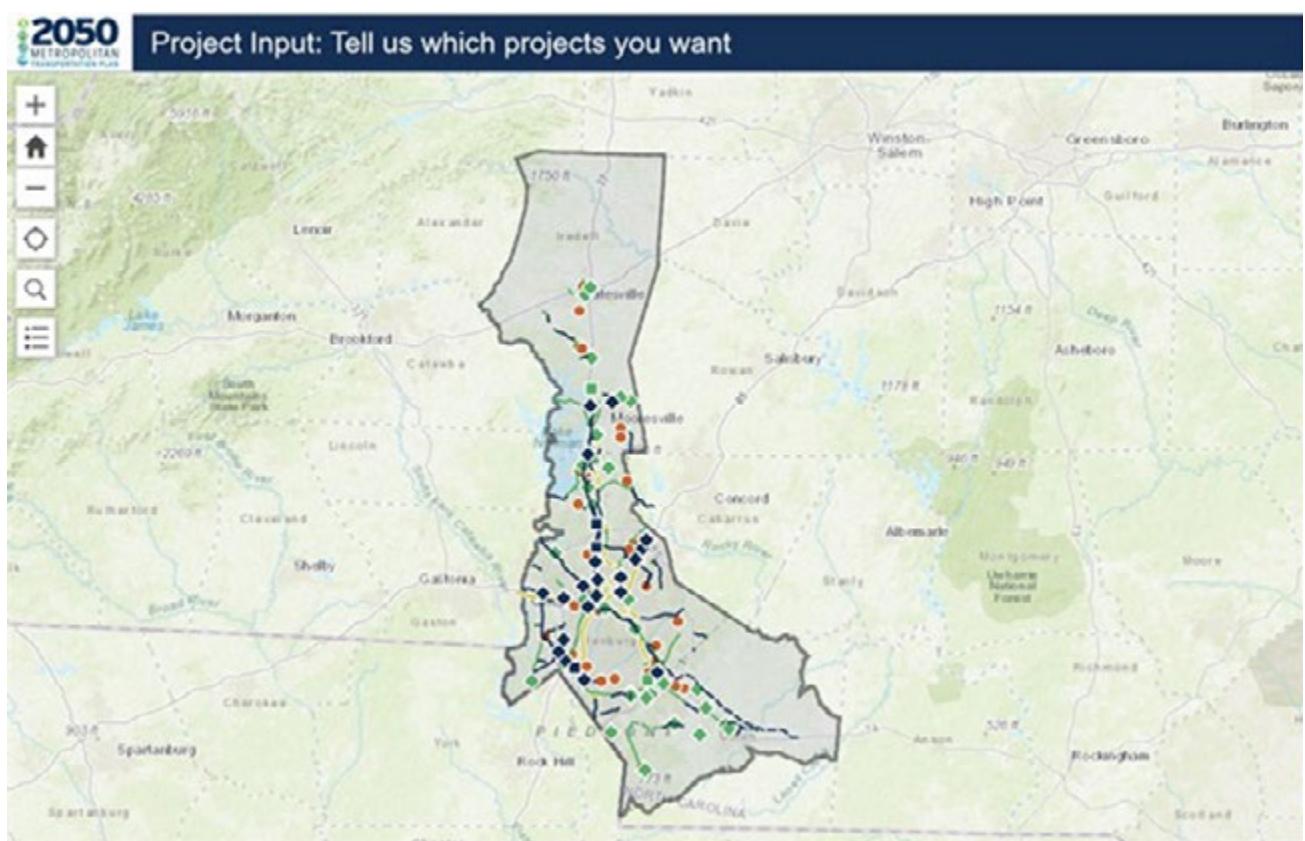
Chart Key



Public Engagement Summary (continued)

Candidate Projects Input

Project Input Dates: November 19 – December 31, 2020



Project Input Results

Widening/New Location

117 Likes on 53 Projects

Interchange/Intersection

72 Likes on 21 Projects
4 New Projects Recommended

Bike/Ped/Transit

10 New Projects Recommended

Public Engagement Summary (continued)

Draft Fiscally Constrained Project List Input

Data Collection Date: July 14, 2021



General Transportation Survey Feedback

Data Collection Date: July 14, 2021

Transportation Questions

What is the zip code where you live?

In which County do you work and/or go to school?

Please Select

Describe your average work since COVID-19:

Please Select

Going forward, I anticipate I will:

Please Select

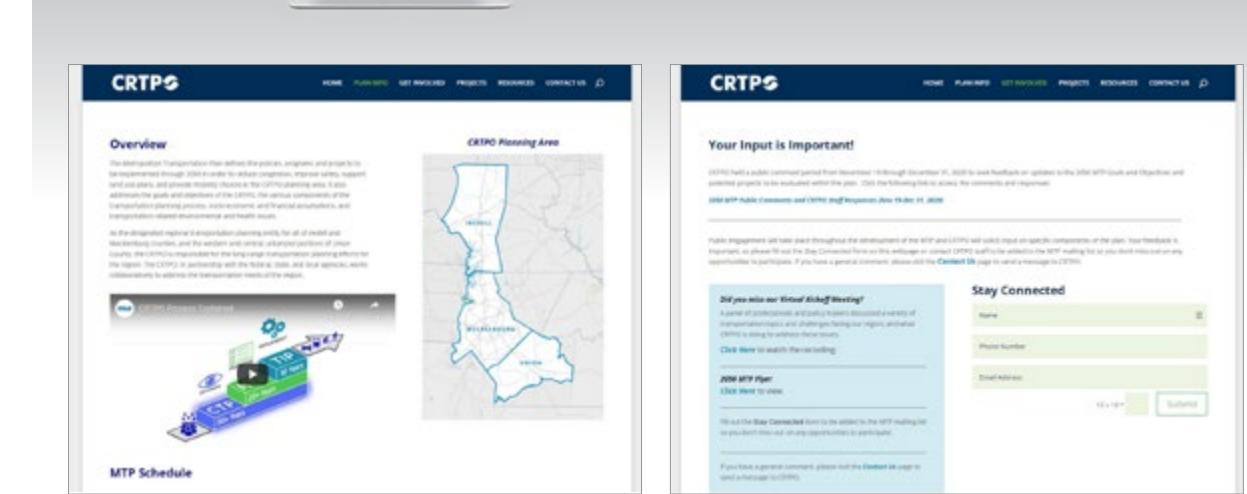
If you commute to work or school (or anticipate you will commute at least part time), how do/will you usually get there? (select all that apply)

Please Select

158 Participants

Note: Includes one Spanish Speaking participant

Public Engagement Summary (continued)



Terminology

- Visit:** A visit is one individual visitor who arrives at your web site and proceeds to browse. A visit counts all visitors, no matter how many times the same visitor may have been to your site.
- Visitors:** How many people visit the site.

MTP Website

Data Collection Date: February 22, 2022

2050mtp.org

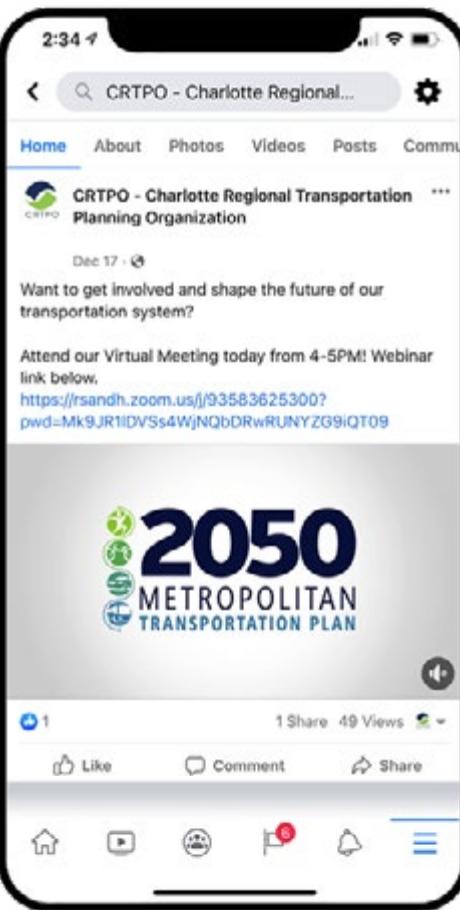
18.7K Visits

6.7K Visitors

53 Stay Connected Requests

Translation feature available

Public Engagement Summary (continued)



CRTPO Facebook Posts

Data Collection Date: February 22, 2022

**36 Posts
(including 7 Boosted Posts)**

141.7K Reached

38.4K Views

5.2K Link Clicks

177 Likes

22 Comments

56 Shares

Terminology

- Comment:** The number of comments on your ads.
- Like:** The number of likes on your Page's posts as a result of your ad.
- Link Clicks:** The number of clicks on links within the ad that led to advertiser-specified destinations, on or off Facebook.
- Reach:** The number of people who saw your ads at least once. Reach is different from impressions, which may include multiple views of your ads by the same people.
- Share:** The number of shares of your ads. People can share your ads or posts on their own or friends' Timelines, in groups and on their own Pages.
- Views:** How many people viewed the video.

Table A-1: Community Organization Engagement Summary

Date	Event or Organization	Attendance (Number)	Event Location	Event type / Format	EJ Community Outreach
Ongoing	2050 MTP Special Edition Newsletters	993	Online	Newsletter	Yes
10/8/2020	Lake Norman Transportation Commission (LNTC)	8	Virtual	Presentation	N/A
10/31/2020	2040 Comp Plan Drive-in	500	The Park / Bojangles Arena parking lot, Charlotte, NC	Drive-in (attendees remained in their vehicle)	Yes
11/18/2020	Charlotte Moves Task Force	28	Virtual	Presentation	N/A
11/30/2020	Charlotte TAPE Committee	25	Virtual	Presentation	N/A
12/9/2020	United Way of Iredell County (21 area non-profit Executive Directors)	18	Virtual	Presentation	Yes
12/10/2020	Rotary Club of Huntersville	18	Virtual	Presentation	N/A
12/17/2020	2050 MTP Virtual Kick-off Meeting	100	Virtual	Panel	Yes
1/4/2021	Charlotte Mecklenburg Planning Commission Work Session	10	Virtual	Presentation	N/A
3/11/2021	CRTPO + MCPH Engagement Coordination for 2050 MTP	3	Virtual	Discussion	Yes
3/19/2021	Lake Norman Chamber Friday Focus	21	Virtual	Panel	N/A
3/23/2021	2050 MTP presentation to jurisdiction PIOs	10	Virtual	Presentation	N/A
4/8/2021	Transit Studies Engagement Workshop (Internal discussion/coordination)	23	Virtual	Project coordination	N/A
4/21/2021	International House & ENLACE	21	Virtual	Presentation	Yes
4/23/2021	Johnston Y Board Meeting	23	Virtual	Presentation	Yes
5/4/2021	Cornelius Transportation Advisory Board	16	Virtual	Presentation	N/A
5/7/2021	Latin American Coalition	13	Virtual	Presentation	Yes

Table A-1: Community Organization Engagement Summary (continued)

Date	Event or Organization	Attendance (Number)	Event Location	Event type / Format	EJ Community Outreach
5/15/2021	Elon Park Elementary School (5th grade classes)	126	Remote (virtual instructions provided)	Youth activity on Google Docs	Yes
5/15/2021	Winget Park Elementary School (5th grade classes)	10	Remote (virtual instructions provided)	Youth activity on Google Docs	Yes
6/10/2021	2050 MTP Resource Agency Webinar	56	Virtual	Presentation	N/A
6/28/2021	Mecklenburg County Air Quality Commission	26	Virtual	Presentation	Yes
7/6/2021	Mooresville-Lake Norman Rotary Club	6	Charles Mack Senior Center	Presentation	N/A
7/8/2021	Mooresville Planning Board	25	Mooresville	Presentation	N/A
1/4/2022	West Blvd Neighborhood Coalition	35	Virtual	Presentation	Yes
1/6/2022	2022 CRTPO Orientation	75	Hybrid	Presentation	N/A
1/13/2022	Matthews Kiwanis Club	16	Jonathan's Restaurant, Matthews, NC	Presentation	N/A
1/18/2022	Media Release		Online	Eblast	Yes
1/18/2022	Special Ed newsletter (English & Spanish)		Online	Eblast	Yes
1/18/2022	Mecklenburg Times ad		Newspaper	Newspaper	Yes
1/31/2022	AMT Engineering	9	Virtual	Presentation	N/A
2/1/2022	Iredell County BOCC	32	Iredell County Government Center	Presentation	N/A
2/7/2022	UNCC Community Planning Studio Workshop	19	In person (Uptown Campus)	Presentation	N/A
2/9/2022	Davidson College	2	Davidson College	Presentation	N/A

Table A-1: Community Organization Engagement Summary (continued)

Date	Event or Organization	Attendance (Number)	Event Location	Event type / Format	EJ Community Outreach
2/9/2022	Lake Norman Transportation Commission (LNTC)	15	Virtual	Presentation	N/A
2/10/2022	Housing & Neighborhood Services	15	Virtual	Presentation	Yes
2/15/2022	Davidson College	5	Virtual	Presentation	N/A
3/1/2022	West Blvd Neighborhood Coalition	32	Virtual	Presentation	Yes
3/7/2022	Mooresville Town Board		Mooresville Town Hall	Presentation	N/A
4/6/2022	UNCC Intro to Urban Planning		In person (Uptown Campus)	Presentation	N/A

Table A-2: Public Comments/Responses: January 18 – February 17, 2022

<i>Disclaimer: This document is a subset of the comments received during the public engagement period that was seeking feedback on the draft 2050 MTP and supporting documents. Staff has prepared responses to comments received. A complete version of the public comments received can be made available upon request.</i>				
	Date	Commenter	Comment Received	Staff Response
1	1/20/2022	Scott Higgins	Interested in pedestrian and cycling safety.	Thank you for your comment.
2	1/21/2022	Jill McClune	My comment was around the Cornelius Rd exit in Mooresville (exit 37/38). We need better infrastructure in Mooresville and a way to alleviate traffic from the main 150/Williamson corridors.	Thank you for your comment.
3	1/21/2022	Nicole Whitehead	I would LOVE an exit at Cornelius Rd. Would make getting on the Hwy from home much easier.	Thank you for your comment.
4	1/21/2022	Terri Wright	Comment has been edited for brevity: Proposed exit on I77 and Cornelius Road: I am concerned about the safety of adding more traffic on these small country roads. I requested a study on the feeder roads of Perth Road, Cornelius Road and Judus Road. There are already a number of accidents each month at the intersection of Cornelius and Perth, Judas and Cornelius, and Judas and Perth. Adding additional traffic will only increase the number of accidents. Until these feeder roads are improved, widening, traffic lights and/or traffic circles, this interchange should not be considered.	Thank you for your comment. We will share these concerns with our member jurisdictions. All projects are designed using best practices for modern roadway safety standards. While this timeframe is only an estimate, this project is scheduled to be open to the public by horizon year 2035. This intersection project should help improve congestion and address safety concerns.
5	1/21/2022	Jim Zilisch	Comment has been edited for brevity: An interchange at Cornelius Rd/77 is needed to take pressure off Exit 36 and the surrounding streets. Bluefield Rd and 150 west of I77 is only going to get worse. An interchange along another main E/W thoroughfare like Cornelius Rd would make a lot of sense.	Thank you for your comment. An interchange is identified as an improvement at the intersection of I-77 and Cornelius Rd. In the 2050 MTP this project is listed under ID: 2050-E109 with a horizon year of 2035. This project recommends to convert from grade separation to an interchange. For more information on this project please visit the project section of the 2050mtp.org website.
6	2/1/2022	Ella Watt	Will there be an allocation of funds for public bathrooms in this plan? Charlotte lacks public restrooms that are available without entering a separate establishment such as a restaurant or store.	Thank you for your comment. The scope of the 2050 MTP is to identify long range transportation needs and plan for the three-county planning area over the next 20 to 30 years. Identification of public facility needs is not included within the scope of this long-range transportation plan.
7	2/3/2022	Roger Barbee	Comment has been edited for brevity: Good infrastructure to alleviate the planning shortcomings in regard to Route 150 in the Isle of Pines Road area in Mooresville is needed, including improved infrastructure for Talbert Road, Brawley School Road, and Route 21.	Thank you for your comment. There are multiple projects in the 2050 MTP that will improve NC 150, Brawley School Road, and Route 21 in the 2050 MTP. These improvements include roadway widening, bicycle, and pedestrian improvements. More information on these projects is available on the 2050mtp.org website. The 2050 MTP Project IDs are as follows. (Route 150 Projects: 2050-E111, 2050-1037, 2050-E113), (Brawley School Rd Project: 2050-E115), and (Route 21 Project: 2050-E117).
8	2/6/2022	Faye Freeze	Very concerned about the progress of Hwy 150 widening west of Mooresville. Things are getting really crowded!	Thank you for your comment. The 2050 MTP includes a project along NC 150 west of Mooresville. The Project ID is 2050-E113 and proposes widening the road from 2/4 lanes to 6 lanes, with median, wide outside lanes and sidewalks. Please visit the 2050mtp.org website for more information.

Table A-2: Public Comments/Responses: January 18 – February 17, 2022 (continued)

<i>Disclaimer:</i> This document is a subset of the comments received during the public engagement period that was seeking feedback on the draft 2050 MTP and supporting documents. Staff has prepared responses to comments received. A complete version of the public comments received can be made available upon request.				
	Date	Commenter	Comment Received	Staff Response
9	2/15/2022	Javier Guillen	<p>Comment has been edited for brevity: The plan does a thorough job of analyzing data and presenting it to the reader. The maps and illustrations included make it easier for the reader to understand the content. The way the points are awarded in the two-tier elevation of projects is what concerns me the most. The first tier gives 100 points for congestion and 50 points each for safety and accessibility to employment. While these are roadway project congestions should not be the top priority against other factors such as safety. In tier two environmental justice, natural resource impacts, history resource impacts, community resource impacts, equitable access, and connectivity are given 9 points. Knowing how highways and roadway projects have destroyed minority communities, it would make more sense to have categories like environmental justice at the top of the list. The plan also lacks an explanation of why most of the funding is going toward roadway widening and how that will impact different communities in 2050. Roadway widening projects might help mitigate traffic congestion but will have other impacts that are not covered in the plan. The connection between roadway projects and the improvement of pedestrian infrastructure could be illustrated better throughout the plan. The plan doesn't cover how pedestrian-oriented projects will be encouraged in the future. I think there is a disconnection between the data analyzed and how the projects selected will improve the quality of life for people in those communities.</p> <p>The CRTPO plan also does not reference other plans like the Charlotte 2040 comprehensive plan or City of charlotte corridor of opportunities plan.</p>	<p>Thank you for your thorough review of the 2050 MTP. We are pleased that the format of the document simplified the presentation of the data associated with the plan. The CRTPO's MTP ranking methodology places higher weights on ranking the Tier 1 criteria because these measures can be analyzed from a quantitative approach, using professional techniques and industry-accepted calculations. In addition, tier 1 criteria most align with NCDOT's Prioritization criteria, which is the primary funding source for most capital infrastructure projects in North Carolina. Placing a higher weight on tier 1 measures ensure that CRTPO identifies the most competitive projects to submit for NCDOT's Prioritization process to develop its State Transportation Improvement Program (STIP). The majority of the tier 2 criteria utilized a qualitative scoring approach that utilized a subcommittee of planning staff from the three-county planning area to rank projects based upon spatial datasets and local knowledge. It should be noted that the CRTPO's roadway scoring methodology is a planning-level evaluation, and once a project officially receives funding in the STIP, it is subject to a rigorous evaluation of its impact to the environment based upon the National Environmental Policy Act (NEPA) of 1970. The financial assumptions for the 2050 MTP are based upon current state and federal legislation for allocation of transportation funds. Specifically, to state funds, the Strategic Transportation Investments (STI) legislation limits the funding of bicycle and pedestrian projects to federal sources and caps the amount of total non-highway funding at 10% of available revenues. The CRTPO needs to reflect the provisions within STI in order to have valid financial assumptions within its MTP. It is also important to note that the scopes of most of the roadway projects within the 2050 MTP will include bicycle and pedestrian enhancements in accordance with NCDOT's Complete Streets policy. The MTP also contains an active transportation corridor component to be used by its member jurisdictions to help define projects to consider for future funding opportunities. The scope of the MTP is a three-county long-range plan, specific small-scale corridor/area transportation plans within a smaller geographic area. The 2050 MTP Advisory Committee contained staff from around the region that were involved with the 2040 Comprehensive Plan and Charlotte's Transformational Mobility Network. Their input was utilized in the development of the MTP's goals and objectives, review of scenario planning results, financial plan assumptions, revisions to the roadway ranking criteria, and development of the recommended project list.</p>

Table A-2: Public Comments/Responses: January 18 – February 17, 2022 (continued)

<i>Disclaimer:</i> This document is a subset of the comments received during the public engagement period that was seeking feedback on the draft 2050 MTP and supporting documents. Staff has prepared responses to comments received. A complete version of the public comments received can be made available upon request.				
	Date	Commenter	Comment Received	Staff Response
10	2/16/2022	Tracy Hamm	<p>It is imperative that we continue freeway upgrades to U.S. Highway 74 in eastern Union County. The proposed Marshville Bypass (R-4441) is quickly becoming a missing link in realizing a completed U.S. 74 freeway between our state's largest city and its largest port, yet it is not included in the 2050 MTP. I understand the bypass was the lowest scoring Tier 1 project within the Statewide Mobility tier in 2050 MTP planning, but this project is too important to our region and the southern Piedmont as a whole to remain without a nearer term solution. I am hopeful the Marshville Bypass Tolling Study will identify a path forward. But in the meantime, please continue to work closely with NCDOT and Division 10 to advance this project. Now that the Wadesboro Bypass in the RRRPO is included in the 2020-29 STIP and the Shelby Bypass is fully funded and will complete this decade, we simply cannot let the Marshville project languish. Thank you.</p>	<p>Thank you for your comment. We will share this comment with our member jurisdictions and continue to support transportation planning solutions in the region and along this corridor.</p>
11	2/16/2022	Tracy Hamm	<p>I would be remiss if I did not use an opportunity to make a public comment on transportation planning in the CRTPO to advocate for nearer term funding solutions for the southern corridor of I-77 from center city Charlotte to the South Carolina state line (I-5718). This long-overdue express lanes project to improve mobility through the heart of our state's largest city simply must advance before the 2030s. It is a highly congested corridor that has gone untouched for 30 years despite unprecedented levels of growth – growth that shows no signs of slowing – and its ramps and interchanges are woefully out of date, a safety concern that will only worsen. Thank you for your continued efforts to fund the rebuild of this critical mobility project in the nearest term possible.</p>	<p>Thank you for your comment.</p>

Table A-3: Public Comments/Responses: June 17 – July 14, 2021

Disclaimer: This document is a subset of the comments received during the public engagement period that was seeking feedback on the updates to the 2050 MTP Fiscally Constrained Project List. Staff has prepared responses to comments received on these topics. A complete version of the public comments received can be made available upon request.							
	2050 MTP Project ID	Project Name	Project County	Project Description	Project HY	Comment	Response
1	2050-E219	Providence Rd S	Union	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	HY 2035	Comment has been modified for brevity: Traffic is not getting better it is getting worse; the Providence Road improvements should have already started. The delays that NCDOT has pushed on the residents of Union/Meck County is crazy.	Thank you for your comment.
2	2050-E108	S Main St at Houston Rd / Flower House Loop	Iredell	Realign and signalize intersection	HY 2025	Comment has been modified for brevity: Trying to get on Hwy 21 from Flowerhouse Loop is a deathtrap. Hwy 21 is a continual line of traffic most of the day.	Thank you for your comment.
3	2050-E200	Idlewild Rd	Mecklenburg & Union	Widen from 2/3 lanes to 4 lanes, with median, bike lanes and sidewalks	HY 2035	Comment has been modified for brevity: The far right lane trying to merge into the left lane before the light at the shopping center on Idlewild Road gives me anxiety.	Thank you for your comment.
4	2050-3132	Ardrey Kell Rd	Mecklenburg	Widen from 2 lanes to 6 lanes, with median and multi-use path	HY 2050	Expand to add a median and turn lane then expand the side walks on both sides to include both pedestrians and cyclists is important, immediately, increase in homes & Ardrey Kell student population. 10 minute access to Blakeney. More road width, more sprawl.	Thank you for your comment.
5	2050-3133	Ardrey Kell Rd	Mecklenburg	Widen from 2 lanes to 4 lanes, with median and multi-use path	HY 2045	Urgent traffic calming techniques related to increase in student population at Ardrey Kell High school and high local resident population. Also some immediate increase in width of sidewalks more students can walk & ride to school! Blakeney-521 2 sides.	Thank you for your comment. It will be provided to the Charlotte DOT and NCDOT staff responsible for the planning of future road improvements in the area.
6	2050-E217	New Town Rd at Marvin Rd	Union	Convert intersection to roundabout	HY 2025	Comment has been modified for brevity: There is a lot of traffic at this intersection, especially during the PM peak. This intersection is a much needed improvement.	Thank you for your comment.
7	2050-E221	NC 75 at Old Providence Rd	Union	Construct intersection improvements	HY 2025	Improve traffic flow and pedestrian walkability	Thank you for your comment.
8	2050-E342	Independence Blvd	Mecklenburg	Widen from 4/6 to 6/8 lanes, with express lanes	HY 2045	Comment has been modified for brevity: This stretch of road is always a crash site [with heavy traffic]. It is the last remaining part of Independence Blvd. that is keeping the east side of Charlotte from opening up and improving the flow of traffic.	Thank you for your comment. It will be provided to the NCDOT staff responsible for the planning of future road improvements along Independence Boulevard.
9	2050-E350	Matthews Township Pkwy	Mecklenburg	Widen from 4 lanes to 6 lanes, with median and multi-use path	HY 2035	This is much needed to relieve daily traffic congestion	Thank you for your comment.
10	2050-E359	Lancaster Hwy / Johnston Rd	Mecklenburg	Widen to multi-lanes	HY 2035	Blue Line extend to Ballantyne soon to reduce cars. Need bus service. Increasing lanes for cars will only increase the sprawl. Ramp singlefamily building in Indian Land, Harrisburg road. Sprawl on the fringe of city. Traffic calming, multiuse paths.	Thank you for your comment. It will be provided to the CATS staff responsible for the planning of future Blue Line extensions and bus service.
11	2050-3022	Poplar Tent Rd	Mecklenburg	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	HY 2045	Due to residential growth and development, this roadway no longer functions in a reliable nature. It is busy, needs pedestrian/bicycle accommodations, as well as a school nearby so children's safety is important.	Thank you for your comment.
12	2050-3059	Brookshire Blvd	Mecklenburg	Widen from 4 lanes to 6 lanes, with median and multi-use path	HY 2045	Excited about the multi-use path. But as long as you're expanding lanes, you can't expect anything but more traffic (see theory of induced demand). It's more intimidating, as a pedestrian to cross a 6 lane highway at an intersection more so than a 4 lane.	Thank you for your comment.
13	2050-3076	Wilkinson Blvd	Mecklenburg	Widen from 4 lanes to 6 lanes, with median, multi-use path	HY 2050	Proposed Destination Boulevard may meet the demand without the need to widen Wilkinson Boulevard.	Thank you for your comment.
14	2050-3081	Billy Graham Pkwy	Mecklenburg	Widen from 4 lanes to 6 lanes, with median, curb and gutter, and multi-use path	HY 2035	The airport is evaluating improvements for Outbound RC Josh Birmingham Parkway that would tie into Billy Graham Parkway.	Thank you for your comment. We will share this information with the appropriate agencies.
15	2050-3090	I-485 at Western Pkwy	Mecklenburg	Convert to split diamond interchange, with multi-use path	HY 2050	There is proposed development in this area that would be in direct conflict of this alignment.	Thank you for your comment. It will be provided to the NCDOT staff responsible for the planning of future road improvements.
16	2050-3091	Western Pkwy	Mecklenburg	New 4 lane roadway, with median and multi-use path	HY 2050	This project slated for the 2050 horizon, the airport's future 5th parallel runway RPZ (Runway Protection Zone) will have a direct conflict with this proposed alignment. ☺	Thank you for your comment. It will be provided to the Charlotte-Douglas International Airport and Charlotte DOT staff responsible for the planning of this future road improvement.
17	2050-3092	Western Pkwy	Mecklenburg	New 4 lane roadway, with median and multi-use path	HY 2050	There is proposed development in this area that would be in direct conflict of this alignment.	Thank you for your comment. It will be provided to the Charlotte-Douglas International Airport and CDOT staff responsible for the planning of this future road improvement.
18	2050-3095	Steele Creek Rd	Mecklenburg	Widen from 2 lanes to 4 lanes, with median, multi-use path	HY 2045	Proposed development around old Steele Creek Presbyterian Church will increase personal and commercial vehicle traffic, affecting the demand for widening sooner than proposed.	Thank you for your comment.
19	2050-3121	Park Rd	Mecklenburg	Widen from 2 lanes to 4 lanes, with median, multi-use path	HY 2045	A multi-use path would benefit the surrounding community.	Thank you for your comment.
20	2050-3122	Pineville-Matthews Rd	Mecklenburg	Widen from 6 lanes to 7 lanes, with bike lanes, sidewalks, and/or multi-use path	HY 2035	Multi-modal accommodations would benefit the surrounding community.	Thank you for your comment.
21	2050-3130	Johnston Rd	Mecklenburg	Upgrade roadway to improve operations	HY 2035	This area is often congested during all times of day.	Thank you for your comment.
22	2050-3131	Providence Rd (NC 16)	Mecklenburg	Implement super street, with multi-use path	HY 2035	This corridor is congested during all times of day. A multi-use path would benefit the surrounding neighborhoods, schools and amenities.	Thank you for your comment. It will be provided to the Charlotte DOT staff responsible for the planning of future road improvements in the area.
23	2050-E107	Main St / Shelton Ave	Iredell	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	HY 2035	Troutman is a growing community and traffic is a concern in order to keep up with the development that's happening in our community.	Thank you for your comment.

Table A-3:

Public Comments/Responses: June 17 – July 14, 2021 (continued)

Disclaimer: This document is a subset of the comments received during the public engagement period that was seeking feedback on the updates to the 2050 MTP Fiscally Constrained Project List. Staff has prepared responses to comments received on these topics. A complete version of the public comments received can be made available upon request.							
	2050 MTP Project ID	Project Name	Project County	Project Description	Project HY	Comment	Response
24	2050-E109	I-77 at Cornelius Rd	Iredell	Convert grade separation to interchange	HY 2035	Critically important for there to be an interchange on the 77 at this location to relieve local traffic patterns and congestion on the 150/River Hwy. It is currently 6 miles between exits at this stretch of the 77 between Mooresville and Troutman.	Thank you for your comment. It will be provided to the NCDOT staff responsible for the planning of future road improvements.
25	2050-E113	River Hwy / W Plaza Dr	Iredell	Widen from 2/4 lanes to 6 lanes, with median, wide outside lanes and sidewalks	HY 2035	Traffic is horrendous. Needs to be completed sooner than later	Thank you for your comment.
26	2050-E116	Williamson Rd	Iredell	Widen to multi-lanes	HY 2035	Please add a multi-use or bicycle path off-roadway for this section. Since it connects to retail, shopping and mixed-use developments.	Thank you for your comment. We will share this information with the appropriate agencies.
27	2050-E201	Pleasant Plains Rd at Potter Rd	Union	Construct intersection improvements	HY 2025	Yes this is greatly needed!!! It was need 2yrs ago.	Thank you for your comment.
28	2050-E204	E John St / Old Monroe Rd	Mecklenburg & Union	Widen from 2/3 lanes to 4 lanes, with median, bike lanes and sidewalks	HY 2035	Comment has been modified for brevity: This section of E John St, as well as other areas in Matthews, is in desperate need of improvement.	Thank you for your comment. It will be provided to the Town of Matthews staff responsible for the planning of future road improvements.
29	2050-E207	Weddington-Matthews Rd at Tilley Morris Rd	Union	Convert intersection to roundabout	HY 2025	I have not seen as much of a traffic backup in this area.	Thank you for your comment.
30	2050-E211	Potter Rd at Wesley Chapel Rd	Union	Convert intersection to roundabout	HY 2025	This area is highly congested and is in desperate need of a roundabout.	Thank you for your comment. It will be provided to the NCDOT staff responsible for the planning of future road improvements.
31	2050-E214	Rea Rd / Marvin School Rd / Weddington Rd	Union	Improve existing roadway and construct new 4 lane roadway, with median, wide outside lanes and sidewalks	HY 2035	Present road can't handle the daily traffic, many potholes and road is in very poor condition. This project was to start a few years ago. Surrounding areas has several new residential developments with thousands of new homes, much needed improvement.	Thank you for your comment. It will be provided to Union County staff responsible for the planning of future road improvements.
32	2050-E311	Davidson-Concord Rd	Mecklenburg	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	HY 2045	Due to residential growth and development, this roadway no longer functions in a reliable nature. It is busy, needs pedestrian/bicycle accommodations, as well as a school nearby so childrens' safety is important.	Thank you for your comment. It will be provided to the NCDOT staff responsible for the planning of future road improvements.
33	2050-E314	NC 73	Mecklenburg	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	HY 2035	.	
34	2050-E324	I-85 at I-485 (NE of Charlotte)	Mecklenburg	Construct interchange improvements	HY 2035	This is an important connection for commuters to and from Charlotte.	Thank you for your comment.
35	2050-E340	I-77	Mecklenburg	Widen from 6 lanes to 10 lanes, including express lanes and median improvements	HY 2045	This is an absurd timeline for a neglected mobility proj through the heart of our state's lgst city. STI gives more weight to congestion relief than any other data category yet this highly congested corridor continues to languish. It MUST be accelerated.	Thank you for your comment. It will be provided to the NCDOT staff responsible for the planning of future road improvements along I-77.
36	2050-E341	Matthews-Mint Hill Rd	Mecklenburg	Widen from 2 lanes to 4 lanes, with median and multi-use path	HY 2035	This will be very beneficial to relieve daily traffic congestion	Thank you for your comment.
37	2050-E343	Krefeld Dr Ext	Mecklenburg	New 2 lane roadway, with bike lanes and sidewalks	HY 2045	Need alternatives to Independence Blvd in this area	Thank you for your comment.
38	2050-E344	Arequipa Dr / Northeast Pkwy	Mecklenburg	New 2 lane roadway, with bike lanes and sidewalks	HY 2045	Need alternatives to Independence Blvd in this area	Thank you for your comment.
39	2050-E345	Krefeld Dr / Independence Pointe Pkwy	Mecklenburg	New 2 lane roadway, with bike lanes and sidewalks	HY 2045	need alternatives to Independence Blvd in this area	Thank you for your comment.
40	2050-E348	Independence Pointe Pkwy	Mecklenburg	New 2 lane roadway, with median, bike lanes and sidewalks	HY 2045	Provides much needed access to athletic fields, and we need alternatives to Independence Blvd in this area	Thank you for your comment.
41	2050-E352	Pineville-Matthews Rd	Mecklenburg	Construct access management solutions	HY 2025	This corridor is extremely congested and is very challenging to navigate due to so many driveways and vehicles entering/exiting NC 51.	Thank you for your comment. It will be provided to the Charlotte DOT and NCDOT staff responsible for the planning of future road improvements in the area.
42	2050-3132	Ardrey Kell Rd	Mecklenburg	Widen from 2 lanes to 6 lanes, with median and multi-use path	HY 2050	This corridor is congested during all times of day. A multi-use path would benefit the surrounding neighborhoods, schools and amenities.	Thank you for your comment. It will be provided to the Charlotte DOT and NCDOT staff responsible for the planning of future road improvements in the area.
43	2050-3133	Ardrey Kell Rd	Mecklenburg	Widen from 2 lanes to 4 lanes, with median and multi-use path	HY 2045	This corridor is congested during all times of day. A multi-use path would benefit the surrounding neighborhoods, schools and amenities.	Thank you for your comment. It will be provided to the Charlotte DOT and NCDOT staff responsible for the planning of future road improvements in the area.
44	2050-E108	S Main St at Houston Rd / Flower House Loop	Iredell	Realign and signalize intersection	HY 2025	Comment has been modified for brevity: Why not turn traffic off Houston Rd onto Julian Rd, then put a light at present Flowhouse/Hwy 21 intersection? State saves money, less impact on property owners and doesn't require realignment of present road.	Thank you for your comment. It will be provided to the NCDOT and Iredell County staff responsible for the planning of future road improvements.
45	2050-E108	S Main St at Houston Rd / Flower House Loop	Iredell	Realign and signalize intersection	HY 2025	Love the fact that this intersection is finally being fixed. During busy times of the day traffic currently backs up 1/4 mile or more on Hwy 21.	Thank you for your comment.
46	2050-E200	Idlewild Rd	Mecklenburg & Union	Widen from 2/3 lanes to 4 lanes, with median, bike lanes and sidewalks	HY 2035	I don't see a strong need for this project. I travel in this area often and rarely see traffic waiting anywhere	Thank you for your comment.
47	2050-E200	Idlewild Rd	Mecklenburg & Union	Widen from 2/3 lanes to 4 lanes, with median, bike lanes and sidewalks	HY 2035	This project really needs to be extended further east to Indian Trail-Fairview Road. Maybe a future phase can address the segment from Stevens Mill Road to I-77 Rd.	Thank you for your comment. It will be provided to the Charlotte DOT staff responsible for the planning of future road improvements in the area.
48	2050-E217	New Town Rd at Marvin Rd	Union	Convert intersection to roundabout	HY 2025	This is an extremely dangerous intersection. Current stop sign does not support traffic peak-hour volume in this growing area. Additionally, the UC Sheriff's Office use valuable resources to direct traffic here every weekday.	Thank you for your comment. It will be provided to Union County staff responsible for the planning of future road improvements.
49	2050-E219	Providence Rd S	Union	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	HY 2035	This would significantly improve traffic in Waxhaw, especially into downtown!	Thank you for your comment.

Table A-3: Public Comments/Responses: June 17 – July 14, 2021 (continued)

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	2050 MTP Project ID	Project Name	Project County	Project Description	Project HY	Comment	Response
50	2050-E219	Providence Rd S	Union	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	HY 2035	The traffic at all hours is horrendous on Providence heading to and from Waxhaw. Thousands of new residents. SO many new neighborhoods have been built around Waxhaw. This roads needs to be widened with traffic lights, left hand turn lanes and a sidewalk.	Thank you for your comment. It will be provided to Union County staff responsible for the planning of future road improvements.
51	2050-E219	Providence Rd S	Union	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	HY 2035	Fully support the expansion of this old country highway as Waxhaw continues to grow.	Thank you for your comment. It will be provided to Union County staff responsible for the planning of future road improvements.
52	2050-E221	NC 75 at Old Providence Rd	Union	Construct intersection improvements	HY 2025	Dangerous intersection, needs properly constructed intersection.	Thank you for your comment.
53	2050-E342	Independence Blvd	Mecklenburg	Widen from 4/6 to 6/8 lanes, with express lanes	HY 2045	The Matthews Township Pkwy (NC 51) bridge over Independence Blvd needs to be widened to 3 south bound lanes. Currently with 2 southbound lanes on NC 51, traffic turning onto Independ. eastbound backs up to the intersection of NC 51 and Northeast Pkwy	Thank you for your comment. It will be provided to the NCDOT staff responsible for the planning of future road improvements along Independence Boulevard.
54	2050-E350	Matthews Township Pkwy	Mecklenburg	Widen from 4 lanes to 6 lanes, with median and multi-use path	HY 2035	Fan of the addition of enhanced pedestrian accommodation in this area.	Thank you for your comment.
55	2050-E359	Lancaster Hwy / Johnston Rd	Mecklenburg	Widen to multi-lanes	HY 2035	This area is often congested during all parts of the day.	Thank you for your comment.
56		Pence Corridor				Comment has been modified for brevity: Remove Pence Corridor from the 31 acre parcel.	Thank you for your comment. We will share this request with the applicant jurisdiction.
57						This project is really good, we really need it.	Thank you for your comment.
58		Union County				Do you mean to tell me that you've got such explosive growth in Indian Trail, Stallings, and we have one project on that list?	Thank you for your comment. All projects submitted by member jurisdictions were evaluated through the two tier MTP process. While there are many needed transportation enhancements for the region, the MTP is restricted to only moving forward with a fiscally constrained list.

Table A-3: Public Comments/Responses: June 17 – July 14, 2021 (continued)

2050 MTP Project ID	Project Name	Project County	Project Horizon Year (HY)	Total Likes	Number of Comments
2050-E219	Providence Rd S	Union	HY 2035	4	4
2050-E108	S Main St at Houston Rd / Flower House Loop	Iredell	HY 2025	3	3
2050-E200	Idlewild Rd	Mecklenburg & Union	HY 2035	3	3
2050-3132	Ardrey Kell Rd	Mecklenburg	HY 2050	1	2
2050-3133	Ardrey Kell Rd	Mecklenburg	HY 2045	1	2
2050-E217	New Town Rd at Marvin Rd	Union	HY 2025	2	2
2050-E221	NC 75 at Old Providence Rd	Union	HY 2025	2	2
2050-E342	Independence Blvd	Mecklenburg	HY 2045	2	2
2050-E350	Matthews Township Pkwy	Mecklenburg	HY 2035	2	2
2050-E359	Lancaster Hwy / Johnston Rd	Mecklenburg	HY 2035	1	2
2050-3022	Poplar Tent Rd	Mecklenburg	HY 2045	1	1
2050-3059	Brookshire Blvd	Mecklenburg	HY 2045	1	1
2050-3076	Wilkinson Blvd	Mecklenburg	HY 2050	1	1
2050-3081	Billy Graham Pkwy	Mecklenburg	HY 2035	1	1

Table A-3: Public Comments/Responses: June 17 – July 14, 2021 (continued)

2050 MTP Project ID	Project Name	Project County	Project Horizon Year (HY)	Total Likes	Number of Comments
2050-3090	I-485 at Western Pkwy	Mecklenburg	HY 2050		1
2050-3091	Western Pkwy	Mecklenburg	HY 2050	1	1
2050-3092	Western Pkwy	Mecklenburg	HY 2050		1
2050-3095	Steele Creek Rd	Mecklenburg	HY 2045	1	1
2050-3121	Park Rd	Mecklenburg	HY 2045	1	1
2050-3122	Pineville-Matthews Rd	Mecklenburg	HY 2035	1	1
2050-3130	Johnston Rd	Mecklenburg	HY 2035	1	1
2050-3131	Providence Rd (NC 16)	Mecklenburg	HY 2035	1	1
2050-E107	Main St / Shelton Ave	Iredell	HY 2035	1	1
2050-E109	I-77 at Cornelius Rd	Iredell	HY 2035	1	1
2050-E113	River Hwy / W Plaza Dr	Iredell	HY 2035	1	1
2050-E116	Williamson Rd	Iredell	HY 2035	1	1
2050-E201	Pleasant Plains Rd at Potter Rd	Union	HY 2025	1	1
2050-E204	E John St / Old Monroe Rd	Mecklenburg & Union	HY 2035	1	1

Table A-3: Public Comments/Responses: June 17 – July 14, 2021 (continued)

2050 MTP Project ID	Project Name	Project County	Project Horizon Year (HY)	Total Likes	Number of Comments
2050-E207	Weddington-Matthews Rd at Tilley Morris Rd	Union	HY 2025	1	1
2050-E211	Potter Rd at Wesley Chapel Rd	Union	HY 2025	1	1
2050-E214	Rea Rd / Marvin School Rd / Weddington Rd	Union	HY 2035	1	1
2050-E311	Davidson-Concord Rd	Mecklenburg	HY 2045	1	1
2050-E314	NC 73	Mecklenburg	HY 2035	1	1
2050-E324	I-85 at I-485 (NE of Charlotte)	Mecklenburg	HY 2035	1	1
2050-E340	I-77	Mecklenburg	HY 2045	1	1
2050-E341	Matthews-Mint Hill Rd	Mecklenburg	HY 2035	1	1
2050-E343	Krefeld Dr Ext	Mecklenburg	HY 2045	1	1
2050-E344	Arequipa Dr / Northeast Pkwy	Mecklenburg	HY 2045	1	1
2050-E345	Krefeld Dr / Independence Pointe Pkwy	Mecklenburg	HY 2045	1	1
2050-E348	Independence Pointe Pkwy	Mecklenburg	HY 2045	1	1
2050-E352	Pineville-Matthews Rd	Mecklenburg	HY 2025	1	1

Table A-3: Public Comments/Responses: June 17 – July 14, 2021 (continued)

Project Name	Project Limits	Project County	Project HY	Comment	Response
McAlpine Creek Greenway	Green Rea Rd to Four Mile Creek Greenway	Mecklenburg	HY 2025	Huge increase in population in South Charlotte. Serves as a connector to various retail, restaurants, public schools and serves as a linear park in an area where land for parks is difficult to find.	Thank you for your comment.
Belk Greenway Connector (Phase 1)	E Stonewall St at S Davidson St to S Kings Dr	Mecklenburg	HY 2025	I am a daily recreational user of bicycle routes in and around Charlotte. The lack of connectivity and the danger of trying to ride through Uptown are two main impediments to my safe, frequent use of this mode of travel for more trips.	Thank you for your comment. It will be provided to the Charlotte DOT staff responsible for the planning of future bike improvements in the area.
McAlpine Creek Greenway	Green Rea Rd to Four Mile Creek Greenway	Mecklenburg	HY 2025	I ride weekly on MacAlpine Creek Greenway for recreation. I've ridden multiple times from Rea Rd west. This route gets significant use and is overcrowded. Upgrades and more connectivity will be excellent.	Thank you for your comment.
Irwin Creek Greenway Eastern Extn	Existing Irwin Creek Greenway to Hamilton St	Mecklenburg	HY 2035	I've return Irwin Creek Greenway for recreation. Extending and improving this route will be good for the local users and all Charlotte cyclists who want safe paths to ride.	Thank you for your comment.
McDowell Creek Greenway	Magnolia Plaza to Westmoreland Rd	Mecklenburg	HY 2025	There needs to be a safe way to cross Westmoreland road that will connect the two sections of the McDowell Creek Greenway. Many people use this greenway with kids in strollers/bike trailers. Best case scenario, would be to tunnel under Restmoreland rd.	Thank you for your comment. It will be provided to the Cornelius staff responsible for the planning of future bike improvements in the area.
US 21 Greenway Connector	Under US 21 (Turnersburg Hwy)	Iredell	HY 2025	How many people will actually utilize this trail to justify the cost? This is a waste of scarce resources to fund the idealized idea that hordes will utilize this path if it is built. How much of the general public will actually walk here? Less than 1%!	Thank you for your comment.

2050 MTP Project ID	TIP No	Project Name	Project County	Project Horizon Year (HY)	Total Likes	Total Comments
2050-A23	EB-5782	McAlpine Creek Greenway	Mecklenburg	HY 2025	2	2
2050-A01	EB-5818	US 21 Greenway Connector	Iredell	HY 2025		1
2050-A09	EB-5817	McDowell Creek Greenway	Mecklenburg	HY 2025	1	1
2050-A17	EB-5970	Irwin Creek Greenway Eastern Extn	Mecklenburg	HY 2035	1	1
2050-A18	EB-5929	Belk Greenway Connector (Phase 1)	Mecklenburg	HY 2025	1	1

Table A-3: Public Comments/Responses: June 17 – July 14, 2021 (continued)

	CTP Bicycle or Pedestrian ID	Corridor Name	Corridor County	Bicycle / Pedestrian Classification	Comment	Response
1	6503	Monroe Rd	Mecklenburg	On-Road	Extend this from NC 51 to I-485. This is the most active corridor in Matthews and needs to be included.	Thank you for your comment.
2	11862	Westmoreland Rd	Mecklenburg	Sidewalk	Very dangerous road that is extremely difficult to cross. There should be a tunnel that connect the McDowell Creek greenway to the new greenway near the the Westmoreland Rd. neighborhood	Thank you for your comment.
3	6597	Idlewild Rd	Mecklenburg	Multi-Use Paths	This is an area I would use my bicycle to travel. Currently it is too dangerous to use my bicycle on.	Thank you for your comment.
4	13163	Weddington Rd	Union	Sidewalk	No way for people who live along 84 to get anywhere by feet or bicycle as 84 is too dangerous to do that on. Would be ideal if a pedestrian/bike path could connect Weddington Corners to Village Commons in Wesley Chapel	Thank you for your comment.
5	7337	Weddington Rd	Union	On-Road	Our children do not have a safe route that allows them to walk to and from school and therefore it is discouraged. Having sidewalks along the roads around Weddington schools would have a huge impact on our community.	Thank you for your comment.
6	7349	Greenway	Union	Multi-Use Paths	Yes! We need this. Residents here enjoy being outdoors! We would also love to have sidewalks along the roads of Weddington schools for our children to walk or ride bikes safely. Thank you!	Thank you for your comment.
7	6503	Monroe Rd	Mecklenburg	On-Road	Highly used pedestrian area.	Thank you for your comment.
8	13129	Weddington Rd	Union	Sidewalk	Please add sidewalks around Weddington Schools!	Thank you for your comment.
9	--	Sam Newell Rd	Mecklenburg	Multi-Use Paths	Support recent development	Thank you for your comment.

CTP Bicycle or Pedestrian ID	Corridor Name	Corridor County	Bicycle / Pedestrian Classification	Total Likes	Total Comments
6503	Monroe Rd	Mecklenburg	On-Road	2	2
6597	Idlewild Rd	Mecklenburg	Multi-Use Paths		1
7337	Weddington Rd	Union	On-Road	1	1
7349	Greenway	Union	Multi-Use Paths	1	1
11862	Westmoreland Rd	Mecklenburg	Sidewalk	1	1
13129	Weddington Rd	Union	Sidewalk	1	1
13163	Weddington Rd	Union	Sidewalk	1	1
--	Sam Newell Rd	Mecklenburg	Multi-Use Paths	1	1

Table A-4: Public Comments/Responses: November 19 – December 31, 2020

Disclaimer: This document is a subset of the comments received during the public engagement period that was seeking feedback on the updates to the 2050 MTP Goals and Objectives and potential projects to be evaluated within the plan. Staff has prepared responses to comments received on these topics. A complete version of the public comments received can be made available upon request.			
Date	Commenter	Comment Received	Response
1 11/19/2020	Javier Lopez	How is CRTPO coordinating with bordering counties of SC? Especially York county?	CRTPO is a member of Charlotte Regional Alliance for Transportation (CRAFT), a group of four MPOs and two RPOs in the Charlotte region, created to facilitate regional transportation planning in the greater Charlotte area. Through CRAFT, CRTPO frequently coordinates with Gaston-Cleveland-Lincoln MPO (GCLMPO), Rock Hill - Fort Mill Area Transportation Study (RFATS), and Cabarrus -Rowan MPO (CRMPO) on the development of their MTPs, plans and coordination on regional projects that affect numerous MPOs. Current regional initiatives CRTPO is coordinating on include Beyond 77 and CONNECT Beyond.
2 11/23/2020	Lei Zhu	Research opportunities for ITS, smart infrastructure, and mobility systems.	The scenario planning initiative within the 2050 MTP considered impacts of connected and autonomous vehicles on the transportation network within the region. CRTPO will continue to study ITS and smart infrastructure over the next couple years in coordination with surrounding MPO's through the CRAFT organization.
3 11/24/2020	Bryan Holladay	Does this effort compliment the Charlotte MOVES recommendations and planning?	The project team is coordinating with the Charlotte MOVES task force and several other regional initiatives. The recommendations from 2050 MTP will consider several of the other ongoing planning initiatives in the region.
4 11/25/2020	Robert LeValley	Street traffic flow in Davidson. Emergency evacuation and congestion	The Town of Davidson adopted the Davidson Mobility Plan in 2019 to provide a town-wide vision for projects, policies, and programs that will manage congestion and improve multimodal travel within and through the town. New connections identified in the Davidson Mobility Plan were subsequently incorporated into the CRTPO Comprehensive Transportation Plan (CTP).
5 11/30/2020	Bill Thunberg	How can the public influence project selection?	During the public comment period, the public was encouraged to view the interactive project map on the website and comment on or add projects they would like to see within the region. Residents can continue to email comments from the website (2050mtp.org) throughout the project. There will be an opportunity for public comment on the draft fiscally constrained project list during Summer 2021 to ensure their transportation priorities are included in the 2050 MTP.
6 11/30/2020	Mark Ioflin	NCDOT participation and the effect covid has or will have on the 2050 plan	The project team is considering COVID impacts, changes in travel patterns, traffic volume and reduced funding in developing the planning assumptions for the 2050 MTP. Staff has coordinated with NCDOT regarding short and long-term funding assumptions as part of the MTP's financial plan.
7 11/30/2020	Elyas Mohammed	Environmental issues with new projects and what is being considered by CRTPO to protect environmental issues.	The project ranking criteria for the 2050 MTP ranks projects based upon their potential impact on Environmental Justice communities, as well as impacts to Natural Resources, Historic Resources, and Community Resources. Projects that have a negative impact to the natural and built environment will not receive favorable scores within Tier 2 of the CRTPO's roadway project ranking criteria.
8 11/30/2020	Yancey Fouche	COVID impacts on regional priorities and/or major project timelines.	The project team is considering COVID impacts, changes in travel patterns, traffic volume and reduced funding in developing the planning assumptions for the 2050 MTP.
9 11/30/2020	Tobe Holmes	Comments have been edited for brevity. A full version of the comments can be made available upon request. "Will Travel Demand Management (TDM) play a larger role in the 2050 MTP, even if success means reducing VMT's and further reducing revenues through the fuel tax?"	The scenario planning initiative within the 2050 MTP considered the impact of Connected and Autonomous Vehicles (CAV) as well as teleworking trends in an effort to understand the impacts of Transportation Demand Management (TDM) for the 2050 MTP. The CONNECT Beyond regional transit study will develop a TDM plan for the entire region. CRTPO will incorporate the relevant TDM recommendations within the 2050 MTP.
10 11/30/2020	Renee Gledhill-Earley	Effects on built environment and sprawl created by plans.	The scenario planning initiative within the 2050 MTP considered the impacts of various growth and development patterns, from widespread sprawl to compact centralized centers, throughout the region.
11 12/1/2020	Alece Alexander	Will placement be provided for the people who are displaced?	The 2050 MTP is a long-range plan to identify the transportation priorities throughout the region. The CRTPO is not the entity responsible for constructing transportation projects. NCDOT or local jurisdictions are required to follow state and federal government laws, statutes, rules and regulations when the purchase of private property to construct a transportation project on a public facility. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 ensure that persons displaced as a direct result of Federal or federally-assisted projects are treated fairly, consistently, and equitably so that such displaced persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. The state or local agency constructing the project must treat all property owners with impartiality, fully explain all legal rights, pay just compensation in exchange for property rights and furnish relocation assistance, if needed.
12 12/1/2020	Maureen Gilewski	How this collaboration will be streamlined to avoid duplication and subsequent waste in light of the multiple regional initiatives.	The planning effort for the 2050 MTP will involve ongoing coordination with the other current regional studies.
13 12/2/2020	LASHAY MCCOY	How far geographically would this impact?	CRTPO planning area includes Iredell and Mecklenburg counties, as well as the western portion of Union County.
14 12/2/2020	Mattie Marshall	How will we fund the projects? Is the CityLYNX Gold Line Phase 3 included in the Plan?	Funding for transportation improvements in North Carolina are largely driven by the Strategic Transportation Investments legislation which is a mechanism for allocating federal and state transportation funds through a quantitative process. The proposed investments recommended in the 2050 MTP may not exceed anticipated future federal and state revenues over the life of the plan. CRTPO coordinates with the transit providers throughout the planning area to identify their project priorities throughout the life of the 2050 MTP. Projects such as the CityLYNX Gold Line phase 3 must have state and federal funding secured to be included within the fiscally constrained element of the 2050 MTP financial plan.
15 12/2/2020	Tracy Hamm	Comments have been edited for brevity. A full version of the comments can be made available upon request. "I would ask for your consideration in nominating R-4441 as part of the 2050 MTP planning process." ("The U.S. 74 freeway conversion project in eastern Union County, or R-4441, ... a southern bypass of Marshallville from the eastern terminus of the Monroe Expressway to the Anson County line.") "For the Union/Anson segments I would like to see the tolled expressway extended to Interstate 74 in Rockingham."	Thank you for your comment.

Table A-4: Public Comments/Responses: November 19 – December 31, 2020 (continued)

Disclaimer: This document is a subset of the comments received during the public engagement period that was seeking feedback on the updates to the 2050 MTP Goals and Objectives and potential projects to be evaluated within the plan. Staff has prepared responses to comments received on these topics. A complete version of the public comments received can be made available upon request.			
Date	Commenter	Comment Received	Response
16 12/3/2020	Anthony, (Tony) Calabro	Comments have been edited for brevity. A full version of the comments can be made available upon request. "Following past success stories for NC to thrive it must have a rapid transit system to move people from city centers to the suburbs." "We need an automated high speed rail system from Statesville to the city of Charlotte, and then it needs to be expanded to Raleigh, and Durham, with network to major cities. As business is attracted tax dollars from companies, and income from wage earners, as well as supporting small business will help pay for the bonds that are issued to help pay for the construction, as well as federal dollars. Buses will take care of the outlying areas."	Thank you for your comment.
17 12/4/2020	Allen Nelson	Low cost, near term ped and bike connections, and smart land acquisition purchases to ensure future connectivity options before they simply are not possible due to land fully built out.	The 2050 MTP is a long-range transportation plan and typically does not address low-cost, short-term bicycle and pedestrian connections. Low cost, near-term priorities are typically addressed through the CRTPO's discretionary project program, where local jurisdictions can apply for federal funding to assist in the funding of roadway, bicycle/pedestrian, and transit projects.
18 12/4/2020	Eric Wasson	Taxes. Will they be increased to pay for new projects?	Funding for transportation improvements in North Carolina are largely driven by the Strategic Transportation Investments legislation which is a mechanism for allocating federal and state transportation funds through a quantitative process. The proposed investments recommended in the 2050 MTP may not exceed anticipated future federal and state revenues over the life of the plan.
19 12/5/2020	Christine Sheil	How do you define "sustainability" for the purposes of this plan?	The first goal within the updated goals and objectives for the 2050 MTP directly addresses the sustainability of the transportation system within the CRTPO. The goals and objectives are used to guide the development of the 2050 MTP, but also serve as the CRTPO's overall organizational goals throughout the next four years. Sustainability within the realm of the 2050 MTP will emphasize maintenance of the existing transportation system, while investing in infrastructure that is safe and can accommodate technological advances within the transportation industry.
20 12/7/2020	DEREK PARTEE	The Light Rail Northern extension future plan.	CRTPO coordinates with the transit providers throughout the planning area to identify their project priorities throughout the life of the 2050 MTP. New fixed guideway projects must have state and federal funding secured to be included within the fiscally constrained element of the 2050 MTP financial plan. The MTP considers all surface transportation modes, including bus and rail public transportation options. CATS leads the light rail and/or commuter rail studies and potential projects in the planning area.
21 12/11/2020	Derrel Poole	What are the Transportation projects that are being proposed?	Member jurisdictions will submit candidate projects from the Comprehensive Transportation Plan (CTP) or the 2045 MTP to be considered in the 2050 MTP. Projects will be reviewed, ranked and prioritized to be included in the 2050 MTP, based on coordination, project evaluation and anticipated funding over the next 20+ years.
22 12/11/2020	Ray Thompson	Will the plan address roadway capacity as affected by the current increase in and projected growth of new housing?	The scenario planning initiative within the 2050 MTP considered the impacts of various growth and development patterns, from widespread sprawl to compact centralized centers, on the region's transportation network. Federal guidance encourages the use of scenario planning as a technical analysis tool to better integrate transportation and land use planning decisions.
23 12/11/2020	Chris Younger	Will you be addressing the concept of and planning for 20-minute neighborhoods?	Compact redevelopment strategies, which include the concept of 20 minute neighborhoods were one of the scenarios analyzed within the 2050 MTP to understand the impact on the transportation system.
24 12/11/2020	Marilyn Wells	Understand the master plan and how transportation will improve and evolve over next decade.	The MTP prioritizes projects to enhance connectivity, improve safety, support land use plans, and provide mobility choices throughout the planning area. The plan is updated every four years, in order to represent a current outlook of what is needed to accommodate future growth.
25 12/11/2020	Dana Draa	My focus is on individuals with disabilities and how they are being included in the planning process	CRTPO is committed to providing full access to the public to provide input on federally required plans and programs. Because of the importance of an all-inclusive outreach program that ensures compliance with Title VI, Environmental Justice, LEP, and the Americans with Disabilities Act of 1990, CRTPO places emphasis on efforts to reach traditionally underserved or underrepresented segments of the region's population utilizing an extensive database maintained by staff.
26 12/12/2020	Donald Moore	Independence Boulevard and Albemarle Road Corridors any and all future plans for transportation improvements.	An NCDOT project is in development to improve Independence Boulevard (US 74) between I-277 and I-485 by upgrading the corridor to an expressway, removing at-grade intersections, constructing express lanes, and improving parallel routes. Real estate acquisition for this project could begin in 2022, and the construction of this project will occur throughout the next 5-15 years. Several roadway improvement projects were identified along the Albemarle Road corridor between Central Avenue and I-485 as part of the 2045 MTP (adopted in 2018). The CRTPO is in the process of coordinating with the City of Charlotte to determine if these projects should be re-evaluated as part of the 2050 MTP. If the projects are re-evaluated, they will be prioritized based upon their score and the amount of NCDOT funding available to construct these improvements.
27 12/14/2020	Meg Fencil	How will the 2050 MTP support the ability of residents to walk, bike, and ride transit across the region?	The MTP considers all surface transportation modes (roadway, bicycle, pedestrian, transit and freight) throughout the three-county planning area while also thinking about impacts to the environment, the economy, public health, and overall quality of life.
28 12/14/2020	Juan Penaranda	Westerly hills neighborhood, future public transportation, new walking trails, and new construction in Westerly hills.	During the public comment period, the public was encouraged to view the interactive project map on the website and comment on or add projects they would like to see within the region. Residents can continue to email comments from the website (2050mtp.org) throughout the project. There will be an opportunity for public comment on the draft fiscally constrained project list during Summer 2021 to ensure their transportation priorities are included in the 2050 MTP.
29 12/14/2020	Debra Franklin	The role of the transportation worker	The project team encourages public participation throughout the MTP process, whether someone is a transportation professional, resident, business owner or interested stakeholder. Members of the public are encouraged to visit the website to view the 2050 MTP schedule and opportunities for input.
30 12/14/2020	Vivian Lord	What is in the plan to address the huge deficit of bus routes, sidewalks etc... in the far east where developers are completely out of control	The MTP considers all surface transportation modes (roadway, bicycle, pedestrian, transit and freight) throughout the three county planning area while also thinking about impacts to the environment, the economy, public health, and overall quality of life.

Table A-4: Public Comments/Responses: November 19 – December 31, 2020 (continued)

<i>Disclaimer: This document is a subset of the comments received during the public engagement period that was seeking feedback on the updates to the 2050 MTP Goals and Objectives and potential projects to be evaluated within the plan. Staff has prepared responses to comments received on these topics. A complete version of the public comments received can be made available upon request.</i>			
Date	Commenter	Comment Received	Response
31 12/14/2020	Mary Wright	Businesses that will assist in coordinating with the transportation plan.	The project team encourages public participation throughout the MTP process, whether someone is a transportation professional, resident, business owner or interested stakeholder. Members of the public are encouraged to visit the website to view the 2050 MTP schedule and opportunities for input.
32 12/14/2020	Mary Ellen McKay	How this will impact the Westerly Hills community?	During the public comment period, the public was encouraged to view the interactive project map on the website and comment on or add projects they would like to see within the region. Residents can continue to email comments from the website (2050mtp.org) throughout the project. There will be an opportunity for public comment on the draft fiscally constrained project list during Summer 2021 to ensure their transportation priorities are included in the 2050 MTP.
33 12/15/2020	David Kloth	Transportation infrastructure and traffic congestion. How can we slow development, primarily residential development, until our roads and highways catch up with the traffic we already have?	The scenario planning effort within the 2050 MTP has tested a compact development scenario on the transportation system. Municipalities within the CRTPO have the ultimate impact over growth and development through the administration of their land use plans and zoning ordinances.
34 11/30/2020 12/17/2020	John Galles	Comments have been edited for brevity. A full version of the comments can be made available upon request. How can CRTPO be expanded to become an eight or nine county regional transportation authority? How will it change from the results of the 2020 census? "Why are we not seeking a broader regional planning organization that encompasses all 9 or 12 counties? Why don't we seek a regional transportation authority?" "With the new 2020 census, why not apply for a more inclusive group of counties that support the entire region?"	Consolidation or amendment to an MPO's planning area boundary is a complex, political process. If the four MPOs in the Charlotte metropolitan area wanted to pursue consolidation, it would require approval by each MPO's policy board of elected officials, the lead planning agency for each MPO (CRTPO's lead planning agency is the City of Charlotte, for example), State DOT (NCDOT/SCDOT), and ultimately the Governor or his designed.
		To reduce the possibility of problems emerging from having multiple transportation planning organizations in the region, the Charlotte Regional Alliance for Transportation (CRAFT) was formed in 1999 to enhance communication among the four MPOs and the Rocky River RPO, promote awareness of regional concerns, and to provide a forum in the Charlotte region that addresses significant common issues. CRAFT participating MPOs and RPO frequently coordinate on regional planning studies, in the development of regional themes within the MTP, and as part of the Transportation Improvement Program (TIP) where regional projects affect multiple organizations.	
		CRTPO is a member of Charlotte Regional Alliance for Transportation (CRAFT), a group of four MPOs and two RPOs in the Charlotte region, created to facilitate regional transportation planning in the greater Charlotte area. Through CRAFT, CRTPO frequently coordinates with Gaston-Cleveland-Lincoln MPO (GCLMPO), Rock Hill - Fort Mill Area Transportation Study (RFATS), and Cabarrus-Rowan MPO (CRMPO) on the development of their MTPs, plans and coordination on regional projects that affect numerous MPOs.	
35 12/17/2020	Greg Phipps	How are efforts progressing in working with adjacent TPOs to address mutual transportation challenges unique to the broader region, eg Cabarrus, Gaston?	
36 12/17/2020	Vivian Lord	While I understand the need to plan around loft goals, as a citizen in the Far East part of Charlotte (Reedy Creek is primary boundary), I see massive development with no concern/planning surrounding roads, sidewalks, bus lines, etc.... When I go to your website, etc... will I see any indication that you know we exist?	The MTP considers all surface transportation modes (roadway, bicycle, pedestrian, transit and freight) throughout the three county planning area while also thinking about impacts to the environment, the economy, public health, and overall quality of life. Members of the public are encouraged to visit the website (2050mtp.org) to view the 2050 MTP schedule and opportunities for input.
37 12/17/2020	Anonymous Attendee	Comments have been edited for brevity. A full version of the comments can be made available upon request. "How do you plan to use your goals to improve the bus system in our communities?" "How do we plan to overcome these outlooks [public transit perceptions]and encourage people of all classes to use the bus, or other modes of public transportation? Do you think there is a possibility to make our bus system as efficient as other big cities like Denver, NYC, or London?"	CRTPO coordinates with CATS to identify the long-term transit needs within the region. A goal of the 2050 MTP is to promote an integrated, accessible, multimodal transportation system. To realize this goal, the plan includes multiple objectives which will be measured and tracked over the life of the plan. https://charlottencdnsource.blob.core.windows.net/documents/Proposed_FY_2022_Budget/7g_Transportation_Planning_and_Environment.pdf , Page 232
38 12/17/2020	Maureen Gilewski	How do we get the buy-in for "togetherness" from our residents that good quality multi-modal transportation is essential for our region; that it will impact our region's quality of life and economic success within the SE Region?	The second goal within the updated goals and objectives for the 2050 MTP is to promote an integrated, accessible, multimodal transportation system within the CRTPO. The goals and objectives are used to guide the development of the 2050 MTP, but also serve as the CRTPO's overall organizational goals throughout the next four years. Integration within the realm of the 2050 MTP will emphasize improving network connectivity, provision of affordable and convenient public transit services, and to provide safe bicycle and pedestrian accommodations between residential areas and activity centers.
39 12/17/2020	Julie Eiselt	Comment: People may choose to ride the bus if there are bus rapid transit or queue jumper lanes that will get people from pt. A to B faster as they pass people sitting in traffic!	Thank you for your comment.
40 12/17/2020	Shree Ganesan	Comment: A big part of Charlotte's population is immigrant, naturalized citizens. Their familiarity to use of bus and train as transit can be a big asset and potential for branding.	Follow up email: Thanks for the info. It is good that safety is being considered in your process to this extent. It is certainly better consideration than in past plans, and probably better than most other planning organizations. However, I am still skeptical that we are getting optimum use of the available funds. The large number of arterial widening projects on your list shows me that we are not there yet. As you head toward the next update in four years, please remember me and this conversation and let's talk about getting closer to optimum.

Table A-5: Resource Agency Comments/Responses: June 10 – July 14, 2021

<i>Note: Comments received on June 10, 2021 were during or following the 2050 MTP Resource Agency Webinar. Most were addressed during the webinar.</i>			
Date	Commenter	Agency	Agency Comment
1 6/10/2021	Joe Hummer	NCDOT	What did the Tier 1 scores look like for this example? I am particularly interested in how you calculated safety scores.
2 6/10/2021	Bret Baronak	Carolina Thread Trail	Does equitable access criteria take into account enhanced mode choice?
3 6/10/2021	Dave Wiggins	Steele Creek Residents Association	Has the airport not abandoned this alignment because they're planning a shorter new runway? Aren't they planning to relocate West Blvd only south to Byrum Dr?
4 6/10/2021	Gwen Cook	Mecklenburg County Park and Rec	Is this road planned to be extended to Carolina Crossing?
5 6/10/2021	Jack Thomson	Historic Land Commission, Mecklenburg County	Don't know of road alignments, but Airport is soliciting for the sale of the property to the north of this project now.
6 6/10/2021	Dave Wiggins		See the map here https://www.airportprojects.net/clt-capacity-ea/
7 6/10/2021	Karl Froelich	Steele Creek Residents Association	How are NEW road projects prioritized against existing highly congested roads ...such as Hwy 160? do these use different funding sources?
8 6/10/2021	Jack Thomson	Historic Land Commission, Mecklenburg County	When I open RS&H ArcGIS, historic resources layers are shown as "on", but I see nothing that comports with NC SHPO GIS/resource survey. Is there a training session we can get on using this GIS?
9 6/10/2021	Eric Zaverl	Sustain Charlotte	This is not related to the current project on screen; Do we have any projects that just reconfigure a roadway with little expansion? Ex. Eastway Drive from Kilborne to Sugar Creek - 2050-3079. This project looks quite large 4 lanes to 6 with a median. Just adding a center turn lane and keeping the 4 lanes makes more sense. Plus have you looked at the new intersection project at Shamrock Dr and Eastway?
10 6/10/2021	Javier Lopez	Steele Creek Residents Association	Can you remind us of the difference between Tier 1 and 2?
11 6/10/2021	Holland Youngman	USFWS Asheville	Have potential impacts to federally listed species been considered within the Natural Resources category at this point in the scoping process?
12 6/10/2021	Joe Hummer	NCDOT	How do you know that a proposed project will actually help safety? If I heard you correctly, the Tier 1 safety score is only based on past crashes. My concern is that some of these widening projects actually might make the road less safe in the end.
			I am forwarding an email from RS&H with the Tier 1 scores for roadway projects that were submitted to the CRTPO as part of the 2050 MTP. The safety equation used in both Tier 1 and 2 (benefit cost) is attached to this email.
			I am forwarding you an email from Nick Landa from RS&H with the Tier 1 scores for roadway projects that were submitted to the CRTPO as part of the 2050 MTP. The safety equation used in both Tier 1 and 2 (benefit cost) is attached to this email.
13 6/10/2021	Javier Lopez	Steele Creek Residents Association	In York County, How does their MTP feed to/align with their Pennies for Progress program?
14 6/10/2021	Loretta Barren	FHWA	Since NCDOT is using ATLAS for GIS information, should you be using these data layers for the most up to date information?
15 6/10/2021	Joe Hummer	NCDOT	Excellent use of CRFs, thanks.
			Thank you for your comment.

Table A-5: Resource Agency Comments/Responses: June 10 – July 14, 2021 (continued)

16	6/10/2021	Holland Youngman	USFWS Asheville	<p>Comment has been modified for brevity: Is any consideration given to listed species and species of concern at this point in the scoping process? I was a little surprised to learn that the Natural Resources category is based solely off of the NWI layer, and my understanding now is that potential project impacts on species are not taken into account in this early phase of planning. Can you confirm that I'm correct in that understanding?</p> <p>An example that piqued my interest was with the NC 218/Fairview Rd. example. From what I could tell from the map graphic and brief slide, that corridor is proposed in a sensitive watershed area upstream from an endangered species' critical habitat.</p> <p>I want to make sure that I understand the ranking system properly for this stage of scoping. My assumption is that a more comprehensive suite of resource considerations is evaluated and addressed with appropriate resource agencies at a later stage in the scoping/planning process. Feel free to correct me and explain if I've misunderstood.</p> <p>**Follow Up Email: I appreciate the response and will proceed with the understanding that species impacts (due to long-range timeline and limited data access) are considered at a later phase in project scoping and planning.</p>	<p>Thank you for your participation this afternoon and your comments regarding data sources for the species of concern.</p> <p>Our interpretation of the data availability issues for these species is as follows. Please let me know if we are missing any possible resources for future evaluation of transportation corridors.</p> <p>Based on our research, there is not a consistent and efficient way to screen for threatened/endangered species. Our understanding is that large datasets are not made publicly available due to security issues (don't want anyone going to dig up a rare sunflower) and locations of resources changes often (flowers, mussels, bats, etc. all move around). All of that said, it's difficult to plan 20-30 years out for a species that may be extinct by then.</p> <p>For NWI, the USGS National Hydrography Dataset, local stream/water body data and state level surface water data was considered in addition to the NWI dataset. However, the NWI dataset was the most comprehensive water resource dataset available. By screening for impacts and proximity to water, we think we effectively account for potential impacts to species such as bald eagles or mussels (i.e. a major stream crossing with new road is 0 points so if mussels are present, we can't really penalize it more).</p>
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Table A-5: Resource Agency Comments/Responses: June 10 – July 14, 2021 (continued)

17	6/11/2021	Eric Alsmeyer	US Army Corps of Engineers, Wilmington District	<p>Comment had been modified for brevity: I do have a few comments that should go forward to facilitate the future planning in general, or for specific projects.</p> <p>1.I didn't hear a reply to Holland Youngman's question about how Federal threatened or endangered species were considered in the Natural Resources ranking, but I recommend that it be part of future MTP rankings.</p> <p>2.I briefly reviewed all the projects that are proposed for the draft 2050 MTP fiscally constrained project list, and that received a 0 or 3 Natural Resources ranking, and I have specific comments on the following two projects.</p> <p>a.2050-3049 -- Statesville Rd from WT Harris Blvd (NC 24) to Hambright Rd: The west side of existing Statesville Road, near the I-77/I-485 interchange southwest quadrant, abuts NCDOT's Charlotte Outer Loop D compensatory mitigation site (site 19 – UT Dixon Branch; https://connect.ncdot.gov/search/Pages/results.aspx?k=070%2D003#k=060-010), and site 16 is between Statesville Road and the interchange ramp. Impacts to these sites should be avoided to the greatest extent possible, and if not avoided, there would likely be increased mitigation cost.</p> <p>b.2050-3078 -- I-77 from I-277 (John Belk Fwy) to I-277 (Brookshire Fwy): Irwin Creek, its 100-year floodplain, and a tributary, parallel existing I-77 at both the southern and northern ends of the project area, and it is possible that there are wetlands in the floodplain as well. Future project design should focus on avoiding and minimizing impacts to the streams and wetlands. It is probable that a high linear footage of impacts to the streams will be unavoidable, and will require compensatory mitigation that will increase the project cost. I suggest that the Natural Resources ranking should be 0 for this project.</p> <p>The Wilmington District is committed to providing the highest level of support to the public. To help us ensure we continue to do so, please complete the Customer Satisfaction Survey located at https://regulatory.ops.usace.army.mil/customer-service-survey/.</p>	<p>Thank you for your comments yesterday. Below is a copy of the respond to Holland yesterday:</p> <p>Holland,</p> <p>Thanks for your participation this afternoon and your comments regarding data sources for the species of concern.</p> <p>Our interpretation of the data availability issues for these species is as follows. Please let me know if we are missing any possible resources for future evaluation of transportation corridors.</p> <p>Based on our research, there is not a consistent and efficient way to screen for threatened/endangered species. Our understanding is that large datasets are not made publicly available due to security issues (don't want anyone going to dig up a rare sunflower) and locations of resources changes often (flowers, mussels, bats, etc. all move around). All of that said, it's difficult to plan 20-30 years out for a species that may be extinct by then.</p> <p>For NWI, the USGS National Hydrography Dataset, local stream/water body data and state level surface water data was considered in addition to the NWI dataset. However, the NWI dataset was the most comprehensive water resource dataset available. By screening for impacts and proximity to water, we think we effectively account for potential impacts to species such as bald eagles or mussels (i.e. a major stream crossing with new road is 0 points so if mussels are present, we can't really penalize it more).</p>
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Table A-5: Resource Agency Comments/Responses: June 10 – July 14, 2021 (continued)

18	6/16/2021	Holland Youngman	USFWS Asheville	<p>I did send a follow-up email to Neil Burke after the meeting last week to inquire about the lack of federally listed species consideration in CRTPO's review of natural resources within project vicinities. I'll respond similarly to the questions you've posed here. Specifically, the bullet point that asks, "Are you aware of potential environment impacts to roadway projects within the draft fiscally constrained project list that have not been identified?" From what I can gather from viewing the various links to project lists, there is a high number of upcoming projects and, at this stage, their potential impacts to federally listed species have not been reviewed/considered in CRTPO's planning process. If scoping is needed for a project or projects (i.e. if CRTPO is seeking comment from the USFWS on federally listed species concerns), those requests should be submitted to this office for review. Please note the following:</p> <p>In accordance with section 7 (a)(2) of the Act and 50 CFR Part 402.01, before any federal authorization/permits or funding can be issued, it is the responsibility of the appropriate federal regulatory/permitting and/or funding agency(ies) to determine whether the project may affect any federally endangered or threatened species (listed species) or designated critical habitat. If it is determined that a project may affect any listed species or designated critical habitat, you must initiate section 7 consultation with this office. At-risk species (ARS) are not legally protected under the Act and are not subject to any of its provisions, including section 7, unless they are formally proposed or listed as endangered or threatened.</p> <p>Please let me know if additional discussion would be fruitful. We certainly want to support project review at the appropriate stage in planning, and perhaps that warrants some clarification between our office and CRTPO.</p>	<p>Thank you for your participation in the webinar and the follow up comments. The regulatory information is especially helpful to me as we compile comments received and I review regulations to comply. I'll include this information in our resource agency comment log. Once the public comment period closes and we've responded to comments received, the log will be posted on the 2050mtp.org website for review as well. If I have any questions along the way, I'll let you know.</p>	<ul style="list-style-type: none"> •2050-3102 - Shopton Road West •Did not make into Fiscally Constrained project list •2050-3095 - Steele Creek Road n of I-485 Included in the Fiscally Constrained project list for HY 2045 •2050-3091 - Western Parkway The map and project list on the website currently show this project in HY2050. This project was included in HY 2050 to maintain regional consistency with Gaston-Cleveland-Lincoln MPO with an assumption that the respective funding would be accounted for in the GCLMPO MTP. However, the GCL MPO informed us yesterday that they were not able to include this project in their fiscally constrained plan. Based on that comment, we anticipate this project to come off the list when the list is approved by the CRTPO Board in August. •2050-3109 - Westinghouse Blvd w of S Tryon St Did not make into Fiscally Constrained project list •2050-3112 - Carowinds Blvd Did not make into Fiscally Constrained project list
19	6/17/2021	Dave Wiggins	Steele Creek Residents Association	<p>I would like to post a story about the Draft 2050 Plan Comment Period on the Steele Creek Residents Association web site for our community, but I am very confused.</p> <p>1.The map linked in this message below has several projects in Steele Creek, including:</p> <ul style="list-style-type: none"> •2050-3102 - Shopton Road West •2050-3095 - Steele Creek Road n of I-485 •2050-3091 - Western Parkway •2050-3109 - Westinghouse Blvd w of S Tryon St •2050-3112 - Carowinds Blvd <p>2.However, the map linked on the Get Involved page on CRTPO's 2050mtp.org web site does not show these. It only shows Steele Creek Road (s of I-485), Westinghouse Blvd (e of S Tryon St), and S Tryon St, which were in the 2045 plan.</p> <p>3.On the projects page on CRTPO's 2050mtp.org web site, there are two lists for candidate projects and draft projects. The projects on the map linked in this message appear to be candidate projects rather than draft projects. Have these projects already been rejected?</p> <p>4.I can't find the map linked below on the 2050mtp.org web site. Are these projects no longer being considered for the 2050 plan?</p> <p>5.What specifically are the projects we should comment on? It appears that there's nothing new in Steele Creek and nothing really to comment on. What am I missing?</p>	<p>1.The map that shows these projects shows all projects that were evaluated during the Tier II project evaluation process. This map was for internal use for the project team, Roadway Ranking Review Committee, and served as a visual during the agency coordination webinar.</p> <p>2.The Get Involved Map is for the current public involvement period and should be used for any updates/story about draft projects. This map is a subset of what is seen in the above link and includes only the draft fiscally constrained projects and committed projects.</p> <p>3.Yes, that's correct. The Projects Page has two links. The link for "240 candidate roadway projects" includes all projects submitted by CRTPO jurisdictions. After project evaluation was completed and fiscal constraint applied, that list was pared down to the "draft MTP project list". This list shows the same projects as shown in The Get Involved Map.</p> <p>4.This map was for internal use for the project team, Roadway Ranking Review Committee, and served as a visual during the agency coordination webinar.</p> <p>5.We request your comments on projects shown in The Get Involved Map. Below is status of the projects you referenced above:</p>	<p>Comment had been modified for brevity: "... portions of projects 2050-3059 and 2050-3062 appear to be adjacent to properties that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed in the area of these properties and its acquisition will impact them, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.</p> <p>Specifically, for project 2050-3059 (Brookshire Blvd from Gaston County Line to Bellhaven Blvd), Haymaker Nature Preserve is indicated in the Managed Areas data set as a NC LWF-funded project. This nature preserve is located on the north side of Brookshire Blvd near the northwest terminus of the project area. Project 2050-3062 (Mt Holly Rd from Rhyne Rd to Belmeade Dr) is indicated as having NC LWF-funded area, as well as a Catawba Lands Conservancy conservation easement, on the parcels owned by the US National Whitewater Center.</p> <p>Again, if impacts are anticipated to these properties, then coordination with the NC LWF is required.</p>

Table A-5: Resource Agency Comments/Responses: June 10 – July 14, 2021 (continued)

20	7/2/2021	Suzanne Mason	Conservation Data Manager, North Carolina Natural Heritage Program NC Dept of Natural & Cultural Resources	<p>Comment had been modified for brevity: "... portions of projects 2050-3059 and 2050-3062 appear to be adjacent to properties that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed in the area of these properties and its acquisition will impact them, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.</p> <p>Specifically, for project 2050-3059 (Brookshire Blvd from Gaston County Line to Bellhaven Blvd), Haymaker Nature Preserve is indicated in the Managed Areas data set as a NC LWF-funded project. This nature preserve is located on the north side of Brookshire Blvd near the northwest terminus of the project area. Project 2050-3062 (Mt Holly Rd from Rhyne Rd to Belmeade Dr) is indicated as having NC LWF-funded area, as well as a Catawba Lands Conservancy conservation easement, on the parcels owned by the US National Whitewater Center.</p> <p>Again, if impacts are anticipated to these properties, then coordination with the NC LWF is required.</p>
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**Table A-6: Active Transportation Corridor Comments/Responses:
June 17–July 14, 2021**

Date	2050 MTP Project ID	TIP No.	Name	Limits	Jurisdiction	County	HY	How do you feel about this project?	Comment	Response
6/17/2021	2050-A23	EB-5782	McAlpine Creek Greenway	Green Rea Rd to Four Mile Creek Greenway	Charlotte	Mecklenburg	HY 2025	Support	Huge increase in population in South Charlotte. Serves as a connector to various retail, restaurants, public schools and serves as a linear park in an area where land for parks is difficult to find.	<i>Noted and agreed</i>
6/20/2021	2050-A18	EB-5929	Belk Greenway Connector (Phase 1)	E Stonewall St at S Davidson St to S Kings Dr	Charlotte	Mecklenburg	HY 2025	Support	I am a daily recreational user of bicycle routes in and around Charlotte. The lack of connectivity and the danger of trying to ride through Uptown are two main impediments to my safe, frequent use of this mode of travel for more trips.	<i>Noted and agreed</i>
6/20/2021	2050-A23	EB-5782	McAlpine Creek Greenway	Green Rea Rd to Four Mile Creek Greenway	Charlotte	Mecklenburg	HY 2025	Support	I ride weekly on McAlpine Creek Greenway for recreation. I've ridden multiple times from Rea Rd west. This route gets significant use and is overcrowded. Upgrades and more connectivity will be excellent.	<i>Noted and agreed</i>
6/20/2021	2050-A17	EB-5970	Irwin Creek Greenway Eastern Extn	Existing Irwin Creek Greenway to Hamilton St	Mecklenburg	Mecklenburg	HY 2025	Support	I've return Irwin Creek Greenway for recreation. Extending and improving this route will be good for the local users and all Charlotte cyclists who want safe paths to ride.	<i>Noted and agreed</i>
7/9/2021	2050-A09	EB-5817	McDowell Creek Greenway	Magnolia Plaza to Westmoreland Rd	Cornelius	Mecklenburg	HY 2025	Support	There needs to be a safe way to cross Westmoreland Road that will connect the two sections of the McDowell Creek Greenway. Many people use this greenway with kids in strollers/bike trailers. Best case scenario, would be to tunnel under Westmoreland Road.	<i>Noted and agreed</i>
7/13/2021	2050-A01	EB-5818	US 21 Greenway Connector	Under US 21 (Turnersburg Hwy)	Statesville	Iredell	HY 2025	Oppose	How many people will actually utilize this trail to justify the cost? This is a waste of scarce resources to fund the idealized idea that hordes will utilize this path if it is built. How much of the general public will actually walk here? Less than 1%!	<i>Noted and disagreed – This greenway is being proposed as part of an overall corridor project. It is the intent of the CRTPO and location jurisdictions to provide active transportation facilities in the context of larger roadway projects.</i>

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**Table A-6: Active Transportation Corridor Comments/Responses:
June 17–July 14, 2021 (continued)**

Date	CTP Bike or Ped ID	Name	Jurisdiction	County	Classification	How do you feel about this corridor?	Comment	Response
7/1/2021	6503	Monroe Rd	Mecklenburg	Mecklenburg	On-Road	Support	Extend this from NC 51 to I-485. This is the most active corridor in Matthews and needs to be included.	Noted and agreed
7/9/2021	11862	Westmoreland Rd	Cornelius	Mecklenburg	Sidewalk	Support	Very dangerous road that is extremely difficult to cross. There should be a tunnel that connect the McDowell Creek greenway to the new greenway near the Westmoreland Rd. neighborhood	Noted and agreed
7/10/2021	6597	Idlewild Rd	Mint Hill	Mecklenburg	Multi-Use Paths	Oppose	This is an area I would use my bicycle to travel. Currently it is too dangerous to use my bicycle on.	Based on comment, looks to be in support instead of in opposition. Comment is noted and agreed with.
7/11/2021	13163	Weddington Rd	Wesley Chapel	Union	Sidewalk	Support	No way for people who live along 84 to get anywhere by feet or bicycle as 84 is too dangerous to do that on. Would be ideal if a pedestrian/bike path could connect Weddington Corners to Village Commons in Wesley Chapel	Noted and agreed
7/11/2021	7337	Weddington Rd	Weddington	Union	On-Road	Support	Our children do not have a safe route that allows them to walk to and from school and therefore it is discouraged. Having sidewalks along the roads around Weddington schools would have a huge impact on our community.	Noted and agreed
7/12/2021	7349	Greenway	Wesley Chapel	Union	Multi-Use Paths	Support	Yes! We need this. Residents here enjoy being outdoors! We would also love to have sidewalks along the roads of Weddington schools for our children to walk or ride bikes safely. Thank you!	Noted and agreed
7/12/2021	6503	Monroe Rd	Mecklenburg	Mecklenburg	On-Road	Support	Highly used pedestrian area.	Noted and agreed
7/12/2021	13129	Weddington Rd	Weddington	Union	Sidewalk	Support	Please add sidewalks around Weddington Schools!	Noted and agreed
7/12/2021	--	Sam Newell Rd	Matthews	Mecklenburg	Multi-Use Paths	Support	Support recent development	Noted and agreed

Youth Outreach Responses



Cost & Budget		Your Budget: \$50M	
My Budget Sheet			
Improvement Type		Cost (\$M)	Quantity
Add Road		\$10	3
Add Bike Lane		\$2	2
Add Sidewalk		\$2	
Add Path		\$3	3
Add Bus Stop		\$1	2
Add Bridge		\$5	1
NOTE: Cost is in millions of dollars.		GRAND TOTAL	\$50



Cost & Budget		Your Budget: \$50M	
My Budget Sheet			
Improvement Type		Cost (\$M)	Quantity
Add Road		\$10	
Add Bike Lane		\$2	5
Add Sidewalk		\$2	5
Add Path		\$3	1
Add Bus Stop		\$1	2
Add Bridge		\$5	4
NOTE: Cost is in millions of dollars.		GRAND TOTAL	\$48



Cost & Budget		Your Budget: \$50M	
My Budget Sheet			
Improvement Type		Cost (\$M)	Quantity
Add Road		\$10	3
Add Bike Lane		\$2	0
Add Sidewalk		\$2	1
Add Path		\$3	2
Add Bus Stop		\$1	2
Add Bridge		\$5	2
NOTE: Cost is in millions of dollars.		GRAND TOTAL	\$50



Cost & Budget		Your Budget: \$50M	
My Budget Sheet			
Improvement Type		Cost (\$M)	Quantity
Add Road		\$10	3
Add Bike Lane		\$2	2
Add Sidewalk		\$2	1
Add Path		\$3	1
Add Bus Stop		\$1	2
Add Bridge		\$5	1
NOTE: Cost is in millions of dollars.		GRAND TOTAL	\$46

Youth Outreach Responses (continued)

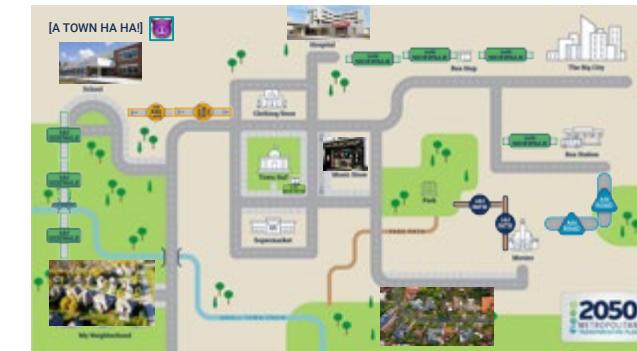


Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$20M
Add Bike Lane		\$2	3	\$6M
Add Sidewalk		\$2	3	\$6M
Add Path		\$3	3	\$9M
Add Bus Stop		\$1	3	\$3M
Add Bridge		\$5	1	\$5M
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$49M



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10		\$
Add Bike Lane		\$2	6	\$12
Add Sidewalk		\$2	9	\$18
Add Path		\$3	3	\$9
Add Bus Stop		\$1	5	\$5
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$49

Youth Outreach Responses (continued)



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$20
Add Bike Lane		\$2	2	\$4
Add Sidewalk		\$2	7	\$14
Add Path		\$3	2	\$6
Add Bus Stop		\$1	1	\$1
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$50



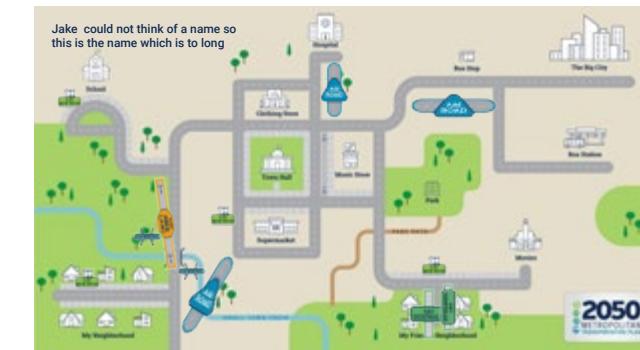
Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$25
Add Bike Lane		\$2		\$
Add Sidewalk		\$2	1	\$2
Add Path		\$3		\$
Add Bus Stop		\$1	1	\$1
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$35



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	3	\$30
Add Bike Lane		\$2	3	\$6
Add Sidewalk		\$2	1	\$2
Add Path		\$3	2	\$6
Add Bus Stop		\$1	1	\$1
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$50



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	4	\$40
Add Bike Lane		\$2	1	\$2
Add Sidewalk		\$2	0	\$
Add Path		\$3	0	\$
Add Bus Stop		\$1	3	\$3
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$50



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	3	\$30
Add Bike Lane		\$2	1	\$2
Add Sidewalk		\$2	2	\$4 mill
Add Path		\$3		\$
Add Bus Stop		\$1	3	\$ 3 mill
Add Bridge		\$5	1	5
NOTE: Cost is in millions of dollars.				GRAND TOTAL 49



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10		\$0
Add Bike Lane		\$2		\$0
Add Sidewalk		\$2		\$0
Add Path		\$3	9	\$27
Add Bus Stop		\$1	3	\$3
Add Bridge		\$5	2	\$10
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$40

Youth Outreach Responses (continued)



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	0	\$0
Add Bike Lane		\$2	5	\$10
Add Sidewalk		\$2	8	\$16
Add Path		\$3	4	\$12
Add Bus Stop		\$1	2	\$2
Add Bridge		\$5	2	\$10
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$50



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	3	30 mill
Add Bike Lane		\$2	0	\$
Add Sidewalk		\$2	0	\$
Add Path		\$3	5	15 mill
Add Bus Stop		\$1	0	\$
Add Bridge		\$5	1	5 mill
NOTE: Cost is in millions of dollars.				GRAND TOTAL 50 mill

Youth Outreach Responses (continued)



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	1	\$10
Add Bike Lane		\$2	1	\$2
Add Sidewalk		\$2	4	\$8
Add Path		\$3	2	\$6
Add Bus Stop		\$1	1	\$1
Add Bridge		\$5	2	\$10
NOTE: Cost is in millions of dollars.				GRAND TOTAL 28



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$20
Add Bike Lane		\$2	1	\$2
Add Sidewalk		\$2	4	\$8
Add Path		\$3	1	\$3
Add Bus Stop		\$1	5	\$5
Add Bridge		\$5	2	\$10
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$48 Million



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$20
Add Bike Lane		\$2	1	\$2
Add Sidewalk		\$2	4	\$8
Add Path		\$3	0	\$0
Add Bus Stop		\$1	1	\$1
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$36



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	1	\$
Add Bike Lane		\$2	5	10\$
Add Sidewalk		\$2	6	12\$
Add Path		\$3	2	6\$
Add Bus Stop		\$1	3	3\$
Add Bridge		\$5	2	10\$
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$47



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	3	\$30
Add Bike Lane		\$2	1	\$2
Add Sidewalk		\$2	1	\$2
Add Path		\$3	1	\$3
Add Bus Stop		\$1	0	\$0
Add Bridge		\$5	0	\$0
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$37



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$20
Add Bike Lane		\$2	2	\$4
Add Sidewalk		\$2	5	\$10
Add Path		\$3	2	\$6
Add Bus Stop		\$1	0	\$0
Add Bridge		\$5	2	\$10
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$50,000,000

Youth Outreach Responses (continued)



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$20
Add Bike Lane		\$2	2	\$4
Add Sidewalk		\$2	5	\$10
Add Path		\$3	2	\$6
Add Bus Stop		\$1	0	\$0
Add Bridge		\$5	2	\$10
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$50,000,000



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	1	\$10
Add Bike Lane		\$2	3	\$6
Add Sidewalk		\$2	2	\$4
Add Path		\$3	1	\$3
Add Bus Stop		\$1	3	\$3
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$31

Youth Outreach Responses (continued)



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	1	\$10
Add Bike Lane		\$2	5	\$10
Add Sidewalk		\$2	4	\$8
Add Path		\$3	3	\$9
Add Bus Stop		\$1	5	\$5
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL 38 Million \$



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	3	\$30
Add Bike Lane		\$2	4	\$8
Add Sidewalk		\$2	3	\$6
Add Path		\$3	1	\$3
Add Bus Stop		\$1	1	\$1
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$50



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$20
Add Bike Lane		\$2	1	\$2
Add Sidewalk		\$2		\$
Add Path		\$3	1	\$3
Add Bus Stop		\$1	1	\$1
Add Bridge		\$5	3	\$15
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$41



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	3	\$30
Add Bike Lane		\$2		\$
Add Sidewalk		\$2	1	\$
Add Path		\$3		\$
Add Bus Stop		\$1		\$
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$37



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	3	\$30
Add Bike Lane		\$2	2	\$4
Add Sidewalk		\$2	2	\$4
Add Path		\$3	1	\$3
Add Bus Stop		\$1	1	\$1
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$47



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$20
Add Bike Lane		\$2	2	\$4
Add Sidewalk		\$2		\$
Add Path		\$3	1	\$3
Add Bus Stop		\$1	3	\$3
Add Bridge		\$5	2	\$10
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$40

Youth Outreach Responses (continued)



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	1	\$10
Add Bike Lane		\$2	2	\$4
Add Sidewalk		\$2	3	\$6
Add Path		\$3	2	\$6
Add Bus Stop		\$1	4	\$4
Add Bridge		\$5	2	\$10
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$40

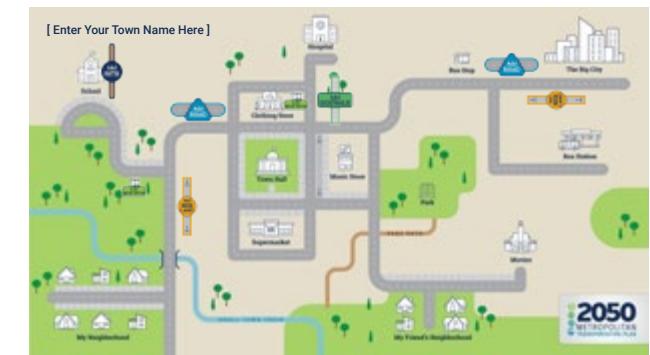


Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	3	\$30
Add Bike Lane		\$2	4	\$8
Add Sidewalk		\$2	0	\$0
Add Path		\$3	2	\$6
Add Bus Stop		\$1	1	\$1
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$50

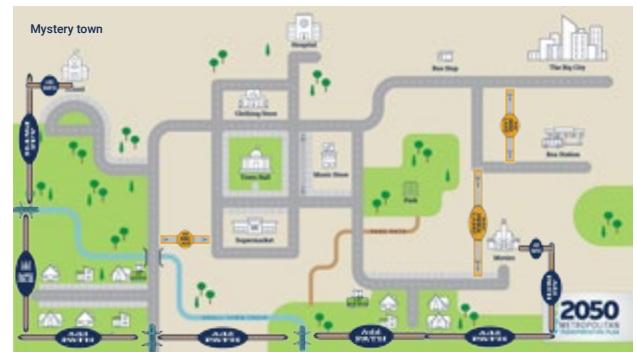
Youth Outreach Responses (continued)



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$20
Add Bike Lane		\$2	2	\$4
Add Sidewalk		\$2	2	\$4
Add Path		\$3	0	\$0
Add Bus Stop		\$1	5	\$5
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$38



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$10
Add Bike Lane		\$2	2	\$2
Add Sidewalk		\$2	2	\$2
Add Path		\$3	1	\$3
Add Bus Stop		\$1	2	\$2
Add Bridge		\$5		\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$19 million



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	0	\$0
Add Bike Lane		\$2	3	\$6
Add Sidewalk		\$2	0	\$0
Add Path		\$3	9	\$27
Add Bus Stop		\$1	2	\$2
Add Bridge		\$5	3	\$15
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$35



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	1	\$10
Add Bike Lane		\$2	6	\$12
Add Sidewalk		\$2	3	\$6
Add Path		\$3	2	\$6
Add Bus Stop		\$1	3	\$3
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$43



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	1	\$10
Add Bike Lane		\$2	1	\$2
Add Sidewalk		\$2		\$0
Add Path		\$3		\$0
Add Bus Stop		\$1	3	\$30
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.				GRAND TOTAL \$48



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	1	\$10
Add Bike Lane		\$2	0	\$0
Add Sidewalk		\$2	4	\$8
Add Path		\$3	6	\$18
Add Bus Stop		\$1	1	\$1
Add Bridge		\$5	2	\$10
NOTE: Cost is in millions of dollars. Remaining 3 million can go to Levens Children Hospital				GRAND TOTAL \$47\$

Youth Outreach Responses (continued)

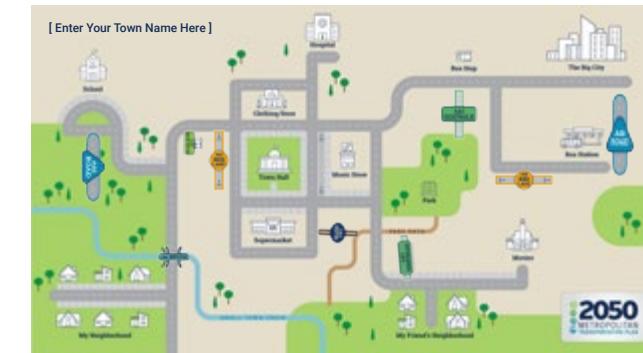


Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$20
Add Bike Lane		\$2	4	\$8
Add Sidewalk		\$2	5	\$10
Add Path		\$3		\$
Add Bus Stop		\$1	3	\$3
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.		GRAND TOTAL		\$45



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10		\$
Add Bike Lane		\$2		\$
Add Sidewalk		\$2	3	\$
Add Path		\$3		\$
Add Bus Stop		\$1	2	\$1
Add Bridge		\$5	1	\$
NOTE: Cost is in millions of dollars.		GRAND TOTAL		\$12

Youth Outreach Responses (continued)



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$20
Add Bike Lane		\$2	2	\$4
Add Sidewalk		\$2	2	\$4
Add Path		\$3	2	\$6
Add Bus Stop		\$1	1	\$1
Add Bridge		\$5	1	\$5
NOTE: Cost is in millions of dollars.		GRAND TOTAL		\$40



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	1	\$10
Add Bike Lane		\$2	1	\$2
Add Sidewalk		\$2	1	\$2
Add Path		\$3		\$
Add Bus Stop		\$1	1	\$1
Add Bridge		\$5		\$
NOTE: Cost is in millions of dollars.		GRAND TOTAL		\$15



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	1	\$10M
Add Bike Lane		\$2	3	\$6M
Add Sidewalk		\$2	9	\$18M
Add Path		\$3	3	\$9M
Add Bus Stop		\$1	2	\$2M
Add Bridge		\$5	1	\$5M
NOTE: Cost is in millions of dollars.		GRAND TOTAL		\$50M



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	1	\$10
Add Bike Lane		\$2	3	\$6
Add Sidewalk		\$2	1	\$2
Add Path		\$3		\$
Add Bus Stop		\$1	3	\$3
Add Bridge		\$5	1	5
NOTE: Cost is in millions of dollars.		GRAND TOTAL		\$35



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	1	\$10
Add Bike Lane		\$2	1	\$2
Add Sidewalk		\$2	4	\$8
Add Path		\$3	1	\$1
Add Bus Stop		\$1	3	\$3
Add Bridge		\$5	5	\$25
NOTE: Cost is in millions of dollars.		GRAND TOTAL		\$49



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	2	\$20
Add Bike Lane		\$2		\$
Add Sidewalk		\$2		\$
Add Path		\$3		\$
Add Bus Stop		\$1	1	\$1
Add Bridge		\$5		\$5
NOTE: Cost is in millions of dollars.		GRAND TOTAL		\$21

Youth Outreach Responses (continued)



Cost & Budget		Your Budget: \$50M		
My Budget Sheet				
Improvement Type		Cost (\$M)	Quantity	TOTAL (Cost x Quantity)
Add Road		\$10	1	\$10
Add Bike Lane		\$2		\$
Add Sidewalk		\$2	3	\$6
Add Path		\$3	7	\$21
Add Bus Stop		\$1	3	\$3
Add Bridge		\$5	2	10
NOTE: Cost is in millions of dollars.		GRAND TOTAL	\$50	

B

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Appendix B

Environmental Justice Analysis

Description

Figure B-1: American Indian Population

B-2

Figure B-2: Asian Population

B-3

Figure B-3: Black/African American Population

B-4

Figure B-4: Hispanic/Latino Population

B-5

Figure B-5: Limited English Proficiency

B-6

Figure B-6: Population Below Poverty Level

B-7

Figure B-1 American Indian Population

LEGEND

- Fiscally Constrained Roadway Projects
- ▲ Committed Active Transportation Projects

American Indian Population

- No Population Present
- Less than 1%
- 1% - 2%
- More than 2%

CRTPO Planning Area
County Boundary

Source

2019 American Community Survey,
3-Year Estimates

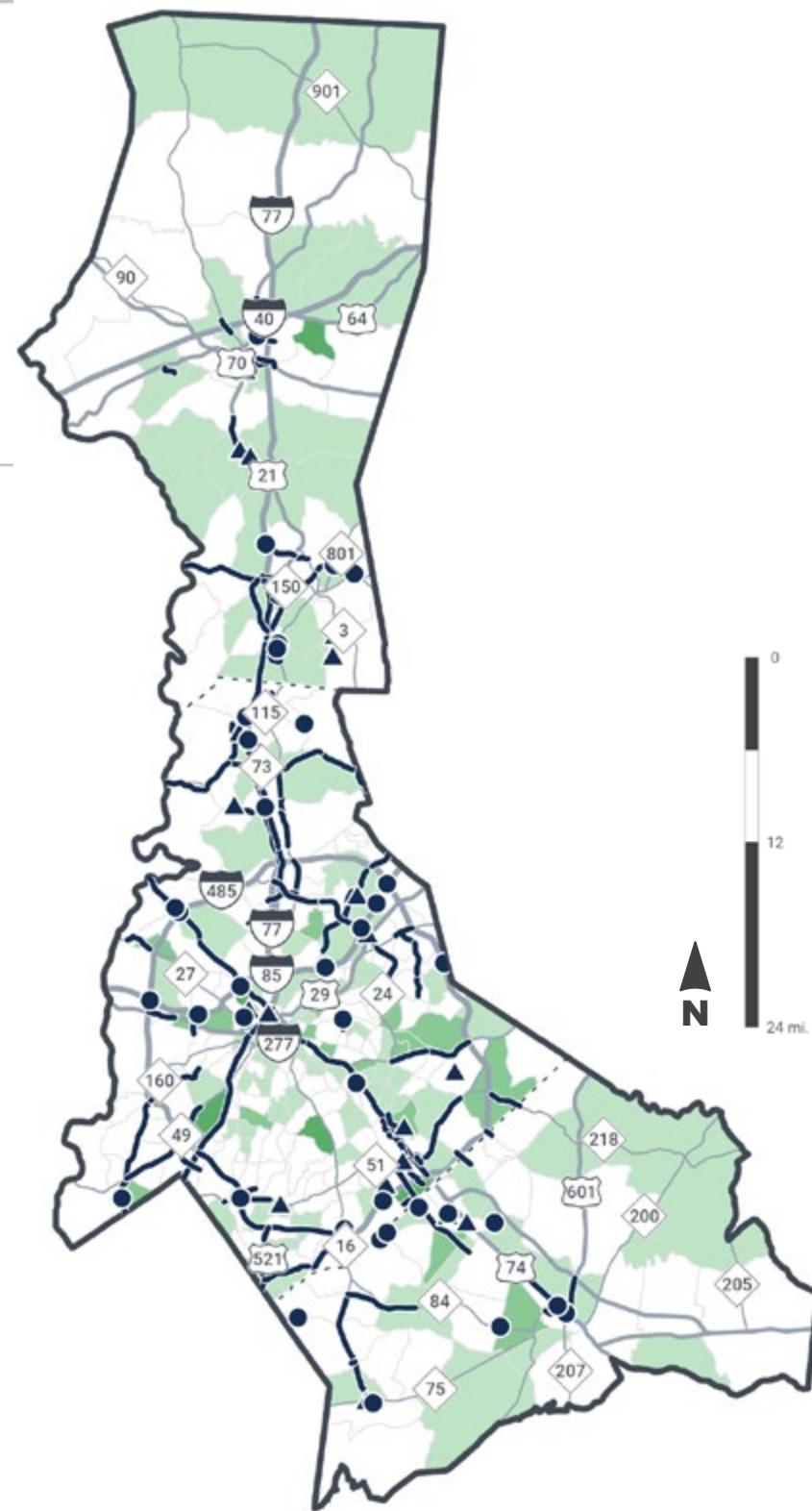


Figure B-2 Asian Population

LEGEND

- Fiscally Constrained Roadway Projects
- ▲ Committed Active Transportation Projects

Asian Population

- No Population Present
- Less than 5%
- 5% - 10%
- 11% - 25%
- More than 25%

CRTPO Planning Area
County Boundary

Source

2019 American Community Survey,
3-Year Estimates

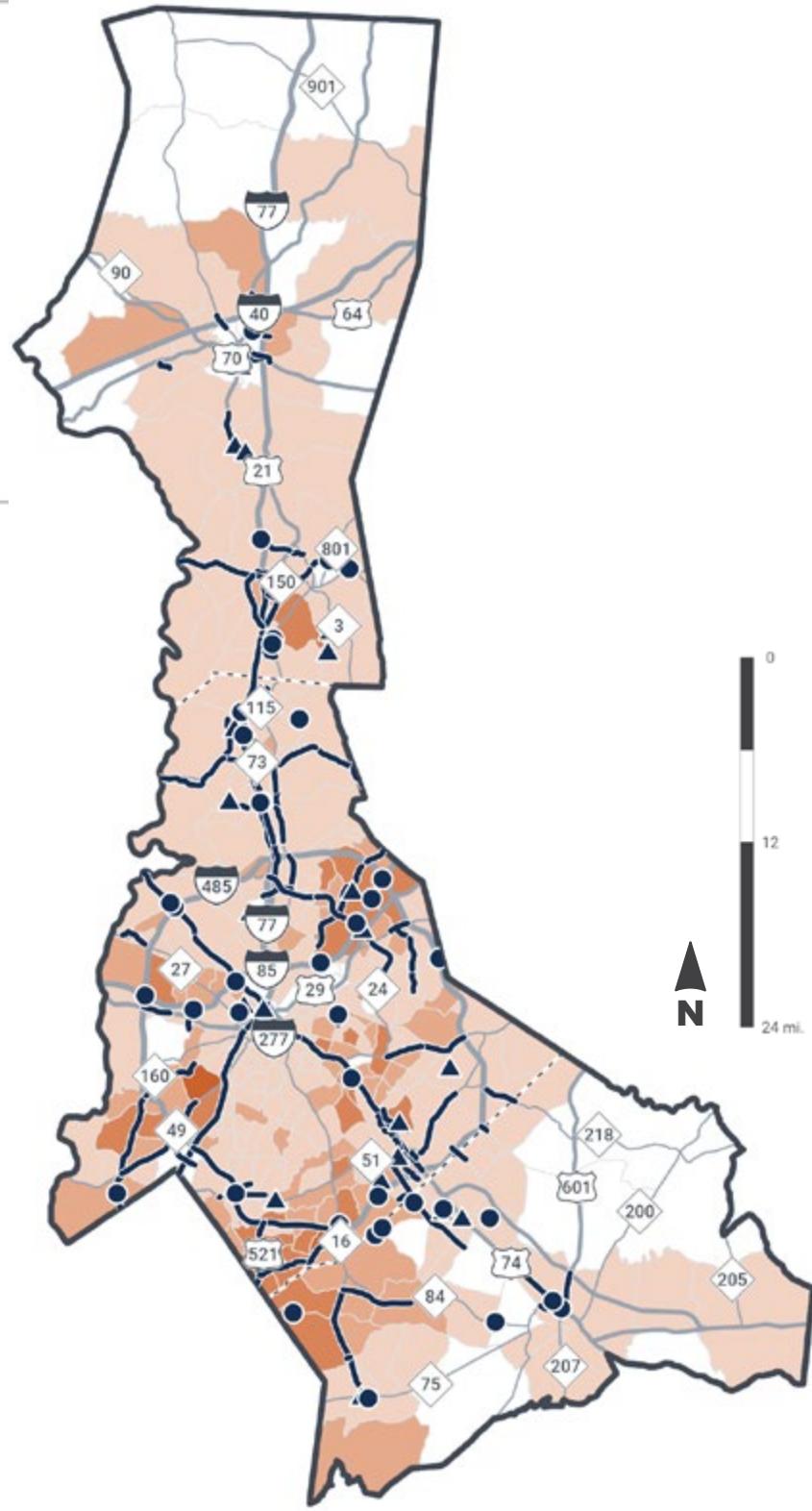


Figure B-3 Black/African American Population

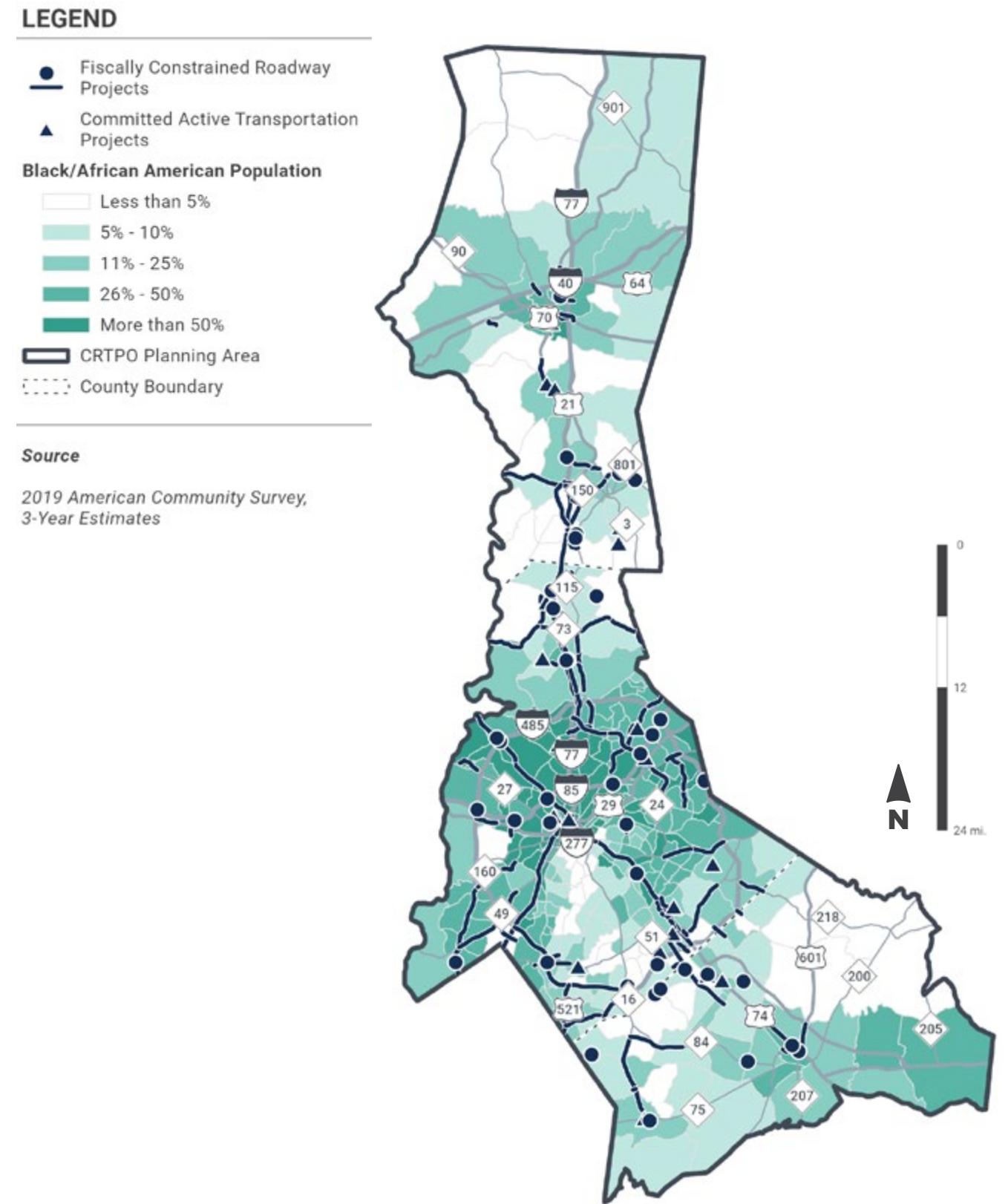


Figure B-4 Hispanic/Latino Population

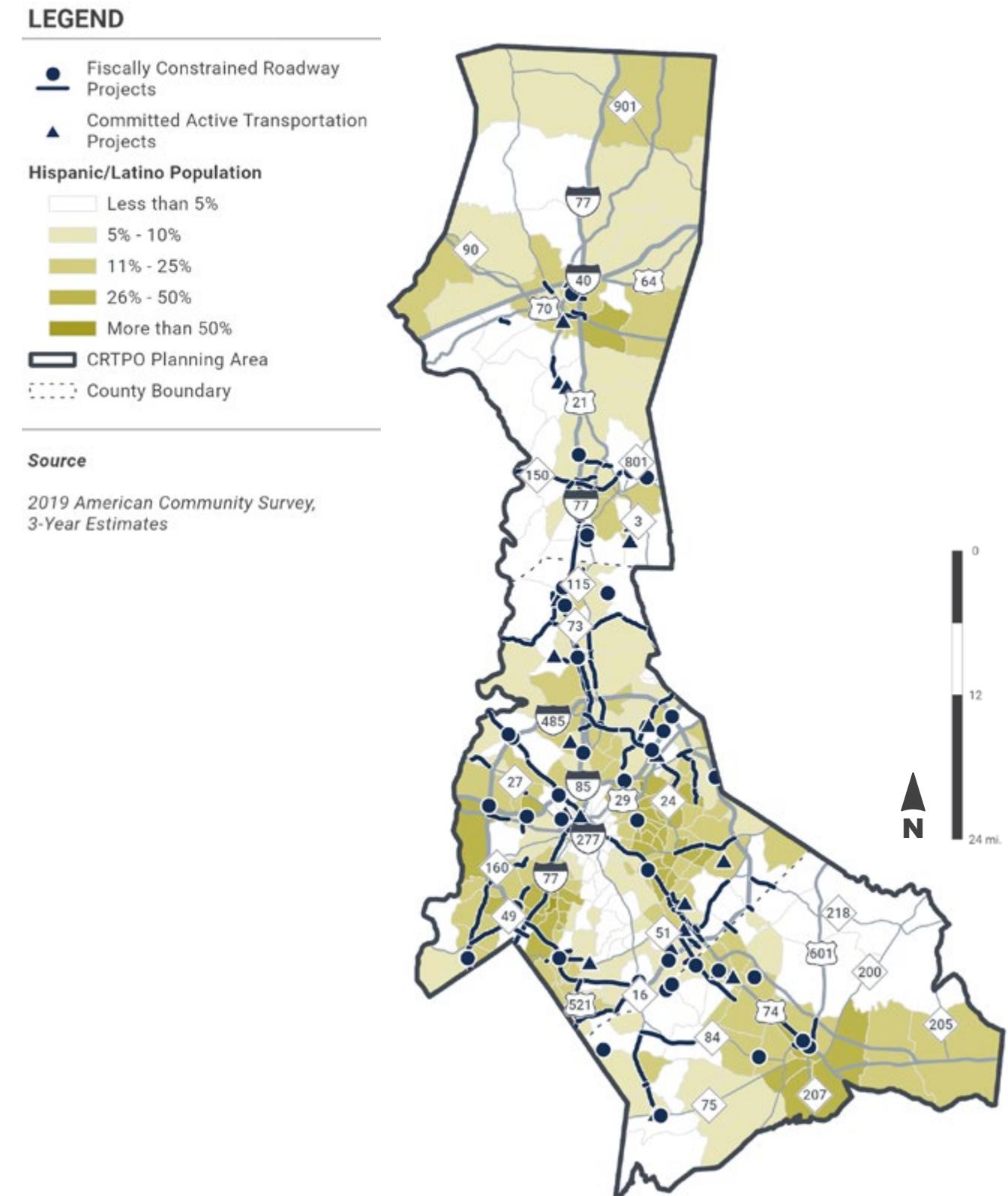


Figure B-5 Limited English Proficiency

LEGEND

- Fiscally Constrained Roadway Projects
- ▲ Committed Active Transportation Projects

Limited English Proficiency Households

- No Population Present
- Less than 5%
- 5% - 10%
- 11% - 25%
- More than 25%

CRTPO Planning Area

County Boundary

Source

2019 American Community Survey,
3-Year Estimates

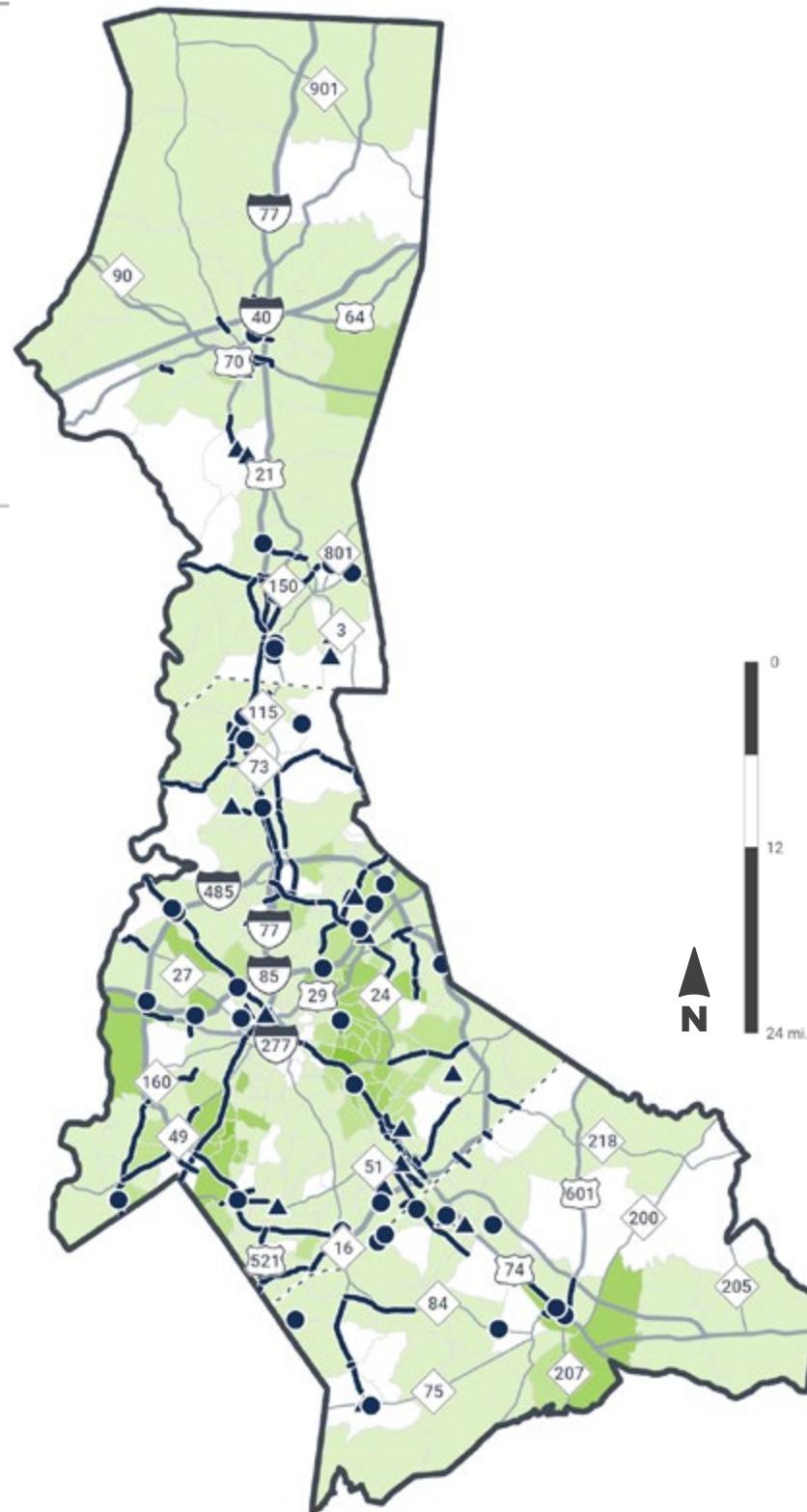


Figure B-6 Population Below Poverty Level

LEGEND

- Fiscally Constrained Roadway Projects
- ▲ Committed Active Transportation Projects

Percent Below Poverty

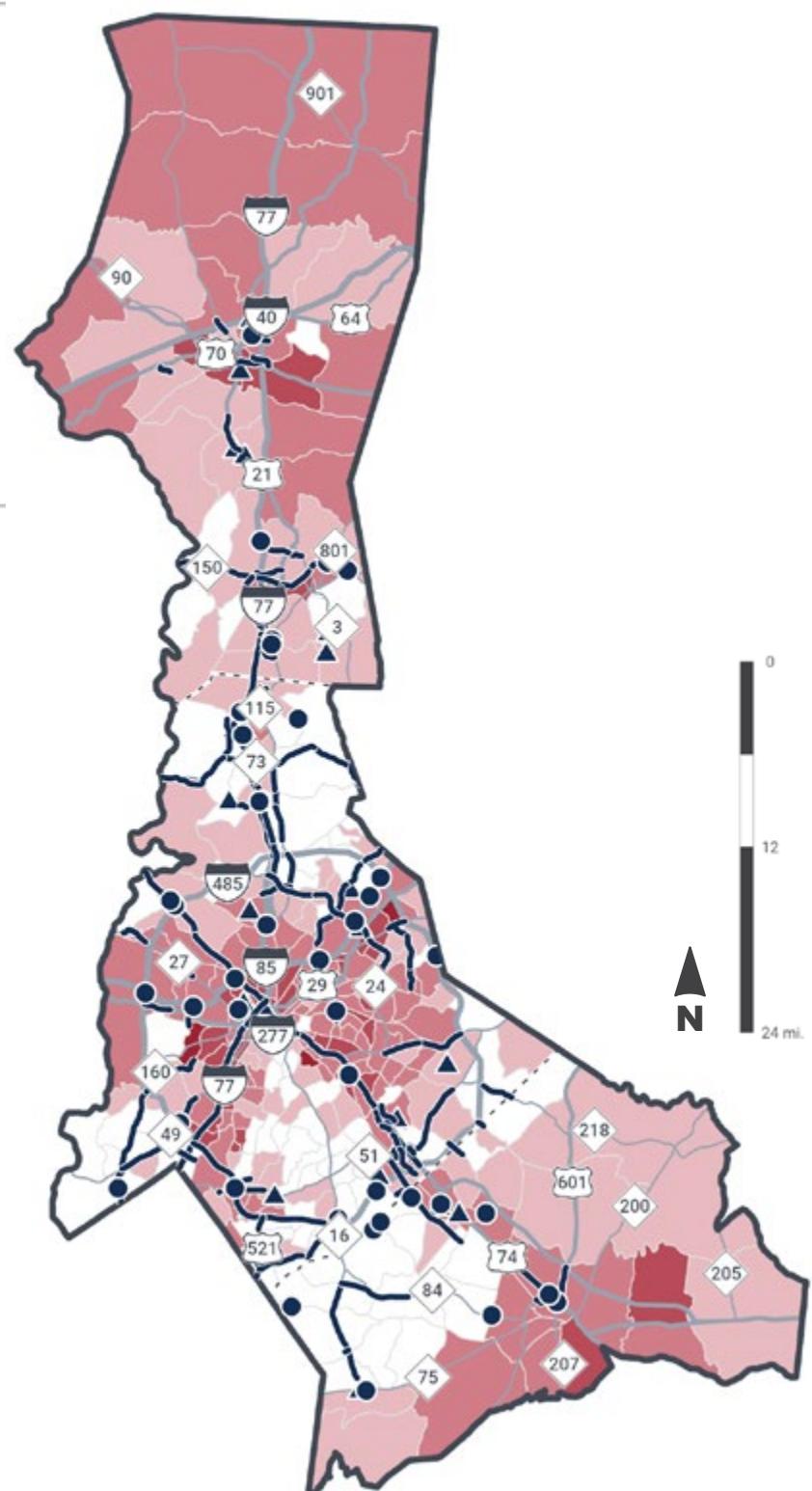
- Less than 5%
- 5% - 10%
- 11% - 25%
- 26% - 50%
- More than 50%

CRTPO Planning Area

County Boundary

Source

2019 American Community Survey,
3-Year Estimates





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Appendix C

Public Transportation

Description	Page No.
Figure C-1: CRTPO Planning Area Transit Routes	C-2
CONNECT Beyond CRTPO Recommendations	C-3

Figure C-1 CRTPO Planning Area Transit Routes

LEGEND

CATS Routes

- LYNX Blue Line
- LYNX Gold Line, Phase I & II
- LYNX Gold Line, Future Phase
- LYNX Red Line (Proposed)
- LYNX Silver Line (Proposed)
- Bus Routes

ICATS Routes

- Mooresville Main Route
- Statesville Bloom Route
- Park & Ride (CATS, ICATS)
- Lake Norman
- CRTPO Planning Area
- County Boundary

Source

City of Charlotte, Iredell County

Notes

ICATS operates an express route from the Gateway Center Park and Ride at Exit 49B (I-77) to the Charlotte Transportation Center as well as an on-demand service (not shown).

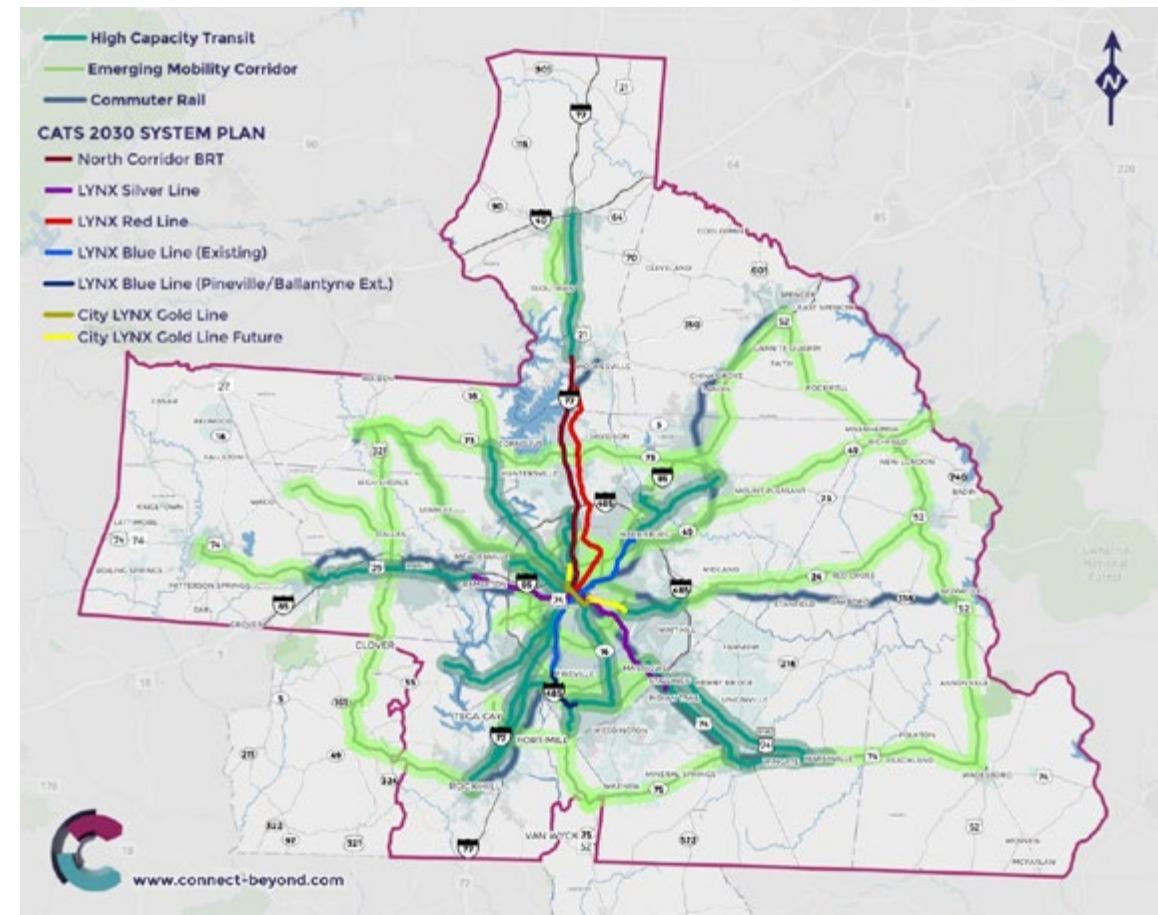


CONNECT Beyond CRTPO Recommendations

Strategic Mobility Corridors

CONNECT Beyond identified and recommends 12 HCT Corridors, four Initial Commuter Rail Corridors, three Long-Term Commuter Rail Corridors, and 17 Emerging Mobility Corridors within the CRTPO area. This section covers each corridor in detail and Figure 4 depicts all the mobility corridors identified for the region.

Figure 4: CONNECT Beyond Mobility Corridors



The proposed network presented by the plan requires incremental steps to build the ridership, adopt the policies, and transform the communities around mobility corridors into transit-friendly environments that support a productive transit network. The recommended steps for implementing mobility corridors include general service improvements and line expansions for existing transit, changes in land use strategies to support denser and more walkable environments along transit corridors, and implementing mobility hubs. The recommendations range from an immediate to long-term implementation timeframe, with the initial steps crafted to support long-term success.

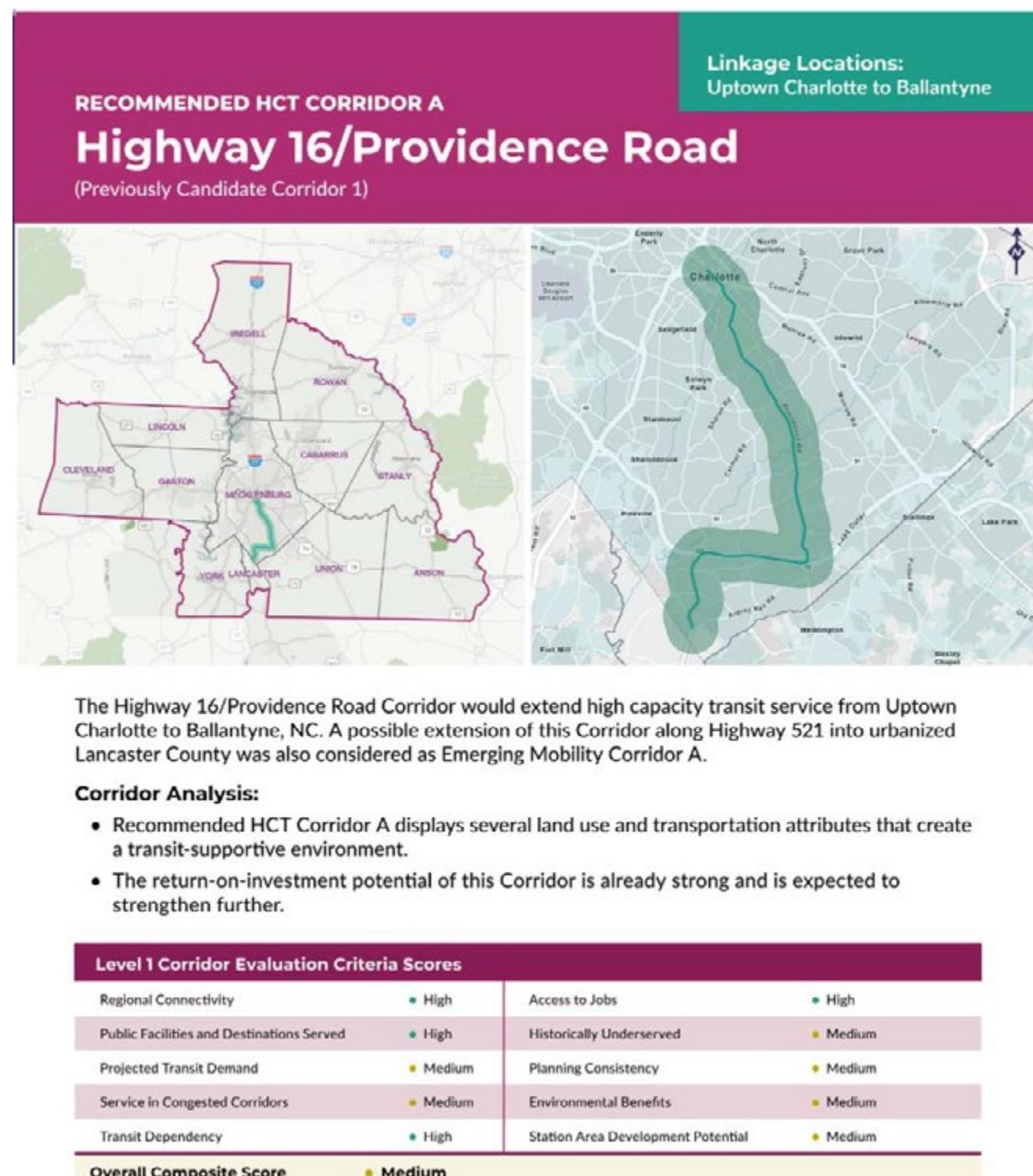
In general, the identified corridors are well positioned for HCT given the composite score reached after evaluating 10 criteria, outlined in Figure 5. The linkages, justification, and rating scores for each of the identified corridors are described in the corridor profiles below.

CONNECT Beyond CRTPO Recommendations (continued)

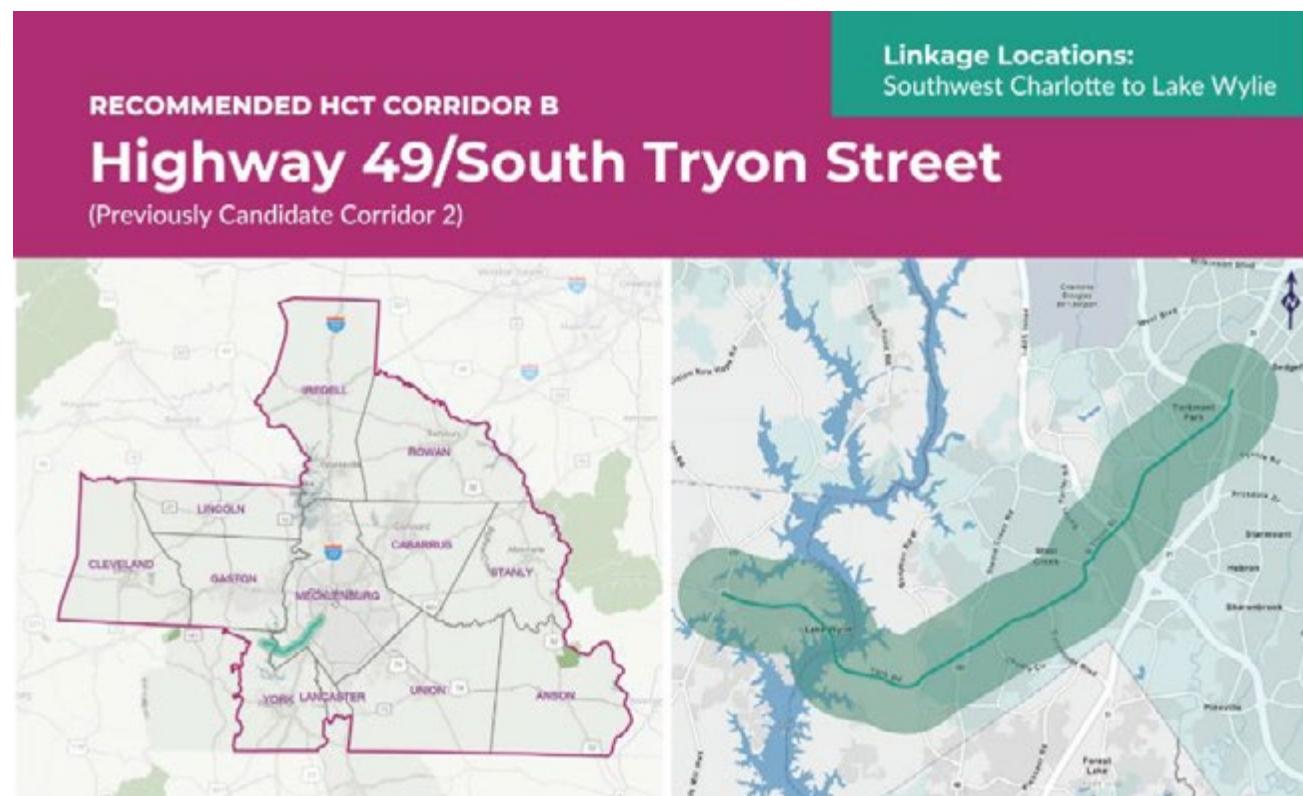
Figure 5: HCT Corridor Identification Criteria

Guiding Principles	Evaluation Criteria	Measure	Method
Creating Mobility Choice	Regional Connectivity	Network integration and operational flexibility	Regional transit system connectivity and operational flexibility to meet future demand
	Public Facilities and Destinations Served	Access to public facilities	Number of public facilities and destinations, within a one-mile radius of a proposed alignment
Preparing for Future Growth	Projected Transit Demand	Future population and employment served (forecast for 2045)	Future population and Employment within one mile of the corridor
	Service in Congested Corridors	Projected congestion in corridor (2045)	Quantitative assessment of highly congested highway and arterial mileage
Advancing Equity	Transit Dependency	Service to households likely to use public transportation (zero- and one-car households)	Percentage of corridor serving census tracts with zero- and one-car households
	Access to Jobs	Projected job growth in corridor	Comparative summary of job growth by job classification within each candidate HCT corridor
Aligning Plans and Local Visions	Opportunities for Historically Underserved Populations	Service to households with incomes below the federal poverty threshold	Assessment of access to opportunities for historically underserved populations
	Land Use and Transportation Plan Consistency	Corridor consistency with local land use and transportation plans	Compatibility of potential HCT transit corridors with local and regional land use and transportation plans
Planning for Implementation	Environmental Benefits	Built, Natural, and Social Environments	Qualitative assessment of a candidate corridor's ability to improve environmental conditions within the corridor served
	Station Area Development Potential	Transit-supportive economic development	Qualitative assessment of corridor development potential

CONNECT Beyond CRTPO Recommendations (continued)



CONNECT Beyond CRTPO Recommendations (continued)



The Highway 49/South Tryon Street Corridor would extend high capacity transit service from Southwest Charlotte to Lake Wylie, SC along Highway 49 Southwest. A possible future connection could be to extend service along Highway 49 to York, SC.

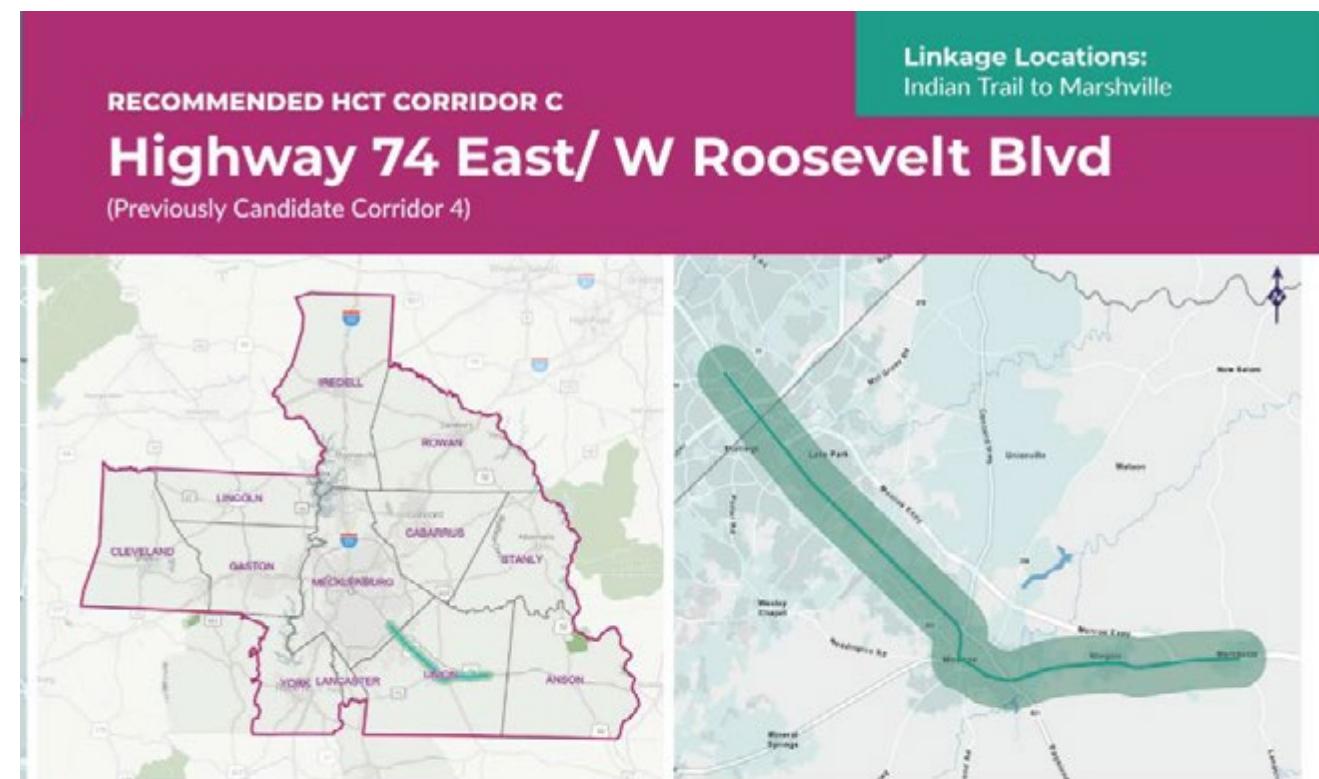
Corridor Analysis:

- South Tryon Street in Charlotte/Mecklenburg County is a rapidly urbanizing corridor including housing, retail, commercial, and industrial and logistics warehousing south of Charlotte-Douglas International Airport.
- Presence of institutional anchors along with reasonable land prices suggests this Corridor will continue to grow.
- Existing right-of-way allows for design flexibility to adapt a HCT corridor investment to existing and future conditions.

Level 1 Corridor Evaluation Criteria Scores

Regional Connectivity	● Medium	Access to Jobs	● Medium
Public Facilities and Destinations Served	● Low	Historically Underserved	● Medium
Projected Transit Demand	● Medium	Planning Consistency	● Medium
Service in Congested Corridors	● Low	Environmental Benefits	● Medium
Transit Dependency	● Medium	Station Area Development Potential	● Medium
Overall Composite Score		● Medium	

CONNECT Beyond CRTPO Recommendations (continued)



The Highway 74 East/W Roosevelt Blvd Corridor would extend high capacity transit service from the Indian Trail, NC to Marshville, NC along Highway 74/Roosevelt Boulevard. A possible extension of this Corridor from Marshville to Wadesboro was also considered and advanced as Emerging Mobility Corridor C.

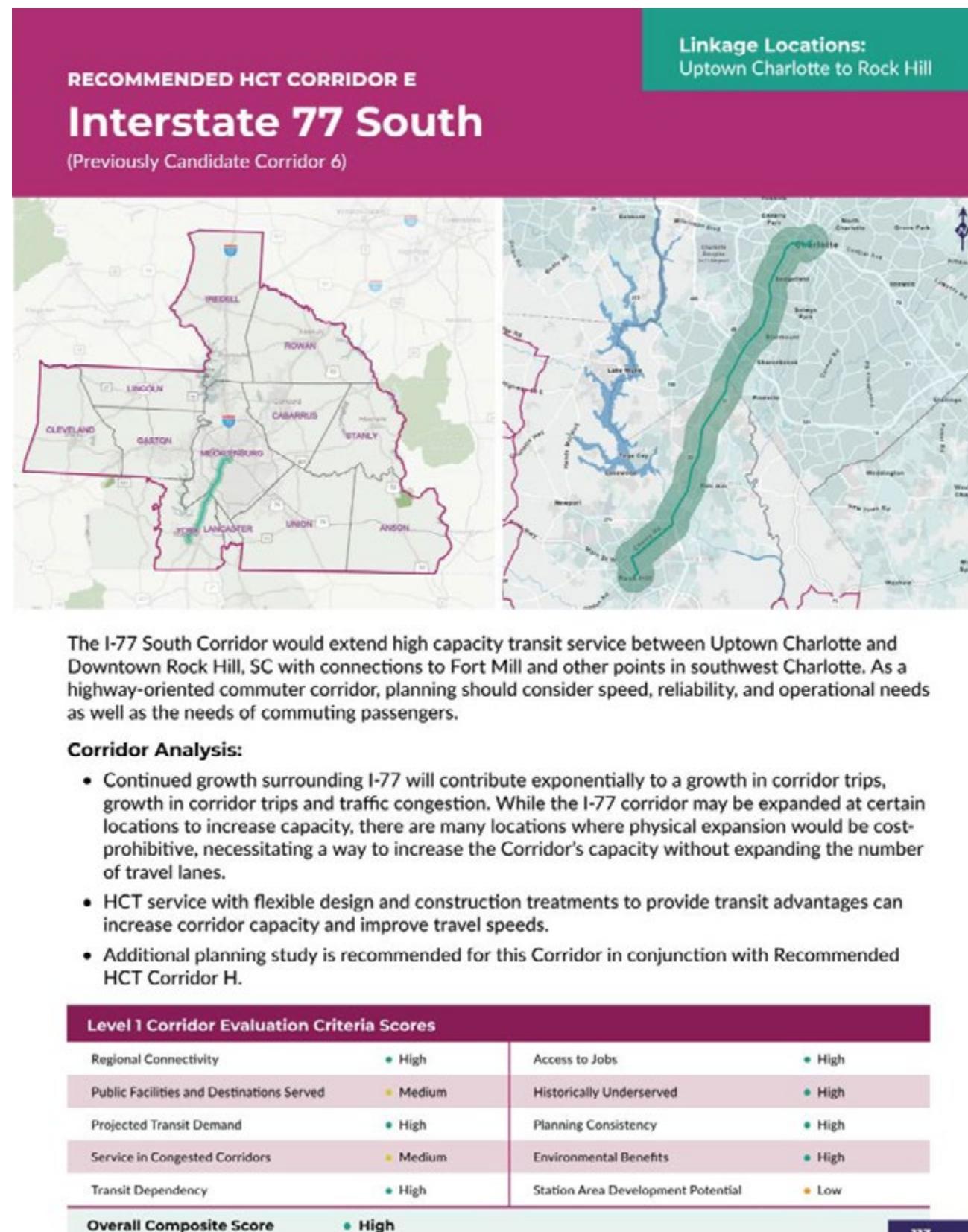
Corridor Analysis:

- This Corridor displays several land use and transportation attributes that create a transit-supportive environment.
- As an alternate option to Recommended HCT Corridor M, the tradeoff between this Corridor and the Corridor M is one of speed versus access.
- Residential and employment growth forecasts support growing demand for frequent, expedient transit service and institutions like Wingate University.
- Future trip patterns suggest growing volume of trips to Uptown Charlotte and points along the Corridor.
- Additional planning study is recommended for this Corridor in conjunction with Recommended HCT Corridor M to determine the optimal assignment of future HCT services.

Level 1 Corridor Evaluation Criteria Scores

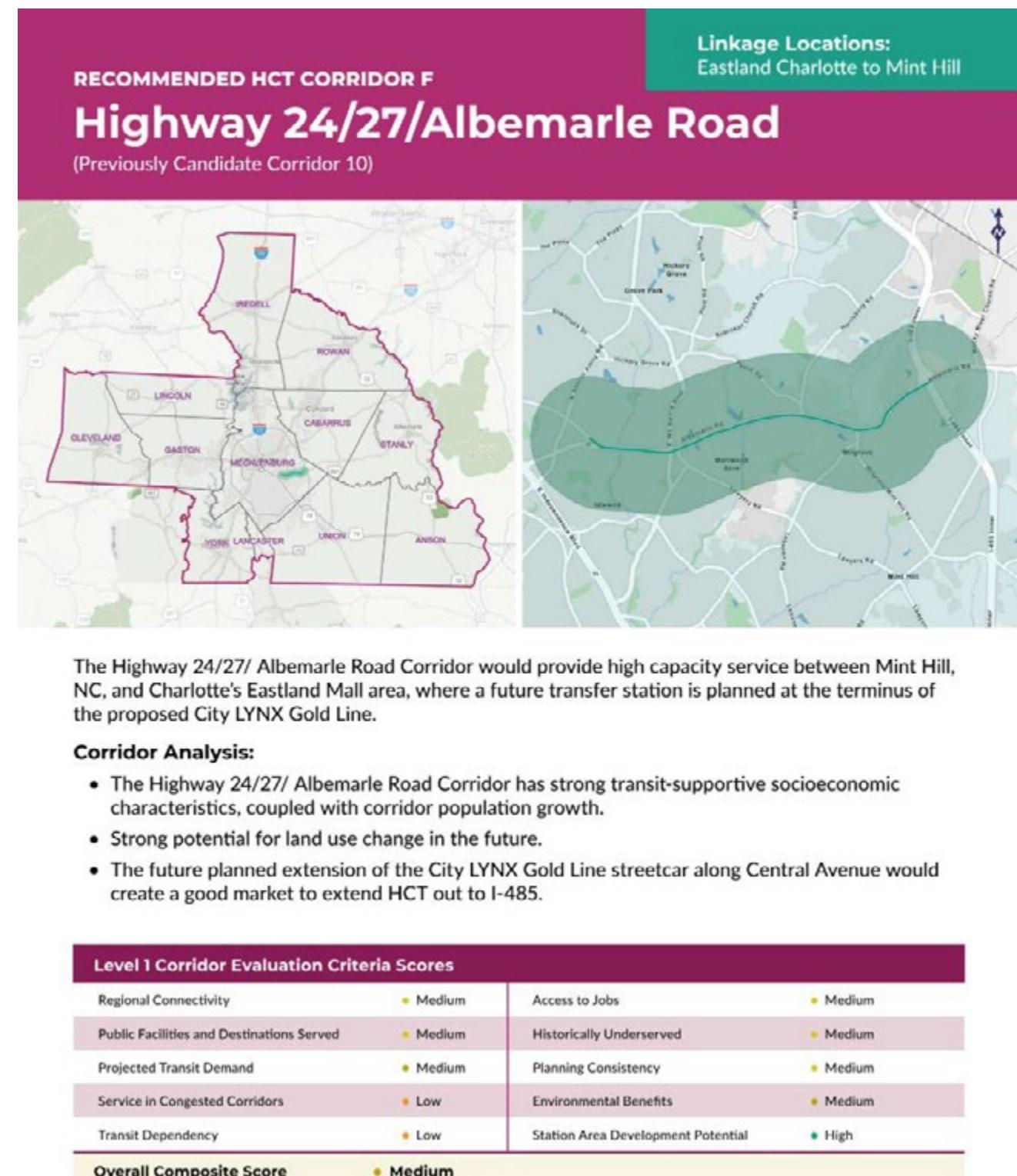
Regional Connectivity	● Low	Access to Jobs	● High
Public Facilities and Destinations Served	● High	Historically Underserved	● Medium
Projected Transit Demand	● High	Planning Consistency	● Medium
Service in Congested Corridors	● Medium	Environmental Benefits	● Medium
Transit Dependency	● Medium	Station Area Development Potential	● High
Overall Composite Score		● Medium	

CONNECT Beyond CRTPO Recommendations (continued)



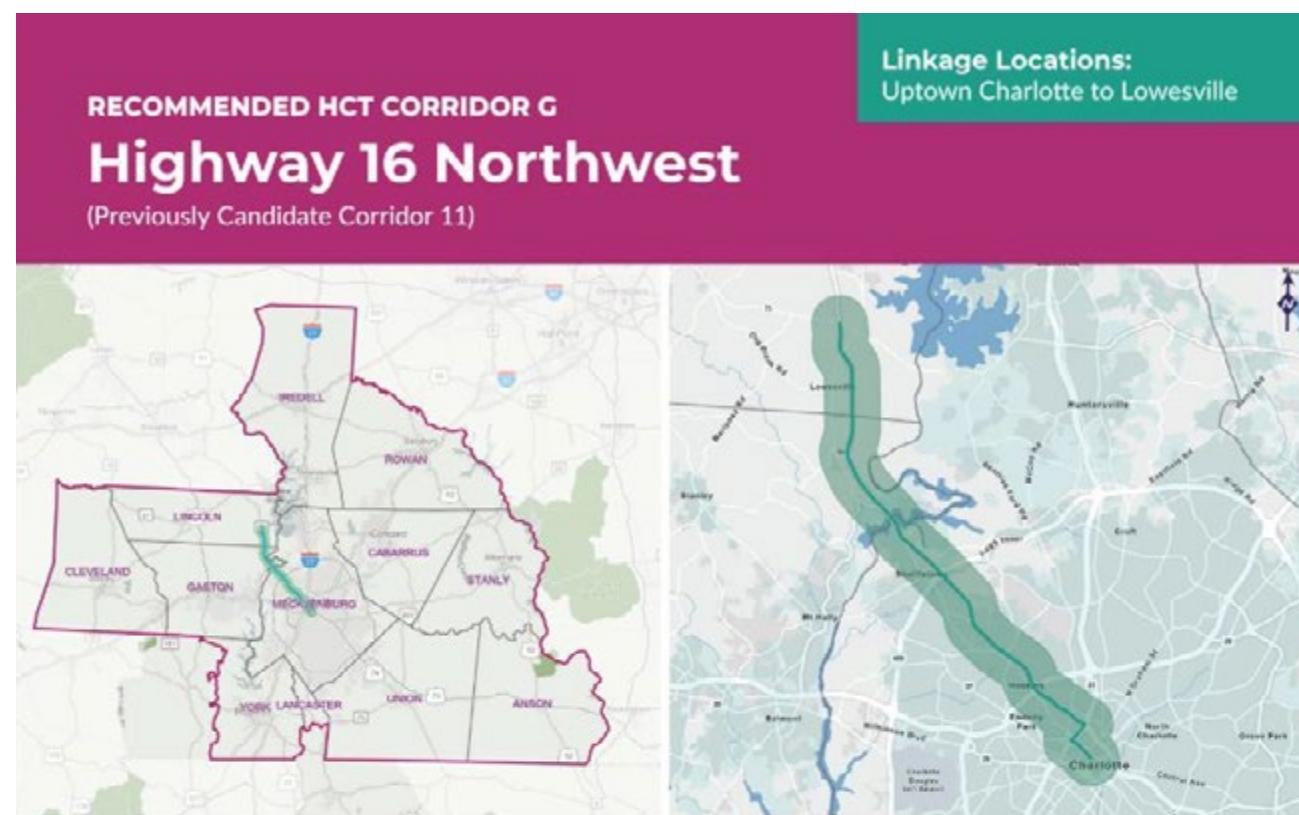
16 CONNECT Beyond CRTPO Profile

CONNECT Beyond CRTPO Recommendations (continued)



17 CONNECT Beyond CRTPO Profile

CONNECT Beyond CRTPO Recommendations (continued)



The Highway 16 Northwest Corridor would establish high capacity transit service between Uptown Charlotte and Lowesville, NC. A possible extension of this Corridor that would connect Lowesville to Denver, NC was also considered and advanced as Emerging Mobility Corridor I.

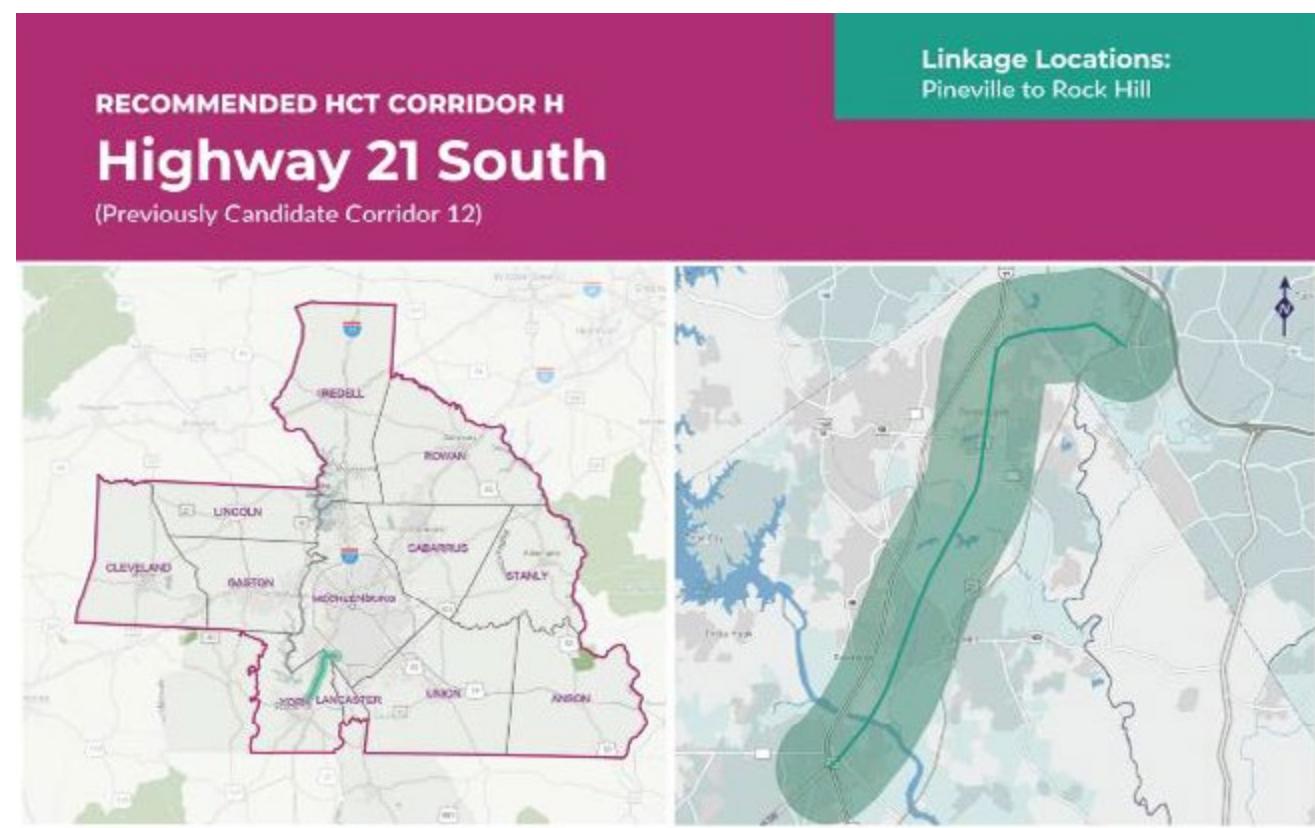
Corridor Analysis:

- Population growth surrounding the Highway 16 Northwest Corridor suggests a growing transit market, particularly between Uptown Charlotte and the intersection of Highway 16 Northwest/ Highway 73.
- Limited Catawba River crossings coupled with increased growth around this Corridor will create traffic bottlenecks. High capacity transit along this Corridor could offer alternative mobility options to travelers to bypass such congestion.

Level 1 Corridor Evaluation Criteria Scores

Regional Connectivity	● Medium	Access to Jobs	● Medium
Public Facilities and Destinations Served	● Medium	Historically Underserved	● Medium
Projected Transit Demand	● Medium	Planning Consistency	● Medium
Service in Congested Corridors	● High	Environmental Benefits	● Medium
Transit Dependency	● Low	Station Area Development Potential	● Medium
Overall Composite Score	● Medium		

CONNECT Beyond CRTPO Recommendations (continued)



The Highway 21 South Corridor would provide high capacity transit service between Pineville, NC, and Rock Hill, SC. Previously, the Rock Hill-Fort Mill Area Transportation Study (RFATS) considered Highway 21 between Rock Hill and Pineville as a potential BRT corridor. This Corridor is considered in the context of the Interstate 77 South travel shed between Rock Hill and Charlotte.

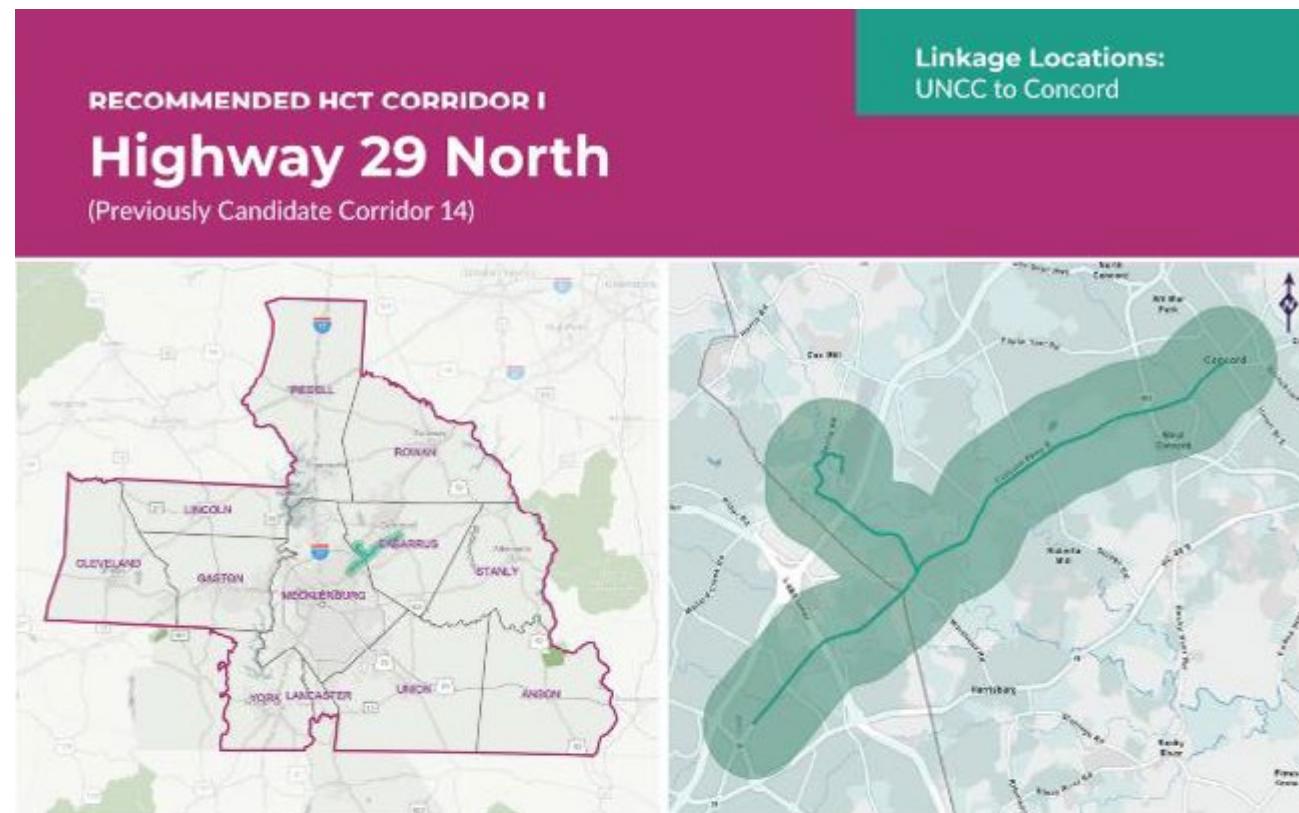
Corridor Analysis:

- Planned as part of the RFATS regional transportation investment strategy.
- Growth of Rock Hill, Fort Mill, Kingsley/Baxter, and Pineville coupled with the future LYNX Blue Line extension creates an opportunity for HCT services extending further south.
- The Highway 21 Corridor greatly improves access to adjacent communities and nearby institutions that would not be served by HCT service on I-77 only.
- Travel patterns within the Highway 21 Corridor suggest a market for service to office and industrial technology parks along I-485 in Pineville/Ballantyne and Fort Mill.

Level 1 Corridor Evaluation Criteria Scores

Regional Connectivity	● High	Access to Jobs	● Medium
Public Facilities and Destinations Served	● High	Historically Underserved	● Medium
Projected Transit Demand	● Medium	Planning Consistency	● High
Service in Congested Corridors	● Medium	Environmental Benefits	● Medium
Transit Dependency	● Medium	Station Area Development Potential	● High
Overall Composite Score	● Medium		

CONNECT Beyond CRTPO Recommendations (continued)



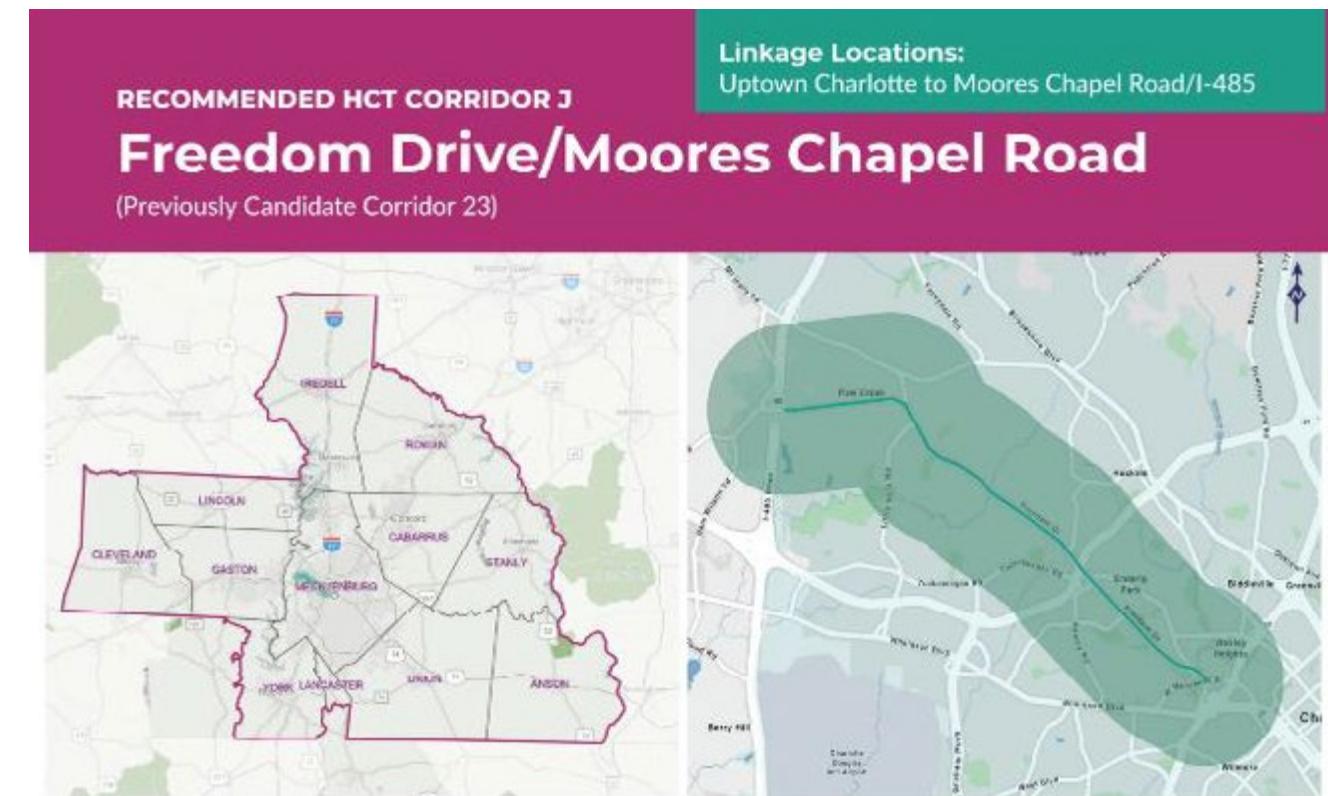
The Highway 29 North Corridor would extend high capacity transit from the current LYNX Blue Line northern terminus at UNCC north to Concord, NC. Two route options are possible: an extension to the Concord-Padgett Regional Airport and/or an extension that provides service directly into Downtown Concord, NC.

Corridor Analysis:

- As the cities of Charlotte and Concord converge around I-485, coupled with regionally-significant anchor land uses like UNCC, Concord Mills, and the Charlotte Motor Speedway, it is foreseeable that Highway 29 North will experience significant corridor growth both in terms of population and employment.
- The Highway 29 North Corridor to Concord, which could connect to the current northern end of the LYNX Blue Line, warrants further planning analysis and review.

Level 1 Corridor Evaluation Criteria Scores			
Regional Connectivity	● Medium	Access to Jobs	● Medium
Public Facilities and Destinations Served	● Medium	Historically Underserved	● Medium
Projected Transit Demand	● High	Planning Consistency	● High
Service in Congested Corridors	● Medium	Environmental Benefits	● Medium
Transit Dependency	● Medium	Station Area Development Potential	● High
Overall Composite Score		● Medium	

CONNECT Beyond CRTPO Recommendations (continued)



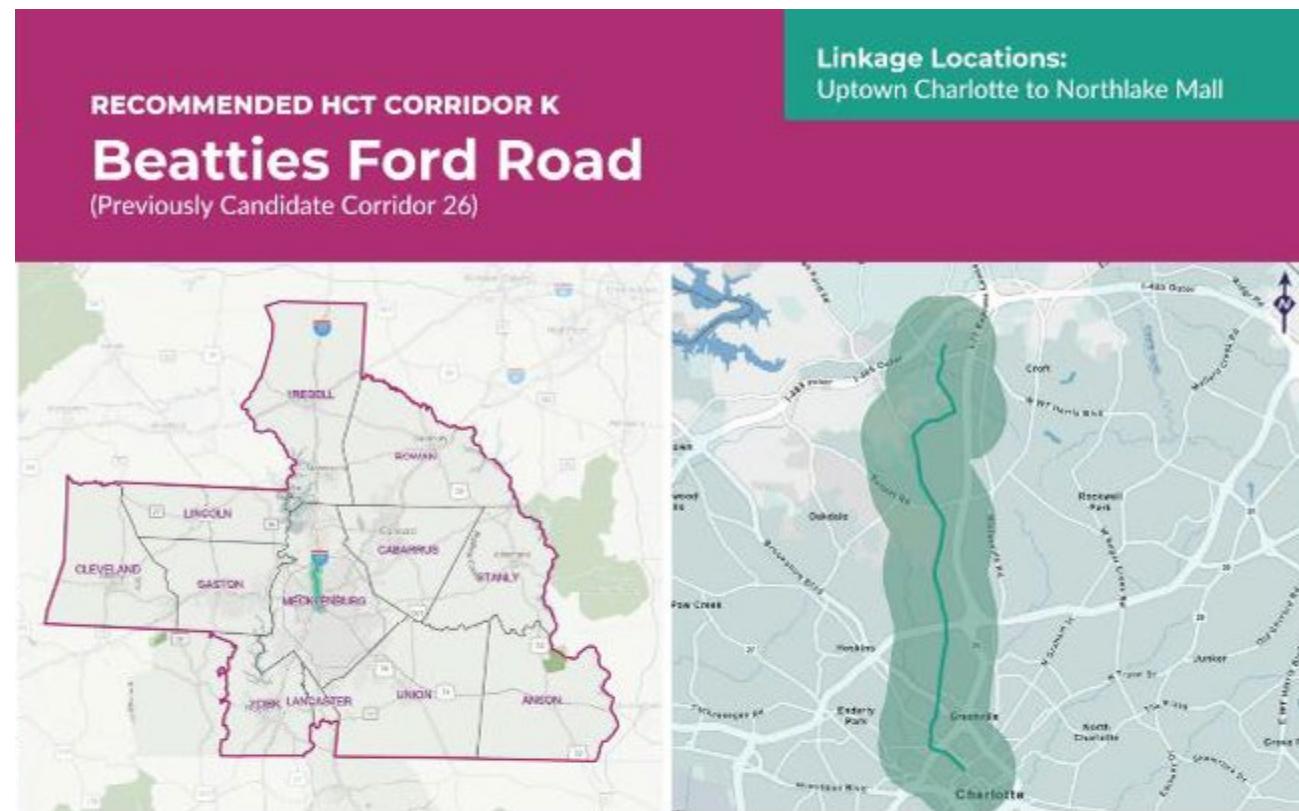
The Freedom Drive/Moores Chapel Road Corridor would extend high capacity transit service from Uptown Charlotte along Freedom Drive and Moores Chapel Road to an area on the west side of Charlotte known as Wildwood. This Corridor is a part of CATS Envision My Ride future high frequency network.

Corridor Analysis:

- The Freedom Drive/Moores Chapel Road Corridor has strong underlying socioeconomic characteristics, as well as demographic growth in population.
- Corridor would provide a strong northwest Charlotte/east Gaston County connection for adjacent neighborhoods.
- HCT transit in this Corridor would create a strong connections to existing and future job centers and spur growth around the Corridor.

Level 1 Corridor Evaluation Criteria Scores			
Regional Connectivity	● High	Access to Jobs	● Medium
Public Facilities and Destinations Served	● High	Historically Underserved	● High
Projected Transit Demand	● High	Planning Consistency	● Medium
Service in Congested Corridors	● High	Environmental Benefits	● High
Transit Dependency	● High	Station Area Development Potential	● Medium
Overall Composite Score		● High	

CONNECT Beyond CRTPO Recommendations (continued)



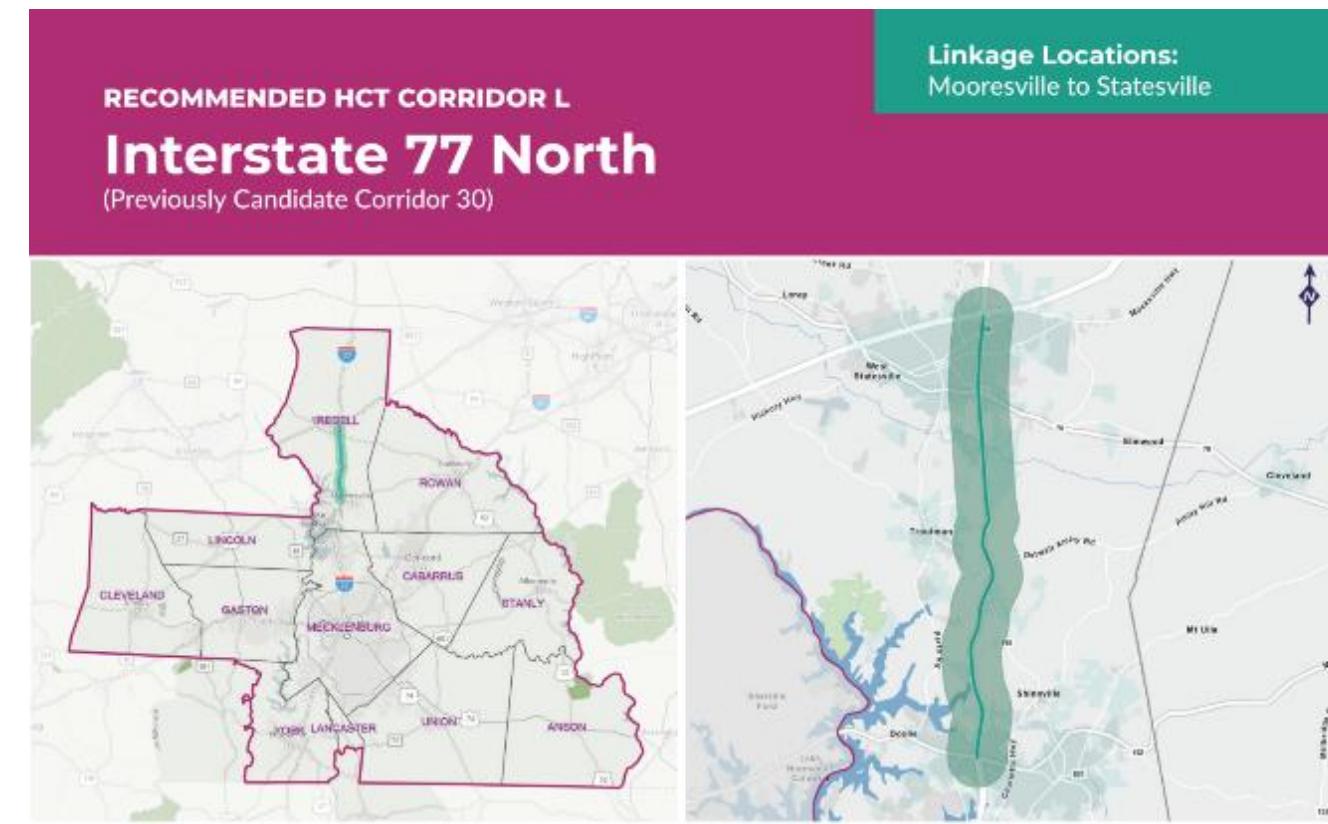
The Beatties Ford Road Corridor would extend high capacity transit from Uptown Charlotte to the Northlake Mall area. This Corridor would provide high capacity transit in addition to the future City LYNX Gold Line near the Rosa Parks Transit Center. CATS is planning for the extension of the City LYNX Gold Line on Beatties Ford Road to the Rosa Parks Transit Center.

Corridor Analysis:

- Future extension of the City LYNX Gold Line streetcar to Rosa Parks Transit Center sets up a future HCT corridor extension to Northlake Mall.
- Strong potential for land use change in the future, consistent with corridor land use vision.
- Wealth of social service and civic offices, and future densities also suggest it could be a successful HCT corridor.

Level 1 Corridor Evaluation Criteria Scores	
Regional Connectivity	• High
Public Facilities and Destinations Served	• High
Projected Transit Demand	• High
Service in Congested Corridors	• High
Transit Dependency	• High
Overall Composite Score	• High

CONNECT Beyond CRTPO Recommendations (continued)



The I-77 North Corridor would extend high capacity transit service from Mooresville, NC to Statesville, NC. This Corridor would serve as a potential extension of the currently planned CATS MetroRapid North Corridor BRT that will provide bus rapid transit service in the I-77 Express Lanes from Uptown Charlotte to Mooresville, NC.

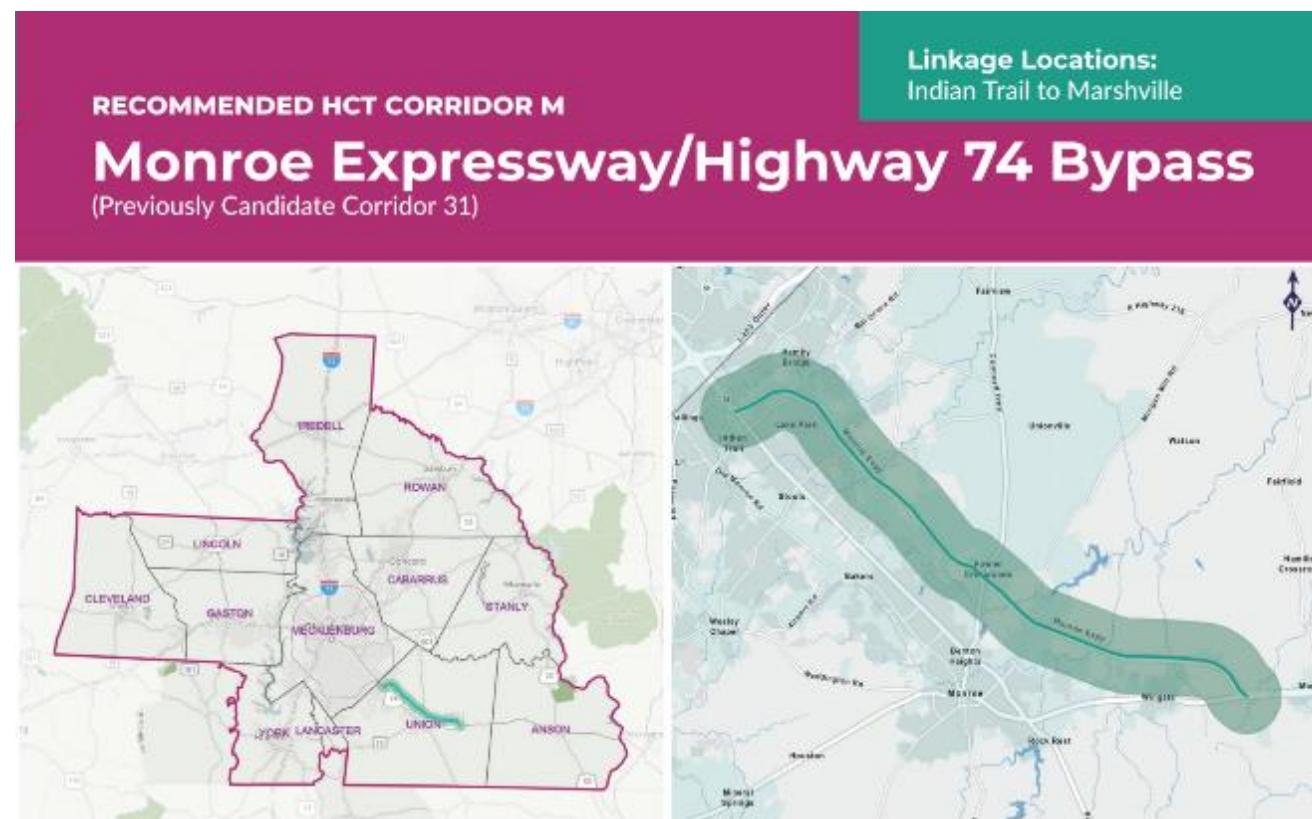
Corridor Analysis:

- Growing travel shed along I-77 North between Uptown Charlotte and Statesville.
- Presence of employment nodes and anchor institutions suggests Corridor will see expanded, stable employment growth in the future.

Level 1 Corridor Evaluation Criteria Scores

Regional Connectivity	• Low	Access to Jobs	• Medium
Public Facilities and Destinations Served	• Low	Historically Underserved	• Medium
Projected Transit Demand	• Low	Planning Consistency	• High
Service in Congested Corridors	• Medium	Environmental Benefits	• Medium
Transit Dependency	• Medium	Station Area Development Potential	• High
Overall Composite Score		• Medium	

CONNECT Beyond CRTPO Recommendations (continued)



The Monroe Expressway/Highway 74 Bypass Corridor would provide high capacity transit service between Stallings and Marshville and be located along the Monroe Expressway/Highway 74 Bypass. This Corridor is an alternate to Recommended HCT Corridor C.

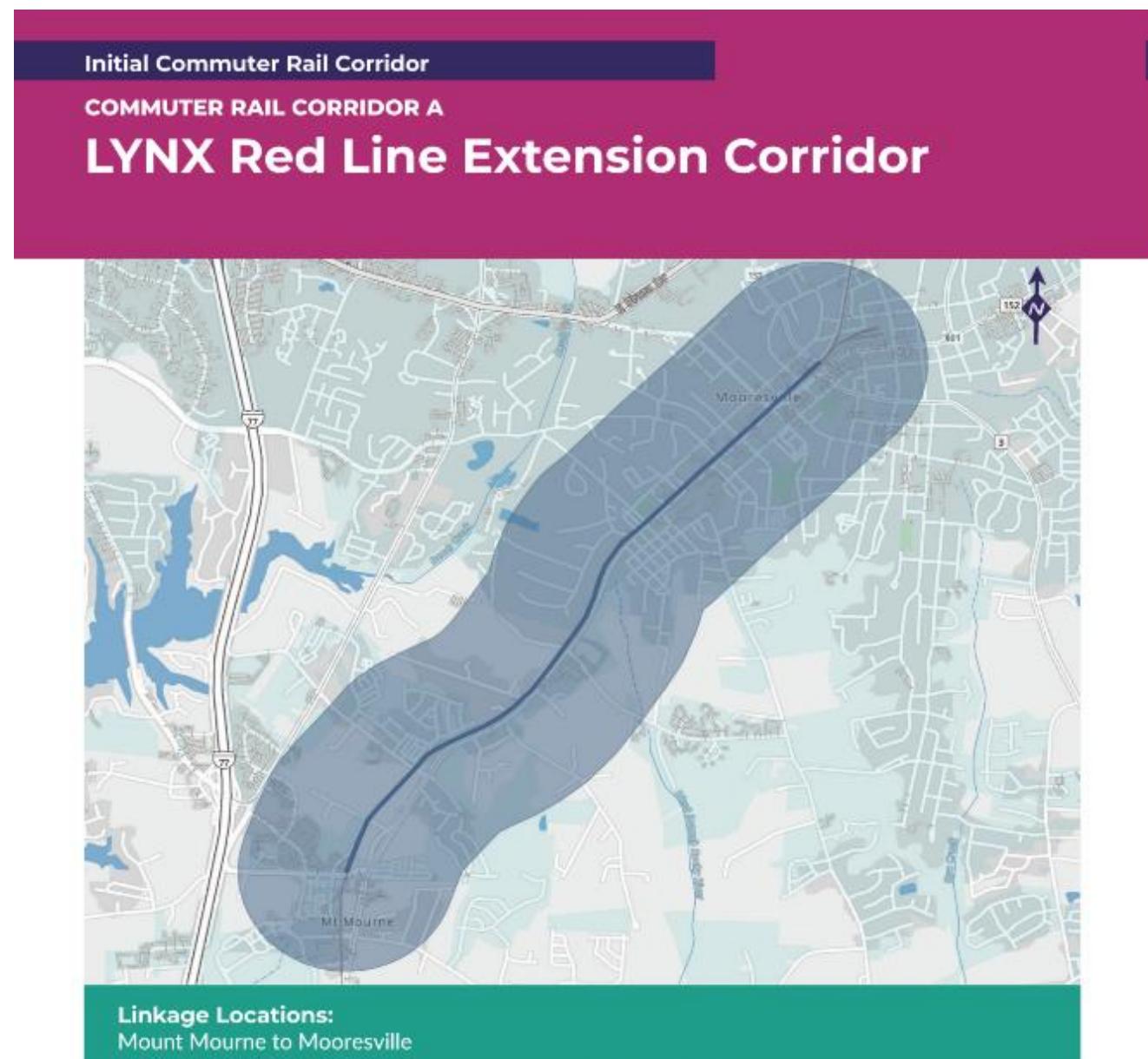
Corridor Analysis:

- Primary tradeoff between this Recommended HCT Corridor M and Recommended HCT Corridor C is speed versus access.
- As the region continues to grow, Union County is set to absorb a large percentage of growth along the Highway 74 Corridor. The implementation of HCT services along the Monroe Expressway/Highway 74 Bypass Corridor, coupled with park-and-ride facilities, could significantly extend the reach of regional rapid transit service and help expediently move people from Union County's growth centers into Mecklenburg County.
- Additional planning study is recommended for this Corridor in conjunction with Corridor C to determine the optimal assignment of future HCT services.

Level 1 Corridor Evaluation Criteria Scores

Regional Connectivity	● Low	Access to Jobs	● Low
Public Facilities and Destinations Served	● Low	Historically Underserved	● Low
Projected Transit Demand	● Medium	Planning Consistency	● Medium
Service in Congested Corridors	● High	Environmental Benefits	● Medium
Transit Dependency	● Low	Station Area Development Potential	● Medium
Overall Composite Score		● Medium	

CONNECT Beyond CRTPO Recommendations (continued)



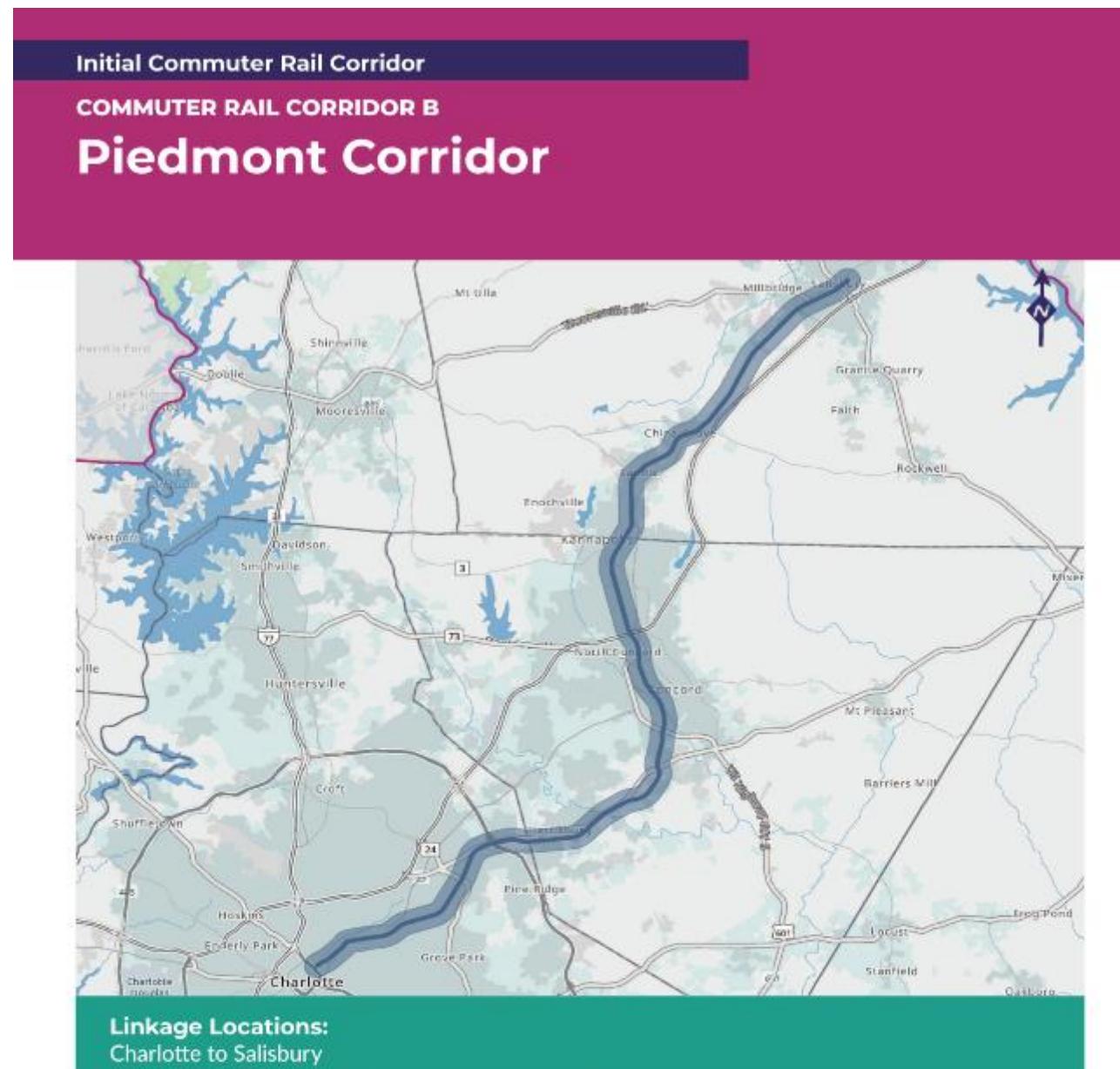
Strengths and Opportunities

- Provides critically-needed commuter service to north Mecklenburg County and portions of Iredell County within the I-77 commuter corridor
- Corridor may be straightforward to implement:
 - Existing trackway and ROW
 - Trackway may need upgrades, but less costly than a new track
- Community and local leadership support for the corridor

Constraints

- Portions of the existing trackway north of Cornelius need investment and rehabilitation
- Coordination and agreements required with Norfolk Southern
- Extension to Downtown Mooresville would require new trackway construction

CONNECT Beyond CRTPO Recommendations (continued)

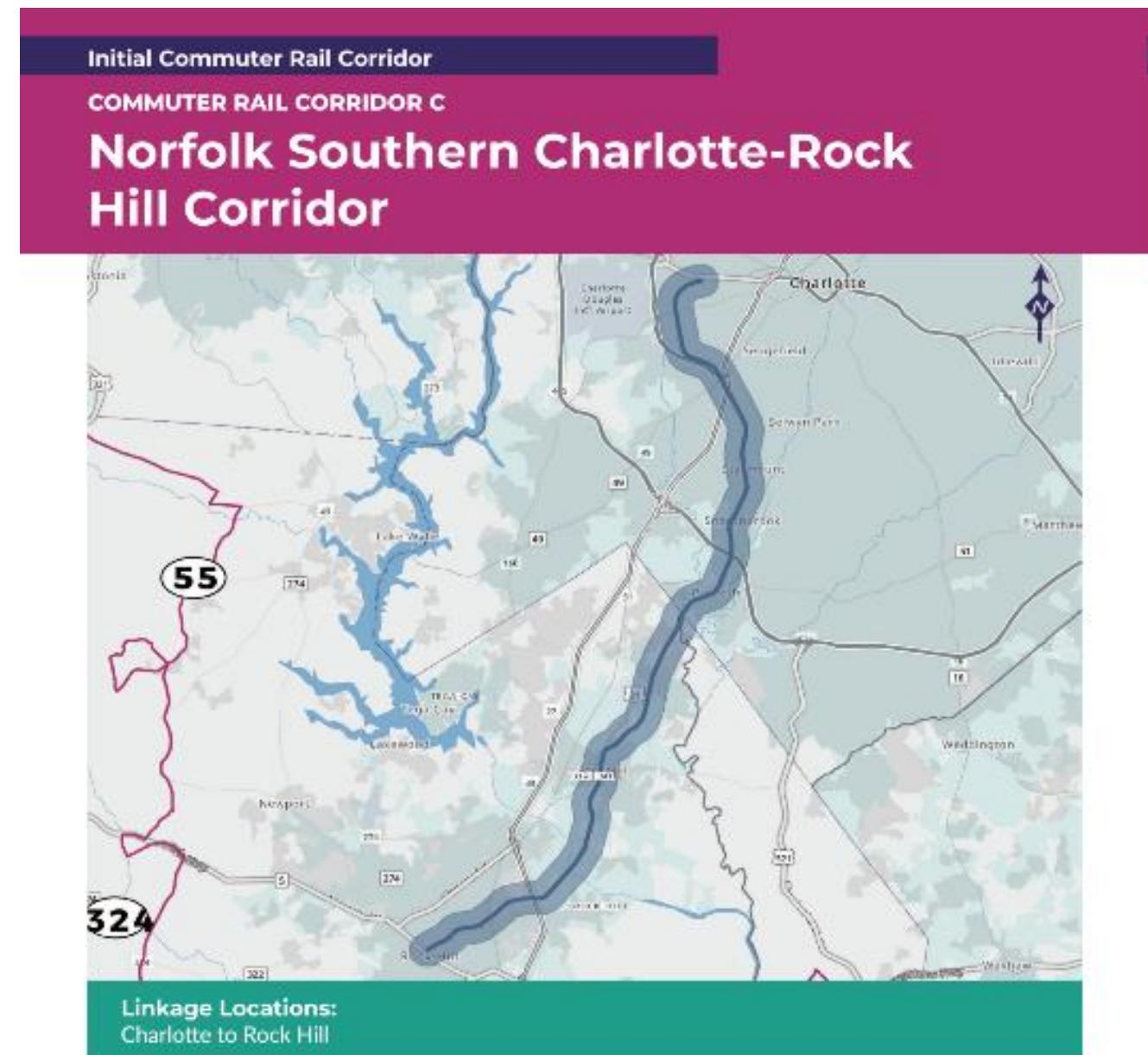


- Strengths and Opportunities**
- Strong commuter service potential linking Cabarrus and Rowan Counties with Charlotte
 - Corridor may be straightforward to implement:
 - Existing trackway and ROW served by intercity passenger rail already grades, but less costly than new track
 - Requires grades, but less costly to implement than new track.
 - Community and local leadership support for the corridor
- Constraints**
- Coordination and agreements required with North Carolina Railroad
 - Schedule coordination with intercity passenger rail service and freight rail

26 CONNECT Beyond CRTPO Profile

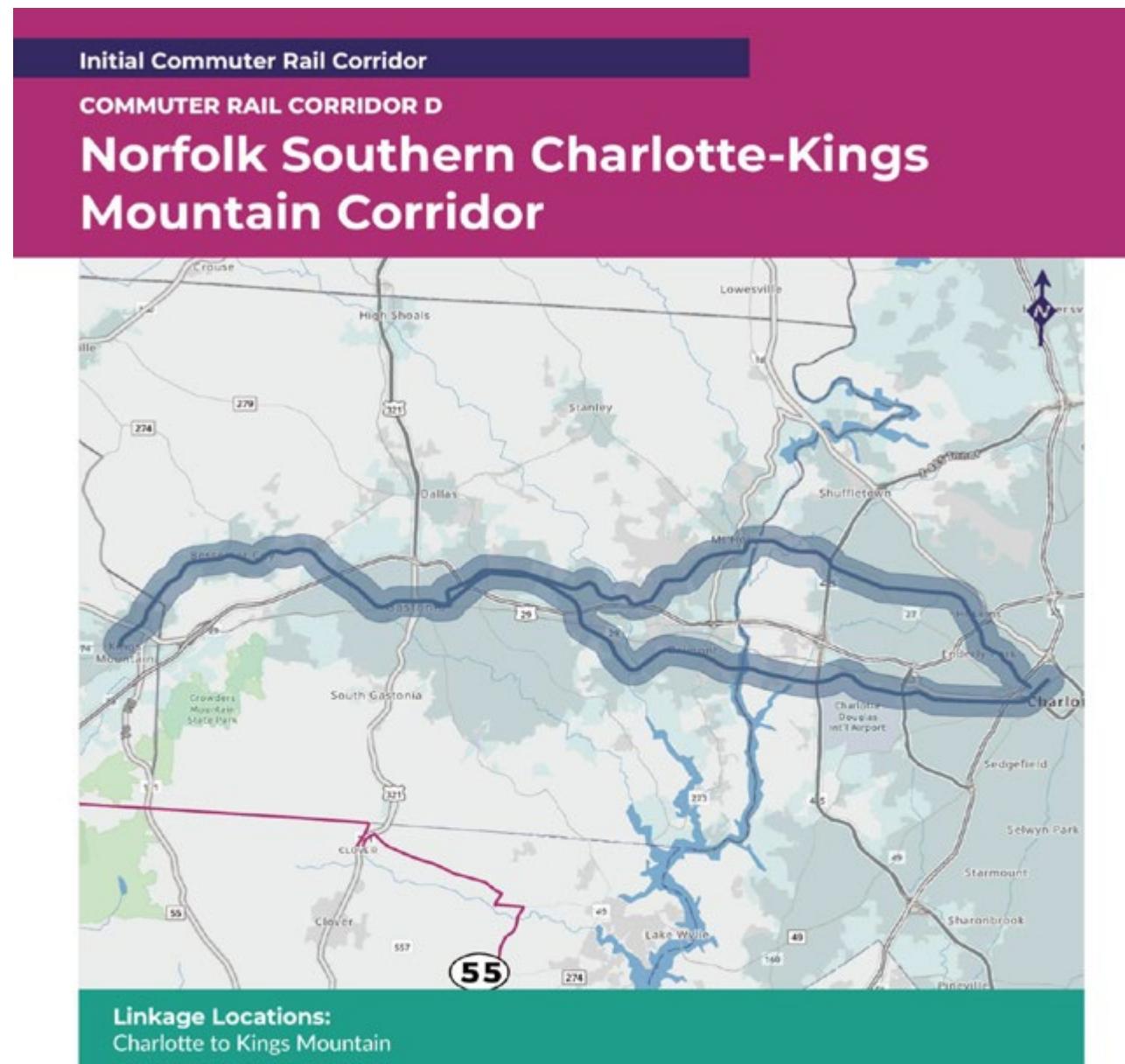
127

CONNECT Beyond CRTPO Recommendations (continued)



27 CONNECT Beyond CRTPO Profile

CONNECT Beyond CRTPO Recommendations (continued)



Strengths and Opportunities

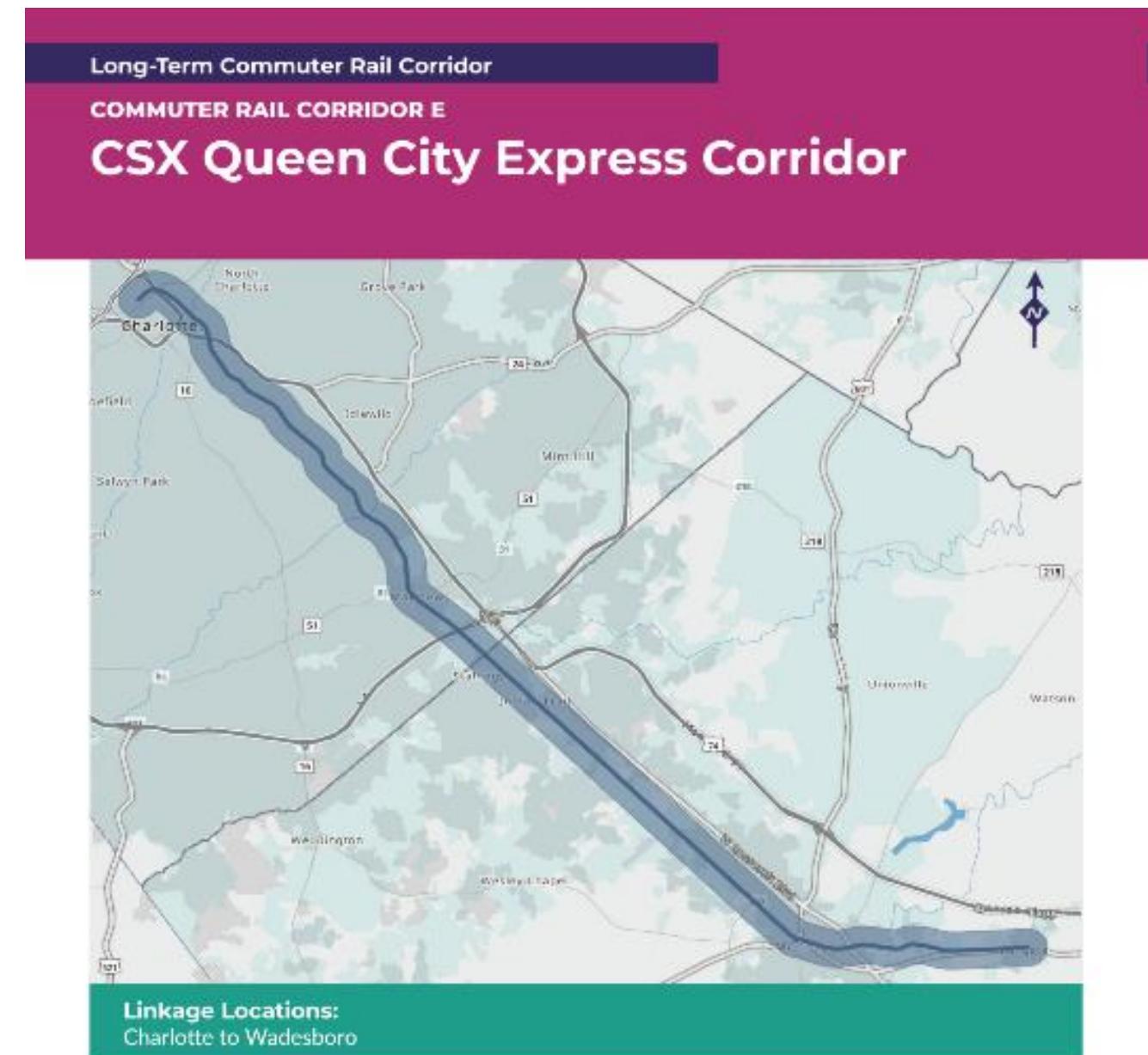
- Corridor may be straightforward to implement:
 - » Existing trackway and ROW
- Could provide expedient connections within a rapidly growing travel shed with huge volumes of daily commuting traffic

Constraints

- Coordination and agreements required with Norfolk Southern
- Schedule coordination with freight rail service

28 CONNECT Beyond CRTPO Profile

CONNECT Beyond CRTPO Recommendations (continued)



Strengths and Opportunities

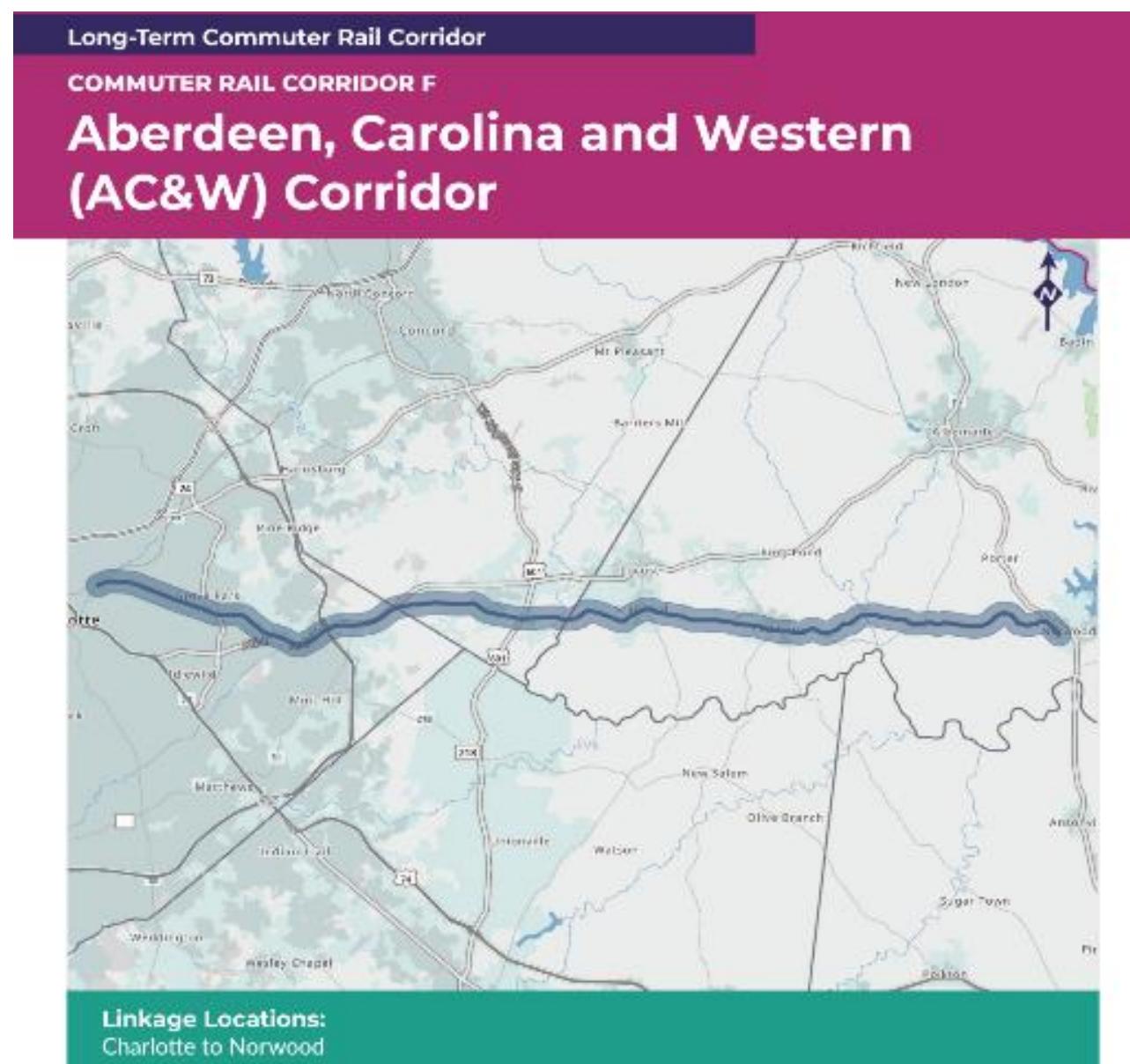
- Corridor may be straightforward to implement:
 - » Existing trackway and ROW
- Could provide expedient connections between growing southeast suburbs and ex-urban centers

Constraints

- Coordination and agreements required with CSX Railroad
- Schedule coordination with freight rail service
- Likely lower ridership volumes outside of Mecklenburg and unincorporated Union County

29 CONNECT Beyond CRTPO Profile

CONNECT Beyond CRTPO Recommendations (continued)



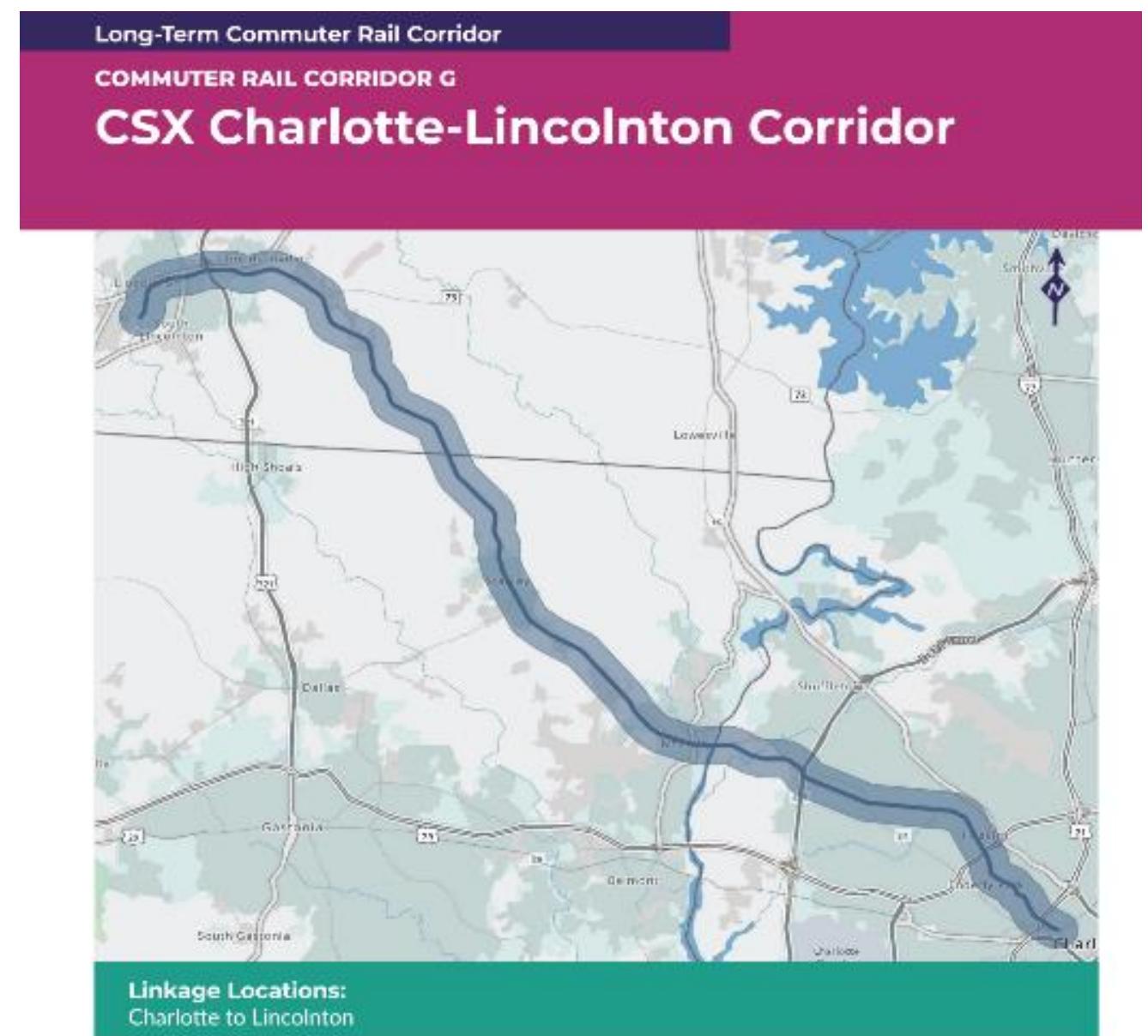
Strengths and Opportunities

- Corridor may be straightforward to implement:
 - » Existing trackway and ROW
- Could provide expedient connections to northeast

Constraints

- Coordination and agreements required with AC&W Railroad
- Schedule coordination with freight rail
- Lightly populated communities along line limits ridership potential for the cost of implementation and operation
- Conditions of trackway unknown, likely expensive to upgrade for passenger rail service

CONNECT Beyond CRTPO Recommendations (continued)



Strengths and Opportunities

- Corridor may be straightforward to implement:
 - » Existing trackway and ROW
- Could provide expedient connections within a rapidly growing travel shed with potentially huge volumes of daily commuting traffic

Constraints

- Coordination and agreements required with CSX Railroad
- Schedule coordination with freight rail
- Lightly populated communities along line limits ridership potential for the cost of implementation and operation
- Conditions of trackway unknown, likely expensive to upgrade for passenger rail service



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Appendix D

Scenario Planning

Description	Page No.
Performance Indicators and Results	D-2
Figure D-1: Land Consumed for Future Development	D-4
Figure D-2: Average Home Density, New Construction	D-6
Figure D-3: Average Employment Density, New Construction	D-8
Figure D-4: Proximity to Regional Activity Centers, New Homes	D-10
Figure D-5: Proximity to Regional Activity Centers, New Employees	D-12
Figure D-6: Proximity to Premium Transit Stations, New Homes	D-14
Figure D-7: Proximity to Premium Transit Stations, New Employees	D-16
Figure D-8: Proximity to High-Capacity Transit Stations, New Homes	D-18
Figure D-9: Proximity to High-Capacity Transit Stations, New Employees	D-20
Figure D-10: Percent of New Industrial Employees in Freight Corridors and Clusters	D-22
Figure D-11: Vehicle Miles Traveled on the Highway System, All Road Facilities Reported	D-24
Figure D-12: Vehicle Hours Traveled on the Highway System, All Road Facilities Reported	D-26

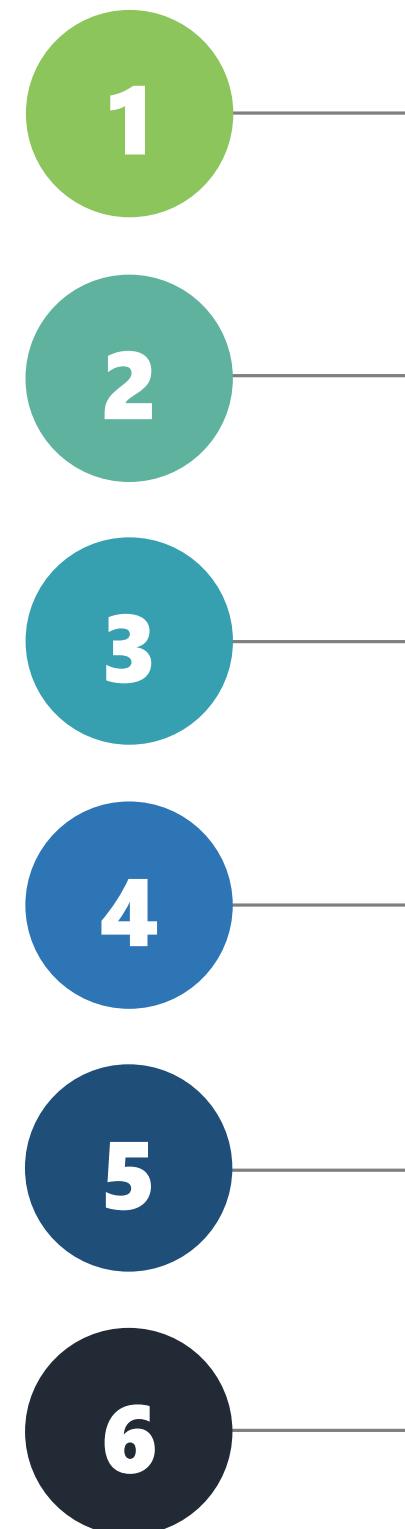
Performance Indicators and Results

Scenario Performance Indicators

Twelve performance indicators were created for the scenario planning initiative to quantify and explain the differences between the status quo and nine alternative growth scenarios. The indicators also provide information and insights specific to the six goals for the CRTPO 2050 MTP, and influence the recommendations provided at the end of the document to consider in subsequent phases of the 2050 MTP planning process. Summary statistics for comparing the performance indicators were generated using the Metrolina CommunityViz Model or the Metrolina Regional Travel Demand Model.

The diagram to the right summarizes the twelve performance indicators under the six 2050 MTP goal statements. Performance indicator results for the three-county CRTPO planning area and each of the individual counties within it are presented on pages 21 through 44.

Six goals are presented in the CRTPO 2050 Metropolitan Transportation Plan.



Performance Indicators and Results (continued)

Provide, manage, and maintain a safe, efficient and sustainable transportation system.

Promote an integrated, accessible, multimodal transportation system.

Develop transportation plans and policies that improve quality of life for residents, are sensitive to significant features of the natural and human environments, and encourage linkages between transportation and land use.

Promote equitable transportation options for the economically disadvantaged, minority, aging, and disabled populations.

Lead, participate in, and encourage regional and statewide collaboration.

Support economic competitiveness by making transportation investment decisions that effectively utilize limited public resources, enhance system performance, and encourage opportunities for freight movement.

- Proximity to Regional Activity Centers, 15-Minute Travel Sheds, New Homes, 2018-2050
- Proximity to Regional Activity Centers, 15-Minute Travel Sheds, New Employees, 2018-2050
- Vehicle Miles Traveled on the Highway System in 2050
- Vehicle Hours Traveled on the Highway System in 2050
- Proximity to Premium Transit Stations, New Homes, 2018-2050
- Proximity to Premium Transit Stations, New Employees, 2018-2050
- Proximity to High-Capacity Transit Corridors, CONNECT Beyond Candidate Routes, New Homes, 2018-2050
- Proximity to High-Capacity Transit Corridors, CONNECT Beyond Candidate Routes, New Employees, 2018-2050
- Land Consumed for Future Development, 2018-2050
- Average Home Density, New Construction, 2018-2050
- Average Employment Density, New Construction, 2018-2050
- Proximity to Premium Transit Stations, New Homes, 2018-2050
- Proximity to Premium Transit Stations, New Employees, 2018-2050
- Proximity to High-Capacity Transit Corridors, CONNECT Beyond Candidate Routes, New Homes, 2018-2050
- Proximity to High-Capacity Transit Corridors, CONNECT Beyond Candidate Routes, New Employees, 2018-2050
- Share Performance Measure Results with CRAFT, MCM Plus Study Area
- Percent of New Industrial Employees in Freight Corridors & Clusters

Figure D-1: Land Consumed for Future Development

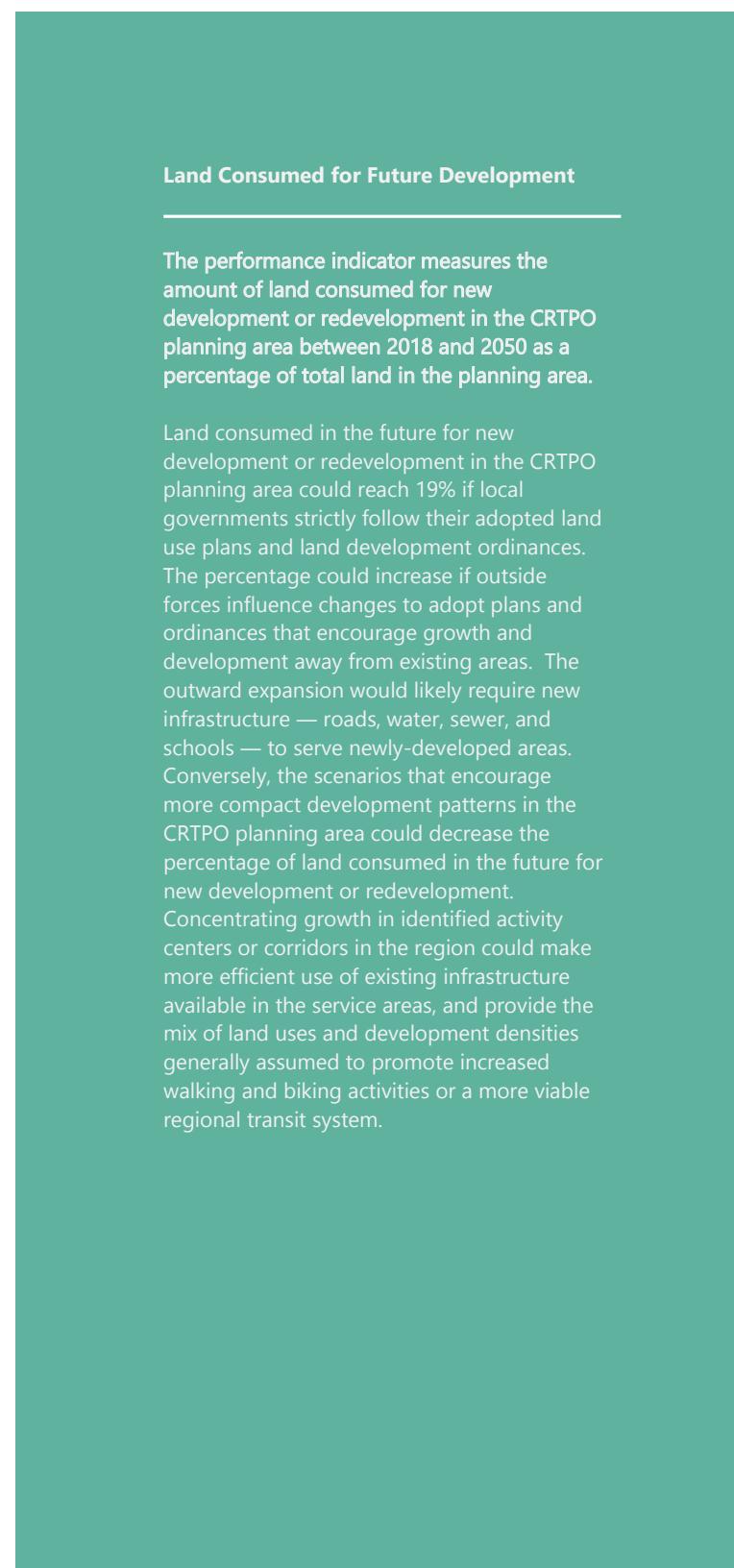


Figure D-1: Land Consumed for Future Development (continued)

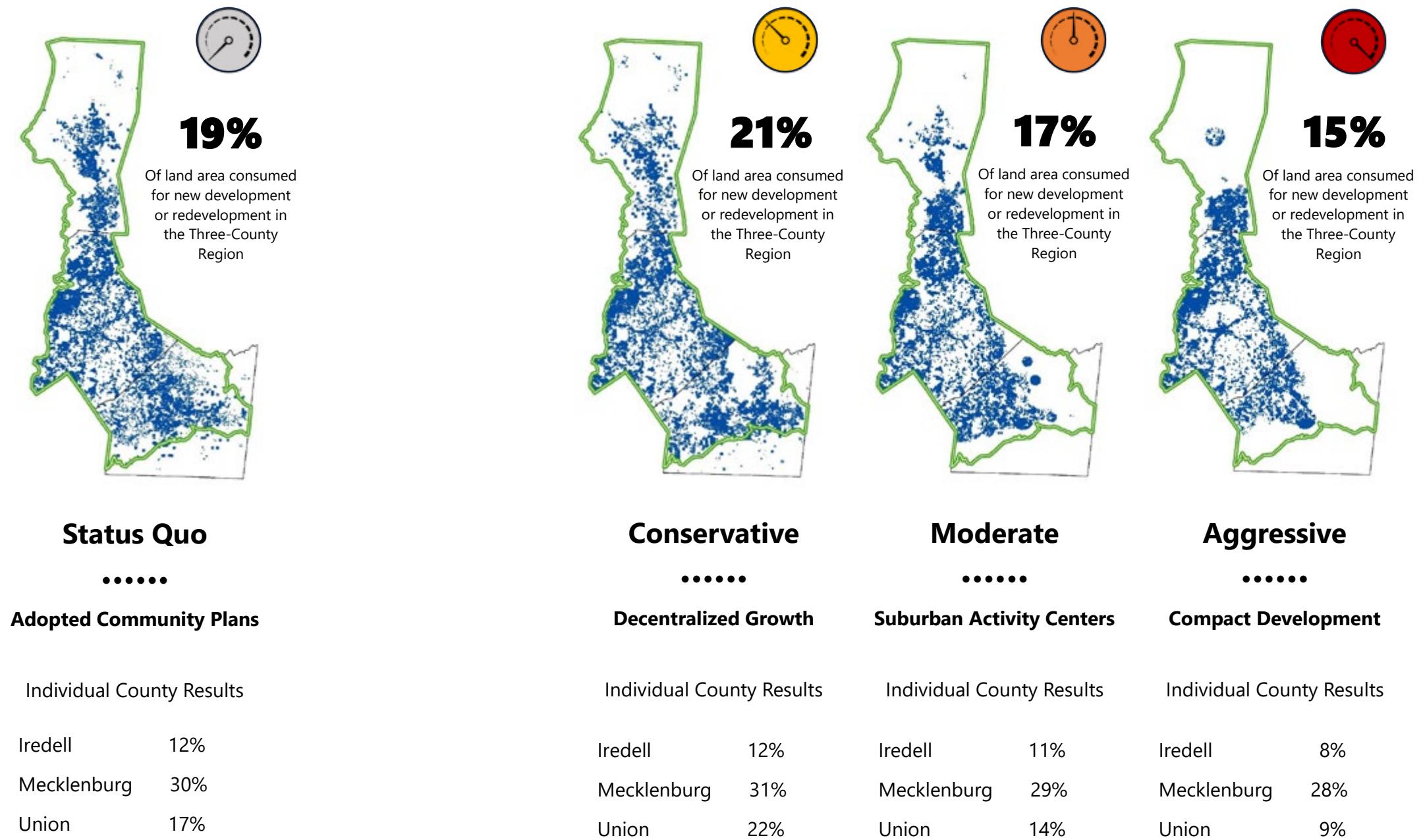
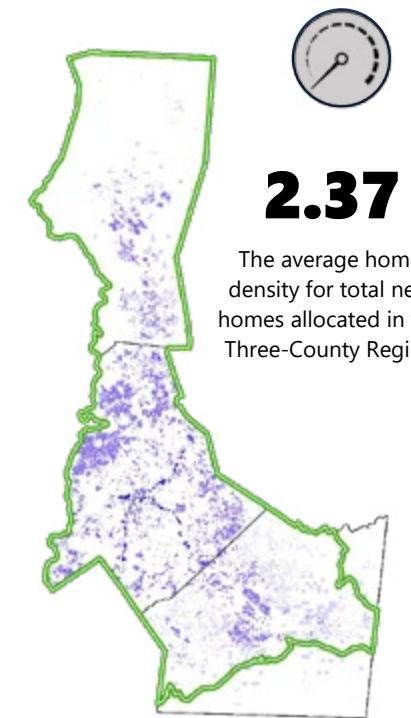
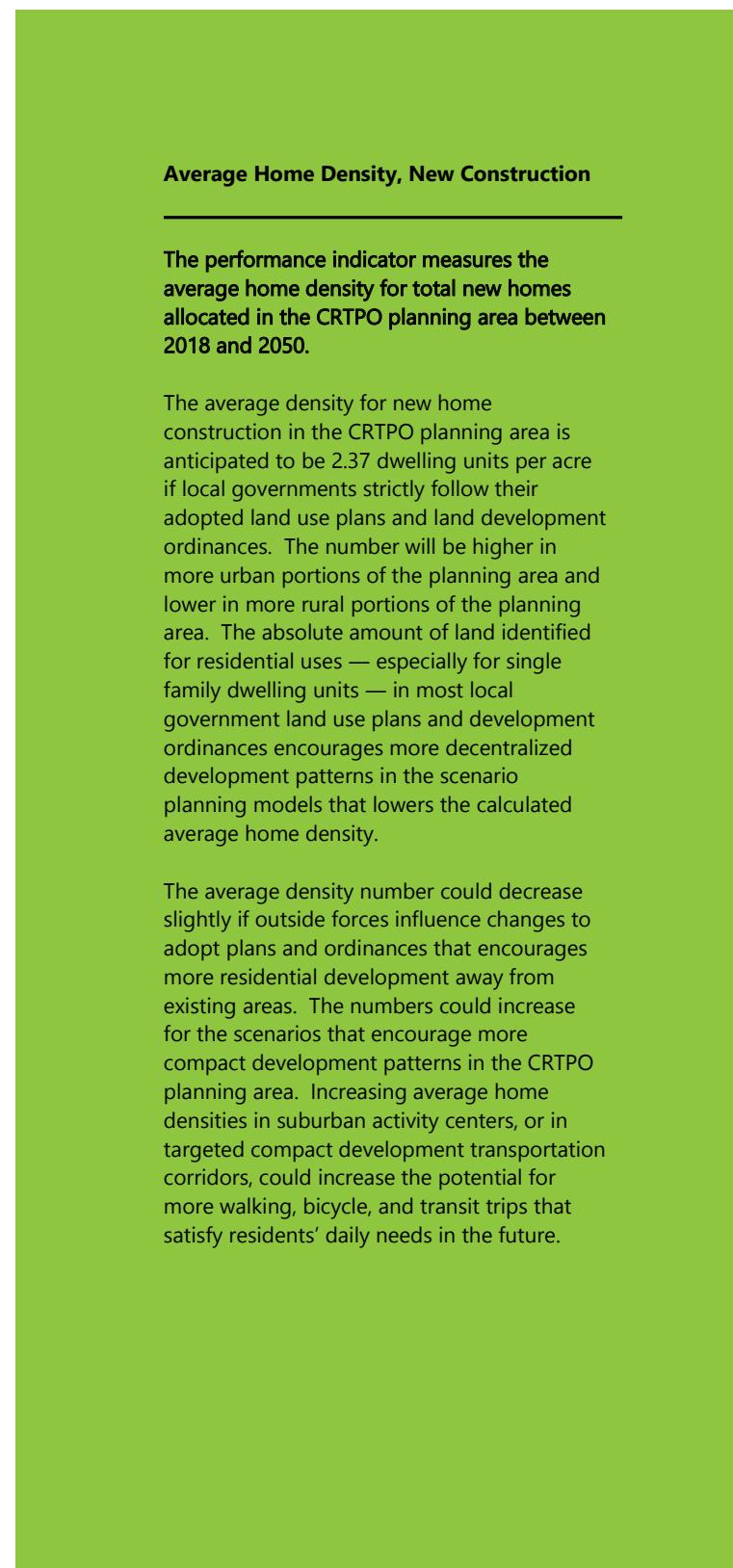


Figure D-2: Average Home Density, New Construction



Status Quo

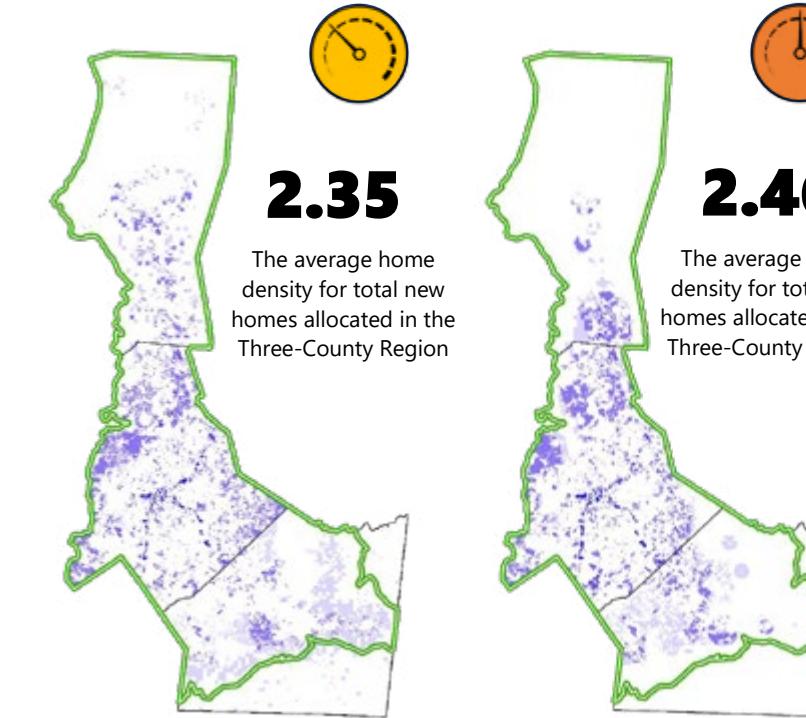
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Adopted Community Plans

Individual County Results

Iredell	1.28
Mecklenburg	3.22
Union	1.11

Figure D-2: Average Home Density, New Construction (continued)



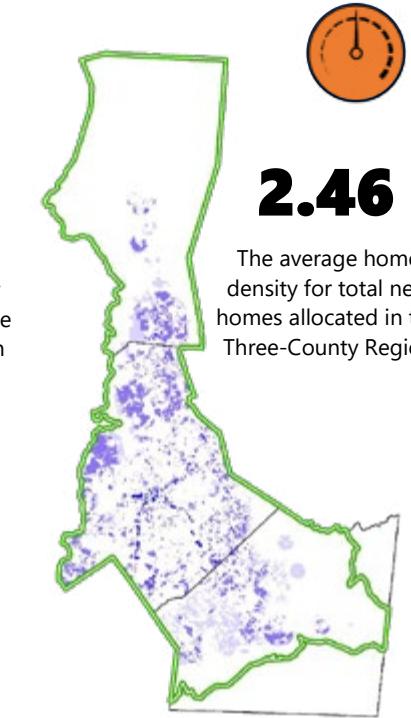
Conservative

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Decentralized Growth

Individual County Results

Iredell	1.27
Mecklenburg	3.12
Union	0.97



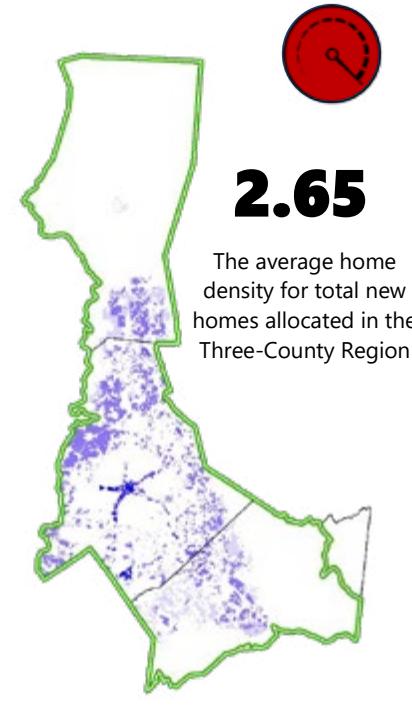
Moderate

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Suburban Activity Centers

Individual County Results

Iredell	1.63
Mecklenburg	3.33
Union	1.16



Aggressive

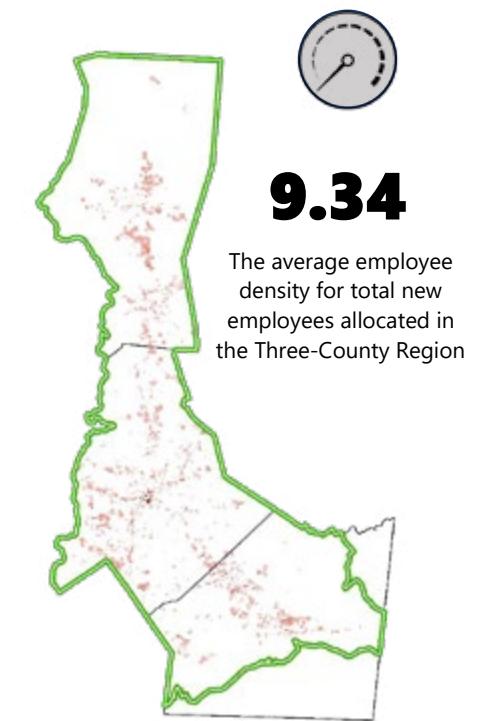
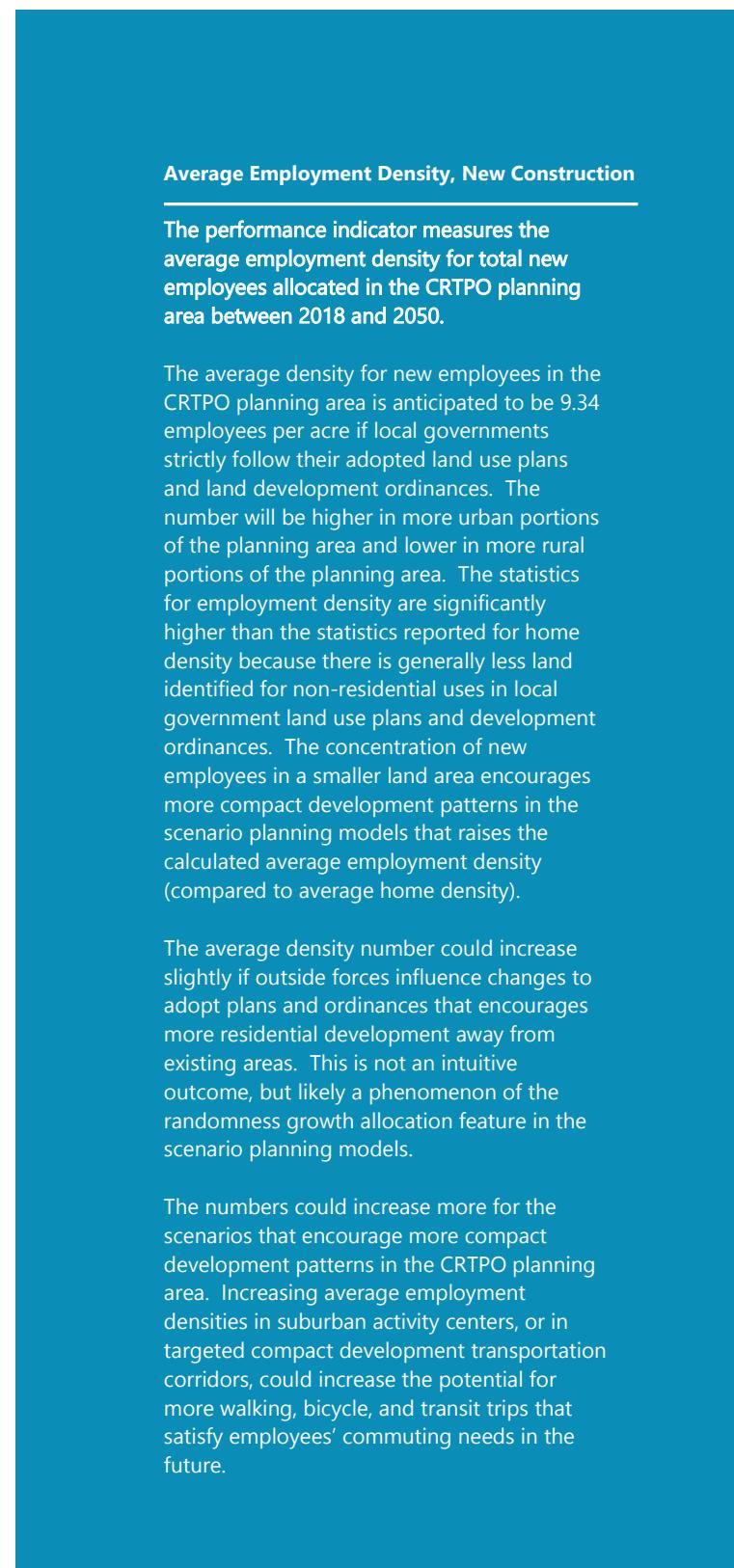
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Compact Development

Individual County Results

Iredell	1.44
Mecklenburg	3.46
Union	1.41

Figure D-3: **Average Employment Density, New Construction**



Status Quo

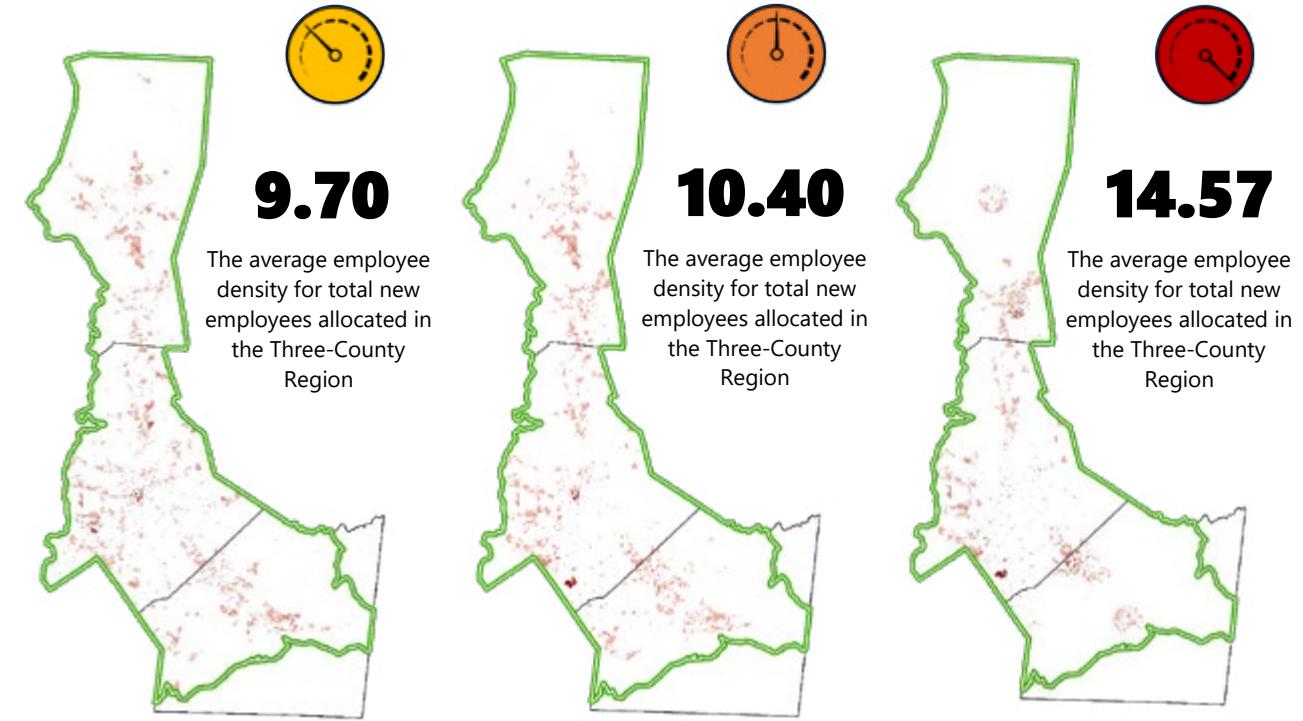
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Adopted Community Plans

Individual County Results

Iredell	3.51
Mecklenburg	13.58
Union	6.45

Figure D-3: **Average Employment Density, New Construction (continued)**



Conservative

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Decentralized Growth

Individual County Results

Iredell	3.44
Mecklenburg	13.48
Union	6.52

Moderate

.....

Suburban Activity Centers

Individual County Results

Iredell	3.86
Mecklenburg	16.74
Union	6.52

Aggressive

.....

Compact Development

Individual County Results

Iredell	7.11
Mecklenburg	18.78
Union	12.44

Figure D-4: Proximity to Regional Activity Centers, New Homes

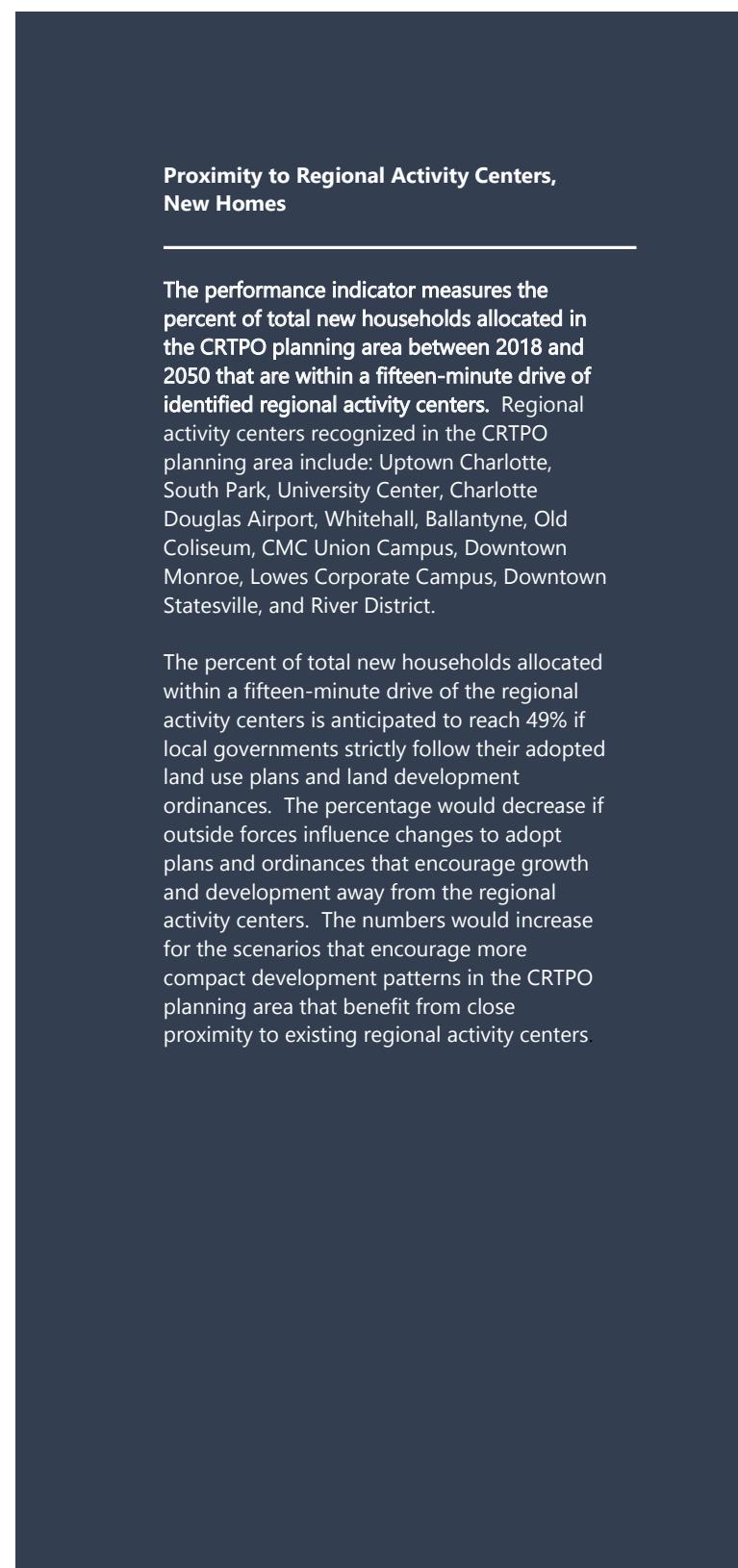


Figure D-4: Proximity to Regional Activity Centers, New Homes (continued)

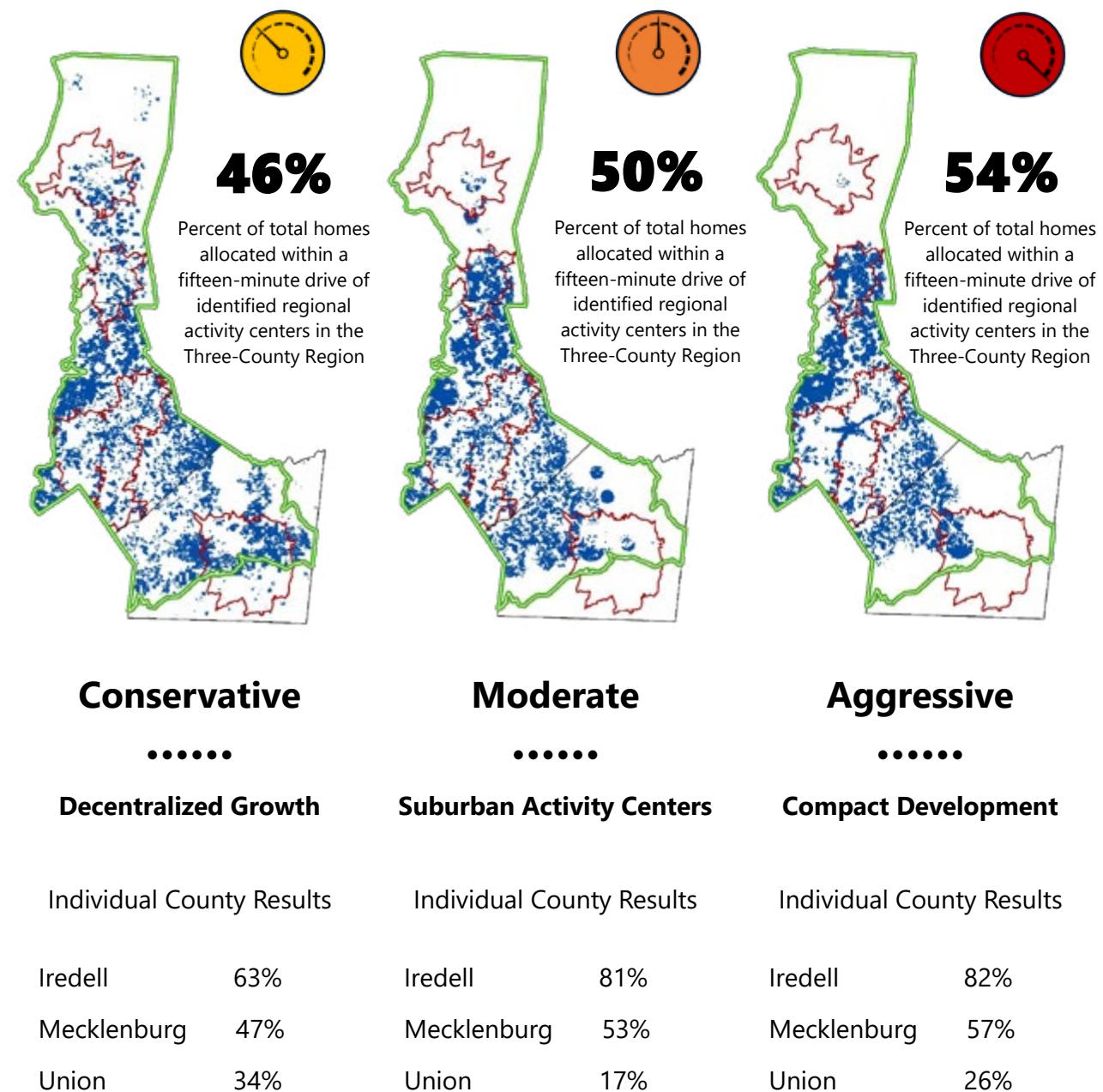


Figure D-5: Proximity to Regional Activity Centers, New Employees

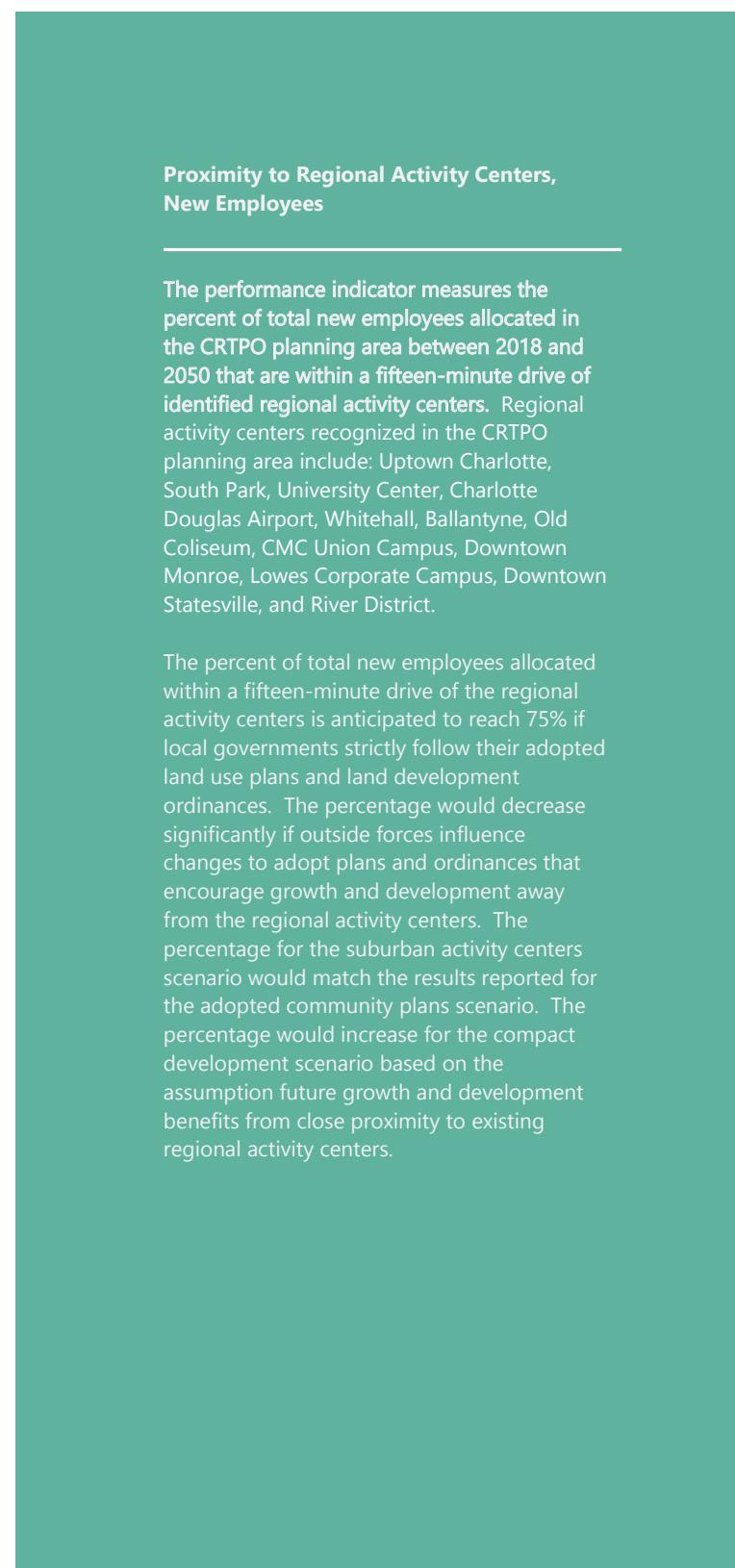


Figure D-5: Proximity to Regional Activity Centers, New Employees (continued)

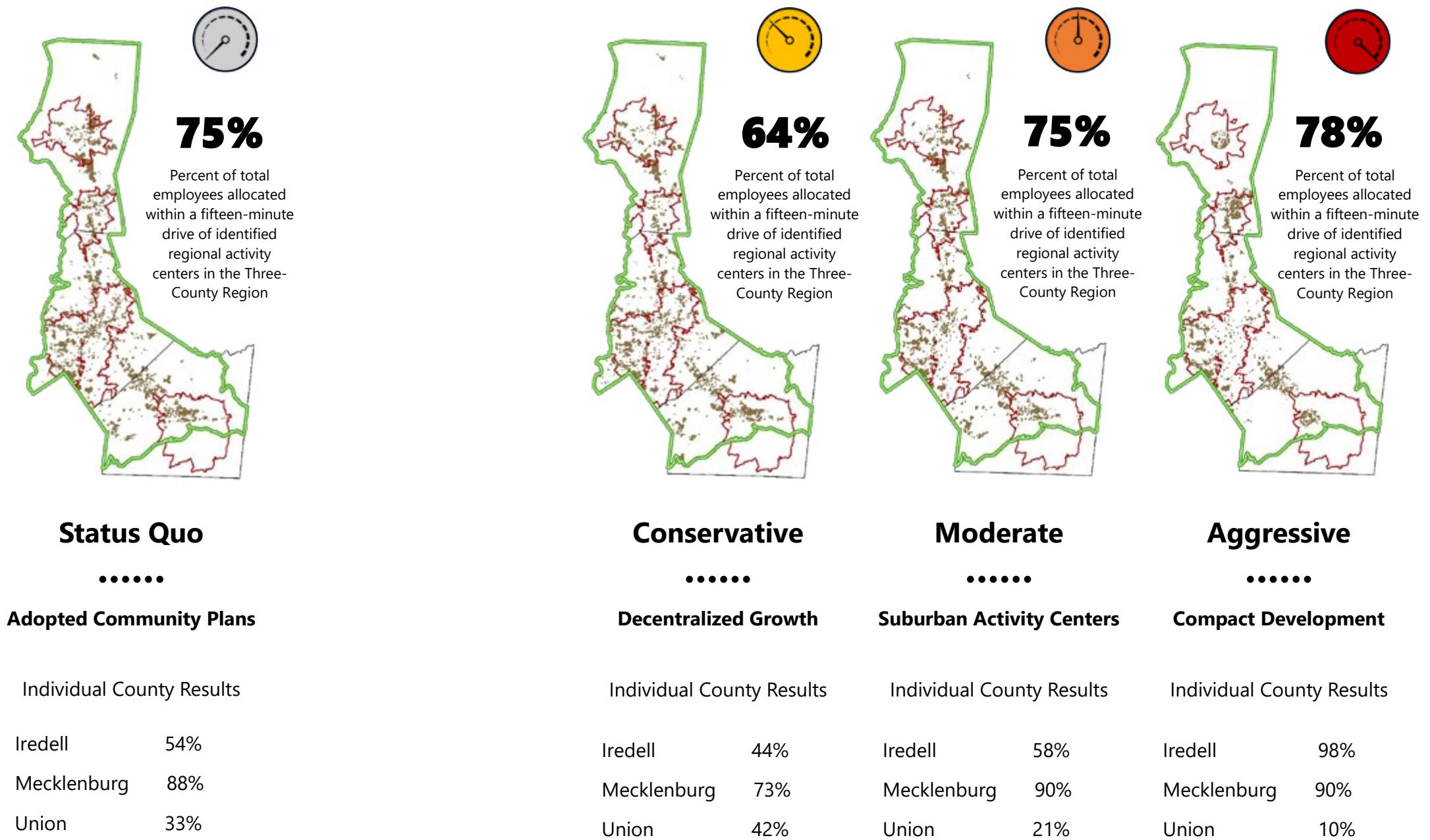


Figure D-6: Proximity to Premium Transit Stations, New Homes

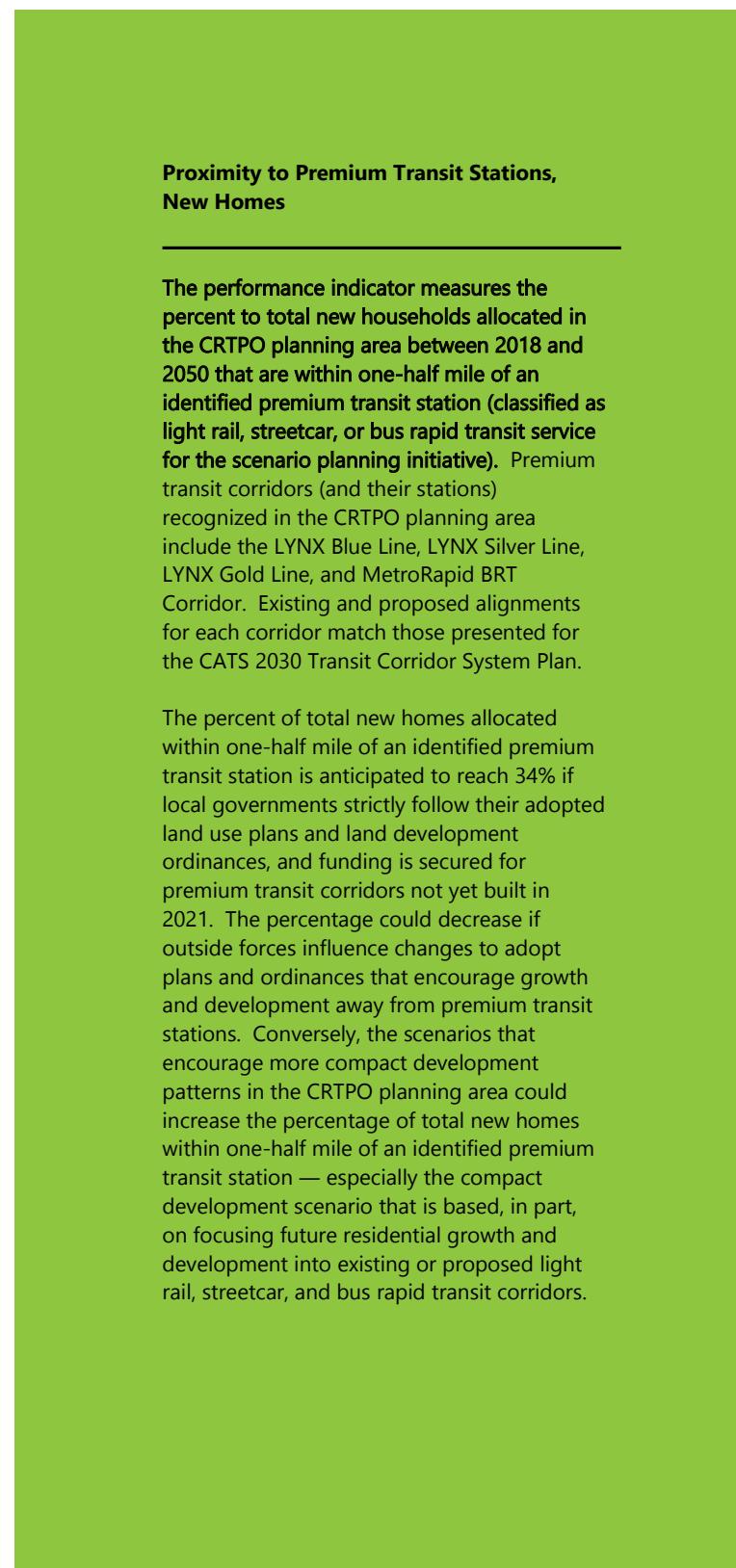


Figure D-6: Proximity to Premium Transit Stations, New Homes (continued)

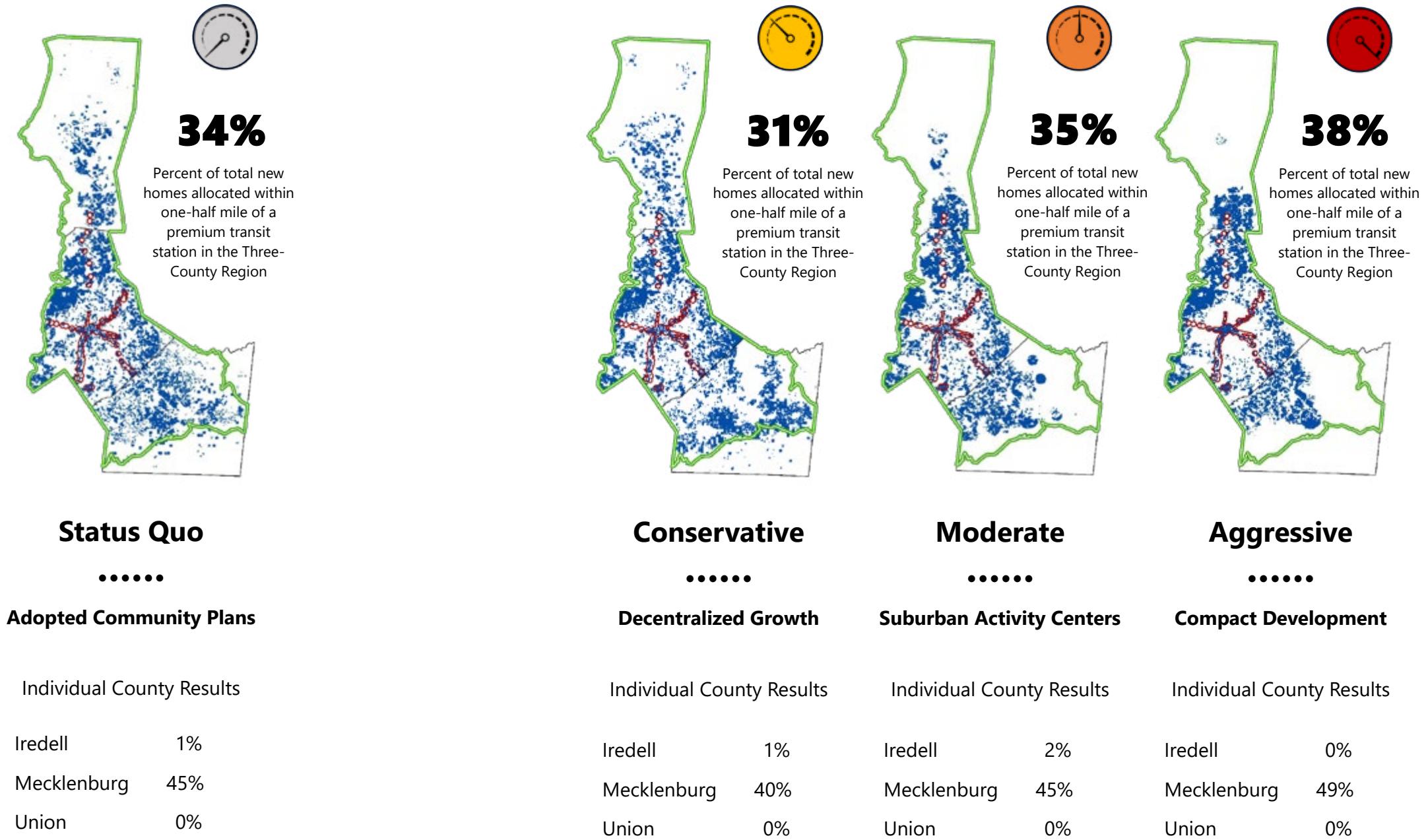


Figure D-7: Proximity to Premium Transit Stations, New Employees

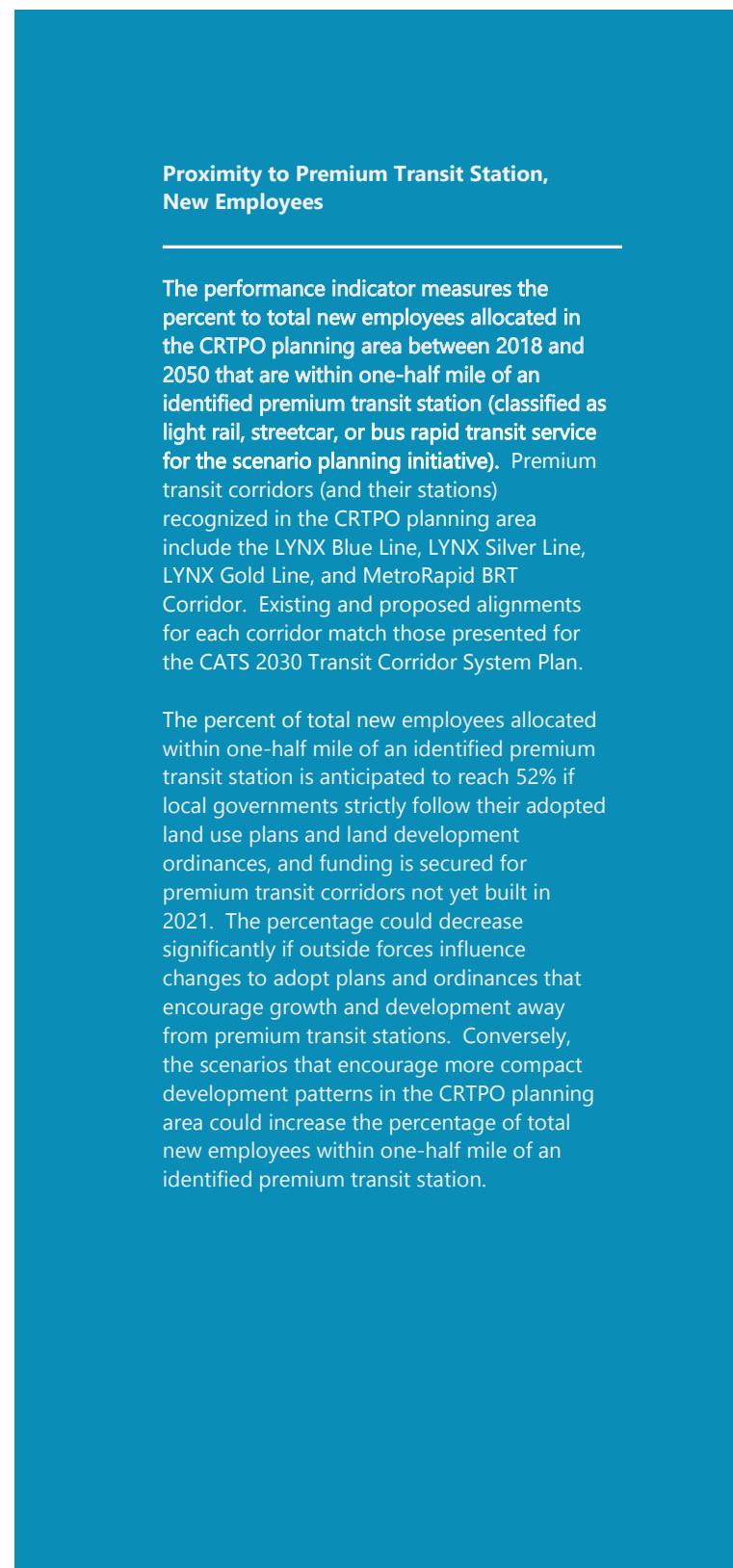


Figure D-7: Proximity to Premium Transit Stations, New Employees (continued)

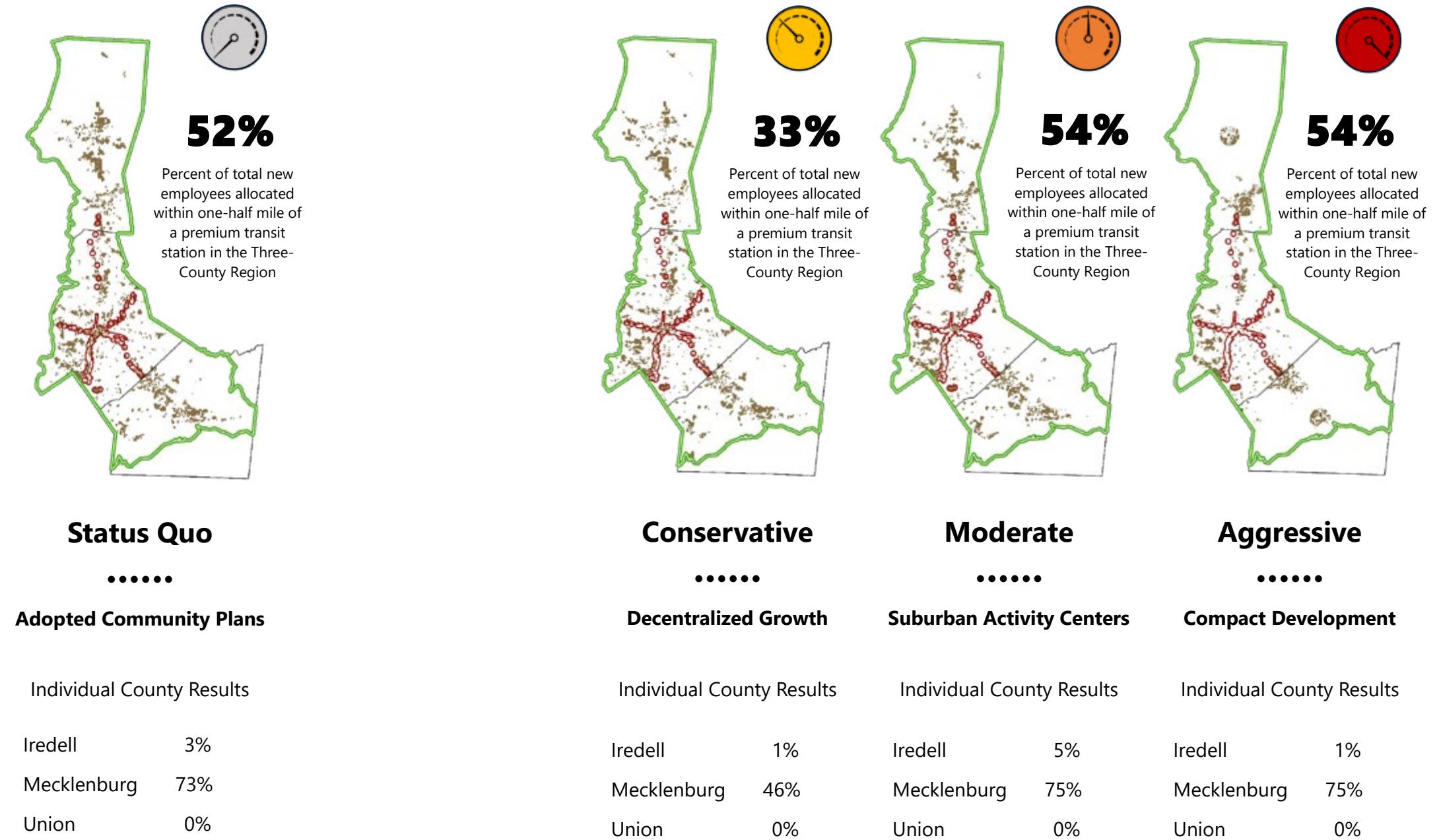
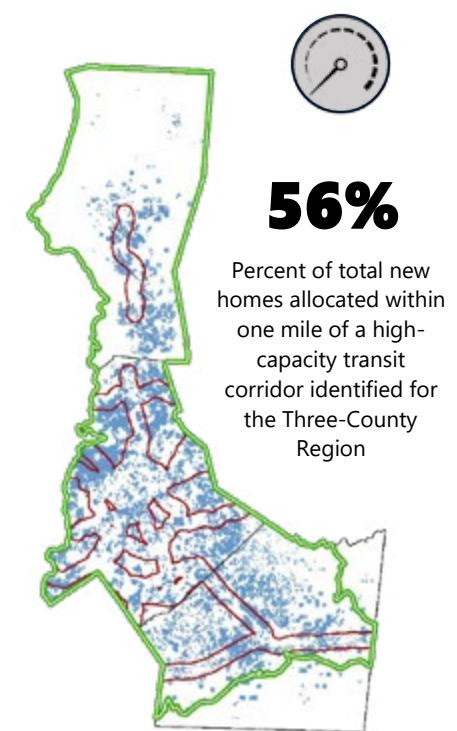
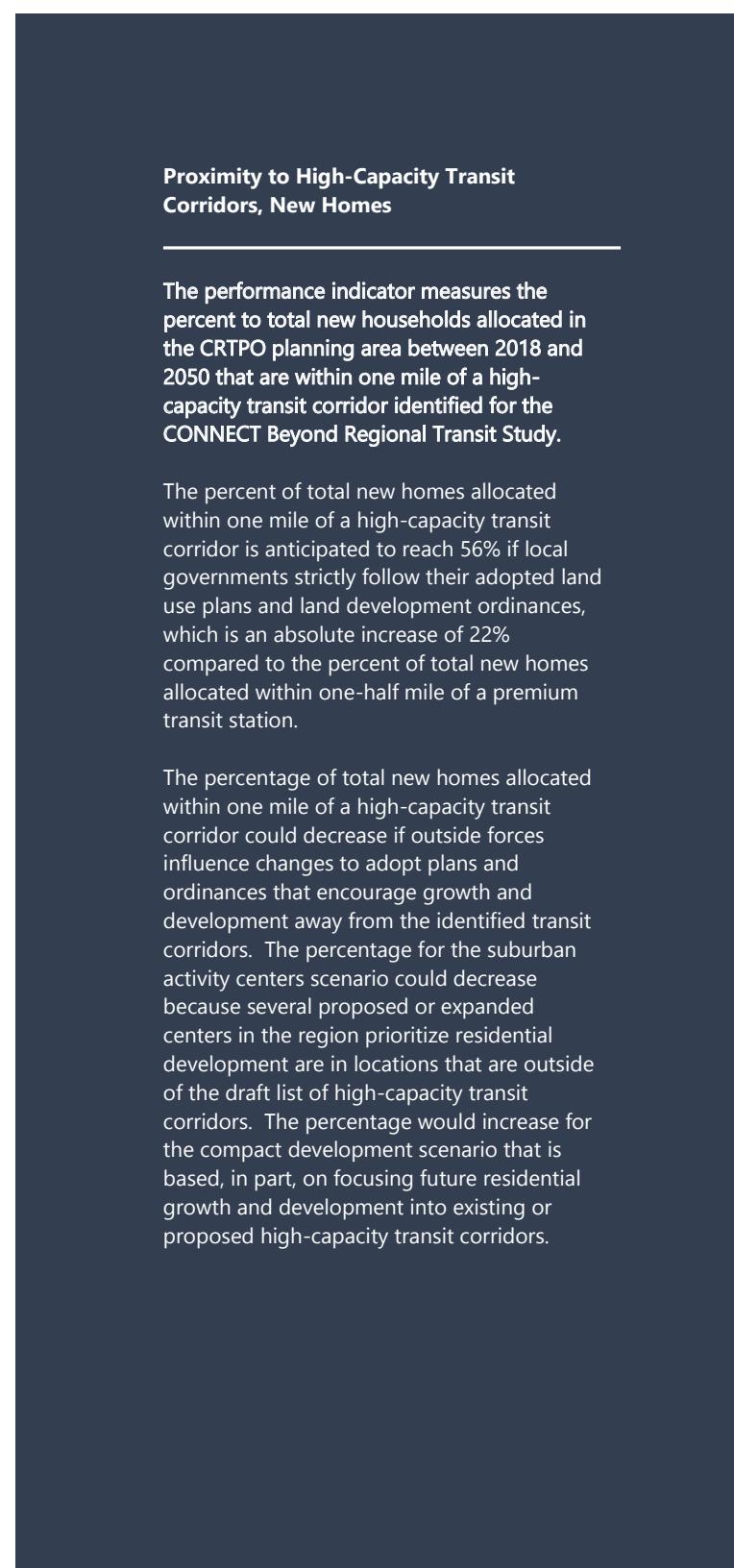


Figure D-8: Proximity to High-Capacity Transit Corridors, New Homes



Status Quo

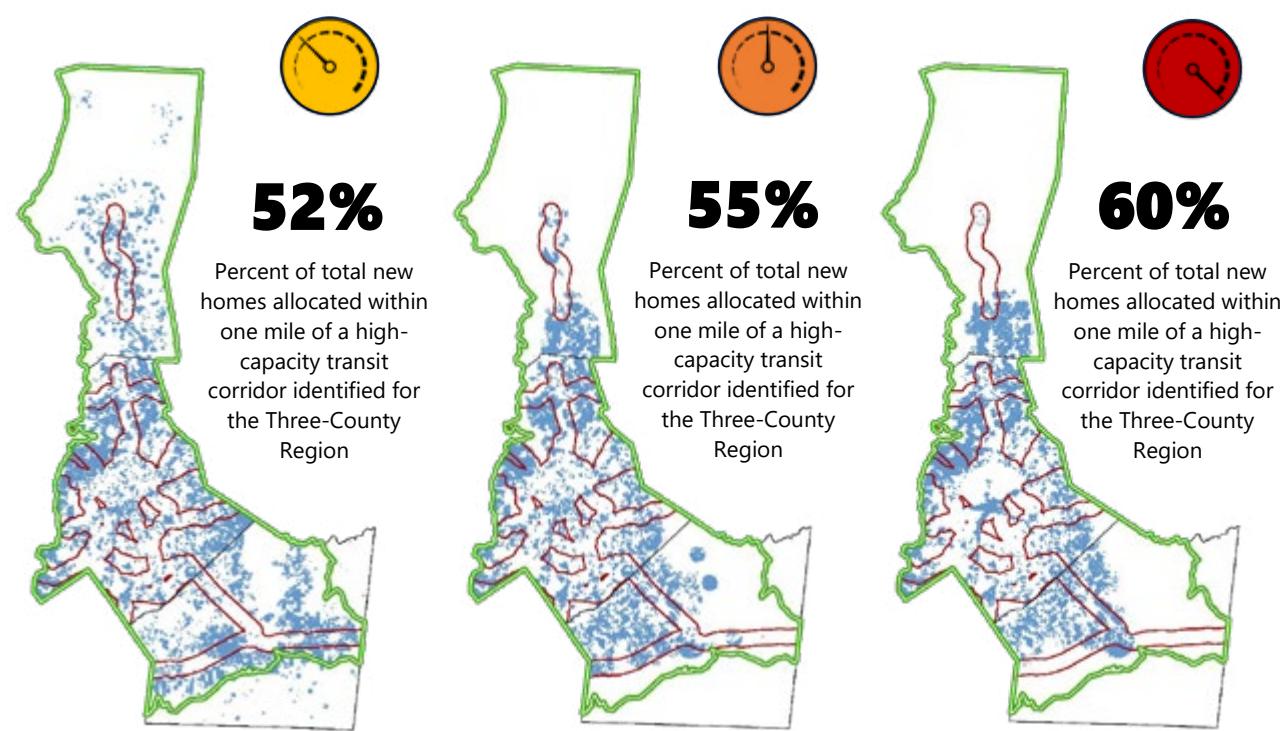
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Adopted Community Plans

Individual County Results

Iredell	20%
Mecklenburg	65%
Union	32%

Figure D-8: Proximity to High-Capacity Transit Corridors, New Homes (continued)



Conservative

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Decentralized Growth

Individual County Results

Iredell	18%
Mecklenburg	61%
Union	27%

Moderate

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Suburban Activity Centers

Individual County Results

Iredell	16%
Mecklenburg	63%
Union	34%

Aggressive

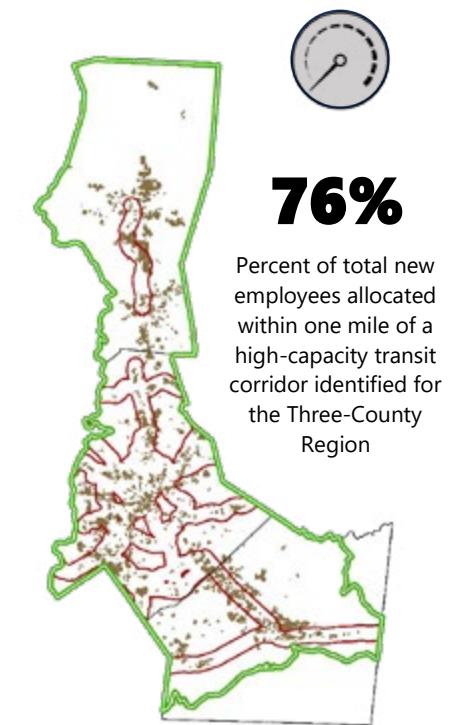
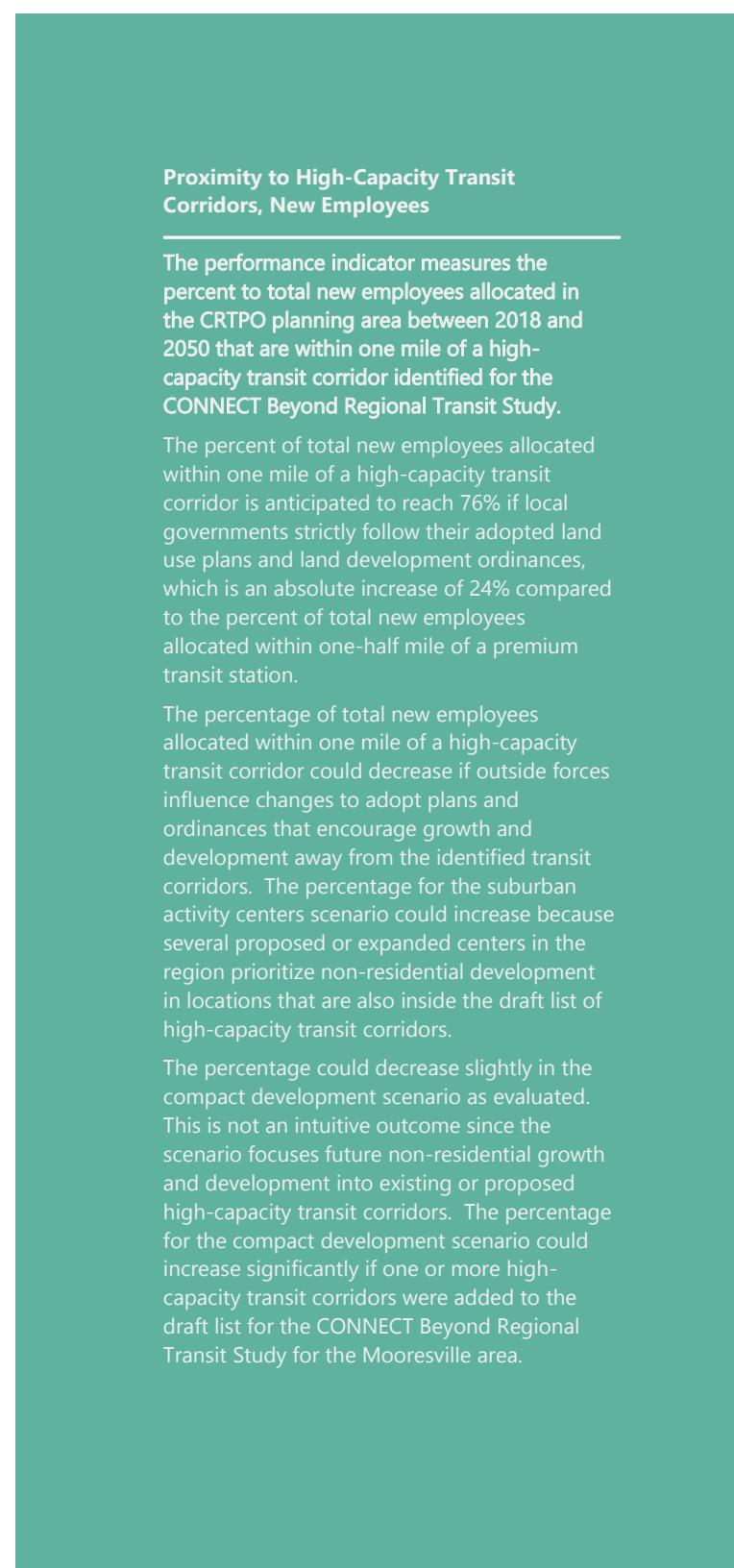
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Compact Development

Individual County Results

Iredell	4%
Mecklenburg	70%
Union	38%

Figure D-9: Proximity to High-Capacity Transit Corridors, New Employees



Status Quo

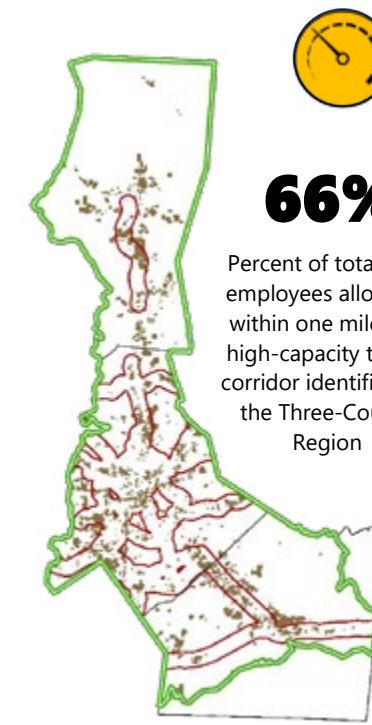
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Adopted Community Plans

Individual County Results

Iredell	29%
Mecklenburg	92%
Union	45%

Figure D-9: Proximity to High-Capacity Transit Corridors, New Employees (continued)



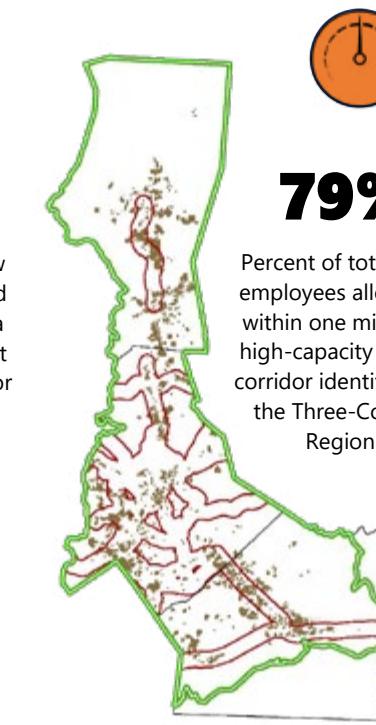
Conservative

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Decentralized Growth

Individual County Results

Iredell	31%
Mecklenburg	79%
Union	34%



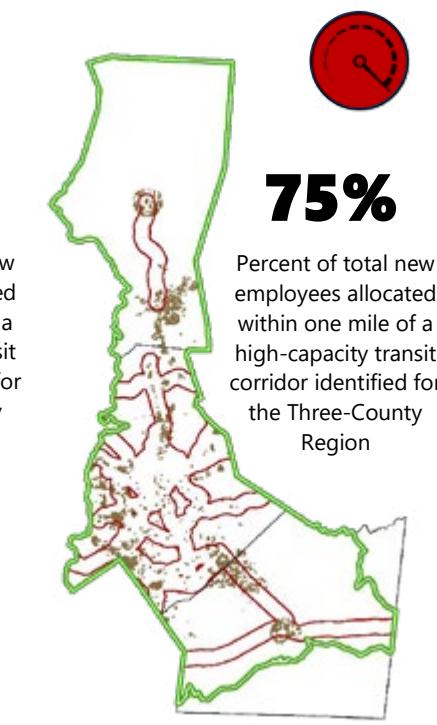
Moderate

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Suburban Activity Centers

Individual County Results

Iredell	37%
Mecklenburg	93%
Union	50%



Aggressive

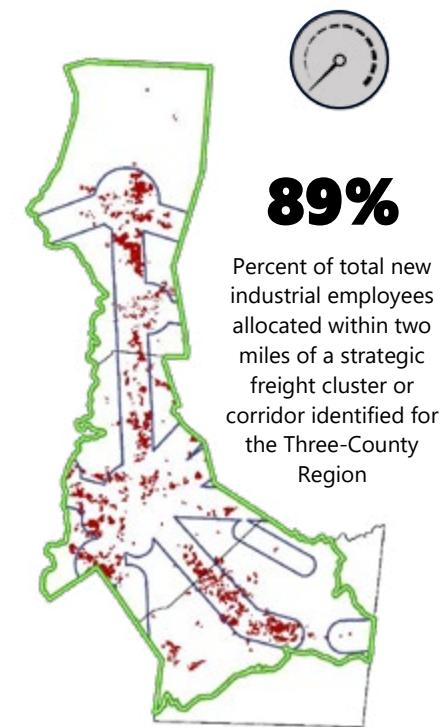
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Compact Development

Individual County Results

Iredell	7%
Mecklenburg	92%
Union	48%

Figure D-10: Percent of New Industrial Employees in Freight Corridors and Clusters



Status Quo

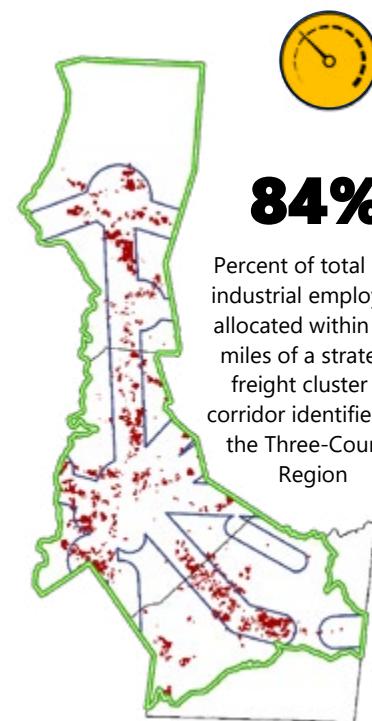
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Adopted Community Plans

Individual County Results

Iredell	94%
Mecklenburg	84%
Union	79%

Figure D-10: Percent of New Industrial Employees in Freight Corridors and Clusters (continued)

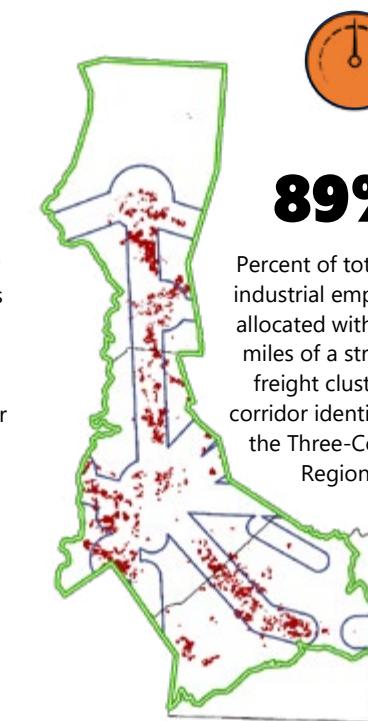


Conservative

•••••

Decentralized Growth

Iredell	94%
Mecklenburg	84%
Union	79%

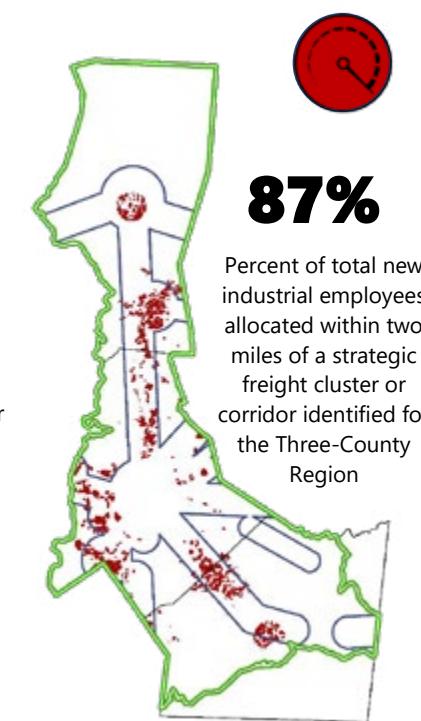


Moderate

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Suburban Activity Centers

Iredell	96%
Mecklenburg	91%
Union	79%



Aggressive

•••••

Compact Development

Iredell	99%
Mecklenburg	85%
Union	86%

Figure D-11: Vehicle Miles Traveled on the Highway System, All Road Facilities Reported

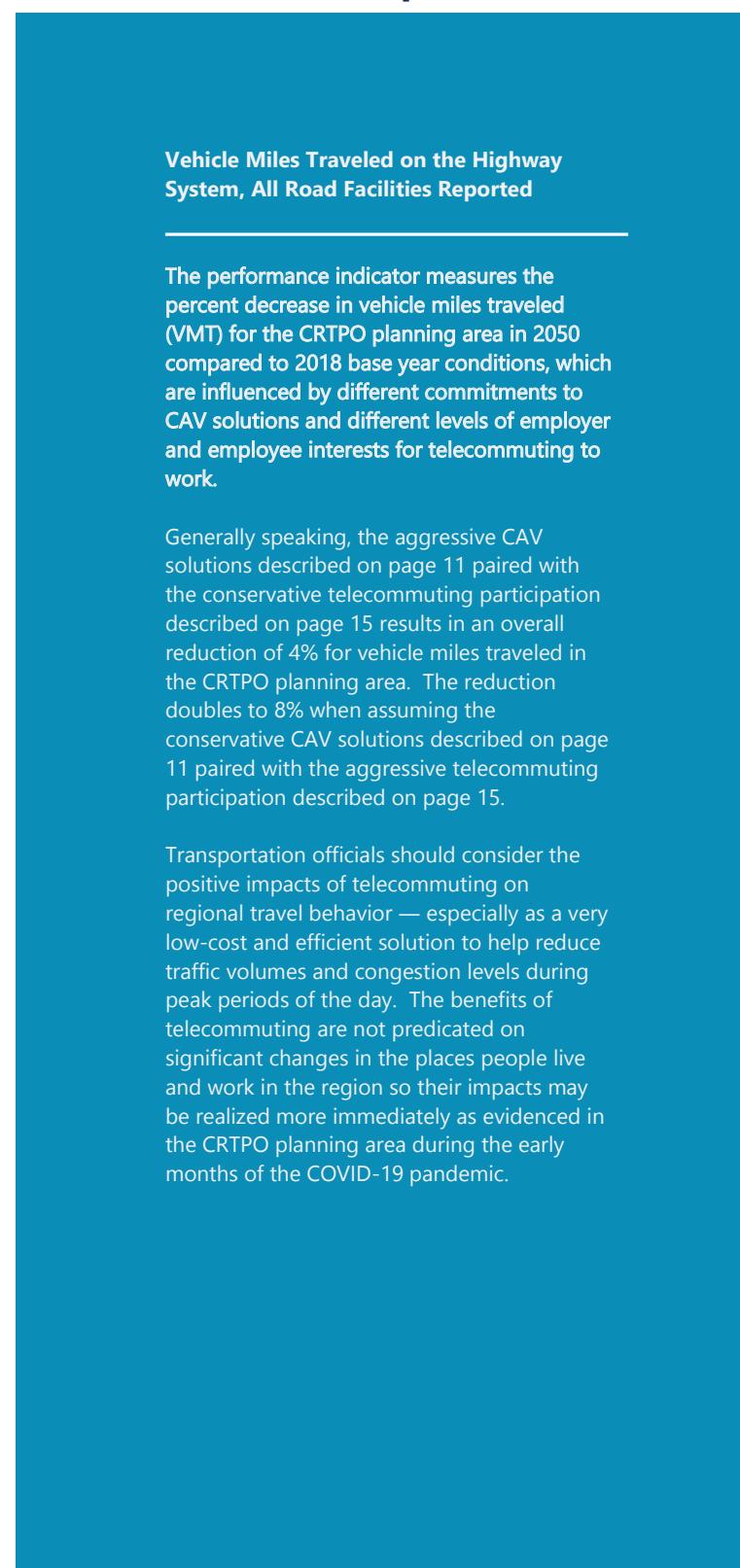


Figure D-11: Vehicle Miles Traveled on the Highway System, All Road Facilities Reported (continued)

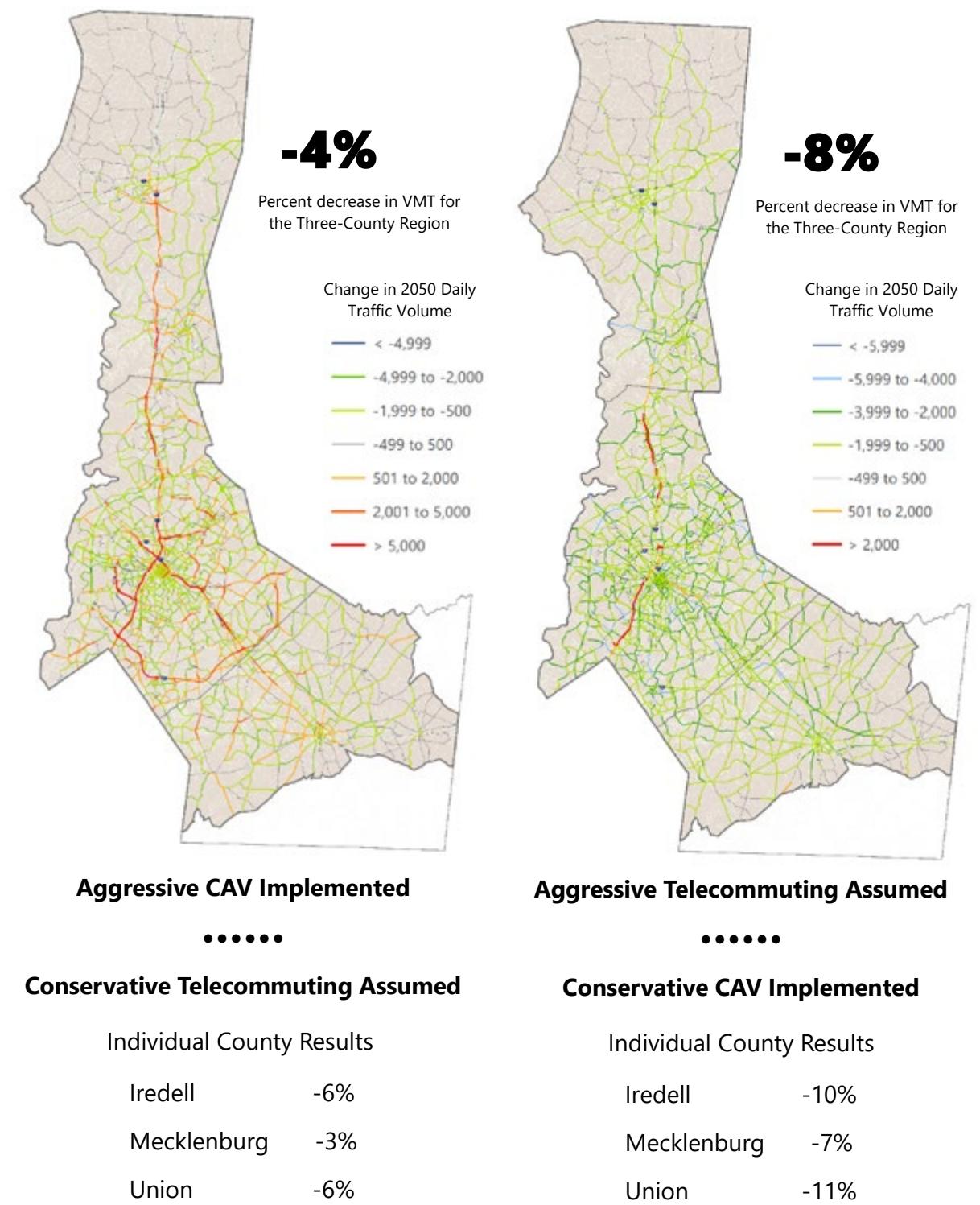


Figure D-12: Vehicle Hours Traveled on the Highway System, All Road Facilities Reported

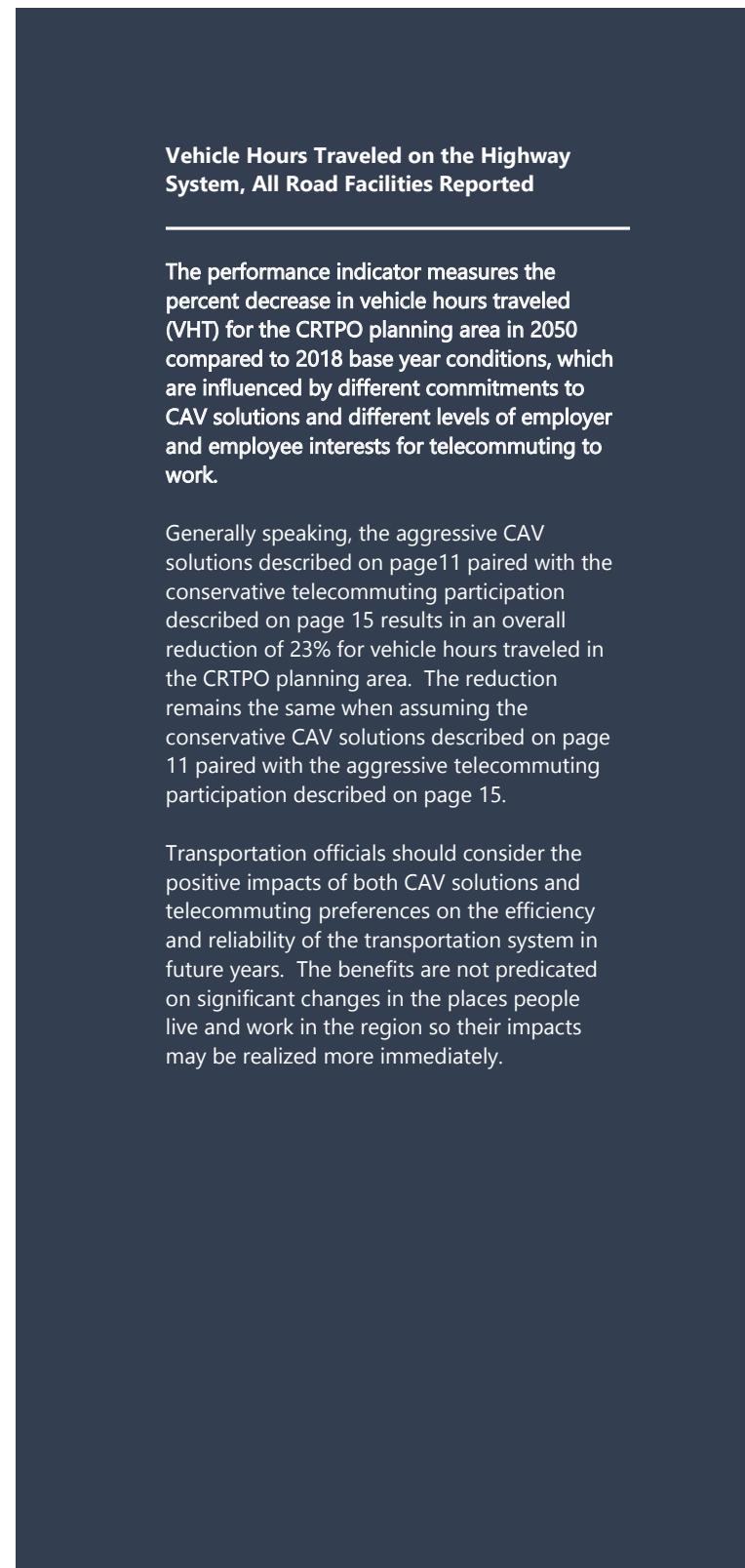
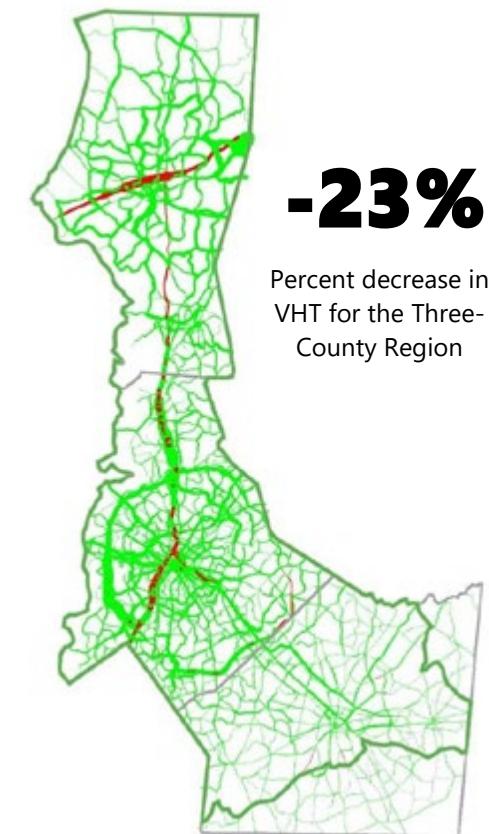
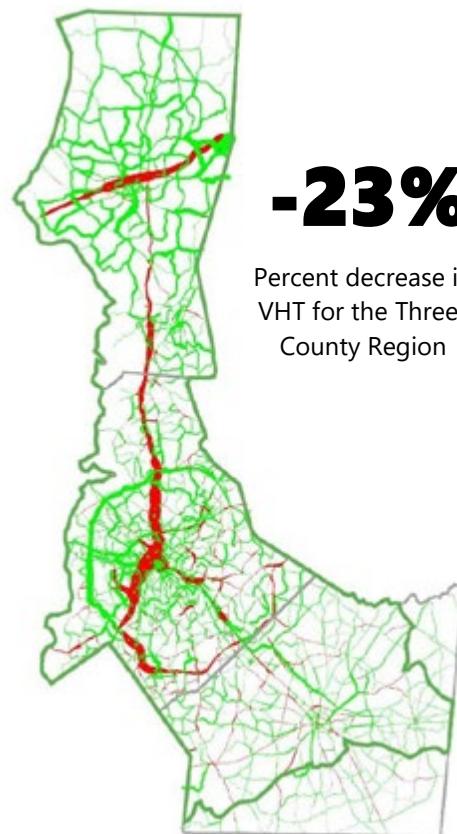


Figure D-12: Vehicle Hours Traveled on the Highway System, All Road Facilities Reported (continued)



Aggressive CAV Implemented



Conservative Telecommuting Assumed

Aggressive Telecommuting Assumed



Conservative CAV Implemented

Individual County Results

Iredell	-28%
Mecklenburg	-22%
Union	-15%

Individual County Results

Iredell	-32%
Mecklenburg	-20%
Union	-16%



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Appendix E

Congestion Management Process

Description	Page No.
Table E-1: Congestion Management Strategies	E-2
Table E-2: Corridor Specific Strategies – Fully Controlled Access Facilities	E-5
Table E-3: Corridor Specific Strategies – Limited/Partially Controlled Access Facilities	E-6

Table E-1 Congestion Management Strategies

Strategies for Fully Controlled Access Facilities (Freeways)	Currently In Use	Term Effectiveness	Congestion Type	Public Acceptance
Demand Management				
HOV Lanes	Yes	L	R	L
Variable Priced Lanes	Possible Future	L	R	L
Congestion Pricing (HOT)	Possible Future	M	R	L
Bridge Tolling	NA	L	R	L
Electronic Payment Systems	Possible Future	M	R	H
Alternative Mode Promotion				
Park-and-Ride Lot Improvements	Yes	S	R	H
Use of Shoulders for Transit Vehicles During Peak Periods	Possible Future	M	R	H
Improvements/Added Capacity to Rail and Bus Transit	Yes	ML	R	H
Service Coordination (Buses/Trains Sharing Real-Time Information)	Yes	M	RN	H
Traffic Operations				
Reversible Lanes or Movable Medians	Possible Future	M	RN	M
Spot Safety Improvements	Yes	S	N	H
Freeway Ramp Metering	Possible Future	M	RN	L
Variable Speed Limits	Possible Future	M	RN	M
Land Use				
Transportation-Land Use Plans with Local Governments	Possible Future	M	R	H

Symbol Legend:

Term Effectiveness: (S)hort, (M)id, (L)ong

Congestion Type: (R)ecurring, (N)on-Recurring, or Both (RN)

Public Acceptance: (L)ow, (M)edium, (H)igh

Table E-1 Congestion Management Strategies (continued)

Strategies for Limited/Partially Controlled Access Facilities (Non-Freeways)	Currently In Use	Term Effectiveness	Congestion Type	Public Acceptance
Demand Management				
Access Management Program	Yes	M	RN	M
HOV Lanes	Possible Future	L	R	L
Congestion Pricing	Possible Future	M	R	L
Bridge Tolling	NA	L	R	L
Alternative Mode Promotion				
Transit Signal Priority Systems	Yes	M	R	H
Park-and-Ride Lot Improvements	Yes	S	R	H
Addition of Bicycle Racks at Public Transit Stations/Stops	Yes	S	R	H
Bicycle and Pedestrian Access to Transit Improvement	Yes	S	R	H
Sidewalk Gap Closure Program	Yes	M	R	M
Improve Pedestrian Facilities at Intersections	Yes	S	R	H
Creation of New Bicycle and Pedestrian Facilities	Yes	M	R	H
Bike Sharing Programs	Yes	M	R	M
Enhance Transit Amenities	Yes	S	R	H
Use of Shoulders for Transit Vehicles During Peak Periods	Possible Future	M	R	H
Safe Routes to School Initiatives	Yes	M	R	H
Bicycle and/or Pedestrian Corridor Safety Studies and Implementation	Yes	M	RN	H
Traffic Operations				
Imaging for Surveillance and Detection	Yes	S	N	H
Traffic Signal Timing	Yes	S	R	M
Red-Light Camera Enforcement	Possible Future	S	N	M
Dynamic Traffic Signal Systems	Possible Future	M	R	M
Service Patrols (e.g. IMAP)	Yes	M	N	H
Emergency Management Systems (EMS)	Yes	S	N	H
Turn Lane Construction and Extension	Yes	S	R	H
Roundabout Construction	Yes	S	RN	M
Reversible Lanes or Movable Medians	Yes	M	RN	M
SPOT Safety Improvements	Yes	S	N	H
Variable Speed Limits	Possible Future	S	RN	H
Variable Message Signs (VMS)	Yes	S	RN	H
Land Use				
Transportation-Land Use Plans with Local Governments	Possible Future	M	R	H
Develop Overlay Districts to Manage Development Densities and Form	NA	M	R	M

Table E-1 Congestion Management Strategies (continued)

Strategies Applied on a Regional Level (Regional)	Currently In Use	Term Effectiveness	Congestion Type	Public Acceptance
Demand Management				
Ridematching Services	Yes	S	R	L
Vanpooling	Yes	S	R	L
Parking Cash-Out or Carpool Parking Incentives	Yes	M	R	M
Alternative Commute Subsidy Program	NA	M	R	M
Telecommuting Promotion	Yes	S	R	M
Compressed/Flexible Workweeks	Possible Future	S	R	M
Employer Outreach/Mass Marketing	Possible Future	M	R	M
Cordon Pricing	NA	M	R	L
Alternative Mode Promotion				
Improvements/Added Capacity to Regional Rail and Bus Transit	Yes	ML	R	H
Service Coordination (Buses/Trains Sharing Real-Time Information)	Yes	M	RN	H
Bicycle / Pedestrian Education Program	Yes	M	R	H
Traffic Operations				
Imaging for Surveillance and Detection	Yes	S	N	H
Service Patrols (e.g. IMAP)	Yes	M	N	H
Traffic Management Centers (TMCs)	Yes	M	N	H
Parking Management and Information Systems	Yes	S	R	H
511 Traveler Information	Yes	S	RN	H
Highway Advisory Radio (HAR)	No	S	RN	H
Transit Information Systems	Yes	S	R	H
Work Zone Management	Yes	S	N	H
Variable Message Signs (VMS)	Yes	S	RN	H
Land Use				
Encourage Regional Activity Centers	Yes	M	R	M
Live-Work Proximity Incentives	NA	L	R	M
Require MPO Review for Regional Scale Developments	NA	L	R	M
Growth Management Restrictions	NA	L	R	M

Symbol Legend:

Term Effectiveness: (S)hort, (M)id, (L)ong

Congestion Type: (R)ecurring, (N)on-Recurring, or Both (RN)

Public Acceptance: (L)ow, (M)edium, (H)igh

Table E-2 Corridor Specific Strategies – Fully Controlled Access Facilities

Corridors			Demand Management	Alternative Mode Promotion				Traffic Operations			Land Use	
No.	Name	Limits	Congestion Pricing	Park-and-Ride Lot Improvements	Use of Shoulders for Transit Vehicles During Peak Periods	Improvements/Added Capacity to Rail and Bus Transit	Service Coordination (Buses/Trains Sharing Real-Time Information)	Reversible Lanes or Moveable Medians	SPOT Safety Improvements	Freeway Ramp Metering	Variable Speed Limits	Transportation-Land Use Plans with Local Governments
1	I-77	River Hwy/Plaza Dr (NC 150) to Mecklenburg County Line	E	N		R	P					P
2	I-77	I-77 (US 21) to River Hwy/Plaza Dr (NC 150)	E	N		R	P					P
14	I-77	Iredell County Line to Brookshire Fwy	E	N	P	N	R		R	P	N	
15	I-77	Brookshire Fwy to South Carolina State Line	R	N	P	N	N		R	P	N	
18	I-485	Mt Holly Rd (NC 27) to I-77 (South)	R	P	P	P	P		R	P	N	
19	I-485	I-77 (South) to US 74 (East)	R	P	P	P	P		R	P	N	
20	I-485	Albemarle Rd (NC 27) to US 74 (East)	R	P	P	P	P		R	P	N	
21	I-85	Gaston County Line to I-77	P	P	P	N	N	R	R	P	N	
22	I-85	I-77 to Cabarrus County Line	P	E	P	E	R	R	R	P	N	
24	Independence Blvd (US 74)	I-277 to Union County Line	R	N		N	N	R	R	P	E	
30	I-277	I-77 (North) to I-77 (South)	R	N	P	N	N		R	P	N	

Symbol Legend:

E = Existing

Strategy exists/project underway
(nothing more currently proposed)

N = Needs Improvement

Strategy in place but needs to be improved

R = Recommended

Strategy planned or programmed and working towards implementing

P = Possible

Future consideration, but currently no analysis

to evaluate approach

Symbol Legend:

Term Effectiveness: (S)hort, (M)id, (L)ong

Congestion Type: (R)ecurring, (N)on-Recurring, or Both (RN)

Public Acceptance: (L)ow, (M)edium, (H)igh

Table E-3 Corridor Specific Strategies – Limited/Partially Controlled Access Facilities

Corridors			Demand Management	Traffic Operations									Land Use	
No.	Name	Limits	Access Management Program	Imaging for Surveillance and Detection	Traffic Signal Timing	Red-Light Camera Enforcement	Dynamic Traffic Signal Systems	Turn Lane Construction and Extension	Roundabout Construction	SPOT Safety Improvements	Variable Speed Limits	Transportation-Land Use Plans with Local Governments	Develop Overlay Districts to Manage Development Densities and Form	
3	River Hwy (NC 150)	Catawba County Line to Statesville Hwy/N Broad St (NC 115)	R	P	N	P	P	N			P	R	E	
4	Charlotte Hwy (US 21)	Statesville Hwy (NC 115) to I-77 (Williamson Rd)	P	P	N	P	P	R			P	R		
5	Cornelius Rd/Connector Rd/ Mazeppa Rd	Perth Rd to W Park Ave (NC 801)	R	P	N	P	P	N	P	P	P	R		
6	Oakridge Farm Hwy (NC 150)	Statesville Hwy/N Broad St (NC 115) to Landis Hwy (NC 152)		P	N	P	P	N		P	P	R	E	
7	Langtree Rd	Alcove Rd/Mecklynn Rd to Mecklenburg Hwy (NC 115)	N	P	N	P	P	N	N		P	R		
8	Brawley School Rd	I-77 to Charlotte Hwy (US 21)	R	P	N	P	P	N			P	R		
9	Williamson Rd	River Hwy (NC 150) to I-77	N	P	N	P	P	N			P	R		
10	E Broad St	Vine St to Toria Dr	R	P	N	P	P	N			P	E		
11	S Main St/Mecklenburg Hwy (NC 115)	McLellan Ave to Mecklenburg County Line		P	N	P	P	N			P	R		
12	Sullivan Rd (US 21)	Fort Dobbs Rd to Carolina Ave	R	P	N	P	P	N	R		P	E		
13	US 21/NC 115	Old Wilkesboro Rd to Cedar Ln	R	P	N	P	P	N	R		P	E	P	
16	Old Statesville Rd (NC 115)	Catawba Ave to W.T. Harris Blvd (NC 24)		P	N	P	P	N	R			P		
17	Gilead Rd	Wynfield Creek Pkwy to Old Statesville Rd (NC 115)	R	P	N	P	P	N	P	E		P		
23	Albemarle Rd (NC 27)	Independence Blvd (US 74) to Blair Rd (NC 51)	R	P	N	P	P	N			P	R	E	
25	Sugar Creek Rd	Nevin Rd to Eastway Dr		N	N	P	P	N						
26	W.T. Harris Blvd (NC 24)	Mount Holly-Huntersville Rd to The Plaza	R	N	N	P	P	N		P		P		
27	North Tryon St (US 29/NC 49)	Mallard Creek Church Rd to Sugar Creek Rd		N	N	P	P	N						
28	University City Blvd (NC 49)	I-85 to Cabarrus County Line	R	N	N	P	P	N		P		P		

Symbol Legend:

E = Existing
Strategy exists/project underway (nothing more currently proposed)

N = Needs Improvement
Strategy in place but needs to be improved

R = Recommended

Strategy planned or programmed and working towards implementing

P = Possible

Future consideration, but currently no analysis to evaluate approach

Table E-3 Corridor Specific Strategies – Limited/Partially Controlled Access Facilities (continued)

Corridors			Alternative Mode Promotion											
No.	Name	Limits	Transit Signal Priority Systems	Park-and-Ride Lot Improvements	Addition of Bicycle Racks at Public Transit Stations/ Stops	Bicycle and Pedestrian Access to Transit Improvement	Sidewalk Gap Closure Program	Improve Pedestrian Facilities at Intersections	Creation of New Bicycle and Pedestrian Facilities	Bike Sharing Programs	Enhance Transit Amenities	Safe Routes to School Initiative	Bicycle and/or Pedestrian Corridor Safety Studies and Implementation	
3	River Hwy (NC 150)	Catawba County Line to Statesville Hwy/N Broad St (NC 115)					R	N	R					
4	Charlotte Hwy (US 21)	Statesville Hwy (NC 115) to I-77 (Williamson Rd)					R	N	R					
5	Cornelius Rd/Connector Rd/ Mazeppa Rd	Perth Rd to W Park Ave (NC 801)					R	R	R					
6	Oakridge Farm Hwy (NC 150)	Statesville Hwy/N Broad St (NC 115) to Landis Hwy (NC 152)					R	R	R					
7	Langtree Rd	Alcove Rd/Mecklynn Rd to Mecklenburg Hwy (NC 115)					R	R	R					
8	Brawley School Rd	I-77 to Charlotte Hwy (US 21)	P				R	N	R					
9	Williamson Rd	River Hwy (NC 150) to I-77					R	N	R					
10	E Broad St	Vine St to Toria Dr					R	N	R					
11	S Main St/Mecklenburg Hwy (NC 115)	McLellan Ave to Mecklenburg County Line					R	N	R					
12	Sullivan Rd (US 21)	Fort Dobbs Rd to Carolina Ave					R	N	R					
13	US 21/NC 115	Old Wilkesboro Rd to Cedar Ln					R	N	R			P	P	
16	Old Statesville Rd (NC 115)	Catawba Ave to W.T. Harris Blvd (NC 24)					E	P	N	N	N		R	
17	Gilead Rd	Wynfield Creek Pkwy to Old Statesville Rd (NC 115)					P	P	N	N	N	N	P	
23	Albemarle Rd (NC 27)	Independence Blvd (US 74) to Blair Rd (NC 51)					R	N	R					
25	Sugar Creek Rd	Nevin Rd to Eastway Dr					E	E	R	N	N	P		
26	W.T. Harris Blvd (NC 24)	Mount Holly-Huntersville Rd to The Plaza	P				P	P	P	P	P			
27	North Tryon St (US 29/NC 49)	Mallard Creek Church Rd to Sugar Creek Rd					E	E	R	N	N	P	P	
28	University City Blvd (NC 49)	I-85 to Cabarrus County Line	P				P	P	P	P	P			

Symbol Legend:

E = Existing
Strategy exists/project underway (nothing more currently proposed)

N = Needs Improvement
Strategy in place but needs to be improved

R = Recommended

Strategy planned or programmed and working towards implementing

P = Possible

Future consideration, but currently no analysis to evaluate approach

Table E-3 Corridor Specific Strategies – Limited/Partially Controlled Access Facilities (continued)

Corridors			Demand Management	Traffic Operations									Land Use	
No.	Name	Limits	Access Management Program	Imaging for Surveillance and Detection	Traffic Signal Timing	Red-Light Camera Enforcement	Dynamic Traffic Signal Systems	Turn Lane Construction and Extension	Roundabout Construction	SPOT Safety Improvements	Variable Speed Limits	Transportation-Land Use Plans with Local Governments	Develop Overlay Districts to Manage Development Densities and Form	
29	Providence Rd (NC 16)	Queens Rd to Union County Line		N	N	P	P	N						
31	Steele Creek Rd (NC 160)	Douglas Dr to South Carolina State Line	R	N	N	P	P	N				P	P	
32	Brookshire Fwy/Blvd (NC 16)	Gaston County Line to I-77	R	N	N	P	P	N		P		P	P	
33	Pineville-Matthews Rd (NC 51)	I-485 to Providence Rd (NC 16)	R	E	N	P	R	R				P	P	
34	Billy Graham Pkwy/Woodlawn Rd	I-85 to South Blvd	R	N	N	P	P	N		P		P	P	
35	S Tryon St (NC 49)	South Carolina State Line to I-77	R	N	N	P	P	N				P	P	
36	Johnston Road (US 521)	South Carolina State Line to I-485	R	N	N	P	P	N				P	P	
37	Freedom Dr/Mt Holly Rd (NC 27)	Gaston County Line to Toddville Rd	R	N	N	P	P	N				P	P	
38	Trade St/Weddington Rd	E John St to Union County Line	N	P	N	P	P	N	P	P		P	P	
39	John St/Old Monroe Rd	Sardis Rd to Union County Line	P	P	N	P	P	N	P	P		P	N	
40	Matthews Township Pkwy (NC 51)	Sardis Rd to Lawyers Rd	E	P	N	P	P	N		P		P	N	
41	Polk St	I-485 to Dorman Rd	N	P	N	P	P	N				P		
42	NC 73	Lincoln County Line to I-77	R	P	N	P	P	N		P		E		
43	NC 73	I-77 to Cabarrus County Line	N	P	N	P	P	N		R		E		
44	Mallard Creek Rd	Mallard Creek Church Rd to Concord Mills Blvd		N	N	P	P	N						
45	Poplar Tent Rd	Davidson-Concord Rd (NC 73) to Cabarrus County Line	R	E	N	P	R	N				E		
46	Ballantyne Commons Pkwy	Williams Pond Ln to Annalexia Ln		N	N	P	P	N				N	P	
47	Rea Rd	Mecklenburg County Line to Providence Rd (NC 16)	R	P	N	P	P					E		

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Corridors			Alternative Mode Promotion										
No.	Name	Limits	Transit Signal Priority Systems	Park-and-Ride Lot Improvements	Addition of Bicycle Racks at Public Transit Stations/Stops	Bicycle and Pedestrian Access to Transit Improvement	Sidewalk Gap Closure Program	Improve Pedestrian Facilities at Intersections	Creation of New Bicycle and Pedestrian Facilities	Bike Sharing Programs	Enhance Transit Amenities	Safe Routes to School Initiative	Bicycle and/or Pedestrian Corridor Safety Studies and Implementation
29	Providence Rd (NC 16)	Queens Rd to Union County Line		E	E	R	N	N	N	P		P	
31	Steele Creek Rd (NC 160)	Douglas Dr to South Carolina State Line	P	N	N	N	N	N	N	P	N	P	
32	Brookshire Fwy/Blvd (NC 16)	Gaston County Line to I-77	P	P			P	P	P				
33	Pineville-Matthews Rd (NC 51)	I-485 to Providence Rd (NC 16)	P	N		N	N	N	N	P	N	P	
34	Billy Graham Pkwy/Woodlawn Rd	I-85 to South Blvd	P	P			P	P	P				
35	S Tryon St (NC 49)	South Carolina State Line to I-77	P	N	N	N	N	N	N	P	N	P	
36	Johnston Road (US 521)	South Carolina State Line to I-485	P	N	N	N	N	N	N	P	N	P	
37	Freedom Dr/Mt Holly Rd (NC 27)	Gaston County Line to Toddville Rd	P	N	N	N	N	N	N	P	N	P	
38	Trade St/Weddington Rd	E John St to Union County Line					N	N	N	P	P	P	
39	John St/Old Monroe Rd	Sardis Rd to Union County Line	P	E	P	N	N	N	N	P	N	P	
40	Matthews Township Pkwy (NC 51)	Sardis Rd to Lawyers Rd	P		P	N	N	N	N	P	N	P	
41	Polk St	I-485 to Dorman Rd			P	P	N	N	N	P	P		
42	NC 73	Lincoln County Line to I-77			P	N	N	N	N		N		
43	NC 73	I-77 to Cabarrus County Line			P	N	N	N	N		N		
44	Mallard Creek Rd	Mallard Creek Church Rd to Concord Mills Blvd		E	E	R	N	N	N	P		P	
45	Poplar Tent Rd	Davidson-Concord Rd (NC 73) to Cabarrus County Line				N		R					
46	Ballantyne Commons Pkwy	Williams Pond Ln to Annalexia Ln		E	E	R	N	N	N	P		P	
47	Rea Rd	Mecklenburg County Line to Providence Rd (NC 16)				R	N	P			P		

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48	Providence Rd (NC 16)	Mecklenburg County Line to NC 75	R	P	N	P	P	N	P	R		E	E
49	Old Monroe Rd/Old Charlotte Hwy	Mecklenburg County Line to NC 75	R	P	N	P	P	N		R		E	
50	US 74	Mecklenburg County Line to Anson County Line	R	P	N	P	P	N		R		E	R
51	Idlewild Rd	Stallings Rd to Indian Trail-Fairview Rd	P	P	N	P	P	N	P	R		P	
52	Lawyers Rd	I-485 to Indian Trail-Fairview Rd	P	P	N	P	P	N	P	R		P	
53	Weddington Rd/Weddington-Matthews Rd	Mecklenburg County Line to Monroe-Weddington Rd (NC 84)	P	P	N	P	P	N	R	R		P	
54	Wesley Chapel Rd	Roosevelt Blvd (US 74) to Monroe-Weddington Rd (NC 84)	P	P	N	P	P	N	N	R		P	
55	Pleasant Plains Rd	McKee Rd to Old Monroe Rd	P	P	N	P	P	N	R	R		P	
56	Statesville Rd (US 21)	Catawba Ave to Sunset Rd	R	N	N	P	P	N	P			P	
57	Monroe-Weddington Rd (NC 84)	Providence Rd S (NC 16) to Rocky River Rd	N	P	N	P	P	N	N	R		P	
58	Charlotte Ave	Dickerson Blvd (NC 200) to Seymour St	R	P	N	P	P	N		P		P	
59	Westinghouse Blvd	S Tryon St (NC 49) to Nations Ford Rd	R	N	N	P	P	N				P	P
60	Park Rd	Pineville-Matthews Rd (NC 51) to Johnston Rd		E	E	P	R	N				P	
61	W Catawba Ave	Jetton Rd to Sam Furr Rd (NC 73)	R	E	E	P	P	E		P	P	P	E

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Table E-3 Corridor Specific Strategies – Limited/Partially Controlled Access Facilities (continued)

Corridors			Alternative Mode Promotion										
No.	Name	Limits	Transit Signal Priority Systems	Park-and-Ride Lot Improvements	Addition of Bicycle Racks at Public Transit Stations/Stops	Bicycle and Pedestrian Access to Transit Improvement	Sidewalk Gap Closure Program	Improve Pedestrian Facilities at Intersections	Creation of New Bicycle and Pedestrian Facilities	Bike Sharing Programs	Enhance Transit Amenities	Safe Routes to School Initiative	Bicycle and/or Pedestrian Corridor Safety Studies and Implementation
48	Providence Rd (NC 16)	Mecklenburg County Line to NC 75		R				R	N	R		R	E
49	Old Monroe Rd/Old Charlotte Hwy	Mecklenburg County Line to NC 75						R	N	R	P	P	P
50	US 74	Mecklenburg County Line to Anson County Line		P				R	N	R	P	P	P
51	Idlewild Rd	Stallings Rd to Indian Trail-Fairview Rd						P	N	P			
52	Lawyers Rd	I-485 to Indian Trail-Fairview Rd						P	N	P			
53	Weddington Rd/Weddington-Matthews Rd	Mecklenburg County Line to Monroe-Weddington Rd (NC 84)						P	P	P		P	
54	Wesley Chapel Rd	Roosevelt Blvd (US 74) to Monroe-Weddington Rd (NC 84)						P	P	P		P	
55	Pleasant Plains Rd	McKee Rd to Old Monroe Rd						P	P	P			
56	Statesville Rd (US 21)	Catawba Ave to Sunset Rd		E	P			N	N	N	N		R
57	Monroe-Weddington Rd (NC 84)	Providence Rd S (NC 16) to Rocky River Rd						R	N	N		P	
58	Charlotte Ave	Dickerson Blvd (NC 200) to Seymour St						R	R	R			
59	Westinghouse Blvd	S Tryon St (NC 49) to Nations Ford Rd	P	N	N			N	N	N	P	N	P
60	Park Rd	Pineville-Matthews Rd (NC 51) to Johnston Rd						P	N	N	N	N	R
61	W Catawba Ave	Jetton Rd to Sam Furr Rd (NC 73)	P					P	N	N	E	N	P

Symbol Legend:

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Strategy exists/project underway (nothing more currently proposed)

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Appendix F

Active Transportation Corridor Screening Analysis

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Description	Page No.
Figure F-1: Short Trip Opportunity	F-2
Figure F-2: Safety	F-3
Figure F-3: Transit	F-4
Figure F-4: Conflicts	F-5
Figure F-5: Environmental Justice	F-6
Figure F-6: Regional Significance	F-7
Figure F-7: Jurisdiction Priority	F-8
Table F-1: Sidewalk Corridors and Results	F-9
Table F-2: On-Street Bicycle Facility/Shared-Use Path Corridors and Results	F-13

Figure F-1 Short Trip Opportunity

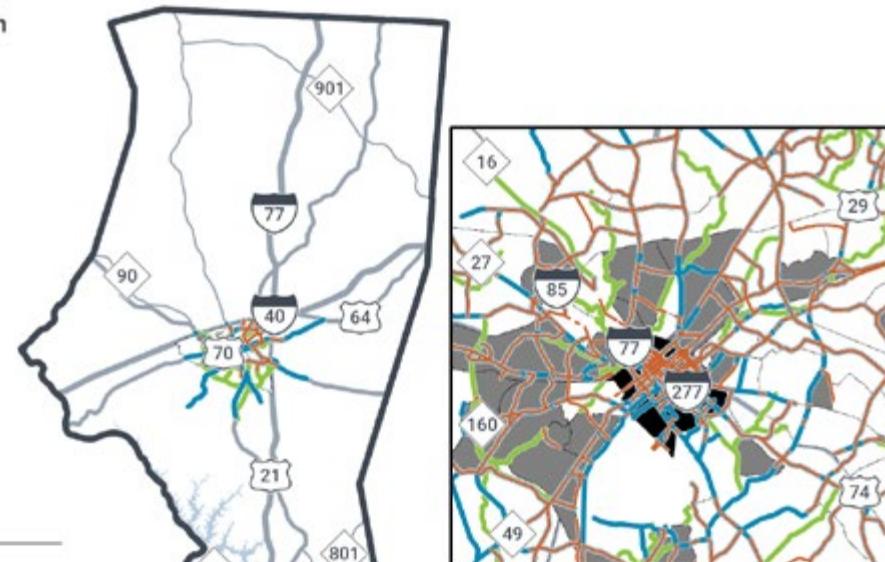
LEGEND

Active Transportation Corridors with Short Trip Opportunities

- Sidewalks
- On-Street Bicycle Facilities
- Shared-Use Paths

Census Tract with 4+ Short Trip Opportunity Score

- 4
 - 5 - 6
 - 7 - 9
- Lake Norman
CRTPO Planning Area
County Boundary



Notes

Active Transportation Corridors including Sidewalks, On-Street Bicycle Facilities, and Shared-Use Paths are all noted as "Recommended" or "Needs Improvement" in the CRTPO CTP.

Active Transportation Corridors were scored using Census Tract level data on a 0 to 6 scale for Short Trip Opportunities. All corridors receiving a total score of 4 or more are shown in this map.

Source

CRTPO Comprehensive Transportation Plan (CTP)

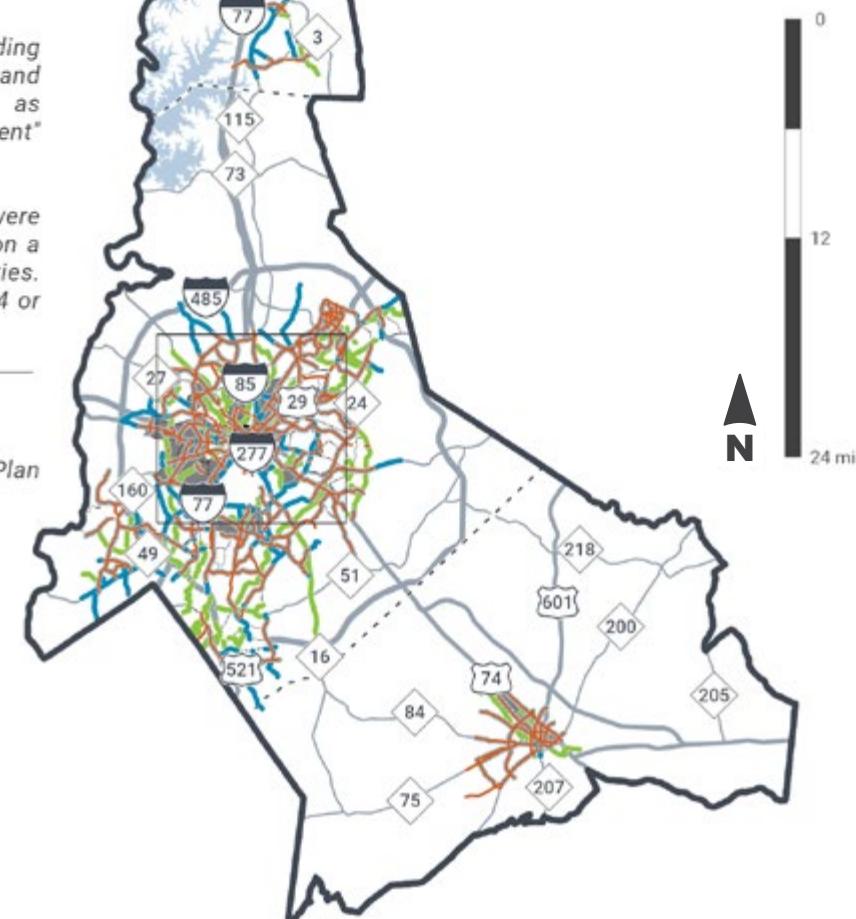


Figure F-2 Safety

LEGEND

Active Transportation Corridors with Bicycle and Pedestrian Safety Concerns

- Sidewalks
- On-Street Bicycle Facilities
- Shared-Use Paths

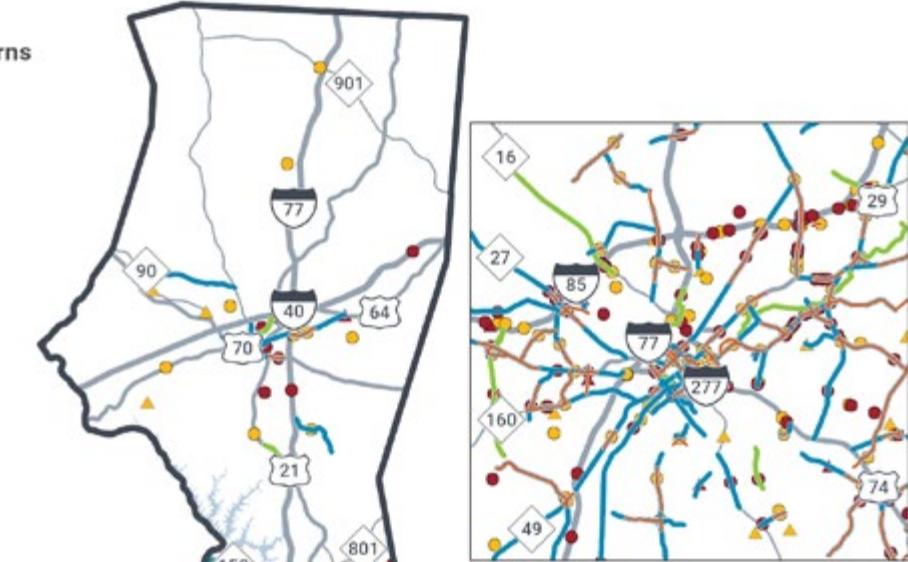
Bicycle Crashes (2015-2019)

- ▲ Fatality
- ▼ Serious Injury

Pedestrian Crashes (2015-2019)

- Fatality
- Serious Injury

- Lake Norman
CRTPO Planning Area
County Boundary



Notes

Active Transportation Corridors including Sidewalks, On-Street Bicycle Facilities, and Shared-Use Paths are all noted as "Recommended" or "Needs Improvement" in the CRTPO CTP.

Active Transportation Corridors shown in this map depict segments that are located along corridors with a high safety concern for bicycles or pedestrians. These corridors are located along roadways where a fatal and/or serious injury bicycle or pedestrian crash occurred between 2015 and 2019.

Source

CRTPO Comprehensive Transportation Plan (CTP), NCDOT 2015-2019 Bicycle and Pedestrian Crash GIS Data

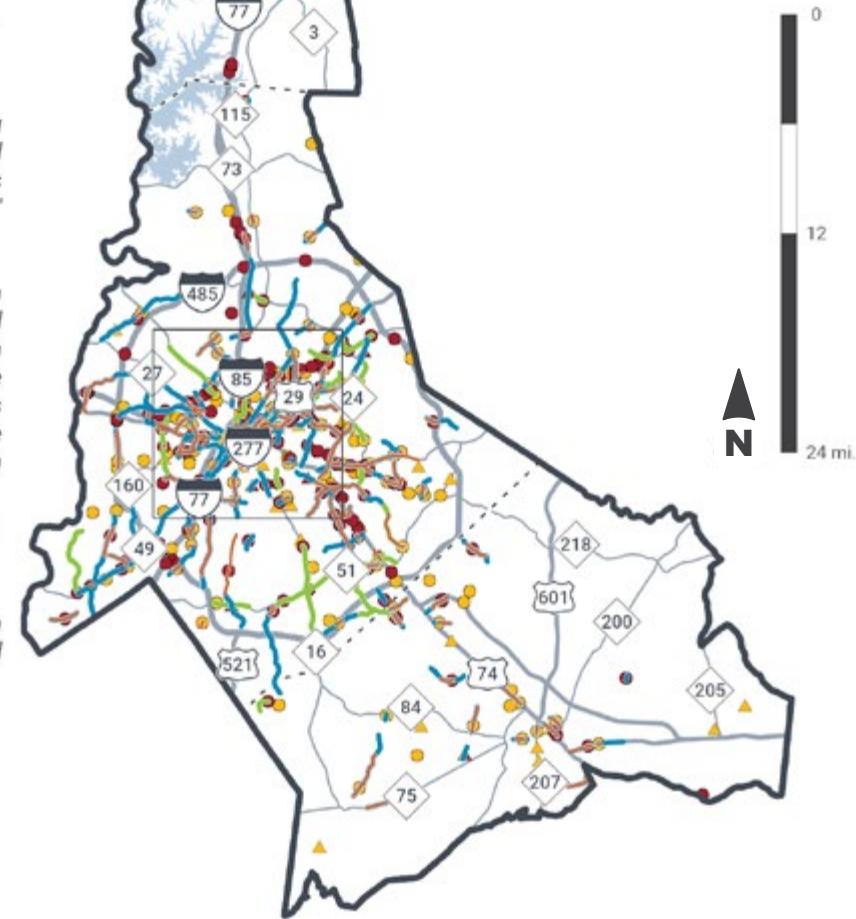


Figure F-3 **Transit**

LEGEND

Active Transportation Corridors in Close Proximity to Transit Stops

- Sidewalks
- On-Street Bicycle Facilities
- Shared-Use Paths

Transit Stop Buffers

- 1/2 mi Buffer: LYNX Blue Line Stations (Existing)
- 1/2 mi Buffer: LYNX Gold Line Stations (Existing and Planned)
- 1/2 mi Buffer: LYNX Silver Line Stations (Planned)
- 1/4 mi Buffer: CATS High Ridership (Top 5%) Bus Stops
- Lake Norman
- CRTPO Planning Area
- County Boundary

Notes

Active Transportation Corridors including Sidewalks, On-Street Bicycle Facilities, and Shared-Use Paths are all noted as "Recommended" or "Needs Improvement" in the CRTPO CTP.

Active Transportation Corridors shown in this map are located within 1/2 mile of an existing or planned LYNX transit station or 1/2 mile of a high ridership (top 5% of ridership in region) bus stop. Only stations and stops that meet these criteria are shown.

Source

CRTPO Comprehensive Transportation Plan (CTP), City of Charlotte



Figure F-4 **Conflicts**

LEGEND

Roads with AADT of 10,000+

Active Transportation Corridors with Higher Conflict Reduction Potential

- Sidewalks
- On-Street Bicycle Facilities
- Shared-Use Paths

- Lake Norman
- CRTPO Planning Area
- County Boundary

Notes

Active Transportation Corridors including Sidewalks, On-Street Bicycle Facilities, and Shared-Use Paths are all noted as "Recommended" or "Needs Improvement" in the CRTPO CTP.

Active Transportation Corridors shown in this map depict segments that intersect with roadways that have an Annual Average Daily Traffic (AADT) of 10,000 or more vehicles per day.

Source

CRTPO Comprehensive Transportation Plan (CTP), 2018 AADT from SPOT P6.0 Database



Figure F-5 Environmental Justice

LEGEND

- Census Tracts with High EJ Concentration
- Active Transportation Corridors within High Concentration EJ Communities
 - Sidewalks
 - On-Street Bicycle Facilities
 - Shared-Use Paths
- Lake Norman
- CRTPO Planning Area
- County Boundary

Notes

Active Transportation Corridors including Sidewalks, On-Street Bicycle Facilities, and Shared-Use Paths are all noted as "Recommended" or "Needs Improvement" in the CRTPO CTP.

Active Transportation Corridors shown in this map depict segments that intersect with census tracts of high Environmental Justice (EJ) concentration, or census tracts that contain 5-7 EJ groups.

Source

CRTPO Comprehensive Transportation Plan (CTP), 2016 American Community Survey 3-Year Estimates

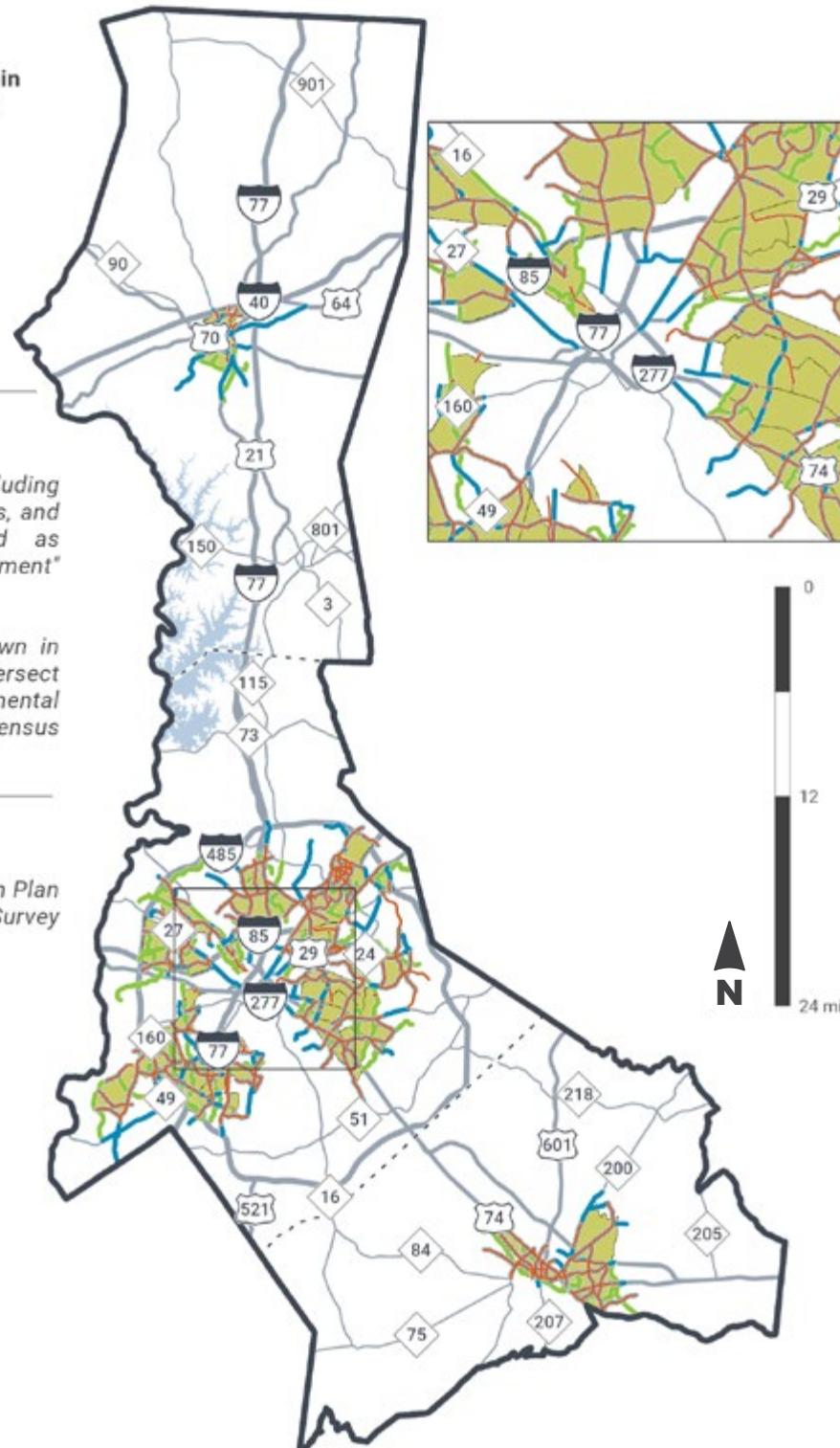


Figure F-6 Regional Significance

LEGEND

- Active Transportation Corridors with Highest Potential for Providing Regional Connectivity
 - Sidewalks
 - On-Street Bicycle Facilities
 - Shared-Use Paths
- Lake Norman
- CRTPO Planning Area
- County Boundary

Notes

Active Transportation Corridors including Sidewalks, On-Street Bicycle Facilities, and Shared-Use Paths are all noted as "Recommended" or "Needs Improvement" in the CRTPO CTP.

Active transportation corridors shown in this map depict segments that intersect multiple jurisdictions (county, city, or town) or corridors that are a part of a larger regional network (i.e. Carolina Thread Trail).

Source

CRTPO Comprehensive Transportation Plan (CTP)



Figure F-7 Jurisdiction Priority

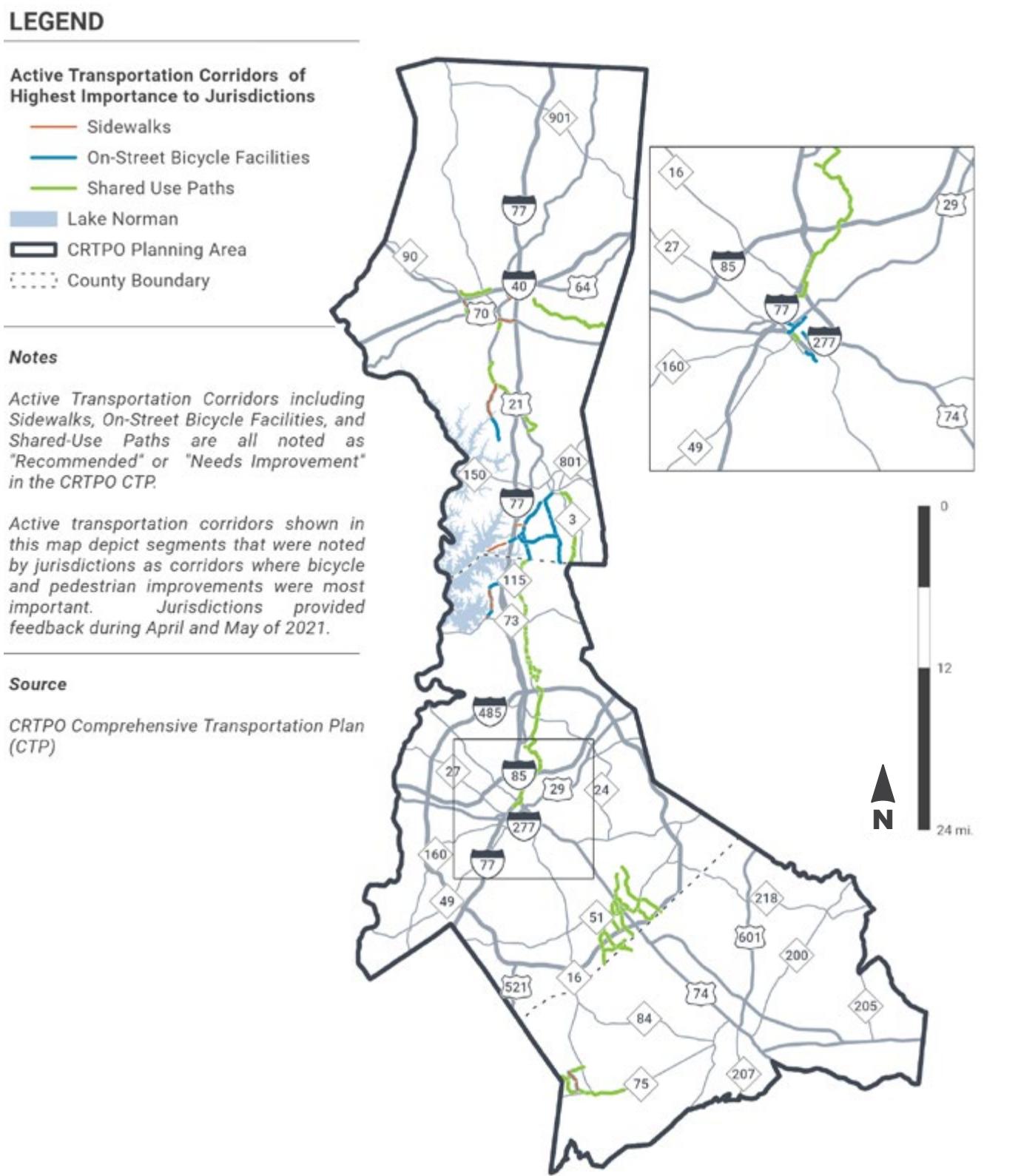


Table F-1 Sidewalk Corridors and Results

Facility	Status	From	To	Length (mi)	Project Location	County	SHORT TRIPS	SAFETY	TRANSIT	AADT	EJ	REGIONAL	JURISD	TOTAL
Albemarle Rd	Needs Improvement	Central Av	Reddman Rd	0.10	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
Albemarle Rd	Needs Improvement	Starkwood Dr	Reddman Rd	0.37	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
Albemarle Rd	Needs Improvement	Wilora Lake Dr	Lake Forest Rd East	1.59	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
Beatties Ford Rd	Needs Improvement	Gilbert St	Capps Hill Mine Rd	1.39	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
Central Av	Needs Improvement	Glenn St	Medford Dr	0.14	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
E Sugar Creek Rd	Needs Improvement	Atmore St	The Plaza	0.14	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
E Sugar Creek Rd	Needs Improvement	The Plaza	Anderson St	0.16	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
Freedom Dr	Needs Improvement	Lucky Penny St	Marlene St	0.22	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
Idlewild Rd	Needs Improvement	Monroe Rd	Conference Dr	0.48	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
Idlewild Rd	Needs Improvement	Piney Grove Rd	Conference Dr	1.54	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
Little Rock Rd	Recommended	Little Rock Rd	N 185xlittle Rock Rd R:	0.18	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
Monroe Rd	Needs Improvement	Monroe Rd	Monroe Rd	3.24	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
N Tryon St	Needs Improvement	N Tryon St	N Tryon St	0.77	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
N Tryon St	Needs Improvement	Old Concord Rd	N Tryon St	0.29	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
N Tryon St	Needs Improvement	Sandy Av	Stetson Dr	0.33	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
Rama Rd	Needs Improvement	Sardis Rd	Bluebonnet Rd	1.72	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
Reddman Rd	Needs Improvement	Central Av	Albemarle Rd	0.09	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
South Bv	Needs Improvement	Emorywood Dr	Longleaf Dr	3.29	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
Statesville Av	Needs Improvement	Carmine St	S I-85 Hy	0.36	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
The Plaza	Needs Improvement	Academy St	Herrin St	0.08	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
The Plaza	Needs Improvement	Commerical Av	Trembeth Dr	0.07	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
The Plaza	Needs Improvement	Dade Sq	E Sugar Creek Rd	0.33	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
W Sugar Creek Rd	Needs Improvement	Equipment Dr	Penny Way	1.34	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
W Sugar Creek Rd	Needs Improvement	Turning Point Acad	Equipment Dr	1.07	Charlotte	Mecklenburg	✓	✓	✓	✓	✓			5
Catawba Ave	Recommended	Unspecified	Unspecified	0.07	Cornelius	Mecklenburg County								1
Catawba Ave	Recommended	Unspecified	Unspecified	0.05	Cornelius	Mecklenburg County								1
N Main St	Needs Improvement	Unspecified	Unspecified	0.68	Cornelius	Mecklenburg County								1
N Main St	Needs Improvement	Unspecified	Unspecified	0.07	Cornelius	Mecklenburg County								1
N Main St	Needs Improvement	Unspecified	Unspecified	0.03	Cornelius	Mecklenburg County								1
N Main St	Needs Improvement	Unspecified	Unspecified	0.06	Cornelius	Mecklenburg County								1
Northcross Dr	Recommended	Unspecified	Unspecified	1.17	Cornelius	Mecklenburg County								1
Old Statesville Rd	Needs Improvement	Unspecified	Unspecified	0.80	Cornelius	Mecklenburg County								1
Old Statesville Rd	Needs Improvement	Unspecified	Unspecified	0.26	Cornelius	Mecklenburg County								1
Old Statesville Rd	Needs Improvement	Unspecified	Unspecified	0.10	Cornelius	Mecklenburg County								1
Old Statesville Rd	Recommended	Unspecified	Unspecified	0.08	Cornelius	Mecklenburg County								1
Old Statesville Rd	Recommended	Unspecified	Unspecified	0.32	Cornelius	Mecklenburg County								1
Old Statesville Rd	Recommended	Unspecified	Unspecified	0.09	Cornelius	Mecklenburg County								1
S Main St	Needs Improvement	Unspecified	Unspecified	0.40	Cornelius	Mecklenburg County								3
Statesville Rd	Recommended	Unspecified	Unspecified	0.45	Cornelius	Mecklenburg County								1
Statesville Rd	Recommended	Unspecified	Unspecified	1.31	Cornelius	Mecklenburg County								1
Statesville Rd	Needs Improvement	Unspecified	Unspecified	0.18	Cornelius	Mecklenburg County								1
Statesville Rd	Needs Improvement	Unspecified	Unspecified	0.11	Cornelius	Mecklenburg County								1
Statesville Rd	Recommended	Unspecified	Unspecified	0.33	Cornelius	Mecklenburg County								1
Statesville Rd	Needs Improvement	Unspecified	Unspecified	0.07	Cornelius	Mecklenburg County								1
W Catawba Ave	Recommended	Unspecified	Unspecified	0.04	Cornelius	Mecklenburg County								1
W Catawba Ave	Recommended	Unspecified	Unspecified	0.12	Cornelius	Mecklenburg County								2
W Catawba Ave	Needs Improvement	Unspecified	Unspecified	0.67	Cornelius	Mecklenburg County								2
W Catawba Ave	Needs Improvement	Unspecified	Unspecified	0.15	Cornelius	Mecklenburg County								2

Table F-1 Sidewalk Corridors and Results (continued)

Facility	Status	From	To	Length (mi)	Project Location	County	SHORT TRIPS	SAFETY	TRANSIT	AADT	EJ	REGIONAL	JURISD	TOTAL
W Catawba Ave	Needs Improvement	Unspecified	Unspecified	0.47	Cornelius	Mecklenburg County				✓		✓		2
W Catawba Ave	Recommended	Unspecified	Unspecified	0.11	Cornelius	Mecklenburg County				✓		✓		2
Westmoreland Rd	Needs Improvement	Unspecified	Unspecified	0.16	Cornelius	Mecklenburg County				✓		1		
Westmoreland Rd	Recommended	Unspecified	Unspecified	0.03	Cornelius	Mecklenburg County				✓		1		
Westmoreland Rd	Recommended	Unspecified	Unspecified	0.27	Cornelius	Mecklenburg County				✓		1		
Westmoreland Rd	Recommended	Unspecified	Unspecified	0.32	Cornelius	Mecklenburg County				✓		1		
Westmoreland Rd	Needs Improvement	Unspecified	Unspecified	0.15	Cornelius	Mecklenburg County				✓		1		
Westmoreland Rd	Recommended	Unspecified	Unspecified	0.09	Cornelius	Mecklenburg County				✓		1		
Griffith St	Needs Improvement	Unspecified	Unspecified	0.01	Davidson	Mecklenburg County				✓		2		
Griffith St	Needs Improvement	Unspecified	Unspecified	0.48	Davidson	Mecklenburg County				✓		2		
Griffith St	Needs Improvement	Unspecified	Unspecified	0.05	Davidson	Mecklenburg County				✓		2		
Griffith St	Needs Improvement	Unspecified	Unspecified	0.16	Davidson	Mecklenburg County				✓		2		
Griffith St	Needs Improvement	Unspecified	Unspecified	0.15	Davidson	Mecklenburg County				✓		2		
S Main St	Needs Improvement	Unspecified	Unspecified	0.69	Davidson	Mecklenburg County				✓		2		
NC Hwy 601	Recommended	Unspecified	Unspecified	2.38	Fairview	Union County				✓		1		
Idlewild Rd	Recommended	Unspecified	Unspecified	1.06	Hemby Bridge	Union County				✓		1		
Idlewild Rd	Needs Improvement	Unspecified	Unspecified	0.22	Hemby Bridge	Union County				✓		1		
Secrest Short Cut Rd	Recommended	Unspecified	Unspecified	0.25	Hemby Bridge	Union County				✓		1		
Secrest Short Cut Rd	Recommended	Unspecified	Unspecified	0.65	Hemby Bridge	Union County				✓		1		
Secrest Short Cut Rd	Recommended	Unspecified	Unspecified	0.12	Hemby Bridge	Union County				✓		1		
Stevens Mill Rd	Recommended	Unspecified	Unspecified	0.25	Hemby Bridge	Union County				✓		1		
Bud Henderson Rd	Recommended	Unspecified	Unspecified	0.36	Huntersville	Mecklenburg County				✓		2		
Old Statesville Rd	Recommended	Unspecified	Unspecified	0.37	Huntersville	Mecklenburg County				✓		2		
Old Statesville Rd	Needs Improvement	Unspecified	Unspecified	0.11	Huntersville	Mecklenburg County				✓		2		
Statesville Rd	Recommended	Unspecified	Unspecified	0.91	Huntersville	Mecklenburg County				✓		2		
Statesville Rd	Recommended	Unspecified	Unspecified	0.93	Huntersville	Mecklenburg County				✓		2		
Indian Trail-Fairview Rd	Recommended	Unspecified	Unspecified	1.12	Indian Trail	Union County				✓		3		
	Needs Improvement	Unspecified	Unspecified	0.48	Marshville	Union County				✓		1		
	Needs Improvement	Unspecified	Unspecified	0.22	Marshville	Union County				✓		1		
	Needs Improvement	Unspecified	Unspecified	0.10	Marshville	Union County				✓		1		
	Recommended	Unspecified	Unspecified	1.10	Marshville	Union County				✓		1		
	Recommended	Unspecified	Unspecified	1.24	Marshville	Union County				✓		1		
	Recommended	Unspecified	Unspecified	0.77	Marshville	Union County				✓		1		
	Recommended	Unspecified	Unspecified	0.62	Marshville	Union County				✓		1		
	Recommended	Unspecified	Unspecified	0.16	Marshville	Union County				✓		1		
	Recommended	Unspecified	Unspecified	0.10	Marshville	Union County				✓		1		
New Town Rd	Recommended	Unspecified	Unspecified	0.75	Marvin	Union County				✓		1		
New Town Rd	Recommended	Unspecified	Unspecified	0.42	Marvin	Union County				✓		1		
Sam Newell Rd	Needs Improvement	Unspecified	Unspecified	0.30	Matthews	Mecklenburg County				✓		3		
Waxhaw Hwy	Recommended	Waxhaw Parkway Ext	Potter Road	2.83	Mineral Springs	Union County				✓		1		
Idlewild Rd	Needs Improvement	Jared Ct	Matthews-Mint Hill R east of Allen Black Rd	0.11	Mint Hill	Mecklenburg County				✓		2		
Lawyers Rd	Recommended	I-485 Outer	Mint Hill Post Office	0.27	Mint Hill	Union County				✓		2		
Lawyers Rd	Recommended	Charlotte City Limits		0.87	Mint Hill	Mecklenburg County				✓		2		
Secrest Short Cut Rd	Recommended	Unspecified	Unspecified	0.37	Monroe	Union County				✓		4		
US Hwy 74	Recommended	Unspecified	Unspecified	0.81	Monroe	Union County				✓		4		
US Hwy 74	Recommended	Unspecified	Unspecified	0.23	Monroe	Union County				✓		4		
Fairview Flyover	Recommended	I-77	Bellhaven	0.13	Mooresville	Iredell County				✓		1		
Fairview Rd	Recommended	Bellhaven	Medical Park	0.31	Mooresville	Iredell County				✓		1		

Table F-1 Sidewalk Corridors and Results (continued)

Facility	Status	From	To	Length (mi)	Project Location	County	SHORT TRIPS	SAFETY	TRANSIT	AADT	EJ	REGIONAL	JURISD	TOTAL
Fairview Rd	Needs Improvement	Medical Park	East of Medial Park	0.07	Mooresville	Iredell County				✓		1		
Fairview Rd	Recommended	Railroad	NC 115	0.11	Mooresville	Iredell County				✓		1		
Mecklenburg Hwy	Recommended	Mecklenburg County Langtree	2.07 Mooresville		Iredell County					✓		2		
Lancaster Hy	Recommended	Unspecified	Unspecified	0.06	Pineville	Mecklenburg County				✓		2		
Park Rd	Needs Improvement	Unspecified	Unspecified	0.04	Pineville	Mecklenburg County				✓		2		
Park Rd	Recommended	Unspecified	Unspecified	0.74	Pineville	Mecklenburg County				✓		2		
Park Rd	Needs Improvement	Unspecified	Unspecified	0.14	Pineville	Mecklenburg County				✓		2		
Pineville-Matthews Rd	Needs Improvement	Unspecified	Unspecified	0.42	Pineville	Mecklenburg County				✓		2		
Pineville-Matthews Rd	Needs Improvement	Unspecified	Unspecified	0.22	Pineville	Mecklenburg County				✓		2		
Pineville Rd	Needs Improvement	Unspecified	Unspecified	0.53	Pineville	Mecklenburg County				✓		2		
Polk St	Recommended	Unspecified	Unspecified	0.89	Pineville	Mecklenburg County				✓		2		
Lawyers Rd	Recommended	Unspecified	Unspecified	1.35	Stallings	Union County				✓		2		
Old Monroe Rd	Needs Improvement	Unspecified	Unspecified	0.73	Stallings	Union County				✓		2		
Stallings Rd	Needs Improvement	Unspecified	Unspecified	1.12	Stallings	Union County				✓		2		
Stallings Rd	Needs Improvement	Unspecified	Unspecified	0.31	Stallings	Union County				✓		2		
Harris St	Recommended	Unspecified	Unspecified	0.05	Statesville	Iredell County				✓		3		
NC 115	Needs Improvement	Unspecified	Unspecified	0.09	Statesville	Iredell County				✓		3		
NC 115	Recommended	Unspecified	Unspecified	0.22	Statesville	Iredell County				✓		3		
NC 90 Water St	Needs Improvement	Unspecified	Unspecified	0.08	Statesville	Iredell County				✓		3		
US 64 & NC 90	Recommended	Unspecified	Unspecified	0.39	Statesville	Iredell County				✓		3		
US 64 Davie Avenue	Needs Improvement	Unspecified	Unspecified	0.20	Statesville	Iredell County				✓		2		
US 64 Davie Avenue	Needs Improvement	Valley St	Sullivan St	0.24	Statesville	Iredell County				✓		3		
US 70	Recommended	Unspecified	Unspecified	0.26	Statesville	Iredell County				✓		3		
US 90 Garner Bagnal Blvd	Recommended	Unspecified	Unspecified	2.95	Statesville	Iredell County				✓				

Table F-1 Sidewalk Corridors and Results (continued)

Facility	Status	From	To	Length (mi)	Project Location	County	SHORT TRIPS	SAFETY	TRANSIT	AADT	EJ	REGIONAL	JURISD	TOTAL
Weddington Rd	Recommended	Unspecified	Unspecified	0.59	Weddington	Union County			✓					1
Weddington Rd	Recommended	Unspecified	Unspecified	0.80	Weddington	Union County			✓					1
Potter Rd	Recommended	Unspecified	Unspecified	0.56	Wesley Chapel	Union County			✓					1
Potter Rd	Recommended	Unspecified	Unspecified	0.23	Wesley Chapel	Union County			✓					1
Potter Rd	Recommended	Unspecified	Unspecified	0.18	Wesley Chapel	Union County			✓					1
Waxhaw-Indian Trail Rd	Recommended	Unspecified	Unspecified	0.35	Wesley Chapel	Union County			✓					1
Waxhaw-Indian Trail Rd	Recommended	Unspecified	Unspecified	0.59	Wesley Chapel	Union County			✓					1
Waxhaw-Indian Trail Rd	Needs Improvement	Unspecified	Unspecified	0.21	Wesley Chapel	Union County			✓					1
Waxhaw-Indian Trail Rd	Recommended	Unspecified	Unspecified	0.16	Wesley Chapel	Union County			✓					1
Waxhaw Indian Trail Rd	Recommended	Unspecified	Unspecified	0.95	Wesley Chapel	Union County			✓					1
Weddington Rd	Recommended	Unspecified	Unspecified	0.34	Wesley Chapel	Union County			✓					1
Weddington Rd	Recommended	Unspecified	Unspecified	0.89	Wesley Chapel	Union County			✓					1
Weddington Rd	Recommended	Unspecified	Unspecified	1.03	Wesley Chapel	Union County			✓					1
Weddington Rd	Recommended	Unspecified	Unspecified	0.43	Wesley Chapel	Union County			✓					1
Weddington Rd	Recommended	Unspecified	Unspecified	0.11	Wesley Chapel	Union County			✓					1
Weddington Rd	Recommended	Unspecified	Unspecified	0.34	Wesley Chapel	Union County			✓					1
Weddington Rd	Needs Improvement	Unspecified	Unspecified	0.07	Wesley Chapel	Union County			✓					1
Weddington Rd	Needs Improvement	Unspecified	Unspecified	0.27	Wesley Chapel	Union County			✓					1
US Hwy 74	Recommended	Unspecified	Unspecified	0.19	Wingate	Union County			✓					1
US Hwy 74	Needs Improvement	Unspecified	Unspecified	0.30	Wingate	Union County			✓					1
US Hwy 74	Recommended	Unspecified	Unspecified	0.50	Wingate	Union County			✓					1
US Hwy 74	Recommended	Unspecified	Unspecified	0.24	Wingate	Union County			✓					1
US Hwy 74	Recommended	Unspecified	Unspecified	0.17	Wingate	Union County			✓					1
US Hwy 74	Recommended	Unspecified	Unspecified	1.31	Wingate	Union County			✓					1
US Hwy 74	Needs Improvement	Unspecified	Unspecified	0.10	Wingate	Union County			✓					1
Gilead Rd	Recommended	NC73	Vance Rd Ext Split	0.29	Huntersville	Mecklenburg County			✓					2
Langtree Rd	Recommended	Pin Oak Ln	Whitby Ln	1.52	Mooresville	Iredell County			✓					1

Table F-2 On-Street Bicycle Facility/Shared-Use Path Corridors and Results

Facility	Status	From	To	Length (mi)	Project Location	County	SHORT TRIPS	SAFETY	TRANSIT	AADT	EJ	REGIONAL	JURISD	TOTAL
Albemarle Rd	Needs Improvement	Central Ave	E WT Harris Blvd	1.15	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Albemarle Rd	Needs Improvement	E Independence Bv	Central Ave	1.28	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Beatties Ford Rd	Needs Improvement	Hwy 16	Cindy Ln	2.32	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Billy Graham Pkwy	Recommended	Josh Birmingham Py	Boyer St	0.51	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Billy Graham Pkwy	Recommended	Josh Birmingham Py	W Tyvola Rd	2.01	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
City Blvd	Recommended	Neal Rd	N Tryon St	1.39	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Cross Charlotte Trail	Recommended	Unspecified	Unspecified	6.05	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	6
Cross Charlotte Trail	Recommended	Unspecified	Unspecified	3.68	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	4
Cross Charlotte Trail	Recommended	Brandywine Rd	Tyvola Rd	1.48	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	4
E Sugar Creek Rd	Needs Improvement	N Davidson St	The Plaza	0.32	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
E Sugar Creek Rd	Needs Improvement	The Plaza	Eastway Dr	0.55	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
E Woodlawn Rd	Needs Improvement	E Woodlawn Rd	E Woodlawn Rd	1.78	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Eastway Dr	Needs Improvement	Eastway Dr	N Wendover Rd	2.56	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Eastway Dr	Needs Improvement	N Tryon St	Eastway Dr	1.24	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Freedom Dr	Needs Improvement	Freedom Dr	S I-85 Hy	2.14	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Freedom Dr	Needs Improvement	S I-85 Hy	Edgewood Rd	0.24	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Greenway	Recommended	Unspecified	Unspecified	1.53	Charlotte	Mecklenburg County						✓	✓	2
Greenway	Recommended	Unspecified	Unspecified	1.00	Charlotte	Mecklenburg County						✓	✓	2
Idlewild Rd	Needs Improvement	E Independence Bv	E W T Harris Bv	1.61	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Idlewild Rd	Needs Improvement	Rama Rd	E Independence Bv	0.28	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Irwin Creek Greenway	Recommended	Unspecified	Unspecified	1.20	Charlotte	Mecklenburg County						✓	✓	2
Irwin Creek Greenway	Recommended	Unspecified	Unspecified	0.71	Charlotte	Mecklenburg County						✓	✓	2
Irwin Creek Greenway	Recommended	Unspecified	Unspecified	1.76	Charlotte	Mecklenburg County						✓	✓	2
Irwin Creek Greenway	Recommended	Unspecified	Unspecified	0.42	Charlotte	Mecklenburg County						✓	✓	2
Little Rock Rd	Needs Improvement	Scott Futral Rd	David Ave	2.12	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
N Graham St	Needs Improvement	N Graham St	W Sugar Creek Rd	4.57	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
N Sharon Amity Rd	Needs Improvement	US 74	N Sharon Amity Rd	3.51	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
N Tryon St	Needs Improvement	Dalton Ave	E 36th St	1.42	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
N Tryon St	Needs Improvement	E Sugar Creek Rd	Orchard Trace Ln	2.69	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Nations Ford Rd	Needs Improvement	S Tryon St	I-77	2.23	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Old Concord Rd	Needs Improvement	Old Concord Rd	John Kirk Dr	4.55	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Orr Rd	Needs Improvement	N Tryon St	Old Concord Rd	0.39	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Parkwood Ave	Needs Improvement	N Davidson Ave	The Plaza	0.77	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Rama Rd	Needs Improvement	Sardis Rd	Monroe Rd	2.00	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
Red Line Trail	Recommended	Independence Hill Rd	Red Line Trail	2.23	Charlotte	Mecklenburg County						✓	✓	2
Red Line Trail	Recommended	Unspecified	Red Line Trail	2.67	Charlotte	Mecklenburg County						✓	✓	2
Red Line Trail	Recommended	Unspecified	Red Line Trail	0.52	Charlotte	Mecklenburg County						✓	✓	2
Redman Rd	Needs Improvement	Central Ave	Albemarle Rd	0.09	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓	✓	✓	5
S Mint St	Needs Improvement	W Morehead St	W 4th St	0.52	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓			5
S Tryon St	Needs Improvement	Nations Ford Rd	W Arrowood Rd	3.08	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓			

Table F-2 On-Street Bicycle Facility/Shared-Use Path Corridors and Results (continued)

Facility	Status	From	To	Length (mi)	Project Location	County	SHORT TRIPS	SAFETY	TRANSIT	AADT	EJ	REGIONAL	JURISD	TOTAL
Greenway	Recommended	Unspecified	Unspecified	1.08	Cornelius	Mecklenburg County			✓					1
Greenway (Red Line Trail)	Recommended	Unspecified	Unspecified	0.25	Cornelius	Mecklenburg County					✓	✓		2
N Main St	Needs Improvement	Unspecified	Unspecified	0.84	Cornelius	Mecklenburg County			✓					1
Old Statesville Rd	Needs Improvement	Unspecified	Unspecified	0.80	Cornelius	Mecklenburg County			✓					1
Red Line Trail	Recommended	Field St	Antiquity Pkwy	0.16	Cornelius	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Hickory St	Field St	0.06	Cornelius	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Mayes Rd	Unspecified	0.31	Cornelius	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Smith Rd	Hickory St	0.22	Cornelius	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Treyorth Dr	Unspecified	0.21	Cornelius	Mecklenburg County			✓					1
Red Line Trail	Recommended	Smith Rd	Unspecified	0.16	Cornelius	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Treyorth Dr	0.11	Cornelius	Mecklenburg County			✓					1
Red Line Trail	Recommended	Unspecified	Unspecified	0.05	Cornelius	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.14	Cornelius	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.02	Cornelius	Mecklenburg County			✓					1
Red Line Trail	Recommended	Unspecified	Unspecified	0.20	Cornelius	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.18	Cornelius	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.13	Cornelius	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.03	Cornelius	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.05	Cornelius	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.04	Cornelius	Mecklenburg County			✓	✓				2
S Main St	Needs Improvement	Unspecified	Unspecified	0.46	Cornelius	Mecklenburg County			✓		✓			2
Statesville Rd	Recommended	Unspecified	Unspecified	1.38	Cornelius	Mecklenburg County			✓					1
W Catawba Ave	Needs Improvement	Unspecified	Unspecified	0.04	Cornelius	Mecklenburg County					✓			1
W Catawba Ave	Needs Improvement	Unspecified	Unspecified	0.12	Cornelius	Mecklenburg County			✓	✓				2
W Catawba Ave	Needs Improvement	Unspecified	Unspecified	1.10	Cornelius	Mecklenburg County			✓	✓				2
W Catawba Ave	Needs Improvement	Unspecified	Unspecified	1.26	Cornelius	Mecklenburg County			✓	✓				2
W Catawba Ave	Needs Improvement	Unspecified	Unspecified	0.95	Cornelius	Mecklenburg County			✓	✓				3
Westmoreland Rd	Needs Improvement	Unspecified	Unspecified	0.25	Cornelius	Mecklenburg County			✓					1
Westmoreland Rd	Needs Improvement	Unspecified	Unspecified	0.03	Cornelius	Mecklenburg County			✓					1
Westmoreland Rd	Needs Improvement	Unspecified	Unspecified	0.27	Cornelius	Mecklenburg County			✓					1
Westmoreland Rd	Needs Improvement	Unspecified	Unspecified	0.32	Cornelius	Mecklenburg County			✓					1
Westmoreland Rd	Needs Improvement	Unspecified	Unspecified	0.15	Cornelius	Mecklenburg County			✓					1
Greenway	Recommended	Southern Railway	N Main St	0.08	Davidson	Mecklenburg County			✓	✓				2
Greenway	Recommended	Unspecified	Unspecified	0.06	Davidson	Mecklenburg County			✓	✓				2
Greenway	Recommended	Watson St	Southern Railway	0.08	Davidson	Mecklenburg County			✓	✓				2
Greenway (Red Line Trail)	Recommended	Unspecified	Unspecified	0.19	Davidson	Mecklenburg County			✓	✓				2
Mecklenburg Hwy	Needs Improvement	Mecklenburg County Line	Bridges Farm Rd	0.79	Davidson	Iredell County			✓		✓			2
Potts-Sloan Connector	Recommended	Unspecified	Unspecified	0.08	Davidson	Mecklenburg County			✓	✓				2
Potts St	Recommended	Unspecified	Unspecified	0.14	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Eugenia St	Cotton Gin Aly	0.13	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.06	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.08	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.03	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.03	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.03	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.14	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.04	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.07	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.10	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.07	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.05	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.16	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.32	Davidson	Mecklenburg County			✓	✓				2
Red Line Trail	Recommended	Unspecified	Unspecified	0.02	Davidson	Mecklenburg County			✓	✓				2
Greenway	Recommended	Unspecified	Unspecified	7.01	Fairview	Union County			✓					1
Lawyers Rd	Needs Improvement	Unspecified	Unspecified	2.28	Fairview	Union County			✓					1
NC 218	Needs Improvement	Unspecified	Unspecified	0.89	Fairview	Union County			✓					1
NC 218	Needs Improvement	Unspecified	Unspecified	2.18	Fairview	Union County			✓					1
NC 601	Needs Improvement	Unspecified	Unspecified	2.38	Fairview	Union County			✓					1
Greenway	Recommended	Tabor Rd	Harmony Hwy	1.98	Harmony	Iredell County			✓					1

Table F-2 On-Street Bicycle Facility/Shared-Use Path Corridors and Results (continued)

Facility	Status	From	To	Length (mi)	Project Location	County	SHORT TRIPS	SAFETY	TRANSIT	AADT	EJ	REGIONAL	JURISD	TOTAL
Crooked Creek Greenway	Recommended	Unspecified	Unspecified	0.90	Hemby Bridge	Union County						✓		1
Crooked Creek Greenway	Recommended	Unspecified	Unspecified	0.49	Hemby Bridge	Union County						✓		1
Crooked Creek Greenway	Recommended	Unspecified	Unspecified	0.42	Hemby Bridge	Union County						✓		1
Idlewild Rd	Needs Improvement	Unspecified	Unspecified	1.28	Hemby Bridge	Union County						✓		1
Secrest Short Cut Rd	Needs Improvement	Unspecified	Unspecified	0.25	Hemby Bridge	Union County						✓		1
Secrest Short Cut Rd	Needs Improvement	Unspecified	Unspecified	0.65	Hemby Bridge	Union County						✓		1
Secrest Short Cut Rd	Needs Improvement	Unspecified	Unspecified	0.12	Hemby Bridge	Union County						✓		1
Gilead Rd	Needs Improvement	NC73	Vance Rd Ext Split	0.29	Huntersville	Mecklenburg County						✓		2
Bud Henderson Rd	Needs Improvement	Unspecified	Unspecified	0.48	Huntersville	Mecklenburg County						✓		2
Caldwell Station Creek Greenway	Recommended	Unspecified	Unspecified	0.53	Huntersville	Mecklenburg County						✓		2

Table F-2 On-Street Bicycle Facility/Shared-Use Path Corridors and Results (continued)

Facility	Status	From	To	Length (mi)	Project Location	County	SHORT TRIPS	SAFETY	TRANSIT	AADT	EJ	REGIONAL	JURISD	TOTAL
Red Line Trail	Recommended	Unspecified	Unspecified	0.14	Huntersville	Mecklenburg County		✓	✓			✓	✓	2
Red Line Trail	Recommended	Unspecified	Unspecified	0.06	Huntersville	Mecklenburg County		✓	✓			✓	✓	2
Red Line Trail	Recommended	Unspecified	Unspecified	0.10	Huntersville	Mecklenburg County		✓	✓			✓	✓	2
Red Line Trail	Recommended	Unspecified	Unspecified	0.16	Huntersville	Mecklenburg County		✓	✓			✓	✓	2
Red Line Trail	Recommended	Unspecified	Unspecified	0.11	Huntersville	Mecklenburg County		✓	✓			✓	✓	2
Red Line Trail	Recommended	Unspecified	Unspecified	0.05	Huntersville	Mecklenburg County		✓	✓			✓	✓	2
Red Line Trail	Recommended	Unspecified	Unspecified	0.12	Huntersville	Mecklenburg County		✓	✓			✓	✓	2
Red Line Trail	Recommended	Unspecified	Unspecified	0.16	Huntersville	Mecklenburg County		✓	✓			✓	✓	2
Red Line Trail	Recommended	Unspecified	Unspecified	0.05	Huntersville	Mecklenburg County		✓	✓			✓	✓	2
Red Line Trail	Recommended	Unspecified	Unspecified	0.28	Huntersville	Mecklenburg County		✓	✓			✓	✓	3
Statesville Rd	Needs Improvement	Unspecified	Unspecified	0.91	Huntersville	Mecklenburg County	✓							2
Statesville Rd	Needs Improvement	Unspecified	Unspecified	0.93	Huntersville	Mecklenburg County	✓							2
Crooked Creek Greenway	Recommended	Unspecified	Unspecified	1.18	Indian Trail	Union County		✓						2
Indian Trail-Fairview Rd	Needs Improvement	Unspecified	Unspecified	1.58	Indian Trail	Union County	✓	✓						2
Billy Graham Pkwy	Recommended	Mulberry Church Rd	I-85	0.01	Charlotte	Mecklenburg County	✓	✓	✓	✓	✓			5
Matthews-Indian Trail Rd	Needs Improvement	Unspecified	Unspecified	0.92	Indian Trail	Union County	✓	✓	✓	✓	✓			3
Potter Rd	Needs Improvement	Unspecified	Unspecified	2.30	Indian Trail	Union County		✓	✓					2
US 74 Multi-Use Path	Recommended	Unspecified	Unspecified	0.78	Indian Trail	Union County		✓	✓					2
US 74 Multi-Use Path	Recommended	Unspecified	Unspecified	0.60	Indian Trail	Union County		✓	✓					2
US 74	Needs Improvement	Unspecified	Unspecified	0.60	Indian Trail	Union County		✓	✓					2
Amity Hill Rd (Realignment)	Recommended	Unspecified	Unspecified	0.13	Iredell County	Iredell County	✓							2
Amity Hill Rd	Needs Improvement	Unspecified	Unspecified	1.59	Iredell County	Iredell County	✓							2
East-West Connector	Needs Improvement	Unspecified	Unspecified	0.50	Iredell County	Iredell County	✓							3
East-West Connector	Recommended	Unspecified	Unspecified	0.50	Iredell County	Iredell County								1
Langtree Rd	Needs Improvement	Unspecified	Unspecified	0.42	Iredell County	Iredell County		✓	✓					2
Mecklenburg Hwy	Needs Improvement	Unspecified	Unspecified	0.79	Iredell County	Iredell County		✓	✓					2
Perth Rd	Needs Improvement	Unspecified	Unspecified	1.86	Iredell County	Iredell County		✓	✓					2
Shearers Rd	Needs Improvement	Unspecified	Unspecified	0.07	Iredell County	Iredell County		✓	✓					1
Shearers Rd	Needs Improvement	Unspecified	Unspecified	2.09	Iredell County	Iredell County		✓	✓					2
US 21/ NC 115 (Shelton Ave)	Needs Improvement	Unspecified	Unspecified	2.42	Iredell County	Iredell County	✓	✓	✓					2
Greenway	Recommended	South Yadkin River	Tori Pass Ln	9.70	Love Valley	Iredell County								1
US 74	Needs Improvement	Unspecified	Unspecified	2.55	Marshallville	Union County		✓						1
Greenway	Recommended	Unspecified	Unspecified	0.99	Marvin	Union County	✓							1
New Town Rd	Needs Improvement	Unspecified	Unspecified	0.75	Marvin	Union County		✓						1
New Town Rd	Needs Improvement	Unspecified	Unspecified	0.42	Marvin	Union County		✓						1
E John St	Recommended	Unspecified	Unspecified	0.84	Matthews	Mecklenburg County	✓	✓	✓					3
Greenway	Recommended	Unspecified	Unspecified	0.33	Matthews	Mecklenburg County								1
Greenway	Recommended	Unspecified	Unspecified	0.42	Matthews	Mecklenburg County		✓						1
Independence Pointe Pkwy Ext	Recommended	north of Matthews-Mint Hill Tank Town Rd		1.73	Matthews	Mecklenburg County	✓	✓	✓					2
Greenway	Recommended	Unspecified	Unspecified	0.34	Matthews	Mecklenburg County	✓	✓						3
Greenway	Recommended	Unspecified	Unspecified	0.60	Matthews	Mecklenburg County		✓						2
Greenway	Recommended	Unspecified	Unspecified	1.12	Matthews	Mecklenburg County		✓	✓					3
Idlewild Rd	Recommended	Unspecified	Unspecified	3.06	Matthews	Mecklenburg County	✓	✓	✓					3
Independence Pointe Pkwy	Recommended	Unspecified	Unspecified	0.46	Matthews	Mecklenburg County		✓	✓					2
Independence Pointe Pkwy	Recommended	Unspecified	Unspecified	0.42	Matthews	Mecklenburg County	✓	✓	✓					2
Matthews-Mint Hill Rd	Recommended	Unspecified	Unspecified	0.48	Matthews	Mecklenburg County								1
Matthews-Mint Hill Rd	Recommended	Unspecified	Unspecified	0.56	Matthews	Mecklenburg County		✓	✓					2
Matthews Township Pkwy	Recommended	Unspecified	Unspecified	0.52	Matthews	Mecklenburg County	✓	✓	✓					3
N Trade St	Recommended	Unspecified	Unspecified	0.20	Matthews	Mecklenburg County	✓	✓	✓					2
Northeast Pkwy	Recommended	Unspecified	Unspecified	0.85	Matthews	Mecklenburg County		✓						1
Northeast Pkwy	Recommended	Unspecified	Unspecified	0.45	Matthews	Mecklenburg County		✓						1
S Trade St	Recommended	Unspecified	Unspecified	0.36	Matthews	Mecklenburg County	✓	✓						3
S Trade St	Recommended	Unspecified	Unspecified	0.31	Matthews	Mecklenburg County	✓	✓						3
Sam Newell Rd	Recommended	Unspecified	Unspecified	0.13	Matthews	Mecklenburg County		✓						2
Sam Newell Rd	Recommended	Unspecified	Unspecified	0.98	Matthews	Mecklenburg County	✓	✓						3
Sam Newell Rd	Recommended	Unspecified	Unspecified	0.15	Matthews	Mecklenburg County		✓						2
Sam Newell Rd	Recommended	Unspecified	Unspecified	0.46	Matthews	Mecklenburg County		✓						2
Sam Newell Rd	Recommended	Unspecified	Unspecified	0.35	Matthews	Mecklenburg County		✓						2
Sam Newell Rd	Recommended	Unspecified	Unspecified	0.55	Matthews	Mecklenburg County		✓						2

Table F-2

On-Street Bicycle Facility/Shared-Use Path Corridors and Results (continued)

Facility	Status	From	To	Length (mi)	Project Location	County	SHORT TRIPS	SAFETY	TRANSIT	AADT	EJ	REGIONAL	JURISD	TOTAL
Sam Newell Rd	Recommended	Unspecified	Unspecified	0.58	Matthews	Mecklenburg County		✓	✓			✓	✓	2
W John St (SR 1010)	Recommended	Unspecified	Unspecified	0.58	Matthews	Mecklenburg County		✓	✓			✓	✓	3
Monroe Rd	Needs Improvement	Wendover Rd	Matthews Township I	6.70	Mecklenburg County	Mecklenburg County	✓	✓	✓			✓	✓	4
N Tryon St	Needs Improvement	Brookside Ln	N I-485 Outer Hy	3.49	Mecklenburg County	Mecklenburg County	✓	✓	✓			✓	✓	5
Pineville-Matthews Rd	Recommended	Pineville-Matthews Rd	Park Rd	2.02	Mecklenburg County	Mecklenburg County	✓	✓	✓			✓	✓	4
Tuckaseegee Rd	Needs Improvement	Ashley Rd	Wilkinson Blvd	4.49	Mecklenburg County	Mecklenburg County	✓	✓	✓			✓	✓	4
W Sugar Creek Rd	Needs Improvement	Hucks Rd	N Graham St	4.71	Mecklenburg County	Mecklenburg County	✓	✓	✓			✓	✓	4
Waxhaw Hwy	Needs Improvement	Unspecified	Unspecified	2.83	Mineral Springs	Union County	✓							1
Idlewild Rd	Recommended	Unspecified	Unspecified	1.76	Mint Hill	Mecklenburg County		✓				✓	✓	2
Idlewild Rd	Recommended	Unspecified	Unspecified	0.11										

Table F-2 On-Street Bicycle Facility/Shared-Use Path Corridors and Results (continued)

Facility	Status	From	To	Length (mi)	Project Location	County	SHORT TRIPS	SAFETY	TRANSIT	AADT	EJ	REGIONAL	JURSD	TOTAL
Old Monroe Rd	Needs Improvement	Unspecified	Unspecified	0.89	Stallings	Union County		✓	✓	✓				2
Stallings Rd	Needs Improvement	Unspecified	Unspecified	1.12	Stallings	Union County		✓	✓	✓				3
Stallings Rd	Needs Improvement	Unspecified	Unspecified	0.31	Stallings	Union County		✓	✓	✓				2
Broad St	Needs Improvement	Unspecified	Unspecified	5.10	Statesville	Iredell County	✓	✓			✓			3
Greenway	Recommended	E Broad St	Rowan county Line	6.50	Statesville	Iredell County						✓		1
Statesville Greenway Extension	Recommended	E Broad St	Fourth Creek	0.44	Statesville	Iredell County						✓		1
Greenway	Recommended	Unspecified	Unspecified	2.58	Statesville	Iredell County						✓		1
Greenway	Recommended	Unspecified	Unspecified	1.77	Statesville	Iredell County	✓	✓			✓			3
Greenway	Recommended	Unspecified	Unspecified	1.10	Statesville	Iredell County	✓					✓		2
NC 115	Needs Improvement	Unspecified	Unspecified	0.43	Statesville	Iredell County	✓			✓	✓			3
Race St	Needs Improvement	Unspecified	Unspecified	1.71	Statesville	Iredell County	✓	✓			✓			3
US 21 (Turnersburg Hwy)	Needs Improvement	Unspecified	Unspecified	0.38	Statesville	Iredell County	✓	✓			✓			3
US 64 and NC 90	Needs Improvement	Unspecified	Unspecified	0.39	Statesville	Iredell County	✓					✓		2
US 64 / NC 90 (Front St)	Needs Improvement	Unspecified	Unspecified	1.90	Statesville	Iredell County	✓	✓			✓			3
US 70	Needs Improvement	Unspecified	Unspecified	0.28	Statesville	Iredell County	✓			✓	✓			3
US 90 (Garner Bagnal Blvd)	Needs Improvement	Unspecified	Unspecified	3.89	Statesville	Iredell County	✓	✓		✓	✓			5
Greenway	Recommended	Charlotte Hwy	Weathers Creek	0.74	Troutman	Iredell County						✓		1
Greenway	Recommended	I77	Weathers Creek	1.26	Troutman	Iredell County						✓		1
Greenway	Recommended	Rumple St	I77	2.51	Troutman	Iredell County	✓				✓			3
Greenway	Recommended	Unspecified	Unspecified	0.31	Troutman	Iredell County						✓		1
Greenway	Recommended	Unspecified	Unspecified	0.59	Troutman	Iredell County						✓		1
Greenway	Recommended	Unspecified	Unspecified	1.26	Troutman	Iredell County						✓		1
Greenway	Recommended	Unspecified	Unspecified	0.04	Troutman	Iredell County						✓		1
Greenway	Recommended	Unspecified	Unspecified	0.04	Troutman	Iredell County						✓		1
Greenway	Recommended	Weathers Creek	Westmoreland Rd	0.73	Troutman	Iredell County						✓		1
Main St	Needs Improvement	Massey St	Driftwood Cove Dr (a)	1.90	Troutman	Iredell County						✓		1
Main St	Recommended	Unspecified	Unspecified	0.93	Troutman	Iredell County						✓		1
Main St	Needs Improvement	Unspecified	Unspecified	0.66	Troutman	Iredell County						✓		1
US 21 / NC 115	Recommended	Unspecified	Unspecified	0.15	Troutman	Iredell County						✓		1
Lawyers Rd	Needs Improvement	Unspecified	Unspecified	1.04	Union County	Mecklenburg County	✓			✓				2
Martin Luther King Jr Blvd	Needs Improvement	Unspecified	Unspecified	0.93	Union County	Union County	✓			✓	✓			3
Martin Luther King Jr Blvd	Needs Improvement	Unspecified	Unspecified	0.34	Union County	Union County	✓			✓				2
Monroe Outer Loop	Recommended	Unspecified	Unspecified	0.55	Union County	Union County	✓			✓				2
NC 200	Needs Improvement	Unspecified	Unspecified	0.61	Union County	Union County	✓			✓				2
NC 200	Needs Improvement	Unspecified	Unspecified	0.14	Union County	Union County	✓			✓				2
NC 601	Needs Improvement	Unspecified	Unspecified	0.89	Union County	Union County	✓			✓				2
NC 601	Needs Improvement	Unspecified	Unspecified	0.39	Union County	Union County	✓			✓				2
US 74	Needs Improvement	Unspecified	Unspecified	1.44	Union County	Union County	✓			✓	✓			3
Weddington Rd	Needs Improvement	Unspecified	Unspecified	2.40	Union County	Union County	✓			✓				2
Concord Hwy	Needs Improvement	Unspecified	Unspecified	2.41	Unionville	Union County								1
NC 200	Needs Improvement	Unspecified	Unspecified	1.38	Unionville	Union County								1
NC 200	Needs Improvement	Unspecified	Unspecified	0.90	Unionville	Union County								1
NC 601	Needs Improvement	Unspecified	Unspecified	1.15	Unionville	Union County								1
NC 601	Needs Improvement	Unspecified	Unspecified	0.88	Unionville	Union County								1
NC 601	Needs Improvement	Unspecified	Unspecified	0.73	Unionville	Union County								1
Greenway	Recommended	Helms Road	Rehobeth Road	0.77	Waxhaw	Union County						✓		1
Greenway	Recommended	McKibben Street	Parkwood School Roa	2.55	Waxhaw	Union County	✓			✓				2
Greenway	Recommended	Millbridge COS	Helms Road	1.64	Waxhaw	Union County				✓				1
Greenway	Recommended	Millbridge COS	Shoppes at Howard's	1.89	Waxhaw	Union County				✓				1
Greenway	Recommended	Rehobeth Road	McKibben Street	0.44	Waxhaw	Union County	✓			✓				2
Greenway	Recommended	SC State Line	Millbridge COS	1.00	Waxhaw	Union County				✓				1
Waxhaw Marvin Rd	Needs Improvement	Unspecified	Unspecified	0.99	Waxhaw	Union County				✓				1
Waxhaw Marvin Rd	Needs Improvement	Unspecified	Unspecified	0.62	Waxhaw	Union County				✓				1
Chestnut Ln	Needs Improvement	Unspecified	Unspecified	0.49	Weddington	Union County	✓							1
Marvin Weddington Rd	Needs Improvement	Unspecified	Unspecified	0.71	Weddington	Union County	✓							1
Matthews-Weddington Rd	Needs Improvement	Unspecified	Unspecified	0.46	Weddington	Union County	✓							1
Potter Rd	Needs Improvement	Unspecified	Unspecified	0.01	Weddington	Union County	✓							1
Potter Rd	Needs Improvement	Unspecified	Unspecified	1.05	Weddington	Union County	✓							1

Table F-2

On-Street Bicycle Facility/Shared-Use Path Corridors and Results (continued)

Facility	Status	From	To	Length (mi)	Project Location	County	SHORT TRIPS	SAFETY	TRANSIT	AADT	EJ	REGIONAL	JURSD	TOTAL
Providence Rd	Needs Improvement	Unspecified	Unspecified	0.65	Weddington	Union County						✓		1
Providence Rd	Needs Improvement	Unspecified	Unspecified	0.75	Weddington	Union County						✓		1
Providence Rd	Needs Improvement	Unspecified	Unspecified	1.62	Weddington	Union County						✓		1
Six Mile Creek Greenway	Recommended	Unspecified	Unspecified	0.62	Weddington	Union County								✓
Weddington Rd	Needs Improvement	Unspecified	Unspecified	0.46	Weddington	Union County						✓		1
Weddington Rd	Needs Improvement	Unspecified	Unspecified	0.59	Weddington	Union County						✓		1
Weddington Rd	Needs Improvement	Unspecified	Unspecified	0.80	Weddington	Union County						✓		1
Greenway	Recommended	Unspecified	Unspecified	12.40	Wesley Chapel	Union County						✓		1
Potter Rd	Needs Improvement	Unspecified	Unspecified	0.77	Wesley Chapel	Union County						✓		1
Potter Rd	Needs Improvement	Unspecified	Unspecified	0.23	Wesley Chapel	Union County						✓		1
Waxhaw-Indian Trail Rd	Needs Improvement	Unspecified	Unspecified	0.35	Wesley Chapel	Union County						✓		1
Waxhaw-Indian Trail Rd	Needs Improvement	Unspecified	Unspecified	0.50	Wesley Chapel	Union County						✓		1
Waxhaw-Indian Trail Rd	Needs Improvement	Unspecified	Unspecified	0.80	Wesley Chapel	Union County</								



Appendix G

Alternative Funding Analysis

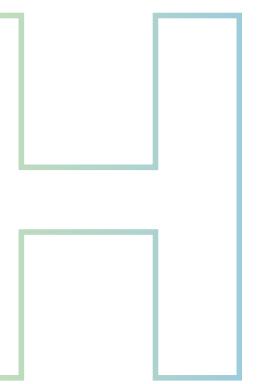
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Table G-1 Alternative Funding Scoring Matrix

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Alternative Funding Source	Key=	2 = Better Yes	1 = Yes	0.5 = Partial	0 No Impact				
	Add	Add	Add	Add	Add	Subtract	Subtract	Subtract	
	Similar or Existing Tax/Fee - Yes/No	Ability to use existing tax/fee infrastructure	Research shows Favorable Outcome	Ability of MPO/counties to Implement	Input from non-residents (travelers, conventions, etc.)	Impacted likely impacted by inflation	Deemed a Regressive tax?	Susceptible to general market trends	
Local Option Sales Tax	1	1	2	2	1	0	0.5	0.5	6
Property Tax	1	1	2	2	0	0	0.5	0	5.5
Additional Vehicle Purchase/Rental Tax	1	1	2	2	1	1	0.5	0.5	5
License Fee	1	1	2	2	0	0	1	0	5
Vehicle Registration Fee	1	1	2	2	0	1	0.5	0	4.5
Promote PPPs	1	1	2	0	0	0	0	0	4
Fuel Tax Modification	1	1	2	0	1	0	1	0.5	3.5
Local Infrastructure Bank	1	1	0.5	2	0	1	0	0	3.5
Tolled Express Lanes/Highways	1	1	2	0.5	1	1	1	0	3.5
Transportation Development Credits	0	0	1	2	1	1	0	0	3
MPO Membership Fees (Per Capita)	1	1	0	2	0	1	0	0	3
Regional Business Improvement District	1	0.5	1	1	0	0	0	0.5	3
Modify Highway Use Tax	1	1	2	0	1	1	0.5	0.5	3
Transportation Bond	1	1	1	2	0	1	0	1	3
Increased Tolling	1	1	1	1	1	1	1	0	3
State Infrastructure Bank	1	1	2	0	0	1	0	0	3
Modify State Sales Tax	1	1	1	0	1	0	0.5	0.5	3
Regionally Established Transportation as a Utility	0	0	1	2	0	1	0	0	2
Toll Agreements (One-off agreements to shift funding)	0	0	1	1	0	1	0	0	1
Mileage Based User Fee	0	0	2	0	0.5	1	1	0	0.5
Congestion Pricing	0	0	1	1	0.5	1	1	0	0.5
Cordon Pricing	0	0	0	1	0.5	1	1	0	-0.5



Appendix H

Roadway Project Evaluation

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Roadway Project Ranking Methodology



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

CRTPO ROADWAY PROJECT RANKING METHODOLOGY

Intro/Overview

The Charlotte Regional Transportation Planning Organization (CRTPO) has developed a process for determining which project priorities to include in the region's Metropolitan Transportation Plan (MTP). This process utilizes multiple criteria that reflect the region's transportation goals and objectives. Consistent with the North Carolina Department of Transportation's (NCDOT) Prioritization process (referred to as SPOT), the CRTPO ranking methodology is used to determine if and to what extent potential roadway projects adequately address the region's roadway needs and goals.

The roadway ranking methodology was originally developed as part of the CRTPO 2040 MTP and has been updated for the 2050 MTP.¹ Changes to the 2045 MTP evaluation criteria were implemented to account for process modifications and the availability of new data since the previous criteria were selected.² In addition, a new criterion was developed to address equity (Equitable Access criterion).

This document outlines the project ranking methodology approved by the CRPO Board on February 17, 2021, including all updates for the 2050 MTP.

Ranking Procedure

The project evaluation process for the CRTPO MTP consists of two tiers: Tier I, in which all submitted projects are evaluated and filtered, and Tier II, in which a smaller number of projects advances from the Tier I filter for further evaluation using additional criteria. In both Tier I and Tier II, evaluation criteria are used to assign points to candidate projects according to how well the project meets CRTPO transportation priorities.

In Tier I, criteria are used to evaluate the need for a given candidate project using the following quantitative measures:

- Congestion
- Safety
- Accessibility to Employment

Points are awarded for a possible total score of 200 points per project. All candidate projects submitted by member jurisdictions are considered in this tier. Based on evaluation results and anticipated funding,³ a cutoff point is selected to identify the projects that will advance to Tier II. Projects with the highest scores, indicating that they best address the CRTPO's transportation priorities, advance to the Tier II evaluation. The remaining projects are dropped from consideration.

¹ Revisions approved by CRTPO in February 2021.

² This includes efforts such as the Strategic Planning Office for Transportation (SPOT) Prioritization 6.0 (P6.0) process, CONNECT study data, and the implementation of the Metrolina CommunityVIZ Model (MCM).

³ Financial assumptions for the 2050 MTP roadway capital projects were approved by CRTPO on March 17, 2021.

Roadway Project Ranking Methodology (continued)



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

The Tier II evaluation is intended to measure a candidate projects' sustainability and is a combination of both quantitative and qualitative analysis. Tier II criteria include:

- Environmental Justice Impacts
- Natural Resource Impacts
- Historic Resource Impacts
- Community Resource Impacts
- Equitable Access
- System Connectivity
- Benefit-Cost

All projects that advance from Tier I are considered in Tier II, and points are awarded for a possible Tier II score of 100 points per project. After the Tier II evaluation is complete, each project's Tier I and Tier II scores are combined for the project's cumulative score, a maximum of 300 total points per project.



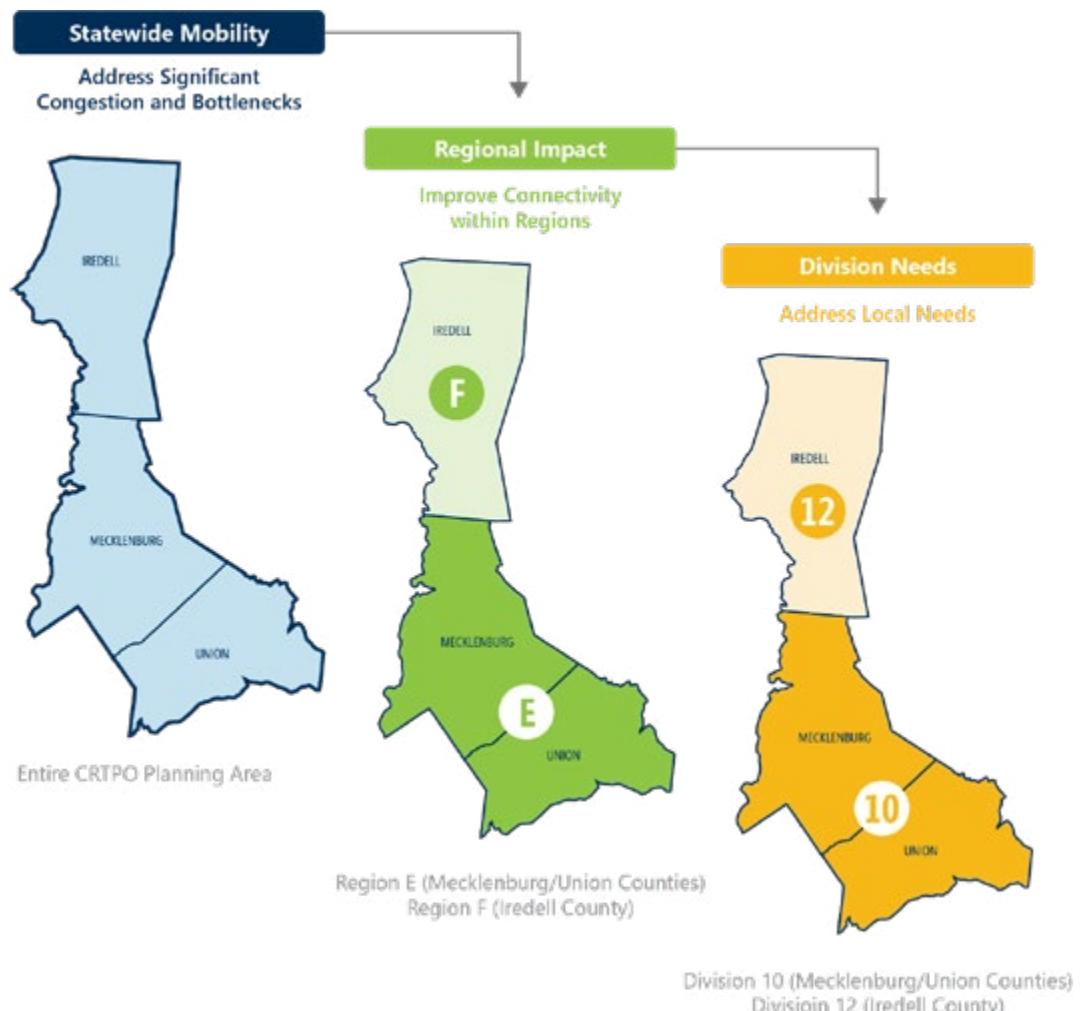
Roadway Project Ranking Methodology (continued)



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

Strategic Transportation Investment Categories

Prior to evaluating projects, they are divided according to defined NCDOT Strategic Transportation Investments (STI) categories to coincide with anticipated funding for candidate projects. The STI categories include Statewide Mobility, Regional Impact, and Division Needs, and specific to the CRTPO, this represents five (5) separate categories shown in the graphic below.



For each of the five (5) STI categories, the CRTPO approves financial assumptions to determine funding availability for candidate roadway projects for each MTP horizon year. To align project priorities with anticipated funding, the projects are also divided into the five (5) STI categories.

Roadway Project Ranking Methodology (continued)



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

Roadway Ranking Review Committee

As part of the MTP development, an ad hoc Roadway Ranking Review Committee (RRRC) was formed to facilitate the project ranking process and screen the results. Membership of the RRRC includes representatives from each county within the CRTPO's planning area as well as key stakeholders involved with the development of the MTP.

The RRRC meets throughout the development of the MTP's fiscally constrained roadway project list. The role of this committee is to:

- Review scores from the Tier I evaluation
- Determine the cutoff point for Tier I projects advancing to Tier II
- Review and assign scores for the Tier II evaluation
- Recommend fiscally constrained projects

The RRRC membership is included in the following table:

Agency	Member
Jurisdictional Representative (Waxhaw)	Theo Ghitea
Jurisdictional Representative (Charlotte)	Andy Grzymski
Jurisdictional Representative (Troutman)	Andrew Ventresca
Iredell County	Erika Martin
Mecklenburg County	Dave Hill
Union County	Bjorn Hansen
Metrolina Regional Model (MRM)	Anna Gallup
NCDOT	Stuart Basham
CRTPO	Neil Burke, Travis Johnson, Agustin Rodriguez (others as needed)

Roadway Project Ranking Methodology (continued)



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

Ranking Criteria

This section describes the criteria used for both the Tier I and Tier II components of the MTP project evaluation process.

Tier I

The Tier I evaluation consists of three criteria: Congestion, Safety, and Accessibility to Employment. These criteria were selected to assess the current conditions of the transportation system and measure how well each project responds to the system's needs. All criteria are quantitative, relying on data from the Metrolina Regional Model (MRM), the Metrolina CommunityVIZ Model (MCM), and historic traffic count and crash data from NCDOT. A total of 200 points are available in the Tier I evaluation. A definition of each Tier I criteria and the respective point distribution is provided below.

Tier I Criteria	
CRITERIA	MAXIMUM POINTS
Congestion	100
Safety	50
Accessibility to Employment	50
TOTAL	200

Congestion

The total number of points available for the Congestion criterion is 100.

PURPOSE: To assess how well each facility currently functions, by measuring the most recent traffic volumes in relation to the existing roadway capacity.

DATA USED: 2018 Peak Average Annual Daily Traffic (AADT) and existing roadway capacities were obtained from NCDOT using SPOT P6.0 geodatabases.

APPLICATION: Volume to capacity ratio (V/C) and Peak AADT are ranked in ascending order and scaled to 100 individually. The resulting values are then used in the following formula to derive the score.

Tier I: Congestion
$\text{Project Congestion Score} = \frac{(\text{Scaled Max Peak Period V/C} \times 60\%) + (\text{Scaled Max Peak Period AADT Score} \times 40\%)}{100}$

Roadway Project Ranking Methodology (continued)



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

Safety

The total number of points available for the Safety criterion is 50.

PURPOSE: To determine the historic safety deficiencies along the existing roadway facility using recent 3-year data.

DATA USED: NCDOT 2015-2019 crash data used for SPOT Prioritization 6.0 (P6.0) including crash rate, density, severity, and frequency plus 5-year crash totals separated into three categories: KA (fatality or disabling injury crashes), BC (evident or possible injury crashes), and PDO (property damage only crashes). NCDOT SPOT P6.0 Highway Specific Improvement Type – Safety Benefit Factor reduction percentages.

APPLICATION: For all projects, a weighted average (based on roadway segment lengths from SPOT P6.0 of crash rate, crash density, crash severity, and crash frequency) were ranked in ascending order then scaled to 100 individually.

For roadway segments, crash rate, crash density, and crash severity are combined with a 10-year safety benefit calculated using 5-year crash totals and Safety Benefit Factor reductions based on the Highway Specific Improvement Type. The following formula is used to determine the safety score for widening and new location roadway projects.

Tier I: Safety (Widening / New Location Roadway Projects)
$\text{Roadway Safety Score} = \frac{[(\text{Rate Score} \times 20\%) + (\text{Density Score} \times 20\%) + (\text{Severity Score} \times 20\%) + (10\text{-Year Safety Benefit Score} \times 40\%)]}{2}$

For interchange projects, crash severity and crash frequency are combined with a 10-year safety benefit calculated using a standard 10% reduction factor. The following formula is used to determine the safety score for interchange projects.

Tier I: Safety (Interchange Projects)
$\text{Interchange Safety Score} = \frac{[(\text{Severity Score} \times 30\%) + (\text{Frequency Score} \times 30\%) + (10\text{-Year Safety Benefit Score} \times 40\%)]}{2}$

Roadway Project Ranking Methodology (continued)



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

Accessibility to Employment

The total number of points available for the Accessibility to Employment criterion is 50.

PURPOSE: To evaluate how well each facility currently serves the region's employment by improving roadways that provide access to and from employment centers.

DATA USED: CONNECT Our Future study and MCM data is used to identify "employment centers", and MRM data (2018 socioeconomic data along with the committed projects network) is used to estimate traffic volumes.

APPLICATION: Traffic Analysis Zones (TAZ) with employment density of 1,250 or more⁴ and an identified "employment center" are considered for this criterion. Points are assigned to projects on a 1-50 scale, based on morning and evening peak period traffic volumes. Facilities serving higher employment center traffic receive more points and those serving lower employment center traffic receive fewer points. The graphic to the right outlines how the criterion is applied.



⁴ This includes TAZs within the CRTPO planning area and those outside the boundary that could influence trips to and/or from jobs within the CRTPO planning area.



Roadway Project Ranking Methodology (continued)



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

Tier II

The Tier II evaluation consists of seven (7) criteria as listed in the following table:

Tier II Criteria	
CRITERIA	MAXIMUM POINTS
Environmental Justice Impacts	9
Natural Resource Impacts	9
Historic Resource Impacts	9
Community Resource Impacts	9
Equitable Access	9
System Connectivity	10
Benefit-Cost Ratio	45
TOTAL	100

Tier II criteria were developed to evaluate how well each candidate project addresses the sustainability of the overall transportation system in the CRTPO region. Both quantitative and qualitative criteria are included to effectively measure how candidate projects address and respond to the economic, social, and environmental pressures that are placed on the transportation system now and into the future. A total of 100 points are available in the Tier II evaluation. The Tier II evaluation criteria and their respective point distributions are described in this section.



Roadway Project Ranking Methodology (continued)



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

Environmental Justice Impacts

The total number of points available for the Environmental Justice Impacts criterion is nine (9).

PURPOSE: A Degree of Impact (DOI) analysis is used to measure the level of impact that candidate projects have on identified environmental justice communities. Seven (7) groups have been identified:

- American Indian / Alaska Native
- Hispanic
- Asian American
- Households in Poverty
- Black / African American
- Limited English Proficiency (LEP) Households
- Carless Households

DATA USED: Environmental justice data obtained from 2019 American Community Survey (ACS) 3-year estimates.

APPLICATION: Environmental justice populations that exceed the planning area average are identified, and a four-level DOI assessment scale is applied as follows:

- 0 EJ groups: No Concentration
- 1-2 EJ groups: Slight Concentration
- 3-4 EJ groups: Moderate Concentration
- 5-7 EJ groups: High Concentration

Candidate projects are evaluated and the percent of each project, based on project length, located within or adjacent to the above concentration groups is calculated. If a project linearly straddles two concentration groups, 100% of the project is considered as being located within the higher concentration group. For interchange/intersection projects, 100% of the project is considered as being located within the higher concentration group. The following table provides guidance on how points are allocated:

Tier II: Environmental Justice Impacts			
Percent of Project	Number Of Groups Exceeding Regional Averages for a Given Census Tract		
	1 to 2 (Slight)	3 to 4 (Moderate)	5 to 7 (High)
0-25%	9 Points	6 Points	3 Points
26-50%	6 Points	3 Points	0 Points
51-75%	3 Points		
76% or more	0 Points		

If no additional right-of-way is required for a given project, it receives the full nine (9) points. All projects either receive 0, 3, 6, or 9 points; no other point variations are awarded.

Roadway Project Ranking Methodology (continued)



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

Natural, Historic, and Community Resource Impacts

The total number of points available for each of the three Resource Impacts criterion is nine (9).

PURPOSE: To determine the level of potential impact that candidate projects could have on surrounding natural, historic, and community resources.

DATA USED: Geographic Information Systems (GIS) data from local, state, and federal sources.⁵ The following resources are mapped:

Natural Resources – streams, rivers, water bodies, and wetlands

Historic Resources – properties/sites listed on the national registry or eligible for listing on the national registry

Community Resources – schools (public, private, charter), churches, cemeteries, libraries, hospitals, and parks

APPLICATION: This assessment is GIS-based, in which natural, historic, and community resources are mapped, and candidate projects are assessed for their proximity to each respective resource. Each project is mapped with a ¼ mile buffer to identify where resources are located within proximity to each project. Higher point values are allocated to projects with fewer potential impacts, as shown in the respective tables below. Each project is reviewed by the RRRC to verify resource locations and assign points.

Tier II: Natural Resource Impacts		
Natural Resource Proximity	Number of Points	
	Widening & Interchange Improvement Projects	New Location Roadway & New Interchange Projects
Resources Beyond ¼ Mile	9	9
Within ¼ Mile of Resource	6	3
Single Stream Crossing	6	3
Along a Stream	6	0
Through a Resource	3	0
Multiple Stream Crossings	3	0

⁵ Data sources include Iredell County, Mecklenburg County, Union County, City of Charlotte, NCDOT, NC OneMap, NC Historic Preservation Office, US Fish and Wildlife Service, and ESRI.



Roadway Project Ranking Methodology (continued)



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

Tier II: Historic Resource Impacts		
Historic Resource Proximity	Number of Points	
	Widening & Interchange Improvement Projects	New Location Roadway & New Interchange Projects
Resources Beyond 1/4 Mile	9	9
Within 1/4 Mile of Resource	6	3
Through a Resource	3	0

Tier II: Community Resource Impacts		
Community Resource Proximity	Number of Points	
	Widening & Interchange Improvement Projects	New Location Roadway & New Interchange Projects
Resources Beyond 1/4 Mile	9	9
Within 1/4 Mile of Resource	6	3
Through a Resource	3	0

If no additional right-of-way is required for a given project, it receives the full nine (9) points for Historic and Community resource impacts. All projects either receive 0, 3, 6, or 9 points; no other point variations are awarded.

Roadway Project Ranking Methodology (continued)



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

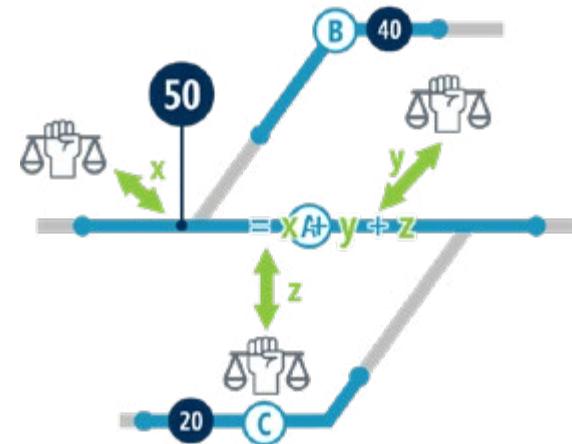
Equitable Access

The total number of points for the Equitable Access criterion is nine (9).

PURPOSE: To evaluate how well each facility serves areas with a high concentration of environmental justice communities.

DATA USED: Environmental justice data obtained from 2019 ACS 3-year estimates is used to determine environmental justice concentrations. MRM data (2018 socioeconomic data along with the committed projects network) is used to estimate traffic volumes.

APPLICATION: Projects are evaluated based on traffic volumes carried to TAZs within census tracts that have a High Concentration of environmental justice populations.⁶ Facilities carrying higher volumes to High Concentration census tracts receive more points and those carrying lower volumes receive fewer points. The following steps outline how the criteria is applied:



- Identify Environmental Justice Communities
- Run MRM & Assign Traffic Volume
- Traffic Volume for Project A = $x + y + z$
- Estimate Traffic Volumes for All Candidate Projects
- Scale Traffic Volumes & Assign Points 1 to 9

⁶ Refer to the Environmental Justice Impacts criterion for the definition of High Concentration environmental justice populations.

Roadway Project Ranking Methodology (continued)



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

System Connectivity

The total number of points available for the System Connectivity criterion is 10.

PURPOSE: To assess how candidate projects will impact the overall continuity of the transportation network.

DATA USED: The CRTPO Comprehensive Transportation Plan (CTP) network and input from the RRRC.

APPLICATION: The evaluation for System Connectivity is largely qualitative, with an assessment by the RRRC. Projects are mapped on the existing roadway network with the CRTPO CTP and then evaluated based on four (4) category types, as described in the table below. In many cases, this requires engineering judgment by the RRRC.

Tier II: System Connectivity		
Project Type	Category	Number of Points
New Location	Project Closes a Full Segment Gap*	10
	Project Connects Two CTP-Designated "Needs Improvement" Roadways	10
	New Interchange	10
Road Widening / Functionality Improvement	Project Closes a Full Lane Gap	5
	Project Continues or Connects the Roadway Functionality	5

*Committed projects in the Transportation Improvement Program (TIP) are considered existing facilities for the Full Segment Gap category

If a project does not meet any of these categories, no points are awarded. All projects either receive 0, 5, or 10 points; no other point variations are awarded.

Roadway Project Ranking Methodology (continued)



ROADWAY PROJECT RANKING METHODOLOGY | FEBRUARY 2021

Benefit-Cost Ratio

The total number of points available for the Benefit-Cost Ratio criterion is 45, which accounts for nearly half of a project's potential Tier II score.

PURPOSE: To measure the value of the benefits that each candidate project provides, and how this benefit compares to its cost. The benefit is measured as a reduction in travel time converted to the cost of the savings, and the monetary benefit of crash reduction.

DATA USED: Planning-level construction and right-of-way costs generated by the CRTPO, average weekday vehicle hours saved (for autos and trucks) from the MRM, NCDOT SPOT P6.0 5-Year Crash Totals (2015-2019) and Highway Specific Improvement Type – Safety Benefit Factor reduction percentages.

APPLICATION: The assessment for Benefit-Cost Ratio is purely quantitative. The benefit-cost score consists of total travel times savings for autos and trucks monetized over 17 years (2018 to 2035) and a total safety benefit for this same time frame using NCDOT's Safety Benefit Factor. The sum of these two benefits is weighed against the total project cost to NCDOT (in current year, 2022, dollars) to determine benefit-cost ratio. The result is then scaled to 45 to account for almost half of the potential Tier II score for each project.⁷

Tier II: Benefit-Cost Ratio	
$\text{Benefit-Cost Score} = \frac{[(\text{Total Travel Time Savings (2018-2035)}) + (\text{Total Safety Benefit (2018-2035)})]}{(\text{Project Cost to NCDOT, 2022 \$})}$	
$\text{Total Travel Time Savings (2018-2035)} = \sum [\text{Auto Travel Time Savings, Truck Travel Time Savings}]$ $\text{For Autos, } [(\text{Auto Delay (2018), hours}) - (\text{Auto Delay (2035), hours})] \div 2 \times 17 \text{ years} \times 260 \text{ weekdays/year} \times \$12.75/\text{hour}$ $\text{For Trucks, } [(\text{Truck Delay (2018), hours}) - (\text{Truck Delay (2035), hours})] \div 2 \times 17 \text{ years} \times 260 \text{ weekdays/year} \times \$50/\text{hour}$	
$\text{Total Safety Benefit (2018-2035)} = \sum [(\# \text{Crashes by Type}) \times (\text{Crash Type VSL}) \times (\text{Project SBF \%})] \div 5 \text{ years} \times 17 \text{ years}$	

Notes:

- *Crashes by Type: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes*
- *Value of time for autos = \$12.75; trucks = \$50.00⁸*
- *The Safety Benefit Factor is determined based on specific improvement type categories as defined by SPOT P6.0*
- *Project cost to NCDOT is equal to the cost estimate prepared by CRTPO⁹*

⁷ For projects that include an express lane component, additional points are included by weighing other funds against the total project cost.

⁸ Source: NCDOT SPOT P6.0.

⁹ One exception is for express lane projects – the NC Turnpike Authority provided Other Funds calculations for express lane projects, which could result in modifications to the Project Cost to NCDOT.

Table H-1 Candidate Roadway Projects – Scores and MTP Status

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MTP ID	Project Name	STI Category ¹	Tier I Scores				Tier II Scores							Total Score	Horizon Year	
			Congestion ²	Safety ³	Accessibility to Employment ⁴	Tier I Score	Environmental Justice Impacts ⁵	Natural Resource Impacts ⁵	Historic Resource Impacts ⁵	Community Resource Impacts ⁵	Equitable Access ⁵	System Connectivity ⁵	Benefit-Cost ⁶			
2050-1001	W Memorial Hwy (NC 901)	Reg-F	8	30	2	40								Drop in Tier I	40	--
2050-1002	Tomlin Mill Rd	Div-12	7	32	1	41								Drop in Tier I	41	--
2050-1003	I-77 at Turnersburg Hwy (US 21)	SW	39	24	34	97								Drop in Tier I	97	--
2050-1004	Turnersburg Hwy (US 21)	Reg-F	51	42	21	114	0	6	9	3	1	0	5	25	138	--
2050-1005	I-77 at Jane Sowers Rd	SW	39	24	34	97								Drop in Tier I	97	--
2050-1006	I-40 at Old Mocksville Rd	SW	45	26	26	97								Drop in Tier I	97	--
2050-1007	Davie Ave (US 64)	Reg-F	32	22	24	78								Drop in Tier I	78	--
2050-1008	I-40	SW	49	26	37	112								Drop in Tier I	112	--
2050-1009	Garner Bagnal Blvd (US 64 / US 70 / NC 90)	Reg-F	55	27	10	91								Drop in Tier I	91	--
2050-1010	Berkshire Dr Ext	Div-12	21	24	12	58								Drop in Tier I	58	--
2050-1011	Berkshire Dr Ext	Div-12	21	24	12	58								Drop in Tier I	58	--
2050-1012	Salisbury Rd	Div-12	57	33	16	105	0	6	9	9	7	0	8	39	144	2045
2050-1013	Garner Bagnal Blvd (US 70)	Reg-F	71	33	10	115	9	3	9	9	8	0	10	48	163	2050
2050-1014	Greenbriar Rd Ext	Div-12	8	11	2	21								Drop in Tier I	21	--
2050-1015	Shelton Ave (US 21 / NC 115)	Reg-F	21	12	19	51								Drop in Tier I	51	--
2050-1016	E Aviation Dr Relocation	Div-12	1	1	1	3								Drop in Tier I	3	--
2050-1017	Old Mountain Rd	Div-12	18	42	6	66								Drop in Tier I	66	--
2050-1018	I-77	SW	54	29	44	127								Drop in Tier I	127	--
2050-1019	Third Creek Rd Ext	Div-12	3	11	3	17								Drop in Tier I	17	--
2050-1020	I-77 at Amity Hill Rd	SW	49	7	44	99								Drop in Tier I	99	--
2050-1021	Old Mountain Rd	Div-12	30	29	11	70	0	6	9	3	2	0	3	23	93	--
2050-1022	Murdock Rd	Div-12	10	17	4	31								Drop in Tier I	31	--
2050-1023	S Main St (US 21)	Reg-F	70	24	19	113	0	6	9	3	2	0	7	27	140	--
2050-1024	Southwest Bypass	Div-12	70	17	19	106	0	0	9	9	2	10	12	42	148	--
2050-1025	Perth Rd	Div-12	49	13	19	81	0	3	9	6	1	0	0	20	101	--

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² See Table H-2: Candidate Roadway Projects – Tier I Congestion Scores

³ See Table H-3: Candidate Roadway Projects – Tier I Safety Scores

⁴ See Table H-4: Candidate Roadway Projects – Tier I Accessibility to Employment Scores

⁵ See Table H-5: Candidate Roadway Projects – Tier II Scores for Environmental Justice (EJ) Impacts, Resource Impacts, Equitable Access & System Connectivity

⁶ See Table H-6 through H-8: Candidate Roadway Projects – Tier II Benefit-Cost Scores, Travel Time Savings Data for Benefit-Cost Scores & Safety Data for Benefit-Cost Scores

Note: Scores are rounded to the nearest whole number for all quantitative criteria in this table

Candidate Roadway Projects – Scores and MTP Status (continued)

MTP ID	Project Name	STI Category ¹	Tier I Scores				Tier II Scores								Total Score	Horizon Year	MTP ID	
			Congestion ²	Safety ³	Accessibility to Employment ⁴	Tier I Score	Environmental Justice Impacts ⁵	Natural Resource Impacts ⁵	Historic Resource Impacts ⁵	Community Resource Impacts ⁵	Equitable Access ⁵	System Connectivity ⁵	Benefit-Cost ⁶	Tier II Score				
2050-1026	I-77	SW	47	21	45	113	Drop in Tier I								113	--	2050-2001	Lawyer
2050-1027	Cornelius Rd	Div-12	42	18	23	83	0	3	6	3	2	0	14	28	111	--	2050-2002	Lawyer
2050-1028	Bluefield Rd	Div-12	2	13	4	19	Drop in Tier I								19	--	2050-2003	Steven
2050-1029	Cornelius Rd	Div-12	42	26	16	84	9	6	9	6	2	0	22	53	138	2050	2050-2004	Stalling
2050-1030	Mazeppa Rd	Div-12	39	20	8	67	Drop in Tier I								67	--	2050-2005	Stalling
2050-1031	Perth Rd	Div-12	36	23	8	67	Drop in Tier I								67	--	2050-2006	Steven
2050-1032	Connector Rd	Div-12	25	24	11	60	9	6	9	9	2	0	39	74	133	2045	2050-2007	Idlewild
2050-1033	Statesville Hwy (NC 115)	Reg-F	42	37	12	91	Drop in Tier I								91	--	2050-2008	McKee
2050-1034	Charlotte Hwy (US 21)	Reg-F	60	27	10	97	Drop in Tier I								97	--	2050-2009	Stalling
2050-1035	Bluefield Rd	Div-12	42	18	29	90	0	3	9	9	0	0	0	22	111	--	2050-2010	Rocky
2050-1036	Charlotte Hwy (US 21)	Reg-F	60	26	20	105	9	6	9	9	2	0	13	48	153	--	2050-2011	Matthe
2050-1037	Plaza Dr (NC 150)	Reg-F	93	30	37	160	0	3	9	9	2	0	4	27	188	2045	2050-2012	Indian
2050-1038	Talbert Rd	Div-12	27	39	23	89	3	6	9	9	1	0	14	42	131	--	2050-2013	Stalling
2050-1039	Timber Rd Ext	Div-12	24	18	34	76	Drop in Tier I								76	--	2050-2014	Matthe
2050-1040	Coddle Creek Hwy / Iredell Ave (NC 3)	Reg-F	39	30	14	82	Drop in Tier I								82	--	2050-2015	Pleasa
2050-1041	Mecklenburg Hwy (NC 115)	Reg-F	64	26	19	108	0	6	6	9	6	0	11	39	147	--	2050-2016	Potter
2050-1042	Fairview Rd	Div-12	24	13	34	71	Drop in Tier I								71	--	2050-2017	Indian
2050-1043	Shearers Rd	Div-12	36	34	15	85	0	6	9	6	4	0	10	35	120	--	2050-2018	Unionv
2050-1044	Rocky River Rd	Div-12	11	23	12	45	Drop in Tier I								45	--	2050-2019	Unionv
2050-1045	I-77	SW	63	37	47	148	6	3	6	6	3	0	8	32	180	--	2050-2020	Secres
2050-1046	Langtree Rd	Div-12	36	22	35	93	9	6	9	3	3	0	3	33	126	--	2050-2021	Chestn
2050-1047	East-West Connector	Div-12	17	19	9	44	Drop in Tier I								44	--	2050-2022	Sardis
2050-1048	Mecklenburg Hwy (NC 115)	Reg-F	64	34	24	121	6	6	3	3	4	0	8	30	151	--	2050-2023	Chestn
2050-1049	Coddle Creek Hwy (NC 3)	Reg-F	33	32	22	86	9	6	3	6	2	0	3	29	115	--	2050-2024	Faith C
2050-1050	Shearers Rd	Div-12	36	23	15	75	Drop in Tier I								75	--	2050-2025	Matthe

MTP Status: Drop in Tier I

² See Table H-2: Candidate Roadway Projects – Tier I Congestion Scores

³ See Table H-3: Candidate Roadway Projects – Tier I Safety Scores

⁴ See Table H-4: Candidate Roadway Projects – Tier I Accessibility to Employment Scores

⁵ See Table H-5: Candidate Roadway Projects – Tier II Scores for Environmental Justice (EJ) Impacts, Resource Impacts, Equitable Access & System Connectivity

⁶ See Table H-6 through H-8: Candidate Roadway Projects – Tier II Benefit-Cost Scores, Travel Time Savings Data for Benefit-Cost Scores & Safety Data for Benefit-Cost Scores

Note: Scores are rounded to the nearest whole number for all quantitative criteria in this table

and MTP Status (continued)

Fiscally Constrained

SW = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

Question Scores

✓ Scores

Sensitivity to Employment Scores

Issues for Environmental Justice (EJ) Impact

Tier II Benefit-Cost Scores, Travel Time Savings Data for Benefit-Cost Scores & Safety Data

All quantitative criteria in this table

Table H-1 Candidate Roadway Projects – Scores and MTP Status (continued)

MTP ID	Project Name	STI Category ¹	Tier I Scores				Tier II Scores								Total Score	Horizon Year
			Congestion ²	Safety ³	Accessibility to Employment ⁴	Tier I Score	Environmental Justice Impacts ⁵	Natural Resource Impacts ⁵	Historic Resource Impacts ⁵	Community Resource Impacts ⁵	Equitable Access ⁵	System Connectivity ⁵	Benefit-Cost ⁶	Tier II Score		
2050-2026	Rocky River Rd	Div-10	20	30	14	64	Drop in Tier I								64	--
2050-2027	Secrest Short Cut Rd	Div-10	34	26	11	70	Drop in Tier I								70	--
2050-2028	Antioch Church Rd / Forest Lawn Dr	Div-10	30	4	18	52	Drop in Tier I								52	--
2050-2029	Waxhaw-Indian Trail Rd	Div-10	34	32	18	83	Drop in Tier I								83	--
2050-2030	Antioch Church Rd	Div-10	7	10	2	19	Drop in Tier I								19	--
2050-2031	Wesley Chapel Rd	Div-10	78	40	24	142	0	3	9	3	5	0	19	39	181	--
2050-2032	Old Charlotte Hwy	Div-10	72	39	16	127	0	6	9	6	5	0	34	60	187	--
2050-2033	Rocky River Rd	Div-10	32	30	11	73	Drop in Tier I								73	--
2050-2034	Rogers Rd	Div-10	32	6	3	41	Drop in Tier I								41	--
2050-2035	Potter Rd	Div-10	49	27	21	97	Drop in Tier I								97	--
2050-2036	Huntington Dr	Div-10	1	6	3	10	Drop in Tier I								10	--
2050-2037	Northern Access Rd	Div-10	69	23	13	105	Drop in Tier I								105	--
2050-2038	Beulah Church Rd	Div-10	15	11	6	33	Drop in Tier I								33	--
2050-2039	Secrest Short Cut Rd	Div-10	34	34	27	95	Drop in Tier I								95	--
2050-2040	Cox Rd	Div-10	1	11	5	18	Drop in Tier I								18	--
2050-2041	Old Charlotte Hwy	Div-10	82	42	24	147	0	6	6	3	6	0	24	45	193	--
2050-2042	Antioch Church Rd	Div-10	3	5	6	14	Drop in Tier I								14	--
2050-2043	Deal Rd	Div-10	6	1	6	13	Drop in Tier I								13	--
2050-2044	Airport Rd	Div-10	13	7	4	24	Drop in Tier I								24	--
2050-2045	Weddington Rd (NC 84)	Reg-E	74	35	10	119	0	3	9	6	4	0	6	28	147	--
2050-2046	Twelve Mile Creek Rd	Div-10	12	1	5	18	Drop in Tier I								18	--
2050-2047	Monroe Northern Loop	Div-10	82	38	41	161	3	0	0	3	7	10	5	28	189	--
2050-2048	Secrest Ave	Div-10	4	24	1	30	Drop in Tier I								30	--
2050-2049	Morgan Mill Rd (NC 200)	Reg-E	42	25	18	85	0	3	9	9	7	0	19	46	132	--
2050-2050	Ennis Rd	Div-10	19	6	9	34	Drop in Tier I								34	--

MTP Status:

Drop in Tier I

Drop in Tier II

Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² See Table H-2: Candidate Roadway Projects – Tier I Congestion Scores³ See Table H-3: Candidate Roadway Projects – Tier I Safety Scores⁴ See Table H-4: Candidate Roadway Projects – Tier I Accessibility to Employment Scores⁵ See Table H-5: Candidate Roadway Projects – Tier II Scores for Environmental Justice (EJ) Impacts, Resource Impacts, Equitable Access & System Connectivity⁶ See Table H-6 through H-8: Candidate Roadway Projects – Tier II Benefit-Cost Scores, Travel Time Savings Data for Benefit-Cost Scores & Safety Data for Benefit-Cost Scores

Note: Scores are rounded to the nearest whole number for all quantitative criteria in this table

Table H-1 Candidate Roadway Projects – Scores and MTP Status (continued)

MTP ID	Project Name	STI Category ¹	Tier I Scores				Tier II Scores								Total Score	Horizon Year
			Congestion ²	Safety ³	Accessibility to Employment ⁴	Tier I Score	Environmental Justice Impacts ⁵	Natural Resource Impacts ⁵	Historic Resource Impacts ⁵	Community Resource Impacts ⁵	Equitable Access ⁵	System Connectivity ⁵	Benefit-Cost ⁶	Tier II Score		
2050-2051	Charlotte Ave	Div-10	55	28	7	89	Drop in Tier I								89	--
2050-2052	New Town Rd	Div-10	27	27	9	63	Drop in Tier I								63	--
2050-2053	Martin Luther King Jr Blvd (NC 200)	Reg-E	49	29	23	101	Drop in Tier I								101	--
2050-2054	Marshville Bypass	SW	43	17	17	77	Drop in Tier I								77	--
2050-2055	Waxhaw-Marvin Rd	Div-10	16	26	3	45	Drop in Tier I								45	--
2050-2056	Waxhaw Pkwy	Div-10	72	24	7	103	Drop in Tier I								103	--
2050-2057	Waxhaw Pkwy	Div-10	72	22	7	101	Drop in Tier I								101	--
2050-3001	Main St / Mecklenburg Hwy (NC 115)	Reg-E	42	15	30	88	9	6	3	6	1	0	0	26	114	--
2050-3002	Grey Rd	Div-10	4	12	2	18	Drop in Tier I								18	--
2050-3003	Shearers Rd	Div-10	4	2	1	7	Drop in Tier I								7	--
2050-3004	Concord Rd	Div-10	34	5	25	64	Drop in Tier I								64	--
2050-3005	Main St (NC 115)</															

Table H-1 Candidate Roadway Projects – Scores and MTP Status (continued)

MTP ID	Project Name	STI Category ¹	Tier I Scores				Tier II Scores								Total Score	Horizon Year	MTP ID	
			Congestion ²	Safety ³	Accessibility to Employment ⁴	Tier I Score	Environmental Justice Impacts ⁵	Natural Resource Impacts ⁵	Historic Resource Impacts ⁵	Community Resource Impacts ⁵	Equitable Access ⁵	System Connectivity ⁵	Benefit-Cost ⁶	Tier II Score				
2050-3019	Bailey Rd Flyover	Div-10	74	30	41	144	9	3	9	3	2	0	11	37	182	--	2050-3044	Hambright Rd
2050-3020	Church St Ext	Div-10	82	25	28	135	9	3	9	3	3	10	20	58	193	--	2050-3045	Hambright Rd
2050-3021	Ramah Church Rd	Div-10	18	11	18	47	Drop in Tier I								47	--	2050-3046	Hambright Rd
2050-3022	Poplar Tent Rd	Div-10	39	21	31	91	9	6	9	9	2	0	25	60	151	2045	2050-3047	Eastfield Rd
2050-3023	Old Statesville Rd (NC 115)	Reg-E	82	28	28	138	0	6	9	3	3	0	16	37	175	2050	2050-3048	Mt Holly-Hunters
2050-3024	Church St	Div-10	82	25	28	135	9	3	9	9	3	10	20	63	198	--	2050-3049	Statesville Rd (US 21)
2050-3025	I-77	SW	62	36	49	147	3	3	9	6	5	0	22	48	196	--	2050-3050	Hucks Rd Ext
2050-3026	Asbury Chapel Rd	Div-10	55	23	26	103	Drop in Tier I								103	--	2050-3051	WT Harris Blvd
2050-3027	Huntersville-Concord Rd	Div-10	20	12	14	46	Drop in Tier I								46	--	2050-3052	I-85 at I-485
2050-3028	Walters St / Seagle St	Div-10	55	23	26	103	Drop in Tier I								103	--	2050-3053	WT Harris Blvd (NC 115)
2050-3029	Huntersville-Concord Rd	Div-10	27	19	21	68	Drop in Tier I								68	--	2050-3054	Fred D Alexander Dr
2050-3030	Old Statesville Rd (NC 115)	Reg-E	55	17	26	98	3	6	3	3	3	0	0	19	117	--	2050-3055	Mt Holly-Hunters
2050-3031	Gilead Rd	Div-10	84	20	29	133	6	3	6	6	2	0	6	29	162	--	2050-3056	Pavilion Blvd Ext
2050-3032	Bud Henderson Rd	Div-10	8	5	3	15	Drop in Tier I								15	--	2050-3057	I-85 at Mallard Creek
2050-3033	Church St Ext	Div-10	67	30	29	126	Drop in Tier I								126	--	2050-3058	Statesville Rd (US 21)
2050-3034	Mt Holly-Huntersville Rd	Div-10	11	7	9	26	Drop in Tier I								26	--	2050-3059	Brookshire Blvd (NC 115)
2050-3035	Asbury Chapel Rd	Div-10	67	30	29	126	Drop in Tier I								126	--	2050-3060	WT Harris Blvd (NC 115)
2050-3036	McCoy Rd	Div-10	34	16	22	72	Drop in Tier I								72	--	2050-3061	I-77 at Sunset Rd
2050-3037	Statesville Rd (US 21)	Reg-E	55	33	37	124	0	3	9	9	3	0	30	54	178	2045	2050-3062	Mt Holly Rd (NC 115)
2050-3038	Verhoeff Dr Ext	Div-10	78	28	27	133	9	0	9	3	6	10	21	58	191	--	2050-3063	WT Harris Blvd (NC 115)
2050-3039	Eastfield Rd	Div-10	78	24	33	135	9	6	9	3	5	0	15	47	182	--	2050-3064	Eastern Circumferential
2050-3040	Old Statesville Rd (NC 115)	Reg-E	67	28	29	124	9	6	9	9	3	0	11	47	171	2050	2050-3065	Freedom Dr (NC 115)
2050-3041	Mt Holly-Huntersville Rd	Div-10	51	31	35	116	Drop in Tier I								116	--	2050-3066	I-485 at Rocky River Rd
2050-3042	Asbury Chapel Rd	Div-10	67	24	29	120	Drop in Tier I								120	--	2050-3067	Brookshire Blvd (NC 115)
2050-3043	Church St / Meacham Farm Rd	Div-10	67	24	29	120	Drop in Tier I								120	--	2050-3068	I-85 at Sugar Creek Rd

MTP Status: Drop in Tier I

¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² See Table H-2: Candidate Roadway Projects – Tier I Congestion Scores

³ See Table H-3: Candidate Roadway Projects – Tier I Safety Scores

⁴ See Table H-4: Candidate Roadway Projects – Tier I Accessibility to Employment Scores

⁵ See Table H-5: Candidate Roadway Projects – Tier II Scores for Environmental Justice (EJ) Impacts, Resource Impacts, Equitable Access & System Connectivity

⁶ See Table H-6 through H-8: Candidate Roadway Projects – Tier II Benefit-Cost Scores, Travel Time Savings Data for Benefit-Cost Scores & Safety Data for Benefit-Cost Scores

Note: Scores are rounded to the nearest whole number for all quantitative criteria in this table

S and MTP Status (continued)

Tier I Scores				Tier II Scores									Total Score	Horizon Year
Congestion ²	Safety ³	Accessibility to Employment ⁴	Tier I Score	Environmental Justice Impacts ⁵	Natural Resource Impacts ⁵	Historic Resource Impacts ⁵	Community Resource Impacts ⁵	Equitable Access ⁵	System Connectivity ⁵	Benefit-Cost ⁶	Tier II Score			
16	10	33	58	Drop in Tier I									58	--
78	28	27	133	9	0	9	3	6	0	28	54	188	--	
15	11	32	57	Drop in Tier I									57	--
60	28	27	115	Drop in Tier I									115	--
51	30	36	117	Drop in Tier I									117	--
55	29	35	118	0	3	9	9	6	0	32	59	177	2050	
76	25	43	143	0	0	9	9	7	0	6	32	175	--	
86	12	36	134	0	6	9	9	7	0	13	44	177	--	
80	12	48	140	0	3	9	9	6	0	33	60	200	2045	
76	34	42	151	9	3	9	9	7	0	9	46	198	2045	
8	19	25	52	Drop in Tier I									52	--
42	34	31	108	Drop in Tier I									108	--
10	25	25	60	Drop in Tier I									60	--
92	33	49	174	0	3	9	9	8	0	36	65	239	2035	
48	34	31	112	0	3	9	6	8	0	28	54	167	--	
80	32	40	152	9	3	9	9	5	0	23	58	210	2045	
66	38	43	148	9	3	9	9	9	0	17	56	203	2045	
78	33	50	161	0	9	9	9	7	0	12	46	208	2035	
76	23	26	125	3	6	9	9	5	5	30	68	192	2045	
82	38	44	163	9	3	9	9	9	5	39	82	245	2035	
80	34	43	157	3	6	9	9	9	10	26	72	229	2045	
51	22	15	88	Drop in Tier I									88	--
84	17	46	147	0	6	9	9	5	0	23	53	200	2045	
83	41	43	167	0	3	9	6	8	0	36	62	229	2045	
91	32	50	173	0	6	9	9	8	0	34	66	238	2035	

Fiscally Constrained

gory - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12).

Ingestion Scores

Safety Scores

Accessibility to Employment Scores

Issues for Environmental Justice (EJ) Inquiry

- Tier II Benefit-Cost Scores, Travel Time Savings Data for Benefit-Cost Scores & Safety Data

- all quantitative criteria in this table

Table H-1 Candidate Roadway Projects – Scores and MTP Status (continued)

MTP ID	Project Name	STI Category ¹	Tier I Scores				Tier II Scores								Total Score	Horizon Year
			Congestion ²	Safety ³	Accessibility to Employment ⁴	Tier I Score	Environmental Justice Impacts ⁵	Natural Resource Impacts ⁵	Historic Resource Impacts ⁵	Community Resource Impacts ⁵	Equitable Access ⁵	System Connectivity ⁵	Benefit-Cost ⁶	Tier II Score		
2050-3069	WT Harris Blvd (NC 24)	Reg-E	87	39	44	170	3	3	9	9	9	5	25	62	233	2035
2050-3070	I-485	SW	58	25	46	130	Drop in Tier I								130	--
2050-3071	Eastern Circumferential Rd	Div-10	87	30	44	161	0	0	0	0	10	35	54	215	2050	
2050-3072	I-85 at Brookshire Blvd (NC 16)	SW	95	44	49	188	0	6	9	9	8	0	28	60	248	2035
2050-3073	I-85	SW	65	31	48	144	0	3	9	6	5	0	25	49	192	--
2050-3074	Brookshire Fwy (NC 16)	Reg-E	52	40	46	138	0	3	6	6	8	5	37	64	203	2045
2050-3075	I-85 at Billy Graham Pkwy	SW	75	33	48	155	0	3	9	9	7	0	31	60	215	2035
2050-3076	Wilkinson Blvd (US 74 / US 29)	Reg-E	52	36	37	125	0	6	9	9	7	0	31	62	187	2050
2050-3077	Eastern Circumferential Rd	Div-10	72	32	42	145	0	0	9	0	9	10	27	55	200	--
2050-3078	I-77	SW	59	41	49	149	0	3	3	6	7	5	23	47	196	2050
2050-3079	Eastway Dr	Div-10	85	45	41	171	0	6	9	3	9	0	37	64	235	2045
2050-3080	I-277 (Brookshire Fwy)	SW	61	40	48	149	0	6	3	9	8	0	24	49	199	--
2050-3081	Billy Graham Pkwy	SW	76	42	42	161	0	3	6	6	8	0	43	66	227	2035
2050-3082	I-277	SW	78	44	49	171	3	3	3	6	8	0	15	39	209	2050
2050-3083	I-277 (John Belk Fwy)	SW	58	32	46	137	0	6	9	9	8	0	41	73	210	2035
2050-3084	Eastern Circumferential Rd	Div-10	62	25	39	127	Drop in Tier I								127	--
2050-3085	Albemarle Rd (NC 24 / NC 27)	Reg-E	57	33	38	128	0	6	9	9	9	0	26	58	187	2050
2050-3086	Albemarle Rd (NC 24 / NC 27)	Reg-E	69	44	42	155	0	3	9	6	8	0	29	56	210	2045
2050-3087	Albemarle Rd (NC 27)	Reg-E	62	26	45	133	0	6	9	6	9	0	0	30	163	--
2050-3088	Eastern Circumferential Rd	Div-10	64	37	41	142	0	0	9	0	9	10	27	55	196	--
2050-3089	Western Pkwy	Reg-E	55	20	34	109	Drop in Tier I								109	--
2050-3090	I-485 at Western Pkwy	SW	55	8	47	109	Drop in Tier I								109	--
2050-3091	Western Pkwy	Reg-E	84	24	36	144	0	0	3	6	8	10	18	45	189	2050
2050-3092	Western Pkwy	Reg-E	55	20	34	109	Drop in Tier I								109	--
2050-3093	I-485	SW	63	29	47	138	9	3	9	9	6	5	24	65	203	--

MTP Status:

Drop in Tier I

Drop in Tier II

Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² See Table H-2: Candidate Roadway Projects – Tier I Congestion Scores³ See Table H-3: Candidate Roadway Projects – Tier I Safety Scores⁴ See Table H-4: Candidate Roadway Projects – Tier I Accessibility to Employment Scores⁵ See Table H-5: Candidate Roadway Projects – Tier II Scores for Environmental Justice (EJ) Impacts, Resource Impacts, Equitable Access & System Connectivity⁶ See Table H-6 through H-8: Candidate Roadway Projects – Tier II Benefit-Cost Scores, Travel Time Savings Data for Benefit-Cost Scores & Safety Data for Benefit-Cost Scores

Note: Scores are rounded to the nearest whole number for all quantitative criteria in this table

Table H-1 Candidate Roadway Projects – Scores and MTP Status (continued)

MTP ID	Project Name	STI Category ¹	Tier I Scores				Tier II Scores								Total Score	Horizon Year
			Congestion ²	Safety ³	Accessibility to Employment ⁴	Tier I Score	Environmental Justice Impacts ⁵	Natural Resource Impacts ⁵	Historic Resource Impacts ⁵	Community Resource Impacts ⁵	Equitable Access ⁵	System Connectivity ⁵	Benefit-Cost ⁶	Tier II Score		
2050-3094	Idlewild Rd	Div-10	36	38	35	110	Drop in Tier I								110	--
2050-3095	Steele Creek Rd (NC 160)	Reg-E	72	25	38	136	0	6	3	6	8	0	32	55	191	2045
2050-3096	Fairview Rd (NC 218)	Reg-E	46	20	6	72	Drop in Tier I								72	--
2050-3097	Fairview Rd (NC 218)	Reg-E	87	26	15	129	0	3	9	9	4	0	7	32	161	2050
2050-3098	Tyvola Rd	Div-10	80	37	40	156	0	3	9	3	8	0	31	54	210	--
2050-3099	Eastern Circumferential Rd	Div-10	64	40	20	123	Drop in Tier I								123	--
2050-3100	Lawyers Rd	Div-10	27	27	7	61	Drop in Tier I								61	--
2050-3101	Village Lake Dr	Div-10	45	37	38	120	Drop in Tier I								120	--
2050-3102	Shopton Rd West	Div-10	76	26	39	140	0	3	9	9	8	0	35	64	204	--
2050-3103	S Tryon St (NC 49)	Reg-E	89	33	39	161	0	6	6	9	9	0	45	74	235	2035
2050-3104	I-485	SW	55	27	45	127	Drop in Tier I								127	--
2050-3105	Idlewild Rd	Div-10	39	39	13	91	Drop in Tier I								91	--
2050-3106	Eastern Circumferential Rd	Div-10	51	34	38	122	0	0	9	9	5	10	17	50	172	--
2050-3107	S															

Table H-1 Candidate Roadway Projects – Scores and MTP Status (continued)

MTP ID	Project Name	STI Category ¹	Tier I Scores				Tier II Scores								Total Score	Horizon Year
			Congestion ²	Safety ³	Accessibility to Employment ⁴	Tier I Score	Environmental Justice Impacts ⁵	Natural Resource Impacts ⁵	Historic Resource Impacts ⁵	Community Resource Impacts ⁵	Equitable Access ⁵	System Connectivity ⁵	Benefit-Cost ⁶	Tier II Score		
2050-3119	Independence Pointe Pkwy Ext	Div-10	46	29	17	92	Drop in Tier I								92	--
2050-3120	McKee Rd	Div-10	46	29	17	92	Drop in Tier I								92	--
2050-3121	Park Rd	Div-10	90	36	38	164	0	6	9	6	7	0	39	68	232	2045
2050-3122	Pineville-Matthews Rd (NC 51)	Reg-E	88	35	45	168	0	9	9	9	6	5	40	78	246	2035
2050-3123	I-485 at Pineville-Matthews Rd (NC 51)	SW	97	32	50	178	0	9	9	6	6	0	38	68	246	2035
2050-3124	Pineville Rd	Div-10	53	24	40	117	Drop in Tier I								117	--
2050-3125	Providence Rd (NC 16)	Reg-E	66	33	39	138	0	3	6	3	1	0	16	30	167	--
2050-3126	Weddington Rd	Div-10	64	19	30	113	Drop in Tier I								113	--
2050-3127	Carolina Place Pkwy / Dorman Rd Ext	Div-10	74	9	32	115	Drop in Tier I								115	--
2050-3128	Lancaster Hwy	Div-10	74	44	36	154	0	6	9	3	5	0	34	57	211	--
2050-3129	Ballantyne Commons Pkwy	Div-10	76	21	40	137	0	6	9	6	1	5	38	65	202	--
2050-3130	Johnston Rd (US 521)	Reg-E	96	36	46	177	0	3	9	9	4	0	43	68	246	2035
2050-3131	Providence Rd (NC 16)	Reg-E	95	37	41	173	0	6	9	9	3	0	23	49	222	2035
2050-3132	Ardrey Kell Rd	Div-10	74	32	32	138	9	6	9	9	2	0	42	77	215	2050
2050-3133	Ardrey Kell Rd	Div-10	84	35	31	150	9	3	9	9	0	0	42	73	223	2045

MTP Status:

Drop in Tier I

Drop in Tier II

Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² See Table H-2: Candidate Roadway Projects – Tier I Congestion Scores³ See Table H-3: Candidate Roadway Projects – Tier I Safety Scores⁴ See Table H-4: Candidate Roadway Projects – Tier I Accessibility to Employment Scores⁵ See Table H-5: Candidate Roadway Projects – Tier II Scores for Environmental Justice (EJ) Impacts, Resource Impacts, Equitable Access & System Connectivity⁶ See Table H-6 through H-8: Candidate Roadway Projects – Tier II Benefit-Cost Scores, Travel Time Savings Data for Benefit-Cost Scores & Safety Data for Benefit-Cost Scores

Note: Scores are rounded to the nearest whole number for all quantitative criteria in this table

Table H-2 Candidate Roadway Projects – Congestion Scores

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-1001	W Memorial Hwy (NC 901)	Widening	Reg-F	3,700	19,000	0.19	0.3	15	6.3	6,200	28	11.7	8
				6,200	19,000	0.33							
				5,000	19,000	0.26							
2050-1002	Tomlin Mill Rd	Widening	Div-12	4,400	16,100	0.27	0.3	14	5.8	5,000	20	8.3	7
				5,000	16,100	0.31							
				5,000	19,000	0.26							
2050-1003	I-77 at Turnersburg Hwy (US 21)	Improve Existing Interchange	SW	50,500	60,700	0.83	1.4	102	42.5	12,500	80	33.3	39
				50,500	71,700	0.70							
				12,500	9,200	1.36							
				9,400	9,200	1.02							
				43,500	60,700	0.72							
2050-1004	Turnersburg Hwy (US 21)	Widening	Reg-F	9,400	9,200	1.02	1.6	134	55.8	14,500	105	43.8	51
				14,500	9,200	1.58							
				50,500	60,700	0.83							
2050-1005	I-77 at Jane Sowers Rd	New Interchange	SW	50,500	71,700	0.70	1.4	102	42.5	12,500	80	33.3	39
				12,500	9,200	1.36							
				9,400	9,200	1.02							
				43,500	60,700	0.72							
				54,500	70,000	0.78							
2050-1006	I-40 at Old Mocksville Rd	Improve Existing Interchange	SW	40,000	56,900	0.70	0.8	35	14.6	54,500	216	9	

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷	
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶		
2050-1007	Davie Ave (US 64)	Widening	Reg-F	11,000	9,200	1.20	1.2	83	34.6	11,000	67	27.9	32	
				11,000	9,200	1.20								
				11,000	9,200	1.20								
2050-1008	I-40	Widening	SW	52,500	57,300	0.92	0.9	48	20.0	65,000	222	92.5	49	
				52,500	71,700	0.73								
				65,000	70,000	0.93								
				59,500	71,700	0.83								
				15,500	9,200	1.68								
2050-1009	Garner Bagnal Blvd (US 64 / US 70 / NC 90)	Widening	Reg-F	11,000	9,200	1.20	1.7	143	59.6	15,500	113	47.1	55	
				9,300	9,200	1.01								
				9,300	13,600	0.68								
				16,500	25,800	0.64								
				16,500	13,600	1.21								
				8,900	9,200	0.97		1.0	54	22.5	8,900	45	18.8	21
				7,200	9,200	0.78								
2050-1010	Berkshire Dr Ext	New Roadway	Div-12	8,900	9,200	0.97	1.0	54	22.5	8,900	45	18.8	21	
				7,200	9,200	0.78								
2050-1011	Berkshire Dr Ext	New Roadway	Div-12	8,900	9,200	0.97	1.0	54	22.5	8,900	45	18.8	21	
				7,200	9,200	0.78								
2050-1012	Salisbury Rd	Widening	Div-12	8,900	9,200	0.97	1.5	126	52.5	20,000	150	62.5	57	
				15,500	13,600	1.14								
				15,000	13,600	1.10								
				20,000	13,600	1.47								
				11,500	9,200	1.25								

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-1013	Garner Bagnal Blvd (US 70)	Widening	Reg-F	19,000	9,200	2.07	2.1	189	78.8	19,000	145	60.4	71
				17,500	9,200	1.90							
				17,500	9,200	1.90							
				2,100	9,200	0.23							
				19,000	9,200	2.07							
				17,000	25,800	0.66							
				17,000	13,600	1.25							
				17,000	13,600	1.25							
				4,600	9,200	0.50							
2050-1014	Greenbriar Rd Ext	New Roadway	Div-12	4,600	9,200	0.50	0.5	21	8.8	4,600	19		

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-1018	I-77	Widening	SW	68,500	69,300	0.99	1.0	63	26.3	69,000	228	95.0	54
				63,000	71,700	0.88							
				65,500	69,300	0.95							
				65,500	71,700	0.91							
				69,000	69,300	1.00							
				69,000	71,700	0.96							
				65,500	71,700	0.91							
2050-1019	Third Creek Rd Ext	New Roadway	Div-12	2,100	9,200	0.23	0.2	8	3.3	2,100	7	2.9	3
				2,100	9,200	0.23							
				2,100	16,100	0.13							
				1,600	16,100	0.10							
				63,000	71,700	0.88							
2050-1020	I-77 at Amity Hill Rd	Improve Existing Interchange	SW	3,100	9,200	0.34	0.9	46	19.2	65,500	223	92.9	49
				65,500	71,700	0.91							
				3,100	9,200	0.34							
				3,100	17,500	0.18							
				3,100	17,500	0.18							
				3,100	17,500	0.18							
				3,100	17,500	0.18							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-1021	Old Mountain Rd	Widening	Div-12	10,500	9,200	1.14	1.1	79	32.9	10,500	63	26.3	30
				10,500	9,200	1.14							
				10,500	9,200	1.14							
				10,500	13,100	0.80							
				10,500	13,100	0.80							
				10,500	16,100	0.65							
				8,200	16,100	0.51							
2050-1022	Murdock Rd	Widening	Div-12	5,700	9,200	0.62	0.6	25	10.4	5,700	24	10.0	10
				4,600	9,200	0.50							
2050-1023	S Main St (US 21)	Widening	Reg-F	12,000	9,200	1.30	2.0	183	76.3	18,500	143	59.6	70
				12,000	19,000	0.63							
				16,000	25,800	0.62							
				18,500	13,600	1.36							
				18,500	9,200	2.01							
				18,500	19,000	0.97							
				18,500	25,800	0.72							
2050-1024	Southwest Bypass	New Roadway	Div-12	18,500	9,200	2.01	2.0	183	76.3	18,500	143	59.6	70

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-1025	Perth Rd	Widening	Div-12	8,400	9,200	0.91	1.5	128	53.3	14,000	101	42.1	49
				8,400	9,200	0.91							
				8,400	9,200	0.91							
				12,000	9,200	1.30							
				8,300	9,200	0.90							
				14,000	9,200	1.52							
				9,000	9,200	0.98							
				9,000	9,200	0.98							
2050-1026	I-77	Widening	SW	61,500	71,700	0.86	0.9	42	17.5	61,500	221	92.1	47
2050-1027	Cornelius Rd	Widening	Div-12	4,400	9,200	0.48	1.4	111	46.3	13,000	88	36.7	42
				13,000	9,200	1.41							
				13,000	9,200	1.41							
2050-1028	Bluefield Rd	New Roadway	Div-12	1,600	9,200	0.17	0.2	5	2.1	1,600	5	2.1	2
2050-1029	Cornelius Rd	Widening	Div-12	9,200	9,200	1.00	1.4	111	46.3	13,000	88	36.7	42
				13,000	9,200	1.41							
				13,000	9,200	1.41							
				9,700	9,200	1.05							
				9,700	9,200	1.05							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-1030	Mazepa Rd	Widening	Div-12	12,500	9,200	1.36	1.4	102	42.5	12,500	80	33.3	39
				4,400	9,200	0.48							
				4,400	9,200	0.48							
				4,400	9,200	0.48							
				4,400	13,100	0.34							
				4,400	19,000	0.23							
				4,400	19,000	0.23							
				12,000	9,200	1.30							
2050-1031	Perth Rd	Widening	Div-12	12,000	9,200	1.30	1.3	94	39.2	12,000	76	31.7	36
2050-1032	Connector Rd	Widening	Div-12	9,200	9,200	1.00	1.0	64	26.7	9,200	52	21.7	25
				13,000	9,200	1.41							
2050-1033	Statesville Hwy (NC 115)	Widening	Reg-F	13,000	9,200	1.41	1.4	111	46.3	13,000	88	36.7	42
				13,000	9,200	1.41							
				9,500	9,200	1.03							
2050-1034	Charlotte Hwy (US 21)	Widening	Reg-F	16,000	9,200	1.74	1.7	156	65.0	16,000	123	51.3	60
				9,800	9,200	1.07							
2050-1035	Bluefield Rd	Widening	Div-12	9,800	9,200								

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-1037	Plaza Dr (NC 150)	Widening	Reg-F	41,500	25,800	1.61	3.1	238	99.2	42,000	200	83.3	93
				23,500	13,600	1.73							
				42,000	25,800	1.63							
				42,000	13,600	3.09							
2050-1038	Talbert Rd	Widening	Div-12	9,700	9,200	1.05	1.1	70	29.2	10,000	57	23.8	27
				10,000	9,200	1.09							
				10,000	9,200	1.09							
2050-1039	Timber Rd Ext	New Roadway	Div-12	9,100	9,200	0.99	1.0	61	25.4	9,100	50	20.8	24
2050-1040	Coddle Creek Hwy / Iredell Ave (NC 3)	Widening	Reg-F	12,500	19,000	0.66	1.4	102	42.5	12,500	80	33.3	39
				12,500	9,200	1.36							
				12,500	19,000	0.66							
				12,500	19,000	0.66							
				10,000	9,200	1.09							
2050-1041	Mecklenburg Hwy (NC 115)	Widening	Reg-F	13,000	9,200	1.41	1.9	168	70.0	17,000	129	53.8	64
				17,000	9,200	1.85							
2050-1042	Fairview Rd	Widening	Div-12	9,100	9,200	0.99	1.0	61	25.4	9,100	50	20.8	24
2050-1043	Shearers Rd	Widening	Div-12	5,500	9,200	0.60	1.3	94	39.2	12,000	76	31.7	36
				5,500	9,200	0.60							
				5,500	9,200	0.60							
				5,500	9,200	0.60							
				12,000	9,200	1.30							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-1044	Rocky River Rd	Widening	Div-12	5,800	9,200	0.63	0.6	26	10.8	5,800	25	10.4	11
				3,900	16,100	0.24							
2050-1045	I-77	Widening	SW	84,000	71,700	1.17	1.3	98	40.8	94,000	232	96.7	63
				73,000	71,700	1.02							
				65,500	71,700	0.91							
				89,000	71,700	1.24							
				89,000	71,700	1.24							
				94,000	71,700	1.31							
				5,700	13,600	0.42							
				5,700	9,200	0.62							
2050-1046	Langtree Rd	Widening	Div-12	5,700	9,200	1.30	1.3	94	39.2	12,000	76	31.7	36
				12,000	25,800	0.47							
				12,000	13,600	0.88							
				12,000									

Candidate Roadway Projects – Congestion Scores (continued)

TP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)

Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity

Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project

Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects

Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Congestion Scores (continued)

Segment	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
		Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
North	Div-10	23,000	9,200	2.50	2.5	227	94.6	23,000	177	73.8	86
		23,000	9,200	2.50							
		15,500	9,200	1.68							
Midwest	Div-10	10,500	9,200	1.14	1.1	79	32.9	10,500	63	26.3	30
		8,100	9,200	0.88							
East	Div-10	8,900	9,200	0.97	1.0	54	22.5	8,900	45	18.8	21
West	Div-10	4,600	9,200	0.50	0.7	33	13.8	6,700	32	13.3	14
		6,700	9,200	0.73							
		6,700	9,200	0.73							
South	Div-10	3,100	9,200	0.34	1.0	54	22.5	8,900	45	18.8	21
		5,800	9,200	0.63							
		8,900	9,200	0.97							
Mountain	Div-10	16,000	9,200	1.74	2.8	234	97.5	25,500	182	75.8	89
		16,000	9,200	1.74							
		24,500	9,200	2.66							
		25,500	9,200	2.77							
		19,000	9,200	2.07							
		19,000	9,200	2.07							
		12,500	9,200	1.36							
East	Div-10	8,900	9,200	0.97	1.0	54	22.5	8,900	45	18.8	21
West	Div-10	6,700	9,200	0.73	0.7	33	13.8	6,700	32	13.3	14

Fiscally Constrained

Category - "SW" = Statewide; "Reg-E" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

one projects reference other roadways for estimation.

Food Capacity

Max V/C Ratio & Max AADT from all Peak Period

Rank Period AADT = Ascending rank of max V/C & min

Peak Period AADT Score = [(Project Max (V/C o

Ratio Score × 0.6) + (Scaled Max Peak Period A

Units are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-2010	Rocky River Rd	Widening	Div-10	8,000	9,200	0.87	0.9	44	18.3	8,000	39	16.3	18
				8,000	9,200	0.87							
				8,000	9,200	0.87							
				8,000	9,200	0.87							
				8,000	9,200	0.87							
				8,000	9,200	0.87							
				8,000	9,200	0.87							
				8,000	13,100	0.61							
				8,000	16,100	0.50							
				8,000	16,100	0.50							
				8,000	13,100	0.61							
				8,000	13,100	0.61							
				8,000	16,100	0.50							
				8,000	16,100	0.50							
				8,000	19,000	0.42							
2050-2011	Matthews-Indian Trail Rd	Widening	Div-10	3,400	9,200	0.37	0.4	17	7.1	3,400	14	5.8	7
2050-2012	Indian Trail-Fairview Rd	Widening	Div-10	12,500	9,200	1.36	1.6	139	57.9	15,000	110	45.8	53
				15,000	9,200	1.63							
				15,000	9,200	1.63							
				15,000	9,200	1.63							
2050-2013	Stallings Rd	Widening	Div-10	13,500	9,200	1.47	1.5	121	50.4	13,500	96	40.0	46
				13,000	9,200	1.41							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-2014	Matthews-Indian Trail Rd	Widening	Div-10	5,200	9,200	0.57	0.6	22	9.2	5,200	21	8.8	9
2050-2015	Pleasant Plains Rd	Widening	Div-10	5,300	9,200	0.58	1.4	102	42.5	12,500	80	33.3	39
				11,000	9,200	1.20							
				11,000	9,200	1.20							
				12,500	9,200	1.36							
				12,500	9,200	1.36							
2050-2016	Potter Rd	Widening	Div-10	16,000	9,200	1.74	1.7	156	65.0	16,000	123	51.3	60
				16,000	9,200	1.74							
2050-2017	Indian Trail Rd	Widening	Div-10	22,000	9,200	2.39	2.4	221	92.1	22,000	171	71.3	84
				13,500	9,200	1.47							
				20,000	9,200	2.17							
2050-2018	Unionville-Indian Trail Rd	Widening	Div-10	15,000	9,200	1.63	1.6	139	57.9	15,000	110	45.8	53
				15,000	9,200	1.63							

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-2020	Secrest Short Cut Rd	Widening	Div-10	11,000	9,200	1.20	1.4	102	42.5	12,500	80	33.3	39
				12,500	9,200	1.36							
				10,000	9,200	1.09							
				10,000	9,200	1.09							
				10,000	9,200	1.09							
				10,000	9,200	1.09							
				10,000	16,100	0.62							
2050-2021	Chestnut Ln	Widening	Div-10	6,300	9,200	0.68	0.7	30	12.5	6,300	29	12.1	12
2050-2022	Sardis Rd	Widening	Div-10	10,000	9,200	1.09	1.1	70	29.2	10,000	57	23.8	27
2050-2023	Chestnut Ln	Widening	Div-10	8,800	9,200	0.96	1.0	52	21.7	8,800	43	17.9	20
				8,800	9,200	0.96							
				8,800	9,200	0.96							
				8,800	9,200	0.96							
				8,800	9,200	0.96							
2050-2024	Faith Church Rd	New Roadway	Div-10	21,000	9,200	2.28	2.3	208	86.7	21,000	158	65.8	78
2050-2025	Matthews-Weddington Rd	Widening	Div-10	16,000	9,200	1.74	1.7	156	65.0	16,000	123	51.3	60

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-2026	Rocky River Rd	Widening	Div-10	8,800	9,200	0.96	1.0	52	21.7	8,800	43	17.9	20
				7,000	9,200	0.76							
				7,000	9,200	0.76							
				7,000	9,200	0.76							
				7,000	9,200	0.76							
				7,000	13,100	0.53							
				7,000	13,100	0.53							
2050-2027	Secrest Short Cut Rd	Widening	Div-10	11,500	9,200	1.25	1.3	87	36.3	11,500	71	29.6	34
2050-2028	Antioch Church Rd / Forest Lawn Dr	Widening	Div-10	11,000	9,200	1.20	1.1	79	32.9	10,500	63	26.3	30
				5,700	9,200	0.62							
				5,200	9,200	0.57							
2050-2029	Waxhaw-Indian Trail Rd	Widening	Div-10	11,500	9,200	1.25	1.3	87	36.3	11,500	71	29.6	34
				7,000	9,200	0.76							
				7,000	9,200	0.76							
2050-2030	Antioch Church Rd	Widening	Div-10	4,100	9,200	0.45	0.5	18	7.5	4,100	15	6.3	7

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-2031	Wesley Chapel Rd	Widening	Div-10	13,500	9,200	1.47	2.3	208	86.7	21,000	158	65.8	78
				21,000	9,200	2.28							
				18,000	9,200	1.96							
				20,500	9,200	2.23							
2050-2032	Old Charlotte Hwy	Widening	Div-10	19,500	9,200	2.12	2.1	191	79.6	19,500	146	60.8	72
				19,500	9,200	2.12							
				19,500	9,200	2.12							
				19,500	9,200	2.12							
				19,500	9,200	2.12							
				19,500	9,200	2.12							
				19,500	9,200	2.12							
				19,500	9,200	2.12							
				19,500	9,200	2.12							
				18,500	9,200	2.01							
2050-2033	Rocky River Rd	Widening	Div-10	11,000	9,200	1.20	1.2	83	34.6	11,000	67	27.9	32
2050-2034	Rogers Rd	Widening	Div-10	11,000	9,200	1.20	1.2	83	34.6	11,000	67	27.9	32
2050-2035	Potter Rd	Widening	Div-10	14,000	9,200	1.52	1.5	128	53.3	14,000	101	42.1	49
2050-2036	Huntington Dr	Widening	Div-10	950	9,200	0.10	0.1	2	0.8	950	1	0.4	1
				950	9,200	0.10							
				950	9,200	0.10							
				950	9,200	0.10							
				950	9,200	0.10							
				950	9,200	0.10							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-2037	Northern Access Rd	New Roadway	Div-10	23,500	13,600	1.73	1.7	155	64.6	23,500	179	74.6	69
				23,500	13,600	1.73							
2050-2038	Beulah Church Rd	Widening	Div-10	7,400	9,200	0.80	0.8	37	15.4	7,400	35	14.6	15
				11,500	9,200	1.25							
2050-2039	Secrest Short Cut Rd	Widening	Div-10	11,000	9,200	1.20	1.3	87	36.3	11,500	71	29.6	34
				11,000	9,200	1.20							
				11,000	16,100	0.68							
				11,000	16,100	0.68							
				11,000	16,100	0.68							
2050-2040	Cox Rd	Widening	Div-10	1,300	9,200	0.14	0.1	3	1.3	1,300	2	0.8	1
2050-2041	Old Charlotte Hwy	Widening	Div-10	21,000	9,200	2.28	2.3	216	90.0	21,500	166	69.2	82
				21,500	9,200	2.34							
				18,500	9,20								

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-2046	Twelve Mile Creek Rd	Widening	Div-10	3,800	9,200	0.41	0.6	28	11.7	5,900	27	11.3	12
				3,800	9,200	0.41							
				5,900	9,200	0.64							
				5,900	9,200	0.64							
				5,900	9,200	0.64							

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-2047	Monroe Northern Loop	New Roadway	Div-10	71,500	37,000	1.93	1.9	175	72.9	71,500	229	95.4	82
				57,000	37,000	1.54							
				58,000	37,000	1.57							
				5,200	9,200	0.57							
				5,200	9,200	0.57							
				5,200	9,200	0.57							
				5,200	19,000	0.27							
				5,200	19,000	0.27							
				5,200	19,000	0.27							
				15,000	9,200	1.63							
				56,000	37,000	1.51							
				50,000	37,000	1.35							
				12,000	9,200	1.30							
				51,500	37,000	1.39							
				7,000	9,200	0.76							
				7,000	9,200	0.76							
				7,000	9,200	0.76							
2050-2048	Secrest Ave	New Roadway	Div-10	4,200	19,000	0.22	0.2	7	2.9	4,200	16	6.7	4
				3,800	19,000	0.20							

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Note: Final Congestion Score and other score components are rounded in this table

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Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-2049	Morgan Mill Rd (NC 200)	Widening	Reg-E	13,000	9,200	1.41	1.4	111	46.3	13,000	88	36.7	42
				13,000	9,200	1.41							
				13,000	19,000	0.68							
				11,000	9,200	1.20							
				9,700	19,000	0.51							
				13,000	9,200	1.41							
				13,000	9,200	1.41							
2050-2050	Ennis Rd	Widening	Div-10	8,600	9,200	0.93	0.9	49	20.4	8,600	41	17.1	19
2050-2051	Charlotte Ave	Widening	Div-10	15,500	9,200	1.68	1.7	143	59.6	15,500	113	47.1	55
				14,500	9,200	1.58							
				14,500	9,200	1.58							
2050-2052	New Town Rd	Widening	Div-10	9,800	9,200	1.07	1.1	69	28.8	9,800	56	23.3	27
				9,800	9,200	1.07							
				9,800	9,200	1.07							
				9,800	9,200	1.07							
				9,800	13,100	0.75							
				9,800	13,100	0.75							
				9,800	16,100	0.61							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-2053	Martin Luther King Jr Blvd (NC 200)	Widening	Reg-E	12,000	13,600	0.88	1.5	128	53.3	14,000	101	42.1	49
				12,000	9,200	1.30							
				12,000	9,200	1.30							
				12,000	9,200	1.30							
				12,000	9,200	1.30							
				14,000	13,600	1.03							
				14,000	9,200	1.52							
2050-2054	Marshville Bypass	New Roadway	SW	14,000	9,200	1.52	1.0	51	21.3	24,500	181	75.4	43
				11,500	9,200	1.25							
				24,500	25,800	0.95							
				23,000	25,800	0.89							
				21,500	25,800	0.83							
				21,500	25,800	0.83							
				21,500	25,800	0.83							
				20,000	25,800	0.78							
				20,000	64,800	0.31							
				20,000	64,800	0.31							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-2055	Waxhaw-Marvin Rd	Widening	Div-10	4,800	9,200	0.52	0.9	40	16.7	7,800	36	15.0	16
				4,800	9,200	0.52							
				4,800	9,200	0.52							
				4,800	16,100	0.30							
				4,800	16,100	0.30							
				4,800	16,100	0.30							
				4,800	16,100	0.30							
				4,800	16,100	0.30							
				4,800	16,100	0.30							
				7,800	9,200	0.85							
				5,200	9,200	0.57							
				5,200	9,200	0.57							
				5,200	9,200	0.57							
				19,500	9,200	2.12							
				19,500	9,200	2.12							
2050-2056	Waxhaw Pkwy	New Roadway	Div-10	16,500	9,200	1.79	2.1	191	79.6	19,500	146	60.8	72
				8,700	9,200	0.95							
				8,700	13,100	0.66							
				8,700	19,000	0.46							
				8,700	19,000	0.46							
				17,500	9,200	1.90							
				17,500	9,200	1.90							
				16,500	9,200	1.79							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-2057	Waxhaw Pkwy	New Roadway	Div-10	19,500	9,200	2.12	2.1	191	79.6	19,500	146	60.8	72
				19,500	9,200	2.12							
				11,500	9,200	1.25							
				11,500	9,200	1.25							
				16,500	9,200	1.79							
				7,200	19,000	0.38							
				7,200	19,000	0.38							
				16,500	9,200	1.79							
				13,000	9,200	1.41	1.4	111	46.3	13,000	88	36.7	42
				13,000	19,000	0.68							
				13,000	9,200	1.41							
				11,000	9,200	1.20							
				11,000	9,200	1.20							
2050-3002	Grey Rd	Widening	Div-10	2,200	9,200	0.24	0.2	9	3.8	2,200	8	3.3	4
				2,200	9,200	0.24							

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3005	Main St (NC 115)	Widening	Reg-E	18,000	9,200	1.96	2.3	216	90.0	21,500	166	69.2	82
				18,000	9,200	1.96							
				21,500	9,200	2.34							
2050-3006	Rocky River Rd	Widening	Div-10	5,200	9,200	0.57	0.6	22	9.2	5,200	21	8.8	9
				4,300	9,200	0.47							
				4,300	9,200	0.47							
				4,300	16,100	0.27							
2050-3007	Davidson-Concord Rd	Widening	Div-10	10,000	9,200	1.09	1.1	70	29.2	10,000	57	23.8	27
				10,000	9,200	1.09							
2050-3008	Statesville Rd (US 21)	Widening	Reg-E	13,500	9,200	1.47	1.5	121	50.4	13,500	96	40.0	46
				13,500	9,200	1.47							
2050-3009	Washam Potts Rd	Widening	Div-10	9,600	9,200	1.04	1.0	66	27.5	9,600	54	22.5	26
2050-3010	Shearers Rd	Widening	Div-10	2,700	9,200	0.29	0.3	10	4.2	2,700	9	3.8	4
2050-3011	Zion St Ext	New Roadway	Div-10	17,500	9,200	1.90	1.9	173	72.1	17,500	135	56.3	66

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3012	I-77 at Westmoreland Rd	New Interchange	SW	44,500	25,800	1.72	2.3	207	86.3	31,000	189	78.8	83
				31,000	25,800	1.20							
				31,000	25,800	1.20							
				31,000	25,800	1.20							
				31,000	25,800	1.20							
				31,000	13,600	2.28							
				31,000	13,600	2.28							
				31,000	13,600	2.28							
				31,000	13,600	2.28							
				28,000	13,600	2.06							
2050-3013	Westmoreland Rd	Widening	Div-10	92,500	71,700	1.29	1.4	111	46.3	13,000	88	36.7	42
				94,000	71,700	1.31							
				45,000	25,800	1.74							
				83,500	71,700	1.16							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3014	Davidson-Concord Rd	Widening	Div-10	10,000	9,200	1.09	1.1	70	29.2	10,000	57	23.8	27
				10,000	9,200	1.09							
				9,800	9,200	1.07							
				9,800	9,200	1.07							
				9,800	9,200	1.07							
				6,600	9,200	0.72	0.7	32	13.3	6,600	31	12.9	13
2050-3015	Bailey Rd	Widening	Div-10	2,700	9,200	0.29	0.3	10	4.2	2,700	9	3.8	4
2050-3017	Old Statesville Rd (NC 115)	Widening	Reg-E	17,500	13,600	1.29	1.9	173	72.1	17,500	135	56.3	66
				17,500	9,200	1.90							
				17,500	9,200	1.90							
				17,500	25,800	0.68							
				17,000	9,200	1.85							
				17,000	9,200	1.85							
2050-3018	June Washam Rd	Widening	Div-10	2,700	9,200	0.29	0.3	10	4.2	2,700	9	3.8	4
2050-3019	Bailey Rd Flyover	New Roadway	Div-10	45,000	25,800	1.74	1.7	161	67.1	45,000	203	84.6	74
				44,500	25,800	1.72							
2050-3020	Church St Ext	New Roadway	Div-10	21,500	9,200	2.34	2.3	216	90.0	21,500	166	69.2	82
				17,500	9,200	1.90							
2050-3021	Ramah Church Rd	Widening	Div-10	8,500	9,200	0.92	0.9	47	19.6	8,500	40	16.7	18
				8,500	9,200	0.92							
				4,000	9,200	0.43							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3022	Poplar Tent Rd	Widening	Div-10	12,500	9,200	1.36	1.4	102	42.5	12,500	80	33.3	39
				12,500	9,200	1.36							
2050-3023	Old Statesville Rd (NC 115)	Widening	Reg-E	20,000	9,200	2.17	2.3	216	90.0	21,500	166	69.2	82
				15,000	9,200	1.63							
				21,500	13,600	1.58							
				21,500	9,200	2.34							
				21,500	25,800	0.83							
2050-3024	Church St	New Roadway	Div-10	21,500	9,200	2.34	2.3	216	90.0	21,500	166	69.2	82
2050-3025	I-77	Widening	SW	103,000	143,300	0.72	1.3	93	38.8	92,500	231	96.3	62
				92,500	71,700	1.29							
				83,500	71,700	1.16							
2050-3026	Asbury Chapel Rd	New Roadway	Div-10	15,500	9,200	1.68	1.7	143	59.6	15,500	113	47.1	55
2050-3027	Huntersville-Concord Rd	Widening	Div-10	8,700	9,200	0.95	1.0	50					

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3030	Old Statesville Rd (NC 115)	Widening	Reg-E	15,500	9,200	1.68	1.7	143	59.6	15,500	113	47.1	55
				15,000	9,200	1.63							
2050-3031	Gilead Rd	Widening	Div-10	4,500	9,200	0.49	2.4	221	92.1	22,000	171	71.3	84
				13,500	9,200	1.47							
				22,000	9,200	2.39							
				22,000	9,200	2.39							
2050-3032	Bud Henderson Rd	Widening	Div-10	4,500	9,200	0.49	0.5	19	7.9	4,500	17	7.1	8
2050-3033	Church St Ext	New Roadway	Div-10	18,000	9,200	1.96	2.0	176	73.3	18,000	137	57.1	67
2050-3034	Mt Holly-Huntersville Rd	Widening	Div-10	15,500	9,200	1.68							
2050-3035	Asbury Chapel Rd	New Roadway	Div-10	5,800	9,200	0.63	0.6	26	10.8	5,800	25	10.4	11
				5,800	9,200	0.63							
2050-3036	McCoy Rd	Widening	Div-10	18,000	9,200	1.96	2.0	176	73.3	18,000	137	57.1	67
				15,500	9,200	1.68							
2050-3037	Statesville Rd (US 21)	Widening	Reg-E	10,000	9,200	1.09	1.3	87	36.3	11,500	71	29.6	34
				11,500	9,200	1.25							
2050-3038	Verhoeff Dr Ext	New Roadway	Div-10	15,500	9,200	1.68	1.7	143	59.6	15,500	113	47.1	55
				14,000	9,200	1.52							
2050-3039	Eastfield Rd	Widening	Div-10	16,000	9,200	1.74	2.3	208	86.7	21,000	158	65.8	78
				21,000	9,200	2.28							
2050-3040	Old Statesville Rd (NC 115)	Widening	Reg-E	15,500	9,200	1.68	2.0	176	73.3	18,000	137	57.1	67
				18,000	9,200	1.96							
				18,000	25,800	0.70							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3041	Mt Holly-Huntersville Rd	Widening	Div-10	5,800	9,200	0.63	1.6	134	55.8	14,500	105	43.8	51
				5,800	9,200	0.63							
2050-3042	Asbury Chapel Rd	Div-10	New Roadway	14,500	9,200	1.58	2.0	176	73.3	18,000	137	57.1	67
				10,500	9,200	1.14							
				18,000	9,200	1.96							
				18,000	9,200	1.96							
				7,800	13,600	0.57							
				7,800	9,200	0.85							
2050-3044	Hambright Rd	Widening	Div-10	7,800	9,200	0.85	0.9	40	16.7	7,			

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

TP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)

$$\text{Peak Period V/C Ratio} = \frac{\text{Peak Period AADT}}{\text{Peak Period Capacity}}$$

Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project

Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects

Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = $\frac{[(\text{Project Max (V/C or AADT) Score}) + (\text{Max Project Rank (for V/C or AADT)})]}{2} \times 100$

Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Congestion Scores (continued)

Fiscally Constrained

Category - "SW" = Statewide; "Reg-E" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

some projects reference other

Period Capacity

T = Max V/C Ratio & Max AADT from all Peak Period Data for a given project

Peak Period AADT = Ascending rank of max V/C & max AADT values for all scores

Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project V/C or AADT)] × 100

$V/C\ Ratio\ Score \times 0.6) + (Scaled\ Max\ Peak\ Period\ AADT\ Score \times 0.4)$

Components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3058	Statesville Rd (US 21)	Widening	Reg-E	18,000	13,600	1.32	1.3	99	41.3	18,000	137	57.1	48
				18,000	13,600	1.32							
				18,000	25,800	0.70							
				12,000	13,600	0.88							
				12,000	13,600	0.88							
				14,500	13,600	1.07							
2050-3059	Brookshire Blvd (NC 16)	Widening	Reg-E	50,500	25,800	1.96	2.0	181	75.4	50,500	209	87.1	80
				40,000	25,800	1.55							
				23,500	25,800	0.91							
				39,500	25,800	1.53							
				21,000	25,800	0.81							
				38,000	25,800	1.47							
2050-3060	WT Harris Blvd (NC 24)	Widening	Reg-E	38,000	25,800	1.47	1.6	133	55.4	40,500	199	82.9	66
				40,500	25,800	1.57							
				40,500	37,000	1.09							
				116,000	107,600	1.08							
				116,000	143,300	0.81							
				28,000	25,800	1.09							
2050-3061	I-77 at Sunset Rd (US 21)	Improve Existing Interchange	SW	28,000	13,600	2.06	2.1	188	78.3	28,000	185	77.1	78
				93,500	143,300	0.65							
				41,500	25,800	1.61							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3062	Mt Holly Rd (NC 27)	Widening	Reg-E	18,000	9,200	1.96	2.2	200	83.3	20,500	155	64.6	76
				20,500	9,200	2.23							
				18,500	9,200	2.01							
2050-3063	WT Harris Blvd (NC 24)	Widening	Reg-E	52,500	25,800	2.03	2.0	185	77.1	52,500	212	88.3	82
				52,500	37,000	1.42							
				50,500	25,800	1.96							
2050-3064	Eastern Circumferential Rd	Widening	Div-10	50,500	25,800	1.96	2.0	181	75.4	50,500	209	87.1	80
				49,000	25,800	1.90							
				14,500	9,200	1.58							
2050-3065	Freedom Dr (NC 27)	Widening	Reg-E	14,500	9,200	1.58	1.6	134	55.8	14,500	105	43.8	51
				13,000	9,200	1.41							
				12,500	13,600	0.92							
2050-3066	I-485 at Rocky River Rd	Improve Existing Interchange	SW	12,500	9,200	1.36	2.4						

Candidate Roadway Projects – Congestion Scores (continued)

P Status: Drop in Tier I Drop in Tier II Fiscally Constrained

TI Category: Strategic Transportation Investment Category – “SW” = Statewide; “Reg-E” = Regional Impact (Region E or F); “Div-10” “Div-12” = Division Needs (Division 10 or 12)

Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity

Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project.

Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) / (Max Project Rank (for V/C or AADT))] x 100.

Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = $\frac{((\text{Project Max V/C or AADT}) \text{ Score})}{(\text{Max Project Rank (for V/C or AADT)})} \times 100$

Note: Final Congestion Score and other scores components are rounded in this table.

Note: Final Congestion Score and other score components are rounded in this table

Congestion Scores (continued)

Fiscally Constrained

Category = "SW" = Statewide; "Reg-E" = Regional Impact (Region E or F); "Div-10" = Division Needs (Division 10); "Div-12" = Division Needs (Division 12)

some projects reference at

Some projects reference other roadways to period capacity.

= Max V/C Ratio & Max AADT from all Peaks

peak Period AART = Ascending rank of max.

Peak Period AADT - Ascending rank of max

Max Peak Period AADI Score = [(Project MA/C Ratio Score x 0.6) + (Scaled Max Peak

*(C Ratio Score × 0.6) + (Scaled Max Peak
counts are rounded in this table)*

ents are rounded in this table

Candidate Roadway Projects – Congestion Scores (continued)

TP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)

$$\text{Peak Period V/C Ratio} = \text{Peak Period AADT} \div \text{Peak Period Capacity}$$

Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project

Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects

Note: Final Congestion Score and other score components are rounded in this table

Congestion Scores (continued)

Fiscally Constrained

gory - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12).

projects reference other roadways for estimated AADT & capacity

Capacity

Max V/C Ratio & Max AADT from all Peak Period Data for a given project

Period AADT = Ascending rank of max V/C & max AADT values for all scored

Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project V/C or AADT Score)] × 100

$(\text{Ratio Score} \times 0.6) + (\text{Scaled Max Peak Period AADT Score} \times 0.4)$

are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3082	I-277	Widening	SW	105,000	103,900	1.01	1.7	154	64.2	116,000	234	97.5	78
				101,000	69,300	1.46							
				101,000	103,900	0.97							
				116,000	67,800	1.71							
				116,000	101,700	1.14							
				115,000	103,900	1.11							
2050-3083	I-277 (John Belk Fwy)	Widening	SW	115,000	103,900	1.11	1.1	77	32.1	115,000	233	97.1	58
2050-3084	Eastern Circumferential Rd	New Roadway	Div-10	37,500	25,800	1.45	1.5	120	50.0	37,500	194	80.8	62
				37,500	25,800	1.45							
				28,500	25,800	1.10							
				28,500	25,800	1.10							
2050-3085	Albemarle Rd (NC 24 / NC 27)	Widening	Reg-E	28,500	25,800	1.10	1.4	101	42.1	35,000	192	80.0	57
				35,000	25,800	1.36							
				27,000	25,800	1.05							
				27,000	25,800	1.05							
				28,500	25,800	1.10							
				35,000	25,800	1.36							
2050-3086	Albemarle Rd (NC 24 / NC 27)	Widening	Reg-E	35,000	25,800	1.36	1.7	142	59.2	43,000	201	83.8	69
				43,000	25,800	1.67							
				43,000	37,000	1.16							
				39,500	25,800	1.53							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3087	Albemarle Rd (NC 27)	Widening	Reg-E	45,500	37,000	1.23	1.4	110	45.8	50,500	209	87.1	62
				48,500	37,000	1.31							
				50,500	37,000	1.36							
2050-3088	Eastern Circumferential Rd	New Roadway	Div-10	38,000	25,800	1.47	1.5	127	52.9	38,000	195	81.3	64
				35,000	25,800	1.36							
2050-3089	Western Pkwy	New Roadway	Reg-E	15,500	9,200	1.68	1.7	143	59.6	15,500	113	47.1	55
				450	9,200	0.05							
				15,500	9,200	1.68							
2050-3090	I-485 at Western Pkwy	Improve Existing Interchange	SW	15,500	9,200	1.68	1.7	143	59.6	15,500	113	47.1	55
				15,500	9,200	1.68							
				450	9,200	0.05							
2050-3091	Western Pkwy	New Roadway	Reg-E	22,000	9,200	2.39	2.4	221	92.1	22,000	171	71.3	

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3092	Western Pkwy	New Roadway	Reg-E	15,500	9,200	1.68	1.7	143	59.6	15,500	113	47.1	55
				15,500	9,200	1.68							
				450	9,200	0.05							
2050-3093	I-485	Widening	SW	120,000	107,600	1.12	1.3	92	38.3	135,000	239	99.6	63
				115,000	107,600	1.07							
				133,000	107,600	1.24							
				135,000	107,600	1.25							
				131,000	107,600	1.22							
				121,000	107,600	1.12							
				21,000	25,800	0.81	0.8	39	16.3	21,000	158	65.8	36
				17,000	25,800	0.66							
2050-3095	Steele Creek Rd (NC 160)	Widening	Reg-E	9,400	9,200	1.02	2.1	191	79.6	19,500	146	60.8	72
				19,500	9,200	2.12							
				19,500	13,600	1.43							
				14,500	9,200	1.58							
				14,500	9,200	1.58							
2050-3096	Fairview Rd (NC 218)	Widening	Reg-E	13,500	9,200	1.47	1.5	121	50.4	13,500	96	40.0	46
				13,500	13,600	0.99							
				13,500	13,600	0.99							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3097	Fairview Rd (NC 218)	Widening	Reg-E	23,500	9,200	2.55	2.6	230	95.8	23,500	179	74.6	87
				23,500	16,100	1.46							
				23,500	13,600	1.73							
				15,500	16,100	0.96							
				15,500	19,000	0.82							
				15,500	19,000	0.82							
2050-3098	Tyrola Rd	Widening	Div-10	29,000	13,600	2.13	2.1	195	81.3	29,000	186	77.5	80
2050-3099	Eastern Circumferential Rd	Div-10	Div-10	14,000	13,600	1.03	1.9	168	70.0	17,000	129	53.8	64
				14,000	9,200	1.52							
				14,000	9,200	1.52							
				17,000	9,200	1.85							
				17,000	9,200	1.85							
2050-3100	Lawyers Rd	Widening	Div-10	10,000	9,200	1.09	1.1	70	29.2	10,000	57	23.8	27
				10,000	9,200	1.09							
2050-3101	Village Lake Dr	Widening	Div-10	23,000	25,800	0.89	1.0	60	25.0	2			

Candidate Roadway Projects – Congestion Scores (continued)

Drop in Tier I **Drop in Tier II** **Fiscally Constrained**

Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)

Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity

Max Peak Period V/C Ratio & Max Peak Period AAPT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project.

– Congestion Scores (cont.)

Fiscally Constrained

Investment Category - "SW" = Statewide; "Reg-E" = Regional Impact (Region E or F); "Div-10" = Division Needs (Division 10); "Div-12" = Division Needs (Division 12)

data; some projects reference other

Peak Period Capacity

d AAPT = Max V/C Ratio & Max AAPT from all Peak Period Data for a given project.

Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all segments

Max Peak Period AAPT - Ascending Rank of Max V/C & Max AAPT Values for all Sections

Scalped Max Peak Period AADT Score = ((Project Max V/C ofAADT) Score) + (Max Period V/C Ratio Score x 0.6) + (Scalped Max Peak Period AADT Score x 0.4)

components are rounded in this table.

components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3114	Westinghouse Blvd	Widening	Div-10	30,500	25,800	1.18	3.3	239	99.6	45,000	203	84.6	94
				30,500	25,800	1.18							
				45,000	25,800	1.74							
				45,000	25,800	1.74							
				45,000	25,800	1.74							
				45,000	13,600	3.31							
				29,000	25,800	1.12							
				29,000	25,800	1.12							
				29,000	25,800	1.12							
				29,000	13,600	2.13							
				29,000	13,600	2.13							
2050-3115	Moore Rd	Widening	Div-10	1,500	9,200	0.16	0.2	4	1.7	1,500	3	1.3	2
2050-3116	Fullwood Ln	Widening	Div-10	14,000	9,200	1.52	1.5	128	53.3	14,000	101	42.1	49
2050-3117	Westinghouse Blvd	Widening	Div-10	30,500	25,800	1.18	2.2	205	85.4	30,500	187	77.9	82
				30,500	25,800	1.18							
				30,500	13,600	2.24							
				22,500	13,600	1.65							
2050-3118	Greylock Ridge Rd	New Roadway	Div-10	9,500	9,200	1.03	1.0	65	27.1	9,500	53	22.1	25
2050-3119	Independence Pointe Pkwy Ext	New Roadway	Div-10	13,500	9,200	1.47	1.5	121	50.4	13,500	96	40.0	46
2050-3120	McKee Rd	New Roadway	Div-10	13,500	9,200	1.47	1.5	121	50.4	13,500	96	40.0	46

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3121	Park Rd	Widening	Div-10	27,500	13,600	2.02	3.0	237	98.8	27,500	184	76.7	90
				27,500	13,600	2.02							
				27,500	13,600	2.02							
				27,500	13,600	2.02							
				27,500	9,200	2.99							
				27,500	9,200	2.99							
				27,500	9,200	2.99							
				27,500	9,200	2.99							
				27,500	9,200	2.99							
				58,000	25,800	2.25	2.3	206	85.8	58,000	219	91.3	88
				58,000	37,000	1.57							
2050-3123	I-485 at Pineville-Matthews Rd (NC 51)	Improve Existing Interchange	SW	58,000	25,800	2.25	4.3	240	100.0	58,000	219	91.3	97
				58,000	13,600	4.26							
				58,000	37,000	1.57							
				46,500	25,800	1.80							
				46,500	13,600	3.42							
				46,500									

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷	
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶		
2050-3125	Providence Rd (NC 16)	Widening	Reg-E	37,500	25,800	1.45	1.6	132	55.0	40,000	198	82.5	66	
				37,000	25,800	1.43								
				32,000	25,800	1.24								
				32,000	25,800	1.24								
				32,500	25,800	1.26								
				40,000	25,800	1.55								
2050-3126	Weddington Rd	Widening	Div-10	15,500	9,200	1.68	1.9	168	70.0	17,000	129	53.8	64	
				17,000	9,200	1.85								
				17,000	9,200	1.85								
2050-3127	Carolina Place Pkwy / Dorman Rd Ext	Widening	Div-10	20,000	9,200	2.17	2.2	196	81.7	20,000	150	62.5	74	
2050-3128	Lancaster Hwy	Widening	Div-10	20,000	9,200	2.17	2.2	196	81.7	20,000	150	62.5	74	
				15,000	9,200	1.63								
				15,000	9,200	1.63								
2050-3129	Ballantyne Commons Pkwy	Widening	Div-10	20,500	9,200	2.23	2.2	200	83.3	20,500	155	64.6	76	
				20,500	13,600	1.51								
				18,500	13,600	1.36								
				18,500	9,200	2.01								
2050-3130	Johnston Rd (US 521)	Widening	Reg-E	68,000	37,000	1.84	2.6	233	97.1	68,000	227	94.6	96	
				68,000	25,800	2.64								
				68,000	37,000	1.84								
				68,000	37,000	1.84								
				68,000	37,000	1.84								

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Source: SPOT P6.0 (due to limitations of the data, some projects reference other roadways for estimated AADT & capacity data)³ Peak Period V/C Ratio = Peak Period AADT ÷ Peak Period Capacity⁴ Max Peak Period V/C Ratio & Max Peak Period AADT = Max V/C Ratio & Max AADT from all Peak Period Data for a given project⁵ Rank of Max Peak Period V/C Ratio & Rank of Max Peak Period AADT = Ascending rank of max V/C & max AADT values for all scored projects⁶ Scaled Max Peak Period V/C Ratio Score & Scaled Max Peak Period AADT Score = [(Project Max (V/C or AADT) Score) ÷ (Max Project Rank (for V/C or AADT))] × 100⁷ Final Congestion Score = (Scaled Max Peak Period V/C Ratio Score × 0.6) + (Scaled Max Peak Period AADT Score × 0.4)

Note: Final Congestion Score and other score components are rounded in this table

Table H-2 Candidate Roadway Projects – Congestion Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Peak Period Raw Data			Volume/Capacity (V/C) Score Components			Average Annual Daily Traffic (AADT) Score Components			Final Congestion Score ⁷
				Peak Period AADT ²	Peak Period Capacity ²	Peak Period V/C Ratio ³	Max Peak Period V/C Ratio ⁴	Rank of Max Peak Period V/C Ratio ⁵	Scaled Max Peak Period V/C Ratio Score ⁶	Max Peak Period AADT ⁴	Rank of Max Peak Period AADT ⁵	Scaled Max Peak Period AADT Score ⁶	
2050-3131	Providence Rd (NC 16)	Widening	Reg-E	42,000	25,800	1.63	2.6	231	96.3	66,000	224	93.3	95
				46,000	25,800	1.78							
				66,000	25,800	2.56							
				66,000	25,800	2.56							
				66,000	37,000	1.78							
2050-3132	Ardrey Kell Rd	Widening	Div-10	20,000	13,600	1.47	2.2	196	81.7	20,000	150	62.5	74
				20,000	9,200	2.17							
				19,500	13,600	1.43							
				19,500	9,200	2.12							
				19,500	9,200	2.12							
2050-3133	Ardrey Kell Rd	Widening	Div-10	22,000	13,600	1.62	2.4	221	92.1	22,000	171	71.3	84
				22,000	13,600	1.62							

Table H-3

Candidate Roadway Projects – Safety Scores

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MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor (% Reduction) ²	Project Associated Data for Tier I Safety Scores ³								Total Safety Score ⁴
					Rate Score	Density Score	Severity Score	Frequency	KA Crash total	BC Crash Total	PDO Crash Total	10-Year Safety Benefit, \$	
2050-1001	W Memorial Hwy (NC 901)	Widening	Reg-F	20%	0.5	0.8	7.1	N/A	2	3	28	\$3,314,498	29.5
2050-1002	Tomlin Mill Rd	Widening	Div-12	20%	0.6	3.6	7.0	N/A	1	6	12	\$1,835,587	32.4
2050-1003	I-77 at Turnersburg Hwy (US 21)	Improve Existing Interchange	SW	10%	N/A	N/A	5.7	29	1	8	20	\$1,047,200	23.9
2050-1004	Turnersburg Hwy (US 21)	Widening	Reg-F	13%	1.7	6.0	3.9	N/A	3	12	8	\$3,926,953	41.5
2050-1005	I-77 at Jane Sowers Rd	New Interchange	SW	10%	N/A	N/A	5.7	29	1	8	20	\$1,047,200	23.9
2050-1006	I-40 at Old Mocksville Rd	Improve Existing Interchange	SW	10%	N/A	N/A	5.2	32	1	8	23	\$1,051,400	25.7
2050-1007	Davie Ave (US 64)	Widening	Reg-F	20%	0.4	0.6	4.9	N/A	1	1	11	\$1,730,165	22.3
2050-1008	I-40	Widening	SW	10%	0.6	0.8	4.1	N/A	3	4	23	\$2,686,045	25.9
2050-1009	Garner Bagnal Blvd (US 64 / US 70 / NC 90)	Widening	Reg-F	13%	0.7	0.7	4.8	N/A	2	2	14	\$2,231,240	26.9
2050-1010	Berkshire Dr Ext	New Roadway	Div-12	5%	0.8	1.4	10.3	N/A	1	3	21	\$665,066	24.3
2050-1011	Berkshire Dr Ext	New Roadway	Div-12	5%	0.8	1.4	10.3	N/A	1	3	21	\$665,066	24.3
2050-1012	Salisbury Rd	Widening	Div-12	25%	0.9	1.5	5.4	N/A	1	2	7	\$2,367,194	32.6
2050-1013	Garner Bagnal Blvd (US 70)	Widening	Reg-F	13%	0.8	1.2	7.8	N/A	3	4	23	\$2,723,326	33.4
2050-1014	Greenbriar Rd Ext	New Roadway	Div-12	5%	0.3	1.1	2.7	N/A	1	4	11	\$508,590	10.6
2050-1015	Shelton Ave (US 21 / NC 115)	Widening	Reg-F	0%	0.6	0.5	4.5	N/A	1	0	5	\$0	11.6
2050-1016	E Aviation Dr Relocation	New Roadway	Div-12	5%	0.0	0.0	0.0	N/A	0	0	0	\$0	0.2
2050-1017	Old Mountain Rd	Widening	Div-12	13%	0.7	6.6	12.2	N/A	3	29	55	\$4,000,206	41.6
2050-1018	I-77	Widening	SW	10%	0.5	0.5	4.3	N/A	5	5	43	\$4,481,943	29.3
2050-1019	Third Creek Rd Ext	New Roadway	Div-12	5%	0.4	1.2	1.0	N/A	2	4	4	\$678,605	11.1
2050-1020	I-77 at Amity Hill Rd	Improve Existing Interchange	SW	10%	N/A	N/A	2.1	27	0	4	23	\$129,800	6.8
2050-1021	Old Mountain Rd	Widening	Div-12	13%	0.4	4.2	3.9	N/A	2	15	14	\$2,152,601	29.5

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data (Source: NCDOT SPOT P6.0)

- Rate, Density & Severity Scores = weighted average based on length of associated data segment

- Rate & Density Score calculated for segment projects only; Frequency Score calculated for interchanges only

- 5-Year Crash Totals (2015-2019) by crash type: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 10-Year Safety Benefit = Calculated \$ benefit over 10 years based on 5-Year Crash Totals, Safety Benefit Factor & Crash Costs (<https://connect.ncdot.gov/resources/safety/Pages/Crash-Data.aspx>)⁴ Total Safety Score based on a sum of individual components that have been ranked in ascending order, scaled to 100, then normalized to a maximum score of 45; reference Project Ranking Memo for additional details

Note: Total Safety Score and other score components are rounded in this table

Table H-3 Candidate Roadway Projects – Safety Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor (% Reduction) ²	Project Associated Data for Tier I Safety Scores ³							Total Safety Score ⁴	
					Rate Score	Density Score	Severity Score	Frequency	KA Crash total	BC Crash Total	PDO Crash Total	10-Year Safety Benefit, \$	
2050-1022	Murdock Rd	Widening	Div-12	20%	0.4	0.9	2.1	N/A	1	2	5	\$1,873,833	16.6
2050-1023	S Main St (US 21)	Widening	Reg-F	13%	0.7	0.8	3.3	N/A	2	2	10	\$2,300,081	23.8
2050-1024	Southwest Bypass	New Roadway	Div-12	5%	0.7	0.8	3.3	N/A	0	61	113	\$823,300	16.7
2050-1025	Perth Rd	Widening	Div-12	0%	0.4	1.1	6.0	N/A	2	5	30	\$0	13.2
2050-1026	I-77	Widening	SW	10%	0.5	0.5	3.5	N/A	3	3	21	\$2,333,740	21.0
2050-1027	Cornelius Rd	Widening	Div-12	13%	0.5	1.2	3.2	N/A	1	3	7	\$1,301,545	17.6
2050-1028	Bluefield Rd	New Roadway	Div-12	20%	0.2	0.6	4.2	N/A	0	1	4	\$369,154	12.7
2050-1029	Cornelius Rd	Widening	Div-12	13%	0.6	1.4	7.6	N/A	1	3	15	\$1,311,182	25.7
2050-1030	Mazzeppa Rd	Widening	Div-12	13%	0.7	1.5	3.1	N/A	1	2	5	\$1,136,701	19.7
2050-1031	Perth Rd	Widening	Div-12	20%	0.4	1.2	4.6	N/A	1	3	12	\$1,715,727	23.0
2050-1032	Connector Rd	Widening	Div-12	13%	0.8	8.5	0.3	N/A	1	5	9	\$1,198,250	24.0
2050-1033	Statesville Hwy (NC 115)	Widening	Reg-F	13%	1.5	2.5	3.7	N/A	3	5	7	\$3,389,381	36.9
2050-1034	Charlotte Hwy (US 21)	Widening	Reg-F	13%	1.0	1.4	3.2	N/A	2	3	6	\$2,233,166	27.3
2050-1035	Bluefield Rd	Widening	Div-12	0%	1.1	3.4	3.2	N/A	2	5	5	\$0	18.4
2050-1036	Charlotte Hwy (US 21)	Widening	Reg-F	13%	1.1	2.2	1.9	N/A	2	3	3	\$1,756,297	25.6
2050-1037	Plaza Dr (NC 150)	Widening	Reg-F	10%	1.1	2.1	3.2	N/A	3	5	8	\$2,455,107	30.3
2050-1038	Talbert Rd	Widening	Div-12	20%	1.5	3.8	3.9	N/A	2	5	5	\$3,693,297	39.2
2050-1039	Timber Rd Ext	New Roadway	Div-12	5%	0.2	1.4	6.5	N/A	1	9	21	\$536,500	18.5
2050-1040	Coddle Creek Hwy / Iredell Ave (NC 3)	Widening	Reg-F	13%	0.7	2.3	3.0	N/A	3	8	11	\$2,894,274	29.9
2050-1041	Mecklenburg Hwy (NC 115)	Widening	Reg-F	20%	0.7	1.1	3.5	N/A	1	2	7	\$2,396,196	25.8
2050-1042	Fairview Rd	Widening	Div-12	0%	0.2	1.4	6.5	N/A	0	1	7	\$0	13.4

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data (Source: NCDOT SPOT P6.0)

- Rate, Density & Severity Scores = weighted average based on length of associated data segment

- Rate & Density Score calculated for segment projects only; Frequency Score calculated for interchanges only

- 5-Year Crash Totals (2015-2019) by crash type: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 10-Year Safety Benefit = Calculated \$ benefit over 10 years based on 5-Year Crash Totals, Safety Benefit Factor & Crash Costs (<https://connect.ncdot.gov/resources/safety/Pages/Crash-Data.aspx>)⁴⁴ Total Safety Score based on a sum of individual components that have been ranked in ascending order, scaled to 100, then normalized to a maximum score of 45; reference Project Ranking Memo for additional details

Note: Total Safety Score and other score components are rounded in this table

Table H-3 Candidate Roadway Projects – Safety Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor (% Reduction) ²	Project Associated Data for Tier I Safety Scores ³							Total Safety Score ⁴	
					Rate Score	Density Score	Severity Score	Frequency	KA Crash total	BC Crash Total	PDO Crash Total	10-Year Safety Benefit, \$	
2050-1043	Shearers Rd	Widening	Div-12	20%	0.8	1.8	4.8	N/A	2	4	10	\$2,929,914	33.9
2050-1044	Rocky River Rd	Widening	Div-12	13%	0.5	1.8	4.9	N/A	1	3	9	\$1,044,600	22.5
2050-1045	I-77	Widening	SW	10%	1.4	1.8	3.4	N/A	11	15	28	\$9,651,552	37.3
2050-1046	Langtree Rd	Widening	Div-12	15%	0.8	1.1	2.0	N/A	2	2	4	\$2,025,631	21.8
2050-1047	East-West Connector	New Roadway	Div-12	5%	0.6	1.2	4.0	N/A	2	3	11	\$682,869	18.5
2050-1048	Mecklenburg Hwy (NC 115)	Widening	Reg-F	20%	0.7	1.1	5.6	N/A	2	3	17	\$3,906,002	34.2
2050-1049	Coddle Creek Hwy (NC 3)	Widening	Reg-F	13%	0.6	3.0	4.0	N/A	2	10	13	\$2,371,188	31.6
2050-1050	Shearers Rd	Widening	Div-12	20%	0.4	2.2	3.0	N/A	1	6	8	\$2,175,483	23.4
2050-2001	Lawyers Rd	Widening	Div-10	13%	1.0	5.0	2.8	N/A	0	2	1	\$506,868	22.6
2050-2002	Lawyers Rd	Widening	Div-10	13%	0.6	2.7	4.7	N/A	1	7	11	\$1,709,478	29.8
2050-2003	Stevens Mill Rd	Widening	Div-10	20%	0.4	0.9	5.4	N/A	1	2	13	\$1,756,839	23.5
2050-2004	Stallings Rd / Idlewild Rd	New Roadway	Div-10	5%	0.5	0.8	2.2	N/A	0	8	34	\$121,400	8.1
2050-2005	Stallings Rd	Widening	Div-10	20%	0.7	1.6	1.9	N/A	2	5	5	\$3,724,374	27.0
2050-2006	Stevens Mill Rd	Widening	Div-10	20%	0.5	0.8	2.2	N/A	1	2	5	\$1,911,623	17.3
2050-2007	Idlewild Rd	Widening	Div-10	13%	1.2	5.6	3.4	N/A	3	14	9	\$3,477,250	37.7
2050-2008	McKee Rd Ext	New Roadway	Div-10	5%	0.5	0.8	2.2	N/A	0	8	34	\$121,400	8.1
2050-2009	Stallings Rd / Stevens Mill Rd	New Roadway	Div-10	5%	0.7	1.6	1.9	N/A	0	22	81	\$325,100	14.2
2050-2010	Rocky River Rd	Widening	Div-10	13%	0.6	3.5	3.1	N/A	1	7	6	\$1,411,459	24.3
2050-2011	Matthews-Indian Trail Rd	Widening	Div-10	20%	0.2	2.1	2.3	N/A	0	1	1	\$217,833	10.6
2050-2012	Indian Trail-Fairview Rd	Widening	Div-10	13%	0.3	1.7	4.5	N/A	1	4	11	\$945,364	20.0
2050-2013	Stallings Rd	Widening	Div-10	20%	1.7	4.2	3.7	N/A	3	7	6	\$4,832,302	40.8

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Table H-3 Candidate Roadway Projects – Safety Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor (% Reduction) ²	Project Associated Data for Tier I Safety Scores ³							Total Safety Score ⁴	
					Rate Score	Density Score	Severity Score	Frequency	KA Crash total	BC Crash Total	PDO Crash Total	10-Year Safety Benefit, \$	
2050-2014	Matthews-Indian Trail Rd	Widening	Div-10	20%	0.2	1.0	1.9	N/A	0	1	3	\$519,733	8.9
2050-2015	Pleasant Plains Rd	Widening	Div-10	20%	1.0	2.7	2.9	N/A	3	7	8	\$4,737,988	34.6
2050-2016	Potter Rd	Widening	Div-10	13%	1.3	5.5	2.3	N/A	2	8	3	\$2,271,918	32.4
2050-2017	Indian Trail Rd	Widening	Div-10	20%	2.3	7.4	2.8	N/A	4	12	5	\$6,938,942	41.0
2050-2018	Unionville-Indian Trail Rd	Widening	Div-10	13%	0.4	2.2	3.1	N/A	1	5	8	\$1,331,303	20.0
2050-2019	Unionville-Indian Trail Rd	Widening	Div-10	13%	0.4	4.5	3.6	N/A	1	13	11	\$1,729,036	26.6
2050-2020	Secrest Short Cut Rd	Widening	Div-10	13%	0.9	4.4	4.9	N/A	3	16	17	\$3,813,982	40.5
2050-2021	Chestnut Ln	Widening	Div-10	13%	0.8	1.3	5.6	N/A	1	1	6	\$825,367	23.8
2050-2022	Sardis Rd	Widening	Div-10	13%	5.6	4.2	2.2	N/A	2	36	93	\$3,320,750	35.6
2050-2023	Chestnut Ln	Widening	Div-10	13%	0.6	1.5	2.3	N/A	0	1	2	\$475,126	14.2
2050-2024	Faith Church Rd	New Roadway	Div-10	5%	1.1	5.0	3.4	N/A	2	85	313	\$2,080,100	33.7
2050-2025	Matthews-Weddington Rd	Widening	Div-10	0%	1.0	2.6	3.7	N/A	1	3	4	\$0	19.1
2050-2026	Rocky River Rd	Widening	Div-10	13%	0.6	3.8	4.1	N/A	1	8	9	\$1,650,469	29.8
2050-2027	Secrest Short Cut Rd	Widening	Div-10	13%	0.6	1.7	4.3	N/A	1	4	11	\$1,625,743	25.7
2050-2028	Antioch Church Rd / Forest Lawn Dr	Widening	Div-10	20%	0.0	0.1	0.6	N/A	0	0	2	\$217,051	3.7
2050-2029	Waxhaw-Indian Trail Rd	Widening	Div-10	13%	0.8	2.2	3.1	N/A	3	9	12	\$3,726,139	31.7
2050-2030	Antioch Church Rd	Widening	Div-10	20%	0.2	0.4	2.5	N/A	1	1	6	\$966,108	10.1
2050-2031	Wesley Chapel Rd	Widening	Div-10	13%	1.1	5.0	3.4	N/A	4	18	12	\$4,807,793	39.5
2050-2032	Old Charlotte Hwy	Widening	Div-10	13%	1.3	6.1	3.6	N/A	3	15	9	\$3,771,692	39.4
2050-2033	Rocky River Rd	Widening	Div-10	13%	1.5	4.5	2.8	N/A	1	4	3	\$1,631,726	29.8
2050-2034	Rogers Rd	Widening	Div-10	13%	0.2	0.4	1.6	N/A	0	1	4	\$390,827	5.7

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Source: NCDOT SPOT P6.0

³ Project Associated Data (Source: NCDOT SPOT P6.0)

- Rate, Density & Severity Scores = weighted average based on length of associated data segment
- Rate & Density Score calculated for segment projects only; Frequency Score calculated for interchanges only

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- 10-Year Safety Benefit = Calculated \$ benefit over 10 years based on 5-Year Crash Totals, Safety Benefit Factor & Crash Costs (<https://connect.ncdot.gov/resources/safety/Pages/Crash-Data.aspx>)

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Note: Total Safety Score and other score components are rounded in this table

Table H-3 Candidate Roadway Projects – Safety Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor (% Reduction) ²	Project Associated Data for Tier I Safety Scores ³							Total Safety Score ⁴	
					Rate Score	Density Score	Severity Score	Frequency	KA Crash total	BC Crash Total	PDO Crash Total	10-Year Safety Benefit, \$	
2050-2035	Potter Rd	Widening	Div-10	13%	0.6	2.0	5.4	N/A	1	4	10	\$1,287,866	26.7
2050-2036	Huntington Dr	Widening	Div-10	0%	0.5	0.2	3.2	N/A	0	0	3	\$0	6.4
2050-2037	Northern Access Rd	New Roadway	Div-10	5%	1.9	5.0	1.4	N/A	1	3	1	\$427,949	23.3
2050-2038	Beulah Church Rd	Widening	Div-10	0%	0.2	1.1	5.1	N/A	1	3	15	\$0	11.5
2050-2039	Secrest Short Cut Rd	Widening	Div-10	13%	0.9	4.2	3.3	N/A	3	13	10	\$3,121,714	34.5
2050-2040	Cox Rd	Widening	Div-10	0%	0.3	0.2	16.8	N/A	0	0	20	\$0	11.4
2050-2041	Old Charlotte Hwy	Widening	Div-10	13%	1.1	5.1	4.0	N/A	4	20	16	\$5,118,300	41.5
2050-2042	Antioch Church Rd	Widening	Div-10	20%	0.2	0.1	1.0	N/A	0	0	1	\$459,220	5.5
2050-2043	Deal Rd	Widening	Div-10	0%	0.1	0.1	0.6	N/A	0	0	0	\$0	0.6
2050-2044	Airport Rd	Widening	Div-10	13%	0.2	0.5	3.0	N/A	0	0	3	\$225,860	7.3
2050-2045	Weddington Rd (NC 84)	Widening	Reg-E	13%	0.9	2.1	4.4	N/A	3	6	13	\$3,082,163	34.8
2050-2046	Twelve Mile Creek Rd	Widening	Div-10	0%	0.2	0.3	1.5	N/A	0	1	4	\$0	1.3
2050-2047	Monroe Northern Loop	New Roadway	Div-10	5%	1.4	3.2	4.0	N/A	7	18	22	\$3,289,039	37.9
2050-2048	Secrest Ave	New Roadway	Div-10	5%	0.6	3.4	5.0	N/A	1	5	8	\$412,393	24.1
2050-2049	Morgan Mill Rd (NC 200)	Widening	Reg-E	13%	0.8	2.1	2.7	N/A	2	4	5	\$1,905,686	25.3
2050-2050	Ennis Rd	Widening	Div-10	0%	0.2	1.1	3.2	N/A	0	1	3	\$0	6.3
2050-2051	Charlotte Ave	Widening	Div-10	13%	1.2	4.9	2.8	N/A	1	5	3	\$1,371,746	28.1
2050-2052	New Town Rd	Widening	Div-10	20%	0.5	1.7	8.3	N/A	1	3	17	\$1,692,097	27.2
2050-2053	Martin Luther King Jr Blvd (NC 200)	Widening	Reg-E	13%	0.8	1.7	3.1	N/A	3	7	12	\$3,440,533	29.4
2050-2054	Marshville Bypass	New Roadway	SW	5%	0.3	0.4	8.8	N/A	1	2	40	\$574,171	16.9
2050-2055	Waxhaw-Marvin Rd	Widening	Div-10	20%	0.5	1.5	2.8	N/A	2	6	11	\$3,750,868	25.5

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Table H-3 Candidate Roadway Projects – Safety Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor (% Reduction) ²	Project Associated Data for Tier I Safety Scores ³							Total Safety Score ⁴	
					Rate Score	Density Score	Severity Score	Frequency	KA Crash total	BC Crash Total	PDO Crash Total	10-Year Safety Benefit, \$	
2050-2056	Waxhaw Pkwy	New Roadway	Div-10	5%	1.1	1.7	2.4	N/A	4	6	8	\$1,681,515	24.1
2050-2057	Waxhaw Pkwy	New Roadway	Div-10	5%	1.1	2.0	2.7	N/A	3	5	7	\$1,165,174	22.0
2050-3001	Main St / Mecklenburg Hwy (NC 115)	Widening	Reg-E	0%	0.7	1.3	4.5	N/A	1	2	7	\$0	15.2
2050-3002	Grey Rd	Widening	Div-10	0%	0.4	1.5	4.6	N/A	1	4	13	\$0	12.3
2050-3003	Shearers Rd	Widening	Div-10	0%	0.2	0.5	1.4	N/A	1	1	5	\$0	1.6
2050-3004	Concord Rd	Widening	Div-10	0%	0.2	0.8	2.9	N/A	0	1	4	\$0	5.1
2050-3005	Main St (NC 115)	Widening	Reg-E	20%	0.7	1.7	2.6	N/A	1	2	4	\$1,973,337	23.6
2050-3006	Rocky River Rd	Widening	Div-10	0%	0.5	2.2	1.5	N/A	1	6	4	\$0	9.4
2050-3007	Davidson-Concord Rd	Widening	Div-10	0%	0.3	0.8	3.9	N/A	0	1	6	\$0	8.9
2050-3008	Statesville Rd (US 21)	Widening	Reg-E	13%	0.7	1.7	3.1	N/A	1	3	6	\$1,485,452	22.7
2050-3009	Washam Potts Rd	Widening	Div-10	13%	0.2	0.5	3.1	N/A	0	1	4	\$320,478	7.7
2050-3010	Shearers Rd	Widening	Div-10	0%	0.1	0.1	0.6	N/A	0	0	0	\$0	0.6
2050-3011	Zion St Ext	New Roadway	Div-10	5%	0.5	0.9	3.8	N/A	1	49	122	\$1,095,200	18.6
2050-3012	I-77 at Westmoreland Rd	New Interchange	SW	10%	N/A	N/A	2.9	240	0	60	180	\$1,716,000	25.6
2050-3013	Westmoreland Rd	Widening	Div-10	13%	0.4	1.5	2.1	N/A	1	2	3	\$602,006	12.1
2050-3014	Davidson-Concord Rd	Widening	Div-10	0%	0.3	0.8	2.6	N/A	1	1	5	\$0	4.9
2050-3015	Bailey Rd	Widening	Div-10	13%	0.2	0.8	6.1	N/A	0	1	8	\$324,658	15.0
2050-3016	June Washam Rd	Widening	Div-10	0%	0.2	2.9	0.2	N/A	0	1	3	\$0	7.8
2050-3017	Old Statesville Rd (NC 115)	Widening	Reg-E	13%	0.5	0.9	3.8	N/A	2	3	11	\$1,705,113	21.8
2050-3018	June Washam Rd	Widening	Div-10	0%	0.4	2.5	0.5	N/A	0	1	4	\$0	9.1
2050-3019	Bailey Rd Flyover	New Roadway	Div-10	5%	1.8	7.6	3.4	N/A	2	8	3	\$849,296	29.7

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data (Source: NCDOT SPOT P6.0)

- Rate, Density & Severity Scores = weighted average based on length of associated data segment

- Rate & Density Score calculated for segment projects only; Frequency Score calculated for interchanges only

- 5-Year Crash Totals (2015-2019) by crash type: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 10-Year Safety Benefit = Calculated \$ benefit over 10 years based on 5-Year Crash Totals, Safety Benefit Factor & Crash Costs (<https://connect.ncdot.gov/resources/safety/Pages/Crash-Data.aspx>)⁴ Total Safety Score based on a sum of individual components that have been ranked in ascending order, scaled to 100, then normalized to a maximum score of 45; reference Project Ranking Memo for additional details

Note: Total Safety Score and other score components are rounded in this table

Table H-3 Candidate Roadway Projects – Safety Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor (% Reduction) ²	Project Associated Data for Tier I Safety Scores ³							Total Safety Score ⁴	
					Rate Score	Density Score	Severity Score	Frequency	KA Crash total	BC Crash Total	PDO Crash Total	10-Year Safety Benefit, \$	
2050-3020	Church St Ext	New Roadway	Div-10	5%	0.9	1.8	3.8	N/A	1	66	135	\$1,311,700	25.1
2050-3021	Ramah Church Rd	Widening	Div-10	0%	0.3	0.5	6.3	N/A	1	2	23	\$0	11.2
2050-3022	Poplar Tent Rd	Widening	Div-10	13%	0.5	2.0	4.5	N/A	1	3	6	\$748,504	21.3
2050-3023	Old Statesville Rd (NC 115)	Widening	Reg-E	13%	0.9	1.8	3.8	N/A	2	3	8	\$1,913,556	28.2
2050-3024	Church St	New Roadway	Div-10	5%	0.9	1.8	3.8	N/A	1	66	135	\$1,311,700	25.0
2050-3025	I-77	Widening	SW	10%	1.4	2.1	3.0	N/A	13	19	27	\$11,000,494	36.4
2050-3026	Asbury Chapel Rd	New Roadway	Div-10	5%	1.1	2.2	3.2	N/A	0	45	110	\$626,000	22.9
2050-3027	Huntersville-Concord Rd	Widening	Div-10	0%	0.5	0.6	5.6	N/A	2	2	20	\$0	12.0
2050-3028	Walters St / Seagle St	New Roadway	Div-10	5%	1.1	2.2	3.2	N/A	0	45	110	\$626,000	22.9
2050-3029	Huntersville-Concord Rd	Widening	Div-10	0%	0.9	1.8	4.7	N/A	2	4	9	\$0	19.1
2050-3030	Old Statesville Rd (NC 115)	Widening	Reg-E	0%	1.1	2.2	3.2	N/A	2	3	5	\$0	17.4
2050-3031	Gilead Rd	Widening	Div-10	13%	0.4	1.3	4.2	N/A	1	4	12	\$1,350,063	20.3
2050-3032	Bud Henderson Rd	Widening	Div-10	0%	0.4	0.5	2.8	N/A	1	1	4	\$0	4.6
2050-3033	Church St Ext	New Roadway	Div-10	5%	1.1	2.2	4.2	N/A	2	45	131	\$1,464,700	29.8
2050-3034	Mt Holly-Huntersville Rd	Widening	Div-10	0%	0.4	0.7	3.2	N/A	0	0	2	\$0	6.5
2050-3035	Asbury Chapel Rd	New Roadway	Div-10	5%	1.1	2.2	4.2	N/A	2	45	131	\$1,464,700	29.8
2050-3036	McCoy Rd	Widening	Div-10	0%	0.5	1.5	5.9	N/A	1	3	10	\$0	16.3
2050-3037	Statesville Rd (US 21)	Widening	Reg-E	13%	1.1	2.1	3.5	N/A	3	5	9	\$3,002,282	32.7
2050-3038	Verhoeff Dr Ext	New Roadway	Div-10	5%	0.5	2.2	5.8	N/A	2	49	81	\$1,478,500	27.6
2050-3039	Eastfield Rd	Widening	Div-10	13%	0.5	2.2	5.4	N/A	1	4	11	\$1,090,528	24.3
2050-3040	Old Statesville Rd (NC 115)	Widening	Reg-E	13%	0.7	1.5	4.2	N/A	2	4	10	\$1,982,306	27.7

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data (Source: NCDOT SPOT P6.0)

- Rate, Density & Severity Scores = weighted average based on length of associated data segment

- Rate & Density Score calculated for segment projects only; Frequency Score calculated for interchanges only

- 5-Year Crash Totals (2015-2019) by crash type: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

Table H-3 Candidate Roadway Projects – Safety Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor (% Reduction) ²	Project Associated Data for Tier I Safety Scores ³							Total Safety Score ⁴	
					Rate Score	Density Score	Severity Score	Frequency	KA Crash total	BC Crash Total	PDO Crash Total	10-Year Safety Benefit, \$	
2050-3041	Mt Holly-Huntersville Rd	Widening	Div-10	13%	0.7	1.6	6.9	N/A	2	4	17	\$1,963,370	30.7
2050-3042	Asbury Chapel Rd	New Roadway	Div-10	5%	0.7	1.5	4.2	N/A	2	39	131	\$1,391,500	24.5
2050-3043	Church St / Meacham Farm Rd	New Roadway	Div-10	5%	0.7	1.5	4.2	N/A	2	39	131	\$1,391,500	24.5
2050-3044	Hambright Rd	Widening	Div-10	0%	0.2	0.5	4.9	N/A	1	1	12	\$0	9.7
2050-3045	Hambright Rd	New Roadway	Div-10	5%	0.5	2.2	5.8	N/A	2	49	81	\$1,478,500	27.6
2050-3046	Hambright Rd	Widening	Div-10	13%	0.3	0.9	3.1	N/A	0	1	5	\$494,837	10.9
2050-3047	Eastfield Rd	Widening	Div-10	13%	0.5	2.2	5.8	N/A	1	6	14	\$1,515,102	27.8
2050-3048	Mt Holly-Huntersville Rd	Widening	Div-10	13%	1.5	3.4	3.2	N/A	1	3	3	\$1,629,315	30.2
2050-3049	Statesville Rd (US 21)	Widening	Reg-E	13%	0.7	0.9	6.7	N/A	2	2	17	\$1,959,126	28.6
2050-3050	Hucks Rd Ext	New Roadway	Div-10	5%	1.6	2.8	3.1	N/A	2	3	3	\$679,108	24.7
2050-3051	WT Harris Blvd	Widening	Div-10	13%	0.6	0.9	2.3	N/A	0	0	1	\$349,054	12.1
2050-3052	I-85 at I-485	Improve Existing Interchange	SW	10%	N/A	N/A	2.3	39	0	7	32	\$215,600	11.9
2050-3053	WT Harris Blvd (NC 24)	Widening	Reg-E	15%	1.0	1.6	3.6	N/A	3	5	13	\$4,419,897	33.8
2050-3054	Fred D Alexander Blvd	New Roadway	Div-10	5%	0.6	1.5	5.3	N/A	1	2	6	\$273,972	19.2
2050-3055	Mt Holly-Huntersville Rd	Widening	Div-10	13%	0.9	3.3	3.9	N/A	2	8	10	\$2,547,420	34.2
2050-3056	Pavilion Blvd Ext	New Roadway	Div-10	5%	3.3	6.9	2.5	N/A	1	1	0	\$282,163	24.8
2050-3057	I-85 at Mallard Creek Church Rd	Improve Existing Interchange	SW	10%	N/A	N/A	2.8	402	0	97	305	\$2,793,800	33.4
2050-3058	Statesville Rd (US 21)	Widening	Reg-E	13%	0.9	1.3	10.5	N/A	2	4	30	\$2,717,173	34.0
2050-3059	Brookshire Blvd (NC 16)	Widening	Reg-E	15%	0.6	0.8	5.0	N/A	3	4	25	\$4,037,634	31.6
2050-3060	WT Harris Blvd (NC 24)	Widening	Reg-E	15%	1.3	2.2	3.9	N/A	4	7	12	\$4,945,458	38.5
2050-3061	I-77 at Sunset Rd (US 21)	Improve Existing Interchange	SW	10%	N/A	N/A	3.3	258	1	71	186	\$2,816,800	33.2

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data (Source: NCDOT SPOT P6.0)

- Rate, Density & Severity Scores = weighted average based on length of associated data segment

- Rate & Density Score calculated for segment projects only; Frequency Score calculated for interchanges only

- 5-Year Crash Totals (2015-2019) by crash type: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 10-Year Safety Benefit = Calculated \$ benefit over 10 years based on 5-Year Crash Totals, Safety Benefit Factor & Crash Costs (<https://connect.ncdot.gov/resources/safety/Pages/Crash-Data.aspx>)⁴⁴ Total Safety Score based on a sum of individual components that have been ranked in ascending order, scaled to 100, then normalized to a maximum score of 45; reference Project Ranking Memo for additional details

Note: Total Safety Score and other score components are rounded in this table

Table H-3

Candidate Roadway Projects – Safety Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor (% Reduction) ²	Project Associated Data for Tier I Safety Scores ³							Total Safety Score ⁴	
					Rate Score	Density Score	Severity Score	Frequency	KA Crash total	BC Crash Total	PDO Crash Total	10-Year Safety Benefit, \$	
2050-3062	Mt Holly Rd (NC 27)	Widening	Reg-E	13%	0.6	0.9	6.6	N/A	1	2	13	\$1,229,767	23.3
2050-3063	WT Harris Blvd (NC 24)	Widening	Reg-E	10%	2.0	4.8	3.8	N/A	3	7	6	\$2,623,775	37.8
2050-3064	Eastern Circumferential Rd	Widening	Div-10	13%	1.1	2.2	3.7	N/A	3	5	9	\$3,039,546	33.6
2050-3065	Freedom Dr (NC 27)	Widening	Reg-E	13%	0.6	0.9	4.8	N/A	1	1	7	\$1,005,817	21.6
2050-3066	I-485 at Rocky River Rd	Improve Existing Interchange	SW	10%	N/A	N/A	2.8	114	0	28	86	\$803,600	17.4
2050-3067	Brookshire Blvd (NC 16)	Widening	Reg-E	15%	1.2	2.3	4.4	N/A	5	9	17	\$6,066,112	40.6
2050-3068	I-85 at Sugar Creek Rd	Improve Existing Interchange	SW	10%	N/A	N/A	3.1	289	0	81	208	\$2,267,600	31.8
2050-3069	WT Harris Blvd (NC 24)	Widening	Reg-E	15%	1.2	2.3	3.8	N/A	5	9	15	\$6,121,284	39.4
2050-3070	I-485	Widening	SW	10%	0.5	0.7	3.0	N/A	5	7	30	\$4,628,769	25.5
2050-3071	Eastern Circumferential Rd	New Roadway	Div-10	5%	1.3	2.7	4.0	N/A	3	5	8	\$1,158,957	29.7
2050-3072	I-85 at Brookshire Blvd (NC 16)	Improve Existing Interchange	SW	10%	N/A	N/A	3.8	529	4	161	364	\$7,734,000	44.3
2050-3073	I-85	Widening	SW	10%	1.0	4.1	3.2	N/A	2	8	6	\$1,914,936	30.8
2050-3074	Brookshire Fwy (NC 16)	Widening	Reg-E	15%	1.5	2.4	4.9	N/A	3	5	9	\$3,637,739	40.0
2050-3075	I-85 at Billy Graham Pkwy	Improve Existing Interchange	SW	10%	N/A	N/A	4.0	186	1	64	121	\$2,555,000	33.3
2050-3076	Wilkinson Blvd (US 74 / US 29)	Widening	Reg-E	15%	1.4	1.5	4.9	N/A	3	3	10	\$3,556,686	36.5
2050-3077	Eastern Circumferential Rd	New Roadway	Div-10	5%	1.2	2.2	4.7	N/A	4	6	14	\$1,610,297	31.6
2050-3078	I-77	Widening	SW	10%	3.5	7.3	2.8	N/A	9	18	7	\$7,548,235	41.4
2050-3079	Eastway Dr	Widening	Div-10	15%	2.0	7.6	4.8	N/A	3	11	7	\$4,102,843	44.9
2050-3080	I-277 (Brookshire Fwy)	Widening	SW	10%	3.2	4.9	4.1	N/A	3	5	4	\$2,756,454	40.1
2050-3081	Billy Graham Pkwy	Widening	SW	15%	1.9	3.5	4.7	N/A	3	6	8	\$4,044,332	42.3
2050-3082	I-277	Widening	SW	10%	2.1	5.9	3.9	N/A	7	19	12	\$6,117,591	44.2

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

Table H-3 Candidate Roadway Projects – Safety Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor (% Reduction) ²	Project Associated Data for Tier I Safety Scores ³							Total Safety Score ⁴	
					Rate Score	Density Score	Severity Score	Frequency	KA Crash total	BC Crash Total	PDO Crash Total	10-Year Safety Benefit, \$	
2050-3083	I-277 (John Belk Fwy)	Widening	SW	10%	1.9	2.9	3.8	N/A	2	3	4	\$1,602,337	32.1
2050-3084	Eastern Circumferential Rd	New Roadway	Div-10	5%	1.2	2.1	3.9	N/A	2	3	6	\$802,590	25.5
2050-3085	Albemarle Rd (NC 24 / NC 27)	Widening	Reg-E	15%	0.8	1.1	4.6	N/A	3	4	16	\$3,773,151	33.1
2050-3086	Albemarle Rd (NC 24 / NC 27)	Widening	Reg-E	15%	1.8	2.8	5.0	N/A	5	7	13	\$5,953,630	43.7
2050-3087	Albemarle Rd (NC 27)	Widening	Reg-E	0%	2.8	5.7	4.4	N/A	4	9	7	\$0	26.1
2050-3088	Eastern Circumferential Rd	New Roadway	Div-10	5%	3.0	4.4	1.4	N/A	3	216	321	\$4,095,900	36.7
2050-3089	Western Pkwy	New Roadway	Reg-E	5%	0.5	2.1	4.9	N/A	1	2	5	\$277,893	20.3
2050-3090	I-485 at Western Pkwy	Improve Existing Interchange	SW	10%	N/A	N/A	3.0	26	0	7	19	\$197,400	8.1
2050-3091	Western Pkwy	New Roadway	Reg-E	5%	0.8	1.6	4.2	N/A	2	4	12	\$981,285	24.0
2050-3092	Western Pkwy	New Roadway	Reg-E	5%	0.5	2.1	4.9	N/A	1	2	5	\$277,893	20.3
2050-3093	I-485	Widening	SW	10%	0.6	1.1	3.2	N/A	6	11	32	\$5,102,028	28.7
2050-3094	Idlewild Rd	Widening	Div-10	13%	2.3	4.7	1.4	N/A	3	103	161	\$6,513,250	38.4
2050-3095	Steele Creek Rd (NC 160)	Widening	Reg-E	13%	0.6	1.6	4.6	N/A	1	3	9	\$1,394,663	25.3
2050-3096	Fairview Rd (NC 218)	Widening	Reg-E	13%	0.5	0.9	8.2	N/A	0	1	8	\$555,903	19.7
2050-3097	Fairview Rd (NC 218)	Widening	Reg-E	13%	0.6	1.2	7.2	N/A	1	3	18	\$1,570,631	26.4
2050-3098	Tyvola Rd	Widening	Div-10	15%	1.9	3.7	1.3	N/A	1	114	222	\$5,874,600	36.6
2050-3099	Eastern Circumferential Rd	Widening	Div-10	13%	1.2	4.8	4.9	N/A	2	10	10	\$2,749,043	39.5
2050-3100	Lawyers Rd	Widening	Div-10	13%	0.7	1.9	4.8	N/A	1	4	10	\$1,542,282	27.3
2050-3101	Village Lake Dr	Widening	Div-10	13%	2.4	3.9	1.7	N/A	1	101	184	\$4,432,500	36.7
2050-3102	Shopton Rd West	Widening	Div-10	13%	0.8	3.5	3.8	N/A	1	4	4	\$921,289	25.8
2050-3103	S Tryon St (NC 49)	Widening	Reg-E	15%	1.0	2.0	3.9	N/A	2	4	8	\$2,696,989	32.6

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data (Source: NCDOT SPOT P6.0)- Rate, Density & Severity Scores = weighted average based on length of associated data segment
- Rate & Density Score calculated for segment projects only; Frequency Score calculated for interchanges only

- 5-Year Crash Totals (2015-2019) by crash type: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 10-Year Safety Benefit = Calculated \$ benefit over 10 years based on 5-Year Crash Totals, Safety Benefit Factor & Crash Costs (<https://connect.ncdot.gov/resources/safety/Pages/Crash-Data.aspx>)

Note: Total Safety Score and other score components are rounded in this table

Table H-3 Candidate Roadway Projects – Safety Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor (% Reduction) ²	Project Associated Data for Tier I Safety Scores ³							Total Safety Score ⁴	
					Rate Score	Density Score	Severity Score	Frequency	KA Crash total	BC Crash Total	PDO Crash Total	10-Year Safety Benefit, \$	
2050-3104	I-485	Widening	SW	10%	0.6	0.7	2.8	N/A	6	7	28	\$5,239,187	26.8
2050-3105	Idlewild Rd	Widening	Div-10	20%	0.8	2.2	6.2	N/A	2	7	20	\$4,474,496	39.1
2050-3106	Eastern Circumferential Rd	New Roadway	Div-10	5%	2.0	7.2	3.9	N/A	3	10	6	\$1,324,639	33.8
2050-3107	S Tryon St (NC 49)	Widening	Reg-E	15%	1.9	4.0	3.5	N/A	2	4	3	\$2,514,015	36.2
2050-3108	I-485 at S Tryon St (NC 49)	Improve Existing Interchange	SW	10%	N/A	N/A	4.2	125	1	43	81	\$1,986,600	31.1
2050-3109	Westinghouse Blvd	Widening	Div-10	13%	0.6	2.3	3.3	N/A	1	5	8	\$1,569,033	24.6
2050-3110	Idlewild Rd	Widening	Div-10	20%	0.6	2.0	3.7	N/A	1	4	7	\$2,067,217	27.1
2050-3111	Carowinds Blvd	New Roadway	Div-10	5%	0.8	2.3	3.6	N/A	1	3	5	\$538,621	22.5
2050-3112	Carowinds Blvd	New Roadway	Div-10	5%	0.6	2.3	3.3	N/A	0	38	80	\$519,600	19.5
2050-3113	S Tryon St (NC 49)	Widening	Reg-E	15%	1.5	4.6	4.1	N/A	7	23	21	\$9,970,081	43.7
2050-3114	Westinghouse Blvd	Widening	Div-10	15%	1.2	3.1	3.4	N/A	3	7	7	\$3,536,768	36.1
2050-3115	Moore Rd	Widening	Div-10	20%	0.6	3.0	1.1	N/A	0	4	11	\$226,000	14.7
2050-3116	Fullwood Ln	Widening	Div-10	13%	6.1	3.6	1.7	N/A	1	34	93	\$2,229,750	31.7
2050-3117	Westinghouse Blvd	Widening	Div-10	15%	0.6	0.9	3.4	N/A	1	1	3	\$743,403	16.0
2050-3118	Greylock Ridge Rd	New Roadway	Div-10	5%	7.2	2.7	3.1	N/A	1	58	245	\$1,291,100	28.4
2050-3119	Independence Pointe Pkwy Ext	New Roadway	Div-10	5%	1.7	4.2	3.7	N/A	1	35	112	\$917,400	28.9
2050-3120	McKee Rd	New Roadway	Div-10	5%	1.7	4.2	3.7	N/A	1	35	112	\$917,400	28.9
2050-3121	Park Rd	Widening	Div-10	13%	2.1	12.5	3.2	N/A	2	11	3	\$2,263,079	36.1
2050-3122	Pineville-Matthews Rd (NC 51)	Widening	Reg-E	10%	4.8	10.1	2.7	N/A	2	5	1	\$2,098,640	34.6
2050-3123	I-485 at Pineville-Matthews Rd (NC 51)	Improve Existing Interchange	SW	10%	N/A	N/A	3.0	273	1	65	207	\$2,699,800	31.6
2050-3124	Pineville Rd	Widening	Div-10	0%	2.1	7.7	3.5	N/A	4	16	7	\$0	24.0

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Table H-3 Candidate Roadway Projects – Safety Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor (% Reduction) ²	Project Associated Data for Tier I Safety Scores ³							Total Safety Score ⁴	
					Rate Score	Density Score	Severity Score	Frequency	KA Crash total	BC Crash Total	PDO Crash Total	10-Year Safety Benefit, \$	
2050-3125	Providence Rd (NC 16)	Widening	Reg-E	15%	0.8	2.0	3.5	N/A	3	7	12	\$3,776,123	32.8
2050-3126	Weddington Rd	Widening	Div-10	13%	0.5	1.8	3.3	N/A	1	4	7	\$1,158,746	19.3
2050-3127	Carolina Place Pkwy / Dorman Rd Ext	Widening	Div-10	13%	0.2	1.4	1.8	N/A	0	2	3	\$406,917	9.0
2050-3128	Lancaster Hwy	Widening	Div-10	13%	1.3	6.5	5.0	N/A	3	16	12	\$3,960,690	43.6
2050-3129	Ballantyne Commons Pkwy	Widening	Div-10	13%	0.5	2.1	3.6	N/A	1	4	7	\$1,124,606	20.7
2050-3130	Johnston Rd (US 521)	Widening	Reg-E	25%	1.3	3.2	3.3	N/A	2	4	4	\$3,470,694	35.8
2050-3131	Providence Rd (NC 16)	Widening	Reg-E	25%	1.2	2.4	3.5	N/A	2	4	5	\$4,003,916	36.9
2050-3132	Ardrey Kell Rd	Widening	Div-10	13%	0.8	3.8	3.2	N/A	2	12	10	\$2,773,297	32.3
2050-3133	Ardrey Kell Rd	Widening	Div-10	13%	1.0	5.1	3.7	N/A	2	10	7	\$2,427,487	35.0

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² Safety Benefit Factor = Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data (Source: NCDOT SPOT P6.0)

- Rate, Density & Severity Scores = weighted average based on length of associated data segment

- Rate & Density Score calculated for segment projects only; Frequency Score calculated for interchanges only

- 5-Year Crash Totals (2015-2019) by crash type: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 10-Year Safety Benefit = Calculated \$ benefit over 10 years based on 5-Year Crash Totals, Safety Benefit Factor & Crash Costs (<https://connect.ncdot.gov/resources/safety/Pages/Crash-Data.aspx>)

⁴ Total Safety Score based on a sum of individual components that have been ranked in ascending order, scaled to 100, then normalized to a maximum score of 45; reference Project Ranking Memo for additional details

Note: Total Safety Score and other score components are rounded in this table

Table H-4 Candidate Roadway Projects – Accessibility to Employment Scores

MTP ID	Project Name	Improvement Type	STI Category ¹	Max Peak Hour (AM+PM) Volume ²	Ranked Max Peak Hour Volume ³	Scaled Max Peak Hour Volume ⁴	Accessibility to Employment Score ⁵
2050-1001	W Memorial Hwy (NC 901)	Widening	Reg-F	703	9	3.8	1.9
2050-1002	Tomlin Mill Rd	Widening	Div-12	560	7	2.9	1.5
2050-1003	I-77 at Turnersburg Hwy (US 21)	Improve Existing Interchange	SW	7,499	163	67.9	34.0
2050-1004	Turnersburg Hwy (US 21)	Widening	Reg-F	4,153	102	42.5	21.3
2050-1005	I-77 at Jane Sowers Rd	New Interchange	SW	7,499	163	67.9	34.0
2050-1006	I-40 at Old Mocksville Rd	Improve Existing Interchange	SW	4,996	127	52.9	26.5
2050-1007	Davie Ave (US 64)	Widening	Reg-F	4,591	113	47.1	23.5
2050-1008	I-40	Widening	SW	9,481	179	74.6	37.3
2050-1009	Garner Bagnal Blvd (US 64 / US 70 / NC 90)	Widening	Reg-F	2,330	46	19.2	9.6
2050-1010	Berkshire Dr Ext	New Roadway	Div-12	2,807	59	24.6	12.3
2050-1011	Berkshire Dr Ext	New Roadway	Div-12	2,807	59	24.6	12.3
2050-1012	Salisbury Rd	Widening	Div-12	3,384	77	32.1	16.0
2050-1013	Garner Bagnal Blvd (US 70)	Widening	Reg-F	2,497	50	20.8	10.4
2050-1014	Greenbriar Rd Ext	New Roadway	Div-12	675	8	3.3	1.7
2050-1015	Shelton Ave (US 21 / NC 115)	Widening	Reg-F	3,897	90	37.5	18.8
2050-1016	E Aviation Dr Relocation	New Roadway	Div-12	268	5	2.1	1.0
2050-1017	Old Mountain Rd	Widening	Div-12	1,602	30	12.5	6.3
2050-1018	I-77	Widening	SW	22,171	210	87.5	43.8
2050-1019	Third Creek Rd Ext	New Roadway	Div-12	1,022	13	5.4	2.7
2050-1020	I-77 at Amity Hill Rd	Improve Existing Interchange	SW	22,171	210	87.5	43.8
2050-1021	Old Mountain Rd	Widening	Div-12	2,548	51	21.3	10.6
2050-1022	Murdock Rd	Widening	Div-12	1,308	19	7.9	4.0

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² Max Peak Hour (AM+PM) Volume = AM Peak Period (6:30-9:30AM) + PM Peak Period (3:30PM-6:30PM)

Source: Metrolina Regional Model

³ Ranked Max Peak Hour Volume = all projects Max Peak Hour Volume ranked in ascending order

⁴ Scaled Max Peak Hour Volume = all projects Ranked Max Peak Hour Volume scaled from 0 to 100

⁵ Accessibility to Employment Score = Scaled Max Peak Hour Volumes normalized to a max score of 45

Note: Accessibility to Employment Score and other score components are rounded in this table

Table H-4 Candidate Roadway Projects – Accessibility to Employment Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Max Peak Hour (AM+PM) Volume ²	Ranked Max Peak Hour Volume ³	Scaled Max Peak Hour Volume ⁴	Accessibility to Employment Score ⁵
2050-1023	S Main St (US 21)	Widening	Reg-F	3,978	93	38.8	19.4
2050-1024	Southwest Bypass	New Roadway	Div-12	3,978	93	38.8	19.4
2050-1025	Perth Rd	Widening	Div-12	3,964	91	37.9	19.0
2050-1026	I-77	Widening	SW	25,542	216	90.0	45.0
2050-1027	Cornelius Rd	Widening	Div-12	4,378	109	45.4	22.7
2050-1028	Bluefield Rd	New Roadway	Div-12	1,212	18	7.5	3.8
2050-1029	Cornelius Rd	Widening	Div-12	3,567	78	32.5	16.3
2050-1030	Mazeppa Rd	Widening	Div-12	1,982	39	16.3	8.1
2050-1031	Perth Rd	Widening	Div-12	1,963	37	15.4	7.7
2050-1032	Connector Rd	Widening	Div-12	2,564	52	21.7	10.8
2050-1033	Statesville Hwy (NC 115)	Widening	Reg-F	2,787	58	24.2	12.1
2050-1034	Charlotte Hwy (US 21)	Widening	Reg-F	2,492	49	20.4	10.2
2050-1035	Bluefield Rd	Widening	Div-12	5,247	138	57.5	28.8
2050-1036	Charlotte Hwy (US 21)	Widening	Reg-F	4,026	97	40.4	20.2
2050-1037	Plaza Dr (NC 150)	Widening	Reg-F	9,326	178	74.2	37.1
2050-1038	Talbert Rd	Widening	Div-12	4,452	110	45.8	22.9
2050-1039	Timber Rd Ext	New Roadway	Div-12	7,123	161	67.1	33.5
2050-1040	Coddle Creek Hwy / Iredell Ave (NC 3)	Widening	Reg-F	2,952	66	27.5	13.8
2050-1041	Mecklenburg Hwy (NC 115)	Widening	Reg-F	3,976	92	38.3	19.2
2050-1042	Fairview Rd	Widening	Div-12	7,123	161	67.1	33.5
2050-1043	Shearers Rd	Widening	Div-12	3,087	70	29.2	14.6
2050-1044	Rocky River Rd	Widening	Div-12	2,758	56	23.3	11.7

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² Max Peak Hour (AM+PM) Volume = AM Peak Period (6:30-9:30AM) + PM Peak Period (3:30PM-6:30PM)
Source: Metrolina Regional Model

³ Ranked Max Peak Hour Volume = all projects Max Peak Hour Volume ranked in ascending order

⁴ Scaled Max Peak Hour Volume = all projects Ranked Max Peak Hour Volume scaled from 0 to 100

⁵ Accessibility to Employment Score = Scaled Max Peak Hour Volumes normalized to a max score of 45

Note: Accessibility to Employment Score and other score components are rounded in this table

Table H-4 Candidate Roadway Projects – Accessibility to Employment Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Max Peak Hour (AM+PM) Volume ²	Ranked Max Peak Hour Volume ³	Scaled Max Peak Hour Volume ⁴	Accessibility to Employment Score ⁵
2050-1045	I-77	Widening	SW	60,186	227	94.6	47.3
2050-1046	Langtree Rd	Widening	Div-12	8,144	169	70.4	35.2
2050-1047	East-West Connector	New Roadway	Div-12	2,019	41	17.1	8.5
2050-1048	Mecklenburg Hwy (NC 115)	Widening	Reg-F	4,630	114	47.5	23.8
2050-1049	Coddle Creek Hwy (NC 3)	Widening	Reg-F	4,271	105	43.8	21.9
2050-1050	Shearers Rd	Widening	Div-12	3,193	73	30.4	15.2
2050-2001	Lawyers Rd	Widening	Div-10	3,986	95	39.6	19.8
2050-2002	Lawyers Rd	Widening	Div-10	3,856	89	37.1	18.5
2050-2003	Stevens Mill Rd	Widening	Div-10	1,164	17	7.1	3.5
2050-2004	Stallings Rd / Idlewild Rd	New Roadway	Div-10	1,377	21	8.8	4.4
2050-2005	Stallings Rd	Widening	Div-10	2,853	61	25.4	12.7
2050-2006	Stevens Mill Rd	Widening	Div-10	1,377	21	8.8	4.4
2050-2007	Idlewild Rd	Widening	Div-10	5,212	134	55.8	27.9
2050-2008	McKee Rd Ext	New Roadway	Div-10	1,377	21	8.8	4.4
2050-2009	Stallings Rd / Stevens Mill Rd	New Roadway	Div-10	2,853	61	25.4	12.7
2050-2010	Rocky River Rd	Widening	Div-10	2,778	57	23.8	11.9
2050-2011	Matthews-Indian Trail Rd	Widening	Div-10	1,996	40	16.7	8.3
2050-2012	Indian Trail-Fairview Rd	Widening	Div-10	5,809	150	62.5	31.3
2050-2013	Stallings Rd	Widening	Div-10	3,624	80	33.3	16.7
2050-2014	Matthews-Indian Trail Rd	Widening	Div-10	2,380	48	20.0	10.0
2050-2015	Pleasant Plains Rd	Widening	Div-10	3,029	67	27.9	14.0
2050-2016	Potter Rd	Widening	Div-10	3,832	88	36.7	18.3

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² Max Peak Hour (AM+PM) Volume = AM Peak Period (6:30-9:30AM) + PM Peak Period (3:30PM-6:30PM)
Source: Metrolina Regional Model

³ Ranked Max Peak Hour Volume = all projects Max Peak Hour Volume ranked in ascending order

⁴ Scaled Max Peak Hour Volume = all projects Ranked Max Peak Hour Volume scaled from 0 to 100

⁵ Accessibility to Employment Score = Scaled Max Peak Hour Volumes normalized to a max score of 45

Note: Accessibility to Employment Score and other score components are rounded in this table

Table H-4 Candidate Roadway Projects – Accessibility to Employment Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Max Peak Hour (AM+PM) Volume ²	Ranked Max Peak Hour Volume ³	Scaled Max Peak Hour Volume ⁴	Accessibility to Employment Score ⁵
2050-2017	Indian Trail Rd	Widening	Div-10	6,260	155	64.6	32.3
2050-2018	Unionville-Indian Trail Rd	Widening	Div-10	3,254	75	31.3	15.6
2050-2019	Unionville-Indian Trail Rd	Widening	Div-10	4,303	106	44.2	22.1
2050-2020	Secrest Short Cut Rd	Widening	Div-10	2,627	54	22.5	11.3
2050-2021	Chestnut Ln	Widening	Div-10	4,680	115	47.9	24.0
2050-2022	Sardis Rd	Widening	Div-10	3,058	69	28.8	14.4
2050-2023	Chestnut Ln	Widening	Div-10	1,966	38	15.8	7.9
2050-2024	Faith Church Rd	New Roadway	Div-10	4,861	117	48.8	24.4
2050-2025	Matthews-Weddington Rd	Widening	Div-10	4,509	112	46.7	23.3
2050-2026	Rocky River Rd	Widening	Div-10	2,934	65	27.1	13.5
2050-2027	Secrest Short Cut Rd	Widening	Div-10	2,599	53	22.1	11.0
2050-2028	Antioch Church Rd / Forest Lawn Dr	Widening	Div-10	3,790	87	36.3	18.1
2050-2029	Waxhaw-Indian Trail Rd	Widening	Div-10	3,771	86	35.8	17.9
2050-2030	Antioch Church Rd	Widening	Div-10	799	11	4.6	2.3
2050-2031	Wesley Chapel Rd	Widening	Div-10	4,861	117	48.8	24.4
2050-2032	Old Charlotte Hwy	Widening	Div-10	3,339	76	31.7	15.8
2050-2033	Rocky River Rd	Widening	Div-10	2,673	55	22.9	11.5
2050-2034	Rogers Rd	Widening	Div-10	1,126	16	6.7	3.3
2050-2035	Potter Rd	Widening	Div-10	4,106	101	42.1	21.0
2050-2036	Huntington Dr	Widening	Div-10	910	12	5.0	2.5
2050-2037	Northern Access Rd	New Roadway	Div-10	2,931	64	26.7	13.3
2050-2038	Beulah Church Rd	Widening	Div-10	1,564	29	12.1	6.0

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² Max Peak Hour (AM+PM) Volume = AM Peak Period (6:30-9:30AM) + PM Peak Period (3:30PM-6:30PM)
Source: Metrolina Regional Model

³ Ranked Max Peak Hour Volume = all projects Max Peak Hour Volume ranked in ascending order

⁴ Scaled Max Peak Hour Volume = all projects Ranked Max Peak Hour Volume scaled from 0 to 100

⁵ Accessibility to Employment Score = Scaled Max Peak Hour Volumes normalized to a max score of 45
Note: Accessibility to Employment Score and other score components are rounded in this table

Table H-4 Candidate Roadway Projects – Accessibility to Employment Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Max Peak Hour (AM+PM) Volume ²	Ranked Max Peak Hour Volume ³	Scaled Max Peak Hour Volume ⁴	Accessibility to Employment Score ⁵
2050-2039	Secrest Short Cut Rd	Widening	Div-10	5,044	128	53.3	26.7
2050-2040	Cox Rd	Widening	Div-10	1,490	25	10.4	5.2
2050-2041	Old Charlotte Hwy	Widening	Div-10	4,737	116	48.3	24.2
2050-2042	Antioch Church Rd	Widening	Div-10	1,536	27	11.3	5.6
2050-2043	Deal Rd	Widening	Div-10	1,536	27	11.3	5.6
2050-2044	Airport Rd	Widening	Div-10	1,315	20	8.3	4.2
2050-2045	Weddington Rd (NC 84)	Widening	Reg-E	2,377	47	19.6	9.8
2050-2046	Twelve Mile Creek Rd	Widening	Div-10	1,490	25	10.4	5.2
2050-2047	Monroe Northern Loop	New Roadway	Div-10	16,054	199	82.9	41.5
2050-2048	Secrest Ave	New Roadway	Div-10	428	6	2.5	1.3
2050-2049	Morgan Mill Rd (NC 200)	Widening	Reg-E	3,632	84	35.0	17.5
2050-2050	Ennis Rd	Widening	Div-10	2,118	42	17.5	8.8
2050-2051	Charlotte Ave	Widening	Div-10	1,744	32	13.3	6.7
2050-2052	New Town Rd	Widening	Div-10	2,203	43	17.9	9.0
2050-2053	Martin Luther King Jr Blvd (NC 200)	Widening	Reg-E	4,492	111	46.3	23.1
2050-2054	Marshville Bypass	New Roadway	SW	3,628	83	34.6	17.3
2050-2055	Waxhaw-Marvin Rd	Widening	Div-10	1,114	15	6.3	3.1
2050-2056	Waxhaw Pkwy	New Roadway	Div-10	1,791	33	13.8	6.9
2050-2057	Waxhaw Pkwy	New Roadway	Div-10	1,860	35	14.6	7.3
2050-3001	Main St / Mecklenburg Hwy (NC 115)	Widening	Reg-E	5,645	146	60.8	30.4
2050-3002	Grey Rd	Widening	Div-10	731	10	4.2	2.1
2050-3003	Shearers Rd	Widening	Div-10	172	1	0.4	0.2

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² Max Peak Hour (AM+PM) Volume = AM Peak Period (6:30-9:30AM) + PM Peak Period (3:30PM-6:30PM)
Source: Metrolina Regional Model

³ Ranked Max Peak Hour Volume = all projects Max Peak Hour Volume ranked in ascending order

⁴ Scaled Max Peak Hour Volume = all projects Ranked Max Peak Hour Volume scaled from 0 to 100

⁵ Accessibility to Employment Score = Scaled Max Peak Hour Volumes normalized to a max score of 45
Note: Accessibility to Employment Score and other score components are rounded in this table

Table H-4 Candidate Roadway Projects – Accessibility to Employment Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Max Peak Hour (AM+PM) Volume ²	Ranked Max Peak Hour Volume ³	Scaled Max Peak Hour Volume ⁴	Accessibility to Employment Score ⁵
2050-3004	Concord Rd	Widening	Div-10	4,887	120	50.0	25.0
2050-3005	Main St (NC 115)	Widening	Reg-E	6,691	160	66.7	33.3
2050-3006	Rocky River Rd	Widening	Div-10	1,433	24	10.0	5.0
2050-3007	Davidson-Concord Rd	Widening	Div-10	5,081	130	54.2	27.1
2050-3008	Statesville Rd (US 21)	Widening	Reg-E	4,879	119	49.6	24.8
2050-3009	Washam Potts Rd	Widening	Div-10	3,620	79	32.9	16.5
2050-3010	Shearers Rd	Widening	Div-10	172	1	0.4	0.2
2050-3011	Zion St Ext	New Roadway	Div-10	4,101	98	40.8	20.4
2050-3012	I-77 at Westmoreland Rd	New Interchange	SW	62,762	230	95.8	47.9
2050-3013	Westmoreland Rd	Widening	Div-10	8,877	173	72.1	36.0
2050-3014	Davidson-Concord Rd	Widening	Div-10	3,132	71	29.6	14.8
2050-3015	Bailey Rd	Widening	Div-10	2,306	45	18.8	9.4
2050-3016	June Washam Rd	Widening	Div-10	172	1	0.4	0.2
2050-3017	Old Statesville Rd (NC 115)	Widening	Reg-E	4,101	98	40.8	20.4
2050-3018	June Washam Rd	Widening	Div-10	172	1	0.4	0.2
2050-3019	Bailey Rd Flyover	New Roadway	Div-10	14,350	195	81.3	40.6
2050-3020	Church St Ext	New Roadway	Div-10	5,225	135	56.3	28.1
2050-3021	Ramah Church Rd	Widening	Div-10	3,662	85	35.4	17.7
2050-3022	Poplar Tent Rd	Widening	Div-10	5,661	147	61.3	30.6
2050-3023	Old Statesville Rd (NC 115)	Widening	Reg-E	5,225	135	56.3	28.1
2050-3024	Church St	New Roadway	Div-10	5,225	135	56.3	28.1
2050-3025	I-77	Widening	SW	70,398	236	98.3	49.2

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² Max Peak Hour (AM+PM) Volume = AM Peak Period (6:30-9:30AM) + PM Peak Period (3:30PM-6:30PM)
Source: Metrolina Regional Model

³ Ranked Max Peak Hour Volume = all projects Max Peak Hour Volume ranked in ascending order

⁴ Scaled Max Peak Hour Volume = all projects Ranked Max Peak Hour Volume scaled from 0 to 100

⁵ Accessibility to Employment Score = Scaled Max Peak Hour Volumes normalized to a max score of 45
Note: Accessibility to Employment Score and other score components are rounded in this table

Table H-4 Candidate Roadway Projects – Accessibility to Employment Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Max Peak Hour (AM+PM) Volume ²	Ranked Max Peak Hour Volume ³	Scaled Max Peak Hour Volume ⁴	Accessibility to Employment Score ⁵
2050-3026	Asbury Chapel Rd	New Roadway	Div-10	4,988	124	51.7	25.8
2050-3027	Huntersville-Concord Rd	Widening	Div-10	3,049	68	28.3	14.2
2050-3028	Walters St / Seagle St	New Roadway	Div-10	4,988	124	51.7	25.8
2050-3029	Huntersville-Concord Rd	Widening	Div-10	4,227	103	42.9	21.5
2050-3030	Old Statesville Rd (NC 115)	Widening	Reg-E	4,988	124	51.7	25.8
2050-3031	Gilead Rd	Widening	Div-10	5,361	139	57.9	29.0
2050-3032	Bud Henderson Rd	Widening	Div-10	1,102	14	5.8	2.9
2050-3033	Church St Ext	New Roadway	Div-10	5,404	140	58.3	29.2
2050-3034	Mt Holly-Huntersville Rd	Widening	Div-10	2,267	44	18.3	9.2
2050-3035	Asbury Chapel Rd	New Roadway	Div-10	5,404	140	58.3	29.2
2050-3036	McCoy Rd	Widening	Div-10	4,316	107	44.6	22.3
2050-3037	Statesville Rd (US 21)	Widening	Reg-E	9,253	176	73.3	36.7
2050-3038	Verhoeff Dr Ext	New Roadway	Div-10	5,131	131	54.6	27.3
2050-3039	Eastfield Rd	Widening	Div-10	6,525	156	65.0	32.5
2050-3040	Old Statesville Rd (NC 115)	Widening	Reg-E	5,404	140	58.3	29.2
2050-3041	Mt Holly-Huntersville Rd	Widening	Div-10	7,542	167	69.6	34.8
2050-3042	Asbury Chapel Rd	New Roadway	Div-10	5,404	140	58.3	29.2
2050-3043	Church St / Meacham Farm Rd	New Roadway	Div-10	5,404	140	58.3	29.2
2050-3044	Hambright Rd	Widening	Div-10	6,656	157	65.4	32.7
2050-3045	Hambright Rd	New Roadway	Div-10	5,131	131	54.6	27.3
2050-3046	Hambright Rd	Widening	Div-10	6,026	152	63.3	31.7
2050-3047	Eastfield Rd	Widening	Div-10	5,131	131	54.6	27.3

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² Max Peak Hour (AM+PM) Volume = AM Peak Period (6:30-9:30AM) + PM Peak Period (3:30PM-6:30PM)
Source: Metrolina Regional Model

³ Ranked Max Peak Hour Volume = all projects Max Peak Hour Volume ranked in ascending order

⁴ Scaled Max Peak Hour Volume = all projects Ranked Max Peak Hour Volume scaled from 0 to 100

⁵ Accessibility to Employment Score = Scaled Max Peak Hour Volumes normalized to a max score of 45
Note: Accessibility to Employment Score and other score components are rounded in this table

Table H-4 Candidate Roadway Projects – Accessibility to Employment Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Max Peak Hour (AM+PM) Volume ²	Ranked Max Peak Hour Volume ³	Scaled Max Peak Hour Volume ⁴	Accessibility to Employment Score ⁵
2050-3048	Mt Holly-Huntersville Rd	Widening	Div-10	8,505	172	71.7	35.8
2050-3049	Statesville Rd (US 21)	Widening	Reg-E	7,954	168	70.0	35.0
2050-3050	Hucks Rd Ext	New Roadway	Div-10	21,187	204	85.0	42.5
2050-3051	WT Harris Blvd	Widening	Div-10	8,420	171	71.3	35.6
2050-3052	I-85 at I-485	Improve Existing Interchange	SW	64,068	231	96.3	48.1
2050-3053	WT Harris Blvd (NC 24)	Widening	Reg-E	19,204	202	84.2	42.1
2050-3054	Fred D Alexander Blvd	New Roadway	Div-10	4,934	122	50.8	25.4
2050-3055	Mt Holly-Huntersville Rd	Widening	Div-10	5,792	149	62.1	31.0
2050-3056	Pavilion Blvd Ext	New Roadway	Div-10	4,889	121	50.4	25.2
2050-3057	I-85 at Mallard Creek Church Rd	Improve Existing Interchange	SW	67,021	234	97.5	48.8
2050-3058	Statesville Rd (US 21)	Widening	Reg-E	5,765	148	61.7	30.8
2050-3059	Brookshire Blvd (NC 16)	Widening	Reg-E	13,732	193	80.4	40.2
2050-3060	WT Harris Blvd (NC 24)	Widening	Reg-E	21,527	206	85.8	42.9
2050-3061	I-77 at Sunset Rd (US 21)	Improve Existing Interchange	SW	80,739	240	100.0	50.0
2050-3062	Mt Holly Rd (NC 27)	Widening	Reg-E	4,940	123	51.3	25.6
2050-3063	WT Harris Blvd (NC 24)	Widening	Reg-E	22,108	209	87.1	43.5
2050-3064	Eastern Circumferential Rd	Widening	Div-10	21,559	207	86.3	43.1
2050-3065	Freedom Dr (NC 27)	Widening	Reg-E	3,177	72	30.0	15.0
2050-3066	I-485 at Rocky River Rd	Improve Existing Interchange	SW	38,553	220	91.7	45.8
2050-3067	Brookshire Blvd (NC 16)	Widening	Reg-E	21,962	208	86.7	43.3
2050-3068	I-85 at Sugar Creek Rd	Improve Existing Interchange	SW	77,395	238	99.2	49.6

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² Max Peak Hour (AM+PM) Volume = AM Peak Period (6:30-9:30AM) + PM Peak Period (3:30PM-6:30PM)
Source: Metrolina Regional Model

³ Ranked Max Peak Hour Volume = all projects Max Peak Hour Volume ranked in ascending order

⁴ Scaled Max Peak Hour Volume = all projects Ranked Max Peak Hour Volume scaled from 0 to 100

⁵ Accessibility to Employment Score = Scaled Max Peak Hour Volumes normalized to a max score of 45
Note: Accessibility to Employment Score and other score components are rounded in this table

Table H-4 Candidate Roadway Projects – Accessibility to Employment Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Max Peak Hour (AM+PM) Volume ²	Ranked Max Peak Hour Volume ³	Scaled Max Peak Hour Volume ⁴	Accessibility to Employment Score ⁵
2050-3069	WT Harris Blvd (NC 24)	Widening	Reg-E	22,261	212	88.3	44.2
2050-3070	I-485	Widening	SW	45,789	222	92.5	46.3
2050-3071	Eastern Circumferential Rd	New Roadway	Div-10	22,261	212	88.3	44.2
2050-3072	I-85 at Brookshire Blvd (NC 16)	Improve Existing Interchange	SW	65,917	233	97.1	48.5
2050-3073	I-85	Widening	SW	61,848	229	95.4	47.7
2050-3074	Brookshire Fwy (NC 16)	Widening	Reg-E	40,029	221	92.1	46.0
2050-3075	I-85 at Billy Graham Pkwy	Improve Existing Interchange	SW	61,037	228	95.0	47.5
2050-3076	Wilkinson Blvd (US 74 / US 29)	Widening	Reg-E	9,321	177	73.8	36.9
2050-3077	Eastern Circumferential Rd	New Roadway	Div-10	16,470	200	83.3	41.7
2050-3078	I-77	Widening	SW	72,743	237	98.8	49.4
2050-3079	Eastway Dr	Widening	Div-10	14,724	197	82.1	41.0
2050-3080	I-277 (Brookshire Fwy)	Widening	SW	65,546	232	96.7	48.3
2050-3081	Billy Graham Pkwy	Widening	SW	20,778	203	84.6	42.3
2050-3082	I-277	Widening	SW	70,357	235	97.9	49.0
2050-3083	I-277 (John Belk Fwy)	Widening	SW	46,582	223	92.9	46.5
2050-3084	Eastern Circumferential Rd	New Roadway	Div-10	12,758	188	78.3	39.2
2050-3085	Albemarle Rd (NC 24 / NC 27)	Widening	Reg-E	10,064	182	75.8	37.9
2050-3086	Albemarle Rd (NC 24 / NC 27)	Widening	Reg-E	17,892	201	83.8	41.9
2050-3087	Albemarle Rd (NC 27)	Widening	Reg-E	22,628	214	89.2	44.6
2050-3088	Eastern Circumferential Rd	New Roadway	Div-10	14,430	196	81.7	40.8
2050-3089	Western Pkwy	New Roadway	Reg-E	7,528	165	68.8	34.4

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² Max Peak Hour (AM+PM) Volume = AM Peak Period (6:30-9:30AM) + PM Peak Period (3:30PM-6:30PM)
Source: Metrolina Regional Model

³ Ranked Max Peak Hour Volume = all projects Max Peak Hour Volume ranked in ascending order

⁴ Scaled Max Peak Hour Volume = all projects Ranked Max Peak Hour Volume scaled from 0 to 100

⁵ Accessibility to Employment Score = Scaled Max Peak Hour Volumes normalized to a max score of 45
Note: Accessibility to Employment Score and other score components are rounded in this table

Table H-4 Candidate Roadway Projects – Accessibility to Employment Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Max Peak Hour (AM+PM) Volume ²	Ranked Max Peak Hour Volume ³	Scaled Max Peak Hour Volume ⁴	Accessibility to Employment Score ⁵
2050-3090	I-485 at Western Pkwy	Improve Existing Interchange	SW	50,320	224	93.3	46.7
2050-3091	Western Pkwy	New Roadway	Reg-E	9,061	174	72.5	36.3
2050-3092	Western Pkwy	New Roadway	Reg-E	7,528	165	68.8	34.4
2050-3093	I-485	Widening	SW	54,251	225	93.8	46.9
2050-3094	Idlewild Rd	Widening	Div-10	8,221	170	70.8	35.4
2050-3095	Steele Creek Rd (NC 160)	Widening	Reg-E	11,087	184	76.7	38.3
2050-3096	Fairview Rd (NC 218)	Widening	Reg-E	1,626	31	12.9	6.5
2050-3097	Fairview Rd (NC 218)	Widening	Reg-E	3,221	74	30.8	15.4
2050-3098	Tyvola Rd	Widening	Div-10	12,971	190	79.2	39.6
2050-3099	Eastern Circumferential Rd	Widening	Div-10	4,020	96	40.0	20.0
2050-3100	Lawyers Rd	Widening	Div-10	1,812	34	14.2	7.1
2050-3101	Village Lake Dr	Widening	Div-10	9,985	181	75.4	37.7
2050-3102	Shopton Rd West	Widening	Div-10	11,551	185	77.1	38.5
2050-3103	S Tryon St (NC 49)	Widening	Reg-E	12,872	189	78.8	39.4
2050-3104	I-485	Widening	SW	31,489	218	90.8	45.4
2050-3105	Idlewild Rd	Widening	Div-10	2,858	63	26.3	13.1
2050-3106	Eastern Circumferential Rd	New Roadway	Div-10	9,584	180	75.0	37.5
2050-3107	S Tryon St (NC 49)	Widening	Reg-E	13,941	194	80.8	40.4
2050-3108	I-485 at S Tryon St (NC 49)	Improve Existing Interchange	SW	54,251	225	93.8	46.9
2050-3109	Westinghouse Blvd	Widening	Div-10	6,685	158	65.8	32.9
2050-3110	Idlewild Rd	Widening	Div-10	4,253	104	43.3	21.7
2050-3111	Carowinds Blvd	New Roadway	Div-10	4,101	98	40.8	20.4

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² Max Peak Hour (AM+PM) Volume = AM Peak Period (6:30-9:30AM) + PM Peak Period (3:30PM-6:30PM)
Source: Metrolina Regional Model

³ Ranked Max Peak Hour Volume = all projects Max Peak Hour Volume ranked in ascending order

⁴ Scaled Max Peak Hour Volume = all projects Ranked Max Peak Hour Volume scaled from 0 to 100

⁵ Accessibility to Employment Score = Scaled Max Peak Hour Volumes normalized to a max score of 45

Note: Accessibility to Employment Score and other score components are rounded in this table

Table H-4 Candidate Roadway Projects – Accessibility to Employment Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Max Peak Hour (AM+PM) Volume ²	Ranked Max Peak Hour Volume ³	Scaled Max Peak Hour Volume ⁴	Accessibility to Employment Score ⁵
2050-3112	Carowinds Blvd	New Roadway	Div-10	6,685	158	65.8	32.9
2050-3113	S Tryon St (NC 49)	Widening	Reg-E	21,499	205	85.4	42.7
2050-3114	Westinghouse Blvd	Widening	Div-10	25,000	215	89.6	44.8
2050-3115	Moore Rd	Widening	Div-10	1,894	36	15.0	7.5
2050-3116	Fullwood Ln	Widening	Div-10	5,065	129	53.8	26.9
2050-3117	Westinghouse Blvd	Widening	Div-10	11,782	186	77.5	38.8
2050-3118	Greylock Ridge Rd	New Roadway	Div-10	4,319	108	45.0	22.5
2050-3119	Independence Pointe Pkwy Ext	New Roadway	Div-10	3,624	80	33.3	16.7
2050-3120	McKee Rd	New Roadway	Div-10	3,624	80	33.3	16.7
2050-3121	Park Rd	Widening	Div-10	10,685	183	76.3	38.1
2050-3122	Pineville-Matthews Rd (NC 51)	Widening	Reg-E	28,938	217	90.4	45.2
2050-3123	I-485 at Pineville-Matthews Rd (NC 51)	Improve Existing Interchange	SW	80,711	239	99.6	49.8
2050-3124	Pineville Rd	Widening	Div-10	12,978	191	79.6	39.8
2050-3125	Providence Rd (NC 16)	Widening	Reg-E	12,358	187	77.9	39.0
2050-3126	Weddington Rd	Widening	Div-10	5,602	145	60.4	30.2
2050-3127	Carolina Place Pkwy / Dorman Rd Ext	Widening	Div-10	6,185	154	64.2	32.1
2050-3128	Lancaster Hwy	Widening	Div-10	9,183	175	72.9	36.5
2050-3129	Ballantyne Commons Pkwy	Widening	Div-10	13,411	192	80.0	40.0
2050-3130	Johnston Rd (US 521)	Widening	Reg-E	38,079	219	91.3	45.6
2050-3131	Providence Rd (NC 16)	Widening	Reg-E	15,784	198	82.5	41.3
2050-3132	Ardrey Kell Rd	Widening	Div-10	6,058	153	63.8	31.9
2050-3133	Ardrey Kell Rd	Widening	Div-10	5,968	151	62.9	31.5

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² Max Peak Hour (AM+PM) Volume = AM Peak Period (6:30-9:30AM) + PM Peak Period (3:30PM-6:30PM)
Source: Metrolina Regional Model

³ Ranked Max Peak Hour Volume = all projects Max Peak Hour Volume ranked in ascending order

⁴ Scaled Max Peak Hour Volume = all projects Ranked Max Peak Hour Volume scaled from 0 to 100

⁵ Accessibility to Employment Score = Scaled Max Peak Hour Volumes normalized to a max score of 45

Note: Accessibility to Employment Score and other score components are rounded in this table

Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity

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MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-1001	W Memorial Hwy (NC 901)	Widening	Reg-F											Drop in Tier I	
2050-1002	Tomlin Mill Rd	Widening	Div-12											Drop in Tier I	
2050-1003	I-77 at Turnersburg Hwy (US 21)	Improve Existing Interchange	SW											Drop in Tier I	
2050-1004	Turnersburg Hwy (US 21)	Widening	Reg-F	Slight Concentration >75%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – through a resource	3	16%	1	None	0
2050-1005	I-77 at Jane Sowers Rd	New Interchange	SW											Drop in Tier I	
2050-1006	I-40 at Old Mocksville Rd	Improve Existing Interchange	SW											Drop in Tier I	
2050-1007	Davie Ave (US 64)	Widening	Reg-F											Drop in Tier I	
2050-1008	I-40	Widening	SW											Drop in Tier I	
2050-1009	Garner Bagnal Blvd (US 64 / US 70 / NC 90)	Widening	Reg-F											Drop in Tier I	
2050-1010	Berkshire Dr Ext	New Roadway	Div-12											Drop in Tier I	
2050-1011	Berkshire Dr Ext	New Roadway	Div-12											Drop in Tier I	
2050-1012	Salisbury Rd	Widening	Div-12	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	79%	7	None	0
2050-1013	Garner Bagnal Blvd (US 70)	Widening	Reg-F	No ROW Required	9	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	90%	8	None	0
2050-1014	Greenbriar Rd Ext	New Roadway	Div-12											Drop in Tier I	
2050-1015	Shelton Ave (US 21 / NC 115)	Widening	Reg-F											Drop in Tier I	
2050-1016	E Aviation Dr Relocation	New Roadway	Div-12											Drop in Tier I	

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

Note: See Roadway Ranking Methodology for additional details regarding resource evaluation & score calculations

Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-1017	Old Mountain Rd	Widening	Div-12	Drop in Tier I											
2050-1018	I-77	Widening	SW	Drop in Tier I											
2050-1019	Third Creek Rd Ext	New Roadway	Div-12	Drop in Tier I											
2050-1020	I-77 at Amity Hill Rd	Improve Existing Interchange	SW	Drop in Tier I											
2050-1021	Old Mountain Rd	Widening	Div-12	Slight Concentration >75%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – through a resource	3	23%	2	None	0
2050-1022	Murdock Rd	Widening	Div-12	Drop in Tier I											
2050-1023	S Main St (US 21)	Widening	Reg-F	Slight Concentration >75%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – through a resource	3	24%	2	None	0
2050-1024	Southwest Bypass	New Roadway	Div-12	Slight Concentration >75%	0	New Rdy/Intc – multiple stream crossings	0	New Rdy/Intc – resources beyond ¼ mile	9	New Rdy/Intc – resources beyond ¼ mile	9	24%	2	Closes full segment gap	10
2050-1025	Perth Rd	Widening	Div-12	Slight Concentration >75%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	13%	1	None	0
2050-1026	I-77	Widening	SW	Drop in Tier I											
2050-1027	Cornelius Rd	Widening	Div-12	Slight Concentration >75%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – through a resource	3	20%	2	None	0
2050-1028	Bluefield Rd	New Roadway	Div-12	Drop in Tier I											
2050-1029	Cornelius Rd	Widening	Div-12	Slight Concentration 0-25%	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	20%	2	None	0
2050-1030	Mazeppa Rd	Widening	Div-12	Drop in Tier I											
2050-1031	Perth Rd	Widening	Div-12	Drop in Tier I											

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

Note: See Roadway Ranking Methodology for additional details regarding resource evaluation & score calculations

Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-1032	Connector Rd	Widening	Div-12	No EJ Groups Present	9	Widen Rdy/Improve Intc – single stream crossing	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	19%	2	None	0
2050-1033	Statesville Hwy (NC 115)	Widening	Reg-F	Drop in Tier I											
2050-1034	Charlotte Hwy (US 21)	Widening	Reg-F	Drop in Tier I											
2050-1035	Bluefield Rd	Widening	Div-12	Slight Concentration >75%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	4%	0	None	0
2050-1036	Charlotte Hwy (US 21)	Widening	Reg-F	No EJ Groups Present	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	25%	2	None	0
2050-1037	Plaza Dr (NC 150)	Widening	Reg-F	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	24%	2	None	0
2050-1038	Talbert Rd	Widening	Div-12	Slight Concentration 51-75%	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	14%	1	None	0
2050-1039	Timber Rd Ext	New Roadway	Div-12	Drop in Tier I											
2050-1040	Coddle Creek Hwy / Iredell Ave (NC 3)	Widening	Reg-F	Drop in Tier I											
2050-1041	Mecklenburg Hwy (NC 115)	Widening	Reg-F	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	6	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	69%	6	None	0
2050-1042	Fairview Rd	Widening	Div-12	Drop in Tier I											
2050-1043	Shearers Rd	Widening	Div-12	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	45%	4	None	0
2050-1044	Rocky River Rd	Widening	Div-12	Drop in Tier I											

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

Note: See Roadway Ranking Methodology for additional details regarding resource evaluation & score calculations

Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-1045	I-77	Widening	SW	Slight Concentration 26-50%	6	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	32%	3	None	0
2050-1046	Langtree Rd	Widening	Div-12	No EJ Groups Present	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – through a resource	3	29%	3	None	0
2050-1047	East-West Connector	New Roadway	Div-12	Drop in Tier I											
2050-1048	Mecklenburg Hwy (NC 115)	Widening	Reg-F	Moderate Concentration 0-25%	6	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – through a resource	3	48%	4	None	0
2050-1049	Coddle Creek Hwy (NC 3)	Widening	Reg-F	No EJ Groups Present	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	22%	2	None	0
2050-1050	Shearers Rd	Widening	Div-12	Drop in Tier I											
2050-2001	Lawyers Rd	Widening	Div-10	Slight Concentration 26-50%	6	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	41%	4	None	0
2050-2002	Lawyers Rd	Widening	Div-10	No EJ Groups Present	9	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	49%	4	None	0
2050-2003	Stevens Mill Rd	Widening	Div-10	Drop in Tier I											
2050-2004	Stallings Rd / Idlewild Rd	New Roadway	Div-10	Drop in Tier I											
2050-2005	Stallings Rd	Widening	Div-10	Drop in Tier I											
2050-2006	Stevens Mill Rd	Widening	Div-10	Drop in Tier I											
2050-2007	Idlewild Rd	Widening	Div-10	Slight Concentration >75%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	42%	4	None	0

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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Note: See Roadway Ranking Methodology for additional details regarding resource evaluation & score calculations

Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-2008	McKee Rd Ext	New Roadway	Div-10	Drop in Tier I											
2050-2009	Stallings Rd / Stevens Mill Rd	New Roadway	Div-10	Drop in Tier I											
2050-2010	Rocky River Rd	Widening	Div-10	Drop in Tier I											
2050-2011	Matthews-Indian Trail Rd	Widening	Div-10	Drop in Tier I											
2050-2012	Indian Trail-Fairview Rd	Widening	Div-10	Drop in Tier I											
2050-2013	Stallings Rd	Widening	Div-10	Drop in Tier I											
2050-2014	Matthews-Indian Trail Rd	Widening	Div-10	Drop in Tier I											
2050-2015	Pleasant Plains Rd	Widening	Div-10	Drop in Tier I											
2050-2016	Potter Rd	Widening	Div-10	Drop in Tier I											
2050-2017	Indian Trail Rd	Widening	Div-10	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	66%	6	None	0
2050-2018	Unionville-Indian Trail Rd	Widening	Div-10	Drop in Tier I											
2050-2019	Unionville-Indian Trail Rd	Widening	Div-10	Drop in Tier I											
2050-2020	Secrest Short Cut Rd	Widening	Div-10	Drop in Tier I											
2050-2021	Chestnut Ln	Widening	Div-10	Drop in Tier I											
2050-2022	Sardis Rd	Widening	Div-10	Drop in Tier I											
2050-2023	Chestnut Ln	Widening	Div-10	Drop in Tier I											
2050-2024	Faith Church Rd	New Roadway	Div-10	Moderate Concentration 26-50%	3	New Rdy/Intc – within ¼ mile of a resource	3	New Rdy/Intc – resources beyond ¼ mile	9	New Rdy/Intc – within ¼ mile of a resource & no impact	9	52%	5	Connect 2 CTP designated "Needs Improvement" roadways	10
2050-2025	Matthews-Weddington Rd	Widening	Div-10	Drop in Tier I											

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Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-2026	Rocky River Rd	Widening	Div-10	Drop in Tier I											
2050-2027	Secrest Short Cut Rd	Widening	Div-10	Drop in Tier I											
2050-2028	Antioch Church Rd / Forest Lawn Dr	Widening	Div-10	Drop in Tier I											
2050-2029	Waxhaw-Indian Trail Rd	Widening	Div-10	Drop in Tier I											
2050-2030	Antioch Church Rd	Widening	Div-10	Drop in Tier I											
2050-2031	Wesley Chapel Rd	Widening	Div-10	Slight Concentration >75%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – through a resource	3	52%	5	None	0
2050-2032	Old Charlotte Hwy	Widening	Div-10	Slight Concentration >75%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	56%	5	None	0
2050-2033	Rocky River Rd	Widening	Div-10	Drop in Tier I											
2050-2034	Rogers Rd	Widening	Div-10	Drop in Tier I											
2050-2035	Potter Rd	Widening	Div-10	Drop in Tier I											
2050-2036	Huntington Dr	Widening	Div-10	Drop in Tier I											
2050-2037	Northern Access Rd	New Roadway	Div-10	Drop in Tier I											
2050-2038	Beulah Church Rd	Widening	Div-10	Drop in Tier I											
2050-2039	Secrest Short Cut Rd	Widening	Div-10	Drop in Tier I											
2050-2040	Cox Rd	Widening	Div-10	Drop in Tier I											
2050-2041	Old Charlotte Hwy	Widening	Div-10	High Concentration >25%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – through a resource	3	66%	6	None	0
2050-2042	Antioch Church Rd	Widening	Div-10	Drop in Tier I											

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

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Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-2043	Deal Rd	Widening	Div-10	Drop in Tier I											
2050-2044	Airport Rd	Widening	Div-10	Drop in Tier I											
2050-2045	Weddington Rd (NC 84)	Widening	Reg-E	Slight Concentration >75%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	49%	4	None	0
2050-2046	Twelve Mile Creek Rd	Widening	Div-10	Drop in Tier I											
2050-2047	Monroe Northern Loop	New Roadway	Div-10	Moderate Concentration 26-50%	3	New Rdy/Intc – multiple stream crossings	0	New Rdy/Intc – through a resource	0	New Rdy/Intc – within ¼ mile of a resource	3	80%	7	Closes full segment gap	10
2050-2048	Secrest Ave	New Roadway	Div-10	Drop in Tier I											
2050-2049	Morgan Mill Rd (NC 200)	Widening	Reg-E	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	74%	7	None	0
2050-2050	Ennis Rd	Widening	Div-10	Drop in Tier I											
2050-2051	Charlotte Ave	Widening	Div-10	Drop in Tier I											
2050-2052	New Town Rd	Widening	Div-10	Drop in Tier I											
2050-2053	Martin Luther King Jr Blvd (NC 200)	Widening	Reg-E	Drop in Tier I											
2050-2054	Marshville Bypass	New Roadway	SW	Drop in Tier I											
2050-2055	Waxhaw-Marvin Rd	Widening	Div-10	Drop in Tier I											
2050-2056	Waxhaw Pkwy	New Roadway	Div-10	Drop in Tier I											
2050-2057	Waxhaw Pkwy	New Roadway	Div-10	Drop in Tier I											
2050-3001	Main St / Mecklenburg Hwy (NC 115)	Widening	Reg-E	No EJ Groups Present	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	15%	1	None	0
2050-3002	Grey Rd	Widening	Div-10	Drop in Tier I											

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Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-3003	Shearers Rd	Widening	Div-10	Drop in Tier I											
2050-3004	Concord Rd	Widening	Div-10	Drop in Tier I											
2050-3005	Main St (NC 115)	Widening	Reg-E	Slight Concentration >75%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – through a resource	3	5%	0	None	0
2050-3006	Rocky River Rd	Widening	Div-10	Drop in Tier I											
2050-3007	Davidson-Concord Rd	Widening	Div-10	Drop in Tier I											
2050-3008	Statesville Rd (US 21)	Widening	Reg-E	Drop in Tier I											
2050-3009	Washam Potts Rd	Widening	Div-10	Drop in Tier I											
2050-3010	Shearers Rd	Widening	Div-10	Drop in Tier I											
2050-3011	Zion St Ext	New Roadway	Div-10	Drop in Tier I											
2050-3012	I-77 at Westmoreland Rd	New Interchange	SW	Slight Concentration >75%	0	New Rdy/Intc – through a resource	0	New Rdy/Intc – resources beyond ¼ mile	9	New Rdy/Intc – resources beyond ¼ mile	9	51%	5	New interchange	10
2050-3013	Westmoreland Rd	Widening	Div-10	Drop in Tier I											
2050-3014	Davidson-Concord Rd	Widening	Div-10	Drop in Tier I											
2050-3015	Bailey Rd	Widening	Div-10	Drop in Tier I											
2050-3016	June Washam Rd	Widening	Div-10	Drop in Tier I											
2050-3017	Old Statesville Rd (NC 115)	Widening	Reg-E	Drop in Tier I											
2050-3018	June Washam Rd	Widening	Div-10	Drop in Tier I											
2050-3019	Bailey Rd Flyover	New Roadway	Div-10	No EJ Groups Present	9	New Rdy/Intc – within ¼ mile of a resource	3	New Rdy/Intc – resources beyond ¼ mile	9	New Rdy/Intc – within ¼ mile of a resource	3	27%	2	None	0

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Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-3020	Church St Ext	New Roadway	Div-10	No EJ Groups Present	9	New Rdy/Intc – single stream crossing	3	New Rdy/Intc – within ¼ mile of a resource & no impact	9	New Rdy/Intc – within ¼ mile of a resource	3	36%	3	Connect 2 CTP designated "Needs Improvement" roadways	10
2050-3021	Ramah Church Rd	Widening	Div-10	Drop in Tier I											
2050-3022	Poplar Tent Rd	Widening	Div-10	No EJ Groups Present	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	22%	2	None	0
2050-3023	Old Statesville Rd (NC 115)	Widening	Reg-E	Slight Concentration >75%	0	Widen Rdy/Improve Intc – single stream crossing	6	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – through a resource	3	36%	3	None	0
2050-3024	Church St	New Roadway	Div-10	No EJ Groups Present	9	New Rdy/Intc – single stream crossing	3	New Rdy/Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	36%	3	Closes full segment gap	10
2050-3025	I-77	Widening	SW	Slight Concentration 51-75%	3	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	58%	5	None	0
2050-3026	Asbury Chapel Rd	New Roadway	Div-10	Drop in Tier I											
2050-3027	Huntersville-Concord Rd	Widening	Div-10	Drop in Tier I											
2050-3028	Walters St / Seagle St	New Roadway	Div-10	Drop in Tier I											
2050-3029	Huntersville-Concord Rd	Widening	Div-10	Drop in Tier I											
2050-3030	Old Statesville Rd (NC 115)	Widening	Reg-E	Slight Concentration 51-75%	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	3	37%	3	None	0
2050-3031	Gilead Rd	Widening	Div-10	Slight Concentration 26-50%	6	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	22%	2	None	0
2050-3032	Bud Henderson Rd	Widening	Div-10	Drop in Tier I											

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Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-3033	Church St Ext	New Roadway	Div-10	Drop in Tier I											
2050-3034	Mt Holly-Huntersville Rd	Widening	Div-10	Drop in Tier I											
2050-3035	Asbury Chapel Rd	New Roadway	Div-10	Drop in Tier I											
2050-3036	McCoy Rd	Widening	Div-10	Drop in Tier I											
2050-3037	Statesville Rd (US 21)	Widening	Reg-E	Slight Concentration >75%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	35%	3	None	0
2050-3038	Verhoeff Dr Ext	New Roadway	Div-10	No EJ Groups Present	9	New Rdy/Intc – multiple stream crossings	0	New Rdy/Intc – within ¼ mile of a resource & no impact	9	New Rdy/Intc – within ¼ mile of a resource	3	64%	6	Closes full segment gap	10
2050-3039	Eastfield Rd	Widening	Div-10	Slight Concentration 0-25%	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – through a resource	3	58%	5	None	0
2050-3040	Old Statesville Rd (NC 115)	Widening	Reg-E	No EJ Groups Present	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	38%	3	None	0
2050-3041	Mt Holly-Huntersville Rd	Widening	Div-10	Drop in Tier I											
2050-3042	Asbury Chapel Rd	New Roadway	Div-10	Drop in Tier I											
2050-3043	Church St / Meacham Farm Rd	New Roadway	Div-10	Drop in Tier I											
2050-3044	Hambright Rd	Widening	Div-10	Drop in Tier I											
2050-3045	Hambright Rd	New Roadway	Div-10	No EJ Groups Present	9	New Rdy/Intc – multiple stream crossings	0	New Rdy/Intc – resources beyond ¼ mile	9	New Rdy/Intc – within ¼ mile of a resource	3	64%	6	None	0
2050-3046	Hambright Rd	Widening	Div-10	Drop in Tier I											
2050-3047	Eastfield Rd	Widening	Div-10	Drop in Tier I											
2050-3048	Mt Holly-Huntersville Rd	Widening	Div-10	Drop in Tier I											

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-3049	Statesville Rd (US 21)	Widening	Reg-E	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	72%	6	None	0
2050-3050	Hucks Rd Ext	New Roadway	Div-10	Moderate Concentration >50%	0	New Rdy/Intc – through a resource	0	New Rdy/Intc – resources beyond ¼ mile	9	New Rdy/Intc – within ¼ mile of a resource	9	82%	7	None	0
2050-3051	WT Harris Blvd	Widening	Div-10	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	72%	7	None	0
2050-3052	I-85 at I-485	Improve Existing Interchange	SW	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	64%	6	None	0
2050-3053	WT Harris Blvd (NC 24)	Widening	Reg-E	No ROW Required	9	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	78%	7	None	0
2050-3054	Fred D Alexander Blvd	New Roadway	Div-10	Drop in Tier I											
2050-3055	Mt Holly-Huntersville Rd	Widening	Div-10	Drop in Tier I											
2050-3056	Pavilion Blvd Ext	New Roadway	Div-10	Drop in Tier I											
2050-3057	I-85 at Mallard Creek Church Rd	Improve Existing Interchange	SW	High Concentration >25%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	84%	8	None	0
2050-3058	Statesville Rd (US 21)	Widening	Reg-E	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	90%	8	None	0
2050-3059	Brookshire Blvd (NC 16)	Widening	Reg-E	No ROW Required	9	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	55%	5	None	0

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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Note: See Roadway Ranking Methodology for additional details regarding resource evaluation & score calculations

Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-3060	WT Harris Blvd (NC 24)	Widening	Reg-E	No ROW Required	9	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	95%	9	None	0
2050-3061	I-77 at Sunset Rd (US 21)	Improve Existing Interchange	SW	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	80%	7	None	0
2050-3062	Mt Holly Rd (NC 27)	Widening	Reg-E	Moderate Concentration 26-50%	3	Widen Rdy/Improve Intc – single stream crossing	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	61%	5	Closes full lane gap	5
2050-3063	WT Harris Blvd (NC 24)	Widening	Reg-E	No ROW Required	9	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	96%	9	Closes full lane gap	5
2050-3064	Eastern Circumferential Rd	Widening	Div-10	Moderate Concentration 26-50%	3	Widen Rdy/Improve Intc – single stream crossing	6	New Rdy/Intc -- within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	95%	9	Connect 2 CTP designated "Needs Improvement" roadways	10
2050-3065	Freedom Dr (NC 27)	Widening	Reg-E	Drop in Tier I											
2050-3066	I-485 at Rocky River Rd	Improve Existing Interchange	SW	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – single stream crossing	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	61%	5	None	0
2050-3067	Brookshire Blvd (NC 16)	Widening	Reg-E	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	91%	8	None	0
2050-3068	I-85 at Sugar Creek Rd	Improve Existing Interchange	SW	High Concentration >25%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	86%	8	None	0

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

Note: See Roadway Ranking Methodology for additional details regarding resource evaluation & score calculations

Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-3069	WT Harris Blvd (NC 24)	Widening	Reg-E	High Concentration 0-25%	3	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	97%	9	Closes full lane gap	5
2050-3070	I-485	Widening	SW	Drop in Tier I											
2050-3071	Eastern Circumferential Rd	New Roadway	Div-10	Moderate Concentration >50%	0	New Rdy/Intc – through a resource	0	New Rdy/Intc – through a resource	0	New Rdy/Intc – through a resource	0	97%	9	Connect 2 CTP designated "Needs Improvement" roadways	10
2050-3072	I-85 at Brookshire Blvd (NC 16)	Improve Existing Interchange	SW	High Concentration >25%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	9	87%	8	None	0
2050-3073	I-85	Widening	SW	High Concentration >25%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	60%	5	None	0
2050-3074	Brookshire Fwy (NC 16)	Widening	Reg-E	High Concentration >25%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	88%	8	Closes full lane gap	5
2050-3075	I-85 at Billy Graham Pkwy	Improve Existing Interchange	SW	High Concentration >25%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	83%	7	None	0
2050-3076	Wilkinson Blvd (US 74 / US 29)	Widening	Reg-E	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – single stream crossing	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	81%	7	None	0
2050-3077	Eastern Circumferential Rd	New Roadway	Div-10	High Concentration >25%	0	New Rdy/Intc – multiple stream crossings	0	New Rdy/Intc – resources beyond ¼ mile	9	New Rdy/Intc – through a resource	0	97%	9	Connect 2 CTP designated "Needs Improvement" roadways	10
2050-3078	I-77	Widening	SW	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	82%	7	Continues or connects the roadway functionality	5

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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Note: See Roadway Ranking Methodology for additional details regarding resource evaluation & score calculations

Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-3079	Eastway Dr	Widening	Div-10	High Concentration >25%	0	Widen Rdy/Improve Intc – single stream crossing	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – through a resource	3	100%	9	None	0
2050-3080	I-277 (Brookshire Fwy)	Widening	SW	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	84%	8	None	0
2050-3081	Billy Graham Pkwy	Widening	SW	High Concentration >25%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	89%	8	None	0
2050-3082	I-277	Widening	SW	Moderate Concentration 26-50%	3	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	92%	8	None	0
2050-3083	I-277 (John Belk Fwy)	Widening	SW	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – single stream crossing	6	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	9	88%	8	None	0
2050-3084	Eastern Circumferential Rd	New Roadway	Div-10	Drop in Tier I											
2050-3085	Albemarle Rd (NC 24 / NC 27)	Widening	Reg-E	High Concentration >25%	0	Widen Rdy/Improve Intc – single stream crossing	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	95%	9	None	0
2050-3086	Albemarle Rd (NC 24 / NC 27)	Widening	Reg-E	High Concentration >25%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	94%	8	None	0
2050-3087	Albemarle Rd (NC 27)	Widening	Reg-E	High Concentration >25%	0	Widen Rdy/Improve Intc – single stream crossing	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	95%	9	None	0
2050-3088	Eastern Circumferential Rd	New Roadway	Div-10	Moderate Concentration >50%	0	New Rdy/Intc – multiple stream crossings	0	New Rdy/Intc – resources beyond ¼ mile	9	New Rdy/Intc – through a resource	0	99%	9	Connect 2 CTP designated "Needs Improvement" roadways	10
2050-3089	Western Pkwy	New Roadway	Reg-E	Drop in Tier I											

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Note: See Roadway Ranking Methodology for additional details regarding resource evaluation & score calculations

Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-3090	I-485 at Western Pkwy	Improve Existing Interchange	SW	Drop in Tier I											
2050-3091	Western Pkwy	New Roadway	Reg-E	High Concentration >25%	0	New Rdy/Intc – through a resource	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	88%	8	Connect 2 CTP designated "Needs Improvement" roadways	10
2050-3092	Western Pkwy	New Roadway	Reg-E	Drop in Tier I											
2050-3093	I-485	Widening	SW	No ROW Required	9	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	62%	6	Continues or connects the roadway functionality	5
2050-3094	Idlewild Rd	Widening	Div-10	Drop in Tier I											
2050-3095	Steele Creek Rd (NC 160)	Widening	Reg-E	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	90%	8	None	0
2050-3096	Fairview Rd (NC 218)	Widening	Reg-E	Drop in Tier I											
2050-3097	Fairview Rd (NC 218)	Widening	Reg-E	Slight Concentration >75%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	47%	4	None	0
2050-3098	Tyvolia Rd	Widening	Div-10	High Concentration >25%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – through a resource	3	93%	8	None	0
2050-3099	Eastern Circumferential Rd	Widening	Div-10	Drop in Tier I											
2050-3100	Lawyers Rd	Widening	Div-10	Drop in Tier I											
2050-3101	Village Lake Dr	Widening	Div-10	Drop in Tier I											
2050-3102	Shopton Rd West	Widening	Div-10	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	89%	8	None	0

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

Note: See Roadway Ranking Methodology for additional details regarding resource evaluation & score calculations

Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-3103	S Tryon St (NC 49)	Widening	Reg-E	High Concentration >25%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	96%	9	None	0
2050-3104	I-485	Widening	SW	Drop in Tier I											
2050-3105	Idlewild Rd	Widening	Div-10	Drop in Tier I											
2050-3106	Eastern Circumferential Rd	New Roadway	Div-10	High Concentration >25%	0	New Rdy/Intc -- multiple stream crossings	0	New Rdy/Intc -- resources beyond ¼ mile	9	New Rdy/Intc -- resources beyond ¼ mile	9	57%	5	Closes full segment gap	10
2050-3107	S Tryon St (NC 49)	Widening	Reg-E	High Concentration >25%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	94%	8	None	0
2050-3108	I-485 at S Tryon St (NC 49)	Improve Existing Interchange	SW	High Concentration >25%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	62%	6	None	0
2050-3109	Westinghouse Blvd	Widening	Div-10	High Concentration >25%	0	Widen Rdy/Improve Intc – through a resource	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	96%	9	None	0
2050-3110	Idlewild Rd	Widening	Div-10	Drop in Tier I											
2050-3111	Carowinds Blvd	New Roadway	Div-10	Drop in Tier I											
2050-3112	Carowinds Blvd	New Roadway	Div-10	High Concentration >25%	0	New Rdy/Intc – within ¼ mile of a resource	3	New Rdy/Intc -- resources beyond ¼ mile	9	New Rdy/Intc -- resources beyond ¼ mile	9	96%	9	Closes full segment gap	10
2050-3113	S Tryon St (NC 49)	Widening	Reg-E	High Concentration >25%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – through a resource	3	72%	6	None	0
2050-3114	Westinghouse Blvd	Widening	Div-10	Slight Concentration 0-25%	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	63%	6	None	0
2050-3115	Moore Rd	Widening	Div-10	Drop in Tier I											

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Note: See Roadway Ranking Methodology for additional details regarding resource evaluation & score calculations

Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-3116	Fullwood Ln	Widening	Div-10	Drop in Tier I											
2050-3117	Westinghouse Blvd	Widening	Div-10	Moderate Concentration >50%	0	Widen Rdy/Improve Intc -- single stream crossing	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	50%	4	None	0
2050-3118	Greylock Ridge Rd	New Roadway	Div-10	Drop in Tier I											
2050-3119	Independence Pointe Pkwy Ext	New Roadway	Div-10	Drop in Tier I											
2050-3120	McKee Rd	New Roadway	Div-10	Drop in Tier I											
2050-3121	Park Rd	Widening	Div-10	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – single stream crossing	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	78%	7	None	0
2050-3122	Pineville-Matthews Rd (NC 51)	Widening	Reg-E	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	68%	6	Closes full lane gap	5
2050-3123	I-485 at Pineville-Matthews Rd (NC 51)	Improve Existing Interchange	SW	Moderate Concentration >50%	0	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	63%	6	None	0
2050-3124	Pineville Rd	Widening	Div-10	Drop in Tier I											
2050-3125	Providence Rd (NC 16)	Widening	Reg-E	Slight Concentration >75%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – through a resource	3	16%	1	None	0
2050-3126	Weddington Rd	Widening	Div-10	Drop in Tier I											
2050-3127	Carolina Place Pkwy / Dorman Rd Ext	Widening	Div-10	Drop in Tier I											
2050-3128	Lancaster Hwy	Widening	Div-10	High Concentration >25%	0	Widen Rdy/Improve Intc – single stream crossing	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – through a resource	3	56%	5	None	0

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

Note: See Roadway Ranking Methodology for additional details regarding resource evaluation & score calculations

Table H-5 Candidate Roadway Projects – Tier II Scores for Environmental Justice Impacts, Resource Impacts, Equitable Access, and System Connectivity (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Environmental Justice		Natural Resources		Historic Resources		Community Resources		Equitable Access		System Connectivity	
				Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points	Criteria Met	Points
2050-3129	Ballantyne Commons Pkwy	Widening	Div-10	Slight Concentration >75%	0	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource	6	16%	1	Closes full lane gap	5
2050-3130	Johnston Rd (US 521)	Widening	Reg-E	Slight Concentration >75%	0	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	45%	4	None	0
2050-3131	Providence Rd (NC 16)	Widening	Reg-E	Slight Concentration >75%	0	Widen Rdy/Improve Intc – single stream crossing	6	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	31%	3	None	0
2050-3132	Ardrey Kell Rd	Widening	Div-10	No ROW Required	9	Widen Rdy/Improve Intc – single stream crossing	6	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	23%	2	None	0
2050-3133	Ardrey Kell Rd	Widening	Div-10	No ROW Required	9	Widen Rdy/Improve Intc – multiple stream crossings	3	Widen Rdy/Improve Intc – resources beyond ¼ mile	9	Widen Rdy/Improve Intc – within ¼ mile of a resource & no impact	9	5%	0	None	0

Table H-6 Candidate Roadway Projects – Benefit-Cost Scores

MTP ID	Project Name	STI Category ¹	Part 1 Score Components				Part 2 Score Components				Total Benefit-Cost Score ⁷
			Total Travel Time Savings, \$ (2018-2035) ²	Total Safety Benefit, \$ (2018-2035) ³	Project Cost to NCDOT, 2022 \$ ⁴	Part 1 Score ⁵	Other Funds, 2022 \$ ⁴	Total Project Cost, 2022 \$ ⁴	Part 2 Score ⁶		
2050-1001	W Memorial Hwy (NC 901)	Reg-F								Drop in Tier I	
2050-1002	Tomlin Mill Rd	Div-12								Drop in Tier I	
2050-1003	I-77 at Turnersburg Hwy (US 21)	SW								Drop in Tier I	
2050-1004	Turnersburg Hwy (US 21)	Reg-F	\$14,905,732	\$4,173,682	\$55,250,000	4.2	\$0	\$55,250,000	0.0	5	
2050-1005	I-77 at Jane Sowers Rd	SW								Drop in Tier I	
2050-1006	I-40 at Old Mocksville Rd	SW								Drop in Tier I	
2050-1007	Davie Ave (US 64)	Reg-F								Drop in Tier I	
2050-1008	I-40	SW								Drop in Tier I	
2050-1009	Garner Bagnal Blvd (US 64 / US 70 / NC 90)	Reg-F								Drop in Tier I	
2050-1010	Berkshire Dr Ext	Div-12								Drop in Tier I	
2050-1011	Berkshire Dr Ext	Div-12								Drop in Tier I	
2050-1012	Salisbury Rd	Div-12	\$8,085,175	\$2,670,072	\$25,010,000	6.8	\$0	\$25,010,000	0.0	8	
2050-1013	Garner Bagnal Blvd (US 70)	Reg-F	\$7,195,208	\$6,640,204	\$27,150,000	7.6	\$0	\$27,150,000	0.0	10	
2050-1014	Greenbriar Rd Ext	Div-12								Drop in Tier I	
2050-1015	Shelton Ave (US 21 / NC 115)	Reg-F								Drop in Tier I	
2050-1016	E Aviation Dr Relocation	Div-12								Drop in Tier I	
2050-1017	Old Mountain Rd	Div-12								Drop in Tier I	
2050-1018	I-77	SW								Drop in Tier I	
2050-1019	Third Creek Rd Ext	Div-12								Drop in Tier I	
2050-1020	I-77 at Amity Hill Rd	SW								Drop in Tier I	
2050-1021	Old Mountain Rd	Div-12	\$0	\$0	\$13,350,000	0.4	\$0	\$13,350,000	0.0	3	
2050-1022	Murdock Rd	Div-12								Drop in Tier I	
2050-1023	S Main St (US 21)	Reg-F	\$6,885,200	\$1,154,483	\$18,970,000	6.4	\$0	\$18,970,000	0.0	7	

MTP Status:

Drop in Tier I

Drop in Tier II

Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

² Reference Table H-7, Travel Time Savings Data for Benefit-Cost Scores

³ Reference Table H-8, Safety Data for Benefit-Cost Scores

⁴ Project Cost represents costs used to calculate Benefit-Cost Score; costs rounded to nearest ten thousand; Total Project Costs = Project Cost to NCDOT + Other Funds (anticipated toll revenue \$'s)

⁵ Part 1 Score = [(Total Travel Time Savings (2018-2035)) + (Total Safety Benefit (2018-2035))] ÷ (Project Cost to NCDOT, 2022 \$)

Note: Part 1 Score is ranked in ascending order then scaled to 45 to maintain consistency with SPOT P6.0 scoring methodologies

⁶ Part 2 Score = [(Other Funds, 2022 \$) ÷ (Total Project Cost, 2022 \$)] × 100 ÷ 2

⁷ Total Benefit-Cost Score = Part 1 Score + Part 2 Score

Note: Total Benefit-Cost Score and other score components are rounded in this table

MTP Status:

Drop in Tier I

Drop in Tier II

Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

Note: See Roadway Ranking Methodology for additional details regarding resource evaluation & score calculations

Table H-6 Candidate Roadway Projects – Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Part 1 Score Components				Part 2 Score Components			Total Benefit-Cost Score ⁷
			Total Travel Time Savings, \$ (2018-2035) ²	Total Safety Benefit, \$ (2018-2035) ³	Project Cost to NCDOT, 2022 \$ ⁴	Part 1 Score ⁵	Other Funds, 2022 \$ ⁴	Total Project Cost, 2022 \$ ⁴	Part 2 Score ⁶	
2050-1024	Southwest Bypass	Div-12	\$65,310,749	\$1,668,184	\$61,640,000	17.8	\$0	\$61,640,000	0.0	12
2050-1025	Perth Rd	Div-12	\$0	\$0	\$61,010,000	0.4	\$0	\$61,010,000	0.0	0
2050-1026	I-77	SW					Drop in Tier I			
2050-1027	Cornelius Rd	Div-12	\$9,710,022	\$4,073,533	\$17,310,000	11.5	\$0	\$17,310,000	0.0	14
2050-1028	Bluefield Rd	Div-12					Drop in Tier I			
2050-1029	Cornelius Rd	Div-12	\$69,386,044	\$8,173,248	\$60,120,000	19.1	\$0	\$60,120,000	0.0	22
2050-1030	Mazeppa Rd	Div-12					Drop in Tier I			
2050-1031	Perth Rd	Div-12					Drop in Tier I			
2050-1032	Connector Rd	Div-12	\$58,654,063	\$4,460,417	\$12,260,000	38.6	\$0	\$12,260,000	0.0	39
2050-1033	Statesville Hwy (NC 115)	Reg-F					Drop in Tier I			
2050-1034	Charlotte Hwy (US 21)	Reg-F					Drop in Tier I			
2050-1035	Bluefield Rd	Div-12	\$49,285,542	\$10,406,183	\$33,620,000	24.6	\$0	\$33,620,000	0.0	0
2050-1036	Charlotte Hwy (US 21)	Reg-F	\$26,419,224	\$4,629,654	\$46,480,000	9.8	\$0	\$46,480,000	0.0	13
2050-1037	Plaza Dr (NC 150)	Reg-F	\$1,577,940	\$11,796,202	\$42,520,000	3.8	\$0	\$42,520,000	0.0	4
2050-1038	Talbert Rd	Div-12	\$14,749,319	\$1,443,803	\$22,070,000	11.0	\$0	\$22,070,000	0.0	14
2050-1039	Timber Rd Ext	Div-12					Drop in Tier I			
2050-1040	Coddle Creek Hwy / Iredell Ave (NC 3)	Reg-F					Drop in Tier I			
2050-1041	Mecklenburg Hwy (NC 115)	Reg-F	\$22,639,737	\$3,239,666	\$21,740,000	18.7	\$0	\$21,740,000	0.0	11
2050-1042	Fairview Rd	Div-12					Drop in Tier I			
2050-1043	Shearers Rd	Div-12	\$256,604,537	\$16,407,638	\$463,500,000	8.5	\$0	\$463,500,000	0.0	10
2050-1044	Rocky River Rd	Div-12					Drop in Tier I			
2050-1045	I-77	SW	\$291,761,990	\$12,832,000	\$231,080,000	19.5	\$15,240,000	\$246,320,000	3.1	8
2050-1046	Langtree Rd	Div-12	\$828,584	\$4,031,019	\$39,250,000	3.0	\$0	\$39,250,000	0.0	3

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Reference Table H-7, Travel Time Savings Data for Benefit-Cost Scores³ Reference Table H-8, Safety Data for Benefit-Cost Scores⁴ Project Cost represents costs used to calculate Benefit-Cost Score; costs rounded to nearest ten thousand; Total Project Costs = Project Cost to NCDOT + Other Funds (anticipated toll revenue \$'s)⁵ Part 1 Score = [(Total Travel Time Savings (2018-2035)) + (Total Safety Benefit (2018-2035))] ÷ (Project Cost to NCDOT, 2022 \$)

Note: Part 1 Score is ranked in ascending order then scaled to 45 to maintain consistency with SPOT P6.0 scoring methodologies

⁶ Part 2 Score = [(Other Funds, 2022 \$)] ÷ (Total Project Cost, 2022 \$) × 100 ÷ 2⁷ Total Benefit-Cost Score = Part 1 Score + Part 2 Score

Note: Total Benefit-Cost Score and other score components are rounded in this table

Table H-6 Candidate Roadway Projects – Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Part 1 Score Components				Part 2 Score Components			Total Benefit-Cost Score ⁷
			Total Travel Time Savings, \$ (2018-2035) ²	Total Safety Benefit, \$ (2018-2035) ³	Project Cost to NCDOT, 2022 \$ ⁴	Part 1 Score ⁵	Other Funds, 2022 \$ ⁴	Total Project Cost, 2022 \$ ⁴	Part 2 Score ⁶	
2050-1047	East-West Connector	Div-12					Drop in Tier I			
2050-1048	Mecklenburg Hwy (NC 115)	Reg-F	\$34,350,693	\$2,212,627	\$41,040,000	14.4	\$0	\$41,040,000	0.0	8
2050-1049	Coddle Creek Hwy (NC 3)	Reg-F	\$1,248,263	\$3,659,422	\$59,030,000	2.5	\$0	\$59,030,000	0.0	3
2050-1050	Shearers Rd	Div-12					Drop in Tier I			
2050-2001	Lawyers Rd	Div-10	\$55,574,981	\$6,974,833	\$14,650,000	36.9	\$0	\$14,650,000	0.0	37
2050-2002	Lawyers Rd	Div-10	\$24,093,365	\$3,253,046	\$29,060,000	15.7	\$0	\$29,060,000	0.0	18
2050-2003	Stevens Mill Rd	Div-10					Drop in Tier I			
2050-2004	Stallings Rd / Idlewild Rd	Div-10					Drop in Tier I			
2050-2005	Stallings Rd	Div-10					Drop in Tier I			
2050-2006	Stevens Mill Rd	Div-10					Drop in Tier I			
2050-2007	Idlewild Rd	Div-10	\$16,735,557	\$3,369,921	\$28,620,000	10.6	\$0	\$28,620,000	0.0	14
2050-2008	McKee Rd Ext	Div-10					Drop in Tier I			
2050-2009	Stallings Rd / Stevens Mill Rd	Div-10					Drop in Tier I			
2050-2010	Rocky River Rd	Div-10					Drop in Tier I			
2050-2011	Matthews-Indian Trail Rd	Div-10					Drop in Tier I			
2050-2012	Indian Trail-Fairview Rd	Div-10					Drop in Tier I			
2050-2013	Stallings Rd	Div-10					Drop in Tier I			
2050-2014	Matthews-Indian Trail Rd	Div-10					Drop in Tier I			
2050-2015	Pleasant Plains Rd	Div-10					Drop in Tier I			
2050-2016	Potter Rd	Div-10					Drop in Tier I			
2050-2017	Indian Trail Rd	Div-10	\$12,573,574	\$7,513,825	\$30,380,000	9.3	\$0	\$30,380,000	0.0	4
2050-2018	Unionville-Indian Trail Rd	Div-10					Drop in Tier I			
2050-2019	Unionville-Indian Trail Rd	Div-10					Drop in Tier I			

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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Note: Part 1 Score is ranked in ascending order then scaled to 45 to maintain consistency

Table H-6 Candidate Roadway Projects – Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Part 1 Score Components				Part 2 Score Components			Total Benefit-Cost Score ⁷	
			Total Travel Time Savings, \$ (2018-2035) ²	Total Safety Benefit, \$ (2018-2035) ³	Project Cost to NCDOT, 2022 \$ ⁴	Part 1 Score ⁵	Other Funds, 2022 \$ ⁴	Total Project Cost, 2022 \$ ⁴	Part 2 Score ⁶		
2050-2020	Secrest Short Cut Rd	Div-10					Drop in Tier I				
2050-2021	Chestnut Ln	Div-10					Drop in Tier I				
2050-2022	Sardis Rd	Div-10					Drop in Tier I				
2050-2023	Chestnut Ln	Div-10					Drop in Tier I				
2050-2024	Faith Church Rd	Div-10	\$90,764,755	\$3,330,515	\$32,060,000	31.8	\$0	\$32,060,000	0.0	33	
2050-2025	Matthews-Weddington Rd	Div-10					Drop in Tier I				
2050-2026	Rocky River Rd	Div-10					Drop in Tier I				
2050-2027	Secrest Short Cut Rd	Div-10					Drop in Tier I				
2050-2028	Antioch Church Rd / Forest Lawn Dr	Div-10					Drop in Tier I				
2050-2029	Waxhaw-Indian Trail Rd	Div-10					Drop in Tier I				
2050-2030	Antioch Church Rd	Div-10					Drop in Tier I				
2050-2031	Wesley Chapel Rd	Div-10	\$13,476,967	\$2,251,887	\$15,660,000	16.6	\$0	\$15,660,000	0.0	19	
2050-2032	Old Charlotte Hwy	Div-10	\$73,590,680	\$3,536,170	\$23,780,000	32.7	\$0	\$23,780,000	0.0	34	
2050-2033	Rocky River Rd	Div-10					Drop in Tier I				
2050-2034	Rogers Rd	Div-10					Drop in Tier I				
2050-2035	Potter Rd	Div-10					Drop in Tier I				
2050-2036	Huntington Dr	Div-10					Drop in Tier I				
2050-2037	Northern Access Rd	Div-10					Drop in Tier I				
2050-2038	Beulah Church Rd	Div-10					Drop in Tier I				
2050-2039	Secrest Short Cut Rd	Div-10					Drop in Tier I				
2050-2040	Cox Rd	Div-10					Drop in Tier I				
2050-2041	Old Charlotte Hwy	Div-10	\$377,697,619	\$18,700,840	\$253,760,000	22.1	\$0	\$253,760,000	0.0	24	
2050-2042	Antioch Church Rd	Div-10					Drop in Tier I				

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Reference Table H-7, Travel Time Savings Data for Benefit-Cost Scores³ Reference Table H-8, Safety Data for Benefit-Cost Scores⁴ Project Cost represents costs used to calculate Benefit-Cost Score; costs rounded to nearest ten thousand; Total Project Costs = Project Cost to NCDOT + Other Funds (anticipated toll revenue \$'s)⁵ Part 1 Score = [(Total Travel Time Savings (2018-2035)) + (Total Safety Benefit (2018-2035))] ÷ (Project Cost to NCDOT, 2022 \$)

Note: Part 1 Score is ranked in ascending order then scaled to 45 to maintain consistency with SPOT P6.0 scoring methodologies

⁶ Part 2 Score = [(Other Funds, 2022 \$)] ÷ (Total Project Cost, 2022 \$) × 100 ÷ 2⁷ Total Benefit-Cost Score = Part 1 Score + Part 2 Score

Note: Total Benefit-Cost Score and other score components are rounded in this table

Table H-6 Candidate Roadway Projects – Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Part 1 Score Components				Part 2 Score Components			Total Benefit-Cost Score ⁷	
			Total Travel Time Savings, \$ (2018-2035) ²	Total Safety Benefit, \$ (2018-2035) ³	Project Cost to NCDOT, 2022 \$ ⁴	Part 1 Score ⁵	Other Funds, 2022 \$ ⁴	Total Project Cost, 2022 \$ ⁴	Part 2 Score ⁶		
2050-2043	Deal Rd	Div-10					Drop in Tier I				
2050-2044	Airport Rd	Div-10					Drop in Tier I				
2050-2045	Weddington Rd (NC 84)	Reg-E	\$18,489,855	\$5,591,366	\$59,950,000	4.7	\$0	\$59,950,000	0.0	6	
2050-2046	Twelve Mile Creek Rd	Div-10					Drop in Tier I				
2050-2047	Monroe Northern Loop	Div-10	\$961,019	\$3,443,573	\$29,490,000	3.4	\$0	\$29,490,000	0.0	5	
2050-2048	Secrest Ave	Div-10					Drop in Tier I				
2050-2049	Morgan Mill Rd (NC 200)	Reg-E	\$37,391,377	\$6,419,408	\$44,120,000	16.1	\$0	\$44,120,000	0.0	19	
2050-2050	Ennis Rd	Div-10					Drop in Tier I				
2050-2051	Charlotte Ave	Div-10					Drop in Tier I				
2050-2052	New Town Rd	Div-10					Drop in Tier I				
2050-2053	Martin Luther King Jr Blvd (NC 200)	Reg-E					Drop in Tier I				
2050-2054	Marshville Bypass	SW					Drop in Tier I				
2050-2055	Waxhaw-Marvin Rd	Div-10					Drop in Tier I				
2050-2056	Waxhaw Pkwy	Div-10					Drop in Tier I				
2050-2057	Waxhaw Pkwy	Div-10					Drop in Tier I				
2050-3001	Main St / Mecklenburg Hwy (NC 115)	Reg-E	\$0	\$0	\$10,840,000	0.4	\$0	\$10,840,000	0.0	0	
2050-3002	Grey Rd	Div-10					Drop in Tier I				
2050-3003	Shearers Rd	Div-10					Drop in Tier I				
2050-3004	Concord Rd	Div-10					Drop in Tier I				
2050-3005	Main St (NC 115)	Reg-E	\$0	\$0	\$4,024,230	8.1	\$0	\$7,110,000	0.0	9	
2050-3006	Rocky River Rd	Div-10					Drop in Tier I				
2050-3007	Davidson-Concord Rd	Div-10					Drop in Tier I				
2050-3008	Statesville Rd (US 21)	Reg-E					Drop in Tier I				

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Reference Table H-7, Travel Time Savings Data for Benefit-Cost Scores³ Reference Table H-8, Safety Data for Benefit-Cost Scores⁴ Project Cost represents costs used to calculate Benefit-Cost Score; costs rounded to nearest ten thousand; Total Project Costs = Project Cost to NCDOT + Other Funds (anticipated toll revenue \$'s)⁵ Part 1 Score = [(Total Travel Time Savings (2018-2035)) + (Total Safety Benefit (2018-2035))] ÷ (Project Cost to NCDOT, 2022 \$)

Note: Part 1 Score is ranked in ascending order then scaled to 45 to maintain consistency with SPOT P6.0 scoring methodologies

⁶ Part 2 Score = [(Other Funds, 2022 \$)] ÷ (Total Project Cost, 2022 \$) × 100 ÷ 2⁷ Total Benefit-Cost Score = Part 1 Score + Part 2 Score</div

Table H-6 Candidate Roadway Projects – Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Part 1 Score Components				Part 2 Score Components			Total Benefit-Cost Score ⁷	
			Total Travel Time Savings, \$ (2018-2035) ²	Total Safety Benefit, \$ (2018-2035) ³	Project Cost to NCDOT, 2022 \$ ⁴	Part 1 Score ⁵	Other Funds, 2022 \$ ⁴	Total Project Cost, 2022 \$ ⁴	Part 2 Score ⁶		
2050-3009	Washam Potts Rd	Div-10					Drop in Tier I				
2050-3010	Shearers Rd	Div-10					Drop in Tier I				
2050-3011	Zion St Ext	Div-10					Drop in Tier I				
2050-3012	I-77 at Westmoreland Rd	SW	\$88,941,008	\$4,619,194	\$43,360,000	28.0	\$0	\$43,360,000	0.0	29	
2050-3013	Westmoreland Rd	Div-10					Drop in Tier I				
2050-3014	Davidson-Concord Rd	Div-10					Drop in Tier I				
2050-3015	Bailey Rd	Div-10					Drop in Tier I				
2050-3016	June Washam Rd	Div-10					Drop in Tier I				
2050-3017	Old Statesville Rd (NC 115)	Reg-E					Drop in Tier I				
2050-3018	June Washam Rd	Div-10					Drop in Tier I				
2050-3019	Bailey Rd Flyover	Div-10	\$116,684,851	\$6,863,977	\$75,380,000	22.9	\$0	\$75,380,000	0.0	11	
2050-3020	Church St Ext	Div-10	\$184,813,129	\$8,673,448	\$182,360,000	17.4	\$28,180,000	\$210,540,000	6.7	20	
2050-3021	Ramah Church Rd	Div-10					Drop in Tier I				
2050-3022	Poplar Tent Rd	Div-10	\$20,791,659	\$1,366,120	\$13,010,000	23.3	\$0	\$13,010,000	0.0	25	
2050-3023	Old Statesville Rd (NC 115)	Reg-E	\$5,074,381	\$593,392	\$6,760,000	13.2	\$0	\$6,760,000	0.0	16	
2050-3024	Church St	Div-10	\$13,498,238	\$8,407,278	\$21,600,000	17.0	\$0	\$21,600,000	0.0	20	
2050-3025	I-77	SW	\$31,961,738	\$1,272,457	\$17,880,000	25.0	\$0	\$17,880,000	0.0	22	
2050-3026	Asbury Chapel Rd	Div-10					Drop in Tier I				
2050-3027	Huntersville-Concord Rd	Div-10					Drop in Tier I				
2050-3028	Walters St / Seagle St	Div-10					Drop in Tier I				
2050-3029	Huntersville-Concord Rd	Div-10					Drop in Tier I				
2050-3030	Old Statesville Rd (NC 115)	Reg-E	\$0	\$0	\$21,730,000	0.4	\$0	\$21,730,000	0.0	0	
2050-3031	Gilead Rd	Div-10	\$7,282,779	\$6,675,820	\$33,350,000	5.1	\$0	\$33,350,000	0.0	6	

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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Note: Part 1 Score is ranked in ascending order then scaled to 45 to maintain consistency with SPOT P6.0 scoring methodologies

⁶ Part 2 Score = [(Other Funds, 2022 \$)] / (Total Project Cost, 2022 \$) × 100 ÷ 2⁷ Total Benefit-Cost Score = Part 1 Score + Part 2 Score

Note: Total Benefit-Cost Score and other score components are rounded in this table

Table H-6 Candidate Roadway Projects – Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Part 1 Score Components				Part 2 Score Components			Total Benefit-Cost Score ⁷	
			Total Travel Time Savings, \$ (2018-2035) ²	Total Safety Benefit, \$ (2018-2035) ³	Project Cost to NCDOT, 2022 \$ ⁴	Part 1 Score ⁵	Other Funds, 2022 \$ ⁴	Total Project Cost, 2022 \$ ⁴	Part 2 Score ⁶		
2050-3032	Bud Henderson Rd	Div-10					Drop in Tier I				
2050-3033	Church St Ext	Div-10					Drop in Tier I				
2050-3034	Mt Holly-Huntersville Rd	Div-10					Drop in Tier I				
2050-3035	Asbury Chapel Rd	Div-10					Drop in Tier I				
2050-3036	McCoy Rd	Div-10					Drop in Tier I				
2050-3037	Statesville Rd (US 21)	Reg-E	\$83,162,355	\$2,917,200	\$36,340,000	28.9	\$0	\$36,340,000	0.0	30	
2050-3038	Verhoeff Dr Ext	Div-10	\$34,202,071	\$2,906,112	\$33,850,000	18.3	\$0	\$33,850,000	0.0	21	
2050-3039	Eastfield Rd	Div-10	\$28,218,068	\$4,788,560	\$41,000,000	12.3	\$0	\$41,000,000	0.0	15	
2050-3040	Old Statesville Rd (NC 115)	Reg-E	\$9,138,847	\$3,354,674	\$19,610,000	8.9	\$0	\$19,610,000	0.0	11	
2050-3041	Mt Holly-Huntersville Rd	Div-10					Drop in Tier I				
2050-3042	Asbury Chapel Rd	Div-10					Drop in Tier I				
2050-3043	Church St / Meacham Farm Rd	Div-10					Drop in Tier I				
2050-3044	Hambright Rd	Div-10					Drop in Tier I				
2050-3045	Hambright Rd	Div-10	\$67,607,049	\$6,963,030	\$37,250,000	26.7	\$0	\$37,250,000	0.0	28	
2050-3046	Hambright Rd	Div-10					Drop in Tier I				
2050-3047	Eastfield Rd	Div-10					Drop in Tier I				
2050-3048	Mt Holly-Huntersville Rd	Div-10					Drop in Tier I				
2050-3049	Statesville Rd (US 21)	Reg-E	\$41,716,181	\$9,986,820	\$17,690,000	31.0	\$0	\$17,690,000	0.0	32	
2050-3050	Hucks Rd Ext	Div-10	\$12,221,134	\$5,239,678	\$41,680,000	5.5	\$0	\$41,680,000	0.0	6	
2050-3051	WT Harris Blvd	Div-10	\$7,968,570	\$4,980,855	\$18,730,000	10.2	\$0	\$18,730,000	0.0	13	
2050-3052	I-85 at I-485	SW	\$53,112,378	\$2,370,926	\$17,680,000	32.3	\$0	\$17,680,000	0.0	33	
2050-3053	WT Harris Blvd (NC 24)	Reg-E	\$14,515,059	\$3,910,137	\$40,730,000	7.2	\$0	\$40,730,000	0.0	9	
2050-3054	Fred D Alexander Blvd	Div-10					Drop in Tier I				

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Reference Table H-7, Travel Time Savings Data for Benefit-Cost Scores³ Reference Table H-8, Safety Data for Benefit-Cost Scores⁴ Project Cost represents costs used to calculate Benefit-Cost Score; costs rounded to nearest ten thousand; Total Project Costs = Project Cost to NCDOT + Other Funds (anticipated toll revenue \$'s)⁵ Part 1 Score = [(Total Travel Time Savings (2018-2035)) + (Total Safety Benefit (2018-2035))] / (Project Cost to NCDOT, 2022 \$)

Note: Part 1 Score is ranked in ascending order then scaled to 45 to maintain

Table H-6 Candidate Roadway Projects – Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Part 1 Score Components				Part 2 Score Components			Total Benefit-Cost Score ⁷
			Total Travel Time Savings, \$ (2018-2035) ²	Total Safety Benefit, \$ (2018-2035) ³	Project Cost to NCDOT, 2022 \$ ⁴	Part 1 Score ⁵	Other Funds, 2022 \$ ⁴	Total Project Cost, 2022 \$ ⁴	Part 2 Score ⁶	
2050-3055	Mt Holly-Huntersville Rd	Div-10	Drop in Tier I							
2050-3056	Pavilion Blvd Ext	Div-10								
2050-3057	I-85 at Mallard Creek Church Rd	SW	\$77,687,025	\$1,970,227	\$21,020,000	35.2	\$0	\$21,020,000	0.0	36
2050-3058	Statesville Rd (US 21)	Reg-E	\$98,440,914	\$2,737,506	\$49,390,000	27.2	\$0	\$49,390,000	0.0	28
2050-3059	Brookshire Blvd (NC 16)	Reg-E	\$67,178,913	\$3,377,220	\$49,510,000	20.8	\$0	\$49,510,000	0.0	23
2050-3060	WT Harris Blvd (NC 24)	Reg-E	\$22,005,467	\$1,853,898	\$25,870,000	14.9	\$0	\$25,870,000	0.0	17
2050-3061	I-77 at Sunset Rd (US 21)	SW	\$47,713,458	\$2,513,450	\$23,770,000	27.6	\$0	\$23,770,000	0.0	12
2050-3062	Mt Holly Rd (NC 27)	Reg-E	\$68,190,710	\$10,121,172	\$31,320,000	29.3	\$0	\$31,320,000	0.0	30
2050-3063	WT Harris Blvd (NC 24)	Reg-E	\$67,508,846	\$4,589,660	\$15,810,000	38.2	\$0	\$15,810,000	0.0	39
2050-3064	Eastern Circumferential Rd	Div-10	\$26,278,337	\$3,255,392	\$15,830,000	25.5	\$0	\$15,830,000	0.0	26
2050-3065	Freedom Dr (NC 27)	Reg-E	Drop in Tier I							
2050-3066	I-485 at Rocky River Rd	SW	\$29,930,417	\$2,513,450	\$22,150,000	21.2	\$0	\$22,150,000	0.0	23
2050-3067	Brookshire Blvd (NC 16)	Reg-E	\$82,561,125	\$1,566,191	\$22,430,000	34.8	\$0	\$22,430,000	0.0	36
2050-3068	I-85 at Sugar Creek Rd	SW	\$51,980,578	\$366,520	\$16,030,000	33.1	\$0	\$16,030,000	0.0	34
2050-3069	WT Harris Blvd (NC 24)	Reg-E	\$33,036,413	\$6,806,657	\$24,530,000	22.5	\$0	\$24,530,000	0.0	25
2050-3070	I-485	SW	Drop in Tier I							
2050-3071	Eastern Circumferential Rd	Div-10	\$117,597,028	\$6,733,173	\$33,660,000	34.4	\$0	\$33,660,000	0.0	35
2050-3072	I-85 at Brookshire Blvd (NC 16)	SW	\$12,176,548	\$3,567,689	\$2,730,000	40.3	\$0	\$2,730,000	0.0	28
2050-3073	I-85	SW	\$168,278,406	\$4,685,972	\$101,080,000	23.8	\$0	\$101,080,000	0.0	25
2050-3074	Brookshire Fwy (NC 16)	Reg-E	\$208,969,147	\$10,312,390	\$55,540,000	35.7	\$0	\$55,540,000	0.0	37
2050-3075	I-85 at Billy Graham Pkwy	SW	\$52,054,039	\$6,046,367	\$20,370,000	30.6	\$0	\$20,370,000	0.0	31
2050-3076	Wilkinson Blvd (US 74 / US 29)	Reg-E	\$91,003,877	\$5,103,880	\$36,810,000	29.7	\$0	\$36,810,000	0.0	31
2050-3077	Eastern Circumferential Rd	Div-10	\$70,510,824	\$5,167,229	\$37,940,000	26.3	\$0	\$37,940,000	0.0	27

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Reference Table H-7, Travel Time Savings Data for Benefit-Cost Scores³ Reference Table H-8, Safety Data for Benefit-Cost Scores⁴ Project Cost represents costs used to calculate Benefit-Cost Score; costs rounded to nearest ten thousand; Total Project Costs = Project Cost to NCDOT + Other Funds (anticipated toll revenue \$'s)⁵ Part 1 Score = [(Total Travel Time Savings (2018-2035)) + (Total Safety Benefit (2018-2035))] ÷ (Project Cost to NCDOT, 2022 \$)

Note: Part 1 Score is ranked in ascending order then scaled to 45 to maintain consistency with SPOT P6.0 scoring methodologies

⁶ Part 2 Score = [(Other Funds, 2022 \$) ÷ (Total Project Cost, 2022 \$)] × 100 ÷ 2⁷ Total Benefit-Cost Score = Part 1 Score + Part 2 Score

Note: Total Benefit-Cost Score and other score components are rounded in this table

Table H-6 Candidate Roadway Projects – Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Part 1 Score Components				Part 2 Score Components			Total Benefit-Cost Score ⁷
			Total Travel Time Savings, \$ (2018-2035) ²	Total Safety Benefit, \$ (2018-2035) ³	Project Cost to NCDOT, 2022 \$ ⁴	Part 1 Score ⁵	Other Funds, 2022 \$ ⁴	Total Project Cost, 2022 \$ ⁴	Part 2 Score ⁶	
2050-3078	I-77	SW	\$13,395,639	\$2,229,890	\$11,850,000	20.0	\$0	\$11,850,000	0.0	23
2050-3079	Eastway Dr	Div-10	\$147,226,498	\$6,184,156	\$37,390,000	36.5	\$0	\$37,390,000	0.0	37
2050-3080	I-277 (Brookshire Fwy)	SW	\$47,010,236	\$2,229,010	\$31,630,000	21.7	\$0	\$31,630,000	0.0	24
2050-3081	Billy Graham Pkwy	SW	\$104,823,891	\$6,875,365	\$12,700,000	42.9	\$0	\$12,700,000	0.0	43
2050-3082	I-277	SW	\$6,935,201	\$2,985,704	\$11,860,000	12.7	\$0	\$11,860,000	0.0	15
2050-3083	I-277 (John Belk Fwy)	SW	\$331,424,694	\$4,714,604	\$45,280,000	42.0	\$0	\$45,280,000	0.0	41
2050-3084	Eastern Circumferential Rd	Div-10	Drop in Tier I							
2050-3085	Albemarle Rd (NC 24 / NC 27)	Reg-E	\$86,376,745	\$8,701,111	\$53,730,000	24.2	\$0	\$53,730,000	0.0	26
2050-3086	Albemarle Rd (NC 24 / NC 27)	Reg-E	\$58,567,134	\$13,147,800	\$30,580,000	28.4	\$0	\$30,580,000	0.0	29
2050-3087	Albemarle Rd (NC 27)	Reg-E	\$0	\$0	\$38,270,000	0.4	\$0	\$38,270,000	0.0	0
2050-3088	Eastern Circumferential Rd	Div-10	\$53,027,624	\$6,414,357	\$31,360,000	25.9	\$0	\$31,360,000	0.0	27
2050-3089	Western Pkwy	Reg-E	Drop in Tier I							
2050-3090	I-485 at Western Pkwy	SW	Drop in Tier I							
2050-3091	Western Pkwy	Reg-E	\$180,065,330	\$10,399,905	\$205,390,000	15.3	\$0	\$205,390,000	0.0	18
2050-3092	Western Pkwy	Reg-E	Drop in Tier I							
2050-3093	I-485	SW	\$9,141,571	\$1,399,610	\$13,200,000	11.9	\$0	\$13,200,000	0.0	24
2050-3094	Idlewild Rd	Div-10	Drop in Tier I							
2050-3095	Steele Creek Rd (NC 160)	Reg-E	\$37,111,073	\$4,343,500	\$14,130,000	31.4	\$0	\$14,130,000	0.0	32
2050-3096	Fairview Rd (NC 218)	Reg-E	Drop in Tier I							
2050-3097	Fairview Rd (NC 218)	Reg-E	\$18,197,472	\$2,295,107	\$48,760,000	5.9	\$0	\$48,760,000	0.0	7
2050-3098	Tyrola Rd	Div-10	\$63,554,296	\$2,090,604	\$24,820,000	30.1	\$0	\$24,820,000	0.0	31
2050-3099	Eastern Circumfer									

Table H-6 Candidate Roadway Projects – Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Part 1 Score Components				Part 2 Score Components			Total Benefit-Cost Score ⁷
			Total Travel Time Savings, \$ (2018-2035) ²	Total Safety Benefit, \$ (2018-2035) ³	Project Cost to NCDOT, 2022 \$ ⁴	Part 1 Score ⁵	Other Funds, 2022 \$ ⁴	Total Project Cost, 2022 \$ ⁴	Part 2 Score ⁶	
2050-3101	Village Lake Dr	Div-10	Drop in Tier I							
2050-3102	Shopton Rd West	Div-10	\$47,921,825	\$3,854,920	\$15,070,000	34.0	\$0	\$15,070,000	0.0	35
2050-3103	S Tryon St (NC 49)	Reg-E	\$347,009,338	\$4,584,882	\$17,260,000	44.6	\$0	\$17,260,000	0.0	45
2050-3104	I-485	SW	Drop in Tier I							
2050-3105	Idlewild Rd	Div-10	Drop in Tier I							
2050-3106	Eastern Circumferential Rd	Div-10	\$7,968,570	\$6,278,605	\$16,680,000	14.0	\$0	\$16,680,000	0.0	17
2050-3107	S Tryon St (NC 49)	Reg-E	\$364,904,703	\$4,273,826	\$8,180,000	45.0	\$0	\$8,180,000	0.0	45
2050-3108	I-485 at S Tryon St (NC 49)	SW	\$52,582,913	\$4,749,460	\$14,130,000	36.1	\$0	\$14,130,000	0.0	21
2050-3109	Westinghouse Blvd	Div-10	\$261,125,810	\$2,667,356	\$29,110,000	43.7	\$0	\$29,110,000	0.0	44
2050-3110	Idlewild Rd	Div-10	Drop in Tier I							
2050-3111	Carowinds Blvd	Div-10	Drop in Tier I							
2050-3112	Carowinds Blvd	Div-10	\$114,641,982	\$883,320	\$17,870,000	40.8	\$0	\$17,870,000	0.0	41
2050-3113	S Tryon St (NC 49)	Reg-E	\$112,241,149	\$3,847,235	\$20,720,000	39.5	\$0	\$20,720,000	0.0	40
2050-3114	Westinghouse Blvd	Div-10	\$253,407,385	\$6,012,505	\$26,780,000	44.2	\$0	\$26,780,000	0.0	44
2050-3115	Moore Rd	Div-10	Drop in Tier I							
2050-3116	Fullwood Ln	Div-10	Drop in Tier I							
2050-3117	Westinghouse Blvd	Div-10	\$165,736,995	\$2,723,973	\$24,080,000	41.2	\$0	\$24,080,000	0.0	42
2050-3118	Greylock Ridge Rd	Div-10	Drop in Tier I							
2050-3119	Independence Pointe Pkwy Ext	Div-10	Drop in Tier I							
2050-3120	McKee Rd	Div-10	Drop in Tier I							
2050-3121	Park Rd	Div-10	\$55,776,754	\$2,037,025	\$11,220,000	39.1	\$0	\$11,220,000	0.0	39
2050-3122	Pineville-Matthews Rd (NC 51)	Reg-E	\$406,722,544	\$16,949,138	\$75,270,000	39.9	\$0	\$75,270,000	0.0	40
2050-3123	I-485 at Pineville-Matthews Rd (NC 51)	SW	\$134,117,276	\$1,911,831	\$30,080,000	37.8	\$0	\$30,080,000	0.0	38

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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Note: Part 1 Score is ranked in ascending order then scaled to 45 to maintain consistency with SPOT P6.0 scoring methodologies

⁶ Part 2 Score = [(Other Funds, 2022 \$)] / (Total Project Cost, 2022 \$) × 100 ÷ 2⁷ Total Benefit-Cost Score = Part 1 Score + Part 2 Score

Note: Total Benefit-Cost Score and other score components are rounded in this table

Table H-6 Candidate Roadway Projects – Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Part 1 Score Components				Part 2 Score Components			Total Benefit-Cost Score ⁷
			Total Travel Time Savings, \$ (2018-2035) ²	Total Safety Benefit, \$ (2018-2035) ³	Project Cost to NCDOT, 2022 \$ ⁴	Part 1 Score ⁵	Other Funds, 2022 \$ ⁴	Total Project Cost, 2022 \$ ⁴	Part 2 Score ⁶	
2050-3124	Pineville Rd	Div-10	Drop in Tier I							
2050-3125	Providence Rd (NC 16)	Reg-E	\$33,388,404	\$5,911,326	\$46,280,000	13.6	\$0	\$46,280,000	0.0	16
2050-3126	Weddington Rd	Div-10	Drop in Tier I							
2050-3127	Carolina Place Pkwy / Dorman Rd Ext	Div-10	Drop in Tier I							
2050-3128	Lancaster Hwy	Div-10	\$91,571,074	\$6,411,876	\$28,720,000	33.5	\$0	\$28,720,000	0.0	34
2050-3129	Ballantyne Commons Pkwy	Div-10	\$21,795,849	\$861,675	\$5,070,000	37.4	\$0	\$5,070,000	0.0	38
2050-3130	Johnston Rd (US 521)	Reg-E	\$49,865,446	\$5,900,180	\$6,280,000	43.3	\$0	\$6,280,000	0.0	43
2050-3131	Providence Rd (NC 16)	Reg-E	\$15,913,934	\$2,229,890	\$13,690,000	20.4	\$0	\$13,690,000	0.0	23
2050-3132	Ardrey Kell Rd	Div-10	\$145,519,218	\$1,263,785	\$19,900,000	41.6	\$0	\$19,900,000	0.0	42
2050-3133	Ardrey Kell Rd	Div-10	\$339,678,160	\$4,126,727	\$41,370,000	42.5	\$0	\$41,370,000	0.0	42

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Reference Table H-7, Travel Time Savings Data for Benefit-Cost Scores³ Reference Table H-8, Safety Data for Benefit-Cost Scores⁴ Project Cost represents costs used to calculate Benefit-Cost Score; costs rounded to nearest ten thousand; Total Project Costs = Project Cost to NCDOT + Other Funds (anticipated toll revenue \$'s)⁵ Part 1 Score = [(Total Travel Time Savings (2018-2035)) + (Total Safety Benefit (2018-2035))] / (Project Cost to NCDOT, 2022 \$)

Note: Part 1 Score is ranked in ascending order then scaled to 45 to maintain consistency with SPOT P6.0 scoring methodologies

⁶ Part 2 Score = [(Other Funds, 2022 \$)] / (Total Project Cost, 2022 \$) × 100 ÷ 2⁷ Total Benefit-Cost Score = Part 1 Score + Part 2 Score

Note: Total Benefit-Cost Score and other score components are rounded in this table

Table H-7

Candidate Roadway Projects – Travel Time Savings Data for Benefit-Cost Scores

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MTP ID	Project Name	STI Category ¹	Auto Associated Data			Truck Associated Data			Total Travel Time Savings (2018-2035), \$ ⁵
			Auto Delay (2018), hours ²	Auto Delay (2035), hours ²	Auto Travel Time Savings (2018-2035), \$ ³	Truck Delay (2018), hours ²	Truck Delay (2035), hours ²	Truck Travel Time Savings (2018-2035), \$ ⁴	
2050-1001	W Memorial Hwy (NC 901)	Reg-F				Drop in Tier I			
2050-1002	Tomlin Mill Rd	Div-12				Drop in Tier I			
2050-1003	I-77 at Turnersburg Hwy (US 21)	SW				Drop in Tier I			
2050-1004	Turnersburg Hwy (US 21)	Reg-F	21	156	\$4,973,329	1	20	\$2,309,450	\$7,282,779
2050-1005	I-77 at Jane Sowers Rd	SW				Drop in Tier I			
2050-1006	I-40 at Old Mocksville Rd	SW				Drop in Tier I			
2050-1007	Davie Ave (US 64)	Reg-F				Drop in Tier I			
2050-1008	I-40	SW				Drop in Tier I			
2050-1009	Garner Bagnal Blvd (US 64 / US 70 / NC 90)	Reg-F				Drop in Tier I			
2050-1010	Berkshire Dr Ext	Div-12				Drop in Tier I			
2050-1011	Berkshire Dr Ext	Div-12				Drop in Tier I			
2050-1012	Salisbury Rd	Div-12	0	0	\$0	0	0	\$0	\$0
2050-1013	Gamer Bagnal Blvd (US 70)	Reg-F	333	605	\$26,419,224	0	0	\$0	\$26,419,224
2050-1014	Greenbriar Rd Ext	Div-12				Drop in Tier I			
2050-1015	Shelton Ave (US 21 / NC 115)	Reg-F				Drop in Tier I			
2050-1016	E Aviation Dr Relocation	Div-12				Drop in Tier I			
2050-1017	Old Mountain Rd	Div-12				Drop in Tier I			
2050-1018	I-77	SW				Drop in Tier I			
2050-1019	Third Creek Rd Ext	Div-12				Drop in Tier I			
2050-1020	I-77 at Amity Hill Rd	SW				Drop in Tier I			
2050-1021	Old Mountain Rd	Div-12	0	44	\$1,248,263	0	0	\$0	\$1,248,263
2050-1022	Murdock Rd	Div-12				Drop in Tier I			
2050-1023	S Main St (US 21)	Reg-F	75	277	\$9,907,209	11	31	\$4,607,850	\$14,515,059
2050-1024	Southwest Bypass	Div-12	89	123	\$5,960,381	12	17	\$3,181,191	\$9,141,571

MTP Status:

Drop in Tier I

Drop in Tier II

Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-F", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Auto & Truck Delay – Estimated total annual delay in hours for 2018 & 2035 (Source: Metrolina Regional Model, MRM)³ Auto Travel Time Savings = $(((\text{Auto Delay (2018), hours}) - (\text{Auto Delay (2035), hours})) \div 2) \times 17 \text{ years} \times 260 \text{ weekdays/year} \times \12.75 (auto delay value of time per hour)⁴ Truck Travel Time Savings = $(((\text{Truck Delay (2018), hours}) - (\text{Truck Delay (2035), hours})) \div 2) \times 17 \text{ years} \times 260 \text{ weekdays/year} \times \50.00 (truck delay value of time per hour)⁵ Total Travel Time Savings (2018-2035) = Sum of Auto & Truck Travel Time Savings

- Value of Time determined by NCDOT SPOT P6.0

- Due to limitations of the scope of the MRM, some projects have no defined travel time benefit

- Some projects were considered to have no travel time benefit if the project did not include capacity or operations improvements (i.e. road diet or sidewalk project)

Table H-7 Candidate Roadway Projects – Travel Time Savings Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Auto Associated Data			Truck Associated Data			Total Travel Time Savings (2018-2035), \$ ⁵
			Auto Delay (2018), hours ²	Auto Delay (2035), hours ²	Auto Travel Time Savings (2018-2035), \$ ³	Truck Delay (2018), hours ²	Truck Delay (2035), hours ²	Truck Travel Time Savings (2018-2035), \$ ⁴	
2050-1025	Perth Rd	Div-12	0	0	\$0	0	0	\$0	\$0
2050-1026	I-77	SW				Drop in Tier I			
2050-1027	Cornelius Rd	Div-12	392	781	\$33,057,843	5	6	\$1,292,850	\$34,350,693
2050-1028	Bluefield Rd	Div-12				Drop in Tier I			
2050-1029	Cornelius Rd	Div-12	432	914	\$37,938,186	26	56	\$9,072,050	\$47,010,236
2050-1030	Mazepa Rd	Div-12				Drop in Tier I			
2050-1031	Perth Rd	Div-12				Drop in Tier I			
2050-1032	Connector Rd	Div-12	523	960	\$41,798,504	48	78	\$13,978,250	\$55,776,754
2050-1033	Statesville Hwy (NC 115)	Reg-F				Drop in Tier I			
2050-1034	Charlotte Hwy (US 21)	Reg-F				Drop in Tier I			
2050-1035	Bluefield Rd	Div-12	0	0	\$0	0	0	\$0	\$0
2050-1036	Charlotte Hwy (US 21)	Reg-F	32	121	\$4,294,251	7	17	\$2,640,950	\$6,935,201
2050-1037	Plaza Dr (NC 150)	Reg-F	120	273	\$11,093,482	12	23	\$3,812,250	\$14,905,732
2050-1038	Talbert Rd	Div-12	57	143	\$5,624,096	6	15	\$2,344,473	\$7,968,570
2050-1039	Timber Rd Ext	Div-12				Drop in Tier I			
2050-1040	Coddle Creek Hwy / Iredell Ave (NC 3)	Reg-F				Drop in Tier I			
2050-1041	Mecklenburg Hwy (NC 115)	Reg-F	67	183	\$7,035,922	6	19	\$2,674,100	\$9,710,022
2050-1042	Fairview Rd	Div-12				Drop in Tier I			
2050-1043	Shearers Rd	Div-12	57	143	\$5,624,096	6	15	\$2,344,473	\$7,968,570
2050-1044	Rocky River Rd	Div-12				Drop in Tier I			
2050-1045	I-77	SW	2221	2991	\$146,878,037	361	632	\$109,726,500	\$256,604,537
2050-1046	Langtree Rd	Div-12	0	9	\$264,869	0	6	\$696,150	\$961,019
2050-1047	East-West Connector	Div-12				Drop in Tier I			
2050-1048	Mecklenburg Hwy (NC 115)	Reg-F	31	142	\$4,874,708	6	15	\$2,320,500	\$7,195,208

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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- Value of Time determined by NCDOT SPOT P6.0

- Due to limitations of the scope of the MRM, some projects have no defined travel time benefit

- Some projects were considered to have no travel time benefit if the project did not include capacity or operations improvements (i.e. road diet or sidewalk project)

Table H-7 Candidate Roadway Projects – Travel Time Savings Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Auto Associated Data			Truck Associated Data			Total Travel Time Savings (2018-2035), \$ ⁵
			Auto Delay (2018), hours ²	Auto Delay (2035), hours ²	Auto Travel Time Savings (2018-2035), \$ ³	Truck Delay (2018), hours ²	Truck Delay (2035), hours ²	Truck Travel Time Savings (2018-2035), \$ ⁴	
2050-1049	Coddle Creek Hwy (NC 3)	Reg-F	11	13	\$695,984	1	0	\$132,600	\$828,584
2050-1050	Shearers Rd	Div-12				Drop in Tier I			
2050-2001	Lawyers Rd	Div-10	181	324	\$14,215,549	25	43	\$7,580,300	\$21,795,849
2050-2002	Lawyers Rd	Div-10	248	486	\$20,687,921	50	72	\$13,514,150	\$34,202,071
2050-2003	Stevens Mill Rd	Div-10				Drop in Tier I			
2050-2004	Stallings Rd / Idlewild Rd	Div-10				Drop in Tier I			
2050-2005	Stallings Rd	Div-10				Drop in Tier I			
2050-2006	Stevens Mill Rd	Div-10				Drop in Tier I			
2050-2007	Idlewild Rd	Div-10	264	763	\$28,924,204	2	39	\$4,464,200	\$33,388,404
2050-2008	McKee Rd Ext	Div-10				Drop in Tier I			
2050-2009	Stallings Rd / Stevens Mill Rd	Div-10				Drop in Tier I			
2050-2010	Rocky River Rd	Div-10				Drop in Tier I			
2050-2011	Matthews-Indian Trail Rd	Div-10				Drop in Tier I			
2050-2012	Indian Trail-Fairview Rd	Div-10				Drop in Tier I			
2050-2013	Stallings Rd	Div-10				Drop in Tier I			
2050-2014	Matthews-Indian Trail Rd	Div-10				Drop in Tier I			
2050-2015	Pleasant Plains Rd	Div-10				Drop in Tier I			
2050-2016	Potter Rd	Div-10				Drop in Tier I			
2050-2017	Indian Trail Rd	Div-10	28	28	\$1,577,940	0	0	\$0	\$1,577,940
2050-2018	Unionville-Indian Trail Rd	Div-10				Drop in Tier I			
2050-2019	Unionville-Indian Trail Rd	Div-10				Drop in Tier I			
2050-2020	Secret Short Cut Rd	Div-10				Drop in Tier I			
2050-2021	Chestnut Ln	Div-10				Drop in Tier I			
2050-2022	Sardis Rd	Div-10				Drop in Tier I			

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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- Value of Time determined by NCDOT SPOT P6.0

- Due to limitations of the scope of the MRM, some projects have no defined travel time benefit

- Some projects were considered to have no travel time benefit if the project did not include capacity or operations improvements (i.e. road diet or sidewalk project)

Table H-7 Candidate Roadway Projects – Travel Time Savings Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Auto Associated Data			Truck Associated Data			Total Travel Time Savings (2018-2035), \$ ⁵	
			Auto Delay (2018), hours ²	Auto Delay (2035), hours ²	Auto Travel Time Savings (2018-2035), \$ ³	Truck Delay (2018), hours ²	Truck Delay (2035), hours ²	Truck Travel Time Savings (2018-2035), \$ ⁴		
2050-2023	Chestnut Ln	Div-10	Drop in Tier I							
2050-2024	Faith Church Rd	Div-10	387	1779	\$61,026,830	21	93	\$12,563,850	\$73,590,680	
2050-2025	Matthews-Weddington Rd	Div-10	Drop in Tier I							
2050-2026	Rocky River Rd	Div-10	Drop in Tier I							
2050-2027	Secrest Short Cut Rd	Div-10	Drop in Tier I							
2050-2028	Antioch Church Rd / Forest Lawn Dr	Div-10	Drop in Tier I							
2050-2029	Waxhaw-Indian Trail Rd	Div-10	Drop in Tier I							
2050-2030	Antioch Church Rd	Div-10	Drop in Tier I							
2050-2031	Wesley Chapel Rd	Div-10	329	1596	\$54,258,594	28	109	\$15,127,450	\$69,386,044	
2050-2032	Old Charlotte Hwy	Div-10	561	1873	\$68,598,124	47	161	\$22,972,950	\$91,571,074	
2050-2033	Rocky River Rd	Div-10	Drop in Tier I							
2050-2034	Rogers Rd	Div-10	Drop in Tier I							
2050-2035	Potter Rd	Div-10	Drop in Tier I							
2050-2036	Huntington Dr	Div-10	Drop in Tier I							
2050-2037	Northern Access Rd	Div-10	Drop in Tier I							
2050-2038	Beulah Church Rd	Div-10	Drop in Tier I							
2050-2039	Secrest Short Cut Rd	Div-10	Drop in Tier I							
2050-2040	Cox Rd	Div-10	Drop in Tier I							
2050-2041	Old Charlotte Hwy	Div-10	520	1719	\$63,061,245	51	160	\$23,315,500	\$86,376,745	
2050-2042	Antioch Church Rd	Div-10	Drop in Tier I							
2050-2043	Deal Rd	Div-10	Drop in Tier I							
2050-2044	Airport Rd	Div-10	Drop in Tier I							
2050-2045	Weddington Rd (NC 84)	Reg-E	92	312	\$11,403,434	2	6	\$817,700	\$12,221,134	
2050-2046	Twelve Mile Creek Rd	Div-10	Drop in Tier I							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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- Value of Time determined by NCDOT SPOT P6.0

- Due to limitations of the scope of the MRM, some projects have no defined travel time benefit

- Some projects were considered to have no travel time benefit if the project did not include capacity or operations improvements (i.e. road diet or sidewalk project)

Table H-7 Candidate Roadway Projects – Travel Time Savings Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Auto Associated Data			Truck Associated Data			Total Travel Time Savings (2018-2035), \$ ⁵	
			Auto Delay (2018), hours ²	Auto Delay (2035), hours ²	Auto Travel Time Savings (2018-2035), \$ ³	Truck Delay (2018), hours ²	Truck Delay (2035), hours ²	Truck Travel Time Savings (2018-2035), \$ ⁴		
2050-2047	Monroe Northern Loop	Div-10	30	186	\$6,080,705	37	75	\$12,409,150	\$18,489,855	
2050-2048	Secrest Ave	Div-10	Drop in Tier I							
2050-2049	Morgan Mill Rd (NC 200)	Reg-E	52	390	\$12,451,637	2	91	\$10,188,100	\$22,639,737	
2050-2050	Ennis Rd	Div-10	Drop in Tier I							
2050-2051	Charlotte Ave	Div-10	Drop in Tier I							
2050-2052	New Town Rd	Div-10	Drop in Tier I							
2050-2053	Martin Luther King Jr Blvd (NC 200)	Reg-E	Drop in Tier I							
2050-2054	Marshville Bypass	SW	Drop in Tier I							
2050-2055	Waxhaw-Marvin Rd	Div-10	Drop in Tier I							
2050-2056	Waxhaw Pkwy	Div-10	Drop in Tier I							
2050-2057	Waxhaw Pkwy	Div-10	Drop in Tier I							
2050-3001	Main St / Mecklenburg Hwy (NC 115)	Reg-E	0	0	\$0	0	0	\$0	\$0	\$0
2050-3002	Grey Rd	Div-10	Drop in Tier I							
2050-3003	Shearers Rd	Div-10	Drop in Tier I							
2050-3004	Concord Rd	Div-10	Drop in Tier I							
2050-3005	Main St (NC 115)	Reg-E	85	141	\$6,365,297	10	15	\$2,773,550	\$9,138,847	
2050-3006	Rocky River Rd	Div-10	Drop in Tier I							
2050-3007	Davidson-Concord Rd	Div-10	Drop in Tier I							
2050-3008	Statesville Rd (US 21)	Reg-E	Drop in Tier I							
2050-3009	Washam Potts Rd	Div-10	Drop in Tier I							
2050-3010	Shearers Rd	Div-10	Drop in Tier I							
2050-3011	Zion St Ext	Div-10	Drop in Tier I							
2050-3012	I-77 at Westmoreland Rd	SW	805	1640	\$68,896,805	25	104	\$14,265,550	\$83,162,355	
2050-3013	Westmoreland Rd	Div-10	Drop in Tier I							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

Table H-7 Candidate Roadway Projects – Travel Time Savings Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Part 1 Score Components				Part 2 Score Components			Total Benefit-Cost Score ⁷	
			Total Travel Time Savings, \$ (2018-2035) ²	Total Safety Benefit, \$ (2018-2035) ³	Project Cost to NCDOT, 2022 \$ ⁴	Part 1 Score ⁵	Other Funds, 2022 \$ ⁴	Total Project Cost, 2022 \$ ⁴	Part 2 Score ⁶		
2050-3009	Washam Potts Rd	Div-10					Drop in Tier I				
2050-3010	Shearers Rd	Div-10					Drop in Tier I				
2050-3011	Zion St Ext	Div-10					Drop in Tier I				
2050-3012	I-77 at Westmoreland Rd	SW	\$88,941,008	\$4,619,194	\$43,360,000	28.0	\$0	\$43,360,000	0.0	29	
2050-3013	Westmoreland Rd	Div-10					Drop in Tier I				
2050-3014	Davidson-Concord Rd	Div-10					Drop in Tier I				
2050-3015	Bailey Rd	Div-10					Drop in Tier I				
2050-3016	June Washam Rd	Div-10					Drop in Tier I				
2050-3017	Old Statesville Rd (NC 115)	Reg-E					Drop in Tier I				
2050-3018	June Washam Rd	Div-10					Drop in Tier I				
2050-3019	Bailey Rd Flyover	Div-10	\$116,684,851	\$6,863,977	\$75,380,000	22.9	\$0	\$75,380,000	0.0	11	
2050-3020	Church St Ext	Div-10	\$184,813,129	\$8,673,448	\$182,360,000	17.4	\$28,180,000	\$210,540,000	6.7	20	
2050-3021	Ramah Church Rd	Div-10					Drop in Tier I				
2050-3022	Poplar Tent Rd	Div-10	\$20,791,659	\$1,366,120	\$13,010,000	23.3	\$0	\$13,010,000	0.0	25	
2050-3023	Old Statesville Rd (NC 115)	Reg-E	\$5,074,381	\$593,392	\$6,760,000	13.2	\$0	\$6,760,000	0.0	16	
2050-3024	Church St	Div-10	\$13,498,238	\$8,407,278	\$21,600,000	17.0	\$0	\$21,600,000	0.0	20	
2050-3025	I-77	SW	\$31,961,738	\$1,272,457	\$17,880,000	25.0	\$0	\$17,880,000	0.0	22	
2050-3026	Asbury Chapel Rd	Div-10					Drop in Tier I				
2050-3027	Huntersville-Concord Rd	Div-10					Drop in Tier I				
2050-3028	Walters St / Seagle St	Div-10					Drop in Tier I				
2050-3029	Huntersville-Concord Rd	Div-10					Drop in Tier I				
2050-3030	Old Statesville Rd (NC 115)	Reg-E	\$0	\$0	\$21,730,000	0.4	\$0	\$21,730,000	0.0	0	
2050-3031	Gilead Rd	Div-10	\$7,282,779	\$6,675,820	\$33,350,000	5.1	\$0	\$33,350,000	0.0	6	

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category - "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Reference Table H-7, Travel Time Savings Data for Benefit-Cost Scores³ Reference Table H-8, Safety Data for Benefit-Cost Scores⁴ Project Cost represents costs used to calculate Benefit-Cost Score; costs rounded to nearest ten thousand; Total Project Costs = Project Cost to NCDOT + Other Funds (anticipated toll revenue \$'s)⁵ Part 1 Score = [(Total Travel Time Savings (2018-2035)) + (Total Safety Benefit (2018-2035))] ÷ (Project Cost to NCDOT, 2022 \$)

Note: Part 1 Score is ranked in ascending order then scaled to 45 to maintain consistency with SPOT P6.0 scoring methodologies

⁶ Part 2 Score = [(Other Funds, 2022 \$) ÷ (Total Project Cost, 2022 \$)] × 100 ÷ 2⁷ Total Benefit-Cost Score = Part 1 Score + Part 2 Score

Note: Total Benefit-Cost Score and other score components are rounded in this table

Table H-7 Candidate Roadway Projects – Travel Time Savings Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Auto Associated Data			Truck Associated Data			Total Travel Time Savings (2018-2035), \$ ⁵
			Auto Delay (2018), hours ²	Auto Delay (2035), hours ²	Auto Travel Time Savings (2018-2035), \$ ³	Truck Delay (2018), hours ²	Truck Delay (2035), hours ²	Truck Travel Time Savings (2018-2035), \$ ⁴	
2050-3038	Verhoeff Dr Ext	Div-10	250	438	\$19,377,667	51	44	\$10,552,750	\$29,930,417
2050-3039	Eastfield Rd	Div-10	181	373	\$15,607,517	21	37	\$6,397,950	\$22,005,467
2050-3040	Old Statesville Rd (NC 115)	Reg-E	22	98	\$3,398,207	31	90	\$13,337,350	\$16,735,557
2050-3041	Mt Holly-Huntersville Rd	Div-10			Drop in Tier I				
2050-3042	Asbury Chapel Rd	Div-10			Drop in Tier I				
2050-3043	Church St / Meacham Farm Rd	Div-10			Drop in Tier I				
2050-3044	Hambright Rd	Div-10			Drop in Tier I				
2050-3045	Hambright Rd	Div-10	357	843	\$33,790,458	43	83	\$13,923,000	\$47,713,458
2050-3046	Hambright Rd	Div-10			Drop in Tier I				
2050-3047	Eastfield Rd	Div-10			Drop in Tier I				
2050-3048	Mt Holly-Huntersville Rd	Div-10			Drop in Tier I				
2050-3049	Statesville Rd (US 21)	Reg-E	823	1083	\$53,680,955	126	210	\$37,083,800	\$90,764,755
2050-3050	Hucks Rd Ext	Div-10	32	105	\$3,857,500	4	23	\$3,027,700	\$6,885,200
2050-3051	WT Harris Blvd	Div-10	32	32	\$1,814,631	26	3	\$3,259,750	\$5,074,381
2050-3052	I-85 at I-485	SW	356	938	\$36,446,503	37	104	\$15,534,075	\$51,980,578
2050-3053	WT Harris Blvd (NC 24)	Reg-E	86	192	\$7,822,074	25	18	\$4,751,500	\$12,573,574
2050-3054	Fred D Alexander Blvd	Div-10			Drop in Tier I				
2050-3055	Mt Holly-Huntersville Rd	Div-10			Drop in Tier I				
2050-3056	Pavilion Blvd Ext	Div-10			Drop in Tier I				
2050-3057	I-85 at Mallard Creek Church Rd	SW	354	912	\$35,674,215	41	112	\$16,908,698	\$52,582,913
2050-3058	Statesville Rd (US 21)	Reg-E	690	1029	\$48,442,758	123	243	\$40,498,250	\$88,941,008
2050-3059	Brookshire Blvd (NC 16)	Reg-E	868	1982	\$80,286,151	108	221	\$36,398,700	\$116,684,851
2050-3060	WT Harris Blvd (NC 24)	Reg-E	150	241	\$11,023,038	0	22	\$2,475,200	\$13,498,238
2050-3061	I-77 at Sunset Rd (US 21)	SW	190	422	\$17,241,050	28	71	\$10,977,019	\$28,218,068

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Table H-7 Candidate Roadway Projects – Travel Time Savings Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Auto Associated Data			Truck Associated Data			Total Travel Time Savings (2018-2035), \$ ⁵
			Auto Delay (2018), hours ²	Auto Delay (2035), hours ²	Auto Travel Time Savings (2018-2035), \$ ³	Truck Delay (2018), hours ²	Truck Delay (2035), hours ²	Truck Travel Time Savings (2018-2035), \$ ⁴	
2050-3062	Mt Holly Rd (NC 27)	Reg-E	757	1294	\$57,775,146	18	34	\$5,779,150	\$63,554,296
2050-3063	WT Harris Blvd (NC 24)	Reg-E	387	1295	\$47,372,013	34	68	\$11,282,050	\$58,654,063
2050-3064	Eastern Circumferential Rd	Div-10	576	1335	\$53,858,474	38	113	\$16,652,350	\$70,510,824
2050-3065	Freedom Dr (NC 27)	Reg-E	Drop in Tier I						
2050-3066	I-485 at Rocky River Rd	SW	134	376	\$14,363,830	15	43	\$6,427,829	\$20,791,659
2050-3067	Brookshire Blvd (NC 16)	Reg-E	1447	3113	\$128,480,947	211	517	\$80,488,200	\$208,969,147
2050-3068	I-85 at Sugar Creek Rd	SW	290	784	\$30,274,594	42	118	\$17,647,231	\$47,921,825
2050-3069	WT Harris Blvd (NC 24)	Reg-E	322	1293	\$45,495,392	14	20	\$3,790,150	\$49,285,542
2050-3070	I-485	SW	Drop in Tier I						
2050-3071	Eastern Circumferential Rd	Div-10	605	1565	\$61,145,175	32	118	\$16,541,850	\$77,687,025
2050-3072	I-85 at Brookshire Blvd (NC 16)	SW	354	898	\$35,280,619	56	155	\$23,306,515	\$58,587,134
2050-3073	I-85	SW	275	658	\$26,278,337	0	0	\$0	\$26,278,337
2050-3074	Brookshire Fwy (NC 16)	Reg-E	414	2284	\$76,031,348	116	528	\$71,195,150	\$147,226,498
2050-3075	I-85 at Billy Graham Pkwy	SW	219	535	\$21,249,614	39	105	\$15,861,459	\$37,111,073
2050-3076	Wilkinson Blvd (US 74 / US 29)	Reg-E	314	718	\$29,076,340	57	151	\$22,977,699	\$52,054,039
2050-3077	Eastern Circumferential Rd	Div-10	717	2037	\$77,589,564	36	152	\$20,851,350	\$98,440,914
2050-3078	I-77	SW	1908	3028	\$139,084,140	392	990	\$152,677,850	\$291,761,990
2050-3079	Eastway Dr	Div-10	577	562	\$32,071,631	72	141	\$23,503,350	\$55,574,981
2050-3080	I-277 (Brookshire Fwy)	SW	47	1004	\$29,623,006	304	951	\$138,655,400	\$168,278,406
2050-3081	Billy Graham Pkwy	SW	509	2423	\$82,602,341	21	180	\$22,221,550	\$104,823,891
2050-3082	I-277	SW	152	1003	\$32,547,830	329	1006	\$147,517,500	\$180,065,330
2050-3083	I-277 (John Belk Fwy)	SW	139	935	\$30,288,680	302	924	\$135,448,315	\$165,736,995
2050-3084	Eastern Circumferential Rd	Div-10	Drop in Tier I						
2050-3085	Albemarle Rd (NC 24 / NC 27)	Reg-E	497	1141	\$46,143,474	20	42	\$6,884,150	\$53,027,624

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Table H-7 Candidate Roadway Projects – Travel Time Savings Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Auto Associated Data			Truck Associated Data			Total Travel Time Savings (2018-2035), \$ ⁵
			Auto Delay (2018), hours ²	Auto Delay (2035), hours ²	Auto Travel Time Savings (2018-2035), \$ ³	Truck Delay (2018), hours ²	Truck Delay (2035), hours ²	Truck Travel Time Savings (2018-2035), \$ ⁴	
2050-3086	Albemarle Rd (NC 24 / NC 27)	Reg-E	543	1584	\$59,936,360	30	45	\$8,254,350	\$68,190,710
2050-3087	Albemarle Rd (NC 27)	Reg-E	0	0	\$0	0	0	\$0	\$0
2050-3088	Eastern Circumferential Rd	Div-10	557	1433	\$56,092,949	22	83	\$11,514,100	\$67,607,049
2050-3089	Western Pkwy	Reg-E	Drop in Tier I						
2050-3090	I-485 at Western Pkwy	SW	Drop in Tier I						
2050-3091	Western Pkwy	Reg-E	496	689	\$33,376,249	127	162	\$31,934,500	\$65,310,749
2050-3092	Western Pkwy	Reg-E	Drop in Tier I						
2050-3093	I-485	SW	903	2971	\$109,142,729	144	541	\$75,670,400	\$184,813,129
2050-3094	Idlewild Rd	Div-10	Drop in Tier I						
2050-3095	Steele Creek Rd (NC 160)	Reg-E	310	731	\$29,332,778	71	144	\$23,779,600	\$53,112,378
2050-3096	Fairview Rd (NC 218)	Reg-E	Drop in Tier I						
2050-3097	Fairview Rd (NC 218)	Reg-E	11	113	\$3,488,375	9	33	\$4,596,800	\$8,085,175
2050-3098	Tyvolia Rd	Div-10	115	550	\$18,721,131	76	132	\$22,995,050	\$41,716,181
2050-3099	Eastern Circumferential Rd	Div-10	Drop in Tier I						
2050-3100	Lawyers Rd	Div-10	Drop in Tier I						
2050-3101	Village Lake Dr	Div-10	Drop in Tier I						
2050-3102	Shopton Rd West	Div-10	667	1200	\$52,604,575	118	153	\$29,956,550	\$82,561,125
2050-3103	S Tryon St (NC 49)	Reg-E	2809	5302	\$228,553,338	365	707	\$118,456,000	\$347,009,338
2050-3104	I-485	SW	Drop in Tier I						
2050-3105	Idlewild Rd	Div-10	Drop in Tier I						
2050-3106	Eastern Circumferential Rd	Div-10	126	262	\$10,924,417	3	20	\$2,552,550	\$13,476,967
2050-3107	S Tryon St (NC 49)	Reg-E	3078	5773	\$249,399,053	359	686	\$115,505,650	\$364,904,703
2050-3108	I-485 at S Tryon St (NC 49)	SW	423	989	\$39,778,782	68	180	\$27,400,131	\$67,178,913
2050-3109	Westinghouse Blvd	Div-10	1814	4087	\$166,272,610	272	586	\$94,853,200	\$261,125,810

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)

Table H-7 Candidate Roadway Projects – Travel Time Savings Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	STI Category ¹	Auto Associated Data			Truck Associated Data			Total Travel Time Savings (2018-2035), \$ ⁵	
			Auto Delay (2018), hours ²	Auto Delay (2035), hours ²	Auto Travel Time Savings (2018-2035), \$ ³	Truck Delay (2018), hours ²	Truck Delay (2035), hours ²	Truck Travel Time Savings (2018-2035), \$ ⁴		
2050-3110	Idlewild Rd	Div-10	Drop in Tier I							
2050-3111	Carowinds Blvd	Div-10	Drop in Tier I							
2050-3112	Carowinds Blvd	Div-10	850	2007	\$80,497,482	97	213	\$34,144,500	\$114,641,982	
2050-3113	S Tryon St (NC 49)	Reg-E	3441	6718	\$286,266,494	369	721	\$120,456,050	\$406,722,544	
2050-3114	Westinghouse Blvd	Div-10	1776	3855	\$158,664,685	271	586	\$94,742,700	\$253,407,385	
2050-3115	Moore Rd	Div-10	Drop in Tier I							
2050-3116	Fullwood Ln	Div-10	Drop in Tier I							
2050-3117	Westinghouse Blvd	Div-10	1032	2291	\$93,639,468	152	317	\$51,879,750	\$145,519,218	
2050-3118	Greylock Ridge Rd	Div-10	Drop in Tier I							
2050-3119	Independence Pointe Pkwy Ext	Div-10	Drop in Tier I							
2050-3120	McKee Rd	Div-10	Drop in Tier I							
2050-3121	Park Rd	Div-10	1313	1848	\$89,080,349	82	127	\$23,160,800	\$112,241,149	
2050-3122	Pineville-Matthews Rd (NC 51)	Reg-E	150	239	\$10,961,048	0	11	\$1,215,500	\$12,176,548	
2050-3123	I-485 at Pineville-Matthews Rd (NC 51)	SW	492	1162	\$46,612,721	54	135	\$20,896,125	\$67,508,846	
2050-3124	Pineville Rd	Div-10	Drop in Tier I							
2050-3125	Providence Rd (NC 16)	Reg-E	445	707	\$32,452,027	11	34	\$4,939,350	\$37,391,377	
2050-3126	Weddington Rd	Div-10	Drop in Tier I							
2050-3127	Carolina Place Pkwy / Dorman Rd Ext	Div-10	Drop in Tier I							
2050-3128	Lancaster Hwy	Div-10	1209	2202	\$96,093,728	89	105	\$21,503,300	\$117,597,028	
2050-3129	Ballantyne Commons Pkwy	Div-10	1602	2695	\$121,056,176	56	63	\$13,061,100	\$134,117,276	
2050-3130	Johnston Rd (US 521)	Reg-E	421	923	\$37,876,196	42	66	\$11,989,250	\$49,865,446	
2050-3131	Providence Rd (NC 16)	Reg-E	243	550	\$22,327,307	26	71	\$10,709,106	\$33,036,413	
2050-3132	Ardrey Kell Rd	Div-10	3711	5898	\$270,749,144	188	362	\$60,675,550	\$331,424,694	
2050-3133	Ardrey Kell Rd	Div-10	3817	6011	\$276,903,110	196	372	\$62,775,050	\$339,678,160	

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Auto & Truck Delay – Estimated total annual delay in hours for 2018 & 2035 (Source: Metrolina Regional Model, MRM)³ Auto Travel Time Savings = [(Auto Delay (2018), hours) – (Auto Delay (2035), hours)] + 2] × 17 years × 260 weekdays/year × \$12.75 (auto delay value of time per hour)⁴ Truck Travel Time Savings = [(Truck Delay (2018), hours) – (Truck Delay (2035), hours)] + 2] × 17 years × 260 weekdays/year × \$50.00 (truck delay value of time per hour)⁵ Total Travel Time Savings (2018-2035) = Sum of Auto & Truck Travel Time Savings

- Value of Time determined by NCDOT SPOT P6.0

- Due to limitations of the scope of the MRM, some projects have no defined travel time benefit

- Some projects were considered to have no travel time benefit if the project did not include capacity or operations improvements (i.e. road diet or sidewalk project)

Table H-8 Candidate Roadway Projects – Safety Data for Benefit-Cost Scores

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor ²		Project Associated Data for Tier II Benefit-Cost Scores ³					Total Safety Benefit (2018-2035) ⁴			
				Reduction Code	% Reduction	KA Crash Total	BC Crash Total	PDO Crash Total	5-Year Crash Total					
2050-1001	W Memorial Hwy (NC 901)	Widening	Reg-F	Drop in Tier I										
2050-1002	Tomlin Mill Rd	Widening	Div-12	Drop in Tier I										
2050-1003	I-77 at Turnersburg Hwy (US 21)	Improve Existing Interchange	SW	Drop in Tier I										
2050-1004	Turnersburg Hwy (US 21)	Widening	Reg-F	1D-1E	13%	3	12	8	23	\$6,675,820				
2050-1005	I-77 at Jane Sowers Rd	New Interchange	SW	Drop in Tier I										
2050-1006	I-40 at Old Mocksville Rd	Improve Existing Interchange	SW	Drop in Tier I										
2050-1007	Davie Ave (US 64)	Widening	Reg-F	Drop in Tier I										
2050-1008	I-40	Widening	SW	Drop in Tier I										
2050-1009	Garner Bagnal Blvd (US 64 / US 70 / NC 90)	Widening	Reg-F	Drop in Tier I										
2050-1010	Berkshire Dr Ext	New Roadway	Div-12	Drop in Tier I										
2050-1011	Berkshire Dr Ext	New Roadway	Div-12	Drop in Tier I										
2050-1012	Salisbury Rd	Widening	Div-12	24	25%	1	2	7	10	\$4,024,230				
2050-1013	Garner Bagnal Blvd (US 70)	Widening	Reg-F	1D-1E	13%	3	4	23	30	\$4,629,654				
2050-1014	Greenbriar Dr Ext	New Roadway	Div-12	Drop in Tier I										
2050-1015	Shelton Ave (US 21 / NC 115)	Widening	Reg-F	Drop in Tier I										
2050-1016	E Aviation Dr Relocation	New Roadway	Div-12	Drop in Tier I										
2050-1017	Old Mountain Rd	Widening	Div-12	Drop in Tier I										
2050-1018	I-77	Widening	SW	Drop in Tier I										
2050-1019	Third Creek Rd Ext	New Roadway	Div-12	Drop in Tier I										
2050-1020	I-77 at Amity Hill Rd	Improve Existing Interchange	SW	Drop in Tier I										
2050-1021	Old Mountain Rd	Widening	Div-12	1D-1E	13%	2	15	14	31	\$3,659,422				
2050-1022	Murdock Rd	Widening	Div-12	Drop in Tier I										

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway

Table H-8 Candidate Roadway Projects – Safety Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor ²		Project Associated Data for Tier II Benefit-Cost Scores ³				Total Safety Benefit (2018-2035) ⁴
				Reduction Code	% Reduction	KA Crash Total	BC Crash Total	PDO Crash Total	5-Year Crash Total	
2050-1023	S Main St (US 21)	Widening	Reg-F	1D-1E	13%	2	2	10	14	\$3,910,137
2050-1024	Southwest Bypass	New Roadway	Div-12	5C	5%	0	61	113	174	\$1,399,610
2050-1025	Perth Rd	Widening	Div-12	1	0%	2	5	30	37	\$0
2050-1026	I-77	Widening	SW	Drop in Tier I						
2050-1027	Cornelius Rd	Widening	Div-12	1D-1E	13%	1	3	7	11	\$2,212,627
2050-1028	Bluefield Rd	New Roadway	Div-12	Drop in Tier I						
2050-1029	Cornelius Rd	Widening	Div-12	1D-1E	13%	1	3	15	19	\$2,229,010
2050-1030	Mazeppa Rd	Widening	Div-12	Drop in Tier I						
2050-1031	Perth Rd	Widening	Div-12	Drop in Tier I						
2050-1032	Connector Rd	Widening	Div-12	1D-1E	13%	1	5	9	15	\$2,037,025
2050-1033	Statesville Hwy (NC 115)	Widening	Reg-F	Drop in Tier I						
2050-1034	Charlotte Hwy (US 21)	Widening	Reg-F	Drop in Tier I						
2050-1035	Bluefield Rd	Widening	Div-12	1	0%	2	5	5	12	\$0
2050-1036	Charlotte Hwy (US 21)	Widening	Reg-F	1D-1E	13%	2	3	3	8	\$2,985,704
2050-1037	Plaza Dr (NC 150)	Widening	Reg-F	22	10%	3	5	8	16	\$4,173,682
2050-1038	Talbert Rd	Widening	Div-12	1C	20%	2	5	5	12	\$6,278,605
2050-1039	Timber Rd Ext	New Roadway	Div-12	Drop in Tier I						
2050-1040	Coddle Creek Hwy / Iredell Ave (NC 3)	Widening	Reg-F	Drop in Tier I						
2050-1041	Mecklenburg Hwy (NC 115)	Widening	Reg-F	1C	20%	1	2	7	10	\$4,073,533
2050-1042	Fairview Rd	Widening	Div-12	Drop in Tier I						
2050-1043	Shearers Rd	Widening	Div-12	1C	20%	2	4	10	16	\$4,980,855
2050-1044	Rocky River Rd	Widening	Div-12	Drop in Tier I						

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data for Tier II Benefit-Cost Scores (Source: NCDOT SPOT P6.0)

- Crash Types: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 5-year Crash Total (2015-2019) = Sum of KA, BC & PDO crashes

⁴ Total Safety Benefit (2018-2035) = $\sum \{(\# \text{ crashes by crash type}) \times (\text{crash type VSL}) \times (\text{project SBF \%}) \div 5 \text{ years}\} \times 17 \text{ years}$

- SBF \% = Percent reduction in crashes based on SIT (see Table H-9)

- VSL (Value of a Statistical Life) = Crash Cost: for KA crashes, VSL = \$4,120,000; for BC crashes, VSL = \$1,220,000; for PDO crashes, VSL = \$7,000

Source: NCDOT Traffic Safety Unit, 2016 Standardized Crash Cost Estimates for NC, <https://connect.ncdot.gov/resources/i95-us70-improvements/documents/10%202016%20crash%20costs.pdf>

Table H-8 Candidate Roadway Projects – Safety Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor ²		Project Associated Data for Tier II Benefit-Cost Scores ³				Total Safety Benefit (2018-2035) ⁴
				Reduction Code	% Reduction	KA Crash Total	BC Crash Total	PDO Crash Total	5-Year Crash Total	
2050-1045	I-77	Widening	SW	1A	10%	11	15	28	54	\$16,407,638
2050-1046	Langtree Rd	Widening	Div-12	1F	15%	2	2	4	8	\$3,443,573
2050-1047	East-West Connector	New Roadway	Div-12	Drop in Tier I						
2050-1048	Mecklenburg Hwy (NC 115)	Widening	Reg-F	1C	20%	2	3	17	22	\$6,640,204
2050-1049	Coddle Creek Hwy (NC 3)	Widening	Reg-F	1D-1E	13%	2	10	13	25	\$4,031,019
2050-1050	Shearers Rd	Widening	Div-12	Drop in Tier I						
2050-2001	Lawyers Rd	Widening	Div-10	1D-1E	13%	0	2	1	3	\$861,675
2050-2002	Lawyers Rd	Widening	Div-10	1D-1E	13%	1	7	11	19	\$2,906,112
2050-2003	Stevens Mill Rd	Widening	Div-10	Drop in Tier I						
2050-2004	Stallings Rd / Idlewild Rd	New Roadway	Div-10	Drop in Tier I						
2050-2005	Stallings Rd	Widening	Div-10	Drop in Tier I						
2050-2006	Stevens Mill Rd	Widening	Div-10	Drop in Tier I						
2050-2007	Idlewild Rd	Widening	Div-10	1D-1E	13%	3	14	9	26	\$5,911,326
2050-2008	McKee Rd Ext	New Roadway	Div-10	Drop in Tier I						
2050-2009	Stallings Rd / Stevens Mill Rd	New Roadway	Div-10	Drop in Tier I						
2050-2010	Rocky River Rd	Widening	Div-10	Drop in Tier I						
2050-2011	Matthews-Indian Trail Rd	Widening	Div-10	Drop in Tier I						
2050-2012	Indian Trail-Fairview Rd	Widening	Div-10	Drop in Tier I						
2050-2013	Stallings Rd	Widening	Div-10	Drop in Tier I						
2050-2014	Matthews-Indian Trail Rd	Widening	Div-10	Drop in Tier I						
2050-2015	Pleasant Plains Rd	Widening	Div-10	Drop in Tier I						
2050-2016	Potter Rd	Widening	Div-10	Drop in Tier I						

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data for Tier II Benefit-Cost Scores (Source: NCDOT SPOT P6.0)

- Crash Types: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 5-year Crash Total (2015-2019) = Sum of KA, BC & PDO crashes

⁴ Total Safety Benefit (2018-2035) = $\sum \{(\# \text{ crashes by crash type}) \times (\text{crash type VSL}) \times (\text{project SBF \%}) \div 5 \text{ years}\} \times 17 \text{ years}$

- SBF \% = Percent reduction in crashes based on SIT (see Table H-9)

- VSL (Value of a Statistical Life) = Crash Cost: for KA crashes, VSL = \$4,120,000; for BC crashes, VSL = \$1,220,000; for PDO crashes, VSL = \$7,000

Source: NCDOT Traffic Safety Unit, 2016 Standardized Crash Cost Estimates for NC, <https://connect.ncdot.gov/resources/i95-us70-improvements/documents/10%202016%20crash%20costs.pdf>

Table H-8 Candidate Roadway Projects – Safety Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor ²		Project Associated Data for Tier II Benefit-Cost Scores ³				Total Safety Benefit (2018-2035) ⁴
				Reduction Code	% Reduction	KA Crash Total	BC Crash Total	PDO Crash Total	5-Year Crash Total	
2050-2017	Indian Trail Rd	Widening	Div-10	1C	20%	4	12	5	21	\$11,796,202
2050-2018	Unionville-Indian Trail Rd	Widening	Div-10						Drop in Tier I	
2050-2019	Unionville-Indian Trail Rd	Widening	Div-10						Drop in Tier I	
2050-2020	Secrest Short Cut Rd	Widening	Div-10						Drop in Tier I	
2050-2021	Chestnut Ln	Widening	Div-10						Drop in Tier I	
2050-2022	Sardis Rd	Widening	Div-10						Drop in Tier I	
2050-2023	Chestnut Ln	Widening	Div-10						Drop in Tier I	
2050-2024	Faith Church Rd	New Roadway	Div-10	5C	5%	2	85	313	400	\$3,536,170
2050-2025	Matthews-Weddington Rd	Widening	Div-10						Drop in Tier I	
2050-2026	Rocky River Rd	Widening	Div-10						Drop in Tier I	
2050-2027	Secrest Short Cut Rd	Widening	Div-10						Drop in Tier I	
2050-2028	Antioch Church Rd / Forest Lawn Dr	Widening	Div-10						Drop in Tier I	
2050-2029	Waxhaw-Indian Trail Rd	Widening	Div-10						Drop in Tier I	
2050-2030	Antioch Church Rd	Widening	Div-10						Drop in Tier I	
2050-2031	Wesley Chapel Rd	Widening	Div-10	1D-1E	13%	4	18	12	34	\$8,173,248
2050-2032	Old Charlotte Hwy	Widening	Div-10	1D-1E	13%	3	15	9	27	\$6,411,876
2050-2033	Rocky River Rd	Widening	Div-10						Drop in Tier I	
2050-2034	Rogers Rd	Widening	Div-10						Drop in Tier I	
2050-2035	Potter Rd	Widening	Div-10						Drop in Tier I	
2050-2036	Huntington Dr	Widening	Div-10						Drop in Tier I	
2050-2037	Northern Access Rd	New Roadway	Div-10						Drop in Tier I	
2050-2038	Beulah Church Rd	Widening	Div-10						Drop in Tier I	

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data for Tier II Benefit-Cost Scores (Source: NCDOT SPOT P6.0)

- Crash Types: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 5-year Crash Total (2015-2019) = Sum of KA, BC & PDO crashes

⁴ Total Safety Benefit (2018-2035) = $\sum \{(\# \text{ crashes by crash type}) \times (\text{crash type VSL}) \times (\text{project SBF \%}) \div 5 \text{ years}\} \times 17 \text{ years}$

- SBF \% = Percent reduction in crashes based on SIT (see Table H-9)

- VSL (Value of a Statistical Life) = Crash Cost: for KA crashes, VSL = \$4,120,000; for BC crashes, VSL = \$1,220,000; for PDO crashes, VSL = \$7,000

Source: NCDOT Traffic Safety Unit, 2016 Standardized Crash Cost Estimates for NC, <https://connect.ncdot.gov/resources/i95-us70-improvements/documents/10%202016%20crash%20costs.pdf>

Table H-8 Candidate Roadway Projects – Safety Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor ²		Project Associated Data for Tier II Benefit-Cost Scores ³				Total Safety Benefit (2018-2035) ⁴
				Reduction Code	% Reduction	KA Crash Total	BC Crash Total	PDO Crash Total	5-Year Crash Total	
2050-2039	Secrest Short Cut Rd	Widening	Div-10							Drop in Tier I
2050-2040	Cox Rd	Widening	Div-10							Drop in Tier I
2050-2041	Old Charlotte Hwy	Widening	Div-10	1D-1E	13%	4	20	16	40	\$8,701,111
2050-2042	Antioch Church Rd	Widening	Div-10							Drop in Tier I
2050-2043	Deal Rd	Widening	Div-10							Drop in Tier I
2050-2044	Airport Rd	Widening	Div-10							Drop in Tier I
2050-2045	Weddington Rd (NC 84)	Widening	Reg-E	1D-1E	13%	3	6	13	22	\$5,239,678
2050-2046	Twelve Mile Creek Rd	Widening	Div-10							Drop in Tier I
2050-2047	Monroe Northern Loop	New Roadway	Div-10	5C	5%	7	18	22	47	\$5,591,366
2050-2048	Secrest Ave	New Roadway	Div-10							Drop in Tier I
2050-2049	Morgan Mill Rd (NC 200)	Widening	Reg-E	1D-1E	13%	2	4	5	11	\$3,239,666
2050-2050	Ennis Rd	Widening	Div-10							Drop in Tier I
2050-2051	Charlotte Ave	Widening	Div-10							Drop in Tier I
2050-2052	New Town Rd	Widening	Div-10							Drop in Tier I
2050-2053	Martin Luther King Jr Blvd (NC 200)	Widening	Reg-E							Drop in Tier I
2050-2054	Marshville Bypass	New Roadway	SW							Drop in Tier I
2050-2055	Waxhaw-Marvin Rd	Widening	Div-10							Drop in Tier I
2050-2056	Waxhaw Pkwy	New Roadway	Div-10							Drop in Tier I
2050-2057	Waxhaw Pkwy	New Roadway	Div-10							Drop in Tier I
2050-3001	Main St / Mecklenburg Hwy (NC 115)	Widening	Reg-E	1	0%	1	2	7	10	\$0
2050-3002	Grey Rd	Widening	Div-10							Drop in Tier I
2050-3003	Shearers Rd	Widening	Div-10							Drop in Tier I

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data for Tier II Benefit-Cost Scores (Source: NCDOT SPOT P6.0)

- Crash Types: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 5-year Crash Total (2015-2019) = Sum of KA, BC & PDO crashes

⁴ Total Safety Benefit (2018-2035) = $\sum \{(\# \text{ crashes by crash type}) \times (\text{crash type VSL}) \times (\text{project SBF \%}) \div 5 \text{ years}\} \times 17 \text{ years}$

- SBF \% = Percent reduction in crashes based on SIT (see Table H-9)

- VSL (Value of a Statistical Life) = Crash Cost: for KA crashes, VSL = \$4,120,000; for BC crashes, VSL = \$1,220,000; for PDO crashes, VSL = \$7,000

Source: NCDOT Traffic Safety Unit, 2016 Standardized Crash Cost Estimates for NC, <https://connect.ncdot.gov/resources/i95-us70-improvements/documents/10%202016%20crash%20costs.pdf>

Table H-8 Candidate Roadway Projects – Safety Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor ²		Project Associated Data for Tier II Benefit-Cost Scores ³				Total Safety Benefit (2018-2035) ⁴
				Reduction Code	% Reduction	KA Crash Total	BC Crash Total	PDO Crash Total	5-Year Crash Total	
Drop in Tier I										
2050-3004	Concord Rd	Widening	Div-10							
2050-3005	Main St (NC 115)	Widening	Reg-E	1C	20%	1	2	4	7	\$3,354,674
2050-3006	Rocky River Rd	Widening	Div-10	Drop in Tier I						
2050-3007	Davidson-Concord Rd	Widening	Div-10	Drop in Tier I						
2050-3008	Statesville Rd (US 21)	Widening	Reg-E	Drop in Tier I						
2050-3009	Washam Potts Rd	Widening	Div-10	Drop in Tier I						
2050-3010	Shearers Rd	Widening	Div-10	Drop in Tier I						
2050-3011	Zion St Ext	New Roadway	Div-10	Drop in Tier I						
2050-3012	I-77 at Westmoreland Rd	New Interchange	SW	8	10%	0	60	180	240	\$2,917,200
2050-3013	Westmoreland Rd	Widening	Div-10	Drop in Tier I						
2050-3014	Davidson-Concord Rd	Widening	Div-10	Drop in Tier I						
2050-3015	Bailey Rd	Widening	Div-10	Drop in Tier I						
2050-3016	June Washam Rd	Widening	Div-10	Drop in Tier I						
2050-3017	Old Statesville Rd (NC 115)	Widening	Reg-E	Drop in Tier I						
2050-3018	June Washam Rd	Widening	Div-10	Drop in Tier I						
2050-3019	Bailey Rd Flyover	New Roadway	Div-10	5C	5%	2	8	3	13	\$1,443,803
2050-3020	Church St Ext	New Roadway	Div-10	5C	5%	1	66	135	202	\$2,229,890
2050-3021	Ramah Church Rd	Widening	Div-10	Drop in Tier I						
2050-3022	Poplar Tent Rd	Widening	Div-10	1D-1E	13%	1	3	6	10	\$1,272,457
2050-3023	Old Statesville Rd (NC 115)	Widening	Reg-E	1D-1E	13%	2	3	8	13	\$3,253,046
2050-3024	Church St	New Roadway	Div-10	5C	5%	1	66	135	202	\$2,229,890
2050-3025	I-77	Widening	SW	1A	10%	13	19	27	59	\$18,700,840

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data for Tier II Benefit-Cost Scores (Source: NCDOT SPOT P6.0)

- Crash Types: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 5-year Crash Total (2015-2019) = Sum of KA, BC & PDO crashes

⁴ Total Safety Benefit (2018-2035) = $\sum \{(\# \text{ crashes by crash type}) \times (\text{crash type VSL}) \times (\text{project SBF \%}) \div 5 \text{ years}\} \times 17 \text{ years}$

- SBF \% = Percent reduction in crashes based on SIT (see Table H-9)

- VSL (Value of a Statistical Life) = Crash Cost: for KA crashes, VSL = \$4,120,000; for BC crashes, VSL = \$1,220,000; for PDO crashes, VSL = \$7,000

Source: NCDOT Traffic Safety Unit, 2016 Standardized Crash Cost Estimates for NC, <https://connect.ncdot.gov/resources/i95-us70-improvements/documents/10%202016%20crash%20costs.pdf>

Table H-8 Candidate Roadway Projects – Safety Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor ²		Project Associated Data for Tier II Benefit-Cost Scores ³				Total Safety Benefit (2018-2035) ⁴	
				Reduction Code	% Reduction	KA Crash Total	BC Crash Total	PDO Crash Total	5-Year Crash Total		
Drop in Tier I											
2050-3026	Asbury Chapel Rd	New Roadway	Div-10	Drop in Tier I							
2050-3027	Huntersville-Concord Rd	Widening	Div-10	Drop in Tier I							
2050-3028	Walters St / Seagle St	New Roadway	Div-10	Drop in Tier I							
2050-3029	Huntersville-Concord Rd	Widening	Div-10	Drop in Tier I							
2050-3030	Old Statesville Rd (NC 115)	Widening	Reg-E	1	0%	2	3	5	10	\$0	
2050-3031	Gilead Rd	Widening	Div-10	1D-1E	13%	1	4	12	17	\$2,295,107	
2050-3032	Bud Henderson Rd	Widening	Div-10	Drop in Tier I							
2050-3033	Church St Ext	New Roadway	Div-10	Drop in Tier I							
2050-3034	Mt Holly-Huntersville Rd	Widening	Div-10	Drop in Tier I							
2050-3035	Asbury Chapel Rd	New Roadway	Div-10	Drop in Tier I							
2050-3036	McCoy Rd	Widening	Div-10	Drop in Tier I							
2050-3037	Statesville Rd (US 21)	Widening	Reg-E	1D-1E	13%	3	5	9	17	\$5,103,880	
2050-3038	Verhoeff Dr Ext	New Roadway	Div-10	5C	5%	2	49	81	132	\$2,513,450	
2050-3039	Eastfield Rd	Widening	Div-10	1D-1E	13%	1	4	11	16	\$1,853,898	
2050-3040	Old Statesville Rd (NC 115)	Widening	Reg-E	1D-1E	13%	2	4	10	16	\$3,369,921	
2050-3041	Mt Holly-Huntersville Rd	Widening	Div-10	Drop in Tier I							
2050-3042	Asbury Chapel Rd	New Roadway	Div-10	Drop in Tier I							
2050-3043	Church St / Meacham Farm Rd	New Roadway	Div-10	Drop in Tier I							
2050-3044	Hambright Rd	Widening	Div-10	Drop in Tier I							
2050-3045	Hambright Rd	New Roadway	Div-10	5C	5%	2	49	81	132	\$2,513,450	
2050-3046	Hambright Rd	Widening	Div-10	Drop in Tier I							
2050-3047	Eastfield Rd	Widening	Div-10	Drop in Tier I							

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data for Tier II Benefit-Cost Scores (Source: NCDOT SPOT P6.0)

- Crash Types: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

Table H-8 Candidate Roadway Projects – Safety Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor ²		Project Associated Data for Tier II Benefit-Cost Scores ³				Total Safety Benefit (2018-2035) ⁴
				Reduction Code	% Reduction	KA Crash Total	BC Crash Total	PDO Crash Total	5-Year Crash Total	
Drop in Tier I										
2050-3048	Mt Holly-Huntersville Rd	Widening	Div-10							
2050-3049	Statesville Rd (US 21)	Widening	Reg-E	1D-1E	13%	2	2	17	21	\$3,330,515
2050-3050	Hucks Rd Ext	New Roadway	Div-10	5C	5%	2	3	3	8	\$1,154,483
2050-3051	WT Harris Blvd	Widening	Div-10	1D-1E	13%	0	0	1	1	\$593,392
2050-3052	I-85 at I-485	Improve Existing Interchange	SW	8	10%	0	7	32	39	\$366,520
2050-3053	WT Harris Blvd (NC 24)	Widening	Reg-E	1F	15%	3	5	13	21	\$7,513,825
2050-3054	Fred D Alexander Blvd	New Roadway	Div-10	Drop in Tier I						
2050-3055	Mt Holly-Huntersville Rd	Widening	Div-10	Drop in Tier I						
2050-3056	Pavilion Blvd Ext	New Roadway	Div-10	Drop in Tier I						
2050-3057	I-85 at Mallard Creek Church Rd	Improve Existing Interchange	SW	8	10%	0	97	305	402	\$4,749,460
2050-3058	Statesville Rd (US 21)	Widening	Reg-E	1D-1E	13%	2	4	30	36	\$4,619,194
2050-3059	Brookshire Blvd (NC 16)	Widening	Reg-E	1F	15%	3	4	25	32	\$6,863,977
2050-3060	WT Harris Blvd (NC 24)	Widening	Reg-E	1F	15%	4	7	12	23	\$8,407,278
2050-3061	I-77 at Sunset Rd (US 21)	Improve Existing Interchange	SW	8	10%	1	71	186	258	\$4,788,560
2050-3062	Mt Holly Rd (NC 27)	Widening	Reg-E	1D-1E	13%	1	2	13	16	\$2,090,604
2050-3063	WT Harris Blvd (NC 24)	Widening	Reg-E	22	10%	3	7	6	16	\$4,460,417
2050-3064	Eastern Circumferential Rd	Widening	Div-10	1D-1E	13%	3	5	9	17	\$5,167,229
2050-3065	Freedom Dr (NC 27)	Widening	Reg-E	Drop in Tier I						
2050-3066	I-485 at Rocky River Rd	Improve Existing Interchange	SW	8	10%	0	28	86	114	\$1,366,120
2050-3067	Brookshire Blvd (NC 16)	Widening	Reg-E	1F	15%	5	9	17	31	\$10,312,390
2050-3068	I-85 at Sugar Creek Rd	Improve Existing Interchange	SW	8	10%	0	81	208	289	\$3,854,920
2050-3069	WT Harris Blvd (NC 24)	Widening	Reg-E	1F	15%	5	9	15	29	\$10,406,183

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data for Tier II Benefit-Cost Scores (Source: NCDOT SPOT P6.0)

- Crash Types: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 5-year Crash Total (2015-2019) = Sum of KA, BC & PDO crashes

⁴ Total Safety Benefit (2018-2035) = $\sum \{(\# \text{ crashes by crash type}) \times (\text{crash type VSL}) \times (\text{project SBF \%}) \div 5 \text{ years}\} \times 17 \text{ years}$

- SBF \% = Percent reduction in crashes based on SIT (see Table H-9)

- VSL (Value of a Statistical Life) = Crash Cost: for KA crashes, VSL = \$4,120,000; for BC crashes, VSL = \$1,220,000; for PDO crashes, VSL = \$7,000

Source: NCDOT Traffic Safety Unit, 2016 Standardized Crash Cost Estimates for NC, <https://connect.ncdot.gov/resources/i95-us70-improvements/documents/10%202016%20crash%20costs.pdf>

Table H-8 Candidate Roadway Projects – Safety Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor ²		Project Associated Data for Tier II Benefit-Cost Scores ³				Total Safety Benefit (2018-2035) ⁴
				Reduction Code	% Reduction	KA Crash Total	BC Crash Total	PDO Crash Total	5-Year Crash Total	
Drop in Tier I										
2050-3070	I-485	Widening	SW	Drop in Tier I						
2050-3071	Eastern Circumferential Rd	New Roadway	Div-10	5C	5%	3	5	8	16	\$1,970,227
2050-3072	I-85 at Brookshire Blvd (NC 16)	Improve Existing Interchange	SW	8	10%	4	161	364	529	\$13,147,800
2050-3073	I-85	Widening	SW	22	10%	2	8	6	16	\$3,255,392
2050-3074	Brookshire Fwy (NC 16)	Widening	Reg-E	1F	15%	3	5	9	17	\$6,184,156
2050-3075	I-85 at Billy Graham Pkwy	Improve Existing Interchange	SW	8	10%	1	64	121	186	\$4,343,500
2050-3076	Wilkinson Blvd (US 74 / US 29)	Widening	Reg-E	1F	15%	3	3	10	16	\$6,046,367
2050-3077	Eastern Circumferential Rd	New Roadway	Div-10	5C	5%	4	6	14	24	\$2,737,506
2050-3078	I-77	Widening	SW	1A	10%	9	18	7	34	\$12,832,000
2050-3079	Eastway Dr	Widening	Div-10	1F	15%	3	11	7	21	\$6,974,833
2050-3080	I-277 (Brookshire Fwy)	Widening	SW	8	10%	3	5	4	12	\$4,685,972
2050-3081	Billy Graham Pkwy	Widening	SW	1F	15%	3	6	8	17	\$6,875,365
2050-3082	I-277	Widening	SW	8	10%	7	19	12	38	\$10,399,905
2050-3083	I-277 (John Belk Fwy)	Widening	SW	8	10%	2	3	4	9	\$2,723,973
2050-3084	Eastern Circumferential Rd	New Roadway	Div-10	Drop in Tier I						
2050-3085	Albemarle Rd (NC 24 / NC 27)	Widening	Reg-E	1F	15%	3	4	16	23	\$6,414,357
2050-3086	Albemarle Rd (NC 24 / NC 27)	Widening	Reg-E	1F	15%	5	7	13	25	\$10,121,172
2050-3087	Albemarle Rd (NC 27)	Widening	Reg-E	1	0%	4	9	7	20	\$0
2050-3088	Eastern Circumferential Rd	New Roadway	Div-10	5C	5%	3	216	321	540	\$6,963,030
2050-3089	Western Pkwy	New Roadway	Reg-E	Drop in Tier I						
2050-3090	I-485 at Western Pkwy	Improve Existing Interchange	SW	Drop in Tier I						
2050-3091	Western Pkwy	New Roadway	Reg-E	5C	5%	2	4	12	18	\$1,668,184

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data for Tier II Benefit-Cost Scores (Source: NCDOT SPOT P6.0)

- Crash Types: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 5-year Crash Total (2015-2019) = Sum of KA, BC & PDO crashes

⁴ Total Safety Benefit (2018-2035) = $\sum \{(\# \text{ crashes by crash type}) \times (\text{crash type VSL}) \times (\text{project SBF \%}) \div 5 \text{ years}\$

Table H-8 Candidate Roadway Projects – Safety Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor ²		Project Associated Data for Tier II Benefit-Cost Scores ³				Total Safety Benefit (2018-2035) ⁴
				Reduction Code	% Reduction	KA Crash Total	BC Crash Total	PDO Crash Total	5-Year Crash Total	
Drop in Tier I										
2050-3092	Western Pkwy	New Roadway	Reg-E							
2050-3093	I-485	Widening	SW	1A	10%	6	11	32	49	\$8,673,448
2050-3094	Idlewild Rd	Widening	Div-10	Drop in Tier I						
2050-3095	Steele Creek Rd (NC 160)	Widening	Reg-E	1D-1E	13%	1	3	9	13	\$2,370,926
2050-3096	Fairview Rd (NC 218)	Widening	Reg-E	Drop in Tier I						
2050-3097	Fairview Rd (NC 218)	Widening	Reg-E	1D-1E	13%	1	3	18	22	\$2,670,072
2050-3098	Tyvola Rd	Widening	Div-10	1F	15%	1	114	222	337	\$9,986,820
2050-3099	Eastern Circumferential Rd	Widening	Div-10	Drop in Tier I						
2050-3100	Lawyers Rd	Widening	Div-10	Drop in Tier I						
2050-3101	Village Lake Dr	Widening	Div-10	Drop in Tier I						
2050-3102	Shopton Rd West	Widening	Div-10	1D-1E	13%	1	4	4	9	\$1,566,191
2050-3103	S Tryon St (NC 49)	Widening	Reg-E	1F	15%	2	4	8	14	\$4,584,882
2050-3104	I-485	Widening	SW	Drop in Tier I						
2050-3105	Idlewild Rd	Widening	Div-10	Drop in Tier I						
2050-3106	Eastern Circumferential Rd	New Roadway	Div-10	5C	5%	3	10	6	19	\$2,251,887
2050-3107	S Tryon St (NC 49)	Widening	Reg-E	1F	15%	2	4	3	9	\$4,273,826
2050-3108	I-485 at S Tryon St (NC 49)	Improve Existing Interchange	SW	8	10%	1	43	81	125	\$3,377,220
2050-3109	Westinghouse Blvd	Widening	Div-10	1D-1E	13%	1	5	8	14	\$2,667,356
2050-3110	Idlewild Rd	Widening	Div-10	Drop in Tier I						
2050-3111	Carowinds Blvd	New Roadway	Div-10	Drop in Tier I						
2050-3112	Carowinds Blvd	New Roadway	Div-10	5C	5%	0	38	80	118	\$883,320
2050-3113	S Tryon St (NC 49)	Widening	Reg-E	1F	15%	7	23	21	51	\$16,949,138

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

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- Crash Types: KA = Fatal & Type A (Disabling) Injury Crashes; BC = Type B (Evident) & C (Possible) Injury Crashes; PDO = Property Damage Only Crashes

- 5-year Crash Total (2015-2019) = Sum of KA, BC & PDO crashes

⁴ Total Safety Benefit (2018-2035) = $\sum \{(\# \text{ crashes by crash type}) \times (\text{crash type VSL}) \times (\text{project SBF \%}) \div 5 \text{ years}\} \times 17 \text{ years}$

- SBF \% = Percent reduction in crashes based on SIT (see Table H-9)

- VSL (Value of a Statistical Life) = Crash Cost: for KA crashes, VSL = \$4,120,000; for BC crashes, VSL = \$1,220,000; for PDO crashes, VSL = \$7,000

Source: NCDOT Traffic Safety Unit, 2016 Standardized Crash Cost Estimates for NC, <https://connect.ncdot.gov/resources/i95-us70-improvements/documents/10%202016%20crash%20costs.pdf>

Table H-8 Candidate Roadway Projects – Safety Data for Benefit-Cost Scores (continued)

MTP ID	Project Name	Improvement Type	STI Category ¹	Safety Benefit Factor ²		Project Associated Data for Tier II Benefit-Cost Scores ³				Total Safety Benefit (2018-2035) ⁴
				Reduction Code	% Reduction	KA Crash Total	BC Crash Total	PDO Crash Total	5-Year Crash Total	
Drop in Tier I										
2050-3114	Westinghouse Blvd	Widening	Div-10	1F	15%	3	7	7	17	\$6,012,505
2050-3115	Moore Rd	Widening	Div-10	Drop in Tier I						
2050-3116	Fullwood Ln	Widening	Div-10	Drop in Tier I						
2050-3117	Westinghouse Blvd	Widening	Div-10	1F	15%	1	1	3	5	\$1,263,785
2050-3118	Greylock Ridge Rd	New Roadway	Div-10	Drop in Tier I						
2050-3119	Independence Pointe Pkwy Ext	New Roadway	Div-10	Drop in Tier I						
2050-3120	McKee Rd	New Roadway	Div-10	Drop in Tier I						
2050-3121	Park Rd	Widening	Div-10	1D-1E	13%	2	11	3	16	\$3,847,235
2050-3122	Pineville-Matthews Rd (NC 51)	Widening	Reg-E	22	10%	2	5	1	8	\$3,567,689
2050-3123	I-485 at Pineville-Matthews Rd (NC 51)	Improve Existing Interchange	SW	8	10%	1	65	207	273	\$4,589,660
2050-3124	Pineville Rd	Widening	Div-10	Drop in Tier I						
2050-3125	Providence Rd (NC 16)	Widening	Reg-E	1F	15%	3	7	12	22	\$6,419,408
2050-3126	Weddington Rd	Widening	Div-10	Drop in Tier I						
2050-3127	Carolina Place Pkwy / Dorman Rd Ext	Widening	Div-10	Drop in Tier I						
2050-3128	Lancaster Hwy	Widening	Div-10	1D-1E	13%	3	16	12	31	\$6,733,173
2050-3129	Ballantyne Commons Pkwy	Widening	Div-10	1D-1E	13%	1	4	7	12	\$1,911,831
2050-3130	Johnston Rd (US 521)	Widening	Reg-E	25	25%	2	4	4	10	\$5,900,180
2050-3131	Providence Rd (NC 16)	Widening	Reg-E	25	25%	2	4	5	11	\$6,806,657
2050-3132	Ardrey Kell Rd	Widening	Div-10	1D-1E	13%	2	12	10	24	\$4,714,604
2050-3133	Ardrey Kell Rd	Widening	Div-10	1D-1E	13%	2	10	7	19	\$4,126,727

MTP Status: Drop in Tier I Drop in Tier II Fiscally Constrained

¹ STI Category: Strategic Transportation Investment Category – "SW" = Statewide; "Reg-E", "Reg-F" = Regional Impact (Region E or F); "Div-10", "Div-12" = Division Needs (Division 10 or 12)² Safety Benefit Factor – Reference Table H-9 for all Safety Reduction Codes & corresponding crash reduction percentage based on Highway Specific Improvement Type (SIT)

Source: NCDOT SPOT P6.0

³ Project Associated Data for Tier II Benefit-Cost Scores (Source: NCDOT SPOT P6.0)

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- 5-year Crash Total (2015-2019) = Sum of KA, BC & PDO crashes

⁴ Total Safety Benefit (2018-2035) = $\sum \{(\# \text{ crashes by crash type}) \times (\text{crash type VSL}) \times (\text{project SBF \%}) \div 5 \text{ years}\} \times 17 \text{ years}$

- SBF \% = Percent reduction in crashes based on SIT (see Table H-9)

- VSL (Value of a Statistical Life) = Crash Cost: for KA crashes, VSL = \$4,120,000; for BC crashes, VSL = \$1,220,000; for PDO crashes, VSL = \$7,000

Source: NCDOT Traffic Safety Unit, 2016 Standardized Crash Cost Estimates for NC, <a href="https://connect.ncdot.gov/resources/i95-us70-improvements

Table H-9 Safety Reduction Codes

Safety Benefit Factor ID	Location Type	Highway Specific Improvement Type (SIT)	Highway SIT No.	Safety Benefit Factor (% Reduction)
1	Segment	1 - Widen Existing Roadway	1.0	0%
1A	Segment	1A - Widen Existing Roadway - Add lane to Freeway	1.1	10%
1B	Segment	1B - Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	1.2	55%
1C	Segment	1C - Widen Existing Roadway - Install two-way left turn lane on a two lane roadway	1.3	20%
1D	Segment	1D - Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided Superstreet with Partial Control of Access - Urban	1.4	15%
1E	Segment	1E - Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided with Partial Control of Access - Urban	1.5	10%
1F	Segment	1F - Widen Existing Roadway - Widen 4 lane divided roadway to 6 lane divided - Urban	1.6	15%
1D-1E*	Segment	Created as mix of 1D and 1E	N/A	13%
2	Segment	2 - Upgrade Arterial to Freeway/Expressway	2.0	40%
3	Segment	3 - Upgrade Expressway to Freeway	3.0	25%
4	Segment	4 - Upgrade Arterial to Superstreet	4.0	35%
5	Segment	5 - Construct Roadway on New Location	5.0	0%
5A	Segment	5A - Construct Roadway on New Location - Freeway Bypass	5.1	10%
5B	Segment	5B - Construct Roadway on New Location - Superstreet Bypass	5.2	5%
5C	Segment	5C - Construct Roadway on New Location - Multi-Lane Highway Bypass	5.3	5%
6	Segment	6 - Widen Existing Roadway and Construct Part on New Location	6.0	0%
6A	Segment	6A - Construct Roadway on New Location - Freeway Bypass	6.1	10%
6B	Segment	6B - Construct Roadway on New Location - Superstreet Bypass	6.2	5%
6C	Segment	6C - Construct Roadway on New Location - Multi-Lane Highway Bypass	6.3	5%
7	Point	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	7.0	40%

Source: NCDOT SPOT P6.0, 18-Highway SIT-SBF-TTS Table.pdf

Note: SBF ID 1D-1E was not originally included in the table from SPOT P6.0 but was developed during the project ranking process to better reflect a combination of roadway improvements that were requested for consideration



Table H-9 Safety Reduction Codes (continued)

Safety Benefit Factor ID	Location Type	Highway Specific Improvement Type (SIT)	Highway SIT No.	Safety Benefit Factor (% Reduction)
8	Point	8 - Improve Interchange	8.0	10%
9	Point	9 - Convert Grade Separation to Interchange	9.0	0%
10	Point	10 - Improve Intersection	10.0	25%
10A	Point	10A - Improve Intersection - Roundabout	10.1	40%
11	Segment	11 - Access Management	11.0	25%
12	Segment	12 - Ramp Metering	12.0	5%
13	Segment	13 - Citywide Signal System	13.0	5%
14	Segment	14 - Closed Loop Signal System	14.0	15%
15	Segment	15 - Install Cameras and DMS	15.0	0%
16	Segment	16 - Modernize Roadway	16.0	20%
17	Segment	17 - Upgrade Freeway to Interstate Standards	17.0	10%
18	Segment	18 - Widen Existing Local (Non-State) Roadway	18.0	0%
19	Point	19 - Improve Intersection on Local (Non-State) Roadway	19.0	25%
20	Point	20 - Convert Grade Separation to Interchange to Relieve Existing Congested Interchange	20.0	0%
21	Point	21 - Realign Multiple Intersections	21.0	15%
22	Segment	22 - Construct Auxiliary Lanes or Other Operational Improvements	22.0	10%
23	Point	23 - Construct Grade Separation at Highway / Railroad Crossing	23.0	90%
24	Segment	24 - Implement Road Diet to Improve Safety	24.0	25%
25	Segment	25 - Improve Multiple Intersections along Corridor	25.0	25%
26	Segment	26 - Upgrade Roadway	26.0	20%

Source: NCDOT SPOT P6.0, 18-Highway SIT-SBF-TTS Table.pdf

Note: SBF ID 1D-1E was not originally included in the table from SPOT P6.0 but was developed during the project ranking process to better reflect a combination of roadway improvements that were requested for consideration



Appendix I

Performance-Based Planning and Programming

Description	Page No.
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Table I-1: Quantitative MTP Project Level Performance Assessment (Safety and System Performance)	I-23

NCDOT Highway Safety Performance Assessment



North Carolina Division

310 New Bern Avenue, Suite 410
Raleigh, NC 27601
(919) 856-4346
(919) 747-7030 FAX
<http://www.fhwa.dot.gov/nccdiv/>

March 25, 2021

In Reply Refer To:
HDA-NC

Mr. J. Eric Boyette
Secretary
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, NC 27699-1501

Subject: North Carolina CY 2019 Safety Performance Target Assessment

Dear Secretary Boyette:

The Federal Highway Administration (FHWA) has completed the assessment for the Calendar Year (CY) 2019 safety performance targets, based on the 5-year averages for CY 2015 to CY 2019. Pursuant to 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 of the 5 safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target. For this year's CY 2019 assessment, the baseline performance is the 5-year average from CY 2013 to CY 2017.

Based on the review of your State's safety performance targets and data, North Carolina *has not* met or made significant progress toward achieving its safety performance targets. The attached table provides a summary of the safety performance target assessment.

If you believe this assessment was made in error, additional compelling information may be submitted by Monday, April 12, 2021, to the FHWA Division Office for reconsideration.

As a result of not meeting or making significant progress toward your State's safety performance targets, North Carolina must comply with the following actions as per 23 U.S.C. 148(i):

1. Develop and submit an HSIP Implementation Plan for FY 2022 to the FHWA Division Office by June 30, 2021, that meets the applicable statutory requirements as described in the [HSIP Implementation Plan Guidance](#).

The HSIP Implementation Plan must:

- Identify roadway features that constitute a hazard to road users;
- Identify highway safety improvement projects on the basis of crash experience, crash potential, or other data-supported means;
- Describe how HSIP funds will be allocated, including projects, activities, and strategies to be implemented;

NCDOT Highway Safety Performance Assessment (continued)

2

- Describe how the proposed projects, activities, and strategies funded under the State HSIP will allow the State to make progress toward achieving the safety performance targets; and
- Describe the actions the State will undertake to achieve the performance targets.

2. Use obligation authority equal to the State's FY 2018 HSIP apportionment in the amount of \$61,705,746 only for HSIP projects in FY 2022, as per 23 U.S.C. 148(i)(1).

For more information on the calculations and data used for computing the target achievement assessment, please refer to the guidance: [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#). Technical assistance is also available should you require assistance in the development of your HSIP Implementation Plan.

Additionally, please note that the results from the State safety performance target achievement assessment will be available on the FHWA [Transportation Performance Management](#) website in the following weeks.

Thank you for your efforts in continuing to plan and program safety projects that aim to reduce fatalities and serious injuries on your State's roadways.

Sincerely,

John F. Sullivan, III, P.E.
Division Administrator

Attachment

cc: FHWA Office of Safety
NHTSA Regional Administrator
Beau Memory, Chief Operating Officer, NCDOT
Mark M. Ezzell, Governor's Highway Safety Program Director, NCDOT
Kevin Lacy, State Traffic Engineer, NCDOT

NCDOT Highway Safety Performance Assessment (continued)

Performance Targets Resolutions

ATTACHMENT

North Carolina CY 2019 Safety Performance Target Assessment

PERFORMANCE MEASURE	2015-2019 TARGET	2015-2019 ACTUAL	2013-2017 BASELINE	MET TARGET?	BETTER THAN BASELINE?	MET OR MADE SIGNIFICANT PROGRESS?
Number of Fatalities	1,214.7	1,410.0	1,363.0	No	No	No
Rate of Fatalities	1.097	1.192	1.214	No	Yes	
Number of Serious Injuries	2,490.6	4,078.4	2,860.8	No	No	
Rate of Serious Injuries	2.228	3.422	2.522	No	No	
Number of Non-Motorized Fatalities & Serious Injuries	403.7	515.6	436.2	No	No	

RESOLUTION

ENDORSEMENT OF 2022 TARGETS FOR SAFETY PERFORMANCE MEASURES ESTABLISHED BY NCDOT

WHEREAS, the Charlotte Regional Transportation Planning Organization (CRTPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures annually, by August 31, and;

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-motorized Serious Injuries, and;

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 MPOs in North Carolina continually through outreach conducted by NCDOT's Mobility and Safety Group and;

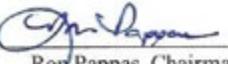
WHEREAS, the NCDOT officially establishes and reports the safety targets in the Highway Safety Improvement Program annual report by August 31, of each year and;

WHEREAS, the MPOs may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

NOW THEREFORE, BE IT RESOLVED, that the Charlotte Regional Transportation Planning Organization agrees to plan and program projects that contribute toward the accomplishment of the State's targets as noted below for each of the aforementioned performance measures:

1. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 12.17 percent from 1,428.8 (2016-2020 average) to 1,254.9 (2018-2022 average) by December 31, 2022.
2. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 13.78 percent from 1.226 (2016-2020 average) to 1.057 (2018-2022 average) by December 31, 2022.
3. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 19.79 percent from 4,410.2 (2016-2020 average) to 3,537.6 (2018-2022 average) by December 31, 2022.
4. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 21.68 percent from 3.782 (2016-2020 average) to 2.962 (2018-2022 average) by December 31, 2022.
5. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 17.93 percent from 592.2 (2016-2020 average) to 486.0 (2018-2022 average) by December 31, 2022.

I, Ron Pappas, CRTPO Chairman, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Charlotte Regional Transportation Planning Organization duly held on the 16th day of February 2022.



Ron Pappas, Chairman



Neil Burke, Secretary

Performance Targets Resolutions (continued)

Resolution Supporting Targets for Performance Measures Established By NCDOT

WHEREAS, the Charlotte Regional Transportation Planning Organization (CRTPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area, and;

WHEREAS, Federal regulations (23 CFR Part 490) require States to set targets for interstate and non-interstate National Highway System (NHS) pavement condition, NHS bridge condition, travel time reliability, freight reliability, and emissions reduction; and

WHEREAS, two of these emission reduction measures (peak-hour excessive delay per capita and percent of non-SOV travel) were agreed upon in a coordinated manner with the North Carolina Department of Transportation (NCDOT), South Carolina Department of Transportation (SCDOT), Cabarrus-Rowan MPO, Gaston-Cleveland-Lincoln MPO, and Rock Hill-Fort Mill Area Transportation Study; and

WHEREAS, the NCDOT has established targets for the performance measures noted above; and

WHEREAS, the NCDOT coordinated the establishment of targets with the 19 MPOs in North Carolina through a series of work group meetings, webinars, and email communications between the winter of 2017 and spring of 2018; and

WHEREAS, the NCDOT has officially established targets and transmitted them to the Federal Highway Administration (FHWA) on May 18, 2018, and;

WHEREAS, Federal regulations require MPOs to establish targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure, or establish its own target within 180 days of the State establishing and reporting its targets to FHWA.

NOW THEREFORE, BE IT RESOLVED, that the Charlotte Regional Transportation Planning Organization agrees to plan and program projects that contribute toward the accomplishment of the State's targets as noted below for each of the listed performance measures below:

Performance Measure	2 Year Target 1/1/2018 – 12/31/2019	4 Year Target 1/1/2018 – 12/31/2021
Interstate Pavement Condition (Good)		37.0 %
Interstate Pavement Condition (Poor)		2.2 %
Non-Interstate NHS Pavement Condition (Good)	27.0%	21.0%
Non-Interstate NHS Pavement Condition (Poor)	4.2%	4.7%
NHS Bridge Condition (Good)	33.0%	30.0%
NHS Bridge Condition (Poor)	8.0%	9.0%
Interstate Level of Travel Time Reliability	80.0%	75.0%
Non-Interstate NHS Level of Travel Time Reliability		70.0%
Interstate Truck Travel Time Reliability	1.65	1.70
CMAQ – Percent of Non-Single Occupant Vehicle (SOV) travel	21.0%	21.0%
CMAQ – Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita		34.0
CMAQ - On-Road Emission Reduction from CMAQ Projects	CO: 11.522 kg/day VOC: 0.252 kg/day	CO: 23.044 kg/day VOC: 0.504 kg/day

Performance Targets Resolutions (continued)

	NOx: 2.360 kg/day	NOx: 4.720 kg/day
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I, Michael Johnson, CRTPO chairman, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Charlotte Regional Transportation Planning Organization duly held on the 17th day of October, 2018.

Michael Johnson, Chairman

Robert W. Cook, Secretary

Performance Targets Resolutions (continued)

RESOLUTION

ESTABLISHING TRANSIT ASSET MANAGEMENT PERFORMANCE TARGETS FOR THE TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES

WHEREAS, the Charlotte Regional Transportation Planning Organization (CRTPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the Moving Ahead for Progress Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Transit Administration (FTA) issued a final rule on transit asset management to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which providers of public transportation receiving federal funds were required to set their initial asset management targets by January 1, 2017; and

WHEREAS, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets within 180 days of a State or transit provider setting targets; and

WHEREAS, the transit agencies or jurisdictions operating public transportation in the MPO's planning area have developed information and targets toward compliance with the law and regulation and have communicated their current targets for transit asset management to the MPO; and

WHEREAS 49 CFR Part 625, the FTA Transit Asset Management (TAM) Rule, which became effective on October 1, 2016, requires transit operators to develop and certify a Transit Asset Management Plan that addresses State of Good Repair for rolling stock, infrastructure, equipment, and facilities; and

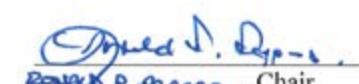
NOW THEREFORE BE IT RESOLVED that the CRTPO supports the Charlotte Area Transit System (CATS) targets and as part of the State targets, Iredell County Area Transportation System (ICATS), Mecklenburg Transportation system (MTS), and Union County Transportation (UCT) targets and agrees to plan and program projects that contribute toward the accomplishment of the regional targets as noted in the transit provider's TAM Plans and below for each of the listed performance measures:

Performance Targets Resolutions (continued)

CRTPO Transit Asset Management Targets

Asset Category – Performance Measure	Asset Class	Useful Life Benchmark	FY 22 Target	
			CATS	NCDOT
Rolling Stock				
% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Over-the-road Bus (BR)	14 years	69%	N/A
	Bus (BU)	12 years (CATS) 14 years (NCDOT)	13%	20%
	Cutaway Bus (CU)	5 years (CATS) 10 years (NCDOT)	11%	20%
	Light Rail (LR)	30 years	6%	N/A
	Minivan (MV)	8 years	0%	20%
	Streetcar (SR)	30 years	6%	N/A
	Van (VN)	5 years (CATS) 8 years (NCDOT)	48%	20%
Equipment				
% of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile (non-revenue)	8 years	43%	20%
	Trucks and Other Rubber Tire Vehicles	14 years	43%	20%
	Steel Wheel Vehicles	25 years	50%	N/A
Facilities				
% of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administrative and Maintenance	N/A	0%	20%
	Passenger and Parking	N/A	3%	20%
Infrastructure				
% of track segments with performance restrictions	Light Rail (LR)	N/A	8%	N/A
	Streetcar (SR)	N/A	5%	N/A

I, Ronald D. Pappas, Chair of the Charlotte Regional Transportation Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Charlotte Regional Transportation Planning Organization, duly held on this the 26th day of January 2022.


Ronald D. Pappas, Chair


Neil Burke, Secretary

Performance Targets Resolutions (continued)

RESOLUTION

ESTABLISHING TRANSIT SAFETY PERFORMANCE TARGETS FOR THE PUBLIC TRANSPORTATION AGENCY SAFETY PLAN PERFORMANCE MEASURES

WHEREAS, the Charlotte Regional Transportation Planning Organization (CRTPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS the Moving Ahead for Progress Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) requires States, providers of public transportation, and MPOs to transition to a performance-based planning and programming process to achieve desired performance outcomes for the multimodal transportation system, including the establishment of Safety Performance Targets (SPTs) for the transportation system; and

WHEREAS, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule on July 19, 2018 requiring certain providers of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop and adopt a PTASP that includes SPTs for transit-related fatalities, injuries, safety events, and system reliability (state of good repair); and

WHEREAS, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs must establish SPTs 180 days after the transit agency establishes their Safety Performance Targets; and

WHEREAS, the Charlotte Area Transit System (CATS), Iredell County Area Transportation System (ICATS), Mecklenburg Transportation System (MTS), and Union County Transportation (UCT) operating in the MPO's planning area have developed information and transit safety targets toward compliance with the PTASP regulation and provided their targets to the MPO on October 11, 2021, June 22, 2021, December 15, 2020, and October 11, 2021, respectively.

NOW THEREFORE BE IT RESOLVED that the CRTPO supports the CATS, ICATS, MTS, and UCT safety targets and agrees to plan and program projects that contribute toward the accomplishment of the transit provider targets, as follows:

Performance Targets Resolutions (continued)

CRTPO Transit Safety Performance Targets

Mode of Transit Service	Fatalities (Total)	Fatalities (Per 100,000 VRM)	Serious Injuries (Total)	Serious Injuries (Per 100,000 VRM)	Safety Events (Total)	Safety Events (Per 100,000 VRM)	System Reliability
CATS							
Demand Response	0	0.00	N/A	0.80	N/A	0.50	60,000
Bus	0	0.00	N/A	0.80	N/A	0.50	15,000
Rail	0	0.00	N/A	0.80	N/A	0.50	3,000
ICATS							
Demand Response	0	0.00	2	0.37	18	1.85	30,750
MTS							
Demand Response	0	0.00	6	0.20	2	0.07	100,000
UCT							
Demand Response	0	0.00	2	0.30	25	5.00	50,000

CATS targets are for CY21 (Jan 21 - Dec 21)

ICATS targets are for FY21 (Jul 20 – June 21)

MTS targets are for FY21 (Jul 20 – June 21)

UCT targets are for FY22 (Jul 21 – Jun 22)

I, Ronald P. Pappas, Chair of the Charlotte Regional Transportation Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Charlotte Regional Transportation Planning Organization, duly held on this the 26th day of January 2022.

Ronald P. Pappas, Chair

Neil Burke, Secretary

Performance Management Agreement

Performance Management Agreement (continued)

Performance Management Agreement Between

**Charlotte Regional Transportation Planning Organization (CRTPO),
North Carolina Department of Transportation (NCDOT),
South Carolina Department of Transportation (SCDOT),
Charlotte Area Transit System (CATS),
Iredell County Area Transportation System (ICATS),
Mecklenburg Transportation System (MTS),
Union County Transportation (UTC),
Cabarrus Rowan Metropolitan Planning Organization (CRMPO),
Gaston Cleveland Lincoln Metropolitan Planning Organization (GCLMPO),
and the Rock Hill Fort Mill Area Transportation Study (RFATS)**

WHEREAS, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

WHEREAS, MPO(s), State(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

WHEREAS, the 23 CFR 450.314(h) requires that Metropolitan Planning Organizations (MPO)(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).¹

NOW, THEREFORE, BE IT RESOLVED, that the parties do hereby agree to adhere to the following protocols for coordination to meet performance-based planning and programming requirements in accordance with 23 CFR 450 and established federal guidance.

1) Transportation performance data

- a. NCDOT will collect and provide (or otherwise make available) to the CRTPO and the providers of public transportation, with data used in developing statewide targets for all applicable measures.
- b. If the MPO chooses to develop its own target for any measure, CRTPO will collect and provide NCDOT with any supplemental data used in association

with the MPO target setting process, if applicable.

- 2) Selection of transportation performance targets
 - a. NCDOT, the CRTPO, and the provider(s) of public transportation will set performance targets in coordination with each other.
 - i) Coordination will include as many of the following opportunities as deemed appropriate for the measure: in-person meetings, webinars, conference calls, work group/committee representation, and email/written communication.
 - ii) For each performance measure, CRTPO shall establish a target by either agreeing to plan and program projects so that they contribute toward the accomplishment of NCDOT's target for that performance measure, or commit to a quantifiable target for that performance measure for their metropolitan planning area (23 CFR 490.209 (c)(4)).
 - iii) Per 23 CFR 490.209 (c) (5), MPOs that establish quantifiable fatality rate or serious injury rate targets shall report the VMT estimate to NCDOT used for such targets and the methodology used to develop the estimate. The methodology should be consistent with other Federal reporting requirements, if applicable.
 - iv) If the CRTPO chooses to set its own target, the CRTPO will develop the target in coordination with NCDOT and the provider(s) of public transportation.
 - b. The NCDOT will set statewide performance targets to meet the federal performance management requirements.
 - i) The NCDOT will provide written notice to the CRTPO when NCDOT sets a target. This notice will provide the targets and the date NCDOT set the target, which will begin the 180-day time-period in which the CRTPO must set performance targets.
 - ii) If the CRTPO chooses to support the statewide or provider(s) of public transportation targets, the CRTPO will provide documentation in the form of a support resolution to NCDOT and the provider(s) of public transportation that the CRTPO agrees to plan and program projects that will contribute toward the achievement of the statewide and/or provider(s) of public transportation targets.
 - iii) If the CRTPO chooses to set its own target(s), the CRTPO will provide NCDOT and the provider(s) of public transportation documentation (in

¹ For definitions of performance “targets” and other terms in this agreement, see 23 CFR 490.101.

Performance Management Agreement (continued)

- the form of a signed resolution) that includes the target(s) and when the CRTPO established those target(s).
- c. Provider(s) of public transportation will set transit performance targets to meet the federal performance management requirements.
 - i) The Tier 1 providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management and transit safety (pending final rule). Tier 1 transit providers are defined in 23 CFR 625.5.
 - ii) The provider of public transportation will provide written notice to the CRTPO and NCDOT when they establish target(s). This notice will provide the targets and the date the target was set. The date the initial targets were set will begin the 180-day time-period within which the CRTPO must establish their transit-related performance targets. CRTPO may choose to update its targets when the provider(s) of public transportation updates their targets, or when the CRTPO amends its Metropolitan Transportation Plan (MTP). At a minimum, the CRTPO shall update its transit-related targets when it updates the MTP by extending the MTP's horizon year in accordance with 23 CFR 450.324 (c).
 - iii) If the CRTPO chooses to support the provider(s) of public transportation target(s), the CRTPO will provide to NCDOT and the provider of public transportation documentation in the form of a support resolution duly considered by the CRTPO Board that it agrees to plan and program projects so that they contribute toward achievement of the transit provider's target.
 - iv) For Tier 2 providers of public transportation that choose to participate in NCDOT's group plan: NCDOT shall notify the CRTPO and those participating Tier 2 providers within 30 days of establishment of transit-related targets. The CRTPO will provide documentation to NCDOT and the provider of public transportation of target establishment or support in the form of a resolution duly considered by the CRTPO Board. Tier 2 transit providers are defined in 23 CFR 625.5.
 - d. CRTPO, NCDOT, SCDOT, CRMPO, GCLMPO, and RFATS will set single unified performance targets for the following performance measures as specified in 23 CFR 490.703:
 - i) Annual Hours of Peak-Hour Excessive Delay per Capita.
 - ii) Percent of Non-Single-Occupancy-Vehicle (SOV) Travel.

Performance Management Agreement (continued)

- 3) Reporting of performance targets
 - a. Reporting of targets and performance will be done as specified in 23 CFR 490, 23 CFR 450, 49 CFR 625, and 49 CFR 673.
 - b. NCDOT will report all targets to FHWA and FTA as applicable. NCDOT will provide written notice of the targets to the CRTPO within 15 business days of reporting targets.
 - c. The CRTPO will report any CRTPO targets to NCDOT within 15 business days after the CRTPO Board establishes a target. The CRTPO will provide documentation of target establishment to NCDOT and the provider of public transportation in the form of a resolution duly considered by the CRTPO Board.
 - d. The CRTPO agrees to report their annually established safety targets to NCDOT within 15 business days of establishment. (23 CFR 490.209(c)). Establishment of targets shall be evidenced by a signed resolution from the CRTPO Board.
- 4) Reporting of performance to be used in tracking progress toward achievement of critical outcomes for the CRTPO region
 - a. Where available and practicable, NCDOT will provide the CRTPO with the statewide performance data used in developing statewide targets. All updates of this data will include prior performance data, as available and practicable.
 - b. If the CRTPO sets a different target than the statewide target the CRTPO will provide NCDOT with CRTPO-wide performance data used to develop the target. All updates of performance data by the CRTPO will include prior performance data.
 - c. Where applicable, the CRTPO will provide data to NCDOT for the CMAQ onroad emissions measure.
 - d. Where applicable, the CRTPO will provide NCDOT and the provider of public transportation with a copy of the CMAQ Performance Plan at least 45 days prior to when NCDOT's performance period reports are due per 23 CFR 490.107. As applicable, NCDOT will include as an attachment the CRTPO's CMAQ Performance Plan as a part of NCDOT's performance period report.

Performance Management Agreement (continued)

- 5) The collection of data for the State asset management plans for the NHS
 - a. NCDOT will be responsible for the collection of bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on a State highway system but instead are under the ownership of local jurisdictions if such roads exist.
- 6) All parties agree that email communications shall be considered written notice for all portions of this agreement
- 7) The State, CRTPO, and providers of public transportation are responsible for financial planning that demonstrates how MTP's and TIP's can be implemented consistent with principles of fiscal constraint. Federal requirements (23 CFR 450.314(a)) direct that specific provisions be agreed upon for cooperatively developing and sharing information for development of financial plans to support the MTP (23 CFR 450.324) and metropolitan TIP (23 CFR 450.326), as well as development of the annual listing of obligated projects (23 CFR 450.334). For purposes of this agreement, the following shall not apply to providers of public transportation nor South Carolina Department of Transportation:
 - a. To support the development of the financial plan for the MTP, NCDOT shall provide the CRTPO with a listing of the most recent 10-year historical funding for the Counties located within the CRTPO boundary categorized by funding source. The CRTPO will review the historical information and extrapolate the funding trends for the MTP's planning horizon while considering other factors that may affect a reasonable funding forecast. The CRTPO shall add any local or private funding sources reasonably expected to be available during the planning horizon. If the CRTPO recommends any alternative financing strategies to fund the projects and programs in the MTP, they shall be identified and included in the MTP. In the case of new funding sources, strategies for ensuring their availability shall be identified and documented. If a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the CRTPO will not act on a full update or amended MTP and/or TIP that does not reflect the changed revenue situation. Updates or amendments to a TIP or the STIP are acceptable as long as the changes don't involve the removed or reduced sources of funding.
 - b. Annual Obligation Report: Within 90 days after the close of a federal fiscal year, NCDOT shall provide the CRTPO with the information needed to be included in the annual listing of obligated projects. The CRTPO shall publish the annual listing of obligated projects on their web site and in accordance with any other procedures outlined in their Public Participation Plan to ensure adequate access by the public and other interested stakeholders. To the extent possible, this report will contain the projects (including investments in pedestrian walkways and bicycle transportation facilities) for which federal highway or transit funds were obligated in the preceding program year. It shall include all federally

Performance Management Agreement (continued)

funded projects authorized, including those revised to increase obligations in the preceding program year. At a minimum, it shall include:

- i) TIP project description and implementing agency information,
- ii) Identify for each project, the amount of Federal funds requested in the TIP/STIP,
- iii) the Federal funding that was obligated during the preceding year,
- iv) the Federal funding remaining and available for subsequent years.

8) Representation on Authority of Parties/Signatories

- a. Each person signing this Agreement represents and warrants that he or she is duly authorized and has legal capacity to execute and deliver this Agreement. Each party represents and warrants to the other that the execution and delivery of the Agreement and the performance of such party's obligations hereunder have been duly authorized and that the Agreement is a valid and legal agreement binding on such party and enforceable in accordance with its terms.

[Signature page to follow]

Performance Rules FAQs

Click on the respective link¹ below to access performance rules frequently asked questions:

[Safety](#)

[Infrastructure Condition](#)

[System Performance](#)

[Transit Asset Management](#)

[Public Transportation Agency Safety Plan](#)

Compliance FAQs

Performance-Based Planning and Programming: Metropolitan Transportation Plan and Transportation Improvement Program Requirements and CRTPO Compliance Activities

Federal transportation legislation includes requirements for Performance-Based Planning and Programming (PBPP) that are relevant to the CRTPO's Metropolitan Transportation Plan (MTP). The requirements (paraphrased in italics) and a discussion of how the CRTPO has responded are documented as follows:

1. *The MPO shall set performance targets no later than 180 days after the State or Public Transportation Provider establishes performance targets*

The CRTPO has established performance targets within the 180-day timeframe of the North Carolina Department of Transportation (NCDOT) and/or local public transportation providers establishing their targets. The CRTPO coordinated with all relevant agencies when establishing its targets to ensure consistency to the maximum extent practicable. The CRTPO decided to support the NCDOT's safety, infrastructure condition, and system performance targets and the public transportation agency's transit asset management and safety targets.

The targets and adoption dates are included in **Table 1**:

Table 1: CRTPO Performance Targets and Adoption Dates

Targets	Adoption Date
Safety	February 17, 2021
Infrastructure Condition	October 17, 2018
System Performance	May 16, 2018 (joint targets); October 17, 2018 (remaining targets)
Transit Assets	January 26, 2022
Transit Safety	July 21, 2021 (placeholder targets); January 26, 2022

¹ Source: Federal Highway Administration Transportation Performance Management (<https://www.fhwa.dot.gov/tpm/rule.cfm>)

Compliance FAQs (continued)

The CRTPO resolutions supporting the NCDOT and transit agency targets are also included in this appendix.

2. *The MPO(s), State(s), and public transportation providers shall jointly agree upon and develop specific written provisions for developing and sharing information related to the following five key elements:*

- Transportation performance data
- Selection of performance targets
- Reporting of performance targets
- Reporting of performance to be used in tracking critical outcomes for the region
- Collection of data for the State asset management plan for the National Highway System (NHS)

The MPOs¹ States², and transit providers³ developed a performance management agreement that details specific provisions for developing and sharing PBPP-related information. The performance management agreement template is also included in this appendix. It is intended to be adopted and signed by all parties (anticipated to be completed in 2022).

3. *The MPO shall establish performance targets*

- The MTP shall include a description of the performance measures and targets used in assessing the performance of the transportation system
- A system performance report evaluating the condition and performance of the transportation system with respect to the performance targets, including progress achieved by the MPO to reach performance targets

Chapter 8 describes the federally defined performance measures and the CRTPO's associated targets and indicates how PBPP is integrated with the metropolitan planning process.

There are also several other plans maintained by transportation agencies that relate to or include aspects of performance management, which include the following:

- NCDOT Highway Safety Improvement Program (HSIP)
- NCDOT Strategic Highway Safety Plan (SHSP)
- Transportation Asset Management Plan (for the NHS)
- Congestion Management Process (CMP)

¹ CRTPO, Cabarrus Rowan MPO, Gaston Cleveland Lincoln MPO, Rock Hill Fort Mill Area Transportation Study

² North Carolina Department of Transportation, South Carolina Department of Transportation

³ Charlotte Area Transit System, Iredell County Area Transportation System, Mecklenburg Transportation System, Union County Transportation

Compliance FAQs (continued)

- Congestion Mitigation and Air Quality (CMAQ) Performance Plan
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)

A system performance report template, that is intended to include an assessment of progress achieved to reach performance targets, is under development by the NCDOT and will be shared with MPOs when completed. The CRTPO will need to amend its 2050 MTP to include the report or ensure it is included as part of its next MTP development process.

4. *The MPO may voluntarily elect to conduct scenario planning*

As summarized in **Chapter 5** and detailed in the stand-alone Scenario Planning Summary Document (August 2021), the CRTPO has expanded its use of scenario planning in the 2050 MTP. The CRTPO used scenario planning to develop 10 growth scenarios to measure the impacts and evaluate the tradeoffs of different external forces that might influence travel behavior in the region. Twelve performance indicators were established to quantify and explain the differences between the growth scenarios (results are included in Appendix D). Scenario planning was also used to recommend different initiatives, policies, partnerships, data protocols, and processes for consideration in the MTP document.

5. *The Transportation Improvement Program (TIP) shall include to the maximum extent practicable*

- Description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP
- Link investment priorities in the TIP to achievement of performance targets in the plans

The MPO will provide written text and analysis as the performance measures take effect and as the Transportation Improvement Program (TIP) is updated and implemented.

Table I-1 Quantitative MTP Project Level Performance Assessment (Safety and System Performance)

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2050 ID	TIP No	Project Name	Jurisdiction	Start of Project	End of Project	Improvement Type	Project Description	SBF ¹ Reduction %	Auto TTSAV ² 2018	Auto TTSAV ² 2035	Truck TTSAV ² 2018	Truck TTSAV ² 2035	Safety	System Performance (Travel Time Reliability)	System Performance (Truck Travel Time Reliability)	2050 MTP Final Status
2050-1012	--	Salisbury Rd	Statesville	Opal St	Salisbury Hwy (US 70)	Widening	Road diet from 4 lanes to 3 lanes, paved shoulder, with wide outside lanes and sidewalks	25%	0	0	0	0	Yes	No*	No*	HY 2045
2050-3022	U-6029	Poplar Tent Rd	Mecklenburg County & Cabarrus County	Davidson-Concord Rd / Davidson Hwy (NC 73)	Huntersville-Concord Rd	Widening	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	13%	32	1102	0	0	Yes	Yes	No**	HY 2045
2050-1013	--	Garner Bagnal Blvd (US 70)	Statesville	Buffalo Shoals Rd	I-77	Widening	Widen from 2 to 4 lanes, with median, bike lanes, sidewalks, and/or multi-use path	13%	333	605	0	0	Yes	Yes	No**	HY 2050
2050-3122	--	Pineville-Matthews Rd (NC 51)	Pineville	I-485	Park Rd	Widening	Widen from 6 lanes to 7 lanes, with bike lanes, sidewalks, and/or multi-use path	10%	150	239	0	11	Yes	Yes	Yes	HY 2035
2050-3053	--	WT Harris Blvd (NC 24)	Charlotte	I-77	Sugar Creek Rd	Widening	Widen from 4 lanes to 6 lanes, with median and multi-use path	15%	86	192	25	18	Yes	Yes	Yes	HY 2045
2050-3069	--	WT Harris Blvd (NC 24)	Charlotte	University City Blvd (NC 49)	The Plaza	Widening	Widen from 4 lanes to 6 lanes, with median and multi-use path	15%	322	1293	14	20	Yes	Yes	Yes	HY 2035
2050-3060	--	WT Harris Blvd (NC 24)	Charlotte	Sugar Creek Rd	Research Dr / IBM Dr	Widening	Widen from 4 lanes to 6 lanes, with median and multi-use path	15%	150	241	0	22	Yes	Yes	Yes	HY 2045
2050-1037	--	Plaza Dr (NC 150)	Mooresville	Charlotte Hwy (US 21)	Statesville Hwy (NC 115)	Widening	Widen from 5 lanes to 6 lanes, with bike lanes and sidewalks	10%	120	273	12	23	Yes	Yes	Yes	HY 2045
2050-3097	--	Fairview Rd (NC 218)	Mecklenburg County, Union County & Mint Hill	Brief Rd	Rock Hill Church Rd	Widening	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	13%	11	113	9	33	Yes	Yes	Yes	HY 2050
2050-3062	--	Mt Holly Rd (NC 27)	Mecklenburg County & Charlotte	Rhyne Rd	Belmeade Dr	Widening	Widen from 2 lanes to 4 lanes, with median, multi-use path	13%	757	1294	18	34	Yes	Yes	Yes	HY 2045
2050-3023	--	Old Statesville Rd (NC 115)	Huntersville	Main St	Sam Furr Rd (NC 73)	Widening	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	13%	76	587	13	36	Yes	Yes	Yes	HY 2050

1 - Safety Benefit Factor

2 - Travel Time Savings

Yes - contributes to meeting performance targets

No - does not contribute to meeting performance targets

*Project did not demonstrate an auto or truck travel time savings because it is a road diet that does not improve capacity

**Segment carries relatively low truck volumes, based on modeling effort conducted; due to low volumes, truck travel time savings is not a relevant factor for this project

Table I-1 Quantitative MTP Project Level Performance Assessment (Safety and System Performance) (continued)

2050 ID	TIP No	Project Name	Jurisdiction	Start of Project	End of Project	Improvement Type	Project Description	SBF ¹ Reduction %	Auto TTSAV ² 2018	Auto TTSAV ² 2035	Truck TTSAV ² 2018	Truck TTSAV ² 2035	Safety	System Performance (Travel Time Reliability)	System Performance (Truck Travel Time Reliability)	2050 MTP Final Status
2050-3085	--	Albemarle Rd (NC 24 / NC 27)	Mecklenburg County, Charlotte & Mint Hill	Circumferential Rd	I-485	Widening	Widen from 4 lanes to 6 lanes, with median and multi-use path	15%	497	1141	20	42	Yes	Yes	Yes	HY 2050
2050-2001	U-6170	Lawyers Rd	Mecklenburg County, Union County & Stallings	I-485	Stevens Mill Rd	Widening	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	13%	181	324	25	43	Yes	Yes	Yes	HY 2045
2050-3066	--	I-485 at Rocky River Rd	Mecklenburg County & Charlotte	--	--	Improve Existing Interchange	Convert to diverging diamond interchange	10%	134	376	15	43	Yes	Yes	Yes	HY 2045
2050-3086	--	Albemarle Rd (NC 24 / NC 27)	Charlotte	WT Harris Blvd (NC 24)	Eastern Circumferential Rd	Widening	Widen from 4 lanes to 6 lanes, with median and multi-use path	15%	543	1584	30	45	Yes	Yes	Yes	HY 2045
2050-1029	--	Cornelius Rd	Iredell County & Mooresville	Bluefield Rd	US 21	Widening	Widen from 2 lanes to 4 lanes, with median and multi-use path	13%	432	914	26	56	Yes	Yes	Yes	HY 2050
2050-3130	--	Johnston Rd (US 521)	Charlotte	I-485	Ballantyne Commons Pkwy	Widening	Upgrade roadway to improve operations	25%	421	923	42	66	Yes	Yes	Yes	HY 2035
2050-3063	--	WT Harris Blvd (NC 24)	Charlotte	N Tryon St (US 29)	University City Blvd (NC 49)	Widening	Widen from 5 lanes to 6 lanes, with median and multi-use path	10%	387	1295	34	68	Yes	Yes	Yes	HY 2035
2050-3131	--	Providence Rd (NC 16)	Charlotte	Providence Country Club Dr	Ballantyne Commons Pkwy / McKee Rd	Widening	Implement super street, with multi-use path	25%	243	550	26	71	Yes	Yes	Yes	HY 2035
2050-3061	I-6056	I-77 at Sunset Rd (US 21)	Charlotte	--	--	Improve Existing Interchange	Convert to diverging diamond interchange, with multi-use path	10%	190	422	28	71	Yes	Yes	Yes	HY 2035
2050-1032	--	Connector Rd	Iredell County	Statesville Hwy (NC 115)	Charlotte Hwy (US 21)	Widening	Widen from 2 lanes to 4 lanes, with median and multi-use path	13%	523	960	48	78	Yes	Yes	Yes	HY 2045
2050-3040	--	Old Statesville Rd (NC 115)	Mecklenburg County & Huntersville	Hambright Rd	Mt Holly-Huntersville Rd	Widening	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	13%	22	98	31	90	Yes	Yes	Yes	HY 2050
2050-3052	--	I-85 at I-485	Mecklenburg County & Charlotte	--	--	Improve Existing Interchange	Interchange improvements	10%	356	938	37	104	Yes	Yes	Yes	HY 2045

1 - Safety Benefit Factor
2 - Travel Time Savings

Yes - contributes to meeting performance targets
No - does not contribute to meeting performance targets

Table I-1 Quantitative MTP Project Level Performance Assessment (Safety and System Performance) (continued)

2050 ID	TIP No	Project Name	Jurisdiction	Start of Project	End of Project	Improvement Type	Project Description	SBF ¹ Reduction %	Auto TTSAV ² 2018	Auto TTSAV ² 2035	Truck TTSAV ² 2018	Truck TTSAV ² 2035	Safety	System Performance (Travel Time Reliability)	System Performance (Truck Travel Time Reliability)	2050 MTP Final Status
2050-3012	--	I-77 at Westmoreland Rd	Cornelius	--	--	New Interchange	Interchange improvements to convert 2 lane Westmoreland Road flyover into 4 lane single point interchange, with bike lanes and multi-use path	10%	805	1640	25	104	Yes	Yes	Yes	HY 2035
2050-3075	--	I-85 at Billy Graham Pkwy	Charlotte	--	--	Improve Existing Interchange	Convert to diverging diamond interchange, with multi-use path	10%	219	535	39	105	Yes	Yes	Yes	HY 2035
2050-3057	I-6017	I-85 at Mallard Creek Church Rd	Charlotte	--	--	Improve Existing Interchange	Interchange improvements, with multi-use path	10%	354	912	41	112	Yes	Yes	Yes	HY 2035
2050-3064	--	Eastern Circumferential Rd	Mecklenburg County & Charlotte	Rosemallow Rd	Rocky River Rd	Widening	Widen from 2 lanes to 4 lanes, with multi-use path	13%	576	1335	38	113	Yes	Yes	Yes	HY 2045
2050-3068	I-6053	I-85 at Sugar Creek Rd	Charlotte	--	--	Improve Existing Interchange	Convert to diverging diamond interchange, with multi-use path	10%	290	784	42	118	Yes	Yes	Yes	HY 2035
2050-3071	--	Eastern Circumferential Rd	Mecklenburg County & Charlotte	Rocky River Rd	Plaza Rd Ext	New Roadway	New 4 lane roadway, with multi-use path	5%	605	1565	32	118	Yes	Yes	Yes	HY 2050
2050-3121	U-6165	Park Rd	Pineville	Johnston Rd	Pineville-Matthews Rd (NC 51)	Widening	Widen from 2 lanes to 4 lanes, with median, multi-use path	13%	1313	1848	82	127	Yes	Yes	Yes	HY 2045
2050-3123	I-6015	I-485 at NC 51	Pineville	--	--	Improve Existing Interchange	Interchange improvements, with bike lanes and sidewalks	10%	492	1162	54	135	Yes	Yes	Yes	HY 2035
2050-3079	--	Eastway Dr	Charlotte	Kilborne Dr	Sugar Creek Rd	Widening	Widen from 4 lanes to 6 lanes, with median and multi-use path	15%	577	562	72	141	Yes	Yes	Yes	HY 2045
2050-3095	--	Steele Creek Rd (NC 160)	Mecklenburg County & Charlotte	I-485	Western Pkwy	Widening	Widen from 2 lanes to 4 lanes, with median, multi-use path	13%	310	731	71	144	Yes	Yes	Yes	HY 2045
2050-3076	--	Wilkinson Blvd (US 74 / US 29)	Charlotte	Little Rock Rd	I-485	Widening	Widen from 4 lanes to 6 lanes, with median, multi-use path	15%	314	718	57	151	Yes	Yes	Yes	HY 2050

1 - Safety Benefit Factor
2 - Travel Time Savings

Yes - contributes to meeting performance targets
No - does not contribute to meeting performance targets

Table I-1 Quantitative MTP Project Level Performance Assessment (Safety and System Performance) (continued)

2050 ID	TIP No	Project Name	Jurisdiction	Start of Project	End of Project	Improvement Type	Project Description	SBF ¹ Reduction %	Auto TTSAV ² 2018	Auto TTSAV ² 2035	Truck TTSAV ² 2018	Truck TTSAV ² 2035	Safety	System Performance (Travel Time Reliability)	System Performance (Truck Travel Time Reliability)	2050 MTP Final Status
2050-3072	I-6020	I-85 at Brookshire Blvd (NC 16)	Charlotte	--	--	Improve Existing Interchange	Convert to diverging diamond interchange, with multi-use path	10%	354	898	56	155	Yes	Yes	Yes	HY 2035
2050-3091	--	Western Pkwy	Mecklenburg County & Charlotte	Billy Graham Pkwy	Steele Creek Rd (NC 160)	New Roadway	New 4 lane roadway, with median and multi-use path	5%	496	689	127	162	Yes	Yes	Yes	HY 2050
2050-3108	I-6019	I-485 at NC 49	Charlotte	--	--	Improve Existing Interchange	Interchange improvements, with multi-use path	10%	423	989	68	180	Yes	Yes	Yes	HY 2035
2050-3081	--	Billy Graham Pkwy	Charlotte	Josh Birmingham Pkwy	I-85	Widening	Widen from 4 lanes to 6 lanes, with median, curb and gutter, and multi-use path	15%	509	2423	21	180	Yes	Yes	Yes	HY 2035
2050-3037	--	Statesville Rd (US 21)	Huntersville	Hambright Rd	Gilead Rd	Widening	Widen from 2 lanes to 4 lanes, with median, multi-use path	13%	882	1156	117	187	Yes	Yes	Yes	HY 2045
2050-3049	--	Statesville Rd (US 21)	Mecklenburg County, Charlotte & Huntersville	WT Harris Blvd (NC 24)	Hambright Rd	Widening	Widen from 2 lanes to 4 lanes, with median, multi-use path	13%	823	1083	126	210	Yes	Yes	Yes	HY 2050
2050-3059	--	Brookshire Blvd (NC 16)	Mecklenburg County & Charlotte	Gaston County Line	Bellhaven Blvd	Widening	Widen from 4 lanes to 6 lanes, with median and multi-use path	15%	868	1982	108	221	Yes	Yes	Yes	HY 2045
2050-3132	--	Ardrey Kell Rd	Charlotte	Rea Rd	Providence Rd (NC 16)	Widening	Widen from 2 lanes to 6 lanes, with median and multi-use path	13%	3711	5898	188	362	Yes	Yes	Yes	HY 2050
2050-3133	U-6167	Ardrey Kell Rd	Mecklenburg County & Charlotte	Lancaster Hwy (US 521)	Rea Rd	Widening	Widen from 2 lanes to 4 lanes, with median and multi-use path	13%	3817	6011	196	372	Yes	Yes	Yes	HY 2045
2050-3067	--	Brookshire Blvd (NC 16)	Charlotte	I-85	Bellhaven Blvd	Widening	Widen from 4 lanes to 6 lanes, with median and multi-use path	15%	1447	3113	211	517	Yes	Yes	Yes	HY 2045
2050-3074	--	Brookshire Fwy (NC 16)	Charlotte	I-77	Idaho Drive	Widening	Widen from 4 lanes to 6 lanes, with median and paved shoulders	15%	414	2284	116	528	Yes	Yes	Yes	HY 2045
2050-3114	--	Westinghouse Blvd	Charlotte	S Tryon St (NC 49)	Nations Ford Rd	Widening	Widen from 4 lanes to 6 lanes, with median, multi-use path	15%	1776	3855	271	586	Yes	Yes	Yes	HY 2035

1 - Safety Benefit Factor
2 - Travel Time Savings

Yes - contributes to meeting performance targets
No - does not contribute to meeting performance targets

Table I-1 Quantitative MTP Project Level Performance Assessment (Safety and System Performance) (continued)

2050 ID	TIP No	Project Name	Jurisdiction	Start of Project	End of Project	Improvement Type	Project Description	SBF ¹ Reduction %	Auto TTSAV ² 2018	Auto TTSAV ² 2035	Truck TTSAV ² 2018	Truck TTSAV ² 2035	Safety	System Performance (Travel Time Reliability)	System Performance (Truck Travel Time Reliability)	2050 MTP Final Status
2050-3107	--	S Tryon St (NC 49)	Charlotte	I-485	Arrowood Rd	Widening	Widen from 4 lanes to 6 lanes, with median and multi-use path	15%	3078	5773	359	686	Yes	Yes	Yes	HY 2035
2050-3103	--	S Tryon St (NC 49)	Charlotte	Arrowood Rd	Shopton Rd	Widening	Widen from 4 lanes to 6 lanes, with median and multi-use path	15%	2809	5302	365	707	Yes	Yes	Yes	HY 2035
2050-3113	--	S Tryon St (NC 49)	Charlotte	I-485	Steele Creek Rd (NC 160)	Widening	Widen from 4 lanes to 6 lanes, with median and multi-use path	15%	3441	6718	369	721	Yes	Yes	Yes	HY 2045
2050-3083	--	I-277 (John Belk Fwy)	Charlotte	South Blvd	Kenilworth Ave	Widening	Improve interchanges along corridor to improve operations	10%	139	935	302	924	Yes	Yes	Yes	HY 2035
2050-3078	I-5718B	I-77	Charlotte	I-277 (John Belk Fwy)	I-277 (Brookshire Fwy)	Widening	Widen from 8 lanes to 10 lanes, interchange improvements, and installation of a collector-distributor road	10%	1908	3028	392	990	Yes	Yes	Yes	HY 2050
2050-3082	I-6022A	I-277	Charlotte	Kenilworth Ave	N Davidson St	Widening	Upgrade interchanges along corridor to improve operations	10%	152	1003	329	1006	Yes	Yes	Yes	HY 2050

1 - Safety Benefit Factor
2 - Travel Time Savings

Yes - contributes to meeting performance targets
No - does not contribute to meeting performance targets

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