APPENDIX E

Roadway Project Evaluation

Developing a list of roadway projects that can be fiscally constrained through 2055 is a major component of the 2055 MTP. Unlike previous MTPs, the 2055 plan included the opportunity to submit intersection and interchange projects as well as corridor projects.

The project submission window was from January 13 – February 14, 2025. All projects were initially evaluated in Tier 1 based on congestion, safety, and access to employment. Projects with the highest scores advanced to Tier 2, where they were further evaluated using additional criteria. The scoring process and results are described in this appendix.

INTRO/OVERVIEW

CRTPO has established a structured approach for identifying which project priorities are incorporated into the region's MTP. This approach applies a set of evaluation criteria aligned with the region's transportation goals and objectives. In alignment with the NCDOT's Strategic Prioritization process (SPOT), the CRTPO ranking methodology is used to assess whether, and to what degree, proposed roadway projects address the region's identified roadway needs and goals.

The roadway ranking methodology was originally developed as part of the CRTPO 2040 MTP and has been used subsequently for the 2045, 2050, and 2055 MTPs. Changes to evaluation criteria were implemented to account for process modifications and the availability of new data since the previous criteria were selected.

This document outlines the project ranking methodology approved by the CRTPO Board including all updates for the 2055 MTP.

RANKING PROCEDURE

The project evaluation framework for the CRTPO MTP includes a two-tiered process. Tier 1 evaluates and screens all submitted projects, while Tier 2 advances a smaller subset of projects from Tier 1 for more detailed review using additional criteria. In both Tier 1 and Tier 2, projects are scored using evaluation criteria that measure how effectively each candidate project aligns with CRTPO transportation priorities. One change to this version of the MTP's scoring process is the scoring of both intersection and interchange projects.

In Tier 1, criteria are used to evaluate the need for a given candidate project using the following quantitative measures:

- Congestion
- Safety
- Accessibility to Employment

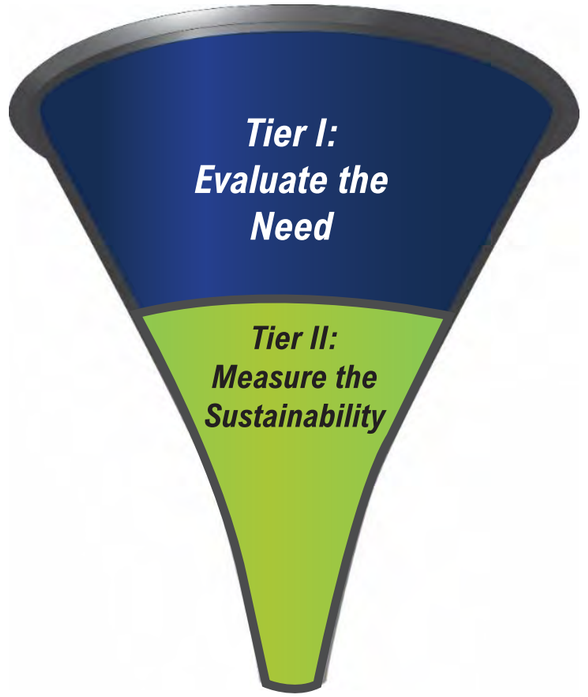
Points are awarded for a possible total score of 200 points per project. All candidate projects submitted by member jurisdictions are considered in this tier. Based on evaluation results and anticipated funding, a cutoff point is selected to identify the projects that will advance to Tier 2. Projects 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.

The Tier 2 evaluation is intended to measure a candidate project's sustainability and is a combination of 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 1 are considered in Tier 2, and points are awarded for a possible Tier 2 score of 100 points per project. After the Tier 2 evaluation is complete, each project's Tier 1 and Tier 2 scores are combined for the project's cumulative score, a maximum of 300 total points per project.

STRATEGIC TRANSPORTATION INVESTMENT CATEGORIES



Tier 1 Criteria	Points
Congestion	100
Safety	50
Accessibility to Employment	50
TOTAL	**200**

Tier 2 Criteria	Points
Environmental Analysis	9
Natural Resource Impacts	9
Historic Resource Impacts	9
Community Resource Impacts	9
Equitable Access	9
Connectivity	10
Benefit/Cost	45
TOTAL	**100**

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.

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 also are divided into the five (5) STI categories.

ROADWAY RANKING REVIEW COMMITTEE

As part of the MTP development a Roadway Ranking 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 1 evaluation
- Determine the cutoff point for Tier 1 projects advancing to Tier 2
- Review and assign scores for the Tier 2 evaluation
- Recommend fiscally constrained projects

The RRRC membership is included in the following table:

Table E-1: Roadway Ranking Review Committee Membership

Agency	Name
Jurisdiction Representative (Cornelius)	Aaron Tucker
Jurisdiction Representative (Charlotte)	Johanna Quinn
Jurisdiction Representative (Troutman)	Andrew Ventresca
Jurisdiction Representative (Statesville)	Matthew Kirkendall
Jurisdiction Representative (Huntersville)	Heather Maloney
Jurisdiction Representative (Union County)	Bjorn Hansen
Metrolina Regional Model	Martin Kinnamon
North Carolina Department of Transportation (NCDOT)	Theo Ghitea
CRTPO	Neil Burke
CRTPO	Travis Johnson
CRTPO	Kendall Clanton

TIER 1 RANKING CRITERIA

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.

Table E-2: Tier I Criteria

Criteria	Maximum Points
Congestion	100
Safety	50
Accessibility to Employment	50
Total	**100**

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: 2023 Peak Average Annual Daily Traffic (AADT) and existing roadway capacities were obtained from NCDOT using SPOT P8.0 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.

Table E-3: Tier 1 Congestion

Tier 1: Congestion
Project Congestion Score = (Scaled Max Peak Period V/C x 60%) + (Scaled Max Peak Period AADT Score x 40%)

For intersections and interchange projects, the highest V/C and AADT out of all legs of the intersection and/or segments of the interchange were used to calculate the scaled max period V/C and AADT.

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 2020-2024 crash data used for SPOT Prioritization 8.0 (P8.0) 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 P8.0 Highway Specific Improvement Type – Safety Benefit Factor reduction percentages.

Application: For all projects, a weighted average (based on roadway segment segment lengths from SPOT P8.0 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. (An additional bonus of 10 points was added to Safety Benefit Scores for projects that would improve multimodal facilities.) The following formula is used to determine the safety score for widening and new location roadway projects.

Table E-4: Tier 1 Safety (Widening/New Location Roadway Projects)

Tier 1: Safety (Widening / New Location Roadway Projects)
Roadway Safety Score = [(Rate Score x 20%) + (Density Score x 20%) + (Severity Score x 20%) + (10-Year Safety Benefit Score x 40%)] ÷ 2

For intersection and interchange projects, crash severity and crash frequency are combined with a 10-year safety benefit calculated using using 5-year crash totals and Safety Benefit Factor reductions based on the Highway Specific Improvement Type. (An additional bonus of 10 points was added to Safety Benefit Scores for projects that would improve multimodal facilities.) The following formula is used to determine the safety score for intersection and interchange projects.

Table E-5: Tier 1 Safety (Intersection and Interchange Projects)

Tier 1: Safety (Intersection and Interchange Projects)
Intersection and Interchange Safety Score = [(Severity Score x 30%) + (Frequency Score x 30%) + (10-Year Safety Benefit Score x 40%)] ÷ 2

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: 2023 Peak Average Annual Daily Traffic (AADT) and existing roadway capacities were obtained from NCDOT using SPOT P8.0 geodatabases. Employment density was obtained through the Metrolina Regional Travel Demand Model.

Application: Traffic Analysis Zones (TAZ) with employment density of 1,250 or more 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.

TIER 2 RANKING CRITERIA

The Tier 2 evaluation consists of seven (7) criteria as listed in the following table:

Table E-6: Tier 2 Criteria

Criteria	Maximum Points
Environmental Analysis	9
Natural Resource Impacts	9
Historic Resource Impacts	9
Community Resource Impacts	9
Equitable Access	9
System Connectivity	10
Benefit/Cost	45
Total	**100**

Tier 2 criteria were developed to evaluate how well each candidate project addresses the sustainability of the overall transportation system in the CRTPO planning area. 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 2 evaluation. The Tier 2 evaluation criteria and their respective point distributions are described in this section.

Environmental Analysis Impacts

The total number of points available for the Environmental Analysis 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 analysis communities. Seven (7) groups have been identified:

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

Data Used: Environmental analysis data obtained from 2024 American Community Survey (ACS) 3-year estimates.

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

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

Candidate projects are evaluated and the percent of each project's length located within or adjacent to the concentration groups is calculated. If a project linearly straddles tracts with differing concentrations, 100% of the project is considered as being located within the higher concentration tract. For interchange/intersection projects straddling tracts with differing concentrations, 100% of the project is considered as being located within the higher concentration tract. The following table provides guidance on how points are allocated:

Table E-7: Tier 2 Environmental Analysis

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	0 Points	0 Points
76% or more	0 Points	0 Points	0 Points

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

Natural, Historic, and Community Resource Impacts

The Natural Resource Impact, Historic Resource Impact, and Community Resource Impact criteria each have a total of nine (9) points available. All project types were scored using the same criteria for these categories.

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. 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.

Table E-8: Tier 2 Natural Resource Impacts

Natural Resource Proximity	Number of Points	
	Widening and Interchange Improvement Projects	New Location Roadway and New Interchange Projects
Resources Beyond 1/4 Mile	9	9
Within 1/4 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

Table E-9: Tier 2 Historic Resource Impacts

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

Table E-10: Tier 2 Community Resource Impacts

Community Resource Proximity	Number of Points	
	Widening and Interchange Improvement Projects	New Location Roadway and 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.

Equitable Access

The total number of points available for the Equitable Access criterion is nine (9). All project types were scored using the same criteria for this category.

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

Data Used: Environmental justice data obtained from 2024 ACS 3-year estimates is used to determine environmental justice concentrations. MRM data (2023 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. Facilities carrying higher volumes to High Concentration census tracts receive more points and those carrying lower volumes receive fewer points.

System Connectivity

The total number of points available for the System Connectivity criterion is ten (10). All intersection and interchange projects received at least 5 points for continuing or connecting roadway functionality.

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

Data Used: The CRTPO Comprehensive Transportation Plan (CTP) 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.

Table E-11: Tier 2 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*
***All intersection improvements and interchange improvements were considered Projects Continuing or Connecting the Roadway Functionality and received a minimum of 5 points.*

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.

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 P8.0 5-Year Crash Totals (2020-2024) 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 11 years (2025 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 2 score for each project.

Table E-12: Tier 2 Benefit-Cost Ratio

Tier 2: Benefit-Cost Ratio
Benefit Cost Score = [(Total Travel Time Savings (2025-2035)) + (Total Safety Benefit (2025-2035))] ÷ (Project Cost to NCDOT, 2022 $)
Total Travel Time Savings (2025-2035) = Sum of [Auto Travel Time Savings, Truck Travel Time Savings] For Autos, [((Auto Delay (2025), hours) – (Auto Delay (2035), hours)) ÷ 2] × 11 years × 260 weekdays/year × $12.75/hour For Trucks, [((Truck Delay (2025), hours) – (Truck Delay (2035), hours)) ÷ 2] × 11 years × 260 weekdays/year × $50/hour
Total Safety Benefit (2025-2035) = Sum of [(# Crashes by Type) × (Crash Type VSL) × (Project SBF %) ÷ 5 years] × 11 years

Notes:
- *Crashes by Type: KA - Fatal and Type A (Disabling) Injury Crashes; BC - TYpe B (Evident) and C (Possible) Injury Crashes; PDO = Property Damage Only Crashes*
- *Value of time for autos = $12.75; trucks = $50.00*
- *The Safety Benefit Factor is determined based on specific improvement type categories as defined by SPOT P8.0*
- *Project cost to NCDOT is euqal to the cost estimate prepared by CRTPO*

For intersection and interchange projects, travel time savings was negligible enough to not be measurable through planning-level travel time modeling. Because of this, all intersection and interchange projects were calculated using a $0 travel time savings. Safety benefit and project cost to NCDOT followed the same process for roadway corridor projects and intersection/interchange projects.

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Table E-13: Candidate Roadway Projects - Scores and MTP Status

MTP ID	Name	STI Category[1]	TI Congestion[2]	TI Safety[3]	TI Accessibility to Employment[4]	TI Score	T2 Environmental Analysis Impacts	T2 Natural Resource Impacts	T2 Historic Resource Impacts[5]	T2 Community Resource Impacts	T2 Equitable Access	T2 System Connectivity	T2 Benefit/ Cost[5]	T2 Score	Total Score	Horizon Year
CLT-1	3rd Street/4th Street (NC 16)	Region E	60	23	22	105	3	2	3	3	3	5	8	26	131	2036-2045
CLT-10	Bryant Farms Road	Division 10	30	4	10	44	Dropped in Tier I								44	Unfunded
CLT-11	Carowinds Boulevard	Division 10	55	16	13	84									84	Unfunded
CLT-13	Eastern Circumferential Road	Division 10	66	50	8	124	0	6	6	6	6	10	2	36	160	2036-2045
CLT-14	Eastern Circumferential Road	Division 10	33	8	6	46	0	2	3	3	3	10	2	23	49	2046-2055
CLT-15	Eastern Circumferential Road	Division 10	52	12	7	70	Dropped in Tier I								70	Unfunded
CLT-16	Harrisburg Road	Division 10	66	10	8	84	0	6	6	6	6	0	3	27	120	Unfunded
CLT-17	I-485	Statewide	100	7	41	148	0	3	6	6	4	5	3	27	175	2036-2045
CLT-19	Independence Boulevard (US 74)	Statewide	64	16	35	115	0	3	6	6	4	5	6	30	145	2036-2045
CLT-2/ MHL-1 A	Albemarle Road (NC 27)	Region E	69	30	15	114	9	6	6	9	9	0	6	45	159	2036-2045
CLT-2/ MHL-1 B	Albemarle Road (NC 27)	Region E	70	16	15	101	0	6	6	6	6	0	0	24	125	2036-2045
CLT-20	John Belk Freeway (I-277)	Statewide	88	16	50	154	0	3	6	6	6	5	5	31	185	2036-2045
CLT-22	Krefeld Drive	Division 10	56	19	31	106	0	7	0	9	3	10	5	34	140	2036-2045
CLT-23	Lancaster Highway	Division 10	76	14	11	101	0	2	6	6	6	0	4	23	124	2036-2045
CLT-24	Mallard Creek Road	Division 10	62	11	9	82	0	2	6	6	3	5	2	24	74	2046-2055
CLT-25	Mt. Holly Road (NC 27)	Region E	31	7	12	50	Dropped in Tier I								50	Unfunded
CLT-26	Mt. Holly Road (NC 27)	Region E	71	20	11	102	0	2	3	6	6	5	11	34	136	2036-2045
CLT-27	Mt Holly-Huntersville Rd	Division 10	39	26	7	72	Dropped in Tier I								72	Unfunded
CLT-28	Mt Holly-Huntersville Rd	Division 10	58	22	5	85	0	2	6	6	6	0	2	22	107	2046-2055
CLT-29	Mt Holly-Huntersville Rd	Division 10	39	26	7	72	Dropped in Tier I								72	Unfunded
CLT-3	Archdale Drive	Division 10	46	14	20	80									80	Unfunded
CLT-30	Old Statesville Road (NC 115)	Region E	51	22	13	85	0	2	6	3	6	5	2	24	109	2046-2055

MTP Status: Fiscally Constrained | *Dropped in Tier I* | *Dropped in Tier II*

[1] *STI Category: Strategic Transportation Investment Category*
[2] *See Table E-15: Candidate Roadway Projects - Congestion Score*
[3] *See Table E-17: Candidate Roadway Projects - Safety Score*
[4] *See Table E-19: Candidate Roadway Projects - Accessibility to Employment Score*
[5] *See Table E-21: Tier 2 Candidate Projects - Benefit Cost Score*

Table E-13: Candidate Roadway Projects - Scores and MTP Status continued

MTP ID	Name	STI Category[1]	TI Congestion[2]	TI Safety[3]	TI Accessibility to Employment[4]	TI Score	T2 Environmental Analysis Impacts	T2 Natural Resource Impacts	T2 Historic Resource Impacts[5]	T2 Community Resource Impacts	T2 Equitable Access	T2 System Connectivity	T2 Benefit/ Cost[5]	T2 Score	Total Score	Horizon Year
CLT-31	Shopton Road West	Division 10	54	11	15	79	Dropped in Tier I								79	Unfunded
CLT-32	Shopton Road West	Division 10	53	18	6	76									76	Unfunded
CLT-33	Steele Creek Rd (NC 160)	Region E	59	12	12	82	0	2	6	3	6	5	3	25	107	2046-2055
CLT-34	West Boulevard and Piney Top Drive (NC 160)	Region E	53	14	11	79	0	3	3	6	9	5	4	30	109	2046-2055
CLT-35	Westinghouse Boulevard	Division 10	84	21	36	140	9	6	6	6	9	0	2	38	178	2036-2045
CLT-36	Woodlawn Road	Division 10	92	26	26	144	0	7	6	6	9	5	0	33	177	2036-2045
CLT-4	Archdale Drive Relocation	Division 10	54	17	27	97	0	6	0	9	3	10	8	35	132	2036-2045
CLT-5	Ardrey Kell Road	Division 10	61	20	9	89	9	1	3	9	9	0	1	33	122	2046-2055
CLT-6	Ardrey Kell Road	Division 10	57	8	7	72	0	1	3	6	3	0	1	13	85	Unfunded
CLT-7	Arequipa Drive	Division 10	56	12	31	98	0	7	0	3	9	10	4	33	131	2036-2045
CLT-8	Arrowood-Whitehall Connector	Division 10	44	10	18	73	Dropped in Tier I								73	Combined into CLT-128
CLT-9A	Ballantyne Commons Parkway	Division 10	40	5	8	53									53	Unfunded
CLT-9B	Ballantyne Commons Parkway	Division 10	53	6	12	71									71	Unfunded
CLT-9C	Ballantyne Commons Parkway	Division 10	53	6	12	70									70	Unfunded
COR-1	Bailey Road	Division 10	25	11	2	38									38	Unfunded
COR-2	Bailey Road Flyover	Division 10	74	23	31	127	0	7	6	9	6	10	1	38	165	2036-2045
COR-3	Main Street (NC 115)	Region E	63	19	11	93	0	1	6	3	6	0	2	18	111	2046-2055
COR-4	Old Statesville Road (NC 115)	Region E	49	14	7	69	Dropped in Tier I								69	Unfunded
COR-5	Statesville Road (US 21)	Region E	45	11	10	66									66	Unfunded
COR-6	Washam Potts Rd	Division 10	41	13	7	61									61	Unfunded
COR-7	Zion Avenue Extension	Division 10	41	6	7	54									54	Unfunded
COR-8	I-77	Statewide	81	37	37	154	0	3	6	6	3	5	2	25	179	Unfunded

MTP Status: Fiscally Constrained | *Dropped in Tier I* | *Dropped in Tier II*

[1] *STI Category: Strategic Transportation Investment Category*
[2] *See Table E-15: Candidate Roadway Projects - Congestion Score*
[3] *See Table E-17: Candidate Roadway Projects - Safety Score*
[4] *See Table E-19: Candidate Roadway Projects - Accessibility to Employment Score*
[5] *See Table E-21: Tier 2 Candidate Projects - Benefit Cost Score*

Table E-13: Candidate Roadway Projects - Scores and MTP Status continued

MTP ID	Name	STI Category[1]	TI Congestion[2]	TI Safety[3]	TI Accessibility to Employment[4]	TI Score	T2 Environmental Analysis Impacts	T2 Natural Resource Impacts	T2 Historic Resource Impacts[5]	T2 Community Resource Impacts	T2 Equitable Access	T2 System Connectivity	T2 Benefit/ Cost[5]	T2 Score	Total Score	Horizon Year
DOT-1	US 74	Statewide	56	24	32	111	9	3	9	9	1	5	4	40	151	2036-2045
HTV-1	Beatties Ford Road	Division 10	27	21	5	53	Dropped in Tier I								53	Unfunded
HTV-10	Gilead Road	Division 10	51	13	8	72									72	Unfunded
HTV-11	Gilead Road	Division 10	51	20	12	83	0	1	6	6	6	5	3	27	110	2036-2045
HTV-12	Gilead Road/ Vance Road Extension	Division 10	20	12	4	36	Dropped in Tier I								36	Unfunded
HTV-13	Hambright Road	Division 10	55	15	37	107	0	7	6	9	6	0	9	37	144	2036-2045
HTV-14	Hambright Road	Division 10	40	15	7	62	Dropped in Tier I								62	Unfunded
HTV-15	Hambright Road	Division 10	56	14	8	78									78	Unfunded
HTV-16	Hambright Road	Division 10	52	5	7	65									65	Unfunded
HTV-17	Huntersville-Concord Road	Division 10	56	15	8	79									79	Unfunded
HTV-18	Huntersville-Concord Road	Division 10	38	14	6	57									57	Unfunded
HTV-19	McCoy Road	Division 10	52	18	9	80									80	Unfunded
HTV-2	Beatties Ford Road	Division 10	61	11	8	80									80	Unfunded
HTV-20	Meacham Farm Drive	Division 10	48	5	9	62									62	Unfunded
HTV-21	Mt Holly-Huntersville Rd	Division 10	54	11	10	75									75	Unfunded
HTV-22	Mt Holly-Huntersville Rd	Division 10	47	11	26	85	0	6	3	9	6	0	3	27	112	2046-2055
HTV-23	Mt Holly-Huntersville Rd	Division 10	23	16	5	43	Dropped in Tier I								43	Unfunded
HTV-24	NC 73	Region E	72	11	6	89	9	0	3	6	6	5	1	31	120	2036-2045
HTV-25A	Old Statesville Road (NC 115)	Region E	71	15	10	95	0	1	6	6	6	5	1	25	114	2036-2045
HTV-25B	Old Statesville Road (NC 115)	Region E	71	11	10	92	0	1	6	6	6	5	1	24	119	Unfunded
HTV-26A	Old Statesville Road (NC 115)	Region E	48	15	9	72	0	1	6	3	6	5	1	22	94	Unfunded
HTV-26B	Old Statesville Road (NC 115)	Region E	48	11	9	68	3	1	6	6	6	5	1	27	95	Unfunded
HTV-27	Old Statesville Road (NC 115)	Region E	48	18	8	74	0	1	6	6	6	5	1	25	99	Unfunded

MTP Status: Fiscally Constrained | Dropped in Tier I | Dropped in Tier II
[1] STI Category: Strategic Transportation Investment Category
[2] See Table E-15: Candidate Roadway Projects - Congestion Score
[3] See Table E-17: Candidate Roadway Projects - Safety Score
[4] See Table E-19: Candidate Roadway Projects - Accessibility to Employment Score
[5] See Table E-21: Tier 2 Candidate Projects - Benefit Cost Score

Table E-13: Candidate Roadway Projects - Scores and MTP Status continued

MTP ID	Name	STI Category[1]	TI Congestion[2]	TI Safety[3]	TI Accessibility to Employment[4]	TI Score	T2 Environmental Analysis Impacts	T2 Natural Resource Impacts	T2 Historic Resource Impacts[5]	T2 Community Resource Impacts	T2 Equitable Access	T2 System Connectivity	T2 Benefit/ Cost[5]	T2 Score	Total Score	Horizon Year
HTV-28	Old Statesville Road (NC 115)	Region E	49	16	7	72	3	0	6	6	6	5	1	27	99	Unfunded
HTV-29	Poplar Tent Church Road	Division 10	57	11	4	72	Dropped in Tier I								72	Unfunded
HTV-3	Beatties Ford Road-Vance Road Extension Connector	Division 10	72	27	8	108	3	1	3	3	6	0	0	16	124	2036-2045
HTV-30	Prosperity Church Road Connector	Division 10	37	10	5	52	Dropped in Tier I								52	Unfunded
HTV-31	Ramah Church Road	Division 10	40	9	5	54									54	Unfunded
HTV-32	Seagle Street	Division 10	53	7	7	68									68	Unfunded
HTV-33	Seagle Street Extension	Division 10	46	8	9	63									63	Unfunded
HTV-34	Statesville Road (US 21)	Region E	40	15	11	66	9	0	6	9	9	5	2	40	106	Unfunded
HTV-35	Statesville Road (US 21)	Region E	50	12	11	73	9	1	3	9	9	0	3	34	107	Unfunded
HTV-36	Statesville Road (US 21)	Region E	49	13	7	69	Dropped in Tier I								69	Unfunded
HTV-37	Vance Road Extension	Division 10	56	8	9	73									73	Unfunded
HTV-38	Vance Road Extension	Division 10	28	18	9	55									55	Unfunded
HTV-39	Verhoeff Drive Extension	Division 10	40	5	8	53									53	Unfunded
HTV-4	Birkdale Commons Parkway	Division 10	71	7	11	89	0	1	3	9	0	10	8	31	120	2036-2045
HTV-5	Bud Henderson Road	Division 10	29	13	2	44	Dropped in Tier I								44	Unfunded
HTV-6	Church Street	Division 10	48	4	9	61									61	Unfunded
HTV-7	Ervin Cook Road	Division 10	24	5	5	34									34	Unfunded
HTV-8	Ferrelltown Parkway Extension	Division 10	31	9	5	45									45	Unfunded
HTV-9	Ferrelltown Parkway Extension	Division 10	31	4	5	40									40	Unfunded
INT-1/ MON-7	Old Charlotte Highway	Division 10	50	24	7	81									81	Unfunded
INT-2	Wesley Chapel-Stouts Road	Division 10	53	27	9	89	6	0	3	6	6	0	4	25	114	2046-2055

MTP Status: Fiscally Constrained | Dropped in Tier I | Dropped in Tier II
[1] STI Category: Strategic Transportation Investment Category
[2] See Table E-15: Candidate Roadway Projects - Congestion Score
[3] See Table E-17: Candidate Roadway Projects - Safety Score
[4] See Table E-19: Candidate Roadway Projects - Accessibility to Employment Score
[5] See Table E-21: Tier 2 Candidate Projects - Benefit Cost Score

Table E-13: Candidate Roadway Projects - Scores and MTP Status continued

MTP ID	Name	STI Category[1]	TI Congestion[2]	TI Safety[3]	TI Accessibility to Employment[4]	TI Score	T2 Environmental Analysis Impacts	T2 Natural Resource Impacts	T2 Historic Resource Impacts[5]	T2 Community Resource Impacts	T2 Equitable Access	T2 System Connectivity	T2 Benefit/ Cost[5]	T2 Score	Total Score	Horizon Year
MAT-1	Eastern Circumferential Road	Division 10	33	18	6	57	Dropped in Tier I								57	Unfunded
MAT-10	John Street	Division 10	71	16	17	105	9	2	3	9	9	0	0	32	137	2036-2045
MAT-11	Matthews Township Parkway (NC 51)	Region E	77	15	29	121	9	2	9	9	9	5	0	43	164	2036-2045
MAT-12	Matthews Township Parkway (NC 51)	Region E	73	13	22	107	0	2	3	6	9	0	1	21	128	2036-2045
MAT-13	Matthews -Mint Hill Road	Division 10	56	16	8	79	Dropped in Tier I								79	Unfunded
MAT-14	McKee Road Extension	Division 10	37	17	6	61	9	0	0	9	9	10	0	38	99	2046-2055
MAT-15	Independence Boulevard (US 74)	Statewide	84	35	35	153	0	3	6	6	3	5	5	27	180	2046-2055
MAT-2	Fullwood Lane	Division 10	77	17	7	100	0	0	6	6	6	0	2	20	120	Unfunded
MAT-3	Greylock Ridge Road	Division 10	54	10	4	68	Dropped in Tier I								68	Unfunded
MAT-4	Idlewild Road	Division 10	50	14	8	72									72	Unfunded
MAT-5	Idlewild Road	Division 10	59	17	7	83									83	Unfunded
MAT-6	Idlewild Road	Division 10	46	19	4	69									69	Unfunded
MAT-7	Independence Pointe Parkway	Division 10	70	12	35	117	0	5	3	3	9	0	7	26	143	2036-2045
MAT-8	Independence Pointe Parkway	Division 10	70	10	35	115	3	5	3	9	3	0	2	24	139	2036-2045
MAT-9	John Street	Division 10	66	21	14	100	0	1	6	6	6	0	3	22	122	2036-2045
MHL-2	I-485	Statewide	63	6	23	91	Dropped in Tier I								91	Unfunded
MHL-3	Matthews-Mint Hill Road (NC 51)	Region E	65	18	12	95	0	1	6	6	6	5	2	26	121	2036-2045
MHL-4	Matthews-Mint Hill Road	Region E	57	15	8	80	0	2	6	6	6	5	1	25	105	Unfunded
MHL-5	Fairview Road (NC 218)	Region E	55	10	4	69	9	1	6	9	9	5	0	39	108	2046-2055
MON-1	Airport Road Relocation	Division 10	19	13	5	37	Dropped in Tier I								37	Unfunded
MON-10	Secrest Shortcut Road	Division 10	35	16	3	54									54	Unfunded
MON-11	Secrest Shortcut Road	Division 10	36	28	5	68									68	Unfunded

MTP Status: Fiscally Constrained | Dropped in Tier I | Dropped in Tier II
[1] STI Category: Strategic Transportation Investment Category
[2] See Table E-15: Candidate Roadway Projects - Congestion Score
[3] See Table E-17: Candidate Roadway Projects - Safety Score
[4] See Table E-19: Candidate Roadway Projects - Accessibility to Employment Score
[5] See Table E-21: Tier 2 Candidate Projects - Benefit Cost Score

Table E-13: Candidate Roadway Projects - Scores and MTP Status continued

MTP ID	Name	STI Category[1]	TI Congestion[2]	TI Safety[3]	TI Accessibility to Employment[4]	TI Score	T2 Environmental Analysis Impacts	T2 Natural Resource Impacts	T2 Historic Resource Impacts[5]	T2 Community Resource Impacts	T2 Equitable Access	T2 System Connectivity	T2 Benefit/ Cost[5]	T2 Score	Total Score	Horizon Year
MON-12	Skyway Drive (US 601)	Region E	51	18	5	74	9	0	3	6	9	5	1	33	107	2046-2055
MON-2	Martin Luther King Jr. Boulevard	Division 10	52	22	6	81	Dropped in Tier I								81	Unfunded
MON-3	Morgan Mill Road (NC 200)	Region E	58	22	8	88	0	0	6	9	6	5	1	27	115	2046-2055
MON-4	Old Charlotte Highway	Division 10	64	15	9	89	9	0	6	6	6	0	2	29	118	2046-2055
MON-5	Old Charlotte Highway	Division 10	40	14	9	62	Dropped in Tier I								62	Unfunded
MON-6	Old Charlotte Highway	Division 10	50	12	9	71									71	Unfunded
MON-8	Rocky River Road	Division 10	53	26	3	82									82	Unfunded
MON-9	Rocky River Road	Division 10	62	19	5	86	0	0	3	6	9	0	2	20	106	Unfunded
MSH-1/ UNI-1	Marshville Bypass	Statewide	32	12	10	54	Dropped in Tier I								54	Unfunded
MSH-2	Marshville-Olive Branch Road	Division 10	4	12	0	17									17	Unfunded
MSH-3	N. Elm St (NC 205)	Region E	29	24	1	54									54	Unfunded
MSH-4	Old Highway 74	Region E	32	25	10	67									67	Unfunded
MSH-5	S. White Street/ Landsford Road	Division 10	12	29	1	42									42	Unfunded
MSH-6	Union Street/ Old Peachland Road	Division 10	11	14	0	25									25	Unfunded
MSH-7	W. Phifer St/ Austin Grove Church Road	Division 10	3	32	0	36									36	Unfunded
MSV-1	Alcove Road	Division 12	17	34	0	51									51	Unfunded
MSV-10	I-77	Statewide	59	12	21	92									92	Unfunded
MSV-11	Langtree Road	Division 12	51	11	10	72	0	9	6	6	6	0	4	31	103	2046-2055
MSV-12	Mazeppa Road	Division 12	37	17	2	56	Dropped in Tier I								56	Unfunded
MSV-13	Mecklenburg Highway (NC 115)	Region F	51	25	7	83	0	2	6	3	6	0	7	24	107	Unfunded
MSV-14	Coddle Creek Highway (NC 3)	Region F	35	17	7	59	Dropped in Tier I								59	Unfunded
MSV-15	Oakridge Farm Highway (NC 150)	Region F	49	23	7	79	0	1	3	6	9	0	3	22	101	2046-2055

MTP Status: Fiscally Constrained | Dropped in Tier I | Dropped in Tier II
[1] STI Category: Strategic Transportation Investment Category
[2] See Table E-15: Candidate Roadway Projects - Congestion Score
[3] See Table E-17: Candidate Roadway Projects - Safety Score
[4] See Table E-19: Candidate Roadway Projects - Accessibility to Employment Score
[5] See Table E-21: Tier 2 Candidate Projects - Benefit Cost Score

Table E-13: Candidate Roadway Projects - Scores and MTP Status continued

MTP ID	Name	STI Category[1]	TI Congestion[2]	TI Safety[3]	TI Accessibility to Employment[4]	TI Score	T2 Environmental Analysis Impacts	T2 Natural Resource Impacts	T2 Historic Resource Impacts[5]	T2 Community Resource Impacts	T2 Equitable Access	T2 System Connectivity	T2 Benefit/ Cost[5]	T2 Score	Total Score	Horizon Year
MSV-16	Oates Road	Division 12	13	30	3	47	Dropped in Tier I								47	Unfunded
MSV-17	Plaza Drive (NC 150)	Region F	53	19	16	88	0	1	3	6	6	5	1	22	110	Unfunded
MSV-18	Shearers Road	Division 12	36	17	6	58	Dropped in Tier I								58	Unfunded
MSV-19	Talbert Road	Division 12	44	26	7	77	0	3	6	6	6	5	40	66	143	2036-2045
MSV-2	Broad St	Division 12	29	34	3	66	Dropped in Tier I								66	Unfunded
MSV-20	Grayson Drive	Division 12	59	11	10	80	0	7	6	6	9	0	45	73	153	2036-2045
MSV-3	Charlotte Highway (US 21)	Region F	59	29	8	96	9	2	3	9	9	5	6	43	139	Unfunded
MSV-4	Church Street	Division 12	34	15	4	53	Dropped in Tier I								53	Unfunded
MSV-5	Connector Road	Division 12	43	11	4	58	0	1	6	6	9	0	18	39	97	Unfunded
MSV-6	Cornelius Road	Division 12	67	13	8	88	0	0	6	6	6	0	22	40	128	Unfunded
MSV-7	Cornelius Road	Statewide	53	10	2	65	0	3	9	9	0	10	1	33	98	Unfunded
MSV-8A	East-West Connector	Division 12	46	12	4	63	Dropped in Tier I								63	Unfunded
MSV-8B	East-West Connector	Division 12	46	9	4	60									60	Unfunded
STA-1	Center Street (NC 115)	Region F	55	13	6	75	0	2	6	6	6	5	3	28	103	Unfunded
STA-2	East Aviation Drive Relocation	Division 12	6	1	2	8	Dropped in Tier I								8	Unfunded
STA-3	Garner Bagnal Boulevard (US 70)	Region F	48	33	4	85	9	9	3	9	9	5	16	60	145	Unfunded
STA-4	Shelton Avenue (US 21)	Region F	28	8	7	43	Dropped in Tier I								43	Unfunded
TRM-1	Charlotte Highway (US 21)	Region F	44	7	4	55									55	Unfunded
TRM-2	Main Street (US 21)	Region F	60	8	5	72	9	2	6	6	6	0	21	50	122	Unfunded

MTP Status: Fiscally Constrained | Dropped in Tier I | Dropped in Tier II
[1] STI Category: Strategic Transportation Investment Category
[2] See Table E-15: Candidate Roadway Projects - Congestion Score
[3] See Table E-17: Candidate Roadway Projects - Safety Score
[4] See Table E-19: Candidate Roadway Projects - Accessibility to Employment Score
[5] See Table E-21: Tier 2 Candidate Projects - Benefit Cost Score

Table E-13: Candidate Roadway Projects - Scores and MTP Status continued

MTP ID	Name	STI Category[1]	TI Congestion[2]	TI Safety[3]	TI Accessibility to Employment[4]	TI Score	T2 Environmental Analysis Impacts	T2 Natural Resource Impacts	T2 Historic Resource Impacts[5]	T2 Community Resource Impacts	T2 Equitable Access	T2 System Connectivity	T2 Benefit/ Cost[5]	T2 Score	Total Score	Horizon Year
TRM-3	Old Mountain Road	Region F	39	15	2	56	Dropped in Tier I								56	Unfunded
TRM-4	South Main Street (US 21)	Region F	42	17	6	65									65	Unfunded
UNI-2	Weddington Road (NC 84)	Region E	46	14	6	66									66	Unfunded
WAX-1	Cuthbertson Road	Division 10	42	13	4	59									59	Unfunded
WAX-4A	Waxhaw Parkway	Division 10	60	9	5	74									74	Unfunded
WAX-4B	Waxhaw Parkway	Division 10	39	15	3	58									58	Unfunded
WAX-4C	Waxhaw Parkway	Division 10	39	15	3	58									58	Unfunded
WAX-4D	Waxhaw Parkway	Division 10	39	15	3	58									58	Unfunded
WAX-4E	Waxhaw Parkway	Division 10	41	13	3	57									57	Unfunded
WAX-5	Waxhaw-Marvin Road	Division 10	49	31	3	83									83	Unfunded

MTP Status: Fiscally Constrained | Dropped in Tier I | Dropped in Tier II
[1] STI Category: Strategic Transportation Investment Category
[2] See Table E-15: Candidate Roadway Projects - Congestion Score
[3] See Table E-17: Candidate Roadway Projects - Safety Score
[4] See Table E-19: Candidate Roadway Projects - Accessibility to Employment Score
[5] See Table E-21: Tier 2 Candidate Projects - Benefit Cost Score

Table E-14: Candidate Intersection and Interchange Projects - Scores and MTP Status

MTP ID	Name	STI Category[1]	TI Congestion[2]	TI Safety[3]	TI Accessibility to Employment[4]	TI Score	T2 Environmental Analysis Impacts	T2 Natural Resource Impacts	T2 Historic Resource impacts	T2 Community Resource Impacts	T2 Equitable Access	T2 System Connectivity	T2 Benefit/ Cost[5]	T2 Score	Total Score	Horizon Year
CLT-I1	US 74 at Krefeld Drive	Statewide	54	22	16	92	Dropped in Tier I								92	Unfunded
CLT-I10	South Boulevard at Tyvola Road	Division 10	93	20	20	132	0	7	9	9	9	5	45	84	216	2036-2045
CLT-I13	I-85 at Billy Graham Parkway	Statewide	50	22	24	96	0	6	6	9	5	5	2	33	129	2046-2055
CLT-I15	Bellhaven Boulevard at Mt Holly-Huntersville Road	Division 10	58	21	3	82	Dropped in Tier I								82	Unfunded
CLT-I16	Berewick Commons Parkway at Shopton Rd West	Division 10	55	13	11	79									79	Unfunded
CLT-I18A	WT Harris Blvd (NC 24) at Grier Rd (Interchange)	Region E	64	23	16	103	0	5	6	9	3	10	4	37	140	Unfunded
CLT-I18B	WT Harris Blvd (NC 24) at Grier Rd (Intersection)	Region E	64	18	16	98	0	5	6	9	6	5	45	76	174	2036-2045
CLT-I19	I-485 at S Tryon Street	Statewide	60	15	26	102	0	3	9	9	4	5	2	32	134	2046-2055
CLT-I20A	Billy Graham Pkwy at Morris Field Drive (Interchange)	Region E	79	22	12	113	0	0	3	9	2	10	45	69	182	2036-2045
CLT-I20B	Billy Graham Pkwy at Morris Field Drive (Intersection)	Statewide	79	17	12	107	0	3	6	9	2	5	29	54	161	Unfunded
CLT-I21A	Billy Graham Pkwy at NC 160 (Interchange)	Statewide	68	23	14	106	0	0	3	3	3	10	5	24	130	Unfunded
CLT-I21B	Billy Graham Pkwy at NC 160 (Intersection)	Statewide	68	18	14	100	0	3	6	6	3	5	28	51	151	2036-2045
CLT-I22	I-77 at Westinghouse Boulevard	Statewide	43	32	29	105	Dropped in Tier I								105	Unfunded
CLT-I23	I-77 at Nations Ford Road	Statewide	58	40	10	109	0	6	9	9	3	5	1	33	142	2046-2055
CLT-I24	I-77 at Tyvola Road	Statewide	42	43	27	111	0	3	9	9	5	5	1	32	143	2036-2045
CLT-I25A	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Interchange)	Statewide	80	22	21	123	0	9	9	9	4	10	1	42	165	Unfunded

MTP Status: Fiscally Constrained | *Dropped in Tier I* | *Dropped in Tier II*

[1] *STI Category: Strategic Transportation Investment Category*
[2] *See Table E-16: Candidate Intersection and Interchange Projects - Congestion Score*
[3] *See Table E-18: Candidate Intersection and Interchange Projects - Safety Score*
[4] *See Table E-20: Candidate Intersection and Interchange - Accessibility to Employment Score*
[5] *See Table E-21: Tier 2 Candidate Projects - Benefit Cost Score*

Table E-14: Candidate Intersection and Interchange Projects - Scores and MTP Status continued

MTP ID	Name	STI Category[1]	TI Congestion[2]	TI Safety[3]	TI Accessibility to Employment[4]	TI Score	T2 Environmental Analysis Impacts	T2 Natural Resource Impacts	T2 Historic Resource impacts	T2 Community Resource Impacts	T2 Equitable Access	T2 System Connectivity	T2 Benefit/ Cost[5]	T2 Score	Total Score	Horizon Year
CLT-I25B	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Intersection)	Statewide	80	17	21	118	0	9	9	9	4	5	28	63	181	2036-2045
CLT-I26	I-77 at W Woodlawn Road	Statewide	43	29	25	96	Dropped in Tier I								96	Unfunded
CLT-I27	I-77 at S Tryon Street	Statewide	50	27	28	105	0	6	9	9	4	5	1	34	139	2046-2055
CLT-I28	I-485 at future Arrowood-Whitehall Connector	Division 10	97	36	26	159	0	9	3	9	9	0	0	30	189	2036-2045
CLT-I29	Eastern Circumferential Road at AC&W RR (Grade Separated Railroad Crossing)	Division 10	58	38	20	116	0	9	6	6	6	10	6	43	159	2036-2045
CLT-I3	Albemarle Road (NC 27) at WT Harris Boulevard (NC 24)	Region E	69	26	23	118	0	9	9	6	9	5	4	42	160	2036-2045
CLT-I4	I-485 at Providence Road	Statewide	64	13	22	99	0	6	9	9	1	5	1	31	130	2046-2055
CLT-I6	I-85 and WT Harris Boulevard	Statewide	55	33	50	138	9	3	9	9	9	5	5	49	187	2036-2045
CLT-I7	I-85 and Mallard Creek Church Road	Statewide	60	50	18	128	9	6	9	9	4	5	1	43	171	2036-2045
CLT-I8	I-85 at Beatties Ford Road	Statewide	61	1	15	77	Dropped in Tier I								77	Unfunded
CLT-I9	I-85 at Brookshire Freeway (NC 16)	Statewide	56	40	47	144	9	6	9	9	7	5	1	46	190	2036-2045
COR-I1	I-77 at Westmoreland Road	Statewide	43	5	25	73	0	0	9	9	1	10	0	29	102	Unfunded
DAV-I1	Concord Road at Grey Road at Pine Road	Division 10	42	13	4	60	Dropped in Tier I								60	Unfunded
DOT-I1	I-85 at I-485	Statewide	52	7	29	87									87	Unfunded
DOT-I2	I-485 at Pineville Matthews Road (NC 51)	Statewide	65	11	19	94	9	9	9	9	2	5	1	44	138	Unfunded
HTV-I1	Hambright Road at Mt Holly-Huntersville Road	Division 10	62	19	7	88	Dropped in Tier I								88	Unfunded

MTP Status: Fiscally Constrained | *Dropped in Tier I* | *Dropped in Tier II*

[1] *STI Category: Strategic Transportation Investment Category*
[2] *See Table E-16: Candidate Intersection and Interchange Projects - Congestion Score*
[3] *See Table E-18: Candidate Intersection and Interchange Projects - Safety Score*
[4] *See Table E-20: Candidate Intersection and Interchange Projects - Accessibility to Employment Score*
[5] *See Table E-21: Tier 2 Candidate Projects - Benefit Cost Score*

Table E-14: Candidate Intersection and Interchange Projects - Scores and MTP Status continued

MTP ID	Name	STI Category[1]	TI Congestion[2]	TI Safety[3]	TI Accessibility to Employment[4]	TI Score	T2 Environmental Analysis Impacts	T2 Natural Resource Impacts	T2 Historic Resource impacts	T2 Community Resource Impacts	T2 Equitable Access	T2 System Connectivity	T2 Benefit/ Cost[5]	T2 Score	Total Score	Horizon Year
HTV-12	Old Statesville Rd (NC 115) at Gilead Road/ Huntersville-Concord Road	Region E	61	20	6	87	9	0	6	9	9	5	6	45	132	2036-2045
HTV-13	Statesville Road (US 21) and Mt Holly-Huntersville Rd	Region E	27	11	8	47	Dropped in Tier I								47	Unfunded
INT-11	Chestnut Lane at Potter Road	Division 10	61	14	4	79									79	Unfunded
INT-12	Unionville-Indian Trail Road at Faith Church Road	Division 10	45	14	3	62									62	Unfunded
MAT-11	NC 51 at Fullwood Lane	Region E	100	16	17	133	0	1	6	9	6	5	12	39	172	2036-2045
MAT-12	S Trade Street at Fullwood Lane	Division 10	59	14	7	80	Dropped in Tier I								80	Unfunded
MAT-13	Matthews-Mint Hill Road at Independence Pointe Parkway	Division 10	61	13	5	79									78	Unfunded
MHL-11	Albemarle Road (NC 27) at Blair Road	Region E	70	15	7	93	0	2	6	9	6	5	12	40	133	2036-2045
MHL-12	I-485 at Blair Road	Statewide	41	15	5	61	Dropped in Tier I								61	Unfunded
MNS-11	NC 75 at Potter Road	Region E	32	15	2	49									49	Unfunded
MON-14	US 74 at Campus Ridge Drive/Pageland Highway (US 601)	Statewide	43	12	7	61									61	Unfunded
MSV-11	Penske Road at Mazeppa Road	Division 12	15	10	1	26									26	Unfunded
MSV-12	US 21 at Oates Rd	Region F	33	22	3	58									58	Unfunded
MSV-14	NC 115 at Shinnville Rd	Region F	58	18	3	80	9	1	6	9	9	5	37	75	155	2036-2045
MSV-15	NC 3 at NC 150	Region F	46	27	6	79	Dropped in Tier I								79	Unfunded
MSV-16	NC 150 at Overhead Bridge Rd/Selma Dr	Region F	34	25	3	62									62	Unfunded
MSV-19	NC 801 at NC 150	Region F	50	24	3	77	0	0	6	6	9	5	45	71	148	2036-2045

MTP Status: Fiscally Constrained | Dropped in Tier I | Dropped in Tier II
[1] STI Category: Strategic Transportation Investment Category
[2] See Table E-16: Candidate Intersection and Interchange Projects - Congestion Score
[3] See Table E-18: Candidate Intersection and Interchange Projects - Safety Score
[4] See Table E-20: Candidate Intersection and Interchange - Accessibility to Employment Score
[5] See Table E-21: Tier 2 Candidate Projects - Benefit Cost Score

Table E-14: Candidate Intersection and Interchange Projects - Scores and MTP Status continued

MTP ID	Name	STI Category[1]	TI Congestion[2]	TI Safety[3]	TI Accessibility to Employment[4]	TI Score	T2 Environmental Analysis Impacts	T2 Natural Resource Impacts	T2 Historic Resource impacts	T2 Community Resource Impacts	T2 Equitable Access	T2 System Connectivity	T2 Benefit/ Cost[5]	T2 Score	Total Score	Horizon Year
STA-11	I-77 at Garner Bagnal Boulevard (US 70)	Statewide	27	28	4	59	Dropped in Tier I								59	Unfunded
STA-12	I-40 at Old Mocksville Rd	Statewide	38	7	4	49									49	Unfunded
TRO-11	I-77 at US 21/ NC 115	Statewide	34	24	5	63									63	Unfunded
UNI-11	Idlewild Road at Mill Grove Road at Indian Trail Fairview Road	Division 10	64	21	4	89									89	Unfunded
WAX-11	NC-16 at Waxhaw Parkway	Region E	47	13	6	66									66	Unfunded
WAX-12	Waxhaw-Indian Trail Road at Waxhaw Parkway	Division 10	32	13	3	47									47	Unfunded
WAX-13	NC-75 (East of Waxhaw) at Waxhaw Parkway	Region E	29	13	2	45									45	Unfunded
WAX-14	Kensington Drive at Waxhaw-Marvin Road	Division 10	55	14	3	72									72	Unfunded

MTP Status: Fiscally Constrained | Dropped in Tier I | Dropped in Tier II
[1] STI Category: Strategic Transportation Investment Category
[2] See Table E-16: Candidate Intersection and Interchange Projects - Congestion Score
[3] See Table E-18: Candidate Intersection and Interchange Projects - Safety Score
[4] See Table E-20: Candidate Intersection and Interchange Projects - Accessibility to Employment Score
[5] See Table E-21: Tier 2 Candidate Projects - Benefit Cost Score

Table E-15: Candidate Roadway Projects - Congestion Score

MTP ID	Name	Project Type	STI Category	Max Peak Period V/C	Scaled Max Peak Period V/C	Max Peak Period AADT	Scaled Max Peak Period AADT	Final Congestion Score
CLT-1	3rd Street/4th Street (NC 16)	Construct Auxiliary Lanes	Region E	1.5085	62	29000	24	47
CLT-10	Bryant Farms Road	Construct Roadway on New Location	Division 10	0.81	33	9900	8	23
CLT-11	Carowinds Boulevard	Construct Roadway on New Location	Division 10	1.4871	61	20500	17	43
CLT-13	Eastern Circumferential Road	Widen Existing Roadway	Division 10	1.8303	75	19500	16	52
CLT-14	Eastern Circumferential Road	Construct Roadway on New Location	Division 10	0.9475	39	6500	5	26
CLT-15	Eastern Circumferential Road	Construct Roadway on New Location	Division 10	1.4579	60	13500	11	40
CLT-16	Harrisburg Road	Widen Existing Roadway	Division 10	1.8303	75	19500	16	52
CLT-17	I-485	Widen Existing Roadway	Statewide	1.5468	64	123000	100	78
CLT-19	Independence Boulevard (US 74)	Widen Existing Roadway	Statewide	1.1661	48	64500	52	50
CLT-2/MHL-1 A	Albemarle Road (NC 27)	Upgrade Corridor to Reduce Congestion	Region E	1.8014	74	28000	23	54
CLT-2/MHL-1 B	Albemarle Road (NC 27)	Upgrade Corridor to Reduce Congestion	Region E	1.8014	74	31500	26	55
CLT-20	John Belk Freeway (I-277)	Upgrade to Freeway/ Expressway	Statewide	1.2682	52	116000	94	69
CLT-22	Krefeld Drive	Construct Roadway on New Locati	Division 10	1.1043	45	51000	41	44
CLT-23	Lancaster Highway	Widen Existing Roadway	Division 10	2.1351	88	19500	16	59
CLT-24	Mallard Creek Road	Widen Existing Roadway	Division 10	1.7919	74	14000	11	49
CLT-25	Mt. Holly Road (NC 27)	Widen Existing Roadway	Region E	0.7057	29	21000	17	24
CLT-26	Mt. Holly Road (NC 27)	Widen Existing Roadway	Region E	1.953	80	21500	17	55
CLT-27	Mt Holly-Huntersville Rd	Widen Existing Roadway	Division 10	1.0284	42	16500	13	31
CLT-28	Mt Holly-Huntersville Rd	Widen Existing Roadway	Division 10	1.6243	67	16500	13	45
CLT-29	Mt Holly-Huntersville Rd	Widen Existing Roadway	Division 10	1.0284	42	16500	13	31
CLT-3	Archdale Drive	Construct Roadway on New Location	Division 10	1.2286	51	16500	13	36
CLT-30	Old Statesville Road (NC 115)	Widen Existing Roadway	Region E	1.3575	56	18500	15	40
CLT-31	Shopton Road West	Widen Existing Roadway	Division 10	1.4637	60	18000	15	42
CLT-32	Shopton Road West	Widen Existing Roadway	Division 10	1.5301	63	10500	9	41
CLT-33	Steele Creek Rd (NC 160)	Widen Existing Roadway	Region E	1.6772	69	14000	11	46
CLT-34	West Boulevard and Piney Top Drive (NC 160)	Widen Existing Roadway	Region E	1.4153	58	21000	17	42

Table E-15: Candidate Roadway Projects - Congestion Score continued

MTP ID	Name	Project Type	STI Category	Max Peak Period V/C	Scaled Max Peak Period V/C	Max Peak Period AADT	Scaled Max Peak Period AADT	Final Congestion Score
CLT-35	Westinghouse Boulevard	Widen Existing Roadway	Division 10	2.0887	86	43000	35	66
CLT-36	Woodlawn Road	Access Management	Division 10	2.4301	100	37500	30	72
CLT-4	Archdale Drive Relocation	Construct Roadway on New Location	Division 10	1.5573	64	11000	9	42
CLT-5	Ardrey Kell Road	Widen Existing Roadway	Division 10	1.678	69	18500	15	47
CLT-6	Ardrey Kell Road	Widen Existing Roadway	Division 10	1.5401	63	19910	16	45
CLT-7	Arequipa Drive	Construct Roadway on New Location	Division 10	1.1043	45	51000	41	44
CLT-8	Arrowood-Whitehall Connector	Construct Roadway on New Location	Division 10	1.1958	49	15000	12	34
CLT-9A	Ballantyne Commons Parkway	Widen Existing Roadway	Division 10	1.0626	44	15500	13	31
CLT-9B	Ballantyne Commons Parkway	Widen Existing Roadway	Division 10	1.4649	60	16500	13	42
CLT-9C	Ballantyne Commons Parkway	Widen Existing Roadway	Division 10	1.4649	60	16500	13	42
COR-1	Bailey Road	Widen Existing Roadway	Division 10	0.6665	27	8700	7	19
COR-2	Bailey Road Flyover	Construct Roadway on New Location	Division 10	1.7711	73	42500	35	58
COR-3	Main Street (NC 115)	Widen Existing Roadway	Region E	1.8233	75	13000	11	49
COR-4	Old Statesville Road (NC 115)	Widen Existing Roadway	Region E	1.353	56	14500	12	38
COR-5	Statesville Road (US 21)	Widen Existing Roadway	Region E	1.2507	51	14000	11	35
COR-6	Washam Potts Rd	Modernize Roadway to Current Design Standards	Division 10	1.1512	47	11500	9	32
COR-7	Zion Avenue Extension	Construct Roadway on New Location	Division 10	1.1215	46	14500	12	32
COR-8	I-77	Widen Existing Roadway	Statewide	1.1536	47	106000	86	63
DOT-1	US 74	Widen Existing Roadway	Statewide	0.9644	40	60500	49	43
HTV-1	Beatties Ford Road	Widen Existing Roadway	Division 10	0.7155	29	10500	9	21
HTV-10	Gilead Road	Widen Existing Roadway	Division 10	1.4539	60	13000	11	40
HTV-11	Gilead Road	Modernize Roadway to Current Design Standards	Division 10	1.339	55	20000	16	40
HTV-12	Gilead Road/Vance Road Extension	Widen Existing Roadway	Division 10	0.5587	23	4700	4	15
HTV-13	Hambright Road	Widen Existing Roadway	Division 10	1.6316	67	8300	7	43
HTV-14	Hambright Road	Widen Existing Roadway	Division 10	1.1781	48	7000	6	31
HTV-15	Hambright Road	Widen Existing Roadway	Division 10	1.6709	69	7600	6	44

Table E-15: Candidate Roadway Projects - Congestion Score continued

MTP ID	Name	Project Type	STI Category	Max Peak Period V/C	Scaled Max Peak Period V/C	Max Peak Period AADT	Scaled Max Peak Period AADT	Final Congestion Score
HTV-16	Hambright Road	Construct Roadway on New Location	Division 10	1.4906	61	12500	10	41
HTV-17	Huntersville-Concord Road	Widen Existing Roadway	Division 10	1.5011	62	20000	16	44
HTV-18	Huntersville-Concord Road	Widen Existing Roadway	Division 10	1.0882	45	8100	7	30
HTV-19	McCoy Road	Widen Existing Roadway	Division 10	1.5135	62	11000	9	41
HTV-2	Beatties Ford Road	Widen Existing Roadway	Division 10	1.8034	74	10500	9	48
HTV-20	Meacham Farm Drive	Widen Existing Roadway	Division 10	1.3416	55	13000	11	37
HTV-21	Mt Holly-Huntersville Rd	Widen Existing Roadway	Division 10	1.5835	65	10500	9	43
HTV-22	Mt Holly-Huntersville Rd	Widen Existing Roadway	Division 10	1.3519	56	11500	9	37
HTV-23	Mt Holly-Huntersville Rd	--	Division 10	0.6479	27	5400	4	18
HTV-24	NC 73	Widen Existing Roadway	Region E	1.9929	82	21000	17	56
HTV-25A	Old Statesville Road (NC 115)	Widen Existing Roadway	Region E	2.024	83	17000	14	56
HTV-25B	Old Statesville Road (NC 115)	Widen Existing Roadway	Region E	2.024	83	17000	14	56
HTV-26A	Old Statesville Road (NC 115)	Widen Existing Roadway	Region E	1.3416	55	13000	11	37
HTV-26B	Old Statesville Road (NC 115)	Widen Existing Roadway	Region E	1.3416	55	13000	11	37
HTV-27	Old Statesville Road (NC 115)	Modernize Roadway to Current Design Standards	Region E	1.363	56	11500	9	37
HTV-28	Old Statesville Road (NC 115)	Widen Existing Roadway	Region E	1.353	56	14500	12	38
HTV-29	Poplar Tent Church Road	Widen Existing Roadway	Division 10	1.5987	66	16500	13	45
HTV-3	Beatties Ford Road-Vance Road Extension Connector	Widen Existing Roadway	Division 10	2.1564	89	10500	9	57
HTV-30	Prosperity Church Road Connector	Construct Roadway on New Location	Division 10	1.0882	45	5300	4	29
HTV-31	Ramah Church Road	Widen Existing Roadway	Division 10	1.1309	47	10000	8	31
HTV-32	Seagle Street	Construct Roadway on New Location	Division 10	1.4603	60	17000	14	42
HTV-33	Seagle Street Extension	Construct Roadway on New Location	Division 10	1.282	53	13500	11	36
HTV-34	Statesville Road (US 21)	Widen Existing Roadway	Region E	1.086	45	14000	11	31
HTV-35	Statesville Road (US 21)	Widen Existing Roadway	Region E	1.4099	58	12500	10	39
HTV-36	Statesville Road (US 21)	Widen Existing Roadway	Region E	1.373	56	13500	11	38
HTV-37	Vance Road Extension	Construct Roadway on New Location	Division 10	1.617	67	12000	10	44

Table E-15: Candidate Roadway Projects - Congestion Score continued

MTP ID	Name	Project Type	STI Category	Max Peak Period V/C	Scaled Max Peak Period V/C	Max Peak Period AADT	Scaled Max Peak Period AADT	Final Congestion Score
HTV-38	Vance Road Extension	Widen Existing Roadway	Division 10	0.8413	35	3400	3	22
HTV-39	Verhoeff Drive Extension	Construct Roadway on New Location	Division 10	1.17	48	8100	7	32
HTV-4	Birkdale Commons Parkway	Construct Roadway on New Location	Division 10	1.9544	80	22000	18	55
HTV-5	Bud Henderson Road	Widen Existing Roadway	Division 10	0.8543	35	4700	4	23
HTV-6	Church Street	Widen Existing Roadway	Division 10	1.3416	55	14500	12	38
HTV-7	Ervin Cook Road	Widen Existing Roadway	Division 10	0.5587	23	14500	12	19
HTV-8	Ferrelltown Parkway Extension	Construct Roadway on New Location	Division 10	0.9091	37	5300	4	24
HTV-9	Ferrelltown Parkway Extension	Construct Roadway on New Location	Division 10	0.9091	37	5300	4	24
INT-1/MON-7	Old Charlotte Highway	Widen Existing Roadway	Division 10	1.3903	57	15000	12	39
INT-2	Wesley Chapel-Stouts Road	Widen Existing Roadway	Division 10	1.4514	60	18000	15	42
MAT-1	Eastern Circumferential Road	Construct Roadway on New Location	Division 10	0.8927	37	12500	10	26
MAT-10	John Street	Install Cameras	Division 10	1.9369	80	24000	20	56
MAT-11	Matthews Township Parkway (NC 51)	Install Cameras	Region E	1.9436	80	36500	30	60
MAT-12	Matthews Township Parkway (NC 51)	Widen Existing Roadway	Region E	1.9158	79	29500	24	57
MAT-13	Matthews -Mint Hill Road	Access Management	Division 10	1.6168	67	12000	10	44
MAT-14	McKee Road Extension	Construct Roadway on New Location	Division 10	0.9694	40	16500	13	29
MAT-15	Independence Boulevard (US 74)	Widen Existing Roadway	Statewide	1.7868	74	65500	53	65
MAT-2	Fullwood Lane	--	Division 10	2.1992	90	18500	15	60
MAT-3	Greylock Ridge Road	Construct Roadway on New Location	Division 10	1.5833	65	8900	7	42
MAT-4	Idlewild Road	Widen Existing Roadway	Division 10	1.3865	57	15500	13	39
MAT-5	Idlewild Road	Widen Existing Roadway	Division 10	1.7097	70	11500	9	46
MAT-6	Idlewild Road	Widen Existing Roadway	Division 10	1.3445	55	9000	7	36
MAT-7	Independence Pointe Parkway	Construct Roadway on New Location	Division 10	1.9369	80	21500	17	55
MAT-8	Independence Pointe Parkway	Construct Roadway on New Location	Division 10	1.9369	80	21500	17	55
MAT-9	John Street	Access Management	Division 10	1.7951	74	21500	17	51
MHL-2	I-485	Widen Existing Roadway	Statewide	1.1323	47	64500	52	49

Table E-15: Candidate Roadway Projects - Congestion Score continued

MTP ID	Name	Project Type	STI Category	Max Peak Period V/C	Scaled Max Peak Period V/C	Max Peak Period AADT	Scaled Max Peak Period AADT	Final Congestion Score
MHL-3	Matthews-Mint Hill Road (NC 51)	Widen Existing Roadway	Region E	1.7593	72	23000	19	51
MHL-4	Matthews-Mint Hill Road	Widen Existing Roadway	Region E	1.5609	64	18500	15	45
MHL-5	Fairview Road (NC 218)	Widen Existing Roadway	Region E	1.498	62	18000	15	43
MON-1	Airport Road Relocation	Widen Existing Roadway	Division 10	0.5296	22	6000	5	15
MON-10	Secrest Shortcut Road	Widen Existing Roadway	Division 10	0.9977	41	7600	6	27
MON-11	Secrest Shortcut Road	Widen Existing Roadway	Division 10	1.0279	42	8700	7	28
MON-12	Skyway Drive (US 601)	Widen Existing Roadway	Region E	1.3895	57	17500	14	40
MON-2	Martin Luther King Jr. Boulevard	Widen Existing Roadway	Division 10	1.5348	63	8900	7	41
MON-3	Morgan Mill Road (NC 200)	Widen Existing Roadway	Region E	1.6589	68	13500	11	45
MON-4	Old Charlotte Highway	Widen Existing Roadway	Division 10	1.822	75	15500	13	50
MON-5	Old Charlotte Highway	Widen Existing Roadway	Division 10	1.068	44	14000	11	31
MON-6	Old Charlotte Highway	Widen Existing Roadway	Division 10	1.3968	57	14000	11	39
MON-8	Rocky River Road	Widen Existing Roadway	Division 10	1.5591	64	8600	7	41
MON-9	Rocky River Road	Widen Existing Roadway	Division 10	1.789	74	13500	11	49
MSH-1/UNI-1	Marshville Bypass	Construct Roadway on New Location	Statewide	0.7796	32	17500	14	25
MSH-2	Marshville-Olive Branch Road	Widen Existing Roadway	Division 10	0.0836	3	3200	3	3
MSH-3	N. Elm St (NC 205)	Widen Existing Roadway	Region E	0.9029	37	2100	2	23
MSH-4	Old Highway 74	Widen Existing Roadway	Region E	0.7796	32	17500	14	25
MSH-5	S. White Street/Landsford Road	Widen Existing Roadway	Division 10	0.3384	14	2800	2	9
MSH-6	Union Street/Old Peachland Road	Widen Existing Roadway	Division 10	0.3118	13	1600	1	8
MSH-7	W. Phifer St/Austin Grove Church Road	Modernize Roadway to Current Design Standards	Division 10	0.0854	4	1300	1	3
MSV-1	Alcove Road	Widen Existing Roadway	Division 12	0.4757	20	4000	3	13
MSV-10	I-77	Widen Existing Roadway	Statewide	0.8493	35	77000	63	46
MSV-11	Langtree Road	Widen Existing Roadway	Division 12	1.4805	61	11000	9	40
MSV-12	Mazeppa Road	Modernize Roadway to Current Design Standards	Division 12	1.0412	43	10500	9	29
MSV-13	Mecklenburg Highway (NC 115)	Modernize Roadway to Current Design Standards	Region F	1.4306	59	14500	12	40

Table E-15: Candidate Roadway Projects - Congestion Score continued

MTP ID	Name	Project Type	STI Category	Max Peak Period V/C	Scaled Max Peak Period V/C	Max Peak Period AADT	Scaled Max Peak Period AADT	Final Congestion Score
MSV-14	Coddle Creek Highway (NC 3)	Widen Existing Roadway	Region F	0.9414	39	12500	10	27
MSV-15	Oakridge Farm Highway (NC 150)	Widen Existing Roadway	Region F	1.3199	54	18500	15	39
MSV-16	Oates Road	--	Division 12	0.3635	15	4200	3	10
MSV-17	Plaza Drive (NC 150)	Widen Existing Roadway	Region F	1.1445	47	41000	33	42
MSV-18	Shearers Road	Bike Lane/Sidewalk	Division 12	0.9748	40	11500	9	28
MSV-19	Talbert Road	Widen Existing Roadway	Division 12	1.2689	52	9400	8	34
MSV-2	Broad St	Sidewalks/Curb Intersections	Division 12	0.8954	37	2100	2	23
MSV-20	Grayson Drive	Construct Roadway on New Location	Division 12	1.4119	58	34000	28	46
MSV-3	Charlotte Highway (US 21)	Widen Existing Roadway	Region F	1.5588	64	24500	20	46
MSV-4	Church Street	Sidewalks/Curb Intersections	Division 12	0.9664	40	9300	8	27
MSV-5	Connector Road	Widen Existing Roadway	Division 12	1.2056	50	11600	9	34
MSV-6	Cornelius Road	Widen Existing Roadway	Division 12	1.9972	82	10000	8	53
MSV-7	Cornelius Road	--	Statewide	1.5342	63	11500	9	42
MSV-8A	East-West Connector	Construct Roadway on New Location	Division 12	1.3372	55	9300	8	36
MSV-8B	East-West Connector	Construct Roadway on New Location	Division 12	1.3372	55	9300	8	36
STA-1	Center Street (NC 115)	Widen Existing Roadway	Region F	1.5032	62	17500	14	43
STA-2	East Aviation Drive Relocation	Construct Roadway on New Location	Division 12	0.186	8	1300	1	5
STA-3	Garner Bagnal Boulevard (US 70)	Upgrade to Freeway/ Expressway	Region F	1.2835	53	17000	14	37
STA-4	Shelton Avenue (US 21)	Widen Existing Roadway	Region F	0.7342	30	10500	9	22
TRM-1	Charlotte Highway (US 21)	Widen Existing Roadway	Region F	1.2073	50	14000	11	34
TRM-2	Main Street (US 21)	Widen Existing Roadway	Region F	1.6788	69	17500	14	47
TRM-3	Old Mountain Road	Widen Existing Roadway	Region F	1.0712	44	11500	9	30
TRM-4	South Main Street (US 21)	Widen Existing Roadway	Region F	1.1083	46	17500	14	33
UNI-2	Weddington Road (NC 84)	Widen Existing Roadway	Region E	1.2567	52	15000	12	36
WAX-1	Cuthbertson Road	Widen Existing Roadway	Division 10	1.2004	49	9800	8	33
WAX-4A	Waxhaw Parkway	Construct Roadway on New Location	Division 10	1.7014	70	15500	13	47

Table E-15: Candidate Roadway Projects - Congestion Score continued

MTP ID	Name	Project Type	STI Category	Max Peak Period V/C	Scaled Max Peak Period V/C	Max Peak Period AADT	Scaled Max Peak Period AADT	Final Congestion Score
WAX-4B	Waxhaw Parkway	Construct Roadway on New Location	Division 10	1.1874	49	3700	3	31
WAX-4C	Waxhaw Parkway	Construct Roadway on New Location	Division 10	1.1874	49	3700	3	31
WAX-4D	Waxhaw Parkway	Widen Existing Roadway	Division 10	1.1874	49	3700	3	31
WAX-4E	Waxhaw Parkway	Construct Roadway on New Location	Division 10	1.2105	50	6900	6	32
WAX-5	Waxhaw-Marvin Road	Modernize Roadway to Current Design Standards	Division 10	1.4593	60	6200	5	38

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Table E-16: Candidate Intersection and Interchange Projects - Congestion Score

MTP ID	Name	STI Category	Average Max Peak Period V/C	Scaled Max Peak Period V/C	Average Max Peak Period AADT	Scaled Max Peak Period AADT	Final Congestion Score
CLT-I1	US 74 at Krefeld Drive	Statewide	0.696066667	34	51000	48	40
CLT-I10	South Boulevard at Tyvola Road	Division 10	1.9758	97	26875	25	68
CLT-I13	I-85 at Billy Graham Parkway	Statewide	1.05315	52	14766.67	14	37
CLT-I15	Bellhaven Boulevard at Mt Holly-Huntersville Road	Division 10	1.264025	62	13775	13	42
CLT-I16	Berewick Commons Parkway at Shopton Rd West	Division 10	1.144025	56	18000	17	41
CLT-I18A	WT Harris Blvd (NC 24) at Grier Rd (Interchange)	Region E	1.270475	63	25375	24	47
CLT-I18B	WT Harris Blvd (NC 24) at Grier Rd (Intersection)	Region E	1.270475	63	25375	24	47
CLT-I19	I-485 at S Tryon Street	Statewide	1.331125	66	13700	13	44
CLT-I20A	Billy Graham Pkwy at Morris Field Drive (Interchange)	Region E	1.29845	64	52500	49	58
CLT-I20B	Billy Graham Pkwy at Morris Field Drive (Intersection)	Statewide	1.29845	64	52500	49	58
CLT-I21A	Billy Graham Pkwy at NC 160 (Interchange)	Statewide	1.298975	64	32125	30	50
CLT-I21B	Billy Graham Pkwy at NC 160 (Intersection)	Statewide	1.298975	64	32125	30	50
CLT-I22	I-77 at Westinghouse Boulevard	Statewide	0.897325	44	14187.5	13	32
CLT-I23	I-77 at Nations Ford Road	Statewide	1.34655	66	8060	8	43
CLT-I24	I-77 at Tyvola Road	Statewide	0.85236	42	15760	15	31
CLT-I25A	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Interchange)	Statewide	1.6247	80	29875	28	59
CLT-I25B	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Intersection)	Statewide	1.6247	80	29875	28	59
CLT-I26	I-77 at W Woodlawn Road	Statewide	0.9024	44	12580	12	31
CLT-I27	I-77 at S Tryon Street	Statewide	1.146325	56	8900	8	37
CLT-I28	I-485 at future Arrowood-Whitehall Connector	Division 10	1.07415	53	107000	100	72
CLT-I29	Eastern Circumferential Road at AC&W RR (Grade Separated Railroad Crossing)	Division 10	1.266733333	62	14500	14	43
CLT-I3	Albemarle Road (NC 27) at WT Harris Boulevard (NC 24)	Region E	1.280225	63	34625	32	51
CLT-I4	I-485 at Providence Road	Statewide	1.377533333	68	16700	16	47
CLT-I6	I-85 and WT Harris Boulevard	Statewide	1.1956	59	13800	13	40
CLT-I7	I-85 and Mallard Creek Church Road	Statewide	1.381216667	68	9416.666667	9	44
CLT-I8	I-85 at Beatties Ford Road	Statewide	0.915466667	45	48100	45	45

Table E-16: Candidate Intersection and Interchange Projects - Congestion Score continued

MTP ID	Name	STI Category	Average Max Peak Period V/C	Scaled Max Peak Period V/C	Average Max Peak Period AADT	Scaled Max Peak Period AADT	Final Congestion Score
CLT-I9	I-85 at Brookshire Freeway (NC 16)	Statewide	1.14178	56	20940	20	42
COR-I1	I-77 at Westmoreland Road	Statewide	0.4814	24	47000	44	32
DAV-I1	Concord Road at Grey Road at Pine Road	Division 10	0.972133333	48	6775	6	31
DOT-I1	I-85 at I-485	Statewide	1.079428571	53	16500	15	38
DOT-I2	I-485 at Pineville Matthews Road (NC 51)	Statewide	1.3968	69	17085.71429	16	48
HTV-I1	Hambright Road at Mt Holly-Huntersville Road	Division 10	1.423175	70	9133.333333	9	45
HTV-I2	Old Statesville Rd (NC 115) at Gilead Road/Huntersville-Concord Road	Region E	1.39	68	11150	10	45
HTV-I3	Statesville Road (US 21) and Mt Holly-Huntersville Rd	Region E	0.658766667	32	1990	2	20
INT-I1	Chestnut Lane at Potter Road	Division 10	1.40495	69	10025	9	45
INT-I2	Unionville-Indian Trail Road at Faith Church Road	Division 10	0.93935	46	14000	13	33
MAT-I1	NC 51 at Fullwood Lane	Region E	2.0321	100	36500	34	74
MAT-I2	S Trade Street at Fullwood Lane	Division 10	1.2395	61	18250	17	43
MAT-I3	Matthews-Mint Hill Road at Independence Pointe Parkway	Division 10	1.3821	68	10450	10	45
MHL-I1	Albemarle Road (NC 27) at Blair Road	Region E	1.4537	72	24000	22	52
MHL-I2	I-485 at Blair Road	Statewide	0.932025	46	6400	6	30
MNS-I1	NC 75 at Potter Road	Region E	0.7089	35	6800	6	23
MON-I4	US 74 at Campus Ridge Drive/ Pageland Highway (US 601)	Statewide	0.687	34	29500	28	31
MSV-I1	Penske Road at Mazeppa Road	Division 12	0.3146	15	4000	4	11
MSV-I2	US 21 at Oates Rd	Region F	0.69475	34	9350	9	24
MSV-I4	NC 115 at Shinnville Rd	Region F	1.287266667	63	12300	11	43
MSV-I5	NC 3 at NC 150	Region F	0.916925	45	18250	17	34
MSV-I6	NC 150 at Overhead Bridge Rd/Selma Dr	Region F	0.74865	37	7500	7	25
MSV-I9	NC 801 at NC 150	Region F	1.102925	54	12050	11	37
STA-I1	I-77 at Garner Bagnal Boulevard (US 70)	Statewide	0.58014	29	6640	6	20
STA-I2	I-40 at Old Mocksville Rd	Statewide	0.86638	43	6860	6	28
TRO-I1	I-77 at US 21/NC 115	Statewide	0.74036	36	8402	8	25

Table E-16: Candidate Intersection and Interchange Projects - Congestion Score continued

MTP ID	Name	STI Category	Average Max Peak Period V/C	Scaled Max Peak Period V/C	Average Max Peak Period AADT	Scaled Max Peak Period AADT	Final Congestion Score
UNI-I1	Idlewild Road at Mill Grove Road at Indian Trail Fairview Road	Division 10	1.440075	71	11775	11	47
WAX-I1	NC-16 at Waxhaw Parkway	Region E	0.98355	48	15500	14	35
WAX-I2	Waxhaw-Indian Trail Road at Waxhaw Parkway	Division 10	0.7469	37	3400	3	23
WAX-I3	NC-75 (East of Waxhaw) at Waxhaw Parkway	Region E	0.64825	32	6900	6	22
WAX-I4	Kensington Drive at Waxhaw-Marvin Road	Division 10	1.288725	63	7450	7	41

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Table E-17: Candidate Roadway Projects - Safety Score

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
CLT-1	3rd Street/4th Street (NC 16)	Region E	3	23	934	61	0	0	22- Construct Auxiliary Lanes or Other Operational Improvements	10	10	20	12
CLT-10	Bryant Farms Road	Division 10	0	2	15	1	0	0	5D- Construct Roadway on New Location- All Other Projects	0	10	10	2
CLT-11	Carowinds Boulevard	Division 10	3	29	221	14	0	20	5D- Construct Roadway on New Location- All Other Projects	0	10	10	8
CLT-13	Eastern Circumferential Road	Division 10	3	24	520	34	0	11	6D/23- Construct Roadway on New Location- All Other Projects + Improve Highway/ Railroad Crossing	90	10	100	27
CLT-14	Eastern Circumferential Road	Division 10	2	18	88	6	0	0	5D- Construct Roadway on New Location- All Other Projects	0	10	10	4
CLT-15	Eastern Circumferential Road	Division 10	2	14	79	5	0	23	5D- Construct Roadway on New Location- All Other Projects	0	10	10	6
CLT-16	Harrisburg Road	Division 10	0	3	132	9	0	0	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	5
CLT-17	I-485	Statewide	1	5	17	1	0	14	1A- Add lane to Freeway	10	0	10	4
CLT-19	Independence Boulevard (US 74)	Statewide	4	38	594	39	0	10	1D- Widen Existing Roadway, All Other Projects	0	0	0	9
CLT-2/MHL-1 A	Albemarle Road (NC 27)	Region E	5	46	278	18	0	8	4- Upgrade Arterial to Superstreet	35	10	45	16
CLT-2/MHL-1 B	Albemarle Road (NC 27)	Region E	5	41	278	18	0	7	1D- Widen Existing Roadway, All Other Projects	0	10	10	9
CLT-20	John Belk Freeway (I-277)	Statewide	1	12	292	19	0	3	11- Access Management	25	0	25	8
CLT-22	Krefeld Drive	Division 10	2	16	925	60	0	8	6D- Construct Roadway on New Location- All Other Projects	0	10	10	10

Table E-17: Candidate Roadway Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
CLT-23	Lancaster Highway	Division 10	2	19	131	9	0	5	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	7
CLT-24	Mallard Creek Road	Division 10	2	21	118	8	0	8	1D- Widen Existing Roadway, All Other Projects	0	10	10	6
CLT-25	Mt. Holly Road (NC 27)	Region E	0	3	133	9	0	5	1D- Widen Existing Roadway, All Other Projects	0	10	10	4
CLT-26	Mt. Holly Road (NC 27)	Region E	4	31	203	13	0	44	1D- Widen Existing Roadway, All Other Projects	0	10	10	11
CLT-27	Mt Holly-Huntersville Rd	Division 10	5	44	788	51	0	6	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	14
CLT-28	Mt Holly-Huntersville Rd	Division 10	4	37	147	10	0	32	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	12
CLT-29	Mt Holly-Huntersville Rd	Division 10	5	44	788	51	0	6	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	14
CLT-3	Archdale Drive	Division 10	4	31	220	14	0	13	5D- Construct Roadway on New Location- All Other Projects	0	10	10	8
CLT-30	Old Statesville Road (NC 115)	Region E	6	50	248	16	0	11	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	12
CLT-31	Shopton Road West	Division 10	1	10	109	7	0	0	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6

Table E-17: Candidate Roadway Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
CLT-32	Shopton Road West	Division 10	3	29	84	5	0	20	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	9
CLT-33	Steele Creek Rd (NC 160)	Region E	2	16	93	6	0	0	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6
CLT-34	West Boulevard and Piney Top Drive (NC 160)	Region E	1	13	70	5	0	20	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	8
CLT-35	Westinghouse Boulevard	Division 10	3	28	843	55	0	7	1D- Widen Existing Roadway, All Other Projects	0	10	10	11
CLT-36	Woodlawn Road	Division 10	2	16	1539	100	0	3	1D- Widen Existing Roadway, All Other Projects	0	10	10	14
CLT-4	Archdale Drive Relocation	Division 10	3	29	508	33	0	10	5D- Construct Roadway on New Location- All Other Projects	0	10	10	9
CLT-5	Ardrey Kell Road	Division 10	5	41	152	10	0	34	1D- Widen Existing Roadway, All Other Projects	0	10	10	10
CLT-6	Ardrey Kell Road	Division 10	1	12	84	5	0	5	1D- Widen Existing Roadway, All Other Projects	0	10	10	4
CLT-7	Arequipa Drive	Division 10	1	12	335	22	0	8	6D- Construct Roadway on New Location- All Other Projects	0	10	10	6
CLT-8	Arrowood-Whitehall Connector	Division 10	2	16	295	19	0	0	5D- Construct Roadway on New Location- All Other Projects	0	10	10	5
CLT-9A	Ballantyne Commons Parkway	Division 10	0	4	42	3	0	0	1D- Widen Existing Roadway, All Other Projects	0	10	10	3
CLT-9B	Ballantyne Commons Parkway	Division 10	1	9	48	3	0	0	1D- Widen Existing Roadway, All Other Projects	0	10	10	3

Table E-17: Candidate Roadway Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
CLT-9C	Ballantyne Commons Parkway	Division 10	1	6	62	4	0	0	1D- Widen Existing Roadway, All Other Projects	0	10	10	3
COR-1	Bailey Road	Division 10	2	18	42	3	0	0	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6
COR-2	Bailey Road Flyover	Division 10	2	13	1385	90	0	0	5D- Construct Roadway on New Location- All Other Projects	0	10	10	12
COR-3	Main Street (NC 115)	Region E	2	18	108	7	0	16	1C- Widen Existing Roadway, Turn Lane on Two Lane Road	20	10	30	10
COR-4	Old Statesville Road (NC 115)	Region E	1	9	96	6	0	0	1C- Widen Existing Roadway, Turn Lane on Two-Lane Road	20	10	30	8
COR-5	Statesville Road (US 21)	Region E	2	13	80	5	0	0	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6
COR-6	Washam Potts Rd	Division 10	1	7	34	2	0	0	1G- Modernize Roadway	20	10	30	7
COR-7	Zion Avenue Extension	Division 10	1	7	76	5	0	0	5D- Construct Roadway on New Location- All Other Projects	0	10	10	3
COR-8	I-77	Statewide	12	100	190	12	1	64	1A- Add lane to Freeway	10	0	10	20
DOT-1	US 74	Statewide	6	53	412	27	0	47	1D- Widen Existing Roadway, All Other Projects	0	0	0	13
HTV-1	Beatties Ford Road	Division 10	2	17	58	4	0	20	Not Listed- Coding as 24- Implement Road Diet since all improvements are for multimodal	25	10	35	11
HTV-10	Gilead Road	Division 10	1	9	39	3	0	16	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	7

Table E-17: Candidate Roadway Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
HTV-11	Gilead Road	Division 10	2	18	314	20	0	11	1G- Modernize Roadway	20	10	30	11
HTV-12	Gilead Road/Vance Road Extension	Division 10	0	4	8	1	0	22	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	7
HTV-13	Hambright Road	Division 10	2	18	140	9	0	13	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	8
HTV-14	Hambright Road	Division 10	2	18	133	9	0	15	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	8
HTV-15	Hambright Road	Division 10	2	15	36	2	0	0	1C- Widen Existing Roadway, Turn Lane on Two-Lane Road	20	10	30	8
HTV-16	Hambright Road	Division 10	0	4	54	3	0	0	5D- Construct Roadway on New Location- All Other Projects	0	10	10	3
HTV-17	Huntersville-Concord Road	Division 10	1	7	42	3	0	0	Not Listed- Coding as 2A- Implement Road Diet since all improvements are for multimodal	25	10	35	8
HTV-18	Huntersville-Concord Road	Division 10	2	13	16	1	0	0	1C- Widen Existing Roadway, Turn Lane on Two-Lane Road	20	10	30	7
HTV-19	McCoy Road	Division 10	2	15	60	4	0	10	Not Listed- Coding as 2A- Implement Road Diet since all improvements are for multimodal	25	10	35	10
HTV-2	Beatties Ford Road	Division 10	1	11	124	8	0	0	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6

Table E-17: Candidate Roadway Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
HTV-20	Meacham Farm Drive	Division 10	1	5	31	2	0	0	6D- Construct Roadway on New Location- All Other Projects	0	10	10	3
HTV-21	Mt Holly-Huntersville Rd	Division 10	1	11	104	7	0	0	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6
HTV-22	Mt Holly-Huntersville Rd	Division 10	1	8	35	2	0	9	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6
HTV-23	Mt Holly-Huntersville Rd	Division 10	2	20	83	5	0	0	1C- Widen Existing Roadway, Turn Lane on Two-Lane Road	20	10	30	8
HTV-24	NC 73	Region E	1	11	57	4	0	5	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6
HTV-25A	Old Statesville Road (NC 115)	Region E	1	9	78	5	0	6	1C- Widen Existing Roadway, Turn Lane on Two-Lane Road	20	10	30	8
HTV-25B	Old Statesville Road (NC 115)	Region E	1	9	78	5	0	6	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6
HTV-26A	Old Statesville Road (NC 115)	Region E	2	16	63	4	0	0	1C- Widen Existing Roadway, Turn Lane on Two-Lane Road	20	10	30	8
HTV-26B	Old Statesville Road (NC 115)	Region E	2	16	63	4	0	0	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6
HTV-27	Old Statesville Road (NC 115)	Region E	2	19	132	9	0	0	Not Listed- Coding as 2A- Implement Road Diet since all improvements are for multimodal	25	10	35	10

Table E-17: Candidate Roadway Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
HTV-28	Old Statesville Road (NC 115)	Region E	3	23	78	5	0	0	1C- Widen Existing Roadway, Turn Lane on Two-Lane Road	20	10	30	9
HTV-29	Poplar Tent Church Road	Division 10	0	2	31	2	0	13	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6
HTV-3	Beatties Ford Road-Vance Road Extension Connector	Division 10	6	53	49	3	0	20	Not Listed-Coding as 24- Implement Road Diet since all improvements are for multimodal	25	10	35	15
HTV-30	Prosperity Church Road Connector	Division 10	2	16	9	1	0	20	5D- Construct Roadway on New Location- All Other Projects	0	10	10	6
HTV-31	Ramah Church Road	Division 10	1	8	16	1	0	21	5D- Construct Roadway on New Location- All Other Projects	0	10	10	5
HTV-32	Seagle Street	Division 10	1	7	89	6	0	6	5D- Construct Roadway on New Location- All Other Projects	0	10	10	4
HTV-33	Seagle Street Extension	Division 10	2	18	108	7	0	0	5D- Construct Roadway on New Location- All Other Projects	0	10	10	5
HTV-34	Statesville Road (US 21)	Region E	3	24	242	16	0	0	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	8
HTV-35	Statesville Road (US 21)	Region E	1	12	56	4	0	8	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6
HTV-36	Statesville Road (US 21)	Region E	1	11	162	11	0	8	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	7

Table E-17: Candidate Roadway Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
HTV-37	Vance Road Extension	Division 10	1	13	37	2	0	9	5D- Construct Roadway on New Location- All Other Projects	0	10	10	4
HTV-38	Vance Road Extension	Division 10	3	23	21	1	0	31	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	10
HTV-39	Verhoeff Drive Extension	Division 10	1	6	19	1	0	0	5D- Construct Roadway on New Location- All Other Projects	0	10	10	3
HTV-4	Birkdale Commons Parkway	Division 10	0	1	41	3	0	14	5D- Construct Roadway on New Location- All Other Projects	0	10	10	4
HTV-5	Bud Henderson Road	Division 10	1	8	16	1	0	0	1C- Widen Existing Roadway, Turn Lane on Two-Lane Road	20	10	30	7
HTV-6	Church Street	Division 10	0	1	5	0	0	0	6D- Construct Roadway on New Location- All Other Projects	0	10	10	2
HTV-7	Ervin Cook Road	Division 10	1	7	28	2	0	0	6D- Construct Roadway on New Location- All Other Projects	0	10	10	3
HTV-8	Ferrelltown Parkway Extension	Division 10	1	8	14	1	0	20	5D- Construct Roadway on New Location- All Other Projects	0	10	10	5
HTV-9	Ferrelltown Parkway Extension	Division 10	0	2	13	1	0	0	5D- Construct Roadway on New Location- All Other Projects	0	10	10	2
INT-1/MON-7	Old Charlotte Highway	Division 10	4	34	151	10	0	42	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	13
INT-2	Wesley Chapel-Stouts Road	Division 10	7	56	303	20	0	29	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	15

Table E-17: Candidate Roadway Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
MAT-1	Eastern Circumferential Road	Division 10	1	8	135	9	0	8	11- Access Management	25	10	35	10
MAT-10	John Street	Division 10	8	65	321	21	0	0	15- Install Cameras and DMS	0	0	0	9
MAT-11	Matthews Township Parkway (NC 51)	Region E	6	53	271	18	0	9	15- Install Cameras and DMS	0	0	0	8
MAT-12	Matthews Township Parkway (NC 51)	Region E	2	18	465	30	0	0	1D- Widen Existing Roadway, All Other Projects	0	10	10	7
MAT-13	Matthews -Mint Hill Road	Division 10	1	5	123	8	0	0	11- Access Management	25	10	35	8
MAT-14	McKee Road Extension	Division 10	2	18	239	16	0	38	5D- Construct Roadway on New Location- All Other Projects	0	10	10	9
MAT-15	Independence Boulevard (US 74)	Statewide	6	52	614	40	0	14	2- Upgrade Arterial to Freeway/ Expressway	40	0	40	19
MAT-2	Fullwood Lane	Division 10	1	11	123	8	0	0	11- Access Management	25	10	35	9
MAT-3	Greylock Ridge Road	Division 10	1	8	392	25	0	0	5D- Construct Roadway on New Location- All Other Projects	0	10	10	5
MAT-4	Idlewild Road	Division 10	3	23	153	10	0	0	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	7
MAT-5	Idlewild Road	Division 10	3	28	203	13	0	9	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	9
MAT-6	Idlewild Road	Division 10	4	32	76	5	0	23	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	10
MAT-7	Independence Pointe Parkway	Division 10	2	15	397	26	0	5	5D- Construct Roadway on New Location- All Other Projects	0	10	10	7
MAT-8	Independence Pointe Parkway	Division 10	2	18	220	14	0	0	5D- Construct Roadway on New Location- All Other Projects	0	10	10	5

Table E-17: Candidate Roadway Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
MAT-9	John Street	Division 10	2	18	271	18	0	5	11- Access Management	25	10	35	11
MHL-2	I-485	Statewide	1	7	13	1	0	5	1A- Add lane to Freeway	10	0	10	3
MHL-3	Matthews-Mint Hill Road (NC 51)	Region E	4	31	231	15	0	9	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	9
MHL-4	Matthews-Mint Hill Road	Region E	3	23	113	7	0	11	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	8
MHL-5	Fairview Road (NC 218)	Region E	1	4	27	2	0	6	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	5
MON-1	Airport Road Relocation	Division 10	1	10	32	2	0	18	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	7
MON-10	Secrest Shortcut Road	Division 10	2	17	43	3	0	28	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	9
MON-11	Secrest Shortcut Road	Division 10	4	31	58	4	1	72	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	15
MON-12	Skyway Drive (US 601)	Region E	3	26	127	8	0	24	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	10
MON-2	Martin Luther King Jr. Boulevard	Division 10	5	40	63	4	0	35	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	12

Table E-17: Candidate Roadway Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
MON-3	Morgan Mill Road (NC 200)	Region E	4	31	131	9	0	39	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	12
MON-4	Old Charlotte Highway	Division 10	2	19	154	10	0	14	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	8
MON-5	Old Charlotte Highway	Division 10	2	20	125	8	0	8	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	8
MON-6	Old Charlotte Highway	Division 10	2	18	101	7	0	0	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6
MON-8	Rocky River Road	Division 10	4	31	85	6	1	61	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	14
MON-9	Rocky River Road	Division 10	3	23	244	16	0	23	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	10
MSH-1/UNI-1	Marshville Bypass	Statewide	2	18	31	2	0	24	5A- Construct Roadway on New Location-Freeway Bypass	10	0	10	6
MSH-2	Marshville-Olive Branch Road	Division 10	1	6	6	0	0	0	1G- Modernize Roadway	20	10	30	7
MSH-3	N. Elm St (NC 205)	Region E	2	18	12	1	0	50	1G- Modernize Roadway	20	10	30	13
MSH-4	Old Highway 74	Region E	2	17	42	3	1	54	1G- Modernize Roadway	20	10	30	13
MSH-5	S. White Street/ Landsford Road	Division 10	2	16	23	2	1	75	1G- Modernize Roadway	20	10	30	15
MSH-6	Union Street/Old Peachland Road	Division 10	2	14	6	0	0	0	1G- Modernize Roadway	20	10	30	7
MSH-7	W. Phifer St/Austin Grove Church Road	Division 10	4	30	17	1	1	81	1G- Modernize Roadway	20	10	30	17

Table E-17: Candidate Roadway Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
MSV-1	Alcove Road	Division 12	5	42	52	3	1	79	1C- Widen Existing Roadway, Turn Lane on Two-Lane Road	20	10	30	18
MSV-10	I-77	Statewide	4	30	188	12	0	1	22- Construct Auxiliary Lanes or Other Operational Improvements	10	0	10	6
MSV-11	Langtree Road	Division 12	3	23	94	6	0	10	1D- Widen Existing Roadway, All Other Projects	0	10	10	6
MSV-12	Mazeppa Road	Division 12	2	19	39	3	0	10	1G- Modernize Roadway	20	10	30	9
MSV-13	Mecklenburg Highway (NC 115)	Region F	4	33	82	5	0	36	1G- Modernize Roadway	20	10	30	13
MSV-14	Coddle Creek Highway (NC 3)	Region F	2	15	38	2	0	34	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	9
MSV-15	Oakridge Farm Highway (NC 150)	Region F	4	33	276	18	0	51	5D- Construct Roadway on New Location-All Other Projects	0	10	10	12
MSV-16	Oates Road	Division 12	5	38	77	5	1	100	6D- Construct Roadway on New Location-All Other Projects	0	10	10	16
MSV-17	Plaza Drive (NC 150)	Region F	4	31	402	26	0	23	1D- Widen Existing Roadway, All Other Projects	0	10	10	10
MSV-18	Shearers Road	Division 12	1	10	40	3	0	18	1G- Modernize Roadway	20	10	30	9
MSV-19	Talbert Road	Division 12	5	39	251	16	0	45	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	14
MSV-2	Broad St	Division 12	7	59	35	2	0	50	Not Listed-Coding as 24- Implement Road Diet since all improvements are for multimodal	25	10	35	18
MSV-20	Grayson Drive	Division 12	1	11	449	29	0	0	5D- Construct Roadway on New Location-All Other Projects	0	10	10	6

Table E-17: Candidate Roadway Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
MSV-3	Charlotte Highway (US 21)	Region F	5	39	222	14	1	60	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	15
MSV-4	Church Street	Division 12	1	7	33	2	0	0	Not Listed- Coding as 24- Implement Road Diet since all improvements are for multimodal	25	10	35	8
MSV-5	Connector Road	Division 12	1	8	63	4	0	9	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	6
MSV-6	Cornelius Road	Division 12	2	16	48	3	0	11	1B- Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	10	10	20	7
MSV-7	Cornelius Road	Statewide	1	5	22	1	0	27	9- Convert Grade Intersection into Interchange	0	10	10	5
MSV-8A	East-West Connector	Division 12	2	19	41	3	0	23	5D- Construct Roadway on New Location- All Other Projects	0	10	10	6
MSV-8B	East-West Connector	Division 12	2	14	64	4	0	11	5D- Construct Roadway on New Location- All Other Projects	0	10	10	5
STA-1	Center Street (NC 115)	Region F	1	9	106	7	0	6	1D/2I- Widen Existing Roadway + Realign Multiple Intersections	15	10	25	7
STA-2	East Aviation Drive Relocation	Division 12	0	3	3	0	0	0	5D- Construct Roadway on New Location- All Other Projects	0	0	0	0
STA-3	Garner Bagnal Boulevard (US 70)	Region F	3	22	54	3	0	49	2- Upgrade Arterial to Freeway/ Expressway	40	10	50	18
STA-4	Shelton Avenue (US 21)	Region F	1	10	84	5	0	10	1D- Widen Existing Roadway, All Other Projects	0	10	10	5

Table E-17: Candidate Roadway Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	Crash Density	Scaled Crash Density Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
TRM-1	Charlotte Highway (US 21)	Region F	1	11	106	7	0	0	1D- Widen Existing Roadway, All Other Projects	0	10	10	4
TRM-2	Main Street (US 21)	Region F	2	16	100	6	0	18	1D- Widen Existing Roadway, All Other Projects	0	0	0	4
TRM-3	Old Mountain Road	Region F	2	21	44	3	0	37	1D- Widen Existing Roadway, All Other Projects	0	10	10	8
TRM-4	South Main Street (US 21)	Region F	4	33	126	8	0	30	1D- Widen Existing Roadway, All Other Projects	0	10	10	9
UNI-2	Weddington Road (NC 84)	Region E	3	28	94	6	0	21	5D- Construct Roadway on New Location- All Other Projects	0	10	10	8
WAX-1	Cuthbertson Road	Division 10	4	35	70	5	0	11	1D- Widen Existing Roadway, All Other Projects	0	10	10	7
WAX-4A	Waxhaw Parkway	Division 10	2	19	74	5	0	7	5D- Construct Roadway on New Location- All Other Projects	0	10	10	5
WAX-4B	Waxhaw Parkway	Division 10	4	30	60	4	0	28	5D- Construct Roadway on New Location- All Other Projects	0	10	10	8
WAX-4C	Waxhaw Parkway	Division 10	4	30	60	4	0	28	5D- Construct Roadway on New Location- All Other Projects	0	10	10	8
WAX-4D	Waxhaw Parkway	Division 10	4	30	53	3	0	28	5D- Construct Roadway on New Location- All Other Projects	0	10	10	8
WAX-4E	Waxhaw Parkway	Division 10	3	29	107	7	0	15	5D- Construct Roadway on New Location- All Other Projects	0	10	10	7
WAX-5	Waxhaw-Marvin Road	Division 10	4	38	40	3	1	68	1G- Modernize Roadway	20	10	30	17

Table E-18: Candidate Intersection and Interchange Projects - Safety Score

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
CLT-I1	US 74 at Krefeld Drive	Statewide	1	5	0	11	7 - Upgrade At-grade Intersection to Interchane or Grade Separation	40	10	50	12
CLT-I10	South Boulevard at Tyvola Road	Division 10	3	19	0	7	10b - Improve Intersection - All other Projects	25	10	35	11
CLT-I13	I-85 at Billy Graham Parkway	Statewide	6	42	0	13	8 - Improve Interchange	10	10	20	12
CLT-I15	Bellhaven Boulevard at Mt Holly-Huntersville Road	Division 10	2	17	0	14	10b - Improve Intersection - All other Projects	25	10	35	12
CLT-I16	Berewick Commons Parkway at Shopton Rd West	Division 10	0	2	0	0	10b - Improve Intersection - All other Projects	25	10	35	7
CLT-I18A	WT Harris Blvd (NC 24) at Grier Rd (Interchange)	Region E	2	11	0	7	7 - Upgrade At-grade Intersection to Interchane or Grade Separation	40	10	50	13
CLT-I18B	WT Harris Blvd (NC 24) at Grier Rd (Intersection)	Region E	2	11	0	7	10b - Improve Intersection - All other Projects	25	10	35	10
CLT-I19	I-485 at S Tryon Street	Statewide	2	16	0	14	8 - Improve Interchange	10	10	20	9
CLT-I20A	Billy Graham Pkwy at Morris Field Drive (Interchange)	Region E	1	5	0	11	7 - Upgrade At-grade Intersection to Interchane or Grade Separation	40	10	50	12
CLT-I20B	Billy Graham Pkwy at Morris Field Drive (Intersection)	Statewide	1	5	0	11	10b - Improve Intersection - All other Projects	25	10	35	9
CLT-I21A	Billy Graham Pkwy at NC 160 (Interchange)	Statewide	1	8	0	12	7 - Upgrade At-grade Intersection to Interchane or Grade Separation	40	10	50	13
CLT-I21B	Billy Graham Pkwy at NC 160 (Intersection)	Statewide	1	8	0	12	10b - Improve Intersection - All other Projects	25	10	35	10
CLT-I22	I-77 at Westinghouse Boulevard	Statewide	6	41	0	53	8 - Improve Interchange	10	10	20	18
CLT-I23	I-77 at Nations Ford Road	Statewide	15	100	0	23	8 - Improve Interchange	10	10	20	23
CLT-I24	I-77 at Tyvola Road	Statewide	9	60	0	72	8 - Improve Interchange	10	10	20	24
CLT-I25A	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Interchange)	Statewide	2	16	0	0	7 - Upgrade At-grade Intersection to Interchane or Grade Separation	40	10	50	12
CLT-I25B	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Intersection)	Statewide	2	16	0	0	10b - Improve Intersection - All other Projects	25	10	35	9
CLT-I26	I-77 at W Woodlawn Road	Statewide	8	52	0	30	8 - Improve Interchange	10	10	20	16
CLT-I27	I-77 at S Tryon Street	Statewide	8	53	0	21	8 - Improve Interchange	10	10	20	15
CLT-I28	I-485 at future Arrowood-Whitehall Connector	Division 10	0	0	0	0	23 - Improve Highway / Railroad Crossing	90	10	100	20
CLT-I29	Eastern Circumferential Road at AC&W RR (Grade Separated Railroad Crossing)	Division 10	1	7	0	0	23 - Improve Highway / Railroad Crossing	90	10	100	21
CLT-I3	Albemarle Road (NC 27) at WT Harris Boulevard (NC 24)	Region E	3	23	0	27	10b - Improve Intersection - All other Projects	25	10	35	14

Table E-18: Candidate Intersection and Interchange Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
CLT-I4	I-485 at Providence Road	Statewide	2	11	0	11	8 - Improve Interchange	10	10	20	7
CLT-I6	I-85 and WT Harris Boulevard	Statewide	6	41	0	55	8 - Improve Interchange	10	10	20	18
CLT-I7	I-85 and Mallard Creek Church Road	Statewide	9	59	1	100	8 - Improve Interchange	10	10	20	28
CLT-I8	I-85 at Beatties Ford Road	Statewide	0	0	0	4	9 - Convert Grade Separation to Interchange	0	0	0	1
CLT-I9	I-85 at Brookshire Freeway (NC 16)	Statewide	9	62	0	72	8 - Improve Interchange	10	0	10	22
COR-I1	I-77 at Westmoreland Road	Statewide	0	1	0	4	9 - Convert Grade Separation to Interchange	0	10	10	3
DAV-I1	Concord Road at Grey Road at Pine Road	Division 10	0	2	0	0	10b - Improve Intersection - All other Projects	25	10	35	7
DOT-I1	I-85 at I-485	Statewide	2	14	0	11	8 - Improve Interchange	10	0	0	4
DOT-I2	I-485 at Pineville Matthews Road (NC 51)	Statewide	3	22	0	11	8 - Improve Interchange	10	0	5	6
HTV-I1	Hambright Road at Mt Holly-Huntersville Road	Division 10	1	6	0	0	10a - Improve Intersection - Roundabout	40	10	50	11
HTV-I2	Old Statesville Rd (NC 115) at Gilead Road/ Huntersville-Concord Road	Region E	1	8	0	0	10a - Improve Intersection - Roundabout	40	10	50	11
HTV-I3	Statesville Road (US 21) and Mt Holly-Huntersville Rd	Region E	2	16	0	0	8 - Improve Interchange	10	10	20	6
INT-I1	Chestnut Lane at Potter Road	Division 10	1	5	0	0	10b - Improve Intersection - All other Projects	25	10	35	8
INT-I2	Unionville-Indian Trail Road at Faith Church Road	Division 10	1	5	0	0	10b - Improve Intersection - All other Projects	25	10	35	8
MAT-I1	NC 51 at Fullwood Lane	Region E	1	4	0	10	10 - Improve Intersection	25	10	35	9
MAT-I2	S Trade Street at Fullwood Lane	Division 10	1	7	0	0	10b - Improve Intersection - All other Projects	25	10	35	8
MAT-I3	Matthews-Mint Hill Road at Independence Pointe Parkway	Division 10	0	1	0	0	10b - Improve Intersection - All other Projects	25	10	35	7
MHL-I1	Albemarle Road (NC 27) at Blair Road	Region E	1	8	0	0	10b - Improve Intersection - All other Projects	25	10	35	8
MHL-I2	I-485 at Blair Road	Statewide	2	13	0	29	8 - Improve Interchange	10	0	10	8
MNS-I1	NC 75 at Potter Road	Region E	2	11	0	0	10b - Improve Intersection - All other Projects	25	10	35	9
MON-I4	US 74 at Campus Ridge Drive/Pageland Highway (US 601)	Statewide	1	5	0	6	10b - Improve Intersection - All other Projects	25	0	25	7
MSV-I1	Penske Road at Mazeppa Road	Division 12	1	4	0	0	10b - Improve Intersection - All other Projects	25	0	25	6
MSV-I2	US 21 at Oates Rd	Region F	1	8	0	40	10b - Improve Intersection - All other Projects	25	0	25	12

Table E-18: Candidate Intersection and Interchange Projects - Safety Score continued

MTP ID	Name	STI Category	Crashes per 1,000 VPD per Year	Scaled Crash Rate Score	K/A Crashes per 1,000 VPD	Scaled Crash Severity Score	Improvement Type	NCDOT Safety Benefit Score	Multimodal Safety Bonus	MTP Safety Benefit Score	Safety Score
MSV-I4	NC 115 at Shinnville Rd	Region F	1	4	0	31	10b - Improve Intersection - All other Projects	25	0	25	10
MSV-I5	NC 3 at NC 150	Region F	2	12	0	41	10b - Improve Intersection - All other Projects	25	10	35	15
MSV-I6	NC 150 at Overhead Bridge Rd/Selma Dr	Region F	1	9	0	50	10b - Improve Intersection - All other Projects	25	0	25	14
MSV-I9	NC 801 at NC 150	Region F	2	10	0	31	10b - Improve Intersection - All other Projects	25	10	35	13
STA-I1	I-77 at Garner Bagnal Boulevard (US 70)	Statewide	5	35	0	57	8 - Improve Interchange	10	0	10	16
STA-I2	I-40 at Old Mocksville Rd	Statewide	2	12	0	0	8 - Improve Interchange	10	0	10	4
TRO-I1	I-77 at US 21/NC 115	Statewide	3	19	0	45	8 - Improve Interchange	10	10	20	14
UNI-I1	Idlewild Road at Mill Grove Road at Indian Trail Fairview Road	Division 10	2	12	0	0	10a - Improve Intersection - Roundabout	40	10	50	12
WAX-I1	NC-16 at Waxhaw Parkway	Region E	0	3	0	0	10b - Improve Intersection - All other Projects	25	10	35	7
WAX-I2	Waxhaw-Indian Trail Road at Waxhaw Parkway	Division 10	0	0	0	0	10b - Improve Intersection - All other Projects	25	10	35	7
WAX-I3	NC-75 (East of Waxhaw) at Waxhaw Parkway	Region E	0	1	0	0	10b - Improve Intersection - All other Projects	25	10	35	7
WAX-I4	Kensington Drive at Waxhaw-Marvin Road	Division 10	1	6	0	0	10b - Improve Intersection - All other Projects	25	10	35	8

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Table E-19: Candidate Roadway Projects - Accessibility to Employment Score

MTP ID	Name	STI Category	Link Volume	Accessibility to Employment Score
CLT-1	3rd Street/4th Street (NC 16)	Region E	14178	22
CLT-10	Bryant Farms Road	Division 10	6081	10
CLT-11	Carowinds Boulevard	Division 10	8200	13
CLT-13	Eastern Circumferential Road	Division 10	5216	8
CLT-14	Eastern Circumferential Road	Division 10	3509	6
CLT-15	Eastern Circumferential Road	Division 10	4300	7
CLT-16	Harrisburg Road	Division 10	5216	8
CLT-17	I-485	Statewide	25933	41
CLT-19	Independence Boulevard (US 74)	Statewide	22325	35
CLT-2/MHL-1 A	Albemarle Road (NC 27)	Region E	9769	15
CLT-2/MHL-1 B	Albemarle Road (NC 27)	Region E	9769	15
CLT-20	John Belk Freeway (I-277)	Statewide	31730	50
CLT-22	Krefeld Drive	Division 10	19447	31
CLT-23	Lancaster Highway	Division 10	7273	11
CLT-24	Mallard Creek Road	Division 10	5621	9
CLT-25	Mt. Holly Road (NC 27)	Region E	7402	12
CLT-26	Mt. Holly Road (NC 27)	Region E	7084	11
CLT-27	Mt Holly-Huntersville Rd	Division 10	4134	7
CLT-28	Mt Holly-Huntersville Rd	Division 10	3091	5
CLT-29	Mt Holly-Huntersville Rd	Division 10	4134	7
CLT-3	Archdale Drive	Division 10	12810	20
CLT-30	Old Statesville Road (NC 115)	Region E	8268	13
CLT-31	Shopton Road West	Division 10	9384	15
CLT-32	Shopton Road West	Division 10	3594	6
CLT-33	Steele Creek Rd (NC 160)	Region E	7666	12
CLT-34	West Boulevard and Piney Top Drive (NC 160)	Region E	7073	11

Table E-19: Candidate Roadway Projects - Accessibility to Employment Score continued

MTP ID	Name	STI Category	Link Volume	Accessibility to Employment Score
CLT-35	Westinghouse Boulevard	Division 10	22894	36
CLT-36	Woodlawn Road	Division 10	16399	26
CLT-4	Archdale Drive Relocation	Division 10	16824	27
CLT-5	Ardrey Kell Road	Division 10	5780	9
CLT-6	Ardrey Kell Road	Division 10	4355	7
CLT-7	Arequipa Drive	Division 10	19447	31
CLT-8	Arrowood-Whitehall Connector	Division 10	11718	18
CLT-9A	Ballantyne Commons Parkway	Division 10	5237	8
CLT-9B	Ballantyne Commons Parkway	Division 10	7483	12
CLT-9C	Ballantyne Commons Parkway	Division 10	7483	12
COR-1	Bailey Road	Division 10	1497	2
COR-2	Bailey Road Flyover	Division 10	19447	31
COR-3	Main Street (NC 115)	Region E	7276	11
COR-4	Old Statesville Road (NC 115)	Region E	4128	7
COR-5	Statesville Road (US 21)	Region E	6166	10
COR-6	Washam Potts Rd	Division 10	4354	7
COR-7	Zion Avenue Extension	Division 10	4128	7
COR-8	I-77	Statewide	23648	37
DOT-1	US 74	Statewide	20281	32
HTV-1	Beatties Ford Road	Division 10	3453	5
HTV-10	Gilead Road	Division 10	5385	8
HTV-11	Gilead Road	Division 10	7594	12
HTV-12	Gilead Road/Vance Road Extension	Division 10	2259	4
HTV-13	Hambright Road	Division 10	23648	37
HTV-14	Hambright Road	Division 10	4539	7
HTV-15	Hambright Road	Division 10	5201	8

Table E-19: Candidate Roadway Projects - Accessibility to Employment Score continued

MTP ID	Name	STI Category	Link Volume	Accessibility to Employment Score
HTV-16	Hambright Road	Division 10	4695	7
HTV-17	Huntersville-Concord Road	Division 10	5126	8
HTV-18	Huntersville-Concord Road	Division 10	3724	6
HTV-19	McCoy Road	Division 10	5603	9
HTV-2	Beatties Ford Road	Division 10	5144	8
HTV-20	Meacham Farm Drive	Division 10	5648	9
HTV-21	Mt Holly-Huntersville Rd	Division 10	6220	10
HTV-22	Mt Holly-Huntersville Rd	Division 10	16705	26
HTV-23	Mt Holly-Huntersville Rd	Division 10	3085	5
HTV-24	NC 73	Region E	4011	6
HTV-25A	Old Statesville Road (NC 115)	Region E	6096	10
HTV-25B	Old Statesville Road (NC 115)	Region E	6096	10
HTV-26A	Old Statesville Road (NC 115)	Region E	5648	9
HTV-26B	Old Statesville Road (NC 115)	Region E	5648	9
HTV-27	Old Statesville Road (NC 115)	Region E	5200	8
HTV-28	Old Statesville Road (NC 115)	Region E	4299	7
HTV-29	Poplar Tent Church Road	Division 10	2382	4
HTV-3	Beatties Ford Road-Vance Road Extension Connector	Division 10	5144	8
HTV-30	Prosperity Church Road Connector	Division 10	3154	5
HTV-31	Ramah Church Road	Division 10	3130	5
HTV-32	Seagle Street	Division 10	4723	7
HTV-33	Seagle Street Extension	Division 10	5559	9
HTV-34	Statesville Road (US 21)	Region E	7198	11
HTV-35	Statesville Road (US 21)	Region E	7198	11
HTV-36	Statesville Road (US 21)	Region E	4336	7
HTV-37	Vance Road Extension	Division 10	5559	9

Table E-19: Candidate Roadway Projects - Accessibility to Employment Score continued

MTP ID	Name	STI Category	Link Volume	Accessibility to Employment Score
HTV-38	Vance Road Extension	Division 10	5571	9
HTV-39	Verhoeff Drive Extension	Division 10	5126	8
HTV-4	Birkdale Commons Parkway	Division 10	7140	11
HTV-5	Bud Henderson Road	Division 10	1110	2
HTV-6	Church Street	Division 10	5648	9
HTV-7	Ervin Cook Road	Division 10	2915	5
HTV-8	Ferrelltown Parkway Extension	Division 10	2873	5
HTV-9	Ferrelltown Parkway Extension	Division 10	2873	5
INT-1/MON-7	Old Charlotte Highway	Division 10	4614	7
INT-2	Wesley Chapel-Stouts Road	Division 10	5408	9
MAT-1	Eastern Circumferential Road	Division 10	3874	6
MAT-10	John Street	Division 10	11006	17
MAT-11	Matthews Township Parkway (NC 51)	Region E	18538	29
MAT-12	Matthews Township Parkway (NC 51)	Region E	13884	22
MAT-13	Matthews -Mint Hill Road	Division 10	4864	8
MAT-14	McKee Road Extension	Division 10	4107	6
MAT-15	Independence Boulevard (US 74)	Statewide	22084	35
MAT-2	Fullwood Lane	Division 10	4131	7
MAT-3	Greylock Ridge Road	Division 10	2854	4
MAT-4	Idlewild Road	Division 10	4939	8
MAT-5	Idlewild Road	Division 10	4384	7
MAT-6	Idlewild Road	Division 10	2457	4
MAT-7	Independence Pointe Parkway	Division 10	22084	35
MAT-8	Independence Pointe Parkway	Division 10	22084	35
MAT-9	John Street	Division 10	8742	14
MHL-2	I-485	Statewide	14394	23

Table E-19: Candidate Roadway Projects - Accessibility to Employment Score continued

MTP ID	Name	STI Category	Link Volume	Accessibility to Employment Score
MHL-3	Matthews-Mint Hill Road (NC 51)	Region E	7532	12
MHL-4	Matthews-Mint Hill Road	Region E	5113	8
MHL-5	Fairview Road (NC 218)	Region E	2643	4
MON-1	Airport Road Relocation	Division 10	3259	5
MON-10	Secrest Shortcut Road	Division 10	1655	3
MON-11	Secrest Shortcut Road	Division 10	3031	5
MON-12	Skyway Drive (US 601)	Region E	3011	5
MON-2	Martin Luther King Jr. Boulevard	Division 10	3920	6
MON-3	Morgan Mill Road (NC 200)	Region E	4979	8
MON-4	Old Charlotte Highway	Division 10	5919	9
MON-5	Old Charlotte Highway	Division 10	5612	9
MON-6	Old Charlotte Highway	Division 10	5658	9
MON-8	Rocky River Road	Division 10	1981	3
MON-9	Rocky River Road	Division 10	2916	5
MSH-1/UNI-1	Marshville Bypass	Statewide	6356	10
MSH-2	Marshville-Olive Branch Road	Division 10	269	0
MSH-3	N. Elm St (NC 205)	Region E	575	1
MSH-4	Old Highway 74	Region E	6356	10
MSH-5	S. White Street/Landsford Road	Division 10	829	1
MSH-6	Union Street/Old Peachland Road	Division 10	128	0
MSH-7	W. Phifer St/Austin Grove Church Road	Division 10	162	0
MSV-1	Alcove Road	Division 12	282	0
MSV-10	I-77	Statewide	13290	21
MSV-11	Langtree Road	Division 12	6413	10
MSV-12	Mazeppa Road	Division 12	1387	2
MSV-13	Mecklenburg Highway (NC 115)	Region F	4289	7

Table E-19: Candidate Roadway Projects - Accessibility to Employment Score continued

MTP ID	Name	STI Category	Link Volume	Accessibility to Employment Score
MSV-14	Coddle Creek Highway (NC 3)	Region F	4441	7
MSV-15	Oakridge Farm Highway (NC 150)	Region F	4521	7
MSV-16	Oates Road	Division 12	2093	3
MSV-17	Plaza Drive (NC 150)	Region F	9971	16
MSV-18	Shearers Road	Division 12	3799	6
MSV-19	Talbert Road	Division 12	4276	7
MSV-2	Broad St	Division 12	1660	3
MSV-20	Grayson Drive	Division 12	6417	10
MSV-3	Charlotte Highway (US 21)	Region F	5156	8
MSV-4	Church Street	Division 12	2523	4
MSV-5	Connector Road	Division 12	2447	4
MSV-6	Cornelius Road	Division 12	4788	8
MSV-7	Cornelius Road	Statewide	974	2
MSV-8A	East-West Connector	Division 12	2840	4
MSV-8B	East-West Connector	Division 12	2840	4
STA-1	Center Street (NC 115)	Region F	4044	6
STA-2	East Aviation Drive Relocation	Division 12	974	2
STA-3	Garner Bagnal Boulevard (US 70)	Region F	2735	4
STA-4	Shelton Avenue (US 21)	Region F	4232	7
TRM-1	Charlotte Highway (US 21)	Region F	2306	4
TRM-2	Main Street (US 21)	Region F	2913	5
TRM-3	Old Mountain Road	Region F	1323	2
TRM-4	South Main Street (US 21)	Region F	3585	6
UNI-2	Weddington Road (NC 84)	Region E	4114	6
WAX-1	Cuthbertson Road	Division 10	2451	4
WAX-4A	Waxhaw Parkway	Division 10	3016	5

Table E-19: Candidate Roadway Projects - Accessibility to Employment Score continued

MTP ID	Name	STI Category	Link Volume	Accessibility to Employment Score
WAX-4B	Waxhaw Parkway	Division 10	2024	3
WAX-4C	Waxhaw Parkway	Division 10	2024	3
WAX-4D	Waxhaw Parkway	Division 10	2024	3
WAX-4E	Waxhaw Parkway	Division 10	1886	3
WAX-5	Waxhaw-Marvin Road	Division 10	1962	3

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Table E-20: Candidate Intersection and Interchange Projects - Accessibility to Employment Score

MTP ID	Name	STI Category	Link Volume	Accessibility to Employment Score
CLT-I1	US 74 at Krefeld Drive	Statewide	12336	16
CLT-I10	South Boulevard at Tyvola Road	Division 10	15207	20
CLT-I13	I-85 at Billy Graham Parkway	Statewide	18890	24
CLT-I15	Bellhaven Boulevard at Mt Holly-Huntersville Road	Division 10	2706	3
CLT-I16	Berewick Commons Parkway at Shopton Rd West	Division 10	8562	11
CLT-I18A	WT Harris Blvd (NC 24) at Grier Rd (Interchange)	Region E	12647	16
CLT-I18B	WT Harris Blvd (NC 24) at Grier Rd (Intersection)	Region E	12647	16
CLT-I19	I-485 at S Tryon Street	Statewide	20361	26
CLT-I20A	Billy Graham Pkwy at Morris Field Drive (Interchange)	Region E	9226	12
CLT-I20B	Billy Graham Pkwy at Morris Field Drive (Intersection)	Statewide	9226	12
CLT-I21A	Billy Graham Pkwy at NC 160 (Interchange)	Statewide	10890	14
CLT-I21B	Billy Graham Pkwy at NC 160 (Intersection)	Statewide	10890	14
CLT-I22	I-77 at Westinghouse Boulevard	Statewide	22864	29
CLT-I23	I-77 at Nations Ford Road	Statewide	7928	10
CLT-I24	I-77 at Tyvola Road	Statewide	20855	27
CLT-I25A	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Interchange)	Statewide	16165	21
CLT-I25B	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Intersection)	Statewide	16165	21
CLT-I26	I-77 at W Woodlawn Road	Statewide	19221	25
CLT-I27	I-77 at S Tryon Street	Statewide	21423	28
CLT-I28	I-485 at future Arrowood-Whitehall Connector	Division 10	20361	26
CLT-I29	Eastern Circumferential Road at AC&W RR (Grade Separated Railroad Crossing)	Division 10	15314	20
CLT-I3	Albemarle Road (NC 27) at WT Harris Boulevard (NC 24)	Region E	17677	23
CLT-I4	I-485 at Providence Road	Statewide	17518	22
CLT-I6	I-85 and WT Harris Boulevard	Statewide	38931	50
CLT-I7	I-85 and Mallard Creek Church Road	Statewide	14182	18

Table E-20: Candidate Intersection & Interchange Projects - Accessibility to Employment Score continued

MTP ID	Name	STI Category	Link Volume	Accessibility to Employment Score
CLT-I8	I-85 at Beatties Ford Road	Statewide	11323	15
CLT-I9	I-85 at Brookshire Freeway (NC 16)	Statewide	36978	47
COR-I1	I-77 at Westmoreland Road	Statewide	19141	25
DAV-I1	Concord Road at Grey Road at Pine Road	Division 10	3152	4
DOT-I1	I-85 at I-485	Statewide	22501	29
DOT-I2	I-485 at Pineville Matthews Road (NC 51)	Statewide	14558	19
HTV-I1	Hambright Road at Mt Holly-Huntersville Road	Division 10	5263	7
HTV-I2	Old Statesville Rd (NC 115) at Gilead Road/Huntersville-Concord Road	Region E	4492	6
HTV-I3	Statesville Road (US 21) and Mt Holly-Huntersville Rd	Region E	6266	8
INT-I1	Chestnut Lane at Potter Road	Division 10	3194	4
INT-I2	Unionville-Indian Trail Road at Faith Church Road	Division 10	2466	3
MAT-I1	NC 51 at Fullwood Lane	Region E	13043	17
MAT-I2	S Trade Street at Fullwood Lane	Division 10	5177	7
MAT-I3	Matthews-Mint Hill Road at Independence Pointe Parkway	Division 10	3781	5
MHL-I1	Albemarle Road (NC 27) at Blair Road	Region E	5751	7
MHL-I2	I-485 at Blair Road	Statewide	4188	5
MNS-I1	NC 75 at Potter Road	Region E	1507	2
MON-I4	US 74 at Campus Ridge Drive/ Pageland Highway (US 601)	Statewide	5439	7
MSV-I1	Penske Road at Mazeppa Road	Division 12	860	1
MSV-I2	US 21 at Oates Rd	Region F	2515	3
MSV-I4	NC 115 at Shinnville Rd	Region F	2663	3
MSV-I5	NC 3 at NC 150	Region F	4498	6
MSV-I6	NC 150 at Overhead Bridge Rd/ Selma Dr	Region F	2480	3
MSV-I9	NC 801 at NC 150	Region F	2209	3
STA-I1	I-77 at Garner Bagnal Boulevard (US 70)	Statewide	3042	4
STA-I2	I-40 at Old Mocksville Rd	Statewide	2790	4

Table E-20: Candidate Intersection and Interchange Projects - Accessibility to Employment Score continued

MTP ID	Name	STI Category	Link Volume	Accessibility to Employment Score
TRO-I1	I-77 at US 21/NC 115	Statewide	3577	5
UNI-I1	Idlewild Road at Mill Grove Road at Indian Trail Fairview Road	Division 10	2962	4
WAX-I1	NC-16 at Waxhaw Parkway	Region E	4415	6
WAX-I2	Waxhaw-Indian Trail Road at Waxhaw Parkway	Division 10	2024	3
WAX-I3	NC-75 (East of Waxhaw) at Waxhaw Parkway	Region E	1886	2
WAX-I4	Kensington Drive at Waxhaw-Marvin Road	Division 10	2049	3

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Table E-21: Tier 2 Candidate Projects - Benefit/Cost

MTP ID	Name	Project Type	Total Travel Time Savings	Total Safety Benefit	Cost to NCDOT	Benefit-Cost Score
CLT-1	3rd Street/4th Street (NC 16)	Roadway	$2,277,239	$16,885,760	$18,900,000.00	8
CLT-13	Eastern Circumferential Road	Roadway	$9,262,217	$0	$34,940,000.00	2
CLT-14	Eastern Circumferential Road	Roadway	$5,653,648	$0	$26,070,000.00	2
CLT-16	Harrisburg Road	Roadway	$4,365,826	$728,960	$12,030,000.00	3
CLT-17	I-485	Roadway	$67,432,294	$18,485,120	$227,100,000.00	12
CLT-19	Independence Boulevard (US 74)	Roadway	$153,553,507	$0	$201,600,000.00	24
CLT-2/MHL-1 A	Albemarle Road (NC 27)	Roadway	$2,007,398	$75,317,480	$94,000,000.00	6
CLT-2/MHL-1 B	Albemarle Road (NC 27)	Roadway	$2,007,398	$0	$95,260,000.00	0
CLT-20	John Belk Freeway (I-277)	Roadway	$17,642,411	$46,450,800	$100,000,000.00	20
CLT-22	Krefeld Drive	Roadway	$13,297,534	$0	$22,380,000.00	5
CLT-23	Lancaster Highway	Roadway	$30,024,566	$6,538,880	$81,500,000.00	3
CLT-24	Mallard Creek Road	Roadway	$18,275,865	$0	$71,130,000.00	2
CLT-26	Mt. Holly Road (NC 27)	Roadway	$88,667,615	$0	$60,800,000.00	11
CLT-28	Mt Holly-Huntersville Rd	Roadway	$15,811,689	$12,094,480	$117,270,000.00	2
CLT-30	Old Statesville Road (NC 115)	Roadway	$17,031,407	$16,003,120	$110,240,000.00	2
CLT-33	Steele Creek Rd (NC 160)	Roadway	$20,181,840	$3,326,560	$67,400,000.00	3
CLT-34	West Boulevard and Piney Top Drive (NC 160)	Roadway	$34,020,344	$6,921,040	$82,770,000.00	4
CLT-35	Westinghouse Boulevard	Roadway	$11,657,825	$0	$42,630,000.00	2
CLT-36	Woodlawn Road	Roadway	$0	$0	$11,110,000.00	0
CLT-4	Archdale Drive Relocation	Roadway	$19,684,343	$0	$21,380,000.00	7
CLT-5	Ardrey Kell Road	Roadway	$23,638,436	$0	$143,190,000.00	1
CLT-6	Ardrey Kell Road	Roadway	$11,591,294	$0	$119,096,000.00	1
CLT-7	Arequipa Drive	Roadway	$17,100,405	$0	$35,760,000.00	4
CLT-110	South Boulevard at Tyvola Road	Intersection & Interchange	$0	$20,121,200	$3,720,000.00	42
CLT-113	I-85 at Billy Graham Parkway	Intersection & Interchange	$0	$9,528,160	$37,598,000.00	8
CLT-118A	WT Harris Blvd (NC 24) at Grier Rd (Interchange)	Intersection & Interchange	$0	$22,913,280	$44,290,000.00	4
CLT-118B	WT Harris Blvd (NC 24) at Grier Rd (Intersection)	Intersection & Interchange	$0	$14,320,800	$2,480,000.00	45
CLT-119	I-485 at S Tryon Street	Intersection & Interchange	$0	$11,043,200	$40,301,000.00	8

Table E-21: Tier 2 Candidate Projects - Benefit/Cost continued

MTP ID	Name	Project Type	Total Travel Time Savings	Total Safety Benefit	Cost to NCDOT	Benefit-Cost Score
CLT-120A	Billy Graham Pkwy at Morris Field Drive (Interchange)	Intersection & Interchange	$0	$28,641,600	$5,090,000.00	174
CLT-120B	Billy Graham Pkwy at Morris Field Drive (Intersection)	Intersection & Interchange	$0	$17,901,000	$4,960,000.00	111
CLT-121A	Billy Graham Pkwy at NC 160 (Interchange)	Intersection & Interchange	$0	$27,754,880	$41,810,000.00	20
CLT-121B	Billy Graham Pkwy at NC 160 (Intersection)	Intersection & Interchange	$0	$17,346,800	$4,960,000.00	108
CLT-123	I-77 at Nations Ford Road	Intersection & Interchange	$0	$12,344,720	$114,900,000.00	3
CLT-124	I-77 at Tyvola Road	Intersection & Interchange	$0	$16,118,720	$114,000,000.00	4
CLT-125A	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Interchange)	Intersection & Interchange	$0	$28,211,840	$155,420,000.00	6
CLT-125B	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Intersection)	Intersection & Interchange	$0	$17,632,400	$5,090,000.00	107
CLT-127	I-77 at S Tryon Street	Intersection & Interchange	$0	$6,434,160	$68,860,000.00	3
CLT-128	I-485 at future Arrowood-Whitehall Connector	Intersection & Interchange	$0	$0	$22,570,000.00	0
CLT-129	Eastern Circumferential Road at AC&W RR (Grade Separated Railroad Crossing)	Intersection & Interchange	$0	$3,746,800	$5,370,000.00	5
CLT-13	Albemarle Road (NC 27) at WT Harris Boulevard (NC 24)	Intersection & Interchange	$0	$38,386,000	$66,500,000.00	4
CLT-14	I-485 at Providence Road	Intersection & Interchange	$0	$3,128,000	$41,810,000.00	2
CLT-16	I-85 and WT Harris Boulevard	Intersection & Interchange	$0	$11,254,000	$17,100,000.00	20
CLT-17	I-85 and Mallard Creek Church Road	Intersection & Interchange	$0	$11,353,280	$80,500,000.00	4
CLT-19	I-85 at Brookshire Freeway (NC 16)	Intersection & Interchange	$0	$23,117,280	$132,100,000.00	5
COR-2	Bailey Road Flyover	Roadway	$2,625,480	$20,400	$41,900,000.00	0
COR-3	Main Street (NC 115)	Roadway	$5,863,644	$8,244,320	$47,638,000.00	2
COR-4	Old Statesville Road (NC 115)	Roadway	$0			0
COR-8	I-77	Roadway	$247,506,867	$146,943,920	$1,896,910,000.00	6
COR-11	I-77 at Westmoreland Road	Intersection & Interchange	$0	$0	$100,400,000.00	0
DOT-1	US 74	Roadway	$2,978,261	$51,333,200	$121,420,000.00	14
DOT-12	I-485 at Pineville-Matthews Rd (NC 51)	Intersection & Interchange	$0	$4,481,200	$68,860,000.00	2
HTV-11	Gilead Road	Roadway	$0	$10,093,920	$25,460,000.00	3
HTV-13	Hambright Road	Roadway	$12,115,854	$26,609,760	$35,690,000.00	8
HTV-22	Mt Holly-Huntersville Rd	Roadway	$29,195,524	$2,108,000	$82,940,000.00	3
HTV-24	NC 73	Roadway	$45,809,836	$3,555,040	$268,000,000.00	1

Table E-21: Tier 2 Candidate Projects - Benefit/Cost continued

MTP ID	Name	Project Type	Total Travel Time Savings	Total Safety Benefit	Cost to NCDOT	Benefit-Cost Score
HTV-25A	Old Statesville Road (NC 115)	Roadway	$904,332	$4,915,040	$40,930,000.00	1
HTV-25B	Old Statesville Road (NC 115)	Roadway	$3,413,982	$2,457,520	$66,450,000.00	1
HTV-26A	Old Statesville Road (NC 115)	Roadway	$4,634,487	$5,910,560	$73,680,000.00	1
HTV-26B	Old Statesville Road (NC 115)	Roadway	$4,634,487	$2,955,280	$83,340,000.00	1
HTV-27	Old Statesville Road (NC 115)	Roadway	$0	$7,150,200	$40,560,000.00	1
HTV-28	Old Statesville Road (NC 115)	Roadway	$2,038,394	$7,208,000	$80,040,000.00	1
HTV-3	Beatties Ford Road-Vance Road Extension Connector	Roadway	$0	$0	$166,900,000.00	0
HTV-34	Statesville Road (US 21)	Roadway	$2,176,961	$6,223,360	$41,170,000.00	2
HTV-35	Statesville Road (US 21)	Roadway	$23,890,259	$3,076,320	$77,990,000.00	3
HTV-4	Birkdale Commons Parkway	Roadway	$8,118,718	$0	$8,190,000.00	8
HTV-12	Old Statesville Rd (NC 115) at Gilead Road/Huntersville-Concord Road	Intersection & Interchange	$0	$4,221,440	$5,160,000.00	6
INT-2	Wesley Chapel-Stouts Road	Roadway	$14,061,226	$13,253,200	$62,900,000.00	3
MAT-10	John Street	Roadway	$0	$0	$22,650,000.00	0
MAT-11	Matthews Township Parkway (NC 51)	Roadway	$0	$0	$13,760,000.00	0
MAT-12	Matthews Township Parkway (NC 51)	Roadway	$4,680,712	$0	$25,330,000.00	1
MAT-14	McKee Road Extension	Roadway	$1,637,350	$0	$38,870,000.00	0
MAT-15	Independence Boulevard (US 74)	Roadway	$153,425,594	$149,937,280	$524,500,000.00	18
MAT-2	Fullwood Lane	Roadway	$2,996,065	$3,128,000	$33,670,000.00	1
MAT-7	Independence Pointe Parkway	Roadway	$4,442,009	$13,170,240	$22,240,000.00	6
MAT-8	Independence Pointe Parkway	Roadway	$9,920,482	$0	$54,450,000.00	1
MAT-9	John Street	Roadway	$0	$8,867,200	$29,430,000.00	2
MAT-11	NC 51 at Fullwood Lane	Intersection & Interchange	$0	$8,952,200	$5,730,000.00	12
MHL-3	Matthews-Mint Hill Road (NC 51)	Roadway	$10,950,440	$6,820,400	$88,070,000.00	2
MHL-4	Matthews-Mint Hill Road	Roadway	$2,339,266	$5,684,800	$109,890,000.00	1
MHL-5	Fairview Road (NC 218)	Roadway	$571,964	$1,704,080	$66,299,000.00	0
MHL-11	Albemarle Road (NC 27) at Blair Road	Intersection & Interchange	$0	$7,401,800	$4,960,000.00	12
MON-12	Skyway Drive (US 601)	Roadway	$3,425,958	$8,898,480	$108,990,000.00	1

Table E-21: Tier 2 Candidate Projects - Benefit/Cost continued

MTP ID	Name	Project Type	Total Travel Time Savings	Total Safety Benefit	Cost to NCDOT	Benefit-Cost Score
MON-3	Morgan Mill Road (NC 200)	Roadway	$4,394,176	$8,577,520	$95,610,000.00	1
MON-4	Old Charlotte Highway	Roadway	$7,228,436	$4,943,600	$60,180,000.00	2
MON-9	Rocky River Road	Roadway	$14,427,628	$5,227,840	$90,500,000.00	2
MSV-11	Langtree Road	Roadway	$2,777,704	$0	$78,800,000.00	2
MSV-13	Mecklenburg Highway (NC 115)	Roadway	$6,962,956	$18,047,200	$99,490,000.00	11
MSV-15	Oakridge Farm Highway (NC 150)	Roadway	$6,808,480	$0	$59,830,000.00	5
MSV-16	Oates Road	Roadway	$0	$0	$46,160,000.00	0
MSV-17	Plaza Drive (NC 150)	Roadway	$3,786,819	$0	$93,340,000.00	2
MSV-19	Talbert Road	Roadway	$6,989,125	$7,373,920	$42,540,000.00	15
MSV-20	Grayson Drive	Roadway	$8,322,100	$0	$22,100,000.00	17
MSV-3	Charlotte Highway (US 21)	Roadway	$7,090,798	$13,370,160	$95,000,000.00	10
MSV-5	Connector Road	Roadway	$3,661,408	$1,612,960	$35,930,000.00	7
MSV-6	Cornelius Road	Roadway	$14,847,082	$2,469,760	$94,630,000.00	8
MSV-7	Cornelius Road	Roadway	$13,983,613	$0	$82,070,000.00	5
MSV-14	NC 115 at Shinnville Rd	Intersection & Interchange	$0	$6,344,400	$4,960,000.00	57
MSV-19	NC 801 at NC 150	Intersection & Interchange	$0	$7,792,800	$4,960,000.00	70
STA-1	Center Street (NC 115)	Roadway	$5,108,854	$5,836,440	$92,470,000.00	5
STA-3	Garner Bagnal Boulevard (US 70)	Roadway	$21,425,011	$63,049,600	$152,480,000.00	25
TRM-2	Main Street (US 21)	Roadway	$57,806,713	$0	$78,060,000.00	33

Table E-22: Tier 2 Candidate Projects - Benefit/Cost Travel Time Savings

MTP ID	Name	Average Auto Delay	Total Auto TT Savings/Day	Total Auto TT Savings for all Weekdays	Total Auto TT Savings	Average Truck Delay	Total Truck TT Savings/Day	Total Truck TT Savings for all Weekdays	Total Truck TT Savings	Total Travel Time Savings
CLT-1	3rd Street/4th Street (NC 16)	62.45	686.95	178607	$2,277,239	0	0	0	$0	$2,277,239
CLT-13	Eastern Circumferential Road	221.65	2438.15	633919	$8,082,467	8.25	90.75	23595	$1,179,750	$9,262,217
CLT-14	Eastern Circumferential Road	137.2	1509.2	392392	$5,002,998	4.55	50.05	13013	$650,650	$5,653,648
CLT-16	Harrisburg Road	78.55	864.05	224653	$2,864,326	10.5	115.5	30030	$1,501,500	$4,365,826
CLT-17	I-485	1385.9	15244.9	3963674	$50,536,844	118.15	1299.65	337909	$16,895,450	$67,432,294
CLT-19	Independence Boulevard (US 74)	3747.65	41224.15	10718279	$136,658,057	118.15	1299.65	337909	$16,895,450	$153,553,507
CLT-2/MHL-1 A	Albemarle Road (NC 27)	55.05	605.55	157443	$2,007,398	0	0	0	$0	$2,007,398
CLT-2/MHL-1 B	Albemarle Road (NC 27)	55.05	605.55	157443	$2,007,398	0	0	0	$0	$2,007,398
CLT-20	John Belk Freeway (I-277)	259.7	2856.7	742742	$9,469,961	57.15	628.65	163449	$8,172,450	$17,642,411
CLT-22	Krefeld Drive	325.45	3579.95	930787	$11,867,534	10	110	28600	$1,430,000	$13,297,534
CLT-23	Lancaster Highway	662.4	7286.4	1894464	$24,154,416	41.05	451.55	117403	$5,870,150	$30,024,566
CLT-24	Mallard Creek Road	493.15	5424.65	1410409	$17,982,715	2.05	22.55	5863	$293,150	$18,275,865
CLT-26	Mt. Holly Road (NC 27)	2023.15	22254.65	5786209	$73,774,165	104.15	1145.65	297869	$14,893,450	$88,667,615
CLT-28	Mt Holly-Huntersville Rd	286.75	3154.25	820105	$10,456,339	37.45	411.95	107107	$5,355,350	$15,811,689
CLT-30	Old Statesville Road (NC 115)	437.65	4814.15	1251679	$15,958,907	7.5	82.5	21450	$1,072,500	$17,031,407
CLT-33	Steele Creek Rd (NC 160)	543.85	5982.35	1555411	$19,831,490	2.45	26.95	7007	$350,350	$20,181,840
CLT-34	West Boulevard and Piney Top Drive (NC 160)	275.9	3034.9	789074	$10,060,694	167.55	1843.05	479193	$23,959,650	$34,020,344
CLT-35	Westinghouse Boulevard	157.15	1728.65	449449	$5,730,475	41.45	455.95	118547	$5,927,350	$11,657,825
CLT-36	Woodlawn Road	0	0	0	$0	0	0	0	$0	$0
CLT-4	Archdale Drive Relocation	478.05	5258.55	1367223	$17,432,093	15.75	173.25	45045	$2,252,250	$19,684,343
CLT-5	Ardrey Kell Road	648.25	7130.75	1853995	$23,638,436	0	0	0	$0	$23,638,436
CLT-6	Ardrey Kell Road	281.6	3097.6	805376	$10,268,544	9.25	101.75	26455	$1,322,750	$11,591,294
CLT-7	Arequipa Drive	419.15	4610.65	1198769	$15,284,305	12.7	139.7	36322	$1,816,100	$17,100,405
CLT-110	South Boulevard at Tyvola Road	--	0	0	$0	--	0	0	$0	$0
CLT-113	I-85 at Billy Graham Parkway	--	0	0	$0	--	0	0	$0	$0
CLT-118A	WT Harris Blvd (NC 24) at Grier Rd (Interchange)	--	0	0	$0	--	0	0	$0	$0
CLT-118B	WT Harris Blvd (NC 24) at Grier Rd (Intersection)	--	0	0	$0	--	--	--	--	$0

Table E-22: Tier 2 Candidate Projects - Benefit/Cost Travel Time Savings continued

MTP ID	Name	Average Auto Delay	Total Auto TT Savings/Day	Total Auto TT Savings for all Weekdays	Total Auto TT Savings	Average Truck Delay	Total Truck TT Savings/Day	Total Truck TT Savings for all Weekdays	Total Truck TT Savings	Total Travel Time Savings
CLT-119	I-485 at S Tryon Street	--	0	0	$0	--	0	0	$0	$0
CLT-120A	Billy Graham Pkwy at Morris Field Drive (Interchange)	--	0	0	$0	--	--	--	--	$0
CLT-120B	Billy Graham Pkwy at Morris Field Drive (Intersection)	--	0	0	$0	--	0	0	$0	$0
CLT-121A	Billy Graham Pkwy at NC 160 (Interchange)	--	0	0	$0	--	0	0	$0	$0
CLT-121B	Billy Graham Pkwy at NC 160 (Intersection)	--	0	0	$0	--	0	0	$0	$0
CLT-123	I-77 at Nations Ford Road	--	0	0	$0	--	0	0	$0	$0
CLT-124	I-77 at Tyvola Road	--	0	0	$0	--	0	0	$0	$0
CLT-125A	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Interchange)	--	0	0	$0	--	0	0	$0	$0
CLT-125B	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Intersection)	--	0	0	$0	--	--	--	--	$0
CLT-127	I-77 at S Tryon Street	--	0	0	$0	--	0	0	$0	$0
CLT-128	I-485 at future Arrowood-Whitehall Connector	--	0	0	$0	--	0	0	$0	$0
CLT-129	Eastern Circumferential Road at AC&W RR (Grade Separated Railroad Crossing)	--	0	0	$0	--	0	0	$0	$0
CLT-13	Albemarle Road (NC 27) at WT Harris Boulevard (NC 24)	--	0	0	$0	--	--	--	--	$0
CLT-14	I-485 at Providence Road	--	0	0	$0	--	0	0	$0	$0
CLT-16	I-85 and WT Harris Boulevard	--	0	0	$0	--	0	0	$0	$0
CLT-17	I-85 and Mallard Creek Church Road	--	0	0	$0	--	0	0	$0	$0
CLT-19	I-85 at Brookshire Freeway (NC 16)	--	0	0	$0	--	0	0	$0	$0
COR-2	Bailey Road Flyover	72	792	205920	$2,625,480	0	0	0	$0	$2,625,480
COR-3	Main Street (NC 115)	145.9	1604.9	417274	$5,320,244	3.8	41.8	10868	$543,400	$5,863,644
COR-4	Old Statesville Road (NC 115)	--	0	0	$0	--	0	0	$0	$0
COR-8	I-77	3955.95	43515.45	11314017	$144,253,717	722.05	7942.55	2065063	$103,253,150	$247,506,867
COR-11	I-77 at Westmoreland Road	--	0	0	$0		0	0	$0	$0
DOT-1	US 74	65.4	719.4	187044	$2,384,811	4.15	45.65	11869	$593,450	$2,978,261
DOT-12	I-485 at Pineville-Matthews Rd (NC 51)	--	0	0	$0	--	0	0	$0	$0
HTV-11	Gilead Road	--	0	0	$0	--	0	0	$0	$0
HTV-13	Hambright Road	247.75	2725.25	708565	$9,034,204	21.55	237.05	61633	$3,081,650	$12,115,854
HTV-22	Mt Holly-Huntersville Rd	447.9	4926.9	1280994	$16,332,674	89.95	989.45	257257	$12,862,850	$29,195,524

Table E-22: Tier 2 Candidate Projects - Benefit/Cost Travel Time Savings continued

MTP ID	Name	Average Auto Delay	Total Auto TT Savings/Day	Total Auto TT Savings for all Weekdays	Total Auto TT Savings	Average Truck Delay	Total Truck TT Savings/Day	Total Truck TT Savings for all Weekdays	Total Truck TT Savings	Total Travel Time Savings
HTV-24	NC 73	1094.7	12041.7	3130842	$39,918,236	41.2	453.2	117832	$5,891,600	$45,809,836
HTV-25A	Old Statesville Road (NC 115)	24.8	272.8	70928	$904,332	0	0	0	$0	$904,332
HTV-25B	Old Statesville Road (NC 115)	54.8	602.8	156728	$1,998,282	9.9	108.9	28314	$1,415,700	$3,413,982
HTV-26A	Old Statesville Road (NC 115)	41.8	459.8	119548	$1,524,237	21.75	239.25	62205	$3,110,250	$4,634,487
HTV-26B	Old Statesville Road (NC 115)	41.8	459.8	119548	$1,524,237	21.75	239.25	62205	$3,110,250	$4,634,487
HTV-27	Old Statesville Road (NC 115)	--	0	0	$0	--	0	0	$0	$0
HTV-28	Old Statesville Road (NC 115)	55.9	614.9	159874	$2,038,394	0	0	0	$0	$2,038,394
HTV-3	Beatties Ford Road-Vance Road Extension Connector	--	0	0	$0	--	0	0	$0	$0
HTV-34	Statesville Road (US 21)	29.7	326.7	84942	$1,083,011	7.65	84.15	21879	$1,093,950	$2,176,961
HTV-35	Statesville Road (US 21)	410.45	4514.95	1173887	$14,967,059	62.4	686.4	178464	$8,923,200	$23,890,259
HTV-4	Birkdale Commons Parkway	217.35	2390.85	621621	$7,925,668	1.35	14.85	3861	$193,050	$8,118,718
HTV-12	Old Statesville Rd (NC 115) at Gilead Road/Huntersville-Concord Road	--	0	0	$0	--	0	0	$0	$0
INT-2	Wesley Chapel-Stouts Road	348.55	3834.05	996853	$12,709,876	9.45	103.95	27027	$1,351,350	$14,061,226
MAT-10	John Street	--	0	0	$0	--	0	0	$0	$0
MAT-11	Matthews Township Parkway (NC 51)	--	0	0	$0	--	0	0	$0	$0
MAT-12	Matthews Township Parkway (NC 51)	88.95	978.45	254397	$3,243,562	10.05	110.55	28743	$1,437,150	$4,680,712
MAT-14	McKee Road Extension	0	0	0	$0	11.45	125.95	32747	$1,637,350	$1,637,350
MAT-15	Independence Boulevard (US 74)	3773.75	41511.25	10792925	$137,609,794	110.6	1216.6	316316	$15,815,800	$153,425,594
MAT-2	Fullwood Lane	15.3	168.3	43758	$557,915	17.05	187.55	48763	$2,438,150	$2,996,065
MAT-7	Independence Pointe Parkway	112.6	1238.6	322036	$4,105,959	2.35	25.85	6721	$336,050	$4,442,009
MAT-8	Independence Pointe Parkway	254.8	2802.8	728728	$9,291,282	4.4	48.4	12584	$629,200	$9,920,482
MAT-9	John Street	0	0	0	$0	0	0	0	$0	$0
MAT-11	NC 51 at Fullwood Lane	--	0	0	$0	--	0	0	$0	$0
MHL-3	Matthews-Mint Hill Road (NC 51)	300.3	3303.3	858858	$10,950,440	0	0	0	$0	$10,950,440
MHL-4	Matthews-Mint Hill Road	56.7	623.7	162162	$2,067,566	1.9	20.9	5434	$271,700	$2,339,266
MHL-5	Fairview Road (NC 218)	7.45	81.95	21307	$271,664	2.1	23.1	6006	$300,300	$571,964
MHL-11	Albemarle Road (NC 27) at Blair Road	--	0	0	$0	--	0	0	$0	$0

Table E-22: Tier 2 Candidate Projects - Benefit/Cost Travel Time Savings continued

MTP ID	Name	Average Auto Delay	Total Auto TT Savings/Day	Total Auto TT Savings for all Weekdays	Total Auto TT Savings	Average Truck Delay	Total Truck TT Savings/Day	Total Truck TT Savings for all Weekdays	Total Truck TT Savings	Total Travel Time Savings
MON-12	Skyway Drive (US 601)	79.05	869.55	226083	$2,882,558	3.8	41.8	10868	$543,400	$3,425,958
MON-3	Morgan Mill Road (NC 200)	70.7	777.7	202202	$2,578,076	12.7	139.7	36322	$1,816,100	$4,394,176
MON-4	Old Charlotte Highway	124.7	1371.7	356642	$4,547,186	18.75	206.25	53625	$2,681,250	$7,228,436
MON-9	Rocky River Road	103.5	1138.5	296010	$3,774,128	74.5	819.5	213070	$10,653,500	$14,427,628
MSV-11	Langtree Road	39.9	438.9	114114	$1,454,954	9.25	101.75	26455	$1,322,750	$2,777,704
MSV-13	Mecklenburg Highway (NC 115)	158.4	1742.4	453024	$5,776,056	8.3	91.3	23738	$1,186,900	$6,962,956
MSV-15	Oakridge Farm Highway (NC 150)	89.85	988.35	256971	$3,276,380	24.7	271.7	70642	$3,532,100	$6,808,480
MSV-16	Oates Road	--	0	0	$0	--	0	0	$0	$0
MSV-17	Plaza Drive (NC 150)	68.75	756.25	196625	$2,506,969	8.95	98.45	25597	$1,279,850	$3,786,819
MSV-19	Talbert Road	115	1265	328900	$4,193,475	19.55	215.05	55913	$2,795,650	$6,989,125
MSV-20	Grayson Drive	174.3	1917.3	498498	$6,355,850	13.75	151.25	39325	$1,966,250	$8,322,100
MSV-3	Charlotte Highway (US 21)	147.2	1619.2	420992	$5,367,648	12.05	132.55	34463	$1,723,150	$7,090,798
MSV-5	Connector Road	53.35	586.85	152581	$1,945,408	12	132	34320	$1,716,000	$3,661,408
MSV-6	Cornelius Road	232.65	2559.15	665379	$8,483,582	44.5	489.5	127270	$6,363,500	$14,847,082
MSV-7	Cornelius Road	242.5	2667.5	693550	$8,842,763	35.95	395.45	102817	$5,140,850	$13,983,613
MSV-14	NC 115 at Shinnville Rd	--	0	0	$0	--	--	--	--	$0
MSV-19	NC 801 at NC 150	--	0	0	$0	--	--	--	--	$0
STA-1	Center Street (NC 115)	97.75	1075.25	279565	$3,564,454	10.8	118.8	30888	$1,544,400	$5,108,854
STA-3	Garner Bagnal Boulevard (US 70)	587.55	6463.05	1680393	$21,425,011	0	0	0	$0	$21,425,011
TRM-2	Main Street (US 21)	1046.05	11506.55	2991703	$38,144,213	137.5	1512.5	393250	$19,662,500	$57,806,713

Table E-23: Tier 2 Candidate Projects - Benefit/Cost Safety Data

MTP ID	Name	KA Crashes	KA Crash VSL Multiplier	BC Crashes	BC Crash VSL Multiplier	PDO Crashes	PDO Crash VSL Multiplier	Safety Benefit Factor	Total Safety Benefit
CLT-1	3rd Street/4th Street (NC 16)	0	$8,064,800	235	$639,200	457	$40,800	10%	$16,885,760
CLT-13	Eastern Circumferential Road	2	$8,064,800	61	$639,200	88	$40,800	0%	$0
CLT-14	Eastern Circumferential Road	2	$8,064,800	28	$639,200	20	$40,800	0%	$0
CLT-16	Harrisburg Road	0	$8,064,800	10	$639,200	22	$40,800	10%	$728,960
CLT-17	I-485	16	$8,064,800	72	$639,200	240	$40,800	10%	$18,485,120
CLT-19	Independence Boulevard (US 74)	6	$8,064,800	472	$639,200	953	$40,800	0%	$0
CLT-2/MHL-1 A	Albemarle Road (NC 27)	2	$8,064,800	282	$639,200	461	$40,800	35%	$75,317,480
CLT-2/MHL-1 B	Albemarle Road (NC 27)	2	$8,064,800	282	$639,200	461	$40,800	0%	$0
CLT-20	John Belk Freeway (I-277)	3	$8,064,800	219	$639,200	530	$40,800	25%	$46,450,800
CLT-22	Krefeld Drive	4	$8,064,800	165	$639,200	215	$40,800	0%	$0
CLT-23	Lancaster Highway	1	$8,064,800	81	$639,200	136	$40,800	10%	$6,538,880
CLT-24	Mallard Creek Road	0	$8,064,800	7	$639,200	20	$40,800	0%	$0
CLT-26	Mt. Holly Road (NC 27)	9	$8,064,800	138	$639,200	238	$40,800	0%	$0
CLT-28	Mt Holly-Huntersville Rd	5	$8,064,800	111	$639,200	237	$40,800	10%	$12,094,480
CLT-30	Old Statesville Road (NC 115)	2	$8,064,800	204	$639,200	331	$40,800	10%	$16,003,120
CLT-33	Steele Creek Rd (NC 160)	0	$8,064,800	47	$639,200	79	$40,800	10%	$3,326,560
CLT-34	West Boulevard and Piney Top Drive (NC 160)	4	$8,064,800	52	$639,200	91	$40,800	10%	$6,921,040
CLT-35	Westinghouse Boulevard	3	$8,064,800	200	$639,200	499	$40,800	0%	$0
CLT-36	Woodlawn Road	1	$8,064,800	76	$639,200	260	$40,800	0%	$0
CLT-4	Archdale Drive Relocation	1	$8,064,800	27	$639,200	24	$40,800	0%	$0
CLT-5	Ardrey Kell Road	6	$8,064,800	134	$639,200	304	$40,800	0%	$0
CLT-6	Ardrey Kell Road	1	$8,064,800	2	$639,200	4	$40,800	0%	$0
CLT-7	Arequipa Drive	4	$8,064,800	165	$639,200	215	$40,800	0%	$0
CLT-110	South Boulevard at Tyvola Road	1	$8,064,800	96	$639,200	271	$40,800	25%	$20,121,200
CLT-113	I-85 at Billy Graham Parkway	1	$8,064,800	115	$639,200	336	$40,800	10%	$9,528,160
CLT-118A	WT Harris Blvd (NC 24) at Grier Rd (Interchange)	1	$8,064,800	68	$639,200	141	$40,800	40%	$22,913,280
CLT-118B	WT Harris Blvd (NC 24) at Grier Rd (Intersection)	1	$8,064,800	68	$639,200	141	$40,800	25%	$14,320,800
CLT-119	I-485 at S Tryon Street	1	$8,064,800	153	$639,200	112	$40,800	10%	$11,043,200

Table E-23: Tier 2 Candidate Projects - Benefit/Cost Safety Data continued

MTP ID	Name	KA Crashes	KA Crash VSL Multiplier	BC Crashes	BC Crash VSL Multiplier	PDO Crashes	PDO Crash VSL Multiplier	Safety Benefit Factor	Total Safety Benefit
CLT-120A	Billy Graham Pkwy at Morris Field Drive (Interchange)	3	$8,064,800	66	$639,200	128	$40,800	40%	$28,641,600
CLT-120B	Billy Graham Pkwy at Morris Field Drive (Intersection)	3	$8,064,800	66	$639,200	128	$40,800	25%	$17,901,000
CLT-121A	Billy Graham Pkwy at NC 160 (Interchange)	2	$8,064,800	77	$639,200	99	$40,800	40%	$27,754,880
CLT-121B	Billy Graham Pkwy at NC 160 (Intersection)	2	$8,064,800	77	$639,200	99	$40,800	25%	$17,346,800
CLT-123	I-77 at Nations Ford Road	1	$8,064,800	153	$639,200	431	$40,800	10%	$12,344,720
CLT-124	I-77 at Tyvola Road	6	$8,064,800	142	$639,200	540	$40,800	10%	$16,118,720
CLT-125A	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Interchange)	0	$8,064,800	94	$639,200	256	$40,800	40%	$28,211,840
CLT-125B	Billy Graham Parkway at S Tryon Street and W Woodlawn Road (Intersection)	0	$8,064,800	94	$639,200	256	$40,800	25%	$17,632,400
CLT-127	I-77 at S Tryon Street	1	$8,064,800	71	$639,200	267	$40,800	10%	$6,434,160
CLT-128	I-485 at future Arrowood-Whitehall Connector	0	$8,064,800	3	$639,200	4	$40,800	0%	$0
CLT-129	Eastern Circumferential Road at AC&W RR (Grade Separated Railroad Crossing)	0	$8,064,800	20	$639,200	54	$40,800	25%	$3,746,800
CLT-13	Albemarle Road (NC 27) at WT Harris Boulevard (NC 24)	5	$8,064,800	150	$639,200	425	$40,800	25%	$38,386,000
CLT-14	I-485 at Providence Road	1	$8,064,800	30	$639,200	99	$40,800	10%	$3,128,000
CLT-16	I-85 and WT Harris Boulevard	4	$8,064,800	106	$639,200	307	$40,800	10%	$11,254,000
CLT-17	I-85 and Mallard Creek Church Road	5	$8,064,800	95	$639,200	306	$40,800	10%	$11,353,280
CLT-19	I-85 at Brookshire Freeway (NC 16)	8	$8,064,800	217	$639,200	685	$40,800	10%	$23,117,280
COR-2	Bailey Road Flyover	0	$8,064,800	0	$639,200	2	$40,800	25%	$20,400
COR-3	Main Street (NC 115)	2	$8,064,800	33	$639,200	98	$40,800	20%	$8,244,320
COR-4	Old Statesville Road (NC 115)								
COR-8	I-77	65	$8,064,800	1163	$639,200	4947	$40,800	10%	$146,943,920
COR-11	I-77 at Westmoreland Road	1	$8,064,800	5	$639,200	29	$40,800	0%	$0
DOT-1	US 74	27	$8,064,800	367	$639,200	1495	$40,800	10%	$51,333,200
DOT-12	I-485 at Pineville-Matthews Rd (NC 51)	1	$8,064,800	43	$639,200	227	$40,800	10%	$4,481,200
HTV-11	Gilead Road	2	$8,064,800	43	$639,200	168	$40,800	20%	$10,093,920
HTV-13	Hambright Road	1	$8,064,800	30	$639,200	57	$40,800	90%	$26,609,760
HTV-22	Mt Holly-Huntersville Rd	1	$8,064,800	18	$639,200	37	$40,800	10%	$2,108,000
HTV-24	NC 73	1	$8,064,800	37	$639,200	94	$40,800	10%	$3,555,040

Table E-23: Tier 2 Candidate Projects - Benefit/Cost Safety Data continued

MTP ID	Name	KA Crashes	KA Crash VSL Multiplier	BC Crashes	BC Crash VSL Multiplier	PDO Crashes	PDO Crash VSL Multiplier	Safety Benefit Factor	Total Safety Benefit
HTV-25A	Old Statesville Road (NC 115)	1	$8,064,800	22	$639,200	60	$40,800	20%	$4,915,040
HTV-25B	Old Statesville Road (NC 115)	1	$8,064,800	22	$639,200	60	$40,800	10%	$2,457,520
HTV-26A	Old Statesville Road (NC 115)	0	$8,064,800	41	$639,200	82	$40,800	20%	$5,910,560
HTV-26B	Old Statesville Road (NC 115)	0	$8,064,800	41	$639,200	82	$40,800	10%	$2,955,280
HTV-27	Old Statesville Road (NC 115)	0	$8,064,800	39	$639,200	90	$40,800	25%	$7,150,200
HTV-28	Old Statesville Road (NC 115)	0	$8,064,800	47	$639,200	147	$40,800	20%	$7,208,000
HTV-3	Beatties Ford Road-Vance Road Extension Connector	2	$8,064,800	103	$639,200	215	$40,800	0%	$0
HTV-34	Statesville Road (US 21)	3	$8,064,800	50	$639,200	149	$40,800	10%	$6,223,360
HTV-35	Statesville Road (US 21)	1	$8,064,800	32	$639,200	55	$40,800	10%	$3,076,320
HTV-4	Birkdale Commons Parkway	3	$8,064,800	1	$639,200	11	$40,800	0%	$0
HTV-12	Old Statesville Rd (NC 115) at Gilead Road/Huntersville-Concord Road	0	$8,064,800	13	$639,200	55	$40,800	40%	$4,221,440
INT-2	Wesley Chapel-Stouts Road	5	$8,064,800	114	$639,200	474	$40,800	10%	$13,253,200
MAT-10	John Street	0	$8,064,800	157	$639,200	751	$40,800	0%	$0
MAT-11	Matthews Township Parkway (NC 51)	3	$8,064,800	193	$639,200	942	$40,800	0%	$0
MAT-12	Matthews Township Parkway (NC 51)	0	$8,064,800	43	$639,200	264	$40,800	0%	$0
MAT-14	McKee Road Extension	3	$8,064,800	25	$639,200	185	$40,800	0%	$0
MAT-15	Independence Boulevard (US 74)	9	$8,064,800	371	$639,200	1596	$40,800	40%	$149,937,280
MAT-2	Fullwood Lane	0	$8,064,800	13	$639,200	103	$40,800	25%	$3,128,000
MAT-7	Independence Pointe Parkway	1	$8,064,800	9	$639,200	20	$40,800	90%	$13,170,240
MAT-8	Independence Pointe Parkway	0	$8,064,800	78	$639,200	320	$40,800	0%	$0
MAT-9	John Street	1	$8,064,800	31	$639,200	186	$40,800	25%	$8,867,200
MAT-11	NC 51 at Fullwood Lane	2	$8,064,800	26	$639,200	75	$40,800	25%	$8,952,200
MHL-3	Matthews-Mint Hill Road (NC 51)	2	$8,064,800	59	$639,200	352	$40,800	10%	$6,820,400
MHL-4	Matthews-Mint Hill Road	2	$8,064,800	51	$639,200	199	$40,800	10%	$5,684,800
MHL-5	Fairview Road (NC 218)	1	$8,064,800	12	$639,200	32	$40,800	10%	$1,704,080
MHL-11	Albemarle Road (NC 27) at Blair Road	0	$8,064,800	40	$639,200	99	$40,800	25%	$7,401,800
MON-12	Skyway Drive (US 601)	4	$8,064,800	77	$639,200	184	$40,800	10%	$8,898,480
MON-3	Morgan Mill Road (NC 200)	5	$8,064,800	60	$639,200	174	$40,800	10%	$8,577,520

Table E-23: Tier 2 Candidate Projects - Benefit/Cost Safety Data continued

MTP ID	Name	KA Crashes	KA Crash VSL Multiplier	BC Crashes	BC Crash VSL Multiplier	PDO Crashes	PDO Crash VSL Multiplier	Safety Benefit Factor	Total Safety Benefit
MON-4	Old Charlotte Highway	2	$8,064,800	44	$639,200	127	$40,800	10%	$4,943,600
MON-9	Rocky River Road	3	$8,064,800	35	$639,200	140	$40,800	10%	$5,227,840
MSV-11	Langtree Road	1	$8,064,800	21	$639,200	125	$40,800	0%	$0
MSV-13	Mecklenburg Highway (NC 115)	5	$8,064,800	65	$639,200	205	$40,800	20%	$18,047,200
MSV-15	Oakridge Farm Highway (NC 150)	9	$8,064,800	82	$639,200	267	$40,800	0%	$0
MSV-16	Oates Road	4	$8,064,800	29	$639,200	64	$40,800	0%	$0
MSV-17	Plaza Drive (NC 150)	9	$8,064,800	162	$639,200	552	$40,800	0%	$0
MSV-19	Talbert Road	4	$8,064,800	55	$639,200	155	$40,800	10%	$7,373,920
MSV-20	Grayson Drive	0	$8,064,800	36	$639,200	171	$40,800	0%	$0
MSV-3	Charlotte Highway (US 21)	14	$8,064,800	4	$639,200	447	$40,800	10%	$13,370,160
MSV-5	Connector Road	1	$8,064,800	10	$639,200	41	$40,800	10%	$1,612,960
MSV-6	Cornelius Road	1	$8,064,800	22	$639,200	63	$40,800	10%	$2,469,760
MSV-7	Cornelius Road	3	$8,064,800	17	$639,200	54	$40,800	0%	$0
MSV-14	NC 115 at Shinnville Rd	2	$8,064,800	13	$639,200	23	$40,800	25%	$6,344,400
MSV-19	NC 801 at NC 150	2	$8,064,800	19	$639,200	71	$40,800	25%	$7,792,800
STA-1	Center Street (NC 115)	1	$8,064,800	45	$639,200	51	$40,800	15%	$5,836,440
STA-3	Garner Bagnal Boulevard (US 70)	8	$8,064,800	141	$639,200	73	$40,800	40%	$63,049,600
TRM-2	Main Street (US 21)	3	$8,064,800	40	$639,200	109	$40,800	0%	$0

Table E-24: 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	Varies
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%
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	Varies
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%
5D	Segment	5D - Construct Roadway on new Location - All other projects	5.4	0%
6	Segment	6 - Widen Existing Roadway and Construct Part on New Location	6.0	Varies
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	Segement	6C - Construct Roadway on New Location - Multi-Lane Highway Bypass	6.3	5%
6D	Segment	6D - Construct Roadway on New Location - All other projects	6.4	0%
7	Point	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	7.0	40%
8	Point	8 - Improve Interchange	8.0	10%
9	Point	9 - Convert Grade Separation to Interchange	9.0	0%

Table E-24: Safety Reduction Codes continued

Safety Benefit Factor ID	Location Type	Highway Specific Improvement Type (SIT)	Highway SIT No.	Safety Benefit Factor (% Reduction)
10	Point	10 - Improve Intersection	10.0	Varies
10A	Point	10A - Improve Intersection - Roundabout	10.1	40%
10B	Point	10B - Improve Intersection - All other projects	10.2	25%
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%

Table E-25: Candidate Roadway Projects - Regional Significance

MTP ID	Regionally Significant	Exempt Status	Notes
CLT-1	Yes	No	-
CLT-10	N/A	N/A	-
CLT-11	No	No	-
CLT-13	No	Yes	-
CLT-14	N/A	N/A	-
CLT-15	N/A	N/A	-
CLT-16	No	No	-
CLT-17	Yes	No	-
CLT-19	No	No	-
CLT-2/MHL-1A	Yes	No	-
CLT-20	Yes	No	-
CLT-22	No	No	-
CLT-23	Yes	No	-
CLT-24	N/A	N/A	-
CLT-25	N/A	N/A	-
CLT-26	No	No	-
CLT-27	N/A	N/A	-
CLT-28	Yes	No	-
CLT-29	N/A	N/A	-
CLT-3	N/A	N/A	-
CLT-30	No	No	-
CLT-31	N/A	N/A	-
CLT-32	N/A	N/A	-
CLT-33	Yes	No	-
CLT-34	Yes	No	-
CLT-35	Yes	No	-
CLT-36	Yes	No	-
CLT-4	No	No	-

Table E-25: Candidate Roadway Projects - Regional Significance continued

MTP ID	Regionally Significant	Exempt Status	Notes
CLT-5	Yes	No	-
CLT-6	No	No	-
CLT-7	No	No	-
CLT-9A	N/A	N/A	-
CLT-9B	No	No	-
CLT-9C	N/A	N/A	-
COR-1	No	No	-
COR-2	No	No	-
COR-3	Yes	No	-
COR-4	N/A	N/A	-
COR-5	Yes	No	-
COR-6	No	No	-
COR-7	No	No	-
COR-8	Yes	No	-
DOT-1	Yes	No	-
HTV-1	No	No	-
HTV-10	No	No	-
HTV-11	No	No	-
HTV-12	No	No	-
HTV-13	No	No	-
HTV-14	No	No	-
HTV-15	No	No	-
HTV-16	No	No	-
HTV-17	No	No	-
HTV-18	No	No	-
HTV-19	No	No	-
HTV-2	No	No	-
HTV-20	No	No	-

Table E-25: Candidate Roadway Projects - Regional Significance continued

MTP ID	Regionally Significant	Exempt Status	Notes
HTV-21	Yes	No	-
HTV-22	No	No	-
HTV-24	Yes	No	-
HTV-25A	No	No	-
HTV-26A	N/A	N/A	-
HTV-26B	No	No	-
HTV-27	No	No	-
HTV-28	No	No	-
HTV-29	No	No	-
HTV-3	No	No	-
HTV-30	No	No	-
HTV-31	No	No	-
HTV-32	No	No	-
HTV-33	No	No	-
HTV-34	Yes	No	-
HTV-35	Yes	No	-
HTV-36	No	No	-
HTV-37	No	No	-
HTV-38	No	No	-
HTV-39	No	No	-
HTV-4	No	No	-
HTV-5	No	No	-
HTV-6	No	No	-
HTV-7	No	No	-
HTV-8	No	No	-
HTV-9	No	No	-
INT-1/MON-7	Yes	No	-
INT-2	Yes	No	-

Table E-25: Candidate Roadway Projects - Regional Significance continued

MTP ID	Regionally Significant	Exempt Status	Notes
MAT-1	No	No	-
MAT-10	No	No	-
MAT-11	Yes	No	-
MAT-12	Yes	No	-
MAT-13	No	No	-
MAT-14	No	No	-
MAT-15	No	No	-
MAT-3	No	No	-
MAT-4	Yes	No	-
MAT-5	Yes	No	-
MAT-6	Yes	No	-
MAT-7	No	No	-
MAT-8	No	No	-
MAT-9	No	No	-
MHL-2	Yes	No	-
MHL-3	Yes	No	-
MHL-4	Yes	No	-
MHL-5	No	No	-
MON-1	No	No	-
MON-10	Yes	No	-
MON-11	Yes	No	-
MON-12	Yes	No	-
MON-2	Yes	No	-
MON-3	No	No	-
MON-4	Yes	No	-
MON-5	Yes	No	-
MON-6	Yes	No	-
MON-8	No	No	-

Table E-25: Candidate Roadway Projects - Regional Significance continued

MTP ID	Regionally Significant	Exempt Status	Notes
MON-9	No	No	-
MSH-1/UNI-1	Yes	No	-
MSH-2	No	No	-
MSH-3	No	No	-
MSH-4	Yes	No	-
MSH-5	No	No	-
MSH-6	No	No	-
MSH-7	No	No	-
MSV-1	No	No	-
MSV-10	Yes	No	-
MSV-11	No	No	-
MSV-12	No	No	-
MSV-13	Yes	No	-
MSV-14	No	No	-
MSV-15	Yes	No	-
MSV-17	No	No	-
MSV-18	No	No	-
MSV-19	No	No	-
MSV-20	No	No	-
MSV-3	No	No	-
MSV-4	Yes	No	-
MSV-5	Yes	No	-
MSV-6	No	No	-
MSV-8A	No	No	-
MSV-8B	No	No	-
STA-1	No	No	-
STA-2	No	No	-
STA-3	Yes	No	-

Table E-25: Candidate Roadway Projects - Regional Significance continued

MTP ID	Regionally Significant	Exempt Status	Notes
STA-4	Yes	No	-
TRM-1	Yes	No	-
TRM-2	Yes	No	-
TRM-3	No	No	-
TRM-4	Yes	No	-
UNI-2	No	No	-
WAX-1	No	No	-
WAX-4A	Yes	No	-
WAX-4B	Yes	No	-
WAX-4C	Yes	No	-
WAX-4D	Yes	No	-
WAX-4E	Yes	No	-
WAX-5	No	No	-

Table E-26: Candidate Intersection Projects - Regional Significance

MTP ID	Regionally Significant	Exempt Status	Notes
CLT-I1	Yes	No	-
CLT-I10	Yes	No	-
CLT-I13	Yes	Yes	40 CFR 93.127, Project exempt from regional emissions analyses
CLT-I15	Yes	No	-
CLT-I16	No	No	-
CLT-I18B	Yes	No	-
CLT-I19	Yes	No	-
CLT-I20A	Yes	No	-
CLT-I21B	Yes	No	-
CLT-I22	Yes	No	-
CLT-I23	Yes	No	-
CLT-I24	Yes	No	-
CLT-I25B	No	No	-
CLT-I26	Yes	No	-
CLT-I27	Yes	No	-
CLT-I28	No	No	-
CLT-I3	Yes	No	40 CFR 93.127, Project exempt from regional emissions analyses
CLT-I4	Yes	Yes	40 CFR 93.127, Project exempt from regional emissions analyses
CLT-I6	Yes	Yes	-
CLT-I7	No	No	-
CLT-I8	Yes	No	-
CLT-I9	No	Yes	-
COR-I1	Yes	No	-
DAV-I1	No	No	-
DOT-I1	No	No	-
DOT-I2	Yes	No	-

Table E-26: Candidate Intersection Projects - Regional Significance continued

MTP ID	Regionally Significant	Exempt Status	Notes
HTV-I1	Yes	No	-
HTV-I2	Yes	No	-
HTV-I3	Yes	No	-
INT-I1	Yes	No	-
INT-I2	No	No	-
MAT-I1	Yes	No	-
MAT-I2	Yes	No	-
MAT-I3	No	No	-
MHL-I1	Yes	No	-
MHL-I2	Yes	No	-
MNS-I1	Yes	No	-
MON-I4	Yes	No	-
MSV-I1	No	No	-
MSV-I2	Yes	No	-
MSV-I4	Yes	No	-
MSV-I5	Yes	No	-
MSV-I6	Yes	No	-
MSV-I9	No	Yes	40 CFR 93.127, Project exempt from regional emissions analyses
STA-I1	No	No	-
STA-I2	Yes	No	-
TRO-I1	Yes	No	-
UNI-I1	No	No	-
WAX-I1	Yes	No	-
WAX-I2	Yes	No	-
WAX-I3	Yes	No	-
WAX-I4	Yes	No	-