

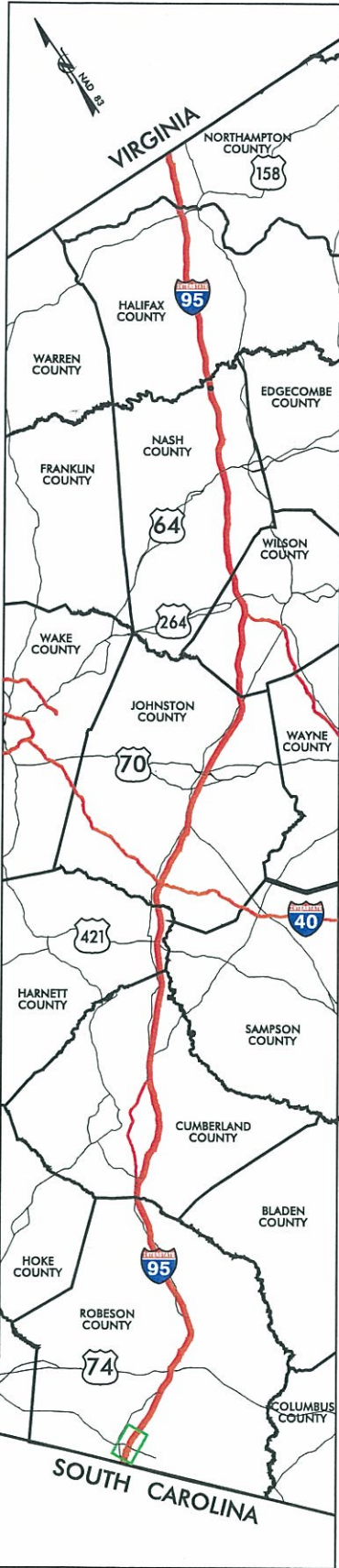
LEGEND

P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

		(To provide a quick assessment of the conditions along the I-95 corridor:)	
I-95	P	HIGHWAY STRUCTURES	General condition ratings provide an overall assessment of physical condition of bridge deck and superstructure. Ratings range from 0 (failed condition) to 9 (excellent). The present condition of each bridge is presented as colored lines based on the ratings; 7 to 9 is GOOD (green), 4 to 6 is FAIR (yellow), and 0 to 3 is POOR/CRITICAL (red).
		PAVEMENT	Pavement rating value assesses the overall condition of the pavement structure. Scores range from 0 to 100. Pavement sections with a rating of 75 or more will be considered to be in GOOD (green) condition, between 50 to 74 in FAIR (yellow) condition, and less than 50 in POOR (red) condition.
	G	HORIZONTAL ALIGNMENT	Minimum horizontal curvature for interstate roadways is 1,630 feet (radius) for 70 mph design speed. Curves that meets 70+ mph design speed are GOOD (green), that meet 65 – 70 mph design speed are FAIR (yellow), and that are below 65 mph design speed are POOR (red).
		VERTICAL ALIGNMENT	Maximum vertical grade for rural and urban freeway is 3% for level terrain at a design speed of 70 mph. A grade less than 3% is GOOD (green), between 3 – 3.5% is FAIR (yellow), and above 3.5% is POOR (red).
		STOPPING SIGHT DISTANCE	Stopping sight distance is defined as the minimum length of vertical curve (K value) to provide adequate stopping distance at a specific design speed before impacting a 2 foot object in its travel path and is related to the length of the vertical curve. A 70 mph or greater (K) value is GOOD (green), a 65 – 70 mph (K) value is FAIR (yellow), and a (K) value less than 65 mph is POOR (red).
		HORIZONTAL CLEARANCE	For interstate facilities, 30 to 34 feet is desired to be clear of roadside hazards. A horizontal clearance distance of 30 feet or greater is GOOD (green), between 24 – 30 feet is FAIR (yellow), and less than 24 feet is POOR (red).
		DECISION SIGHT DISTANCE	Decision sight distance is defined as the distance that a motorist has to visually identify an exit ramp and then make a decision on what action to take. Decision sight distances 2,000 feet or greater are GOOD (green), between 1,999 – 1,000 feet are FAIR (yellow), and less than 1,000 feet are POOR (red).
		EXIT & ENTRANCE DESIGN	Ratings for parallel exit and entrance ramps are based whether or not they have an acceptable length for acceleration and deceleration. The acceleration lanes on ramps entrances are rated as follows: greater than 800 feet is GOOD (green), between 800-550 feet is FAIR (yellow), and less than 550 feet is POOR (red). The acceleration lanes on loop entrances are rated as: greater than 1,400 feet is GOOD (green), between 1,400 – 900 feet is FAIR (yellow), and less than 900 feet is POOR (red). The deceleration lanes on ramps exits are rated as follows: greater than or equal to 400 feet is GOOD (green), between 399-250 feet is FAIR (yellow), and less than 250 feet is POOR (red). The deceleration lanes on loop exits are rated as: greater than or equal to 550 feet is GOOD (green), between 499 – 350 feet is FAIR (yellow), and less than 350 feet is POOR (red).
	DO	LANE & ROUTE CONTINUITY	Lane and route continuity refers to the provision of a directional path along and throughout the length of I-95. The entire I-95 corridor maintains lane and route continuity, and is rated GOOD (green).
		LANE BALANCE	Proper lane balance follows basic principles that govern the number of lanes at entrance and exit ramps, and how lane reduction is achieved. Green lines indicate the principles have been met and Red lines indicate they have not.
		RAMP SEQUENCE	To provide sufficient weaving length and adequate space for signing, ramp spacing should be 800 feet between successive entrance or exit ramps, 400 feet between successive exit/entrance ramps, 600 feet between turning roadways, and 1000 feet between weaving sections. Green lines indicate standard distances are met and Red lines indicate they are not.
	OP	LEVEL OF SERVICE (TRAFFIC)	A standardized measure of the traffic flow on a highway is Level of Service (LOS). LOS A: Free flow/vehicles can move freely within the traffic stream. LOS B: Reasonably free flow operations; freedom to maneuver slightly restricted. LOS C: Flow with speeds at or near free flow; freedom to maneuver noticeably restricted. LOS D: Speeds decline, increasing traffic; freedom to maneuver noticeably limited. LOS E: Near capacity/little or no room to maneuver. LOS F: Breakdowns in traffic flow; capacity exceeded. For the mainline, LOS A, B and C are shown as GOOD (green). LOS D is shown as FAIR (yellow). LOS E and F are shown as POOR (red).
		SAFETY RATIO	The safety ratio is the critical crash rate divided by the actual crash rate. The critical crash rate was calculated based on the statewide crash rate for a 95% confidence interval, and the actual crash rate is the number of crashes per 100 million vehicle miles travelled. A ratio above 1.5 is GOOD (green), between 1.0 and 1.50 is FAIR (yellow), and less than 1.0 is POOR (red).

GOOD FAIR POOR

I-95 EXISTING CONDITIONS SURVEY
I-95 AT NC 130 (EAST MAIN ST.)
INTERCHANGE AT MILE POST 1 IN ROBESON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 23,000'
		VERTICAL ALIGNMENT	-0.3% + 0.4% -0.1% -0.4%
		STOPPING SIGHT DISTANCE	K = 4,281 K = 12,161 K = 3,016
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	1,400'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,300' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		B B
		SAFETY RATIO	2.17 [*] 4.71 [*] 3.48 [3.49]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

GOOD FAIR POOR

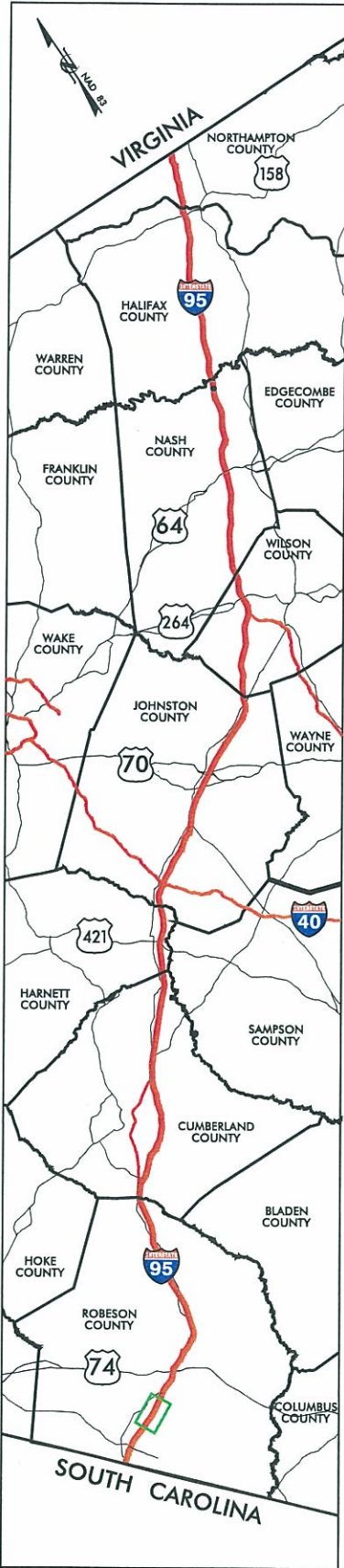
B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 23,000'
		VERTICAL ALIGNMENT	-0.3% + 0.4% -0.1% -0.4%
		STOPPING SIGHT DISTANCE	K = 4,281 K = 12,161 K = 3,016
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	1,300'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,500' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		B B
		SAFETY RATIO	3.89 [*] 1.72 [*] 3.03 [1.83]

I-95 EXISTING CONDITIONS SURVEY

I-95 AT SR 2455 (RAYNHAM RD.)
INTERCHANGE AT MILE POST 7 IN ROBESON COUNTY



SOUTHBOUND I-95

P	HIGHWAY STRUCTURES	
	PAVEMENT	
G	HORIZONTAL ALIGNMENT	R = 35,600'
	VERTICAL ALIGNMENT	-0.4%
	STOPPING SIGHT DISTANCE	K = 921
	HORIZONTAL CLEARANCE	
	DECISION SIGHT DISTANCE	
	EXIT & ENTRANCE DESIGN	1,100'
DO	LANE & ROUTE CONTINUITY	
	LANE BALANCE	
	RAMP SEQUENCE	2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)	B
	SAFETY RATIO	3.48 [3.49]

LEGEND (SEE COVER FOR DEFINITIONS)

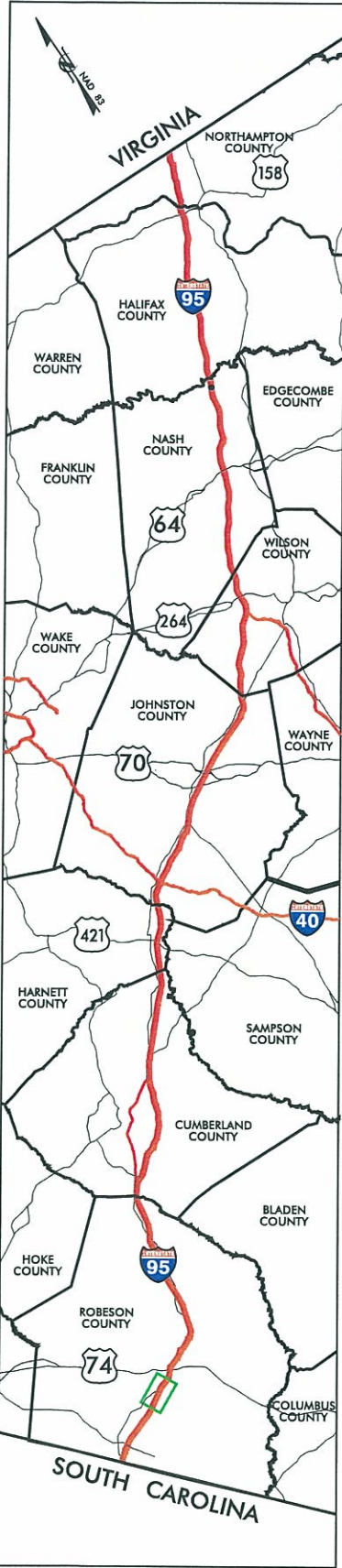
- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95

P	HIGHWAY STRUCTURES	
	PAVEMENT	
G	HORIZONTAL ALIGNMENT	R = 35,600'
	VERTICAL ALIGNMENT	-0.4%
	STOPPING SIGHT DISTANCE	K = 921
	HORIZONTAL CLEARANCE	
	DECISION SIGHT DISTANCE	2,000' +
	EXIT & ENTRANCE DESIGN	600'
DO	LANE & ROUTE CONTINUITY	
	LANE BALANCE	
	RAMP SEQUENCE	2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)	B
	SAFETY RATIO	3.03 [1.83]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT US 301 AND SR 1003 (CHICKEN RD.)
INTERCHANGE AT MILE POST 10 IN ROBESON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=19,000'
		VERTICAL ALIGNMENT	0.0%
		STOPPING SIGHT DISTANCE	
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	1,000'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,500' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		B B
	SAFETY RATIO		4.96 [2.97] 3.22 [2.59] 2.60 [*]

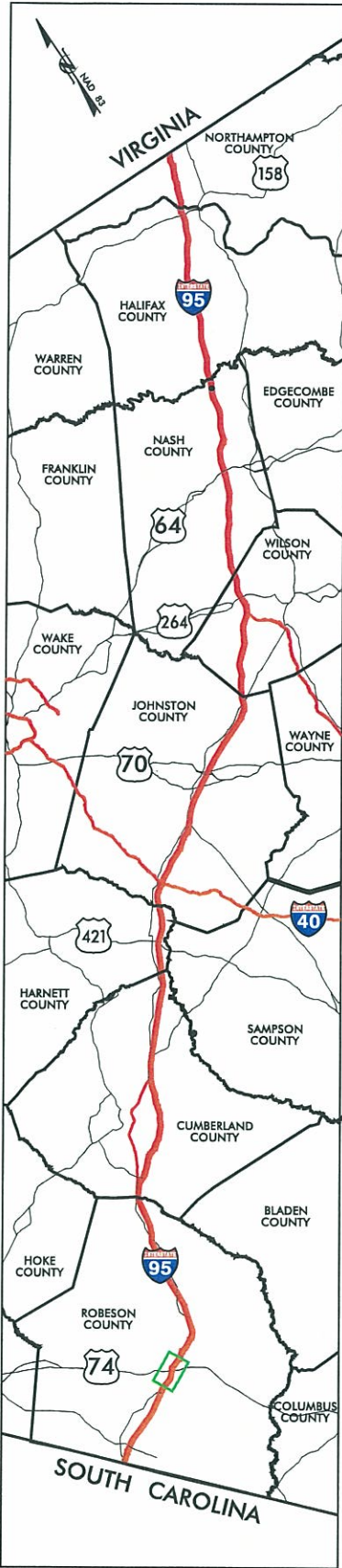
LEGEND (SEE COVER FOR DEFINITIONS)

- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=19,000'
		VERTICAL ALIGNMENT	0.0%
		STOPPING SIGHT DISTANCE	
		HORIZONTAL CLEARANCE	2,000' +
		DECISION SIGHT DISTANCE	1,000'
		EXIT & ENTRANCE DESIGN	
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,500' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		B B
	SAFETY RATIO		2.30 [3.02] 1.20 [2.57] 2.82 [2.82]

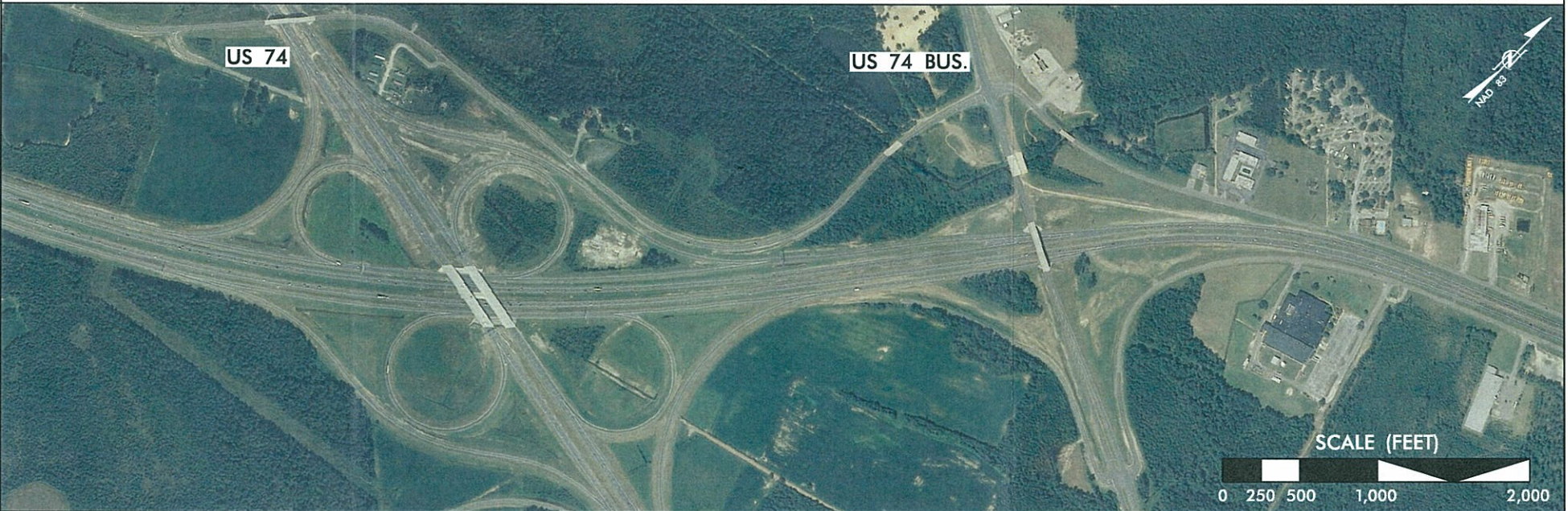
I-95 EXISTING CONDITIONS SURVEY
I-95 AT US 74 AND US 74 BUS.
INTERCHANGES AT MILE POST 14 IN ROBESON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 10,700'
		VERTICAL ALIGNMENT	0.0%
		STOPPING SIGHT DISTANCE	K = 647
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	
	OP	LEVEL OF SERVICE (TRAFFIC)	B

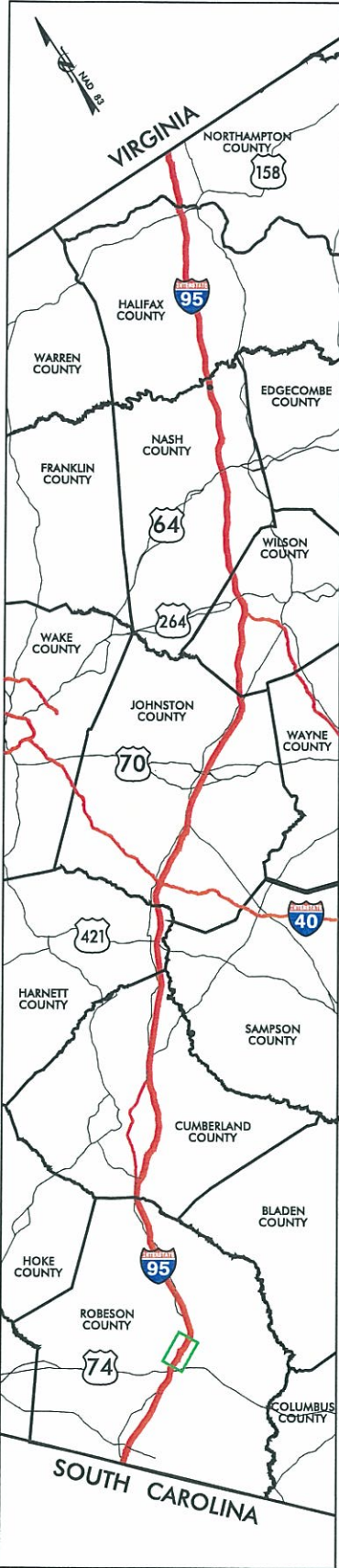
LEGEND (SEE COVER FOR DEFINITIONS)

- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 10,700'
		VERTICAL ALIGNMENT	0.0%
		STOPPING SIGHT DISTANCE	K = 647
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	
		EXIT & ENTRANCE DESIGN	
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	
	OP	LEVEL OF SERVICE (TRAFFIC)	B

I-95 EXISTING CONDITIONS SURVEY
I-95 AT US 72 (CATON RD.)
INTERCHANGE AT MILE POST 17 IN ROBESON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 5,600'
		VERTICAL ALIGNMENT	R = 3,800'
		STOPPING SIGHT DISTANCE	-0.1%
		HORIZONTAL CLEARANCE	R = 11,500'
		DECISION SIGHT DISTANCE	+2.4%
		EXIT & ENTRANCE DESIGN	-2.7%
	DO	LANE & ROUTE CONTINUITY	K = 606
		LANE BALANCE	K = 196
		RAMP SEQUENCE	K = 537
	OP	LEVEL OF SERVICE (TRAFFIC)	1,000'
		SAFETY RATIO	800'

LEGEND (SEE COVER FOR DEFINITIONS)
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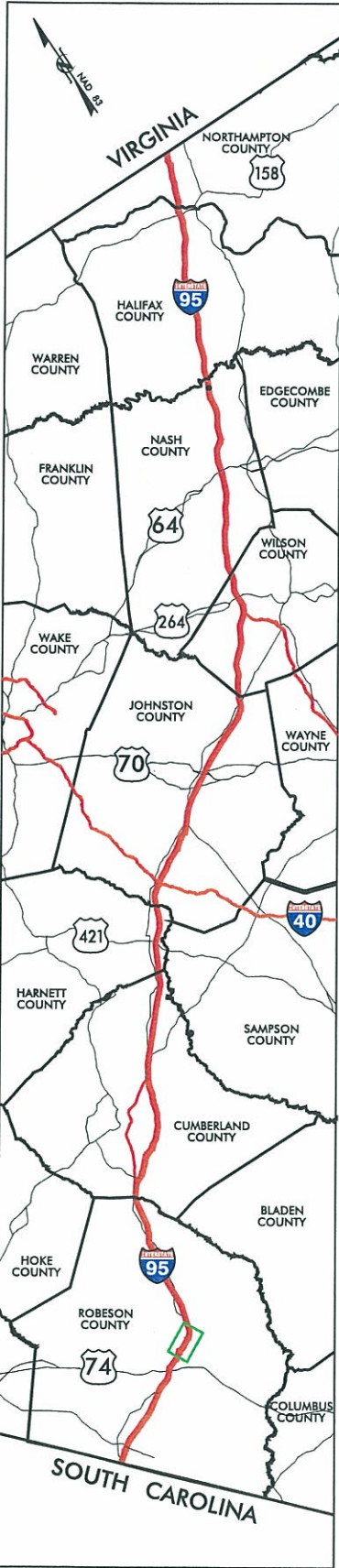
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 5,600'
		VERTICAL ALIGNMENT	R = 3,800'
		STOPPING SIGHT DISTANCE	-0.1%
		HORIZONTAL CLEARANCE	R = 11,500'
		DECISION SIGHT DISTANCE	+2.4%
		EXIT & ENTRANCE DESIGN	-2.7%
	DO	LANE & ROUTE CONTINUITY	K = 606
		LANE BALANCE	K = 196
		RAMP SEQUENCE	K = 537
	OP	LEVEL OF SERVICE (TRAFFIC)	1,500'
		SAFETY RATIO	800'

I-95 EXISTING CONDITIONS SURVEY
I-95 AT SR 1536 (W CARTHAGE RD.)
INTERCHANGE AT MILE POST 19 IN ROBESON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	-2.7% +0.1% +0.8% -0.3% R=7,600'
		STOPPING SIGHT DISTANCE	K=196 K=537 K=722 K=1'315
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,300'
		EXIT & ENTRANCE DESIGN	1,700' 700'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,400' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		C C
		SAFETY RATIO	2.03 [*] 1.65 [*] 12.01 [*]

LEGEND (SEE COVER FOR DEFINITIONS)

P.....PHYSICAL CONDITION
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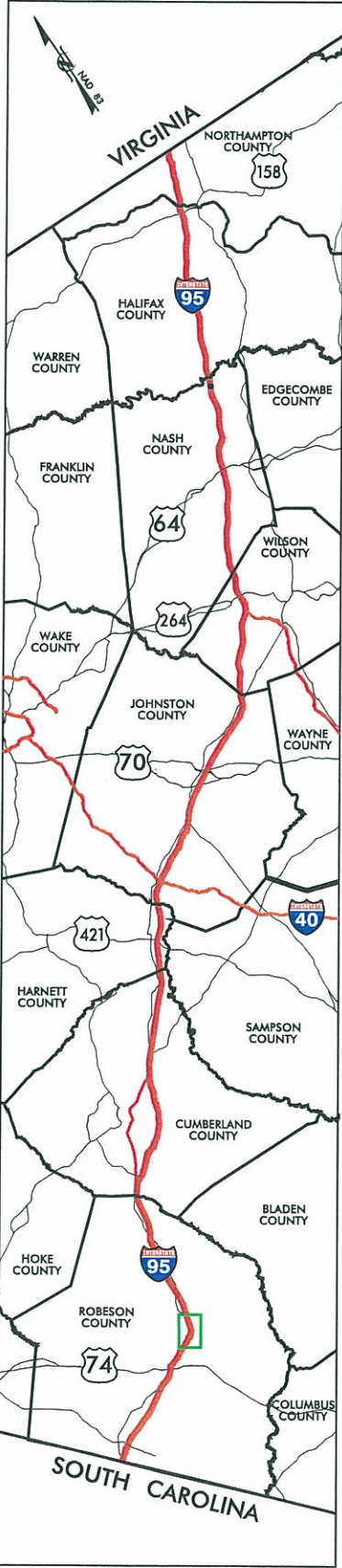
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	-2.7% +0.1% +0.8% -0.3% R=7,600'
		STOPPING SIGHT DISTANCE	K=196 K=537 K=722 K=1,315
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	900'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,700' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		C C
		SAFETY RATIO	2.34 [*] 1.87 [2.72] 2.84 [*]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT NC 211 (N ROBERTS AVE.)
INTERCHANGE AT MILE POST 20 IN ROBESON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 7,600'
		VERTICAL ALIGNMENT	+ 0.8% -0.3% + 0.1%
		STOPPING SIGHT DISTANCE	K = 1315 K = 5,753
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	900' 900' 600'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,100' 600' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		C C
		SAFETY RATIO	12.01 [*] 1.63 [*] 2.95 [*]

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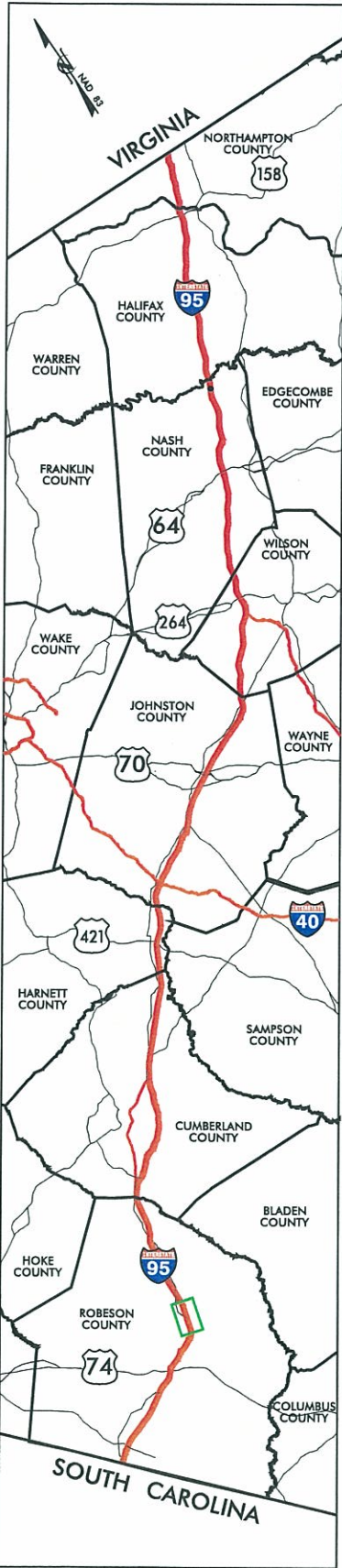
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 7,600'
		VERTICAL ALIGNMENT	+ 0.8% -0.3% + 0.1%
		STOPPING SIGHT DISTANCE	K = 1,315 K = 5,753
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,300'
		EXIT & ENTRANCE DESIGN	700' 800' 800'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 600' 1,000' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		C C
		SAFETY RATIO	2.84 [*] 2.03 [*] 2.26 [*]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT US 301 (FAYETTEVILLE RD.)
INTERCHANGE AT MILE POST 22 IN ROBESON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	+0.1%
		STOPPING SIGHT DISTANCE	
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	900' 800'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,700' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C C
		SAFETY RATIO	2.95 [*] 1.38 [*] 1.77 [3.24]

LEGEND (SEE COVER FOR DEFINITIONS)
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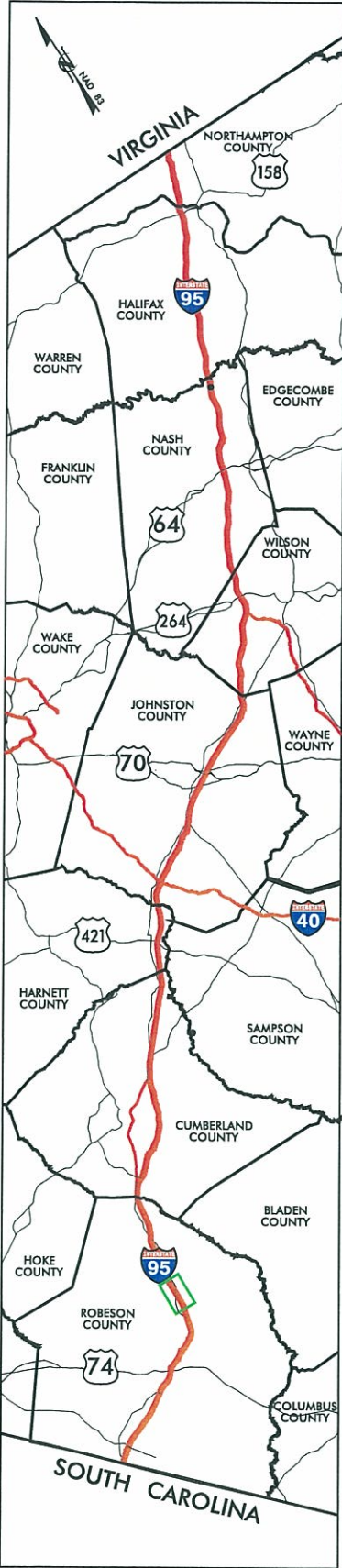
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	+0.1%
		STOPPING SIGHT DISTANCE	
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	800' 900'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,900' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C C
		SAFETY RATIO	2.26 [*] 0.82 [*] 1.42 [*]

I-95 AT US 301
INTERCHANGE AT MILE POST 25 IN ROBESON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 50,000'
		VERTICAL ALIGNMENT	+0.1%
		STOPPING SIGHT DISTANCE	
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	700' 400'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 700' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C C
		SAFETY RATIO	1.77 [3.24] 0.96 [2.46] 1.69 [4.28]

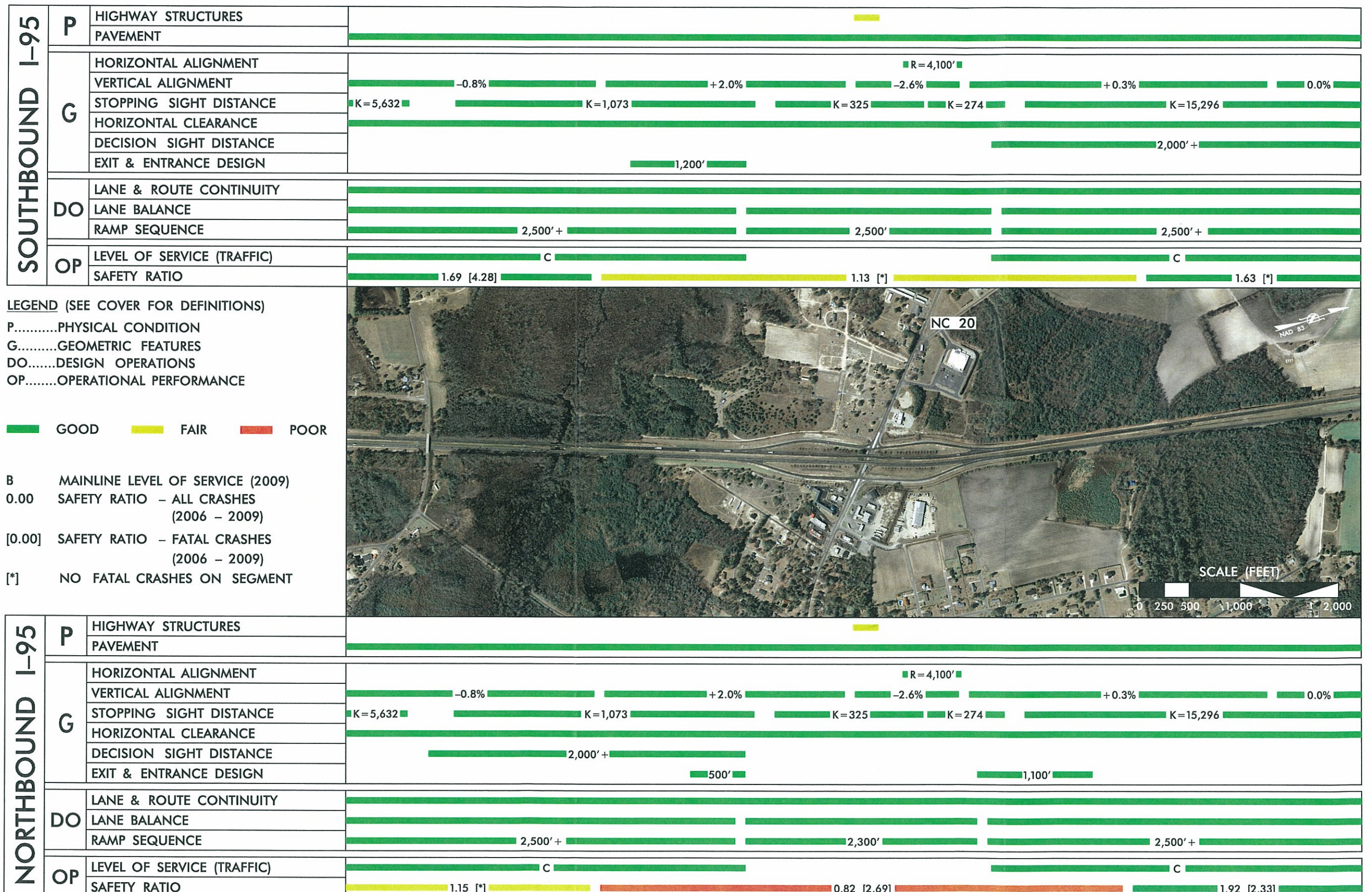
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- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



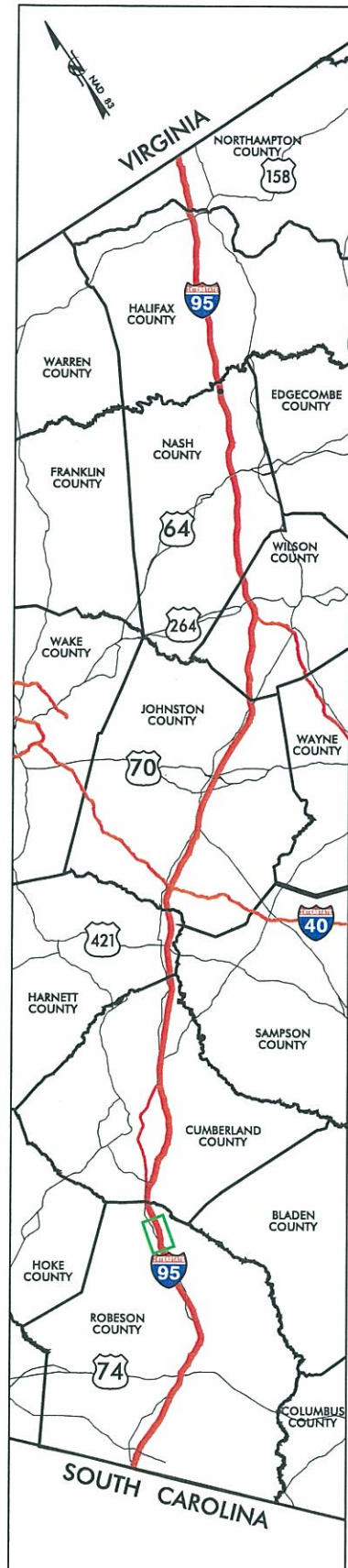
NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 50,000'
		VERTICAL ALIGNMENT	+0.1%
		STOPPING SIGHT DISTANCE	
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	400' 700'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 700' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	
		SAFETY RATIO	1.42 [*] 1.41 [*] 1.15 [*]

I-95 AT NC 20 (W BROAD ST.)
INTERCHANGE AT MILE POST 31 IN ROBESON COUNTY



I-95 EXISTING CONDITIONS SURVEY

I-95 AT US 301 (N 5TH ST.)
INTERCHANGE AT MILE POST 33 IN ROBESON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 4,100'
		VERTICAL ALIGNMENT	0.0%
		STOPPING SIGHT DISTANCE	K = 15,296
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,400'
		EXIT & ENTRANCE DESIGN	1,100'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500+ 1,700' 2,500+
	OP	LEVEL OF SERVICE (TRAFFIC)	C C
		SAFETY RATIO	1.63 [*] 0.86 [2.61] 1.43 [4.45]

LEGEND (SEE COVER FOR DEFINITIONS)

P.....PHYSICAL CONDITION
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OP.....OPERATIONAL PERFORMANCE

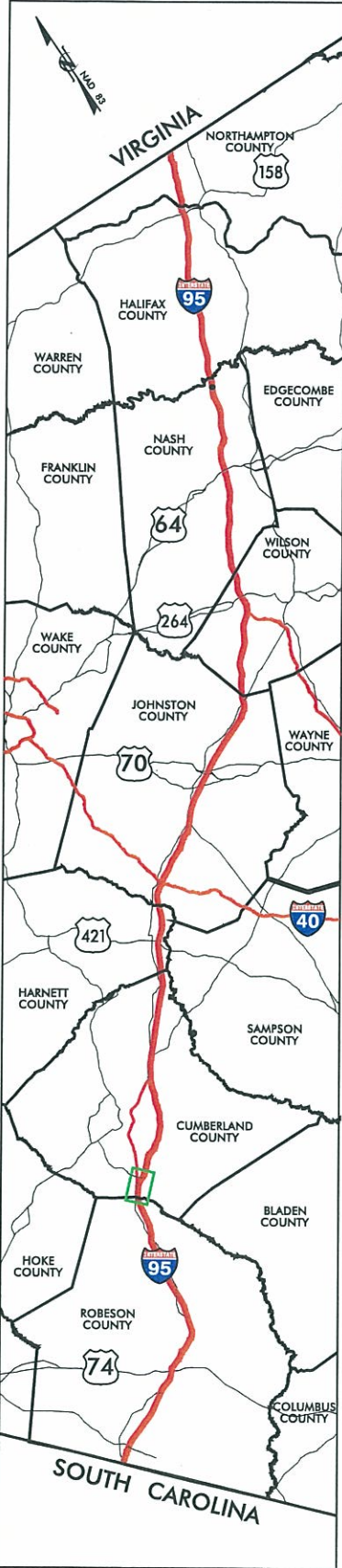
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 4,100'
		VERTICAL ALIGNMENT	0.0%
		STOPPING SIGHT DISTANCE	K = 15,296
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	900'
		EXIT & ENTRANCE DESIGN	400' 1,100'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500+ 2,000' 2,500+
	OP	LEVEL OF SERVICE (TRAFFIC)	
		SAFETY RATIO	1.92 [2.33] 1.24 [*] 1.60 [4.57]

I-95 AT I-95 BUS.
INTERCHANGE AT MILE POST 40 IN CUMBERLAND COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 23,000'
		VERTICAL ALIGNMENT	+ 0.2%
		STOPPING SIGHT DISTANCE	K = 2,044
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	
		EXIT & ENTRANCE DESIGN	2,500' +
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C
		SAFETY RATIO	1.43 [4.45]

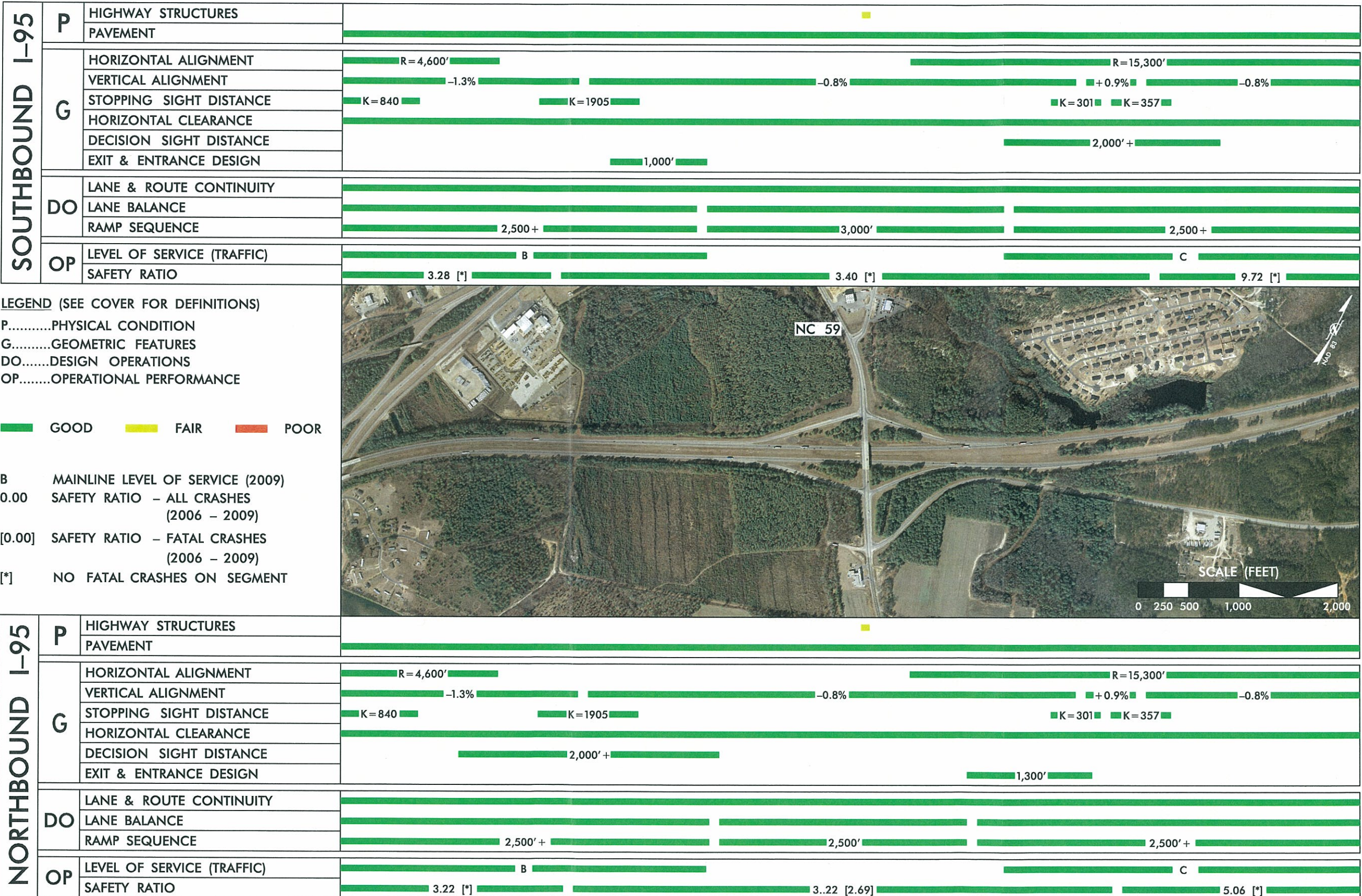
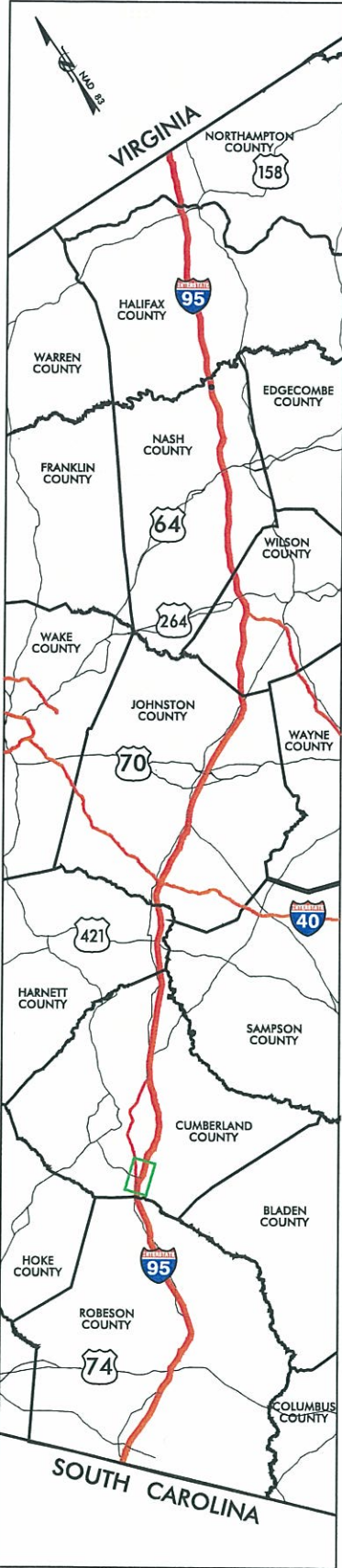
LEGEND (SEE COVER FOR DEFINITIONS)

- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



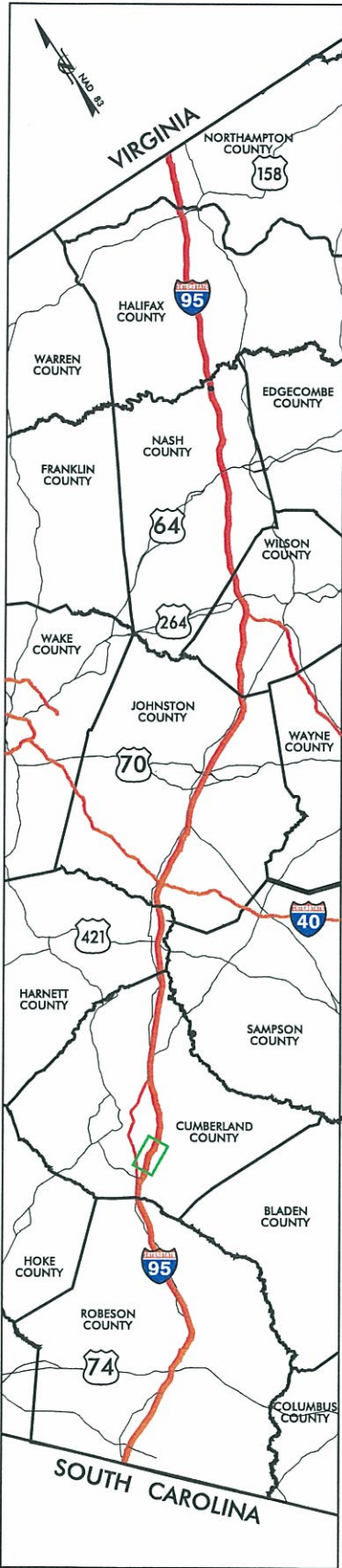
NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 23,000'
		VERTICAL ALIGNMENT	+ 0.2%
		STOPPING SIGHT DISTANCE	K = 2,044
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	2,500' +
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C
		SAFETY RATIO	1.60 [4.57]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT NC 59 (CHICKEN FOOT RD.)
INTERCHANGE AT MILE POST 41 IN CUMBERLAND COUNTY



I-95 EXISTING CONDITIONS SURVEY

I-95 AT SR 2341 (CLAUDE LEE RD.)
INTERCHANGE AT MILE POST 44 IN CUMBERLAND COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 9,500'
		VERTICAL ALIGNMENT	-0.8% +1.9% -2.8% +2.7% -0.2%
		STOPPING SIGHT DISTANCE	K = 1,473 K = 314 K = 217 K = 346
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,500'
		EXIT & ENTRANCE DESIGN	1,200'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500+ 3,100' 2,500+
OP	LEVEL OF SERVICE (TRAFFIC)		C C
		SAFETY RATIO	9.77 [*] 3.73 [*] 4.18 [*]

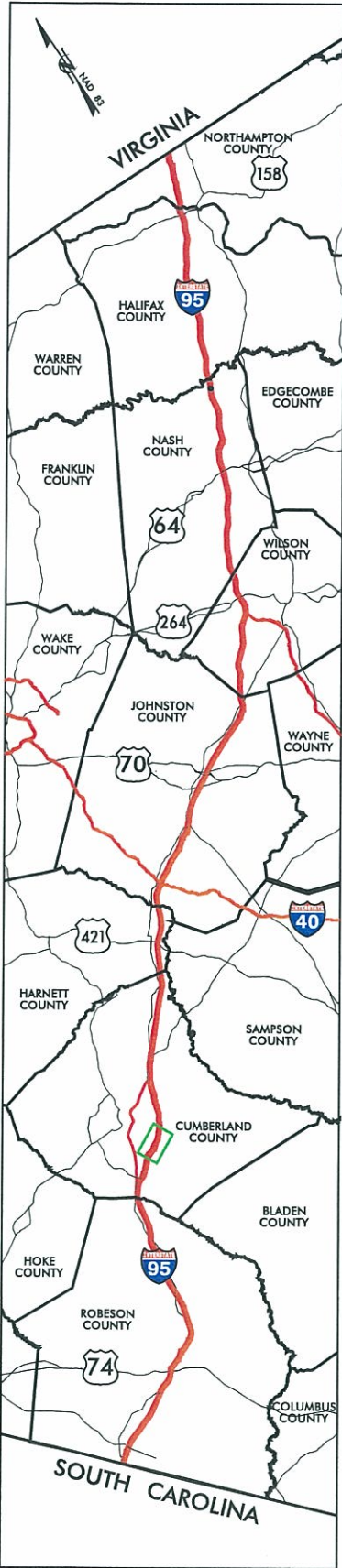
LEGEND (SEE COVER FOR DEFINITIONS)

- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 9,500'
		VERTICAL ALIGNMENT	-0.8% +1.9% -2.8% +2.7% -0.2%
		STOPPING SIGHT DISTANCE	K = 1,473 K = 314 K = 217 K = 346
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000'+
		EXIT & ENTRANCE DESIGN	900'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500+ 2,800' 2,500+
OP	LEVEL OF SERVICE (TRAFFIC)		C C
		SAFETY RATIO	5.06 [*] 6.58 [*] 8.38 [*]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT NC 87 (MARTIN LUTHER KING JR FWY)
INTERCHANGE AT MILE POST 46 IN CUMBERLAND COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 7,000'
		VERTICAL ALIGNMENT	+1.1% -2.7% -0.3% +0.3%
		STOPPING SIGHT DISTANCE	K = 473 K = 426 K = 1,713
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,700'
		EXIT & ENTRANCE DESIGN	1,100'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	
	OP	LEVEL OF SERVICE (TRAFFIC)	C C C
		SAFETY RATIO	4.18 [*] 2.53 [*] 4.01 [*]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

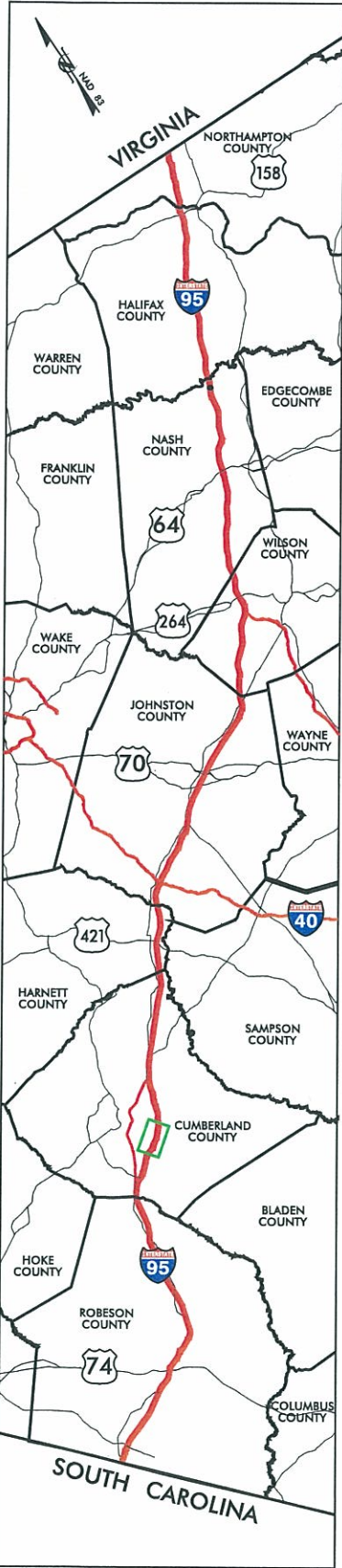
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 7,000'
		VERTICAL ALIGNMENT	+1.1% -2.7% -0.3% +0.3%
		STOPPING SIGHT DISTANCE	K = 473 K = 426 K = 1,713
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	600'
		EXIT & ENTRANCE DESIGN	2,200'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	
	OP	LEVEL OF SERVICE (TRAFFIC)	C C C
		SAFETY RATIO	8.38 [*] 1.64 [*] 5.33 [*]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT NC 210 / 53 (CEDAR CREEK RD.)
INTERCHANGE AT MILE POST 49 IN CUMBERLAND COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=11,500'
		VERTICAL ALIGNMENT	-0.4% +0.3% -0.1%
		STOPPING SIGHT DISTANCE	K=4,158 K=4,302
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	1,000'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500 + 2,600' 2,500 +
OP	LEVEL OF SERVICE (TRAFFIC)		C C
	SAFETY RATIO		4.01 [*] 2.87 [2.76] 3.63 [2.63]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

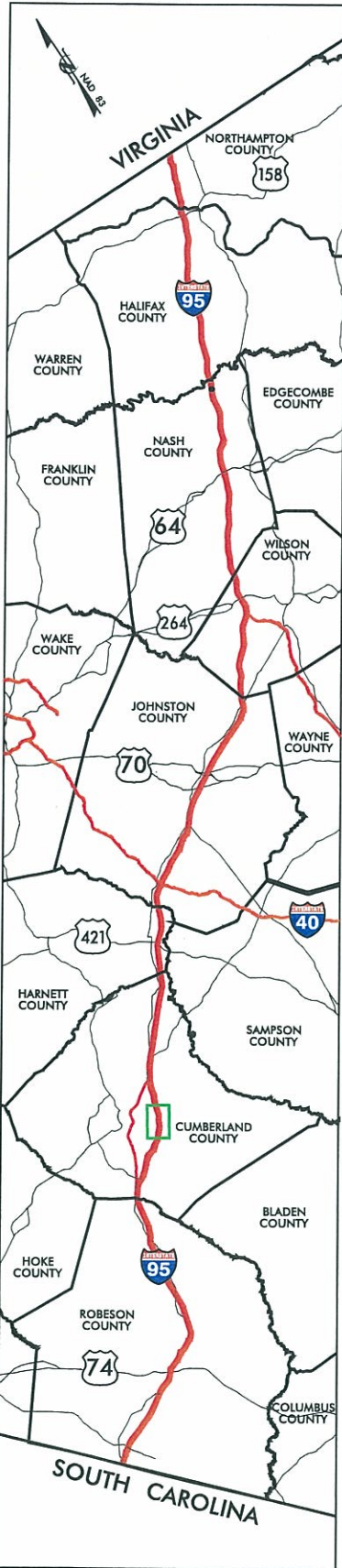
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=11,500'
		VERTICAL ALIGNMENT	-0.4% +0.3% -0.1%
		STOPPING SIGHT DISTANCE	K=4,158 K=4,302
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,900' 1,000'
		EXIT & ENTRANCE DESIGN	
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500 + 1,500' 2,500 +
OP	LEVEL OF SERVICE (TRAFFIC)		C C
	SAFETY RATIO		5.33 [*] 4.62 [*] 5.22 [*]

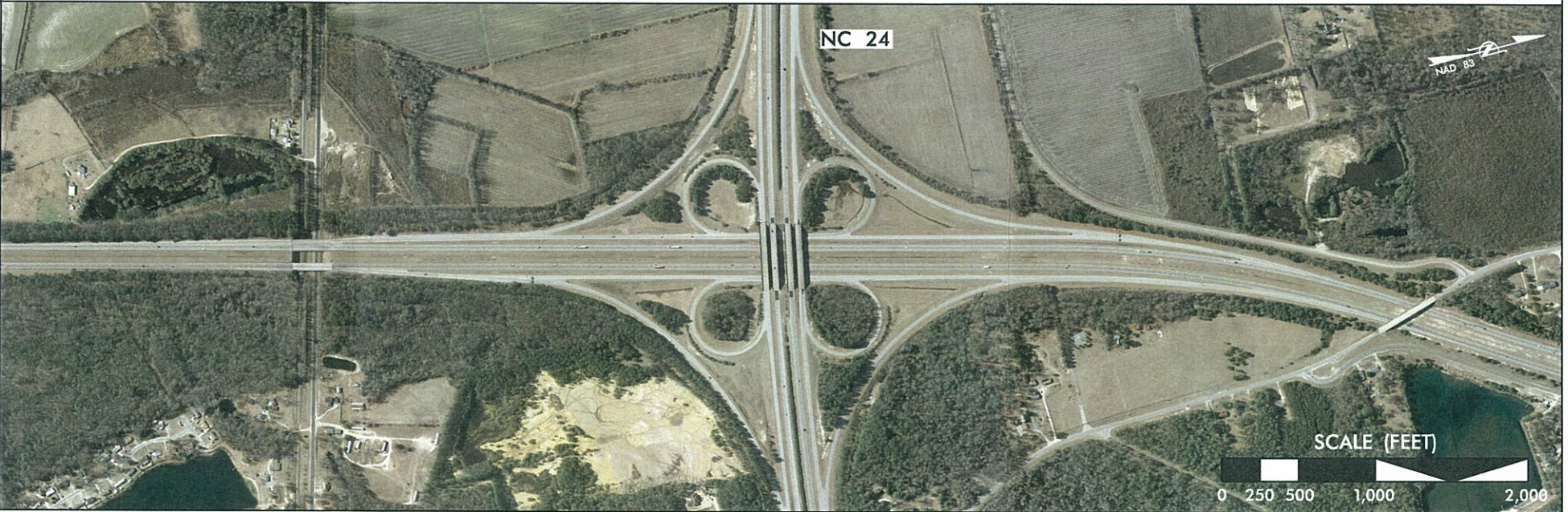
I-95 AT NC 24
INTERCHANGE AT MILE POST 52 IN CUMBERLAND COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	<div><div></div><div></div><div></div><div></div></div>			
		PAVEMENT	<div><div></div><div></div><div></div><div></div></div>			
	G	HORIZONTAL ALIGNMENT	<div><div></div><div></div><div></div><div></div></div>			
		VERTICAL ALIGNMENT	<div><div></div><div></div><div></div><div></div></div>			
		STOPPING SIGHT DISTANCE	<div><div></div><div></div><div></div><div></div></div>			
		HORIZONTAL CLEARANCE	<div><div></div><div></div><div></div><div></div></div>			
		DECISION SIGHT DISTANCE	<div><div></div><div></div><div></div><div></div></div>			
		EXIT & ENTRANCE DESIGN	<div><div></div><div></div><div></div><div></div></div>			
	DO	LANE & ROUTE CONTINUITY	<div><div></div><div></div><div></div><div></div></div>			
		LANE BALANCE	<div><div></div><div></div><div></div><div></div></div>			
		RAMP SEQUENCE	<div><div></div><div></div><div></div><div></div></div>			
	OP	LEVEL OF SERVICE (TRAFFIC)	<div><div></div><div></div><div></div><div></div></div>			
		SAFETY RATIO	<div><div></div><div></div><div></div><div></div></div>			

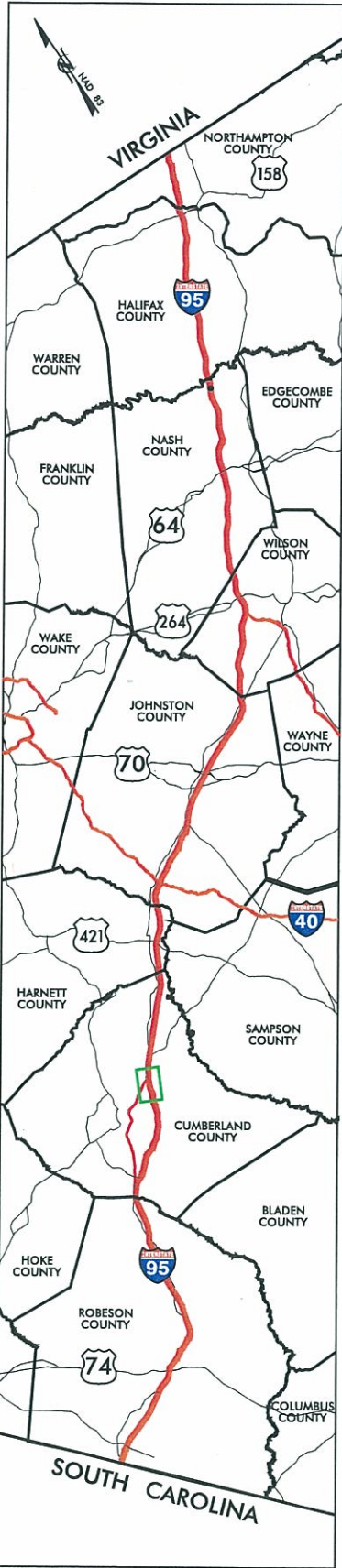
LEGEND (SEE COVER FOR DEFINITIONS)

- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	<div><div></div><div></div><div></div><div></div></div>			
		PAVEMENT	<div><div></div><div></div><div></div><div></div></div>			
	G	HORIZONTAL ALIGNMENT	<div><div></div><div></div><div></div><div></div></div>			
		VERTICAL ALIGNMENT	<div><div></div><div></div><div></div><div></div></div>			
		STOPPING SIGHT DISTANCE	<div><div></div><div></div><div></div><div></div></div>			
		HORIZONTAL CLEARANCE	<div><div></div><div></div><div></div><div></div></div>			
		DECISION SIGHT DISTANCE	<div><div></div><div></div><div></div><div></div></div>			
		EXIT & ENTRANCE DESIGN	<div><div></div><div></div><div></div><div></div></div>			
	DO	LANE & ROUTE CONTINUITY	<div><div></div><div></div><div></div><div></div></div>			
		LANE BALANCE	<div><div></div><div></div><div></div><div></div></div>			
		RAMP SEQUENCE	<div><div></div><div></div><div></div><div></div></div>			
	OP	LEVEL OF SERVICE (TRAFFIC)	<div><div></div><div></div><div></div><div></div></div>			
		SAFETY RATIO	<div><div></div><div></div><div></div><div></div></div>			

I-95 EXISTING CONDITIONS SURVEY
I-95 AT SR 1832 (MURPHY RD.)
INTERCHANGE AT MILE POST 55 IN CUMBERLAND COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=12,200'
		VERTICAL ALIGNMENT	-0.4%
		STOPPING SIGHT DISTANCE	K=6,301
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,500'
		EXIT & ENTRANCE DESIGN	1,100'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500+
	OP	LEVEL OF SERVICE (TRAFFIC)	B
		SAFETY RATIO	3.55 [*]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

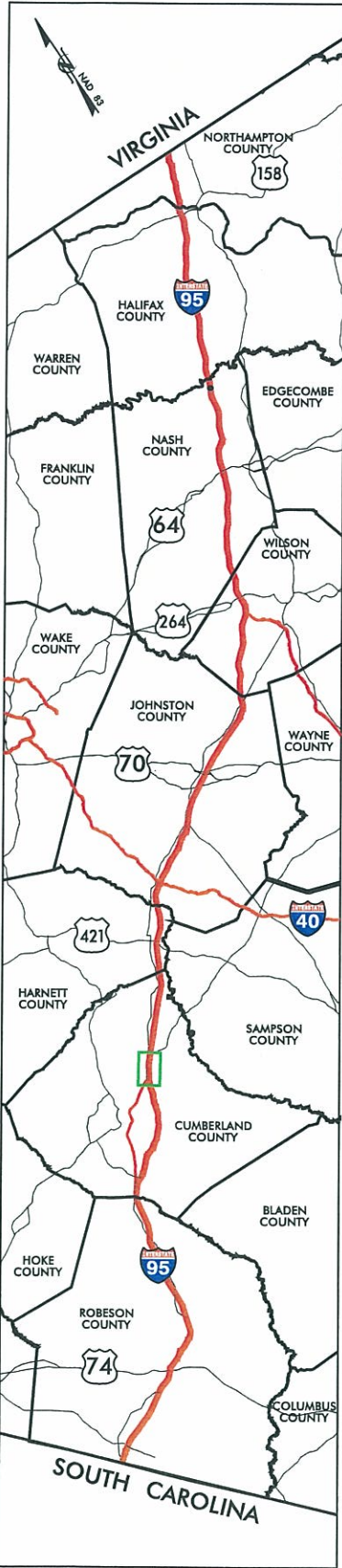
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=12,200'
		VERTICAL ALIGNMENT	-0.4%
		STOPPING SIGHT DISTANCE	K=6,301
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,900'
		EXIT & ENTRANCE DESIGN	1,050'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500+
	OP	LEVEL OF SERVICE (TRAFFIC)	B
		SAFETY RATIO	4.44 [*]

I-95 AT I-95 BUS.
INTERCHANGE AT MILE POST 56 IN CUMBERLAND COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	<div><div></div><div></div><div></div></div>		
		PAVEMENT	<div><div></div></div>		
	G	HORIZONTAL ALIGNMENT	<div><div>R = 7,600'</div><div>R = 8,500'</div></div>		
		VERTICAL ALIGNMENT	<div><div>-0.4%</div><div>+1.1%</div><div>-0.2%</div><div>+0.1%</div></div>		
		STOPPING SIGHT DISTANCE	<div><div>K = 348</div><div>K = 2,351</div><div>K = 5,480</div></div>		
		HORIZONTAL CLEARANCE	<div><div></div></div>		
		DECISION SIGHT DISTANCE	<div><div>1,500'</div><div>1,300'</div></div>		
		EXIT & ENTRANCE DESIGN	<div><div>2,700'</div></div>		
	DO	LANE & ROUTE CONTINUITY	<div><div></div></div>		
		LANE BALANCE	<div><div></div></div>		
		RAMP SEQUENCE	<div><div>2,600'</div><div>2,400'</div><div>2,500 +</div></div>		
	OP	LEVEL OF SERVICE (TRAFFIC)	<div><div>B</div><div>C</div></div>		
		SAFETY RATIO	<div><div>2.40 [*]</div><div>1.44 [*]</div><div>2.64 [*]</div></div>		

LEGEND (SEE COVER FOR DEFINITIONS)

P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

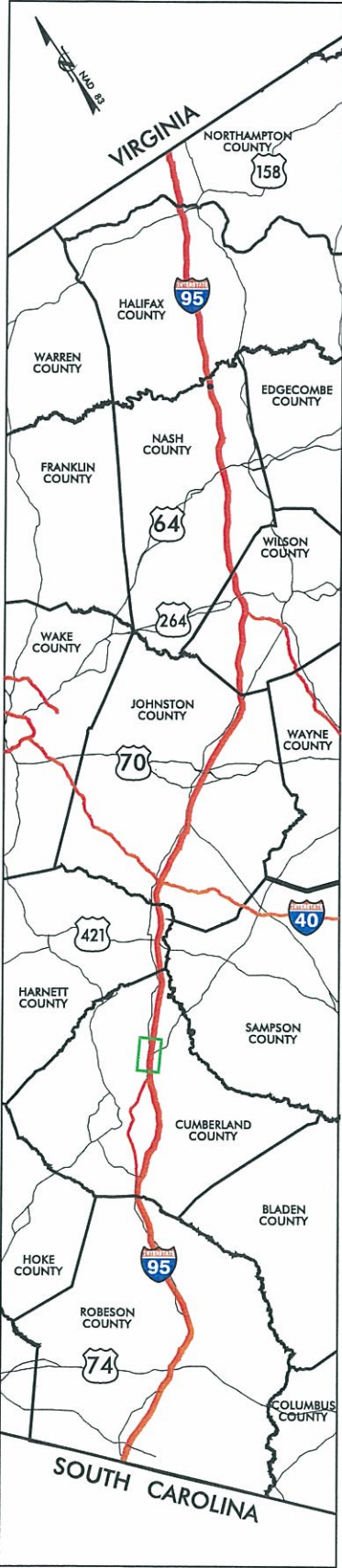
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	<div><div></div><div></div><div></div></div>			
		PAVEMENT				
	G	HORIZONTAL ALIGNMENT	<div><div></div><div>R = 7,600'</div><div></div><div>R = 8,500'</div><div></div></div>			
		VERTICAL ALIGNMENT	<div><div>-0.4%</div><div></div><div>+1.1%</div><div></div><div>-0.2%</div><div></div><div>+0.1%</div></div>			
		STOPPING SIGHT DISTANCE	<div><div>K = 348</div><div></div><div>K = 2,351</div><div></div><div>K = 5,480</div></div>			
		HORIZONTAL CLEARANCE				
		DECISION SIGHT DISTANCE				
		EXIT & ENTRANCE DESIGN	<div><div>1,100'</div><div></div><div>2,900'</div></div>			
	DO	LANE & ROUTE CONTINUITY				
		LANE BALANCE				
		RAMP SEQUENCE	<div><div>2,400'</div><div></div><div>3,800'</div><div></div><div>2,500 +</div></div>			
	OP	LEVEL OF SERVICE (TRAFFIC)	<div><div>B</div><div></div><div>C</div></div>			
		SAFETY RATIO	<div><div>7.33 [*]</div><div></div><div>7.19 [*]</div><div></div><div>3.67 [*]</div></div>			

I-95 EXISTING CONDITIONS SURVEY
I-95 AT I-295 AND US 13 (GOLDSBORO RD.)
INTERCHANGE AT MILE POST 58 IN CUMBERLAND COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 5,800'
		VERTICAL ALIGNMENT	+ 0.1%
		STOPPING SIGHT DISTANCE	
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	1,000' 1,500'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500 + 2,600' 1,600' 2,500 +
	OP	LEVEL OF SERVICE (TRAFFIC)	C C
		SAFETY RATIO	2.64 [*] 1.99 [*] 2.66 [*]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

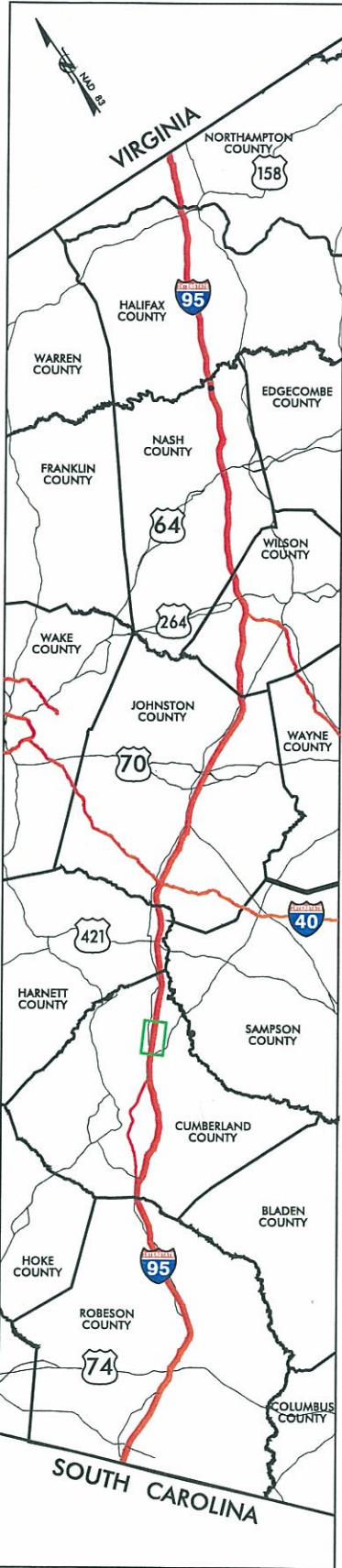
GOOD FAIR POOR


B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 5,800'
		VERTICAL ALIGNMENT	+ 0.1%
		STOPPING SIGHT DISTANCE	
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500 + 4,200' 2,500 +
	OP	LEVEL OF SERVICE (TRAFFIC)	C C
		SAFETY RATIO	3.67 [*] 1.68 [*] 2.27 [*]

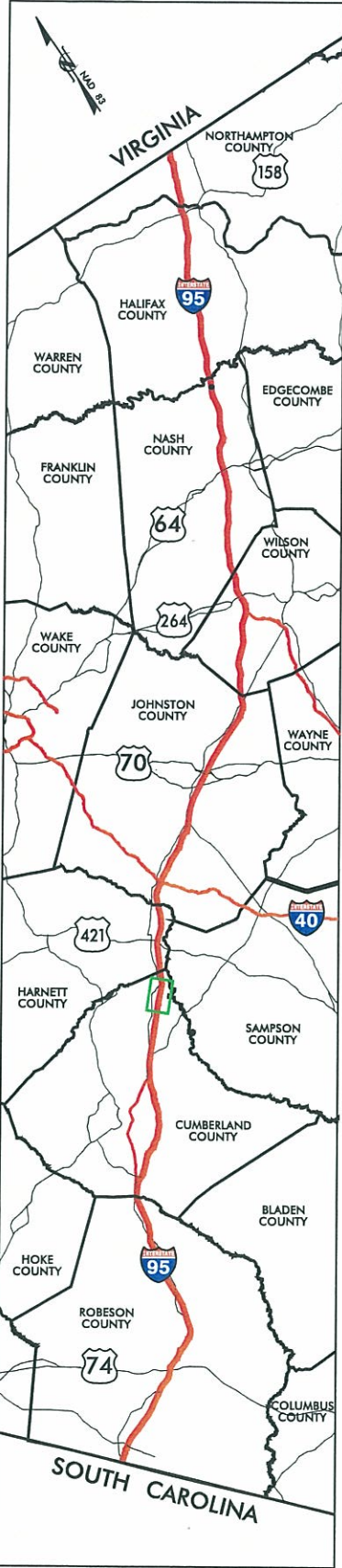
I-95 EXISTING CONDITIONS SURVEY
I-95 AT SR 1815 (WADE-STEDMAN RD.)
INTERCHANGE AT MILE POST 61 IN CUMBERLAND COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES			
		PAVEMENT			
	G	HORIZONTAL ALIGNMENT			
		VERTICAL ALIGNMENT	+0.1%		
		STOPPING SIGHT DISTANCE			
		HORIZONTAL CLEARANCE			
		DECISION SIGHT DISTANCE	2,000' +		
		EXIT & ENTRANCE DESIGN	800'		
	DO	LANE & ROUTE CONTINUITY			
		LANE BALANCE			
		RAMP SEQUENCE	2,500' +	1,750'	2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C C		
		SAFETY RATIO	2.66 [*]	3.99 [*]	2.30 [*]
LEGEND (SEE COVER FOR DEFINITIONS)					
P.....PHYSICAL CONDITION					
G.....GEOMETRIC FEATURES					
DO.....DESIGN OPERATIONS					
OP.....OPERATIONAL PERFORMANCE					
GOOD FAIR POOR					
B MAINLINE LEVEL OF SERVICE (2009)					
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)					
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)					
[*] NO FATAL CRASHES ON SEGMENT					
NORTHBOUND I-95	P	HIGHWAY STRUCTURES			
		PAVEMENT			
	G	HORIZONTAL ALIGNMENT			
		VERTICAL ALIGNMENT	+0.1%		
		STOPPING SIGHT DISTANCE			
		HORIZONTAL CLEARANCE			
		DECISION SIGHT DISTANCE	2,000' +		
		EXIT & ENTRANCE DESIGN	700'		
	DO	LANE & ROUTE CONTINUITY			
		LANE BALANCE			
		RAMP SEQUENCE	2,500' +	1,750'	2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C C		
		SAFETY RATIO	2.27 [*]	2.62 [1.32]	2.04 [*]



I-95 EXISTING CONDITIONS SURVEY
I-95 AT NC 82 (GODWIN-FALCON RD.)
INTERCHANGE AT MILE POST 65 IN CUMBERLAND COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 20,000'
		VERTICAL ALIGNMENT	0.0% +0.8% -0.9%
		STOPPING SIGHT DISTANCE	K = 2,827 K = 1,292 K = 3,599
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	700'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,900' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		C C
		SAFETY RATIO	2.30 [*] 2.69 [*] 2.24 [*]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

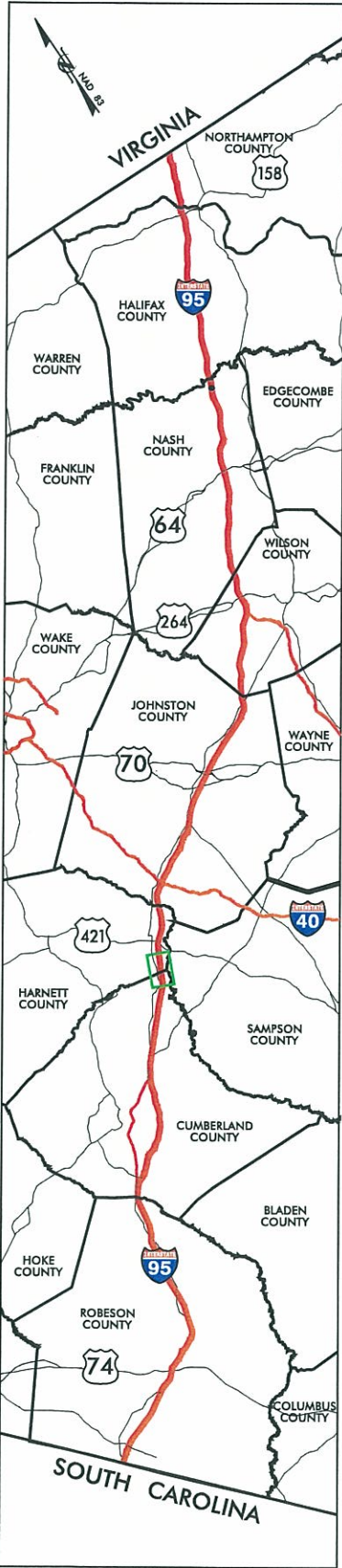
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 20,000'
		VERTICAL ALIGNMENT	0.0% +0.8% -0.9%
		STOPPING SIGHT DISTANCE	K = 2,827 K = 1,292 K = 3,599
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	600'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,800' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		C C
		SAFETY RATIO	2.04 [*] 2.42 [*] 1.71 [*]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT SR 1811 (BUD HAWKINS RD.)
INTERCHANGE AT MILE POST 70 IN HARNETT COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	+0.4% -0.5% +0.4%
		STOPPING SIGHT DISTANCE	K=1,330 K=865
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	1,000' 250'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 850' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		C C
	SAFETY RATIO		2.24 [*] 5.40 [*] 7.58 [*]

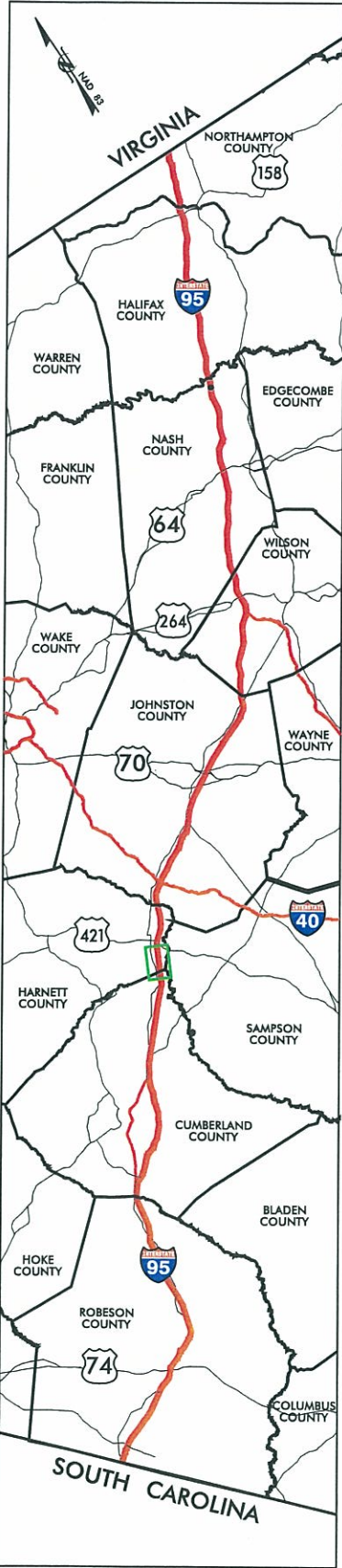
LEGEND (SEE COVER FOR DEFINITIONS)


- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	+0.4% -0.5% +0.4%
		STOPPING SIGHT DISTANCE	K=1,330 K=865
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	450' 850'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 450' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		
	SAFETY RATIO		1.71 [3.82] 2.81 [*] 15.70 [*]

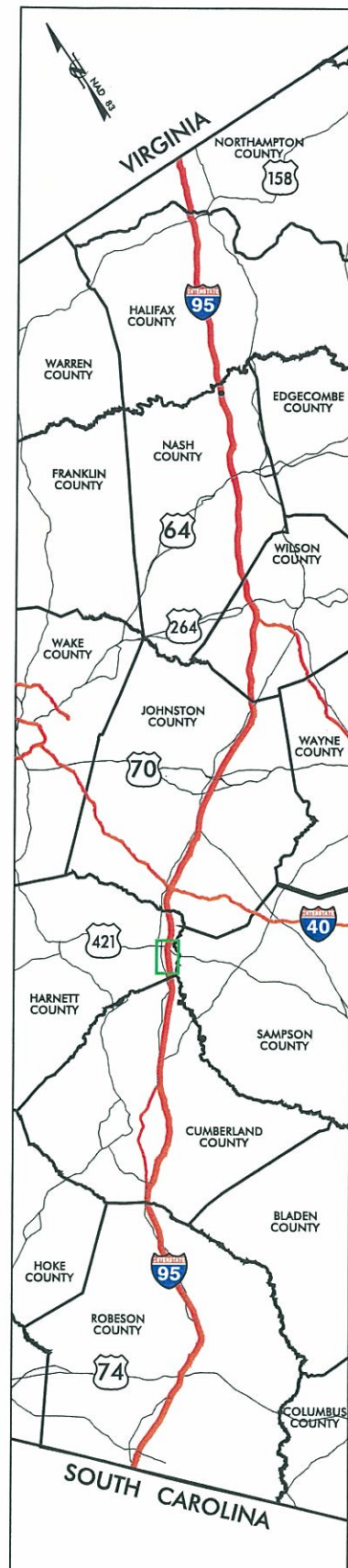
I-95 EXISTING CONDITIONS SURVEY
I-95 AT SR 1002 (LONG BRANCH RD.)
INTERCHANGE AT MILE POST 71 IN HARNETT COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES			
		PAVEMENT			
	G	HORIZONTAL ALIGNMENT	R=15,000'		
		VERTICAL ALIGNMENT	-0.5% +0.4%		
		STOPPING SIGHT DISTANCE	K=1,330 K=865		
		HORIZONTAL CLEARANCE			
		DECISION SIGHT DISTANCE	2,000' +		
		EXIT & ENTRANCE DESIGN	1,050'		
	DO	LANE & ROUTE CONTINUITY			
		LANE BALANCE			
		RAMP SEQUENCE	2,500' + 1,350' 2,500' +		
OP	LEVEL OF SERVICE (TRAFFIC)	C C			
	SAFETY RATIO	7.58 [*] 3.32 [*] 3.45 [*]			
LEGEND (SEE COVER FOR DEFINITIONS)					
P.....PHYSICAL CONDITION					
G.....GEOMETRIC FEATURES					
DO.....DESIGN OPERATIONS					
OP.....OPERATIONAL PERFORMANCE					
GOOD FAIR POOR					
B MAINLINE LEVEL OF SERVICE (2009)					
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)					
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)					
[*] NO FATAL CRASHES ON SEGMENT					
NORTHBOUND I-95	P	HIGHWAY STRUCTURES			
		PAVEMENT			
	G	HORIZONTAL ALIGNMENT	R=15,000'		
		VERTICAL ALIGNMENT	-0.5% +0.4%		
		STOPPING SIGHT DISTANCE	K=1,330 K=865		
		HORIZONTAL CLEARANCE			
		DECISION SIGHT DISTANCE	2,000' +		
		EXIT & ENTRANCE DESIGN	950'		
	DO	LANE & ROUTE CONTINUITY			
		LANE BALANCE			
		RAMP SEQUENCE	2,500' + 1,300' 2,500' +		
OP	LEVEL OF SERVICE (TRAFFIC)	C C			
	SAFETY RATIO	15.70 [*] 1.99 [*] 3.45 [*]			

I-95 EXISTING CONDITIONS SURVEY

I-95 AT SR 1793 (SPRING BRANCH RD.) AND I-95 AT US 421 / NC 55 (E CUMBERLAND ST.)
INTERCHANGES AT MILE POST 72 & 73 IN HARNETT COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 3,500'
		VERTICAL ALIGNMENT	+ 0.4% -0.5% + 0.6% + 2.3% -1.5% + 1.2%
		STOPPING SIGHT DISTANCE	K = 1,744 K = 462 K = 298 K = 319 K = 299
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,400' 2,000' +
		EXIT & ENTRANCE DESIGN	1,050' 1,400'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,150' 1,400' 2,300' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		C C C
		SAFETY RATIO	3.45 [*] 4.22 [*] 2.26 [*] 1.49 [*] 2.26 [*]

LEGEND (SEE COVER FOR DEFINITIONS)

P.....PHYSICAL CONDITION

G.....GEOMETRIC FEATURES

DO.....DESIGN OPERATIONS

OP.....OPERATIONAL PERFORMANCE

GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)

0.00 SAFETY RATIO - ALL CRASHES
(2006 - 2009)

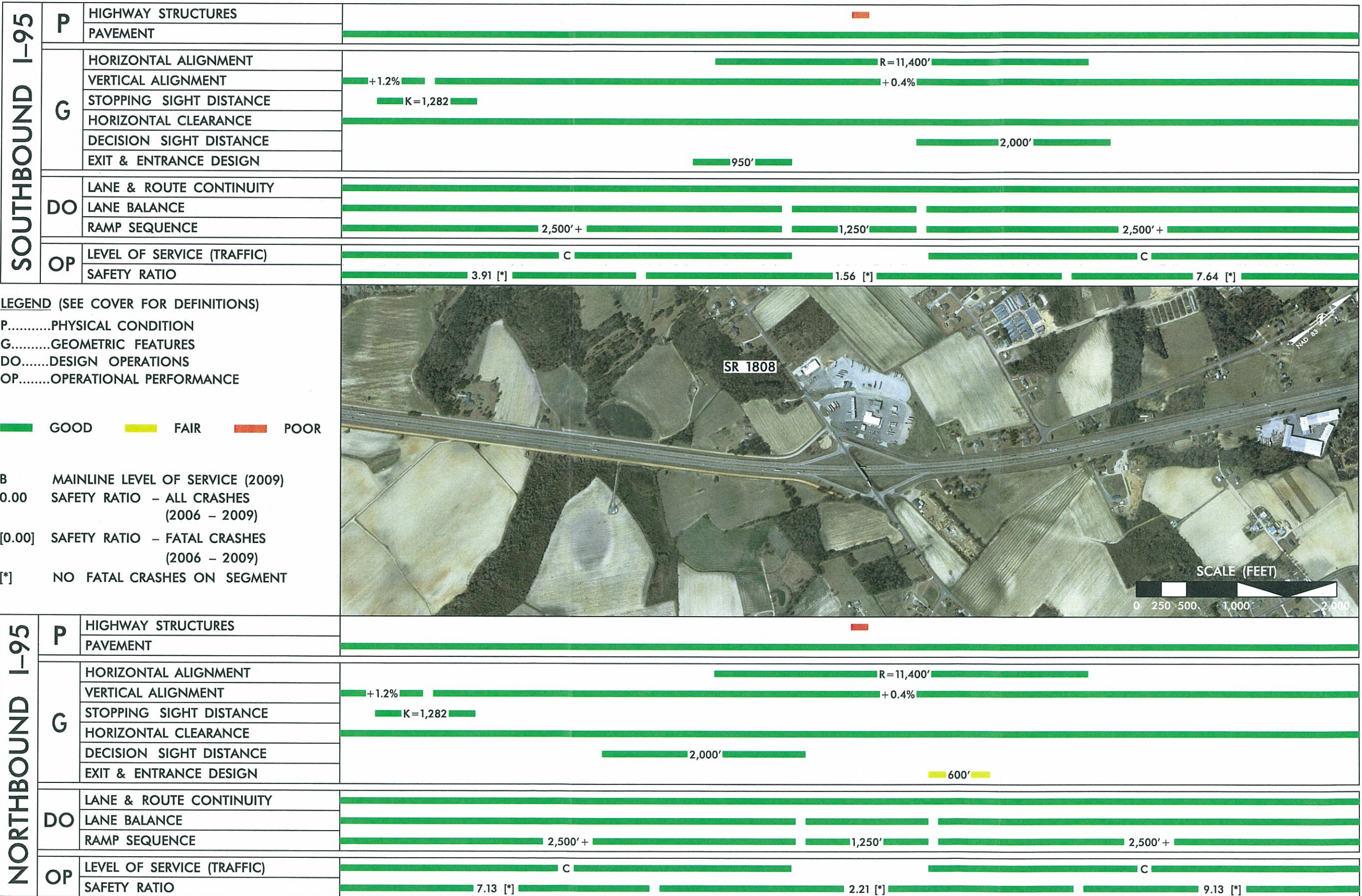
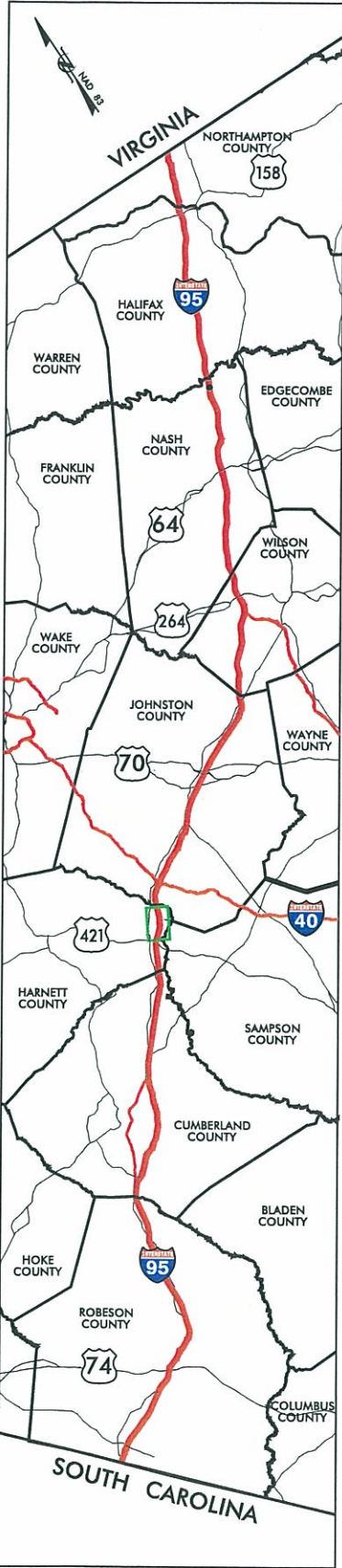
[0.00] SAFETY RATIO - FATAL CRASHES
(2006 - 2009)

[*] NO FATAL CRASHES ON SEGMENT

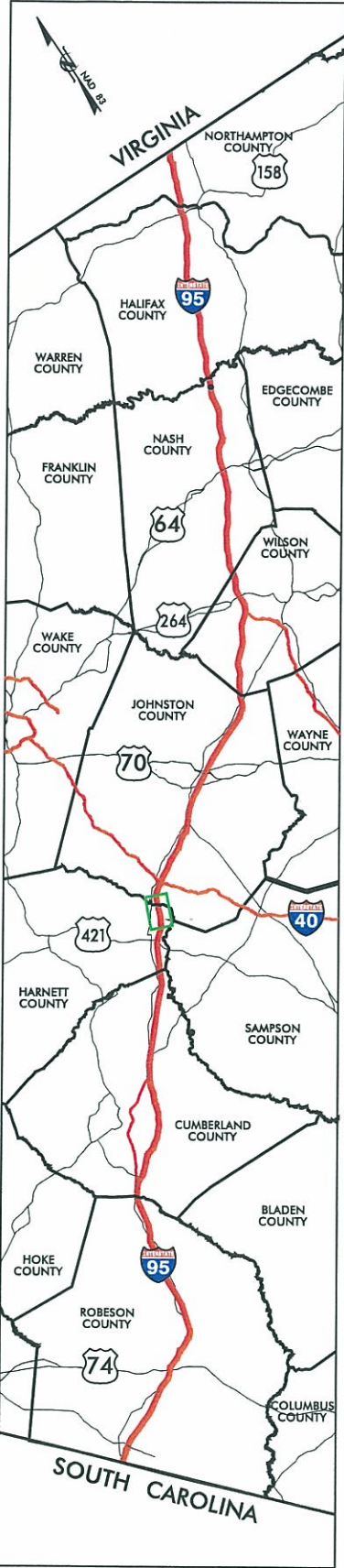


NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 3,500'
		VERTICAL ALIGNMENT	+ 0.4% -0.5% + 0.6% + 2.3% -1.5% + 1.2%
		STOPPING SIGHT DISTANCE	K = 1,744 K = 462 K = 298 K = 319 K = 299
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' + 1,700' 800'
		EXIT & ENTRANCE DESIGN	1,650'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,150' 1,650' 2,100' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		C C C
		SAFETY RATIO	3.45 [*] 2.08 [*] 3.89 [*] 1.84 [2.56] 7.13 [*]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT SR 1808 (JONESBORO RD.)
INTERCHANGE AT MILE POST 75 IN HARNETT COUNTY

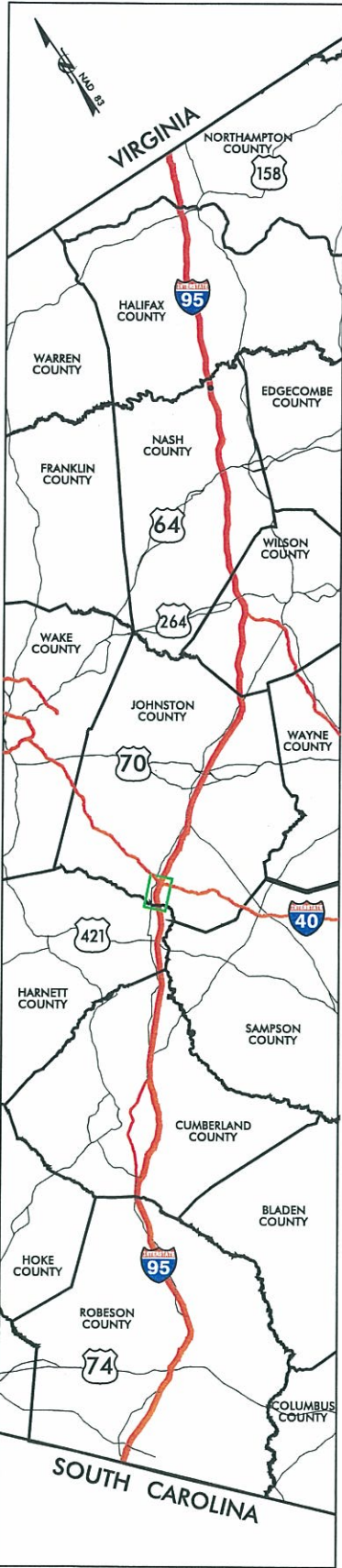


I-95 EXISTING CONDITIONS SURVEY
I-95 AT SR 1709 (HODGES CHAPEL RD.)
INTERCHANGE AT MILE POST 77 IN HARNETT COUNTY



I-95 EXISTING CONDITIONS SURVEY

I-95 AT NC 50 (E MAIN ST.)
INTERCHANGE AT MILE POST 79 IN JOHNSTON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 5,700'
		VERTICAL ALIGNMENT	+1.1% -0.2% -1.9% -0.3%
		STOPPING SIGHT DISTANCE	K = 1,864 K = 592 K = 942
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000'
		EXIT & ENTRANCE DESIGN	1,650' 5,250'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,650' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		C C
		SAFETY RATIO	2.23 [3.12] 1.53 [*] 3.97 [*]

LEGEND (SEE COVER FOR DEFINITIONS)

P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

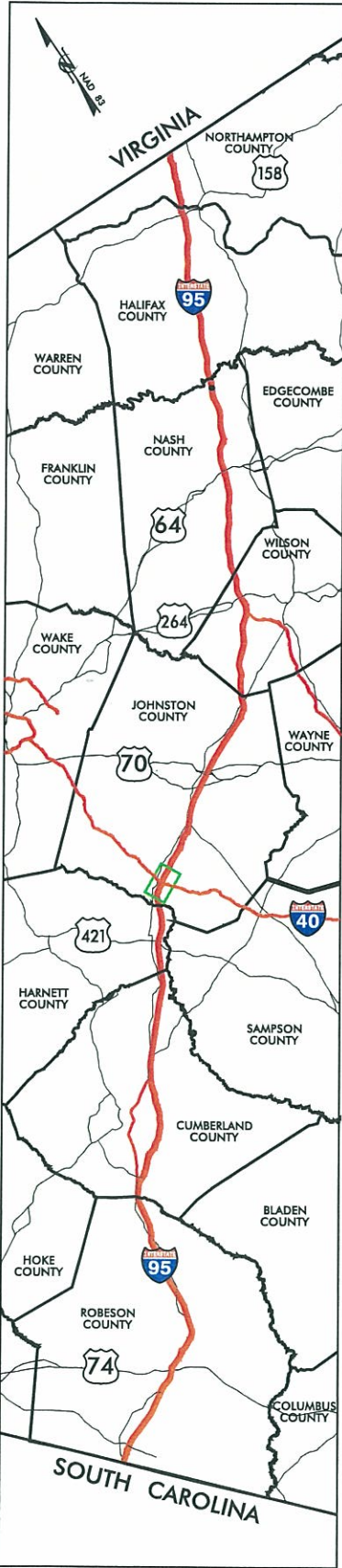
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 5,700'
		VERTICAL ALIGNMENT	+1.1% -0.2% -1.9% -0.3%
		STOPPING SIGHT DISTANCE	K = 1,864 K = 592 K = 942
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,200'
		EXIT & ENTRANCE DESIGN	1,500' 4,300'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,050' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		C C
		SAFETY RATIO	1.57 [3.17] 1.81 [2.72] 6.91 [*]

I-95 AT I-40
INTERCHANGE AT MILE POST 81 IN JOHNSTON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	-1.9% -0.3% R=14,500'
		STOPPING SIGHT DISTANCE	K=942
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,100' 2,000' +
		EXIT & ENTRANCE DESIGN	5,250' 1,750' 5,250'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,300' 1,250' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C B
		SAFETY RATIO	3.97 [*] 1.43 [*] 2.08 [*]

LEGEND (SEE COVER FOR DEFINITIONS)

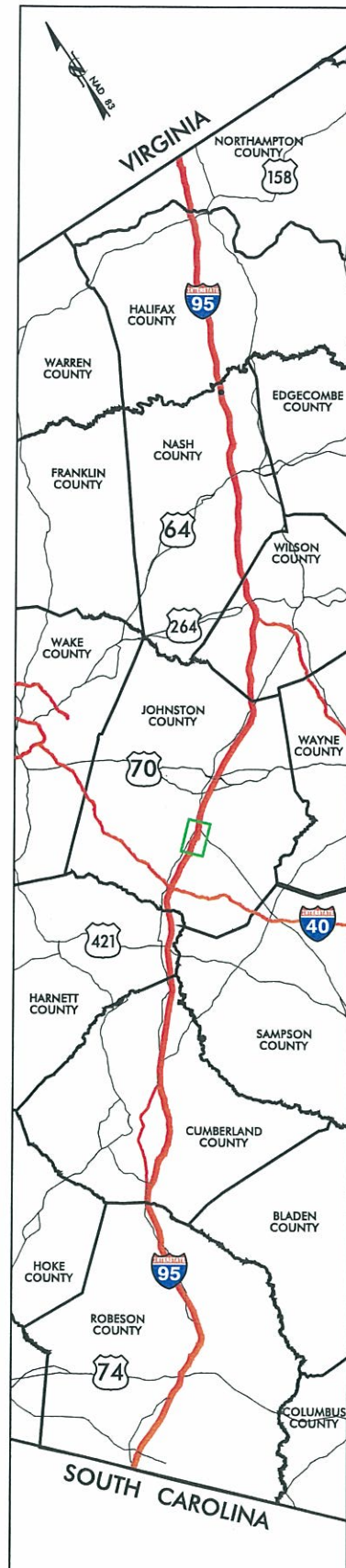
- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	-1.9% -0.3% R=14,500'
		STOPPING SIGHT DISTANCE	K=942
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	4,300' 1,050' 1,100'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,400' 1,200' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C B
		SAFETY RATIO	6.91 [*] 1.21 [*] 2.27 [4.22]

I-95 EXISTING CONDITIONS SURVEY

I-95 AT SR 1178 (KEEN RD.) INTERCHANGE AT MILE POST 87 IN JOHNSTON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=5,900'
		VERTICAL ALIGNMENT	-2.8% +0.8% -0.9%
		STOPPING SIGHT DISTANCE	K=281 K=2,741
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	750'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,750' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B B
		SAFETY RATIO	2.08 [*] 3.73 [*] 5.47 [*]

LEGEND (SEE COVER FOR DEFINITIONS)

P.....PHYSICAL CONDITION

G.....GEOMETRIC FEATURES

DO.....DESIGN OPERATIONS

OP.....OPERATIONAL PERFORMANCE

GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)

0.00 SAFETY RATIO - ALL CRASHES
(2006 - 2009)

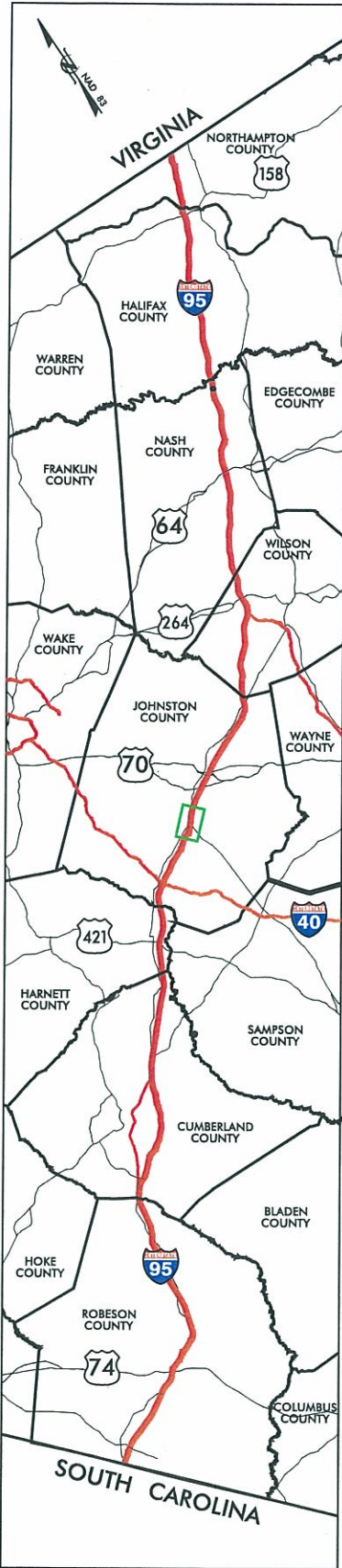
[0.00] SAFETY RATIO - FATAL CRASHES
(2006 - 2009)

[*] NO FATAL CRASHES ON SEGMENT



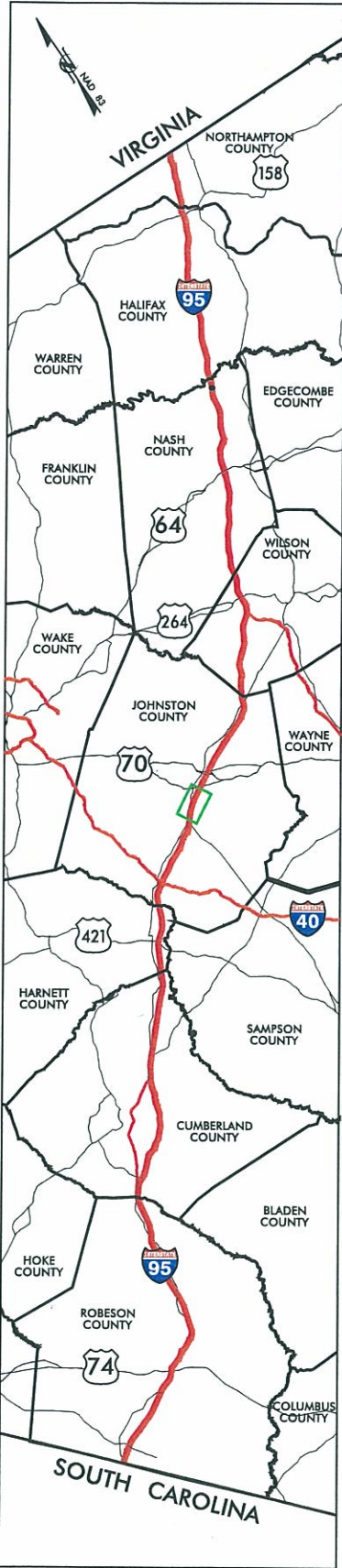
NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=5,900'
		VERTICAL ALIGNMENT	-2.8% +0.8% -0.9%
		STOPPING SIGHT DISTANCE	K=281 K=2,741
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	1,050'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,750' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B B
		SAFETY RATIO	2.27 [4.22] 2.33 [2.63] 4.11 [*]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT US 701 AND NC 96
INTERCHANGE AT MILE POST 90 IN JOHNSTON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES			
		PAVEMENT			
	G	HORIZONTAL ALIGNMENT	R = 5,800'		
		VERTICAL ALIGNMENT	-0.9%		
		STOPPING SIGHT DISTANCE	K = 1,052		
		HORIZONTAL CLEARANCE			
		DECISION SIGHT DISTANCE	2,000' +		
		EXIT & ENTRANCE DESIGN	900'	350'	
	DO	LANE & ROUTE CONTINUITY			
		LANE BALANCE			
		RAMP SEQUENCE	2,500' +	650'	2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)	B			
	SAFETY RATIO	5.47 [*]	4.63 [*]	2.58 [*]	
LEGEND (SEE COVER FOR DEFINITIONS)					
P.....PHYSICAL CONDITION					
G.....GEOMETRIC FEATURES					
DO.....DESIGN OPERATIONS					
OP.....OPERATIONAL PERFORMANCE					
GOOD FAIR POOR					
B MAINLINE LEVEL OF SERVICE (2009)					
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)					
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)					
[*] NO FATAL CRASHES ON SEGMENT					
NORTHBOUND I-95	P	HIGHWAY STRUCTURES			
		PAVEMENT			
	G	HORIZONTAL ALIGNMENT	R = 5,800'		
		VERTICAL ALIGNMENT	-0.9%		
		STOPPING SIGHT DISTANCE	K = 1,052		
		HORIZONTAL CLEARANCE			
		DECISION SIGHT DISTANCE	2,000' +		
		EXIT & ENTRANCE DESIGN	850'	950'	
	DO	LANE & ROUTE CONTINUITY			
		LANE BALANCE			
		RAMP SEQUENCE	2,500' +	1,800'	2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)	B			
	SAFETY RATIO	4.11 [*]	1.53 [*]	3.33 [*]	

I-95 EXISTING CONDITIONS SURVEY
I-95 AT SR 1007 (BROGDEN RD.)
INTERCHANGE AT MILE POST 93 IN JOHNSTON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=11,400'
		VERTICAL ALIGNMENT	+0.1% -0.5% +0.9% +0.1%
		STOPPING SIGHT DISTANCE	K=1,243 K=681 K=2,395
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	850' 450'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,000' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C C
		SAFETY RATIO	2.58 [*] 1.40 [*] 3.55 [*]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

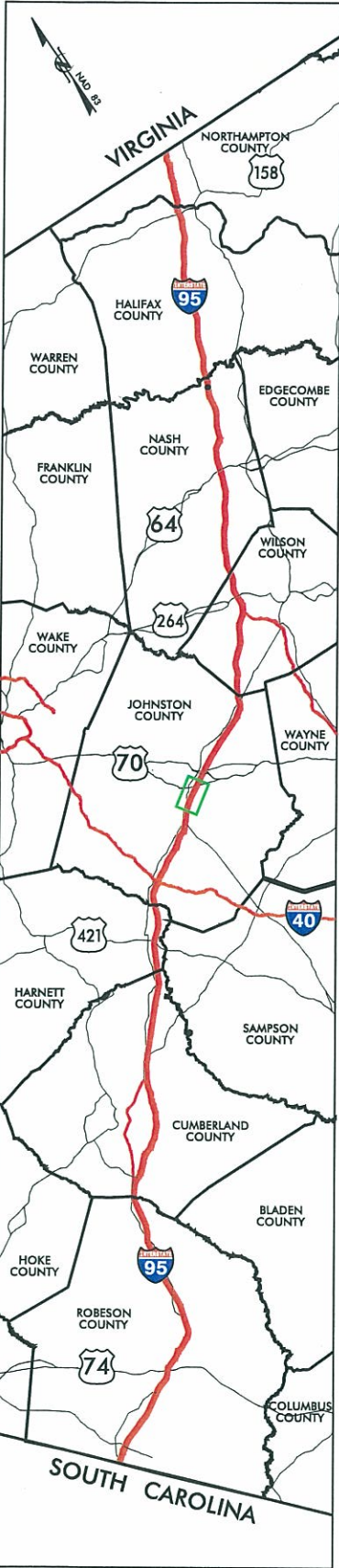
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=11,400'
		VERTICAL ALIGNMENT	+0.1% -0.5% +0.9% +0.1%
		STOPPING SIGHT DISTANCE	K=1,243 K=681 K=2,395
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	450' 900'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,000' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C C
		SAFETY RATIO	3.33 [*] 2.53 [*] 4.24 [*]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT US 70 BUS. AND NC 210 (E MARKET ST.)
INTERCHANGE AT MILE POST 95 IN JOHNSTON COUNTY

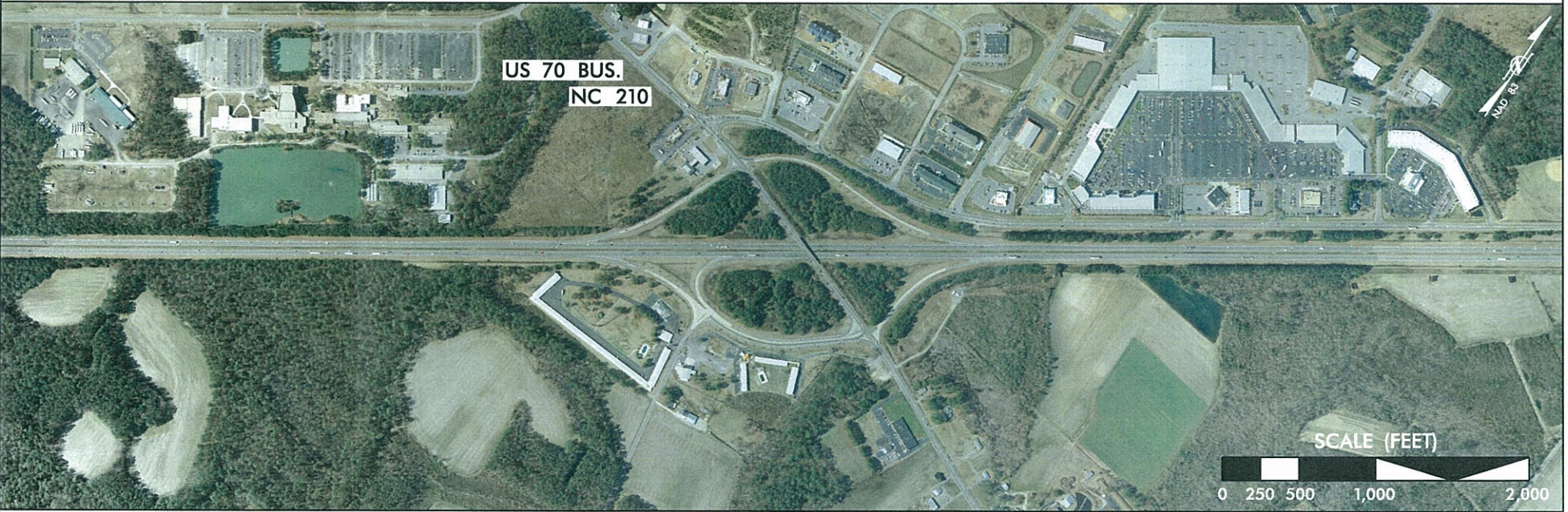


SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	+0.1%
		STOPPING SIGHT DISTANCE	
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	900' 650'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,700' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C B
		SAFETY RATIO	3.55 [*] 1.93 [2.80] 4.33 [*]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

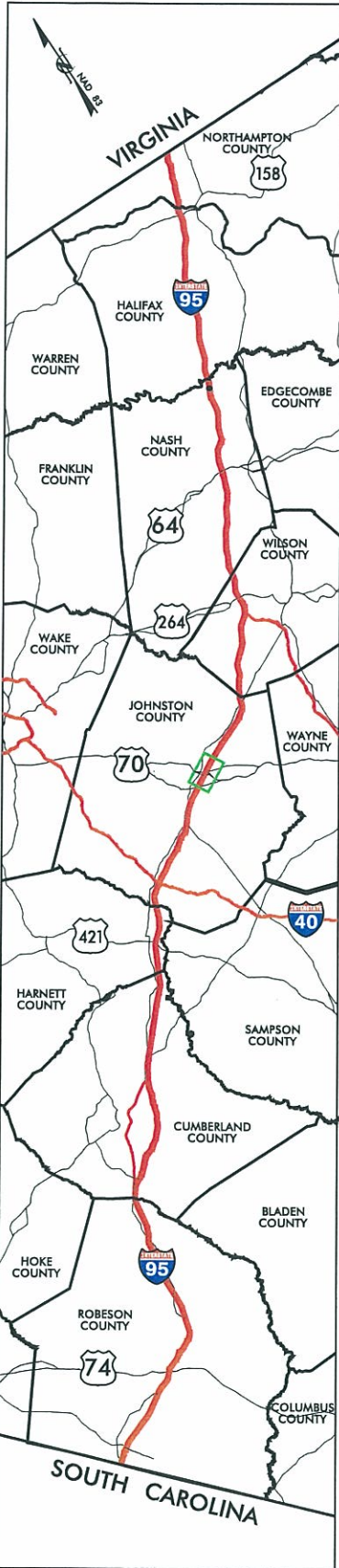
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	+0.1%
		STOPPING SIGHT DISTANCE	
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	700' 500' 950'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 900' 1,750' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C B
		SAFETY RATIO	4.24 [*] 3.18 [*] 2.53 [2.55]

I-95 AT US 70
INTERCHANGE AT MILE POST 97 IN JOHNSTON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	+ 0.1% + 3.1%
		STOPPING SIGHT DISTANCE	K = 339
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	900' 950' 450'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,400' 900' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B B
		SAFETY RATIO	4.33 [*] 2.26 [*] 2.29 [*]

LEGEND (SEE COVER FOR DEFINITIONS)

P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

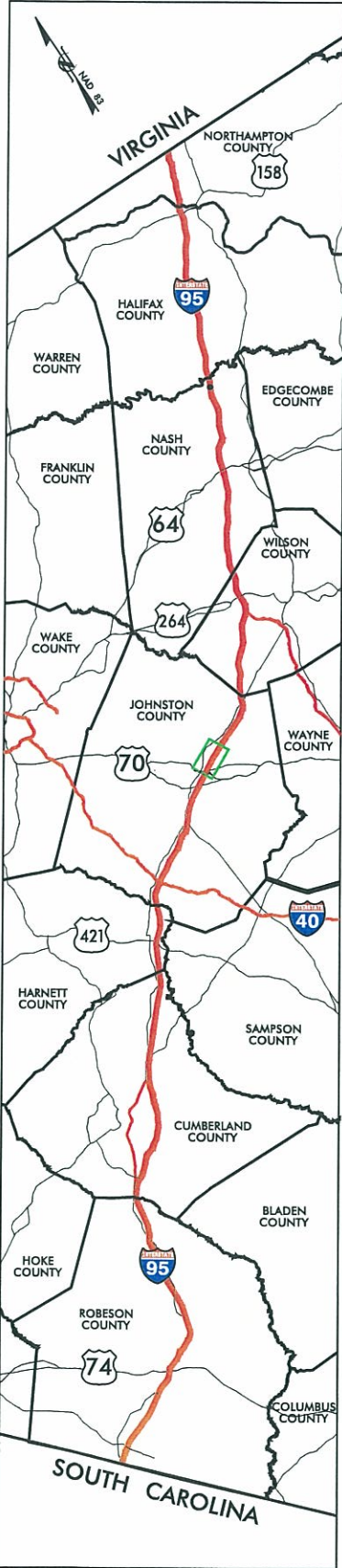
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	+ 0.1% + 3.1%
		STOPPING SIGHT DISTANCE	K = 339
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	750' 750' 750'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 950' 1,500' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B B
		SAFETY RATIO	2.53 [2.55] 1.93 [*] 3.16 [*]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT SR 1927 (E ANDERSON ST.)
INTERCHANGE AT MILE POST 98 IN JOHNSTON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	+ 0.1% + 3.1% - 3.2% 0.0% R = 10,700'
		STOPPING SIGHT DISTANCE	K = 339 K = 240 K = 247
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	850' 450'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 850' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		B B
		SAFETY RATIO	2.29 [*] 2.15 [*] 2.56 [*]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

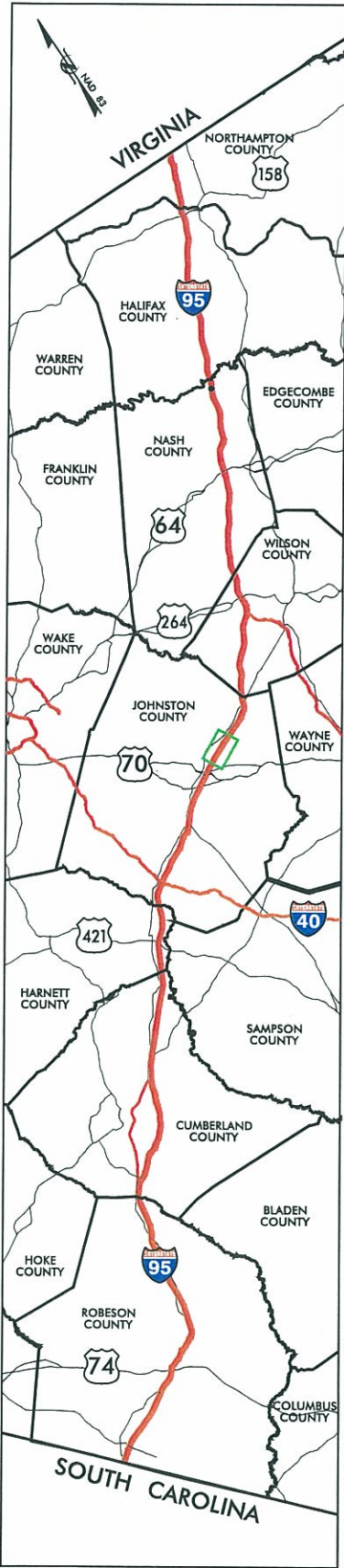
GOOD FAIR POOR


B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	+ 0.1% + 3.1% - 3.2% 0.0% R = 10,700'
		STOPPING SIGHT DISTANCE	K = 339 K = 240 K = 247
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	800' 750' 700'
		EXIT & ENTRANCE DESIGN	
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,050' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		B B
		SAFETY RATIO	3.16 [*] 4.06 [*] 4.86 [*]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT SR 2137 (PITTMAN RD.)
INTERCHANGE AT MILE POST 101 IN JOHNSTON COUNTY

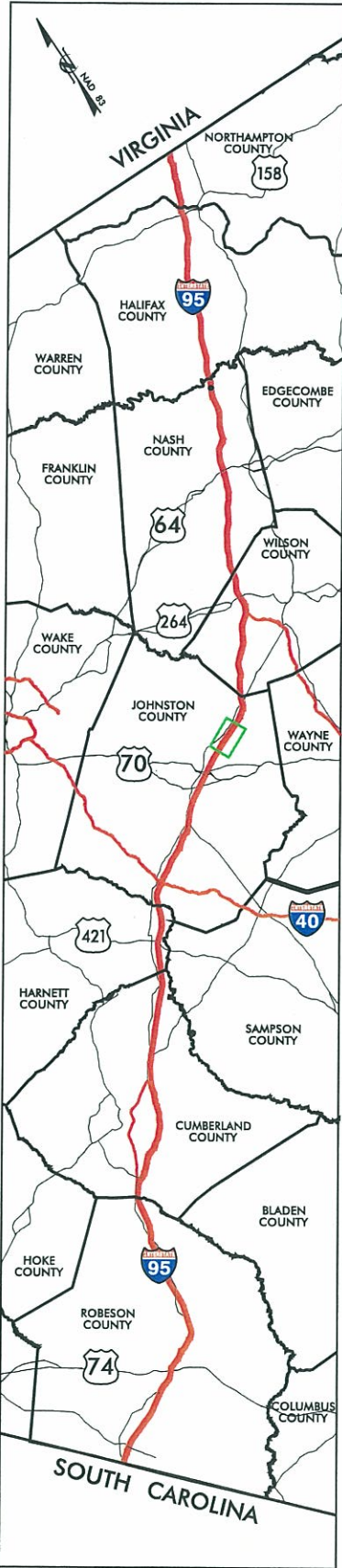


SOUTHBOUND I-95	P	HIGHWAY STRUCTURES			
		PAVEMENT			
	G	HORIZONTAL ALIGNMENT	R=11,500'		
		VERTICAL ALIGNMENT	0.0%		
		STOPPING SIGHT DISTANCE			
		HORIZONTAL CLEARANCE			
		DECISION SIGHT DISTANCE	2,000' +		
		EXIT & ENTRANCE DESIGN	600'		
	DO	LANE & ROUTE CONTINUITY			
		LANE BALANCE			
		RAMP SEQUENCE	2,500' + 2,100' 2,500' +		
	OP	LEVEL OF SERVICE (TRAFFIC)	B B		
		SAFETY RATIO	2.56 [*] 1.91 [*] 9.30 [*]		
LEGEND (SEE COVER FOR DEFINITIONS)					
P.....PHYSICAL CONDITION					
G.....GEOMETRIC FEATURES					
DO.....DESIGN OPERATIONS					
OP.....OPERATIONAL PERFORMANCE					
GOOD FAIR POOR					
B MAINLINE LEVEL OF SERVICE (2009)					
0.00 SAFETY RATIO – ALL CRASHES (2006 – 2009)					
[0.00] SAFETY RATIO – FATAL CRASHES (2006 – 2009)					
[*] NO FATAL CRASHES ON SEGMENT					
NORTHBOUND I-95	P	HIGHWAY STRUCTURES			
		PAVEMENT			
	G	HORIZONTAL ALIGNMENT	R=11,500'		
		VERTICAL ALIGNMENT	0.0%		
		STOPPING SIGHT DISTANCE			
		HORIZONTAL CLEARANCE			
		DECISION SIGHT DISTANCE	2,000' +		
		EXIT & ENTRANCE DESIGN	600'		
	DO	LANE & ROUTE CONTINUITY			
		LANE BALANCE			
		RAMP SEQUENCE	2,500' + 1,950' 2,500' +		
	OP	LEVEL OF SERVICE (TRAFFIC)	B B		
		SAFETY RATIO	4.86 [*] 1.65 [*] 2.32 [*]		



I-95 EXISTING CONDITIONS SURVEY

I-95 AT SR 2130 (MICRO RD.)
INTERCHANGE AT MILE POST 102 IN JOHNSTON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=11,500'
		VERTICAL ALIGNMENT	0.0%
		STOPPING SIGHT DISTANCE	
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	>2,000'
		EXIT & ENTRANCE DESIGN	700'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,900' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B B
		SAFETY RATIO	9.30 [*] 3.93 [*] 4.33 [*]

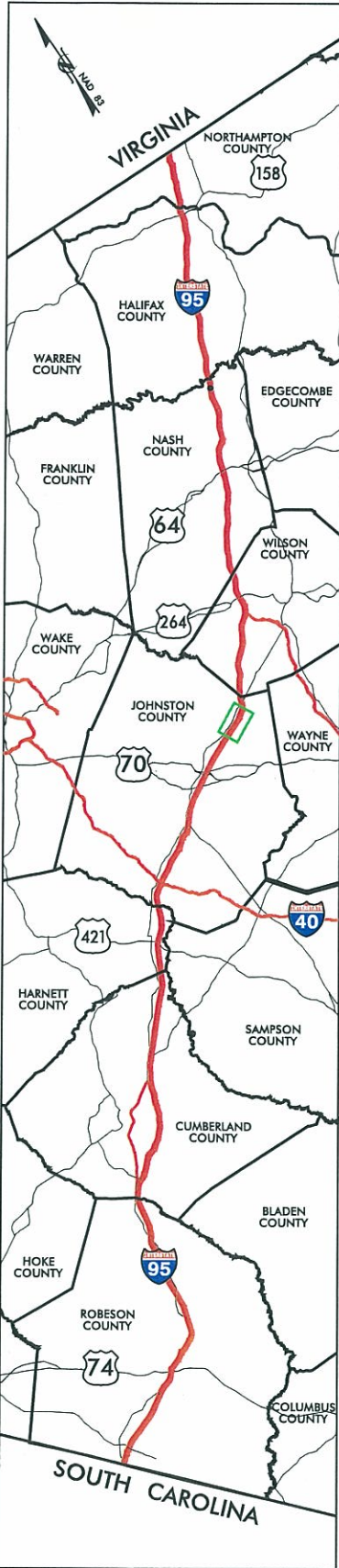
LEGEND (SEE COVER FOR DEFINITIONS)

- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=11,500'
		VERTICAL ALIGNMENT	0.0%
		STOPPING SIGHT DISTANCE	
		HORIZONTAL CLEARANCE	2,000'
		DECISION SIGHT DISTANCE	400'
		EXIT & ENTRANCE DESIGN	700'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,900' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B B
		SAFETY RATIO	2.32 [*] 3.44 [*] 3.79 [2.56]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT SR 2339 (BAGLEY RD.)
INTERCHANGE AT MILE POST 105 IN JOHNSTON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	0.0% -1.9% +0.8% -0.3% +2.0% R = 5,800'
		STOPPING SIGHT DISTANCE	K = 795 K = 287 K = 905 K = 739
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,400'
		EXIT & ENTRANCE DESIGN	600'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,050' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		B B
		SAFETY RATIO	4.33 [*] 2.31 [*] 3.17 [*]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

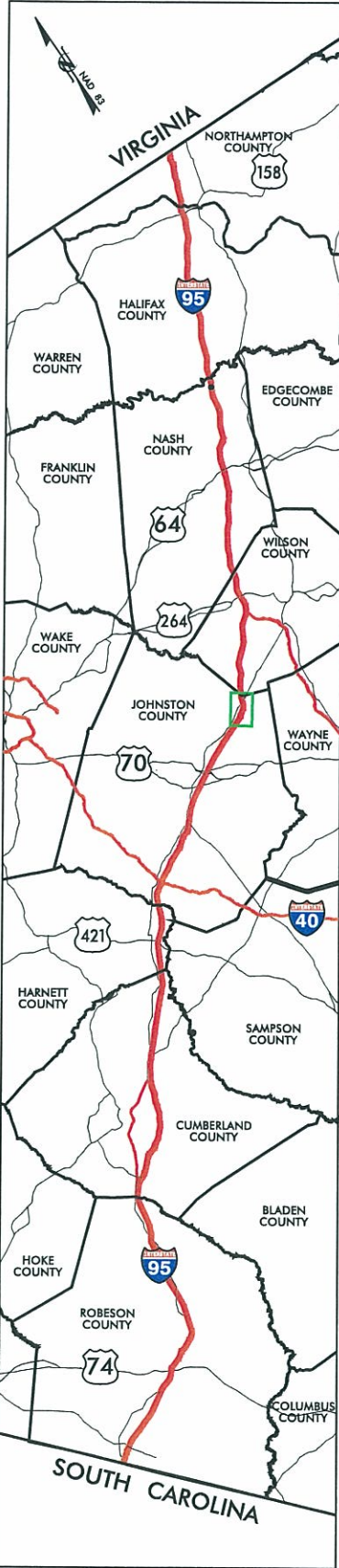
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	0.0% -1.9% +0.8% -0.3% +2.0% R = 5,800'
		STOPPING SIGHT DISTANCE	K = 795 K = 287 K = 905 K = 739
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	500'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,850' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		B B
		SAFETY RATIO	3.79 [2.56] 1.43 [2.57] 7.00 [*]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT SR 2399 (TRUCKSTOP RD.)
INTERCHANGE AT MILE POST 106 IN JOHNSTON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 5,800'
		VERTICAL ALIGNMENT	-0.3% + 2.0% -0.5% + 3.2%
		STOPPING SIGHT DISTANCE	K = 739 K = 779 K = 214 K = 207
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,200'
		EXIT & ENTRANCE DESIGN	1,300' 850'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 3,000' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B B
		SAFETY RATIO	3.17 [*] 1.44 [*] 1.99 [*]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

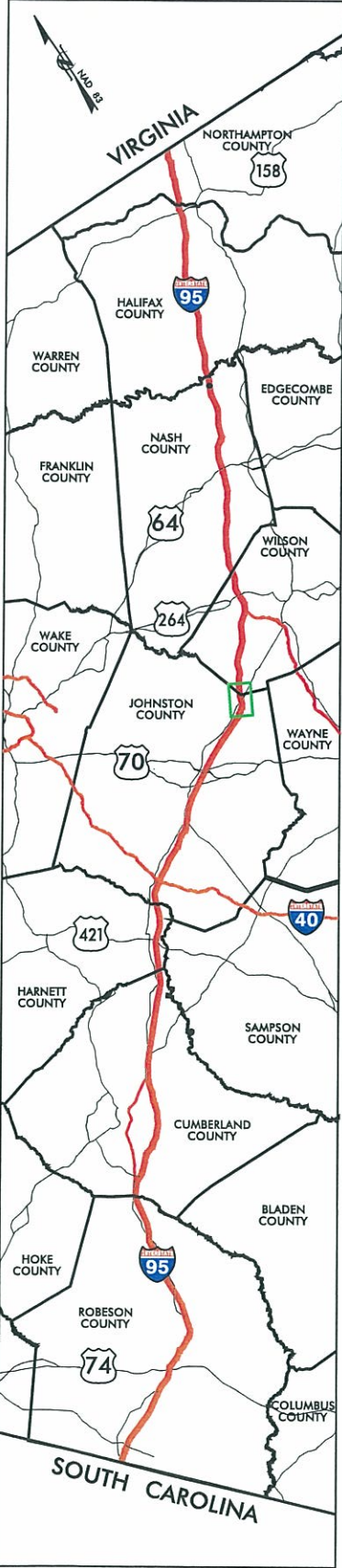
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 5,800'
		VERTICAL ALIGNMENT	-0.3% + 2.0% -0.5% + 3.2%
		STOPPING SIGHT DISTANCE	K = 739 K = 779 K = 214 K = 207
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' + 900' 1,250'
		EXIT & ENTRANCE DESIGN	
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 3,000' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B B
		SAFETY RATIO	7.00 [*] 2.15 [2.74] 8.41 [*]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT US 301 (S CHURCH ST.)
INTERCHANGE AT MILE POST 107 IN JOHNSTON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=4,600'
		VERTICAL ALIGNMENT	-0.5% +3.2% +0.3% -2.0% +0.4% -0.4%
		STOPPING SIGHT DISTANCE	K=214 K=207 K=441 K=420 K=1,324
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000'
		EXIT & ENTRANCE DESIGN	1,450'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,800' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B B
		SAFETY RATIO	1.99 [*] 4.18 [*] 3.06 [*]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

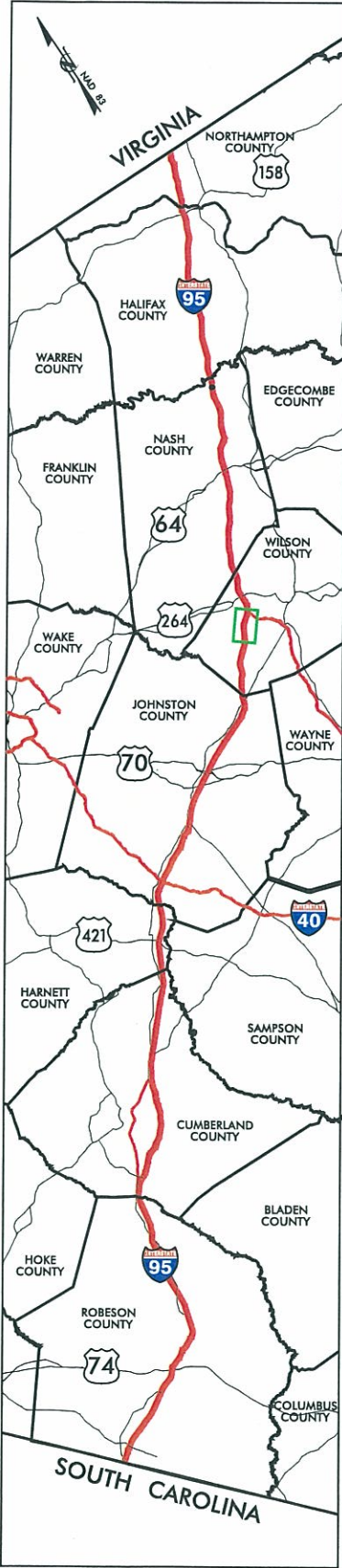
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=4,600'
		VERTICAL ALIGNMENT	-0.5% +3.2% +0.3% -2.0% +0.4% -0.4%
		STOPPING SIGHT DISTANCE	K=214 K=207 K=441 K=420 K=1,324
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	800'
		EXIT & ENTRANCE DESIGN	750'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,300' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B B
		SAFETY RATIO	8.41 [*] 1.74 [*] 2.63 [4.48]

I-95 AT NC 42
INTERCHANGE AT MILE POST 116 IN WILSON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 21,000'
		VERTICAL ALIGNMENT	-0.8% +0.4% 0.0%
		STOPPING SIGHT DISTANCE	K = 2,103 K = 11,331
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	650'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,900' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		B B
	SAFETY RATIO		3.06 [*] 2.11 [*] 4.93 [*]

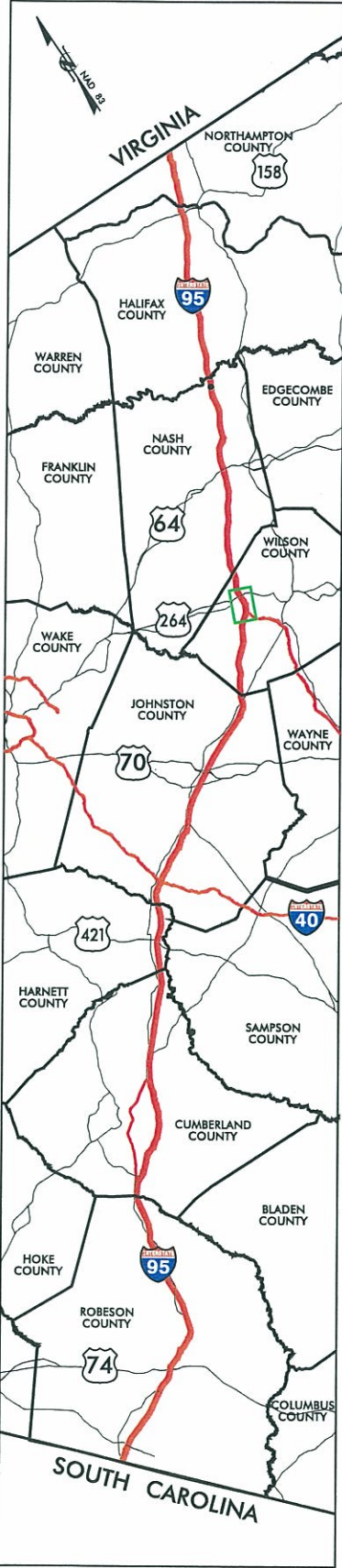
LEGEND (SEE COVER FOR DEFINITIONS)

- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 21,000'
		VERTICAL ALIGNMENT	-0.8% +0.4% 0.0%
		STOPPING SIGHT DISTANCE	K = 2,103 K = 11,331
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	750'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,400' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		B B
	SAFETY RATIO		2.63 [4.48] 3.22 [*] 5.03 [*]

I-95 AT US 264 / I-795
INTERCHANGE AT MILE POST 119 IN WILSON COUNTY

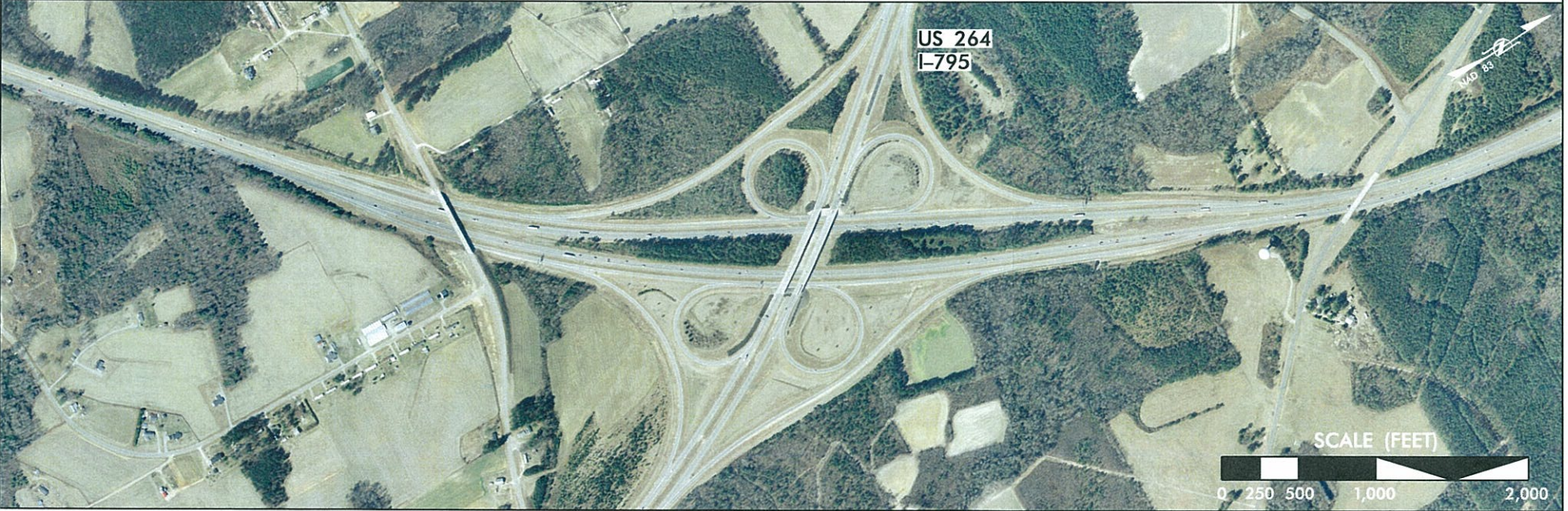


SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 8,600'
		VERTICAL ALIGNMENT	0.0%
		STOPPING SIGHT DISTANCE	K = 609
		HORIZONTAL CLEARANCE	K = 430
		DECISION SIGHT DISTANCE	900'
		EXIT & ENTRANCE DESIGN	800'
DO	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	
OP	OP	LEVEL OF SERVICE (TRAFFIC)	B
		SAFETY RATIO	4.93 [*] 2.40 [2.86] 3.01 [*]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

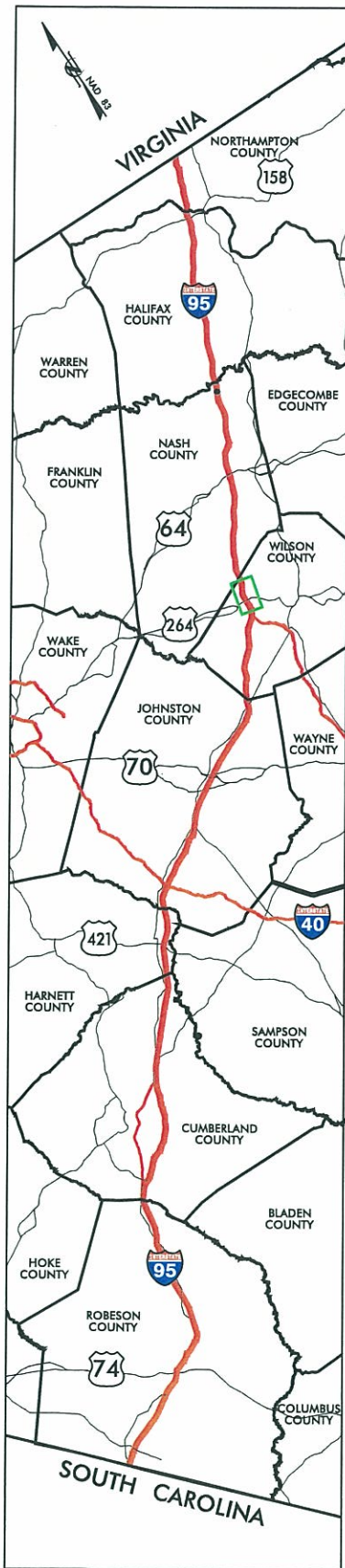
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 8,600'
		VERTICAL ALIGNMENT	0.0%
		STOPPING SIGHT DISTANCE	K = 609
		HORIZONTAL CLEARANCE	K = 430
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	1,000'
DO	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	
OP	OP	LEVEL OF SERVICE (TRAFFIC)	B
		SAFETY RATIO	5.03 [*] 3.07 [*] 3.11 [*]

I-95 AT US 264A
INTERCHANGE AT MILE POST 121 IN WILSON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	<div></div> R=5,900' <div></div> R=7,300' <div></div> R=11,500'
		VERTICAL ALIGNMENT	<div></div> -2.2% <div></div> +0.2% <div></div> -0.7% <div></div> 0.0% <div></div> +0.6%
		STOPPING SIGHT DISTANCE	K=430 <div></div> K=212 <div></div> K=1,173 <div></div> K=2,082 <div></div> K=1,814
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	
		EXIT & ENTRANCE DESIGN	<div></div> 650' <div></div> 2,000' +
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	<div></div> 2,500' + <div></div> 3,050' <div></div> 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	<div></div> B <div></div> B
		SAFETY RATIO	<div></div> 3.01 [*] <div></div> 3.29 [*] <div></div> 1.96 [3.79]

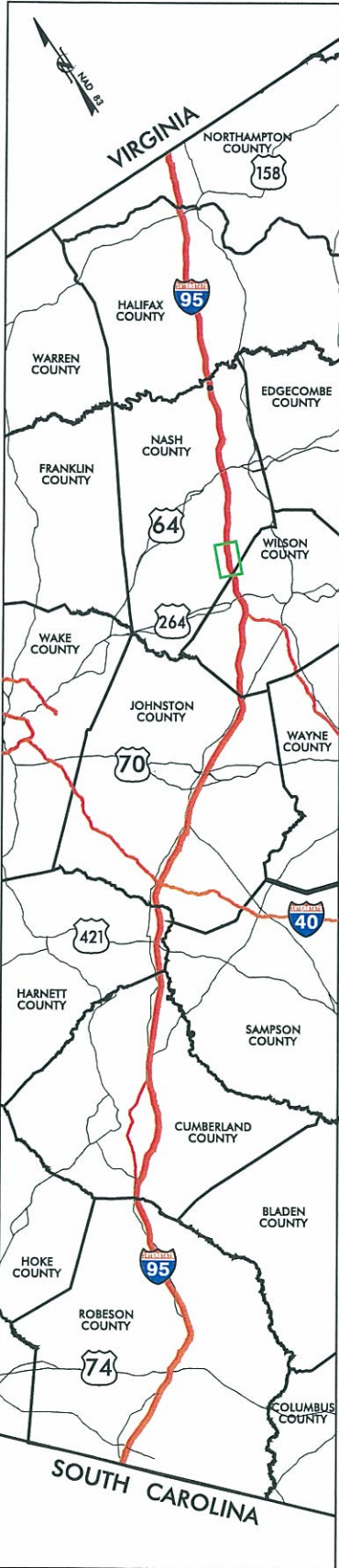
LEGEND (SEE COVER FOR DEFINITIONS)

- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	<div></div> R=5,900' <div></div> R=7,300' <div></div> R=11,500'
		VERTICAL ALIGNMENT	<div></div> -2.2% <div></div> +0.2% <div></div> -0.7% <div></div> 0.0% <div></div> +0.6%
		STOPPING SIGHT DISTANCE	K=430 <div></div> K=212 <div></div> K=1,173 <div></div> K=2,082 <div></div> K=1,814
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	<div></div> 1,300' <div></div> 1,200'
		EXIT & ENTRANCE DESIGN	
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	<div></div> 2,500' + <div></div> 2,700' <div></div> 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	<div></div> B <div></div> B
		SAFETY RATIO	<div></div> 3.11 [*] <div></div> 3.60 [*] <div></div> 2.41 [3.75]

I-95 AT NC 97
INTERCHANGE AT MILE POST 127 IN NASH COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 5,800'
		VERTICAL ALIGNMENT	-0.5%
		STOPPING SIGHT DISTANCE	K = 1,637
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	
		EXIT & ENTRANCE DESIGN	1,100'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 3,200' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B

LEGEND (SEE COVER FOR DEFINITIONS)

P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

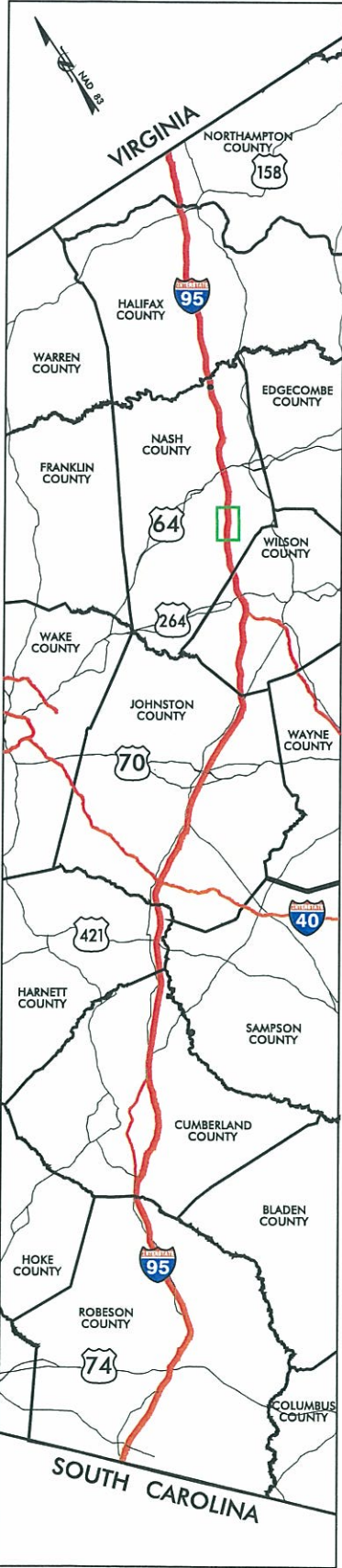
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 5,800'
		VERTICAL ALIGNMENT	-0.5%
		STOPPING SIGHT DISTANCE	K = 1,637
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	850'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 3,000' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B

I-95 EXISTING CONDITIONS SURVEY
I-95 AT SR 1717 (SANDY CROSS RD.)
INTERCHANGE AT MILE POST 132 IN NASH COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 5,900'
		VERTICAL ALIGNMENT	-0.3%
		STOPPING SIGHT DISTANCE	K = 1,109
		HORIZONTAL CLEARANCE	K = 697'
		DECISION SIGHT DISTANCE	K = 1,931'
		EXIT & ENTRANCE DESIGN	2,000' +
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 3,200' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B

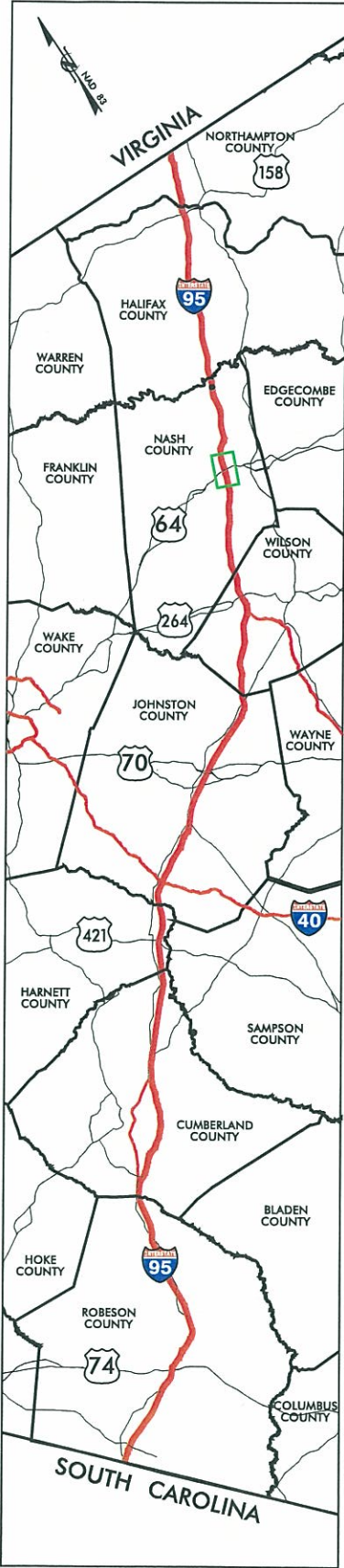
LEGEND (SEE COVER FOR DEFINITIONS)

- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 5,900'
		VERTICAL ALIGNMENT	-0.3%
		STOPPING SIGHT DISTANCE	K = 1,109
		HORIZONTAL CLEARANCE	K = 697'
		DECISION SIGHT DISTANCE	K = 1,931'
		EXIT & ENTRANCE DESIGN	2,000' + 900'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 3,200' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	B

I-95 AT US 64
INTERCHANGE AT MILE POST 138 IN NASH COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=21,500'
		VERTICAL ALIGNMENT	+0.5% -1.3% +1.0% -0.8%
		STOPPING SIGHT DISTANCE	K=539 K=425 K=431
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,800'
		EXIT & ENTRANCE DESIGN	1,300'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	
	OP	LEVEL OF SERVICE (TRAFFIC)	B B
		SAFETY RATIO	1.87 [1.92] 2.84 [*] 3.62 [*]

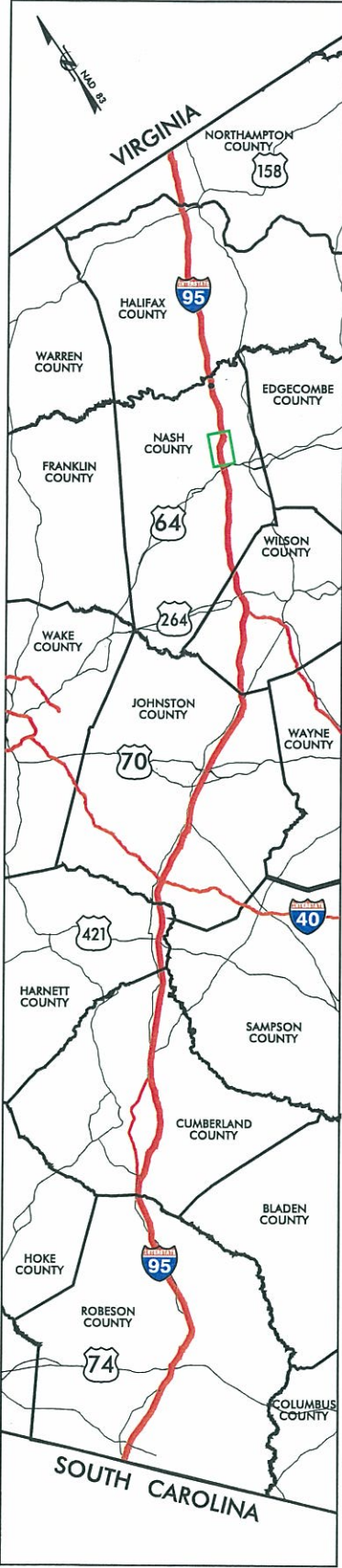
LEGEND (SEE COVER FOR DEFINITIONS)

- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=21,500'
		VERTICAL ALIGNMENT	+0.5% -1.3% +1.0% -0.8%
		STOPPING SIGHT DISTANCE	K=539 K=425 K=431
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	1,200'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	
	OP	LEVEL OF SERVICE (TRAFFIC)	B B
		SAFETY RATIO	2.44 [*] 1.02 [*] 5.65 [2.50]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT NC 43 (DORTCHES BLVD.)
INTERCHANGE AT MILE POST 141 IN NASH COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 7,800'
		VERTICAL ALIGNMENT	+ 2.0% + 0.5% - 0.1%
		STOPPING SIGHT DISTANCE	K = 495 K = 890
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,400'
		EXIT & ENTRANCE DESIGN	1,150'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 3,000' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C C
		SAFETY RATIO	3.62 [*] 2.23 [*] 2.47 [3.71]

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

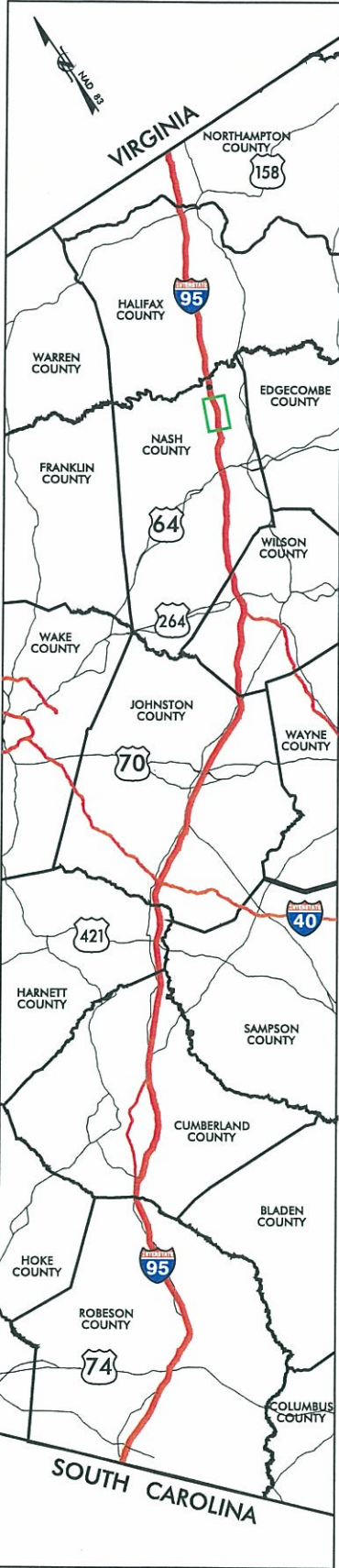
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 7,800'
		VERTICAL ALIGNMENT	+ 2.0% + 0.5% - 0.1%
		STOPPING SIGHT DISTANCE	K = 495 K = 890
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,600'
		EXIT & ENTRANCE DESIGN	1,000'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 3,000' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C C
		SAFETY RATIO	5.65 [2.50] 1.67 [2.72] 1.23 [1.78]

I-95 AT NC 4
INTERCHANGE AT MILE POST 145 IN NASH COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=22,800'
		VERTICAL ALIGNMENT	-0.7%
		STOPPING SIGHT DISTANCE	K=3,501
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	1,100'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

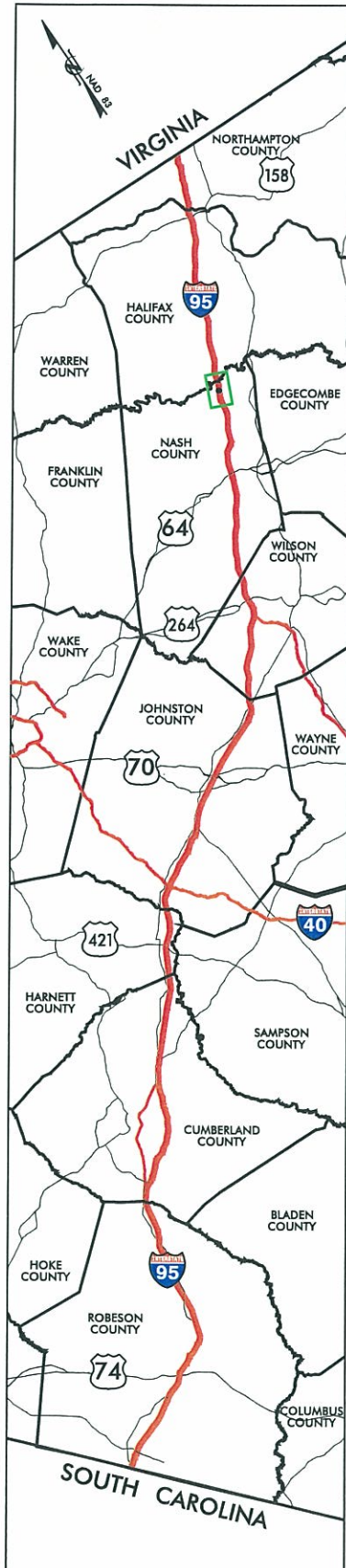
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R=22,800'
		VERTICAL ALIGNMENT	-0.7%
		STOPPING SIGHT DISTANCE	K=3,501
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	450'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C

I-95 EXISTING CONDITIONS SURVEY
I-95 AT NC 33 (SWIFT CREEK SCHOOL RD.)
INTERCHANGE AT MILE POST 150 IN NASH COUNTY



SOUTHBOUND I-95		PROJECT DATA	
P	HIGHWAY STRUCTURES		
	PAVEMENT		
G	HORIZONTAL ALIGNMENT		
	VERTICAL ALIGNMENT		
	STOPPING SIGHT DISTANCE		
	HORIZONTAL CLEARANCE		
	DECISION SIGHT DISTANCE		
	EXIT & ENTRANCE DESIGN		
DO	LANE & ROUTE CONTINUITY		
	LANE BALANCE		
	RAMP SEQUENCE		
OP	LEVEL OF SERVICE (TRAFFIC)		
	SAFETY RATIO		

LEGEND (SEE COVER FOR DEFINITIONS)

P.....PHYSICAL CONDITION

G.....GEOMETRIC FEATURES

DO.....DESIGN OPERATIONS

OP.....OPERATIONAL PERFORMANCE

GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)

0.00 SAFETY RATIO – ALL CRASHES
(2006 – 2009)

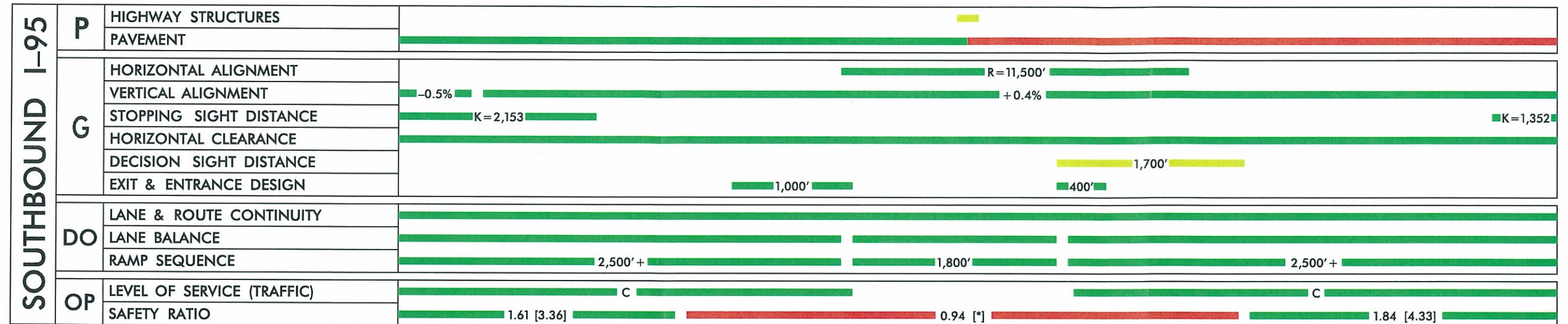
[0.00] SAFETY RATIO – FATAL CRASHES
(2006 – 2009)

[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95		SECTION 1		SECTION 2		SECTION 3		SECTION 4	
P	HIGHWAY STRUCTURES								
	PAVEMENT								
G	HORIZONTAL ALIGNMENT								
	VERTICAL ALIGNMENT								
	STOPPING SIGHT DISTANCE								
	HORIZONTAL CLEARANCE								
	DECISION SIGHT DISTANCE								
	EXIT & ENTRANCE DESIGN								
DO	LANE & ROUTE CONTINUITY								
	LANE BALANCE								
	RAMP SEQUENCE								
OP	LEVEL OF SERVICE (TRAFFIC)								
	SAFETY RATIO								

INTERCHANGE AT MILE POST 154 IN I-95 AT NC 481
HALIFAX COUNTY

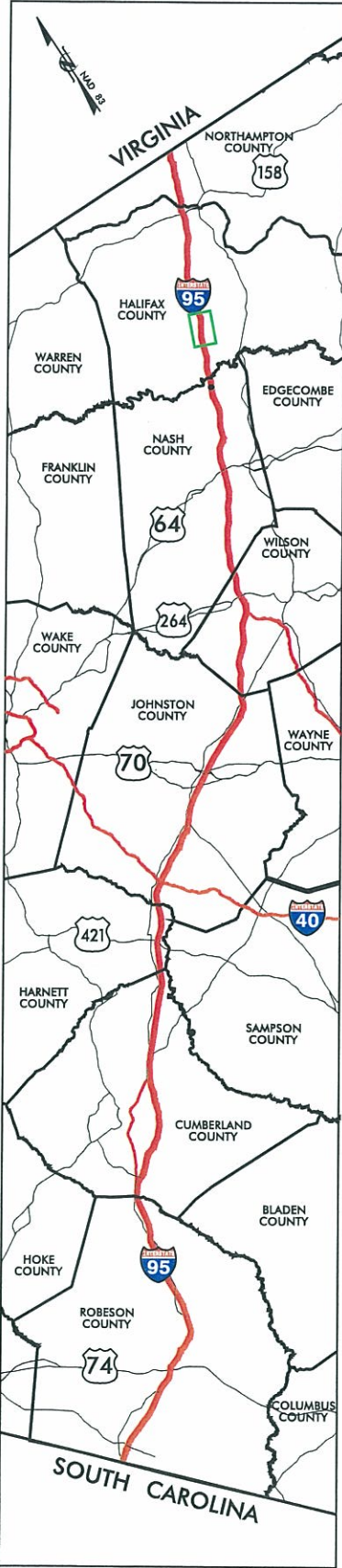


P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

B	MAINLINE LEVEL OF SERVICE (2009)
0.00	SAFETY RATIO – ALL CRASHES (2006 – 2009)
[0.00]	SAFETY RATIO – FATAL CRASHES (2006 – 2009)
[*]	NO FATAL CRASHES ON SEGMENT



I-95 AT NC 561
INTERCHANGE AT MILE POST 160 IN HALIFAX COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	+0.5% -1.2% +0.7%
		STOPPING SIGHT DISTANCE	K=1,749 K=1,343
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	800'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,200' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C C
		SAFETY RATIO	1.84 [4.33] 2.62 [*] 2.81 [4.70]

LEGEND (SEE COVER FOR DEFINITIONS)

P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

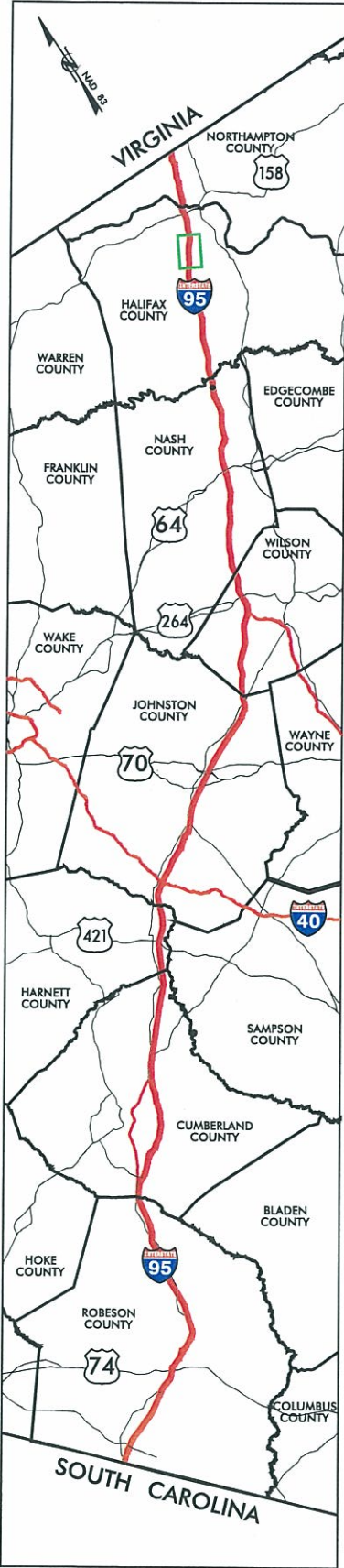
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



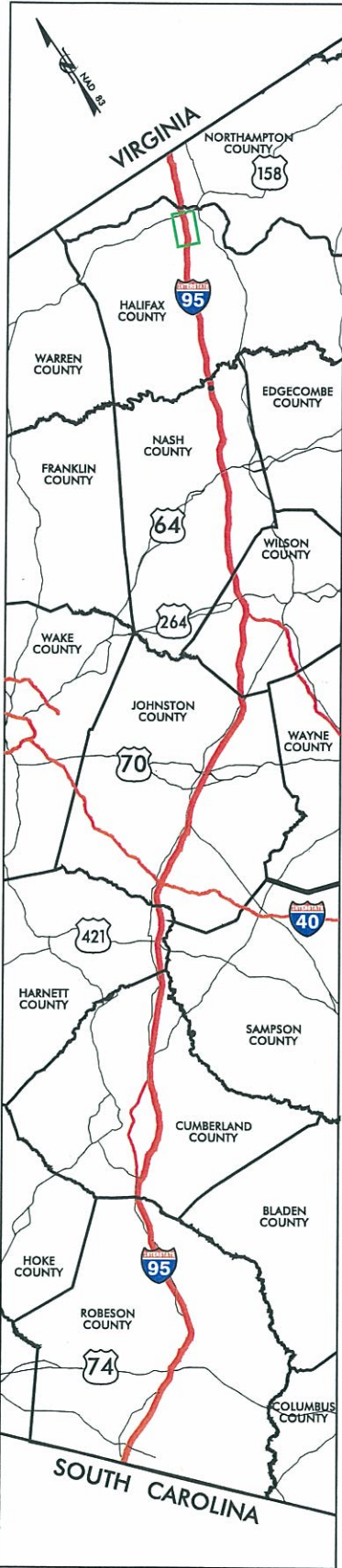
NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	
		VERTICAL ALIGNMENT	+0.5% -1.2% +0.7%
		STOPPING SIGHT DISTANCE	K=1,749 K=1,343
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	750'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,200' 2,500' +
	OP	LEVEL OF SERVICE (TRAFFIC)	C C
		SAFETY RATIO	1.48 [*] 2.42 [*] 1.50 [*]

I-95 AT NC 903
INTERCHANGE AT MILE POST 168 IN HALIFAX COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	<div><div></div><div></div><div></div></div>		
		PAVEMENT	<div><div></div><div></div><div></div></div>		
	G	HORIZONTAL ALIGNMENT	<div><div>R = 18,600'</div><div></div><div></div><div>R = 14,400'</div></div>		
		VERTICAL ALIGNMENT	<div><div>+0.6%</div><div></div><div>-0.8%</div><div></div><div>+0.5%</div></div>		
		STOPPING SIGHT DISTANCE	<div><div>K = 735</div><div></div><div>K = 403</div></div>		
		HORIZONTAL CLEARANCE	<div><div></div><div></div><div></div></div>		
		DECISION SIGHT DISTANCE	<div><div></div><div>2,000' +</div><div></div></div>		
		EXIT & ENTRANCE DESIGN	<div><div>1,050'</div><div></div><div></div></div>		
	DO	LANE & ROUTE CONTINUITY	<div><div></div><div></div><div></div></div>		
		LANE BALANCE	<div><div></div><div></div><div></div></div>		
		RAMP SEQUENCE	<div><div>2,500' +</div><div>1,700'</div><div>2,500' +</div></div>		
	OP	LEVEL OF SERVICE (TRAFFIC)	<div><div>C</div><div></div><div>C</div></div>		
		SAFETY RATIO	<div><div>2.81 [4.70]</div><div>2.72 [*]</div><div>3.25 [*]</div></div>		
LEGEND (SEE COVER FOR DEFINITIONS)					
P.....PHYSICAL CONDITION					
G.....GEOMETRIC FEATURES					
DO.....DESIGN OPERATIONS					
OP.....OPERATIONAL PERFORMANCE					
<div><div>GOOD</div><div>FAIR</div><div>POOR</div></div>					
B MAINLINE LEVEL OF SERVICE (2009)					
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)					
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)					
[*] NO FATAL CRASHES ON SEGMENT					
NORTHBOUND I-95	P	HIGHWAY STRUCTURES	<div><div></div><div></div><div></div></div>		
		PAVEMENT	<div><div></div><div></div><div></div></div>		
	G	HORIZONTAL ALIGNMENT	<div><div>R = 18,600'</div><div></div><div></div><div>R = 14,400'</div></div>		
		VERTICAL ALIGNMENT	<div><div>+0.6%</div><div></div><div>-0.8%</div><div></div><div>+0.5%</div></div>		
		STOPPING SIGHT DISTANCE	<div><div>K = 735</div><div></div><div>K = 403</div></div>		
		HORIZONTAL CLEARANCE	<div><div></div><div></div><div></div></div>		
		DECISION SIGHT DISTANCE	<div><div></div><div>2,000' +</div><div></div></div>		
		EXIT & ENTRANCE DESIGN	<div><div></div><div>1,000'</div><div></div></div>		
	DO	LANE & ROUTE CONTINUITY	<div><div></div><div></div><div></div></div>		
		LANE BALANCE	<div><div></div><div></div><div></div></div>		
		RAMP SEQUENCE	<div><div>2,500' +</div><div>1,600'</div><div>2,500' +</div></div>		
	OP	LEVEL OF SERVICE (TRAFFIC)	<div><div>C</div><div></div><div>C</div></div>		
		SAFETY RATIO	<div><div>1.50 [*]</div><div>1.67 [*]</div><div>2.99 [*]</div></div>		

I-95 AT NC 125
INTERCHANGE AT MILE POST 171 IN HALIFAX COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 11,400'
		VERTICAL ALIGNMENT	+ 1.0% -0.6% -1.3%
		STOPPING SIGHT DISTANCE	K = 2,508 K = 3,040
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	2,000' +
		EXIT & ENTRANCE DESIGN	1,700'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 1,300' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		C B
	SAFETY RATIO		3.25 [*] 2.10 [*] 2.33 [*]

LEGEND (SEE COVER FOR DEFINITIONS)

P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

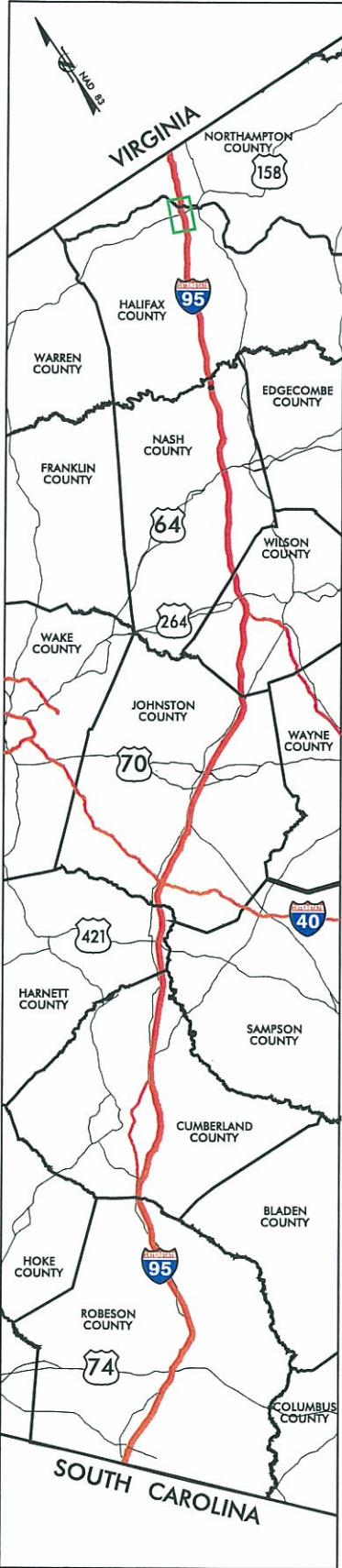
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 11,400'
		VERTICAL ALIGNMENT	+ 1.0% -0.6% -1.3%
		STOPPING SIGHT DISTANCE	K = 2,508 K = 3,040
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,500'
		EXIT & ENTRANCE DESIGN	1,200'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,700' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		C B
	SAFETY RATIO		2.99 [*] 1.38 [2.66] 2.16 [1.34]

I-95 EXISTING CONDITIONS SURVEY
I-95 AT US 158 (JULIAN R ALLSBROOK HWY)
INTERCHANGE AT MILE POST 173 IN HALIFAX COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	<div><div></div><div></div><div></div></div>			
		PAVEMENT	<div><div></div></div>			
	G	HORIZONTAL ALIGNMENT	<div><div></div><div>R = 11,800'</div><div></div></div>		<div><div></div><div>R = 3,600'</div><div></div></div>	
		VERTICAL ALIGNMENT	<div><div>-1.3%</div><div></div><div>+ 2.0%</div><div></div><div>-2.1%</div><div></div><div>-0.5%</div></div>			
		STOPPING SIGHT DISTANCE	<div><div></div><div>K = 1,070</div><div></div></div>		<div><div></div><div>K = 611</div><div></div></div>	
		HORIZONTAL CLEARANCE	<div><div></div></div>			
		DECISION SIGHT DISTANCE	<div><div></div><div>700'</div><div></div></div>			
		EXIT & ENTRANCE DESIGN	<div><div></div><div>1,200'</div><div></div></div>		<div><div></div><div>1,400'</div><div></div></div>	
	DO	LANE & ROUTE CONTINUITY	<div><div></div></div>			
		LANE BALANCE	<div><div></div></div>			
		RAMP SEQUENCE	<div><div></div><div>2,500' +</div><div></div></div>		<div><div></div><div>1,700'</div><div></div></div>	
	OP	LEVEL OF SERVICE (TRAFFIC)	<div><div></div><div>B</div><div></div></div>		<div><div></div><div>B</div><div></div></div>	
SAFETY RATIO		<div><div></div><div>2.33 [*]</div><div></div><div>1.33 [*]</div><div></div><div>3.42 [*]</div><div></div></div>				

LEGEND (SEE COVER FOR DEFINITIONS)
P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE

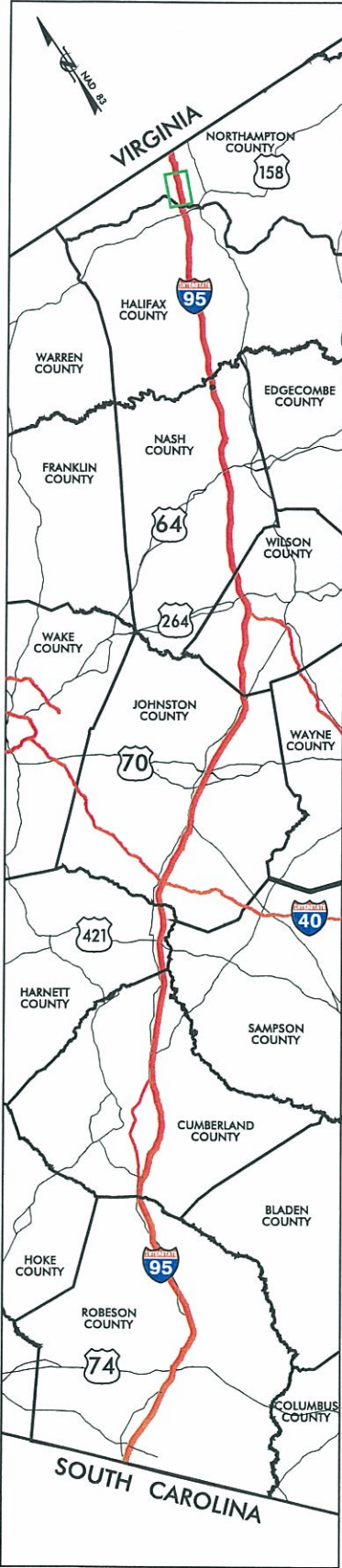
GOOD FAIR POOR

B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



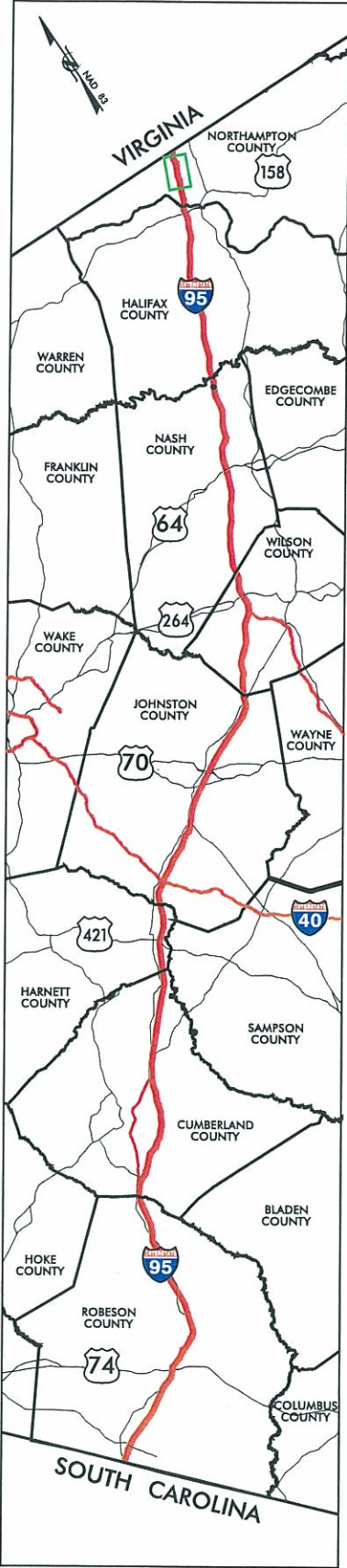
NORTHBOUND I-95	P	HIGHWAY STRUCTURES	<div><div></div><div></div><div></div></div>			
		PAVEMENT	<div><div></div></div>			
	G	HORIZONTAL ALIGNMENT	<div><div></div> R = 11,800' <div></div><div></div> R = 3,600' <div></div></div>			
		VERTICAL ALIGNMENT	<div><div>-1.3%</div><div>+2.0%</div><div>-2.1%</div><div>-0.5%</div></div>			
		STOPPING SIGHT DISTANCE	<div><div>K = 1,070</div><div>K = 611</div><div>K = 479</div></div>			
		HORIZONTAL CLEARANCE	<div><div></div></div>			
		DECISION SIGHT DISTANCE	<div><div>1,900'</div></div>			
		EXIT & ENTRANCE DESIGN	<div><div>1,800'</div></div>			
	DO	LANE & ROUTE CONTINUITY	<div><div></div></div>			
		LANE BALANCE	<div><div></div></div>			
		RAMP SEQUENCE	<div><div>2,500' +</div><div>1,900'</div><div>2,500' +</div></div>			
	OP	LEVEL OF SERVICE (TRAFFIC)	<div><div>B</div><div>B</div></div>			
SAFETY RATIO		<div><div>2.16 [1.34]</div><div>0.97 [*]</div><div>2.68 [3.01]</div></div>				

I-95 AT NC 46
INTERCHANGE AT MILE POST 176 IN NORTHAMPTON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES			
		PAVEMENT			
	G	HORIZONTAL ALIGNMENT	R=5,200' R=11,300'		
		VERTICAL ALIGNMENT	+1.9% -0.4% +1.1%		
		STOPPING SIGHT DISTANCE	K=1,503 K=2,392		
		HORIZONTAL CLEARANCE			
		DECISION SIGHT DISTANCE	2,000' +		
		EXIT & ENTRANCE DESIGN	1,000'		
	DO	LANE & ROUTE CONTINUITY			
		LANE BALANCE			
		RAMP SEQUENCE	2,500' + 2,000' 2,500' +		
OP	LEVEL OF SERVICE (TRAFFIC)				
	SAFETY RATIO	3.42 [*] 1.60 [*] 3.47 [*]			
LEGEND (SEE COVER FOR DEFINITIONS)					
P.....PHYSICAL CONDITION					
G.....GEOMETRIC FEATURES					
DO.....DESIGN OPERATIONS					
OP.....OPERATIONAL PERFORMANCE					
GOOD FAIR POOR					
B MAINLINE LEVEL OF SERVICE (2009)					
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)					
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)					
[*] NO FATAL CRASHES ON SEGMENT					
NORTHBOUND I-95	P	HIGHWAY STRUCTURES			
		PAVEMENT			
	G	HORIZONTAL ALIGNMENT	R=5,200' R=11,300'		
		VERTICAL ALIGNMENT	+1.9% -0.4% +1.1%		
		STOPPING SIGHT DISTANCE	K=1,503 K=2,392		
		HORIZONTAL CLEARANCE			
		DECISION SIGHT DISTANCE	1,800'		
		EXIT & ENTRANCE DESIGN	1,000'		
	DO	LANE & ROUTE CONTINUITY			
		LANE BALANCE			
		RAMP SEQUENCE	2,500' + 2,000' 2,500' +		
OP	LEVEL OF SERVICE (TRAFFIC)	B B			
	SAFETY RATIO	2.68 [3.01] 2.11 [*] 4.04 [*]			

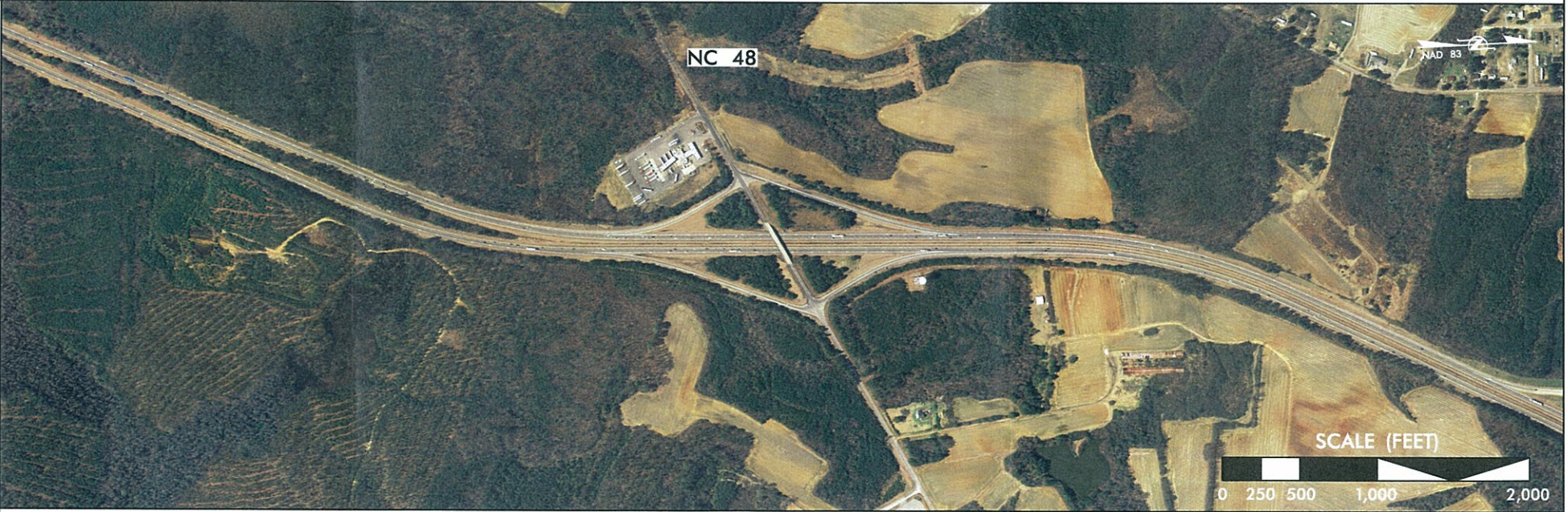
I-95 AT NC 48
INTERCHANGE AT MILE POST 180 IN NORTHAMPTON COUNTY



SOUTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 3,900'
		VERTICAL ALIGNMENT	+1.3% -0.8% +0.7% -0.8%
		STOPPING SIGHT DISTANCE	K = 401 K = 478 K = 255 K = 2,281
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,300'
		EXIT & ENTRANCE DESIGN	1,050' 550'
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,200' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		B B
		SAFETY RATIO	3.47 [*] 2.25 [2.61] 3.50 [*]

LEGEND (SEE COVER FOR DEFINITIONS)

- P.....PHYSICAL CONDITION
G.....GEOMETRIC FEATURES
DO.....DESIGN OPERATIONS
OP.....OPERATIONAL PERFORMANCE
- GOOD FAIR POOR
- B MAINLINE LEVEL OF SERVICE (2009)
0.00 SAFETY RATIO - ALL CRASHES (2006 - 2009)
[0.00] SAFETY RATIO - FATAL CRASHES (2006 - 2009)
[*] NO FATAL CRASHES ON SEGMENT



NORTHBOUND I-95	P	HIGHWAY STRUCTURES	
		PAVEMENT	
	G	HORIZONTAL ALIGNMENT	R = 3,900'
		VERTICAL ALIGNMENT	+1.3% -0.8% +0.7% -0.8%
		STOPPING SIGHT DISTANCE	K = 401 K = 478 K = 255 K = 2,281
		HORIZONTAL CLEARANCE	
		DECISION SIGHT DISTANCE	1,000' 450' 1,050'
		EXIT & ENTRANCE DESIGN	
	DO	LANE & ROUTE CONTINUITY	
		LANE BALANCE	
		RAMP SEQUENCE	2,500' + 2,200' 2,500' +
OP	LEVEL OF SERVICE (TRAFFIC)		B B
		SAFETY RATIO	4.04 [*] 1.60 [*] 1.67 [*]