

SPOT ID	Municipality	Route Number	Description	Preliminary Right-of-Way Date	Preliminary Construction Date	Cost to NCDOT	Notes
H140272	Charlotte	US 74 (Independence Blvd)	Convert Bus Lanes to HOT Lanes. NC 27 to I-277. Laneage and jersey barriers are already in place. The scope of this project would include gantries, new striping and gates.	N/A	FY 2017	\$13,620,000	Estimated best schedule.
H128073	Charlotte	I-485	Construct one express toll lane in each direction within the existing median. I-77 to US 74.	FY 2017	FY 2018	\$201,340,000	Funding subject to turnpike corridor cap being modified. Estimated best schedule.
H140195	Huntersville	I-77 & Gilead Road Interchange	Upgrade Existing Diamond Interchange to a Diverging Diamond Interchange with improvements to include bicycle lanes and sidewalks.	N/A	FY 2019	\$10,439,000	Schedule under review.
H141928	Huntersville	I-77 & NC 73 Interchange	Upgrade Existing Diamond Interchange to a Split Diamond Configuration.	FY 2019	FY 2021	\$11,165,000	Schedule under review.
H141897	Monroe	US 74 & Rocky River Road	Reconfigure Intersection to a superstreet.	FY 2019	FY 2021	\$2,170,000	Schedule under review.
H090962-A	Mathews	US 74 (Independence Blvd)	Upgrade corridor to provide additional capacity and safety improvements from I-485 to Sardis Rd North. Includes improvements to extend Krefeld Drive to Sardis Rd North, and improvements to Areqeupa Drive/Northeast Pkwy from Margaret Wallace Road to Sam Newell Road.	FY 2019	FY 2021	\$178,827,000	Managed lane project. Estimated best schedule.
H090962-B	Charlotte	US 74 (Independence Blvd)	Upgrade corridor to provide additional capacity and safety improvements from Sardis Rd North to Conference Drive. Includes improvements to Krefeld Drive/Independence Pointe Parkway from Crownpoint Executive Drive to Sam Newell Road, improvements to Northeast Parkway from Overcash Drive to Mathews-Mint Hill Road, improvements to Independence Pointe Parkway from Sam Newell Road to NC 51, and improvements to Independence Pointe Parkway from Mathews Mint Hill Road to Campus Ridge Road.	FY 2019	FY 2021	\$130,980,000	Managed lane project. Estimated best schedule.
H090455-C	Monroe	US 74 & US 601 Interchange Improvements	Final Improvements to US 74& US 601 Interchange.	FY 2020	FY 2022	\$2,175,000	Estimated best schedule.
H090593	Charlotte	Billy Graham Parkway & West Boulevard	Upgrade at-grade intersection to Interchange	FY 2020	FY 2022	\$8,370,000	Estimated best schedule.
H111180	Charlotte	Billy Graham Parkway & Morris Field Drive	Upgrade at-grade intersection to Interchange	FY 2020	FY 2022	\$11,315,000	Estimated best schedule.
H111182	Mooreville	I-77 & NC 150 Interchange	Upgrade Existing Diamond Interchange to a Diverging Diamond Interchange.	FY 2019	FY 2021	\$6,670,000	Estimated best schedule.

STATEWIDE MOBILITY TIER - PROPOSED PARTIALLY FUNDED PROJECTS

SPOT ID	Municipality	Route Number	Description	Preliminary Right-of-Way Date	Preliminary Construction Date	Cost to NCDOT	Notes
H140359	Charlotte	I-77	Widen six-lane freeway to a ten-lane freeway by constructing four managed lanes (2 in each direction). This project will also upgrade the existing interchanges to modern design standards. I-485 to Woodlawn Road.	FY 2024	Beyond FY 2025	\$418,300,000	\$48.6 M Cashflowed beyond FY 2025; Schedule was affected by corridor cap considerations.
H140369	Charlotte	I-77	Widen six-lane freeway to a ten-lane freeway by constructing four managed lanes (2 in each direction). Woodlawn Road to I-277 (Belk Freeway)	FY 2024	Beyond FY 2025	\$219,300,000	Schedule was affected by corridor cap considerations.
H140273	Charlotte	I-77	Widen existing freeway from eight lanes to ten lanes with interchange improvements. Belk Freeway (Exit 9) to the Brookshire Freeway (Exit 11)	FY 2024	Beyond FY 2025	\$350,500,000	Schedule was affected by corridor cap considerations.
H140261	Charlotte	I-77/I-277 (Belk Freeway) Interchange	Improve Interchange.	FY 2024	Beyond FY 2025	\$129,600,000	Schedule was affected by corridor cap considerations.
H140271	Charlotte	I-77/I-277 (Brookshire Freeway) Interchange	Improve Interchange. The interchange is undersized for the amount of traffic that uses it and needs to provide a safer and more efficient way to handle this traffic.	FY 2024	Beyond FY 2025	\$101,600,000	Schedule was affected by corridor cap considerations.