Proposal On . . .

PRIORITY PRIMARY ROUTES for NORTH CAROLINA

APRIL 1974

Proposal On

PRIORITY PRIMARY ROUTES

AS REQUIRED BY THE 1973 FEDERAL HIGHWAY ACT

SUBMITTED TO THE

FEDERAL HIGHWAY ADMINISTRATION
U. S. DEPARTMENT OF TRANSPORTATION

BY THE

DIVISION OF HIGHWAYS

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION AND HIGHWAY SAFETY RALEIGH 27611 April 17, 1974

JAMES E. HOLSHOUSER, JR. GOVERNOR

BRUCE A. LENTZ SECRETARY

Governor Norbert T. Tiemann Federal Highway Administrator Federal Highway Administration Washington, D.C. 20591

Presented here are the routes that North Carolina proposes for Presented here are the routes that North Carolina proposes tor Since this program could signation as Priority Primary Routes. designation as Priority Primary Routes. Since this program could have a tremendous impact on our road building program, these routes have received careful consideration and have been adopted by our Roard of Transportation

In selecting these routes several major points are evident. One, In Selecting these routes several major points are evident.

most of the needs presented here result from an inadequate

Interestate System in North Carolina With no unhan look of most of the needs presented here result from an inadequate

Mith no urban loops or

Interstate System in North Carolina. With no urban loops from the

Interstate System in North that are over an hours drive from the

spurs, and two major ports that are over an hours for Priority

Interstate System, North Carolina has special needs for Priority

Routes.

Two, the development cost of the proposed routes are of such a Two, the development cost of the proposed routes are of such a magnitude, a special program is required if the needs are to be magnitude, a special program is required if the needs are to be magnitude, a special program is a timely basis. The Interstate System is a primary satisfied on a timely basis. Let's hope the Priority Primary example of what can be done. Let's hope the Priority Primary and example of what can be done. Program is a meaningful beginning toward recognizing and developing the next level of necessary highways. rrogram is a meaningrum deginning toward recognized developing the next level of necessary highways.

And finally, the Federal-Aid Highway Act of 1973 wisely requires realignment of the Federal-Aid Primary System along functional realignment of the current system as a control base for allocating lines. Use of the current realignment of the Federal-Aid Primary System along functional lines. Use of the current system as a control base for allocating mileage for the Priority Primary Routes prior to realignment is nines. Use of the current system as a control base for allocation of the current system as a control base for allocation of the priority primary Routes prior to realignment is nearly to reason. In fact, it nepalities North Carolina for contrary to reason. mileage for the Priority Primary Routes prior to realignment is contrary to reason. In fact, it penalizes North Carolina for At that time some 3,000 contrary to reason its system in 1966. At that time some voluntarily revising its system to make it more meaningful. The miles were removed from the system to make it more meaningful.

Your consideration and approval of these routes will be greatly Tour consideration and approvation these four appreciated by the People of North Carolina.

BRUCE A. LENTZ, Serretary Department of Transportation

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Designation of a Priority Primary System is a timely and certainly a welcomed feature of the 1973 Highway Act. For almost two decades the major emphasis of the Federal-Aid Highway Program has been directed toward the completion of the Interstate Highway System. The major highways which serve as feeder routes to the Interstate highways have been straining under the additional traffic loads and insufficient funding to keep abreast with the rapidly increasing need for improvements.

The impact on these "Priority Primary" highways has been more severe in North Carolina, and perhaps a few other States, which received a disproportionately small share of the total Interstate mileage. To fully appreciate this fact, one should consider that North Carolina does not have a single Interstate loop or Interstate spur to serve the eleven urbanized areas of more than 50,000 population. North Carolina also has the distinction of having two major coastal ports, neither of which is even remotely served by an Interstate highway. Many of the routes which are now serving as Priority Primary highways in North Carolina could have logically been included as part of the originally designated Interstate System.

Largely because of the lack of designated Interstate highway mileage, North Carolina has been called upon for two decades to contribute almost half of her Federal user taxes for the construction of Interstate and other major facilities in other States. No other State has received a smaller portion of the Federal Trust Fund in comparison with its contributions and population.

The lack of full Federal assistance over the past two decades has had a significant impact on North Carolina's highway program. In 1962 the State realigned its FAP system to reduce by almost half the amount of mileage eligible for FAP funds. This was done to help assure that the limited FAP funds were directed to only the more important FAP routes. The remainder of the formerly designated FAP system was transferred to the FAS system and became the recipient of the major portion of the FAS funds. Necessary improvements to routes of lower functional importance have been borne almost exclusively with State funds.

In addition, North Carolina had to assume the leadership role in raising State gasoline tax rates to record levels. Still, available Federal and State funds have been far short of the amount required for necessary improvements to adequately serve the increasing traffic volumes; especially on the Interstate feeder routes within urban areas.

Cooperative, comprehensive, and continuing transportation studies for the urban areas have identified many Interstate feeder routes in need of major improvements. Planning studies have been completed for several. Few have been designed, and fewer still have been constructed. Because of the relatively high costs associated with some of these routes, it is very doubtful that the needs will ever be met without a special Federal assistance program designed to develop these routes on a timely basis.

Thus, North Carolina is looking forward to the possible emergence of a program to adequately fund Priority Primary Routes with a great deal of anticipation. This program, above all others, offers the greatest possibility of meeting the most urgent non-interstate needs in both the urban and rural areas of North Carolina. High traffic volume routes in North Carolina which feed and supplement the Interstate Highway System, and which are comparable to Interstate Highways in some other States, are long overdue for special funding consideration.

We strongly urge that the Priority Primary mileage and funding not be based on trends nor inequitable apportionments of the past two decades. Neither should the State's mileage be based on an admittedly obsolete FAP system which Congress has required to be realigned by June 30, 1976, and which North Carolina has

already realigned more than 10 years ago. The only justifiable basis for designating Priority Primary mileage is the lack of an adequate Interstate Highway System and the resulting overloading of FAP feeder routes.

Priority Primary Routes are, as the name implies, routes that should receive priority consideration because of their importance. Such routes are usually termed arterials. The Interstate System is the first order of such routes and is being developed under the Interstate Program. Now the Priority Primary Program proposes to address the next order of arterials.

Over the years, North Carolina, for planning purposes, has designated an arterial system of highways. The latest of these received strong emphasis in the "Seven Year Highway Improvement Program" adopted by the Board of Transportation. Some 3,500 miles in length the system presents a backlog of needs in addition to the ultimate goal of a four-lane system.

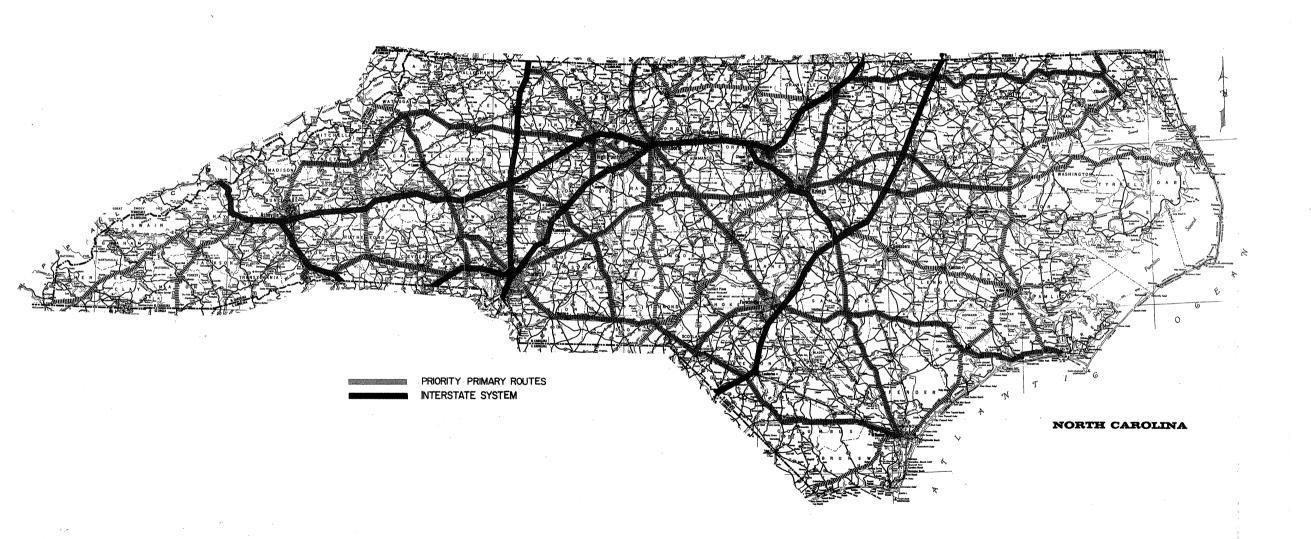
From a desirable standpoint, all arterial routes should be considered Priority Routes, for they are the skeleton of the total road and street system. And compared to a total Primary System approaching 14,000 miles, and secondary roads of more than 61,000 miles this is not unreasonable. But with the national program to be in the order of 10,000 miles, it is obviously unreasonable to propose the total arterial system as Priority Routes.

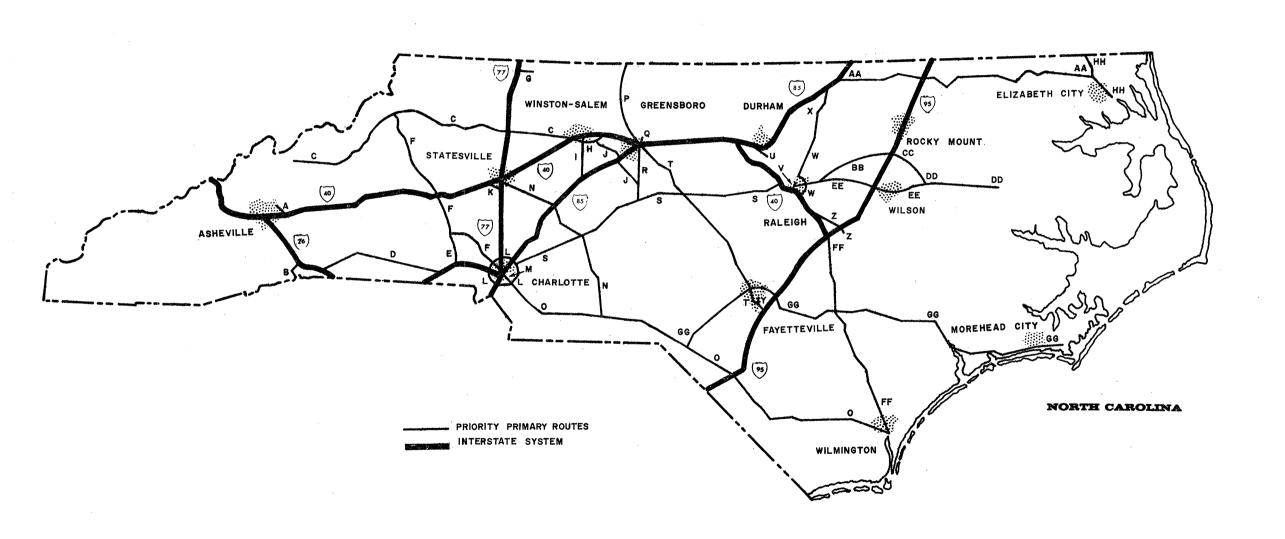
With this in mind, and recognizing the Interstate System of 800 plus miles, a second level system of some 1,700 miles has been selected as North Carolina Priority

Primary Routes. The system is shown in Figure 1 and described in Table A. Many of the routes are not on the existing Federal-Aid Primary System but all will be after the re-alignment along functional lines required by the 1973 Federal Highway Act.

In arriving at the system those routes covered by the Appalachian Program and those routes already four-laned were eliminated. Next, as required by this program, those routes which do not connect directly to the Interstate System, such as US 17 in the east. were eliminated. Then the remaining routes were considered with emphasis being placed on traffic volume and geographic relationship. The resulting system is felt to be one that serves the State by providing a second order system to supplement and complement the Interstate System. Certainly it is one that requires more attention than has been provided to date.

Understandably favorable consideration cannot be given to this entire system, but it is important that the total need be understood. Many of these routes are as important as the one chosen for the top priority group. Hopefully, some mileage outside the top priority group can and will be designated as Priority Primary Routes.





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Table A Priority Primary Route Descriptions

Route Identification Letter & Number(s)							
Route	Federal-Aid		Designate	ed	Route Description	Length, Miles	
Letter	Route No.	U.S.	State	County			
A	5010-M	70 74			BEAUCATCHER FREEWAY, ASHEVILLE From US 25 to Interstate 40	4.3	
В	17-1	25			US 25, SOUTH OF HENDERSONVILLE From Interstate 26 to South Carolina State Line	9.0	
С	48-1 21-2 4416 442 86-1 & 2	19 221 421	194 105		US 19-421, MARS HILL TO WINSTON-SALEM From US 23 at Mars Hill to Interstate 40 at Winston-Salem via US 19, US 19E, NC 194, US 221, NC 105 and US 421	142.0	
D	18-1	74	108		US 74, COLUMBUS TO GASTONIA From Interstate 26 at Columbus to Interstate 85 at Gastonia via NC 108 and US 74	55.0	
E	25-1	321			US 321, LINCOLNTON TO GASTONIA From US 321 (PPR-F) north of Lincolnton to Interstate 85 at Gastonia	20.0	

Table A Priority Primary Route Descriptions

	Route Identi Letter & Nu			•		Length,
Route	Federal-Aid	I	Designate	ed ·	Route Description	Miles
Letter	Route No.	U.S.	State	County		
F	25-1 & 2 24-1 3941 3949	321	16 73		US 321-NC 16, BOONE TO CHARLOTTE From NC 105 (PPR-C) at Boone to Interstate 85 at Charlotte via of US 321, NC 73, and NC 16	89.7
G	96-1		89		US 52 CONNECTOR, MOUNT AIRY From Interstate 77 to US 52 at Mount Airy via NC 89	10.0
Н	40 - 3	I-40			INTERSTATE 40 BYPASS, WINSTON-SALEM From Interstate 40 west of Winston-Salem to Interstate 40 east of Winston-Salem	20.6
I	37-1	52			US 52, WINSTON-SALEM TO LEXINGTON From Interstate 40 Bypass (PPR-H) in Winston-Salem to Interstate 85 at Lexington	16.8
J	62-1 & 2	311			US 311, WINSTON-SALEM TO US 220 From Corporation Parkway in Winston-Salem via High Point to US 220 north of Asheboro crossing PPR-H and Interstate 85	31.2
K	41-2	70	90		INDUSTRIAL BOULEVARD, STATESVILLE From Interstate 40 in West Statesville southeast to Interstate 77 in East Statesville	4.6
Total						

Table A Priority Primary Route Descriptions

Route Identification Letter & Number(s)						l angeb	
Route	Federal-Aid		Designate	ed .	Route Description	Length, Miles	
Letter	Route No.	U.S.	State	County			
L	5180-M 5181-M 5183-M 5184-M	I - 85 74			OUTER LOOP, CHARLOTTE A suburban loop completely encircling Charlotte crossing Interstate 77 and Interstate 85	56.5	
М	18-2	74		·	INDEPENDENCE BOULEVARD, CHARLOTTE From Interstate 77 in Charlotte east to the Outer Loop (PPR-L)	11.3	
N	41-1 € 2	70 52			US 70-52, STATESVILLE TO WADESBORO From Interstate 77 at Statesville to US 74 at Wadesboro via of Salisbury and Albemarle	82.0	
0	81-2, 3, 4 6-1 4-1	74			US 74, CHARLOTTE TO WILMINGTON From Charlotte Outer Loop (PPR-L) to US 17 at Wilmington	190.0	
Р	45-2	220			US 220, VIRGINIA TO GREENSBORO From Virginia State Line to PPR-Q north of Greensboro	31.0	
Q	45-2 45-2 Loop	220		2176 2218 1665 1421 1398	GREENSBORO CONNECTORS, AYCOCK STREET AND FREEMAN MILL ROAD From US 220 north of Greensboro to Interstate 85 in Southern Greensboro via of Battleground Avenue, Benjamin Parkway, Aycock Street, and Freeman Mill Road. Also Freeman Mill Road from Aycock Street north to US 421	11.2	

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Table A Priority Primary Route Descriptions

Route Identification Letter & Number(s)							
Route	Federal-Aid		Designate	ed	Route Description	Length, Miles	
Letter	Route No.	U.S.	State	County			
R	45-1	220			US 220, GREENSBORO TO ASHEBORO From Interstate 85 in Greensboro to US 64 (PPR-s) at Asheboro	15.0	
S	28-1 & 2	64	49		US 64-NC 49, CHARLOTTE TO RALEIGH From Interstate 85 at Charlotte to Interstate 40 at Raleigh via NC 49 to Asheboro and US 64 to Raleigh	140.0	
T	67-1 & 2	421	87		US 421-NC 87, GREENSBORO TO FAYETTEVILLE From Interstate 85 at Greensboro to US 401 (PPR-GG) at Fayetteville	83.0	
U		70 Bus	•		EAST-WEST FREEWAY, DURHAM From Interstate 85 on the west to Gregson and Duke Streets in Central Durham	4.3	
V	56-1			1428	DAWSON-McDOWELL EXTENSION, RALEIGH From US 64B south to US 70-401 crossing Interstate 40	2.4	
W	43-2 Spur 43-3	64 Bus 64 1	•	2564	RALEIGH BELTLINE AND US 1 NORTH From Interstate 40 in southeast Raleigh to US 1 along Beltline and then to US 1A at Wake Forest via of US 1	16.5	
Total							

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Table A Priority Primary Route Descriptions

Route Identification Letter & Number(s)						_
Route	Federal-Aid		Designat	ed	Route Description	Length, Miles
Letter	Route No.	U.S.	State	County		
X	43-3	1			US 1, WAKE FOREST TO HENDERSON Continuation of US 1 (PPR-W) from US 1A at Wake Forest to Interstate 85 at Henderson	29.0
Y	5369-M 5365-M 6978	301	24 87	1415 1151 1003	FAYETTEVILLE CONNECTORS, OWEN DRIVE AND CBD LOOP CBD Loop from Hay Street to Interstate 95 and Owen Drive from US 401B to the CBD-Interstate 95 connection	13.0
Z	56-1	70			US 70, SMITHFIELD BYPASS From Interstate 40 west of Smithfield to US 70 at Princeton	17.8
AA	74-3 & 4	158			US 158, HENDERSON TO ELIZABETH CITY From Interstate 85 at Henderson to US 17 (PPR-HH) at Elizabeth City crossing Interstate 95 at Roanoke Rapids	125.0
ВВ	36-1	64			US 64, RALEIGH TO ROCKY MOUNT From Raleigh Beltline (PPR-W) to Interstate 95 west of Rocky Mount	38.0
CC	36-2 Loop	64			US 64, ROCKY MOUNT BYPASS Continuation of US 64 (PPR-BB) from Interstate 95 west of Rocky Mount to US 64 east of Rocky Mount	7.5
Total			<u> </u>			

Table A Priority Primary Route Descriptions

•	Route Identi Letter & Nu					l anath
Route	Federal-Aid		Designate	ed	Route Description	Length, Miles
Letter	Route No. U.S. State County		County			
DD	36 - 2	64			US 64, ROCKY MOUNT TO US 17 Continuation of US 64 (PPR-CC) from Rocky Mount to US 17 south of Williamston	47.0
EE	38-1	264			US 264, ZEBULON TO US 13 From US 64 at Zebulon to US 64 north of Greenville crossing Interstate 95 at Wilson	50.0
FF	7432 7059	421 701			US 701-421, INTERSTATE 95 TO WILMINGTON From Interstate 40 at Interstate 95 to US 17 at Wilmington	94.3
GG	8-1,2,3,4	401	24		US 401-NC 24, LAURINBURG TO MOREHEAD CITY From US 74 (PPR-0) at Laurinburg to US 70 at Morehead City via US 401 to Fayetteville and NC 24 to Morehead City	183.0
НН	75-5	17			US 17, ELIZABETH CITY TO VIRGINIA From US 158 at Elizabeth City to the Virginia State Line	22.0
Total			•	·		1,673.0

Selection of 400 miles of Priority Routes in North Carolina is easy. Selection of only 400 miles is more difficult. Selection of the top 400 miles, priority wise, is most difficult. Consider the following:

> Over 3,500 miles of arterial routes all of which are more important to the area they serve than any other route.

Some 1,700 miles of Priority Arterial Routes when the system is reduced to the major geographical corridors.

Eleven major urbanized areas of over 50,000 population.

A minimum Interstate System with over 400 miles of Interstate type needs alone.

Operational problems on the existing Interstate System.

An ever increasing backlog of standing needs.

A general inability to attack the truly major needs because of the huge commitment required.

Recognizing all of the above and then considering more definitive factors of traffic volumes, congestion, safety, and system intergration, the 400 plus miles shown in Figure 3 were selected. These routes are presented in detail in the pages that follow.

The first consideration in selecting these routes was the absolute requirement of the Priority Routes Program that one end of the route connect to the Interstate System. This

eliminates mileage but not to the point that the selection process is simplified.

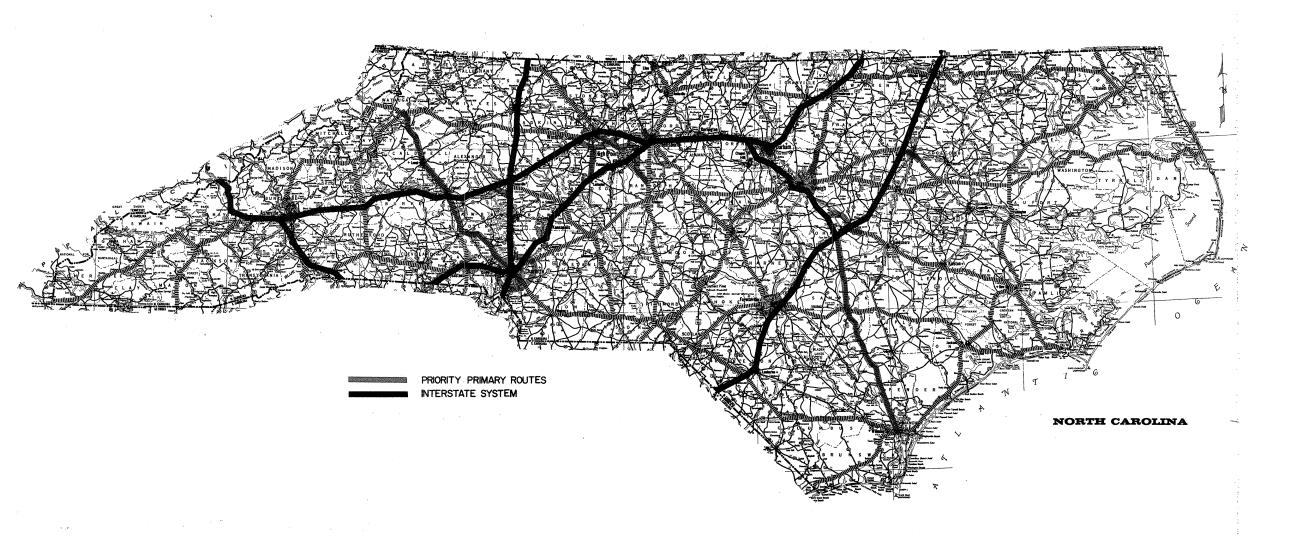
Next, existing recognized priorities received consideration. These are reflected in North Carolina's own Highway Improvement Program, officially adopted by the Board of Transportation, and titled "Seven Year Highway Improvement Program." This pinpoints numerous projects which are part of longer routes that satisfy the eligibility requirements of the Priority Program.

Then consideration was given to other long recognized needs that are not provided for in North Carolina's established plans. These also are numerous--and understandably so, when the limited resources available for our total road program is taken in account. Such a project as the Charlotte Outer Loop, a proposed 57 mile freeway encircling the State's largest city, has been dreamed of and planned for many years, but because of the staggering commitment required such an undertaking has been impossible. This type of unmet need requires as much priority as most scheduled projects.

Finally, the determining factor for the selection of the top priority routes presented here was--

> Which routes does the State need the most help with if they are to be developed on a timely basis?

Many arguments can be made for inclusion of other routes in this top priority group but few can be made for the removal of any--perhaps this is the true test. With just 400 miles to work with much can be accomplished with their development, particularly if this is done under a separate program, for this would permit the use of normal funds on other pressing problems.



TOP PRIOTY GROUP - ROUTE A, US 74-76, BEAUCATCHER FREEWAY, ASHEVILLE

The City of Asheville is generally well served by freeways with one extreme exception -- an adequate connection to the east is missing. To the south, Interstate 40 runs east-west through the urban area providing much local service. On the west NC 191, also a freeway, extends from Interstate 40 to the urban core connecting to freeways to both the north and east. This leaves one missing segment -- a connection from the urban core east to the Interstate. That missing link is the Priority Route proposed here.

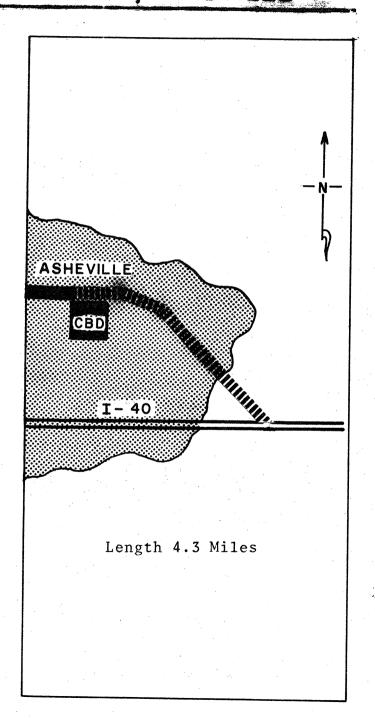
At present US 70-74 serves this function. It is a four-lane surface street stripped by heavy commercial development. Traffic congestion resulting from over capacity volumes and a lack of turning lanes is constant. At Beaucatcher Mountain this inadequate facility necks down to two lanes and some 35,000 vehicles per day funnel through a 0.2 mile tunnel to the freeway system west of the mountain. Operation problems are further compounded by the high mix of tourist traffic unfamiliar with the section.

The proposed project has been needed, planned, and beset with problems for many years. Beaucatcher Mountain presents tremendous physical and environmental problems but the necessary studies have gone forward, with intense public interest and participation, and concluded with an approved environmental impact statement. Right-of-way acquisition for a six-lane open cut through the mountain is underway with construction to follow immediately.

This corridor has been and continues to be the highest traffic demand corridor in Asheville. Unquestionably it is Priority Route requiring specific attention and ideally suited for the Priority Primary Program.

-			(Thous	ands)		
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served				1		
Number not Served by Interstate				0		

Intercity Buses Yes 📉 No 🗆



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STATE North Carolina

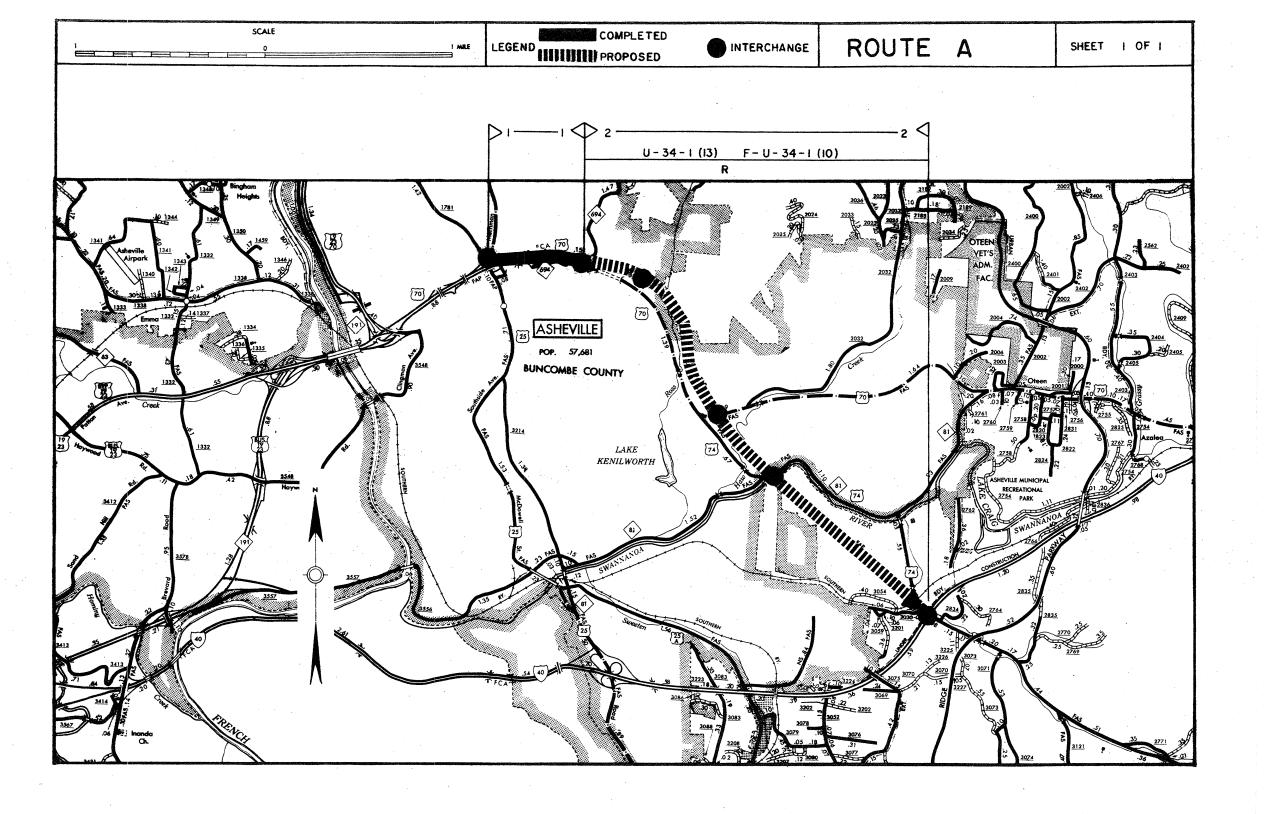
FAP Route No. 5010-M

Designated Route No. US 70-74 (U.S. State or County)

Route Letter ____A

Route Priority Ranking _______

		Estimat	e Sections		Subtotal		
ltem	1	2		Rural	Small Urban	Urbanized	Total for Route
Condition Code and Construction Schedule	0-00	3-75					
Section Length, miles (0.1)	0.5	3.8				4.3	4.3
Class: Rural, Small Urban or Urbanized (R, S, U)	U	U					
Urban Area I.D. (Name and Code)	0170-As	heville 0170					
No. of Lanes (Existing - Ultimate)	4 - 4	2-4					
Median (Existing - Ultimate)	D-D	U-D					
Degree of Access Control (Existing - Ultimate)	F-F	N-F					
Accident Data (Injuries - Fatalities)						1	
Traffic - a. Base Year (1972)	27,000	32,000					
b. ADT Estimate Design Year (1995)	48,000	55,000				·	***************************************
c. DHV Estimate Design Year (1995)	4,800	5,500					
d. D Directional Distribution Factors	60	60			·		
e. T Percent Trucks (DHV)	7	7					
f. V/C Ratio (0.00)	0.96	1.15					
Work Classification	0.50	Estimated Cost	/1 000 Dollars)				
1. Preliminary Engineering		2,320	(1,000 Donars)			7 720	2 720
2. Right-of-way		2,320				2,320	2,320
a. Acquisition		6,544				6,544	6,544
b. Relocation		975					
3. Grade & drain; minor structures		9,864				975	975
4. Subbase, base, surfacing, shoulders		 				9,864	9,864
5. Interchanges	·	1,106			ļ	1	1,106
6. Major Structures over 500'		14,669			<u> </u>	14,669	14,669
7. All other major structures		<u> </u>				0	0
8. All other items		1,300				1,300	1,300 348
9. Subtotal, lines 3 to 8		348					
10. Construction Engr. & contingencies	-	27,287				27,287	27,287
10% of Line 9		2,729				2,729	2,729
11. Total cost of construction		2,723			ļ	2,729	4,749
Lines 9 and 10		70 016				70.016	70 016
12. Total Estimate cost, Lines 1, 2 and 11		30,016				30,016	30,016
12. TOTAL ESTIMATE COST, LINES 1, 2 and 11		39,855				39,855	39,855



TOP PRIORITY GROUP - ROUTE F, US 321 - NC 16, BOONE to CHARLOTTE

The US 321-NC 16 corridor between Boone and Charlotte is one of North Carolina's fastest growing extended corridors. Linking Boone, Blowing Rock, Lenoir, Hickory, and Charlotte, the route provides for interaction between adjacent towns as well as longer trip desires. The route intersects Interstate 40 at Hickory, Interstate 85 at Charlotte, and connects to Interstate 77 in Charlotte.

Boone and Blowing Rock on the north are resort areas serving many tourist attracted by the Blue Ridge Mountains and the Blue Ridge Parkway. With the emergence of numerous ski resorts, the area has now developed into a year round recreational center. Boone is also the home of Appalachian State University with an enrollment approaching 8,000 students.

Lenoir and Hickory are manufacturing centers with the chief product being furniture. Located near the mountains they also serve much tourist traffic.

Charlotte is North Carolina's largest city and generally a distribution center with a service area extending outside of the State to Washington and Atlanta. It also is a major business and banking center and now with "Carowinds," a regional amusement center, in its second year of operation, tourism is expected to become more significant factor in the economy.

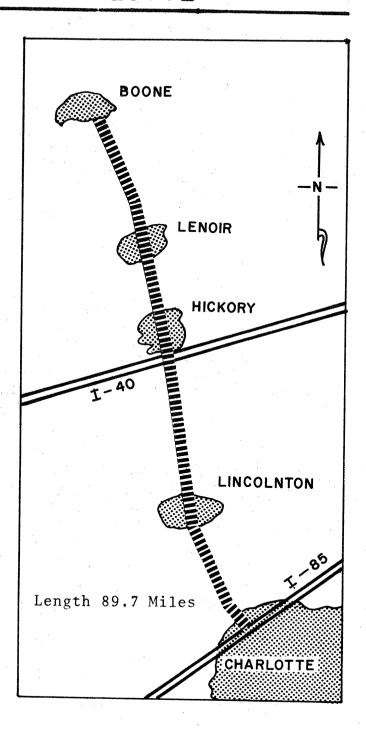
Traffic demand in the corridor is highest between Lenoir and Hickory with volumes in excess of 15,000 vehicles per day. Here a four-lane facility exists and is adequate for the present. North of this section volumes are in the 5-10 thousand range. Addition of two travel lanes to provide a four-lane divided facility is planned.

South of Hickory to Charlotte the traffic demand is spread on three, two-lane routes--US 321, NC 16 and NC 27. A new freeway facility is planned with initial volumes expected to approach 10,000 vehicles per day.

Several projects are planned in the corridor in the next few years but total development is beyond the foreseeable future. Hopefully, designation of this route as a Priority Route will speed the process.

			(Thous	ands)		
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served		6		1	1	
Number not Served by Interstate	,	3		0	0	

Intercity Buses Yes X No



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STATE North Carolina

FAP Route No. _____25-1 & 2

Designated Route No. ____US 321-NC 16

.6 Route Letter

(U.S. State or County)

Route Priority Ranking9			(U.S. State	e or County)				
				Estimate Section	ns			
l tem	1	2.	3	4	5	6	7	8
Condition Code and Construction Schedule	0-00	3-77	3-83	3-76	3-76	0-00	0-00	0-00
Section Length, miles (0.1)	1.3	6.0	13.5	3.5	2.2	6.2	8.2	2.7
Class: Rural, Small Urban or Urbanized (R, S, U)	S	R	R	R	S	S .	R	S
Urban Area I.D. (Name and Code)	Boone 0560				Lenoir2590	2590		2150 Hickor
No. of Lanes (Existing - Ultimate)	4 - 4	2-4	2 - 4	2-4	2 - 4	4 - 4	4-4	4-4-
Median (Existing - Ultimate)	U-U	U-D	U-D	U-D	U-D	D-D	D-D	D-D
Degree of Access Control (Existing - Ultimate)	N-N	N-N	N-N	N-N	N-N	N-N	N-N	N-N
Accident Data (Injuries - Fatalities)							 	14 14
Traffic - a. Base Year (1972)	13,500	8.000	6,000	8,000	11.000	15,000	16 000	14 000
b. ADT Estimate Design Year (1995)	28,000	20,000	11,000	16,000	22,000	30,000	16,000 32,000	31,000
c. DHV Estimate Design Year (1995)	3,100	2,400	1,600	2,200	2,500	3,100	3,300	3,300
d. D Directional Distribution Factors	60	60	60	60	60	60	60	
e. T Percent Trucks (DHV)	7	1	6	- 00	- 00		00	60
f. V/C Ratio (0.00)	0.72	2.19	3.08	1.90	0.30	0.30	1 0 00	6
Work Classification		<u> </u>		ated Cost (1,000		0.30	0.98	0.82
1. Preliminary Engineering	T	441	778	217				T
2. Right-of-way		441	170	21/	165			
a. Acquisition		3,750	3,700	1,300	3,000			
b. Relocation		265	385	238	195			
3. Grade & drain, minor structures		1,872	4,212	1,092	686			
4. Subbase, base, surfacing, shoulders		1.728	<u> </u>	l				<u> </u>
5. Interchanges		1,728	3,888	1,008	634			
6. Major Structures over 500'		0	0	0				<u> </u>
7. All other major structures	<u> </u>	1,230	246	246	492			
8. All other items		360	810	210	132		<u> </u>	
9. Subtotal, lines 3 to 8		5,190	9,156	2,556	1,944			
10. Construction Engr. & contingencies			1 2,200		1 1 1 1 1		 	
10% of Line 9	- Paragraphic Control of the Control	519	916	256	194			1
11. Total cost of construction						·	1	
Lines 9 and 10		5,709	10,072	2,812	2,138			
12. Total Estimate cost, Lines 1, 2 and 11		10,165	14,935	4,567	5,498			

STATE North Carolina

FAP Route No. 25-1 & 2

Designated Route No. <u>US 321-NC 16</u> Route Letter <u>F</u> (U.S. State or County)

Route Priority Ranking 9

			·	Estimate Sections	s			
Item	9	10	11	12	13		·	
Condition Code and Construction Schedule	3-75	3-80	3-83	3-83	3-79			
Section Length, miles (0.1)	2.0	14.0	24.0	3.9	2.2			
Class: Rural, Small Urban or Urbanized (R, S, U)	S	R	R	U	U			
Urban Area I.D. (Name and Code) Hi	ckorv 2150			0870 Charl	otte 0870			
No. of Lanes (Existing - Ultimate)	2-4	2 - 4	2-4	2-4	4-4			
Median (Existing - Ultimate)	U-D	U - D	U-D	U-D	D-D			
Degree of Access Control (Existing - Ultimate)	N-F	N-F	N-F	N-F	N-F			
Accident Data (Injuries - Fatalities)								
Traffic - a. Base Year (1972)	27,000	23,000	15,000	10,000	14,000			
b. ADT Estimate Design Year (1995)	23,000	15,000	25,000	30,000	40,000			
c. DHV Estimate Design Year (1995)	2,500	2,000	2,800	3,300	4,000			
d. D Directional Distribution Factors	60	60	60	60	60			
e. T Percent Trucks (DHV)	8	7	5	Δ	3			
f. V/C Ratio (0.00)	1.59	1.88	3.30	0.80	0.79	·		
Work Classification				ted Cost (1,000				
1. Preliminary Engineering	436	1.629	3.082	783	84	BERNEDAMONIA MARINEN ANTONIO PORTUGENINA ESTANDIA PRODU		T .
2. Right-of-way		, 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	, , , , , , , , , , , , , , , , , , , ,					
a. Acquisition	2,000	10,000	22,000	8,500	16,000			
b. Relocation	50	6.5	375	675	675			
3. Grade & drain, minor structures	1,120	7,266	12,456	2,184	0			
4. Subbase, base, surfacing, shoulders	774	5,359	9,187	1,509	0			
5. Interchanges	2.055	3,672	7,564	3,702	0			
6. Major Structures over 500'	0	0	0	0	o l			†
7. All other major structures	406	1,242	4,134	1,217	812			
8. All other items	306	1,629	2,923	602	179			
9. Subtotal, lines 3 to 8	4,661	19,168	36,264	9,214	991			
0. Construction Engr. & contingencies								
10% of Line 9	466	1,917	3,626	921	99			
1. Total cost of construction								
Lines 9 and 10	5,127	21,085	39,890	10,135	1,090			
12. Total Estimate cost, Lines 1, 2 and 11	7,613	32,779	65,347	20,093	17,849			

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STATE North Carolina

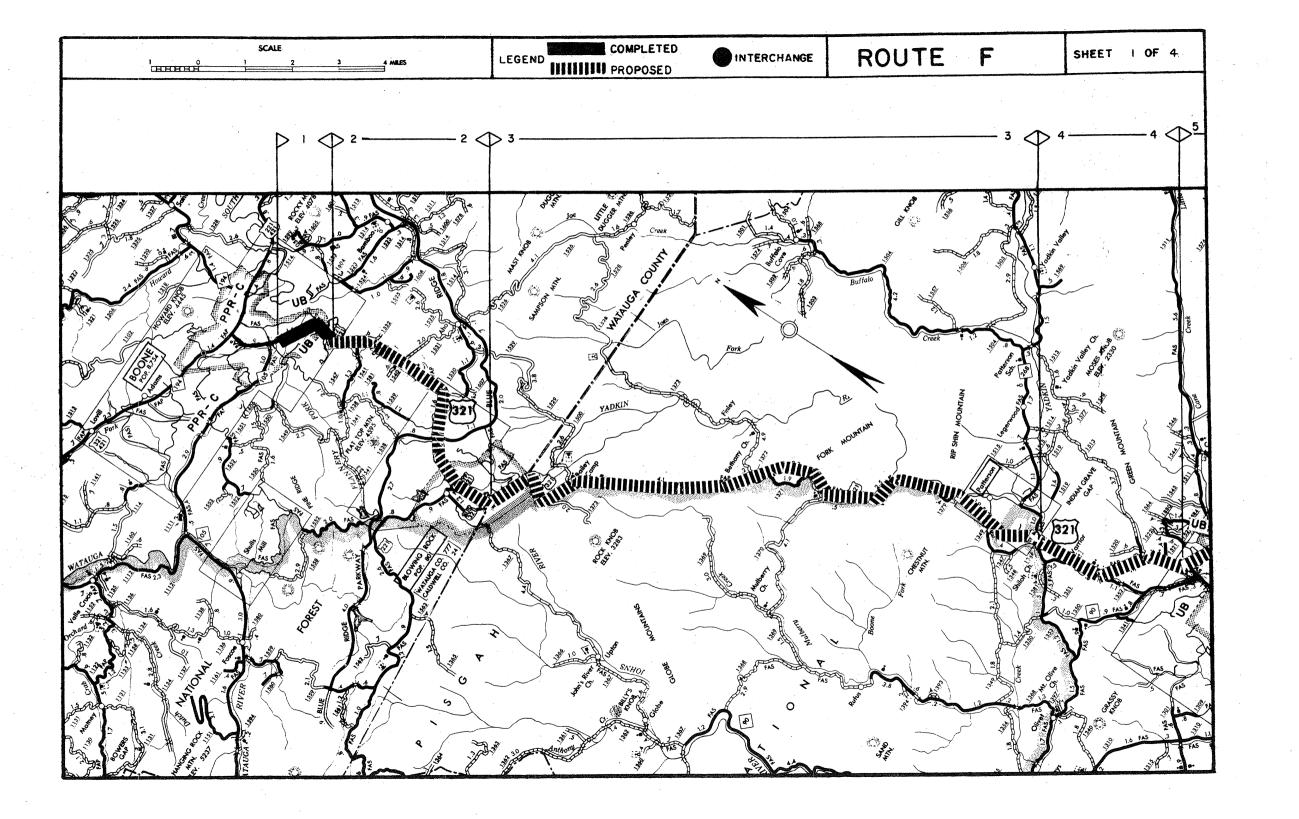
FAP Route No. 25-1 & 2

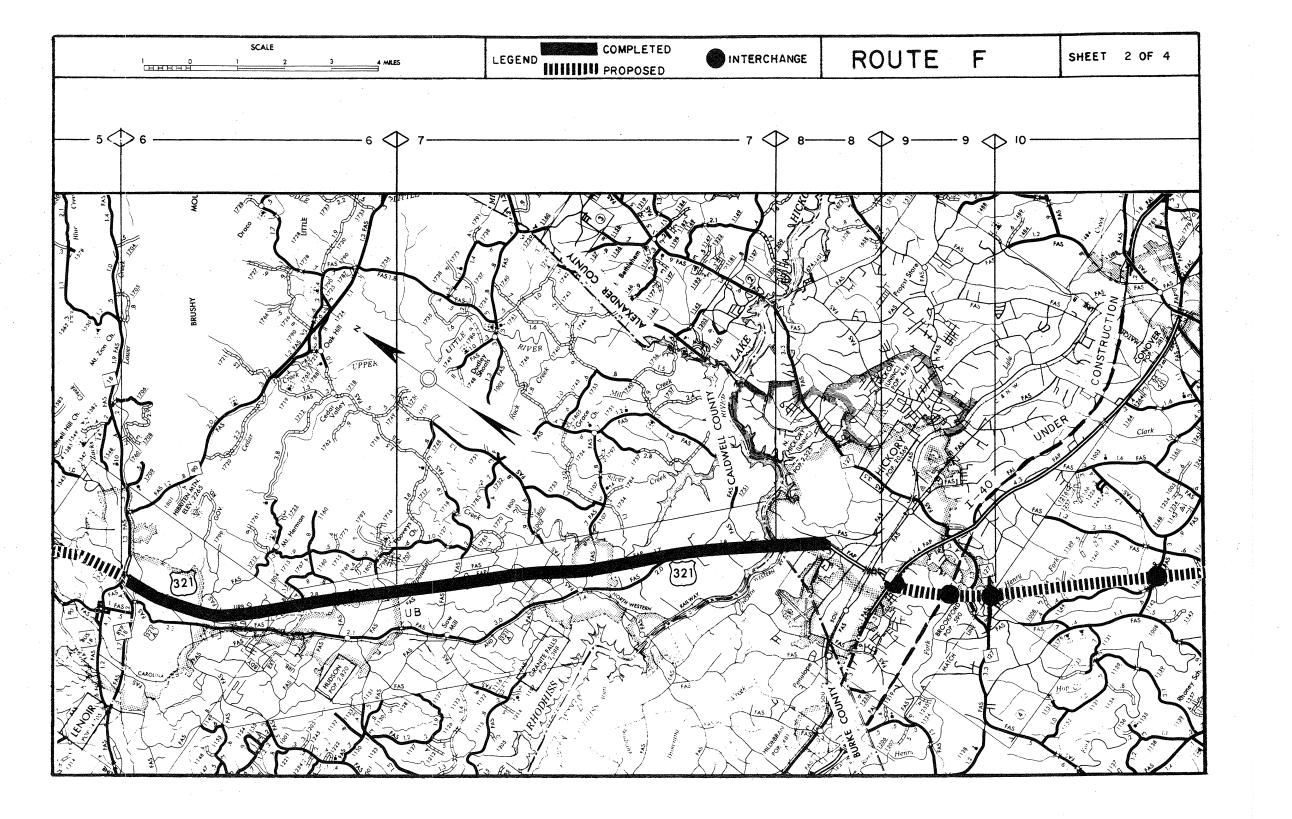
Designated Route No. <u>US 321-NC</u> 16 (U.S. State or County)

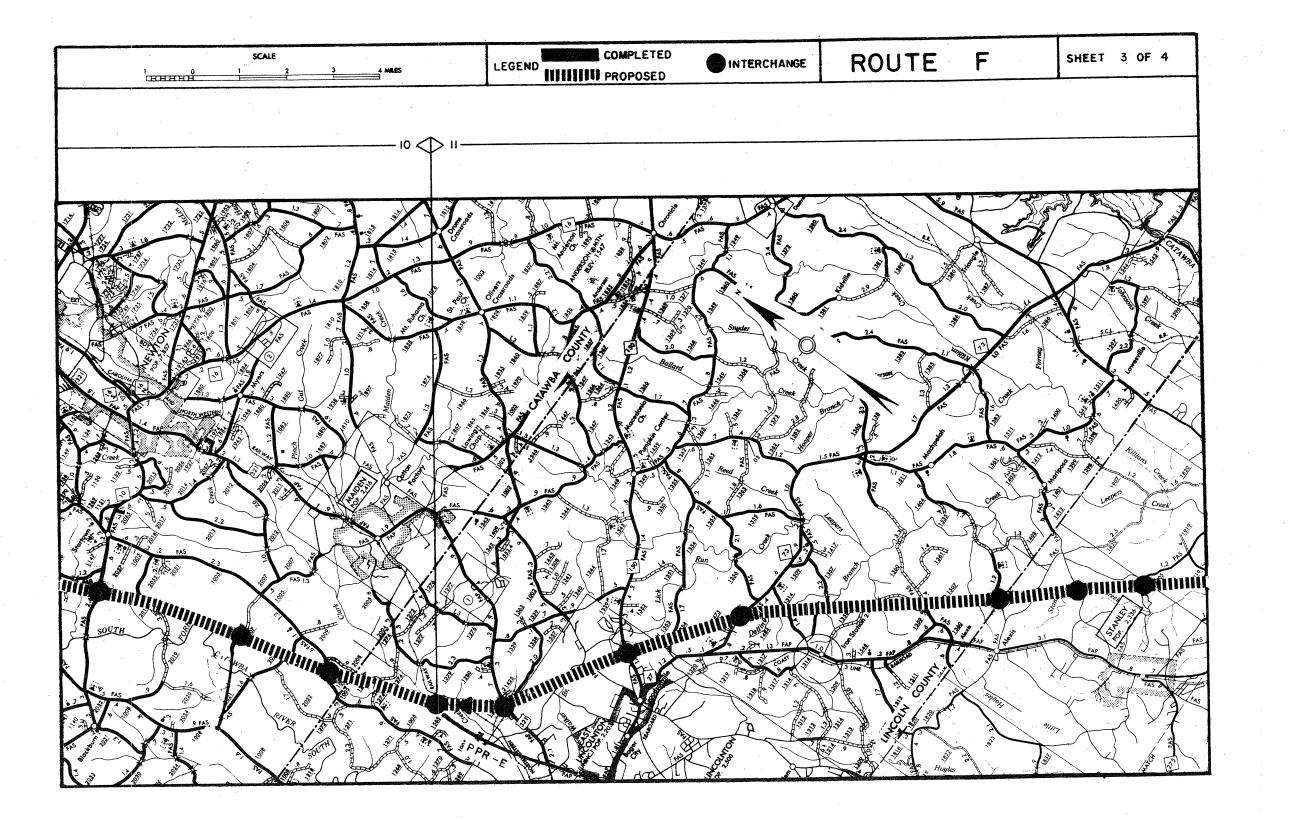
Route Letter F

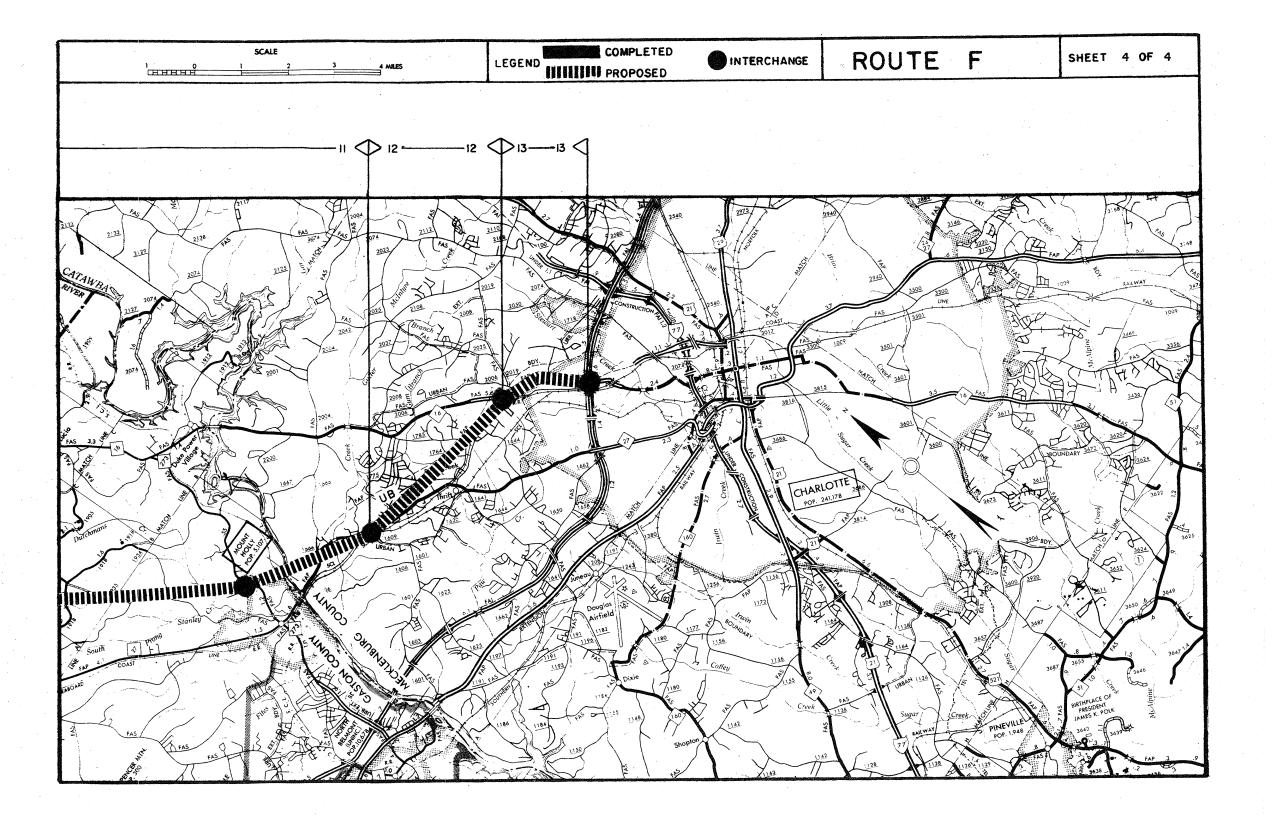
Route Priority Ranking ____9

		Estima	te Sections		Subtotal			
Item					Rural	Small Urban	Urbanized	Total for Route
Condition Code and Construction Schedule								
Section Length, miles (0.1)					69.2	11.7	6.1	89.7
Class: Rural, Small Urban or Urbanized (R, S, U)				· · · · · · · · · · · · · · · · · · ·		11.	U • 1	69.7
Urban Area I.D. (Name and Code)			***************************************			**********		
No. of Lanes (Existing - Ultimate)		***************************************						
Median (Existing - Ultimate)								
Degree of Access Control (Existing - Ultimate)								
Accident Data (Injuries - Fatalities)								
Traffic - a. Base Year (1972)					***************************************		 	
b. ADT Estimate Design Year (1995)					 			
c. DHV Estimate Design Year (1995)				<u> </u>				
d. D Directional Distribution Factors				1				
e. T Percent Trucks (DHV)	·		<u> </u>		- 			
f. V/C Ratio (0.00)								
Work Classification		Estimated Cost	(1,000 Dollars)		<u> </u>			
1. Preliminary Engineering		Estimated Cost	(1,000 Dollars)	1	T			
2. Right-of-way					6,147	601	867	7,615
a. Acquisition					40,750	5,000	24 500	70 250
b. Relocation			 	<u> </u>			24,500	70,250
3. Grade & drain; minor structures					1,328	245	1,350	2,923
4. Subbase, base, surfacing, shoulders					26,898	1,806	2,184	30,888
5. Interchanges					21,170	1,408	1,509	24,087
6. Major Structures over 500'				ļ	11,236	2,055	3,702	16,993
7. All other major structures					0	0	0	. 0
8. All other items				·	7,098	898	2,029	10,025
9. Subtotal, lines 3 to 8				 	5,932	438	781	7,151
10. Construction Engr. & contingencies					72,334	6,605	10,205	89,144
10% of Line 9					7 077		- 000	
11. Total cost of construction					7,233	660	1,020	8,913
Lines 9 and 10							•	
			·		79,567	7,265	11,225	98,057
12. Total Estimate cost, Lines 1, 2 and 11	-				127,792	13,111	37,942	178,845









The City of Winston-Salem, in some respects, has been at the fore-front in urban road development. The East-West and the North-South Freeways are now complete due in part to the continuing cooperative attitude of the people and their desire for good transportation facilities.

At the outset of the Interstate System, urban freeways were nonexistent in North Carolina and traffic demands of 50,000 plus vehicles per day were still far beyond the planning period. Without reluctance, the East-West Freeway, skirting the Winston-Salem urban core, was designated to be Interstate 40. Today, some twenty-five years later, the situation has changed so drastically, that the need for another location for Interstate 40 is obvious. Contributing factors are traffic volumes approaching 60,000 vehicles per day, mixture of local and foreign traffic, completely outdated design standards, and lack of other major East-West facilities.

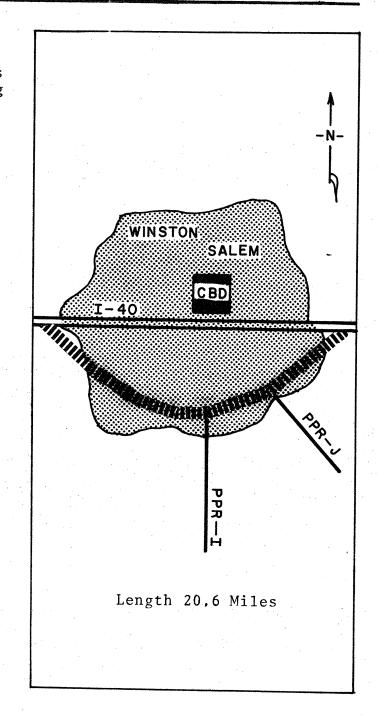
The existing facility, already experiencing operational problems, has little potential for being upgraded to a level consistent with the intended service level of the Interstate System. Development of a new alignment would serve both the Interstate function and relieve the existing facility to the point that it could satisfy its local purposes.

Currently, there are no provisions in the Interstate Program for replacing obsolete sections. Ironically, in this particular case, obsolescence was incorporated in the system since much of the Winston-Salem section was built prior to Interstate funding.

With the stated intent of the Priority Program being to develop routes that supplement the Interstate System, there is no better location this could be accomplished than in Winston-Salem. Furthermore, now is the time to act on such a facility while the attendant construction and environmental problems can be held to a minimum. Only through such a special program will North Carolina be able to accomplish such a major undertaking.

(Thousands)								
Present Population	5-10	10-25	25-50	50-100	100-250	250-500		
Number of Places Served					1			
Number not Served by Interstate					0			

Intercity Buses Yes X No ...



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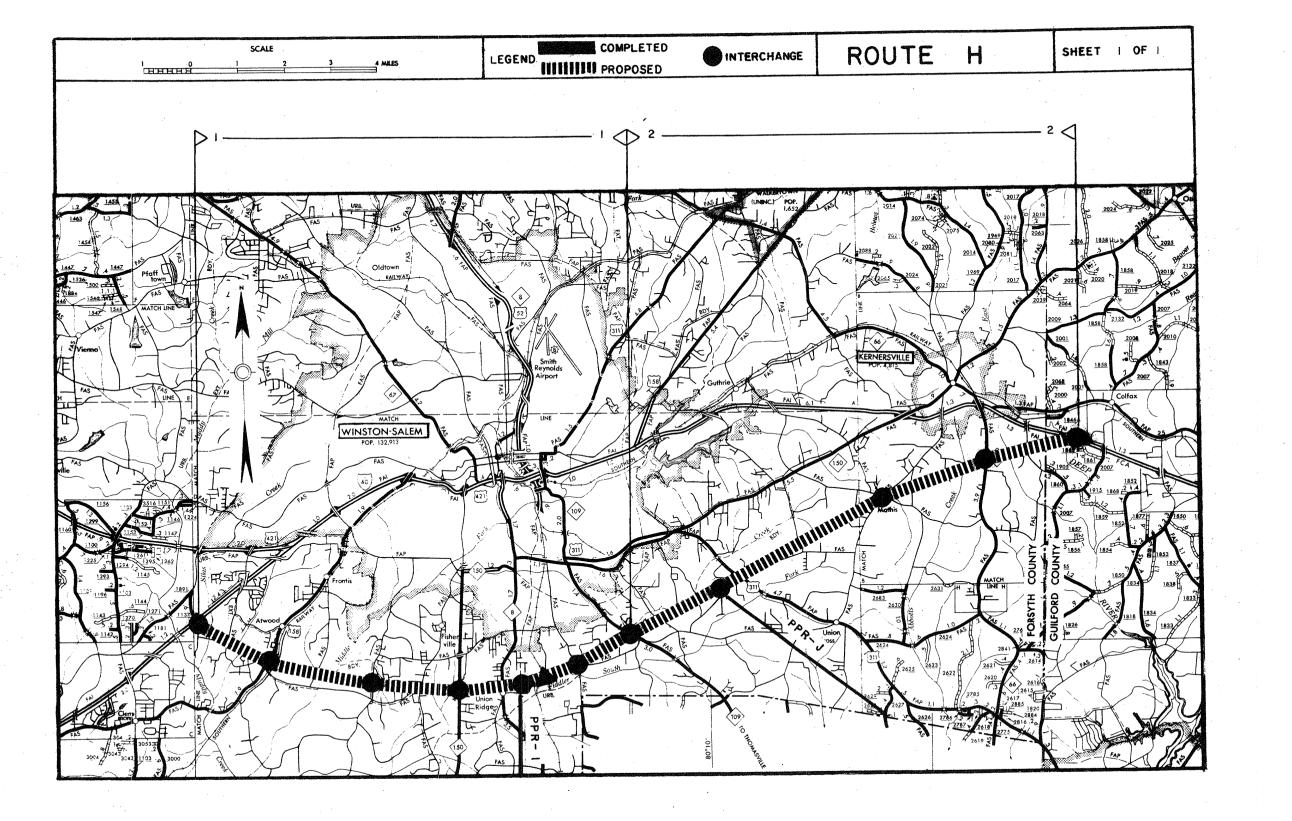
STATE North Carolina

FAP Route No. 40-3

Route Letter H

Route Priority Ranking 12

		Estima	te Sections		Subtotal		
Item	. 1	2		Rural	Small Urban Urbanized	Total for Route	
Condition Code and Construction Schedule	3-86	3-86					
Section Length, miles (0.1)	9.8	10.8		10.8	9.8	20.6	
Class: Rural, Small Urban or Urbanized (R, S, U)	U	R					
Urban Area I.D. (Name and Code) Winston	Salem 5120)					
No. of Lanes (Existing - Ultimate)	4 - 4	4 - 4					
Median (Existing - Ultimate)	D-D	D-D					
Degree of Access Control (Existing - Ultimate)	F-F	F-F	·				
Accident Data (Injuries - Fatalities)							
Traffic - a. Base Year (1972)	59,000	26,000					
b. ADT Estimate Design Year (1995)	40,000	35,000					
c. DHV Estimate Design Year (1995)	4,800	4,200					
d. D Directional Distribution Factors	60	60					
e. T Percent Trucks (DHV)	9	9					
f. V/C Ratio (0.00)	1.01	0.46					
Work Classification		Estimated Cost	(1,000 Dollars)				
1. Preliminary Engineering	2,848	2,965		2,965	2,848	5,813	
2. Right-of-way		-					
a. Acquisition	18,000	12,000		12,000	18,000	30,000	
b. Relocation	1,965	1,050		1,050	1,965	3,015	
3. Grade & drain; minor structures	5,487	5,605		5,605	5,487	11,092	
4. Subbase, base, surfacing, shoulders	3,792	4,134		4,134	3,792	7,926	
5. Interchanges	18,563	15,370		15,370	18,563	33,933	
6. Major Structures over 500'	0	. 0		0	0		
7. All other major structures	3,754	7,749		7,749	3,754	11,503	
8. All other items	1,908	2,024		2,024	1,908	3,932	
9. Subtotal, lines 3 to 8	33,504	34,882		34,882	33,504	68,386	
10. Construction Engr. & contingencies						1	
10% of Line 9	3,350	3,488		3,488	3,350	6,838	
11. Total cost of construction							
Lines 9 and 10	36,854	38,370		38,370	36,854	75,224	
12. Total Estimate cost, Lines 1, 2 and 11	59,667	54,385		54,385	59,667	114,052	



US 52 extending north-south across the geographical center of North Carolina is the foremost traffic corridor in the area. Both the section proposed here, from Winston-Salem to Lexington, and the section from Salisbury to Wadesboro (PPR-N) are worthy of being developed under the Priority Program.

From Virginia, on the north, to Winston-Salem development to four-lanes is complete with the majority of the mileage being to freeway standards. Through Winston-Salem, the north-south freeway is a fine facility providing high level access to Interstate 40 from both the north and south.

The next section from Winston-Salem to Lexington, is in dire need of improvement. The existing facility is two-lanes with volumes in excess of 10,000 vehicles per day. This is particularly critical since the section connects to freeways on both ends which further emphasizes the poor operating conditions.

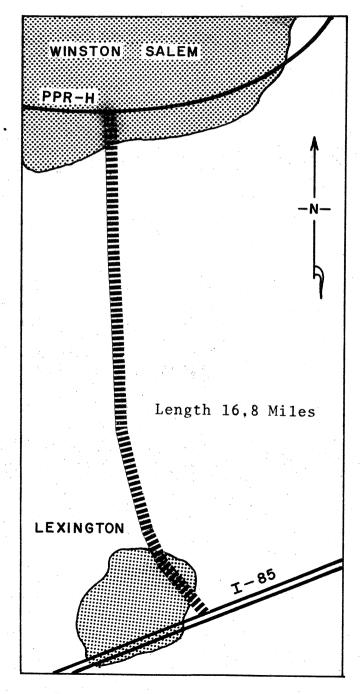
Further all the traffic demand in the corridor is not on US 52. NC 150, paralleling US 52 between Interstate 40 and Interstate 85 is also overloaded. Development of a freeway facility would concentrate the longer trips on the new facility and free the old roads to the point local service would be tolerable.

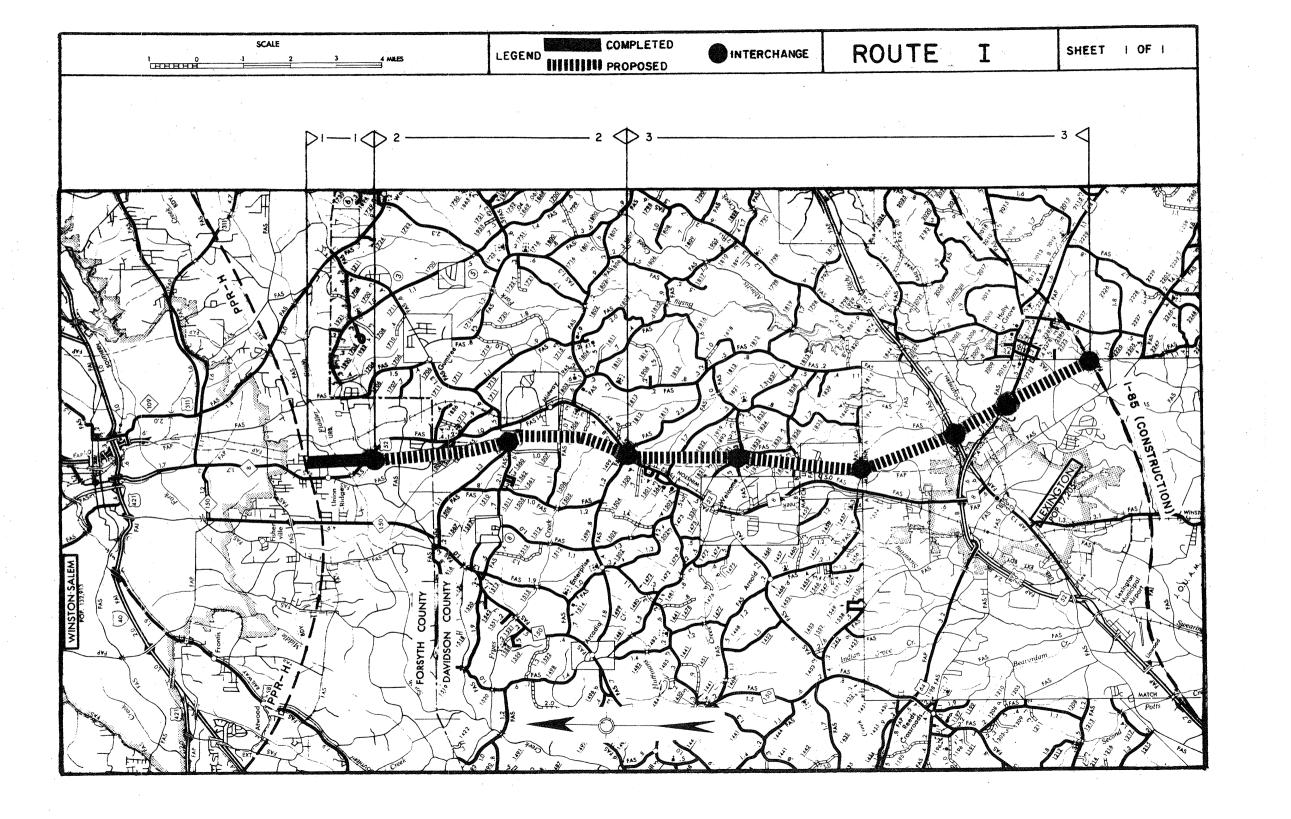
Current plans call for extending the freeway to Lexington but only the next six miles are provided for in the "Highway Improvement Program." Construction is planned for fiscal 1975. Opening of this section will further intensify the need for the remaining section to Interstate 85.

Development of the entire section between Winston-Salem and Lexington is one of North Carolina's top priorities but without special emphasis completion of a desirable facility remains outside of the near future. Timely development could be insured if the intent of the Priority Program is carried through. This section is certainly a prime example of such needs.

			(Thous	ands)	-	
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served		1			1	
Number not Served by Interstate		0			0	

Intercity Buses Yes 📉 No 🖂





Winston-Salem, Greensboro, and High Point, three of North Carolina's major urbanized areas, are situated in a triangle with the urban cores being within twenty-five miles of each other. Population of the region is over 500,000.

Winston-Salem and Greensboro are linked by Interstate 40 while Interstate 85 links High Point and Greensboro. The third leg in the triangle is US 311. This section and the next section of US 311 to US 220 is the Priority Route proposed here.

The existing facility is two lanes except in High Point where the routing is on a four-lane major street through the center of the urban core. Operating conditions are less than satisfactory throughout. Lack of an adequate facility has caused traffic to disperse to NC 66 and NC 109 where operating conditions are also less than desirable.

Our current "Highway Improvement Program" provides for the development of a freeway between Winston-Salem and High Point with construction scheduled to start in 1978. Other sections are not scheduled at this time though their immediate need is recognized.

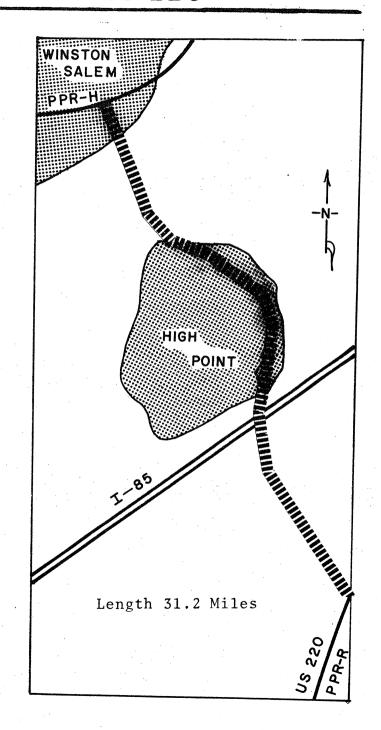
At High Point the proposed route belts the urban area on the north and east. The need for such a facility is well documented in the continuing transportation studies for the High Point urbanized area. This link is vital for providing an adequate connection to Interstate 85.

Southeast of High Point, US 311 connects to US 220 (PPR-R), a major north-south facility currently being developed to freeway standards. Development of this link of US 311 will provide arterial level service to US 64 (PPR-S) at Asheboro and the center of the State.

The Greensboro, Winston-Salem, High Point area is fastly developing into the State's most urbanized area. An adequate, major arterial route between Interstate 40 at Winston-Salem and Interstate 85 at High Point is a must. Priority consideration of the route is necessary if development cost and associated problems are to be minimized.

			(Thous	ands)		
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served	1	1		1	1	·
Number not Served by Interstate	1	0	-	0	0	·

Intercity Buses Yes No



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STATE North Carolina

FAP Route No. 62-1 & 2

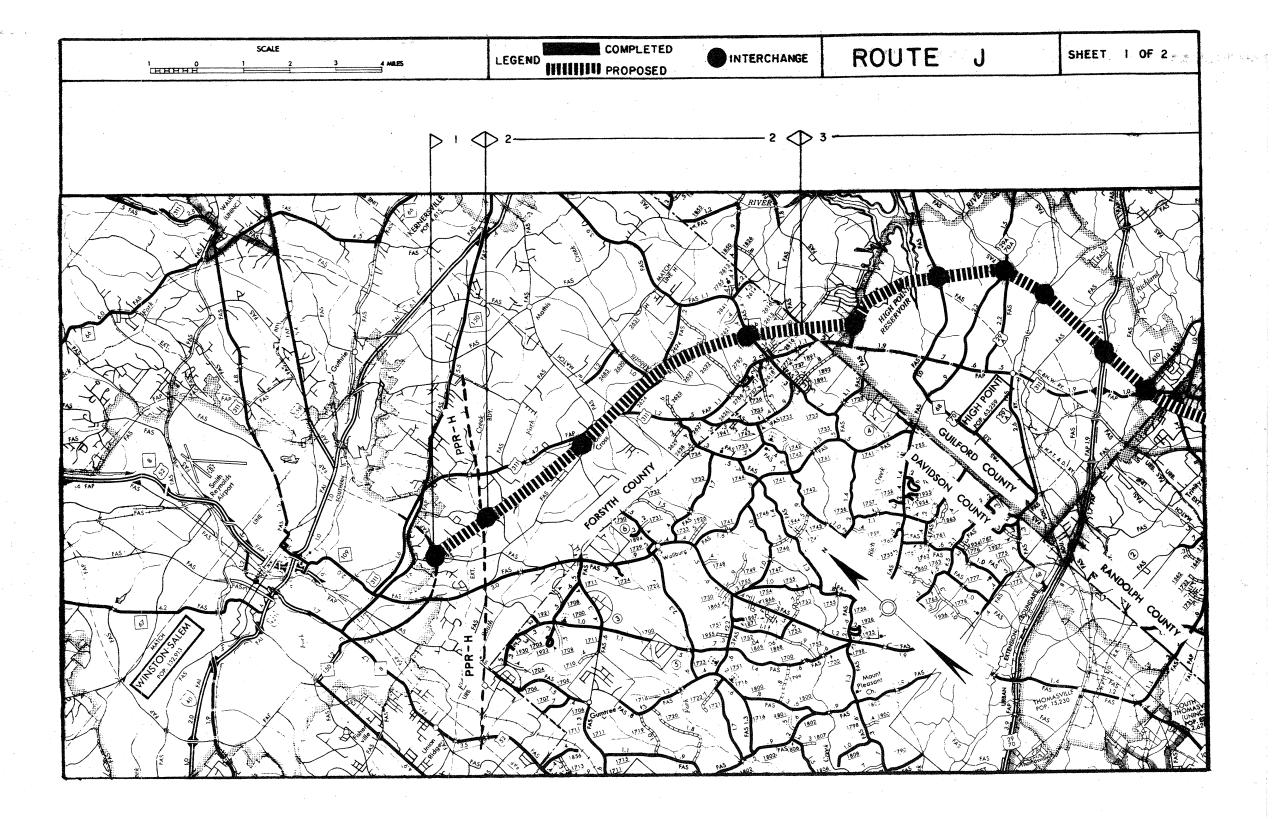
Designated Route No. US 311
(U.S. State or County)

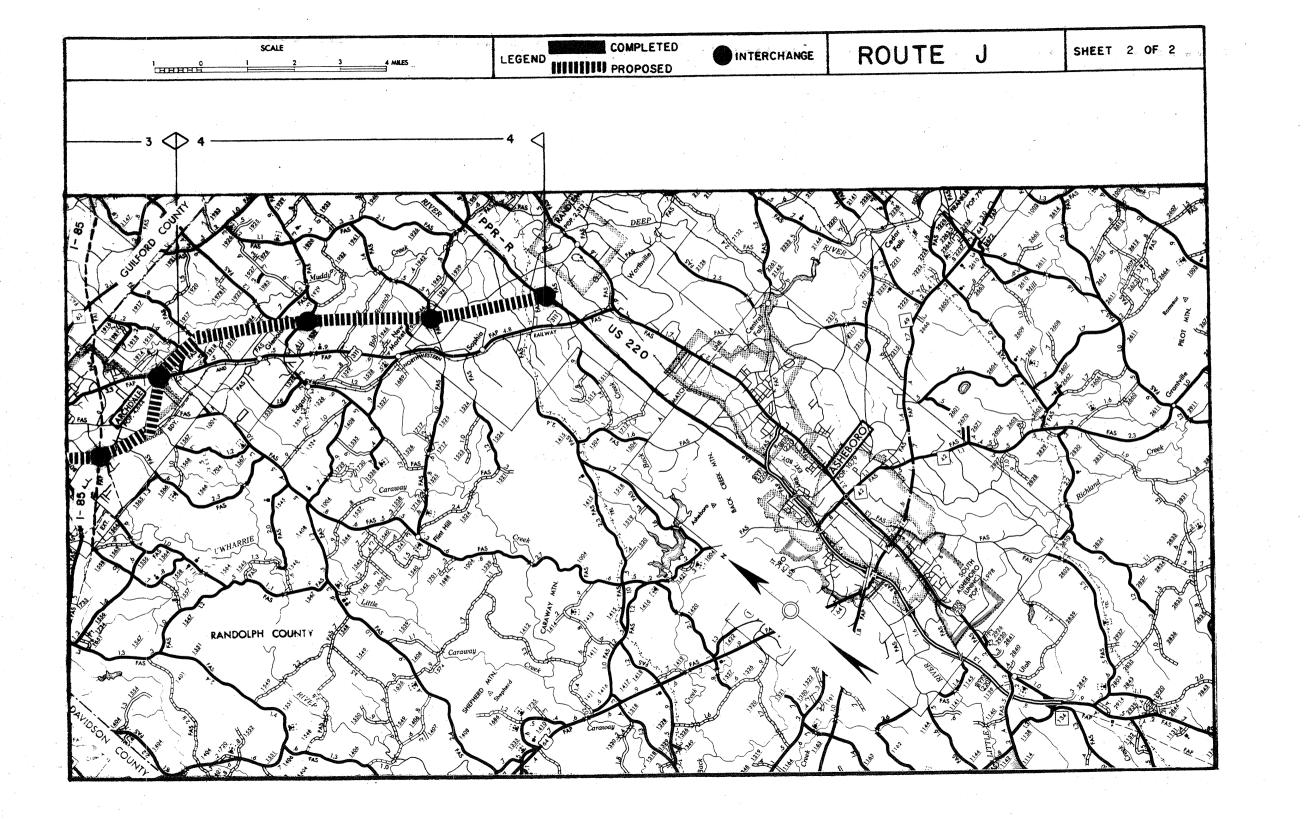
Route Letter ____J

Route Priority Ranking ________

		Estima	te Sections					
Item	1	2	3	4	Rural	Small Urban	Urbanized	Total for Route
Condition Code and Construction Schedule	3-78	3-79	3-80,83	3-84				
Section Length, miles (0.1)	1.0	8.2	13.5	8.5	16.7	0	14.5	31.2
Class: Rural, Small Urban or Urbanized (R, S, U)	U	R	 	R				01.2
Urban Area I.D. (Name and Code) Winston S	alem 5120	·	High Point 2170			······································		
No. of Lanes (Existing - Ultimate)	2 - 4	2 - 4	2-4	2 - 4				
Median (Existing - Ultimate)	U-D	U-D	U-D	Ū-D				
Degree of Access Control (Existing - Ultimate)	N-F	N-F	N-F	N-F				
Accident Data (Injuries - Fatalities)								
Traffic - a. Base Year (1972)	7,500	8,300	26,000	7,500				**************
b. ADT Estimate Design Year (1995)	20,000	22,000	30,000	25,000		************		
c. DHV Estimate Design Year (1995)	2,200	2,400	3,300	2,700				
d. D Directional Distribution Factors	60	60	60	60		**********	*****************	
e. T Percent Trucks (DHV)	8	7	-					
f. V/C Ratio (0.00)	1.5	0.73	2.15					
Work Classification	<u> </u>		(1,000 Dollars)	2.12	<u> </u>			
1. Preliminary Engineering	461	1.142	2.452	1,466	2,608		2 017	F 501
2. Right-of-way	T V .	1,174	2,452	1,400	2,008		2,913	5,521
a. Acquisition	1,500	9,700	16,000	7,000	16,700		17,500	34,200
b. Relocation	375	1.065	1,575	750	1.815			·
3. Grade & drain; minor structures	656	4,256	7,286	4,412	8,668		1,950 7,942	3,765 16,610
4. Subbase, base, surfacing, shoulders	387	3,139	5,168	3,254	6,393		5,555	11,948
5. Interchanges	3.702	2.973	11,537	5,538	<u> </u>			
6. Major Structures over 500'	0,702	7,973	11,33/		$\frac{8,511}{0}$		15,239	23,750
7. All other major structures	406	2,029	2,892	2,841	4,870	·	3,298	8,168
8. All other items	271	1,040	1,967	1,204	2,244		2,238	4,482
9. Subtotal, lines 3 to 8	5,422	13,437	28,850	17,249	30,686			
10. Construction Engr. & contingencies	, T 2 2	10,40/	20,030	11,443	30,000		34,272	64,958
10% of Line 9	542	1,344	2,885	1,725	3,069		3,427	6,496
1. Total cost of construction		-			1		+	3,130
Lines 9 and 10	5,964	14,781	31,735	18,974	33,755		37,699	71 454
12. Total Estimate cost, Lines 1, 2 and 11	8,300	26,688	51,762	28,190	54,878		60,062	71,454 114,940

DOT/FHWA 1/74





Interstate 40 and Interstate 77 cross in North Carolina at Statesville. This industrial city of 20,000 people is well served on the north by Interstate 40 and on the east by Interstate 77. Industrial Boulevard, proposed here for designation as a Priority Primary Route, would bypass the urban core on the south and extend from Interstate 40 to Interstate 77. US 70 and NC 90 would be routed on the section.

The facility planned is an at-grade expressway with access controlled to abutting property and the railroads separated. Cross section is four-lanes with a median. Two urban renewal projects in the area will provide much of the required right-of-way. On the center section, the right-of-way has been acquired and two travel lanes constructed. As the name implies, the area served is industrial.

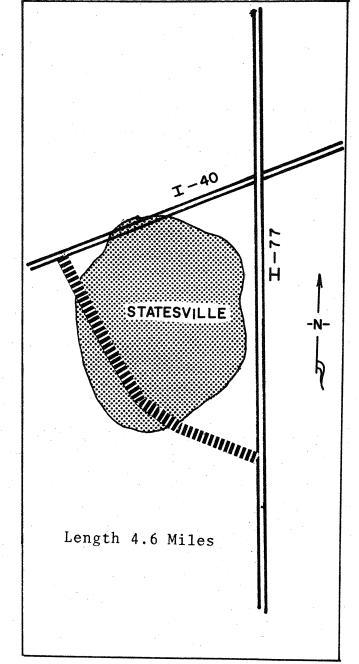
The "Seven Year Highway Improvement Program" provides for extending two-lanes from the initial section to Interstate 77. Construction is scheduled for 1979. Completion of this section will permit rerouting of US 70.

Total development of Industrial Boulevard is a key element in the Statesville transportation plan. Direct access from the industrial area to Interstate 40 and Interstate 77 will be provided as well as relieving city streets of bypassable traffic. Traffic operations throughout Statesville will draw benefit from such a facility.

Favorable consideration of Industrial Boulevard as a Priority Route could insure a more timely development of the total facility.

			(Thous	ands)		
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served		1				
Number not Served by Interstate		0				

Intercity Buses Yes X No



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STATE North Carolina

FAP Route No. 41-2

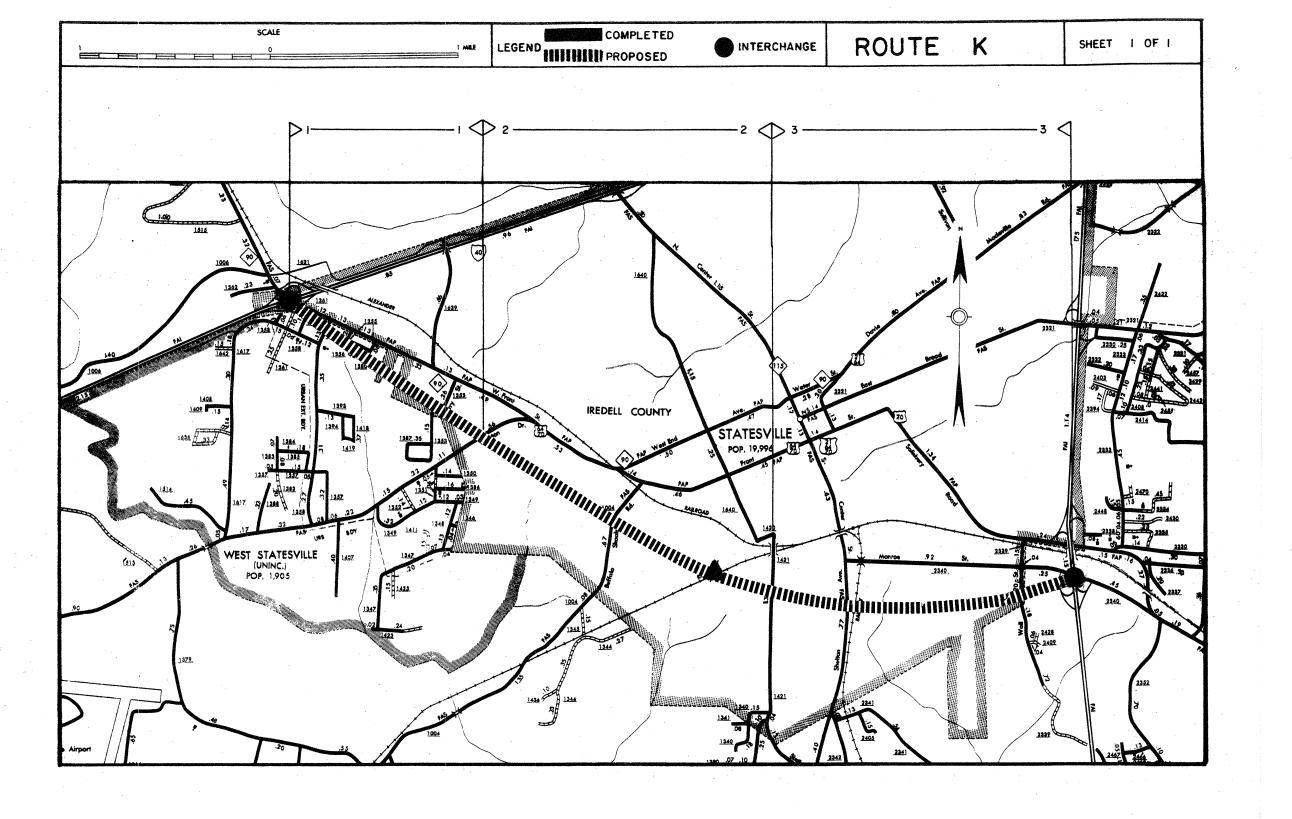
Designated Route No. US 70
(U.S. State or County)

Route Letter K

Route Priority Ranking ____6

Condition Code and Construction Schedule Section Length, miles (0.1) Class: Rural, Small Urban or Urbanized (R, S, U) Urban Area I.D. (Name and Code) Statesv No. of Lanes (Existing - Ultimate)	1 3-83 1.2 S 11e 4430 2-4	2 2-83 1.8 S 4430	3 3-79 1.6	Rural	Small Urban	Urbanized	Total for Route
Section Length, miles (0.1) Class: Rural, Small Urban or Urbanized (R, S, U) Urban Area I.D. (Name and Code) Statesv No. of Lanes (Existing - Ultimate)	1.2 S 11e 4430	1.8 S					***************
Class: Rural, Small Urban or Urbanized (R, S, U) Urban Area I.D. (Name and Code) Statesv No. of Lanes (Existing - Ultimate)	S 11e 4430	S	1.6				A
Urban Area I.D. (Name and Code) Statesv No. of Lanes (Existing - Ultimate)	11e 4430	S		B i	A 6		
No. of Lanes (Existing - Ultimate)	11e 4430		S		4.6		4.6
	2-4	1 7750	4430				•
		2-4	2-4				
Median (Existing - Ultimate)	ע-ט	U-D	U-D				
Degree of Access Control (Existing - Ultimate)	N-P	N-P	N-P				
Accident Data (Injuries - Fatalities)	·					<u></u>	
Traffic - a. Base Year (1972)	12,000	20,000	9,000			•••••	***************************************
b. ADT Estimate Design Year (1995)	26,000	25,000	25,000				
c. DHV Estimate Design Year (1995)	2,600	2,500	2,500		•		
d. D Directional Distribution Factors	60	60	60	***************************************	•		
e. T Percent Trucks (DHV)	5	5	r				
f. V/C Ratio (0.00)	1.11	1.11	0.59				
Work Classification	1	Estimated Cost					
1. Preliminary Engineering	56	71	100				227
2. Right-of-way	30	/ 1	100		227		227
a. Acquisition	1,400	0	1,600		3,000		3,000
b. Relocation	187	0	427		614		614
3. Grade & drain; minor structures	313	227	418		958		958
4. Subbase, base, surfacing, shoulders	299	229	398		926		
5. Interchanges	2.99	- <u>229</u> 0	398		926		926
6. Major Structures over 500'	Ů Ů	0	0		0		00
7. All other major structures	0	276	276				0
8. All other items	46	101	90		552 237		552 237
9. Subtotal, lines 3 to 8	658	833	1,182		2,673	_	2,673
10. Construction Engr. & contingencies					2,075		4,073
10% of Line 9	66	83	118		267		267
11. Total cost of construction							
Lines 9 and 10	724	017	1 700		2,940		2 040
12. Total Estimate cost, Lines 1, 2 and 11	2.367	916 987	1,300 3,427		6,781		2,940 6.781

DOT/FHWA 1/74



TOP PRIORITY GROUP- ROUTE L, OUTER LOOP, CHARLOTTE

Charlotte's comprehensive, continuing, transportation planning process has identified several key requirements that are essential to providing adequate transportation service to the city. One of these is a suburban freeway to belt the city.

Fundamental elements missing in Charlotte's thoroughfare network are circumferential or bypass routes. One exception is the northwest quadrant where Interstate 85 enters from the north and exits on the west. However, here local traffic is beginning to overload the facility to the point that operating conditions are unsatisfactory. Current volumes are approaching 50,000 vehicles per day.

Elsewhere US 74, the major eastwest route (see PPR-M, Page 42), feeds through the center of the city creating internal problems as well as frustrating the drivers making through trips. On the east, Eastway Drive has been improved to the extent possible, but it is not able are so located, to fully satisfy the requirements of this quadrant.

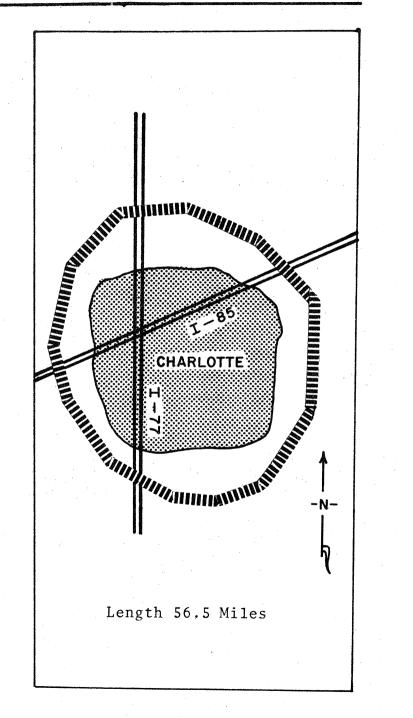
The proposed outer loop is located on the fringe of the existing urbanized area and for the most part traverses undeveloped land. However, development pressures are great. The facility, in conjunction with Interstate 77 and a central business district freeway loop, would provide a strong framework for the transportation requirements of Charlotte.

Further the loop's greatest benefit would be relieving radial thoroughfares of bypass trips that have no desire to mix in urban traffic. These trips can be handled much more efficiently on a facility designed for such trips. Also immediate relief would be provided for Interstate 85, a section drawing considerable local concern.

Need for an outer loop at Charlotte is unquestionable. Development of such requires resources beyond North Carolina's means. No better service to North Carolina could be provided by the Priority Program than the timely construction of this facility.

ethical party protection of a contract of the			(Thous	ands)		
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served	2	1			1	
Number not Served by Interstate	0	0			0	

Intercity Buses Yes X No



OMB No. 04-R-5652 39 Sheet 1 of 1 Sheets

STATE North Carolina

FAP Route No. ____18

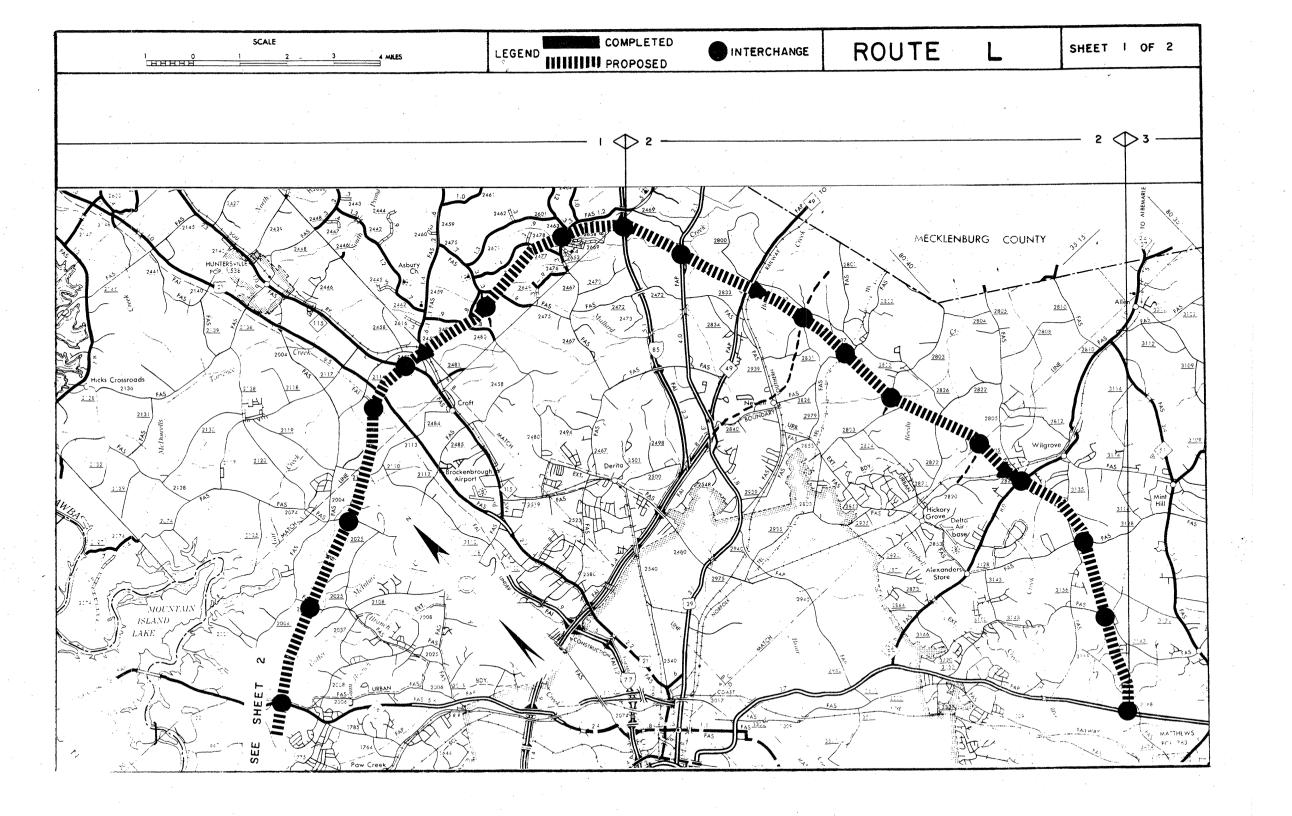
Designated Route No. I-85-US 74
(U.S. State or County)

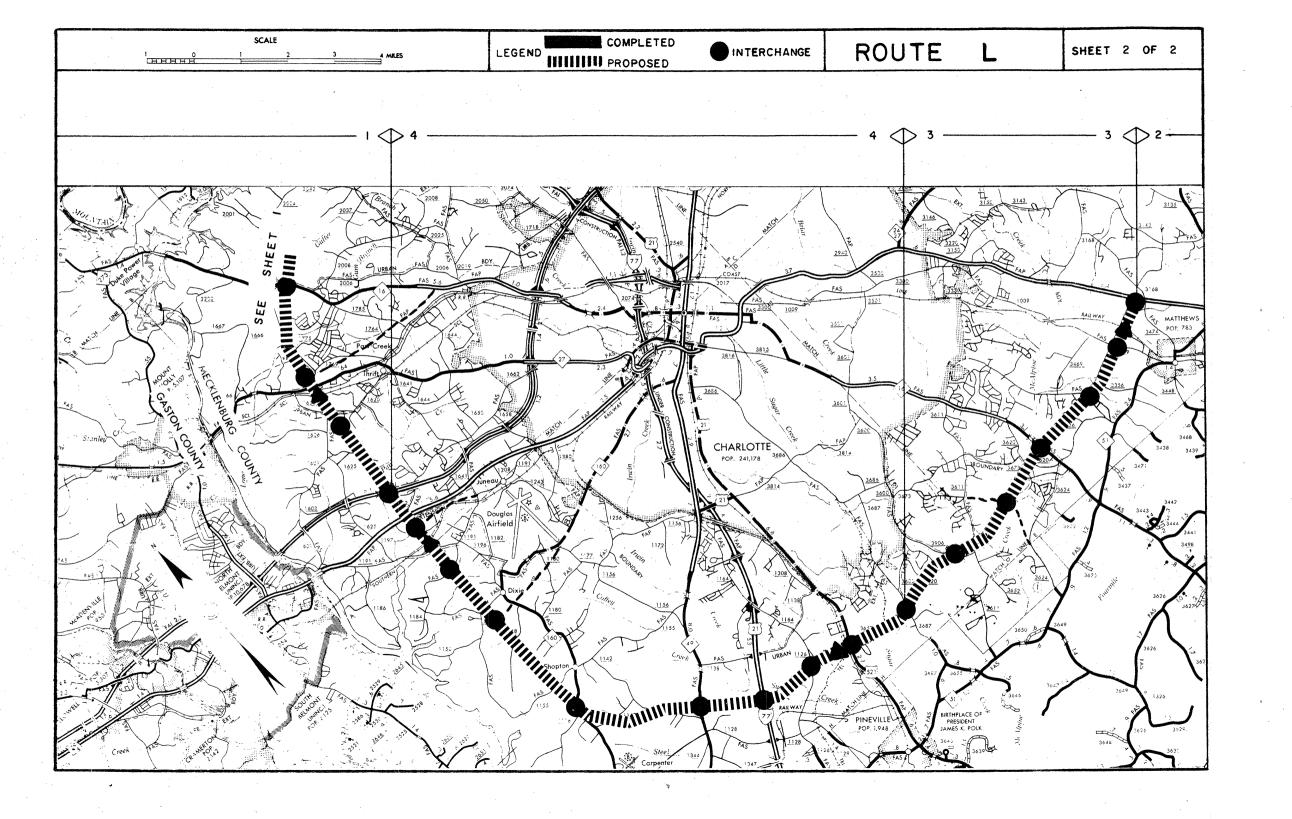
Route Letter ____L

Route Priority Ranking _____7

		Estima	te Sections		·	Subtotal		
l tem	1	2	3	4	Rural	Small Urban	Urbanized	Total for Route
Condition Code and Construction Schedule	3-86	3-86	3-86	3-86			 &	
Section Length, miles (0.1)	18.5	15.8	8.4	13.8	48.1		0 4	F (F
Class: Rural, Small Urban or Urbanized (R, S, U)	R	R	Ü	R R	40.1		8.4	56.5
Urban Area I.D. (Name and Code)			Charlotte-0				•••••••••••••••••••••••••••••••••••••••	
No. of Lanes (Existing - Ultimate)	4-6	4-4	4-4	4-6				
Median (Existing - Ultimate)	D-D	D-D	U-D	D-D				
Degree of Access Control (Existing - Ultimate)	F-F	N-F	N-F	F&N-F				
Accident Data (Injuries - Fatalities)				1 - 4				
Traffic - a. Base Year (1972)	25,000	18,000	16,000	28,000			***************************************	
b. ADT Estimate Design Year (1995)	55,000	22,000	24,000	44,000			······································	
c. DHV Estimate Design Year (1995)	5,500		<u> </u>	†	-			
d. D Directional Distribution Factors	5,500	2,200 60	2,400	4,400	<u> </u>	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	***************************************	
e. T Percent Trucks (DHV)	5	6	60	60		**********	•	
f. V/C Ratio (0.00)	0.42	0.86		3				
Work Classification	0.42		0.76 (1,000 Dollars)	0.47				
1. Preliminary Engineering			(1,000 Dollars)	T				
2. Right-of-way	4,602	2,846	1,405	2,760	10,208	_	1,405	11,613
a. Acquisition	70 000	0						
b. Relocation	30,000 315	25,000 218	10,000	10,000	65,000		10,000	75,000
3. Grade & drain; minor structures			335	315	848		335	1,183
4. Subbase, base, surfacing, shoulders	9,984	8,200	4,703	7,448	25,632		4,703	30,335
5. Interchanges	11,962	6,048	3,250	8,923	26,933		3,250	30,183
6. Major Structures over 500'	25,551	13,592	5,728	10,619	49,762		5,728	55,490
	0	0	0	0	0		0	0
7. All other major structures 8. All other items	3,401	3,349	1,675	3,349	10,099		1,675	11,774
	3,254	2,292	1,169	2,125	7.671		1.169	8.840
9. Subtotal, lines 3 to 8	54,152	33,481	16,525	32,464	110,097		16,525	126,622
10. Construction Engr. & contingencies	F 43 F	7 740		_				
10% of Line 9	5,415	3,348	1,653	3,246	12,009		1,653	13,662
11. Total cost of construction Lines 9 and 10	59,567	36,829	18,178	35,710	132,106		18,178	150,284
12. Total Estimate cost, Lines 1, 2 and 11	94,484	64,893	29,918	48,785	208,162		29,918	238,080

DOT/FHWA 1/74





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Another major element determined to be a fundamental requirement of all Charlotte transportation plan developed to date is a freeway in the US 74 corridor extending from Interstate 77 west of the central business district east to the proposed outer loop--PPR-L (see Page 38). Such a facility is necessary if the existing and forecasted traffic demand is to be handled at a tolerable level.

The first leg of the proposed facility would form the final leg of a freeway loop encircling the central business district. Some three-fourths of the loop is complete and this final leg was set for construction until halted by a Court ruling that an environmental impact statement was required. No specific problems have been identified and construction is expected to go forward upon completion of the statement.

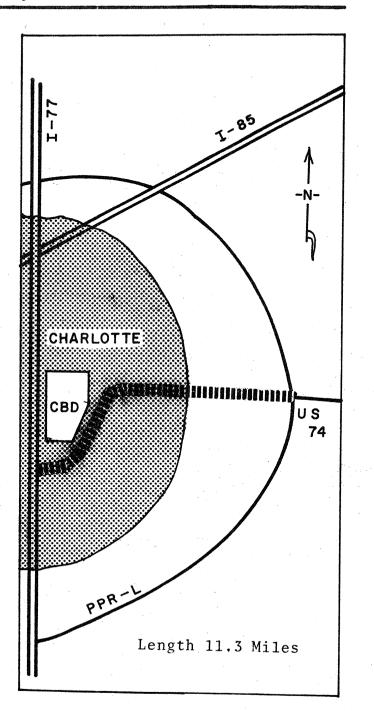
From the internal loop to the outer loop, the proposed freeway would parallel US 74. The existing facility is a four and six-lane non-access controlled, surface expressway lined with heavy strip commercial development. Traffic volumes up to 45,000 vehicles per day are hampered by extreme congestion.

A re-evaluation and update of the Charlotte transportation plan is underway. Current findings show that motor vehicle traffic will more than double in the planning period, even after trip desires are split with transit alternatives. In fact long-range transit plans are predicated on this and other freeway facilities for use by express buses.

Unfortunately, there is not a good corridor for the development of the proposed freeway, but it is felt that an acceptable location can be found. Development cost will be extreme for North Carolina but moderate relative to similar projects in comparable urban areas.

Completion of the internal loop seems to be just a matter of time but development of the freeway to the east may never materialize unless funded through a special program. For this reason the Independence Freeway is one of North Carolina's top Priority Routes.

			(Thous	ands)	`	
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served			٠		1	
Number not Served by Interstate					0	



MB No. 04-R-5652 43 heet 1 of 2 Sheets

STATE North Carolina

FAP Route No. 18-2

Designated Route No. <u>US 74</u>
(U.S. State or County)

Route Letter M

Route Priority Ranking ____14

				Estimate Section	ns			
Item								
	1	2	3	4	5			
Condition Code and Construction Schedule	3-81	2-81	3-86	3-86	3-86			·
Section Length, miles (0.1)	1.6	0.9	3.6	3.1	2.1		,	
Class: Rural, Small Urban or Urbanized (R, S, U)	IJ	II	П	II	R			
Jrban Area I.D. (Name and Code) Charlo	tte 0870	0870	0870	0870				
No. of Lanes (Existing - Ultimate)	4 - 6	4 - 6	4-8	4-6	4 - 6			
Median (Existing - Ultimate)	D - D	D - D	D-D	D-D	D-D			
Degree of Access Control (Existing - Ultimate)	N-F	N-F	N-F	N-F	N-F			
Accident Data (Injuries - Fatalities)							 	
raffic - a. Base Year (1972)	27,000	39.000	40.000	30.000	20,000	<u> </u>		
b. ADT Estimate Design Year (1995)	56,000	45,000	80,000	45,000	45,000			
c. DHV Estimate Design Year (1995)	5,600	4.500	8,000	4.500	4,500			
d. D Directional Distribution Factors	60	60	60	60	60			
e. T Percent Trucks (DHV)	5	5	5	6	6		<u> </u>	
f. V/C Ratio (0.00)	1.23	1.63	1.33	1.01	0.83			
Work Classification	A			ated Cost (1,000				
1. Preliminary Engineering	947	382	1,383	641	350	T		
2. Right-of-way			1,000	0-1-1	330			<u> </u>
a. Acquisition	11,000	1,000	32,000	25,000	15,000			
b. Relocation	2.500	300	2,000	695	750			
3. Grade & drain, minor structures	1,600	600	3,139	2,032	1,377			
4. Subbase, base, surfacing, shoulders	<u> </u>			1	- +			
5. Interchanges	1,400 3.120	1.000	2,993 6.774	1,938	1,313			· · · · · · · · · · · · · · · · · · ·
6. Major Structures over 500'	1,300	600	0,7/4	2,2/4	1,137			
7. All other major structures	1,700				1 0			-
8. All other items	1,000	1,400 500	2,512 853	812 487	293	,	· · · · · · · · · · · · · · · · · · ·	
9. Subtotal, lines 3 to 8	10,120	4,500	16,271	7,543	4,120			
O. Construction Engr. & contingencies		.,000	109411	1,575	7,120			
10% of Line 9	1,012	450	1,627	754	412			
Total cost of construction								
Lines 9 and 10	11,132	4,950	17,898	8,297	4,532			
2. Total Estimate cost, Lines 1, 2 and 11	25,579	6,632	53,281	34,663	20,632		<u> </u>	

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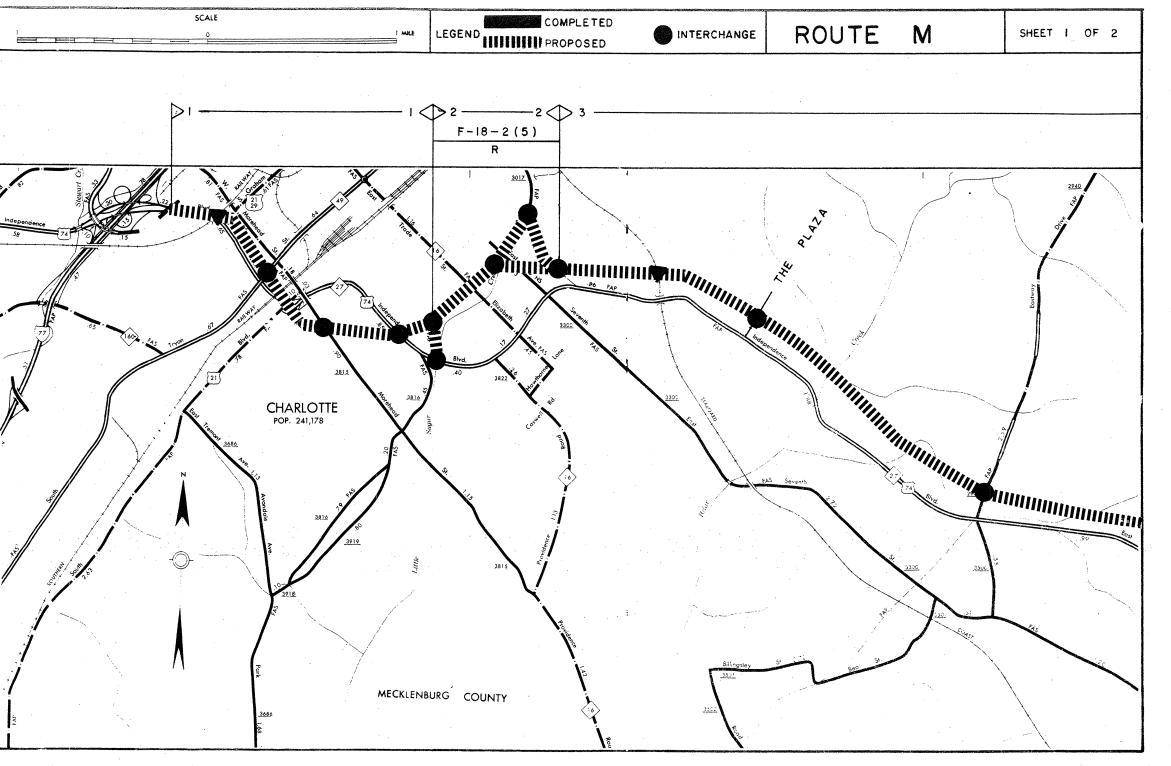
FAP Route No. 18-2

Designated Route No. <u>US 74</u>
(U.S. State or County)

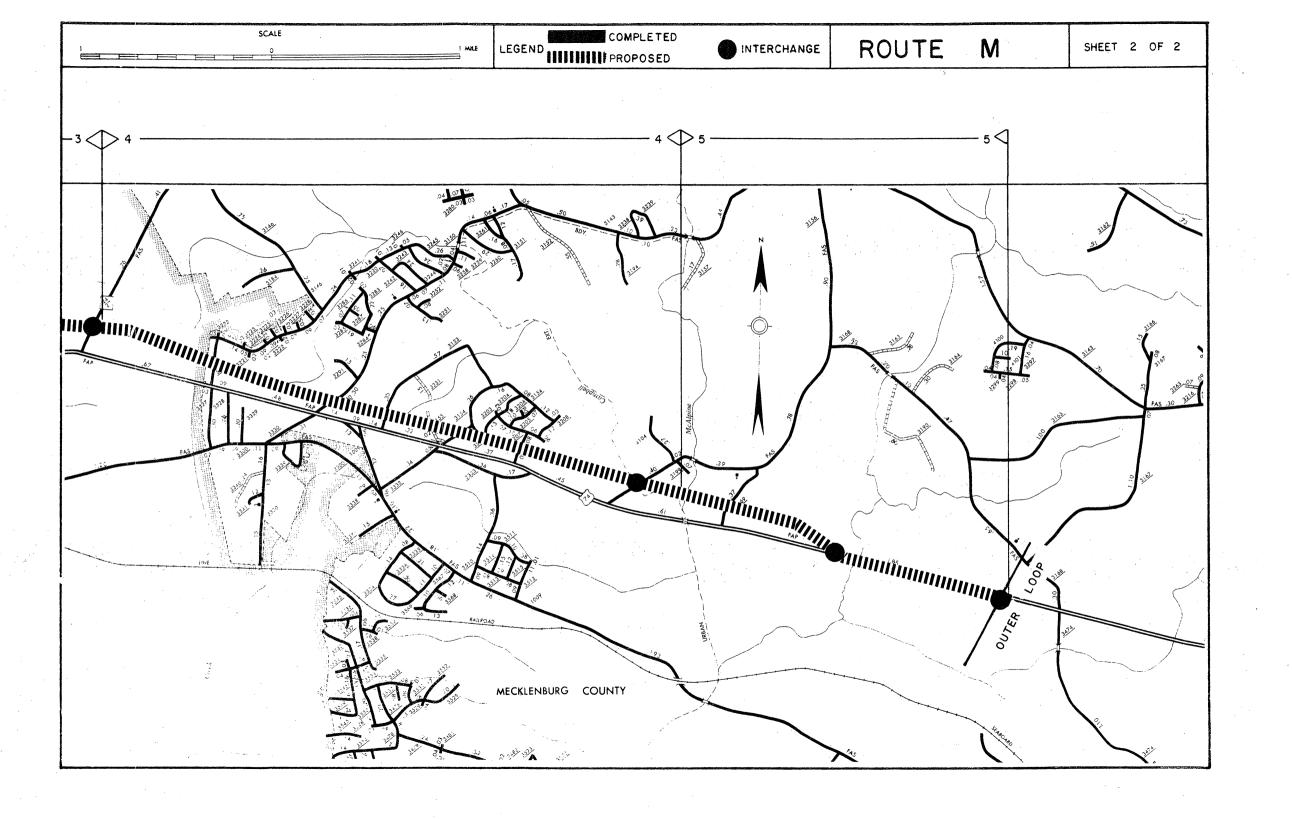
Route Letter ____M

Route Priority Ranking _____14

		Estimat	e Sections			Subtotal		Total for	
ltem					Rural	Small Urban	Urbanized	Total for Route	
Condition Code and Construction Schedule								***************************************	
Section Length, miles (0.1)				· · · · · · · · · · · · · · · · · · ·	2.1		9.2	11.3	
Class: Rural, Small Urban or Urbanized (R, S, U)									
Urban Area I.D. (Name and Code)	γ								
No. of Lanes (Existing - Ultimate)	,								
Median (Existing - Ultimate)			· · · · · · · · · · · · · · · · · · ·						
Degree of Access Control (Existing - Ultimate)									
Accident Data (Injuries - Fatalities)									
Traffic - a. Base Year (1972)		*							
b. ADT Estimate Design Year (1995)									
c. DHV Estimate Design Year (1995)									
d. D Directional Distribution Factors									
e. T Percent Trucks (DHV)									
f. V/C Ratio (0.00)									
Work Classification		Estimated Cost	(1.000 Dollars)				•••••		
1. Preliminary Engineering					350		3,353	3,703	
2. Right-of-way	· · · · · · · · · · · · · · · · · · ·				330		3,333	3,703	
a. Acquisition				,	15,000		69,000	84,000	
b. Relocation	·				750		5.495	<u> </u>	
3. Grade & drain; minor structures					1,377		7,371	6,245 8,748	
4. Subbase, base, surfacing, shoulders					1,313		6,731	8,044	
5. Interchanges					1,137			<u> </u>	
6. Major Structures over 500'					1,137		13,168 1,900	14,305 1,900	
7. All other major structures					0		6,424	6,424	
8. All other items					<u> </u>			†	
9. Subtotal, lines 3 to 8					293		2,840	3,133	
10. Construction Engr. & contingencies					4,120		38,434	42,554	
10% of Line 9	. •		•		412		3,843	4,255	
11. Total cost of construction					714		J, 04J	7,433	
Lines 9 and 10				·	4,532		42,277	46,809	
12. Total Estimate cost, Lines 1, 2 and 11	·				20,632		120,125	140,757	



OF 2



Thoroughfare development in Greensboro, the State's second largest city, has progressed steadily, but it has not kept pace with the demand. One of the projects planned for many years, but still on the drawing board, is a major northsouth thoroughfare in the western part of the city. This facility is a top priority need and is proposed for designation as a Priority Primary Route.

Basically the facility would extend from Interstate 85 on the south across Interstate 40 through the Greensboro urban area to US 220 (PPR-P) on the north. It would carry US 220 which extends to the south and is proposed as Priority Route "R." Also a connection would be made to the urban core via of Freeman Mill Road to provide direct access from both Interstate 40 and 85.

Because of the lack of an adequate facility in the corridor, US 220 is now routed indirectly around the east side of the city on US 29 and Interstate 85. This undesirably mixes US 220 with these heavily traveled routes and creates signing problems.

In northern Greensboro, there is no choice but to route US 220 on Battleground Avenue, one of the heaviest traveled surface thoroughfares in the city. The freeway proposed, paralleling Battleground

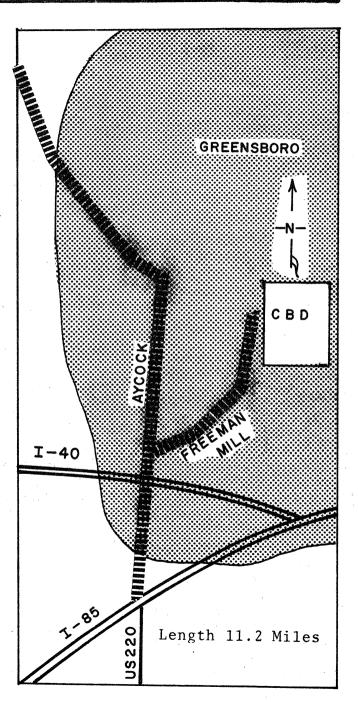
Avenue, has been planned for over fifteen years. This planning has allowed the city to protect the required right-of-way. An open corridor is available though adjacent areas have developed rapidly.

South of this section, Benjamin Parkway and Aycock Street are generally adequate to Walker Avenue. A new facility will be required from this point to Interstate 85.

These thoroughfares are vital elements in Greensboro transportation plans and well qualified for selection as Priority Routes.

			(Thous	ands)		
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served					1	
Number not Served by Interstate					0	

Intercity Buses Yes X No



OMB No. 04-R-5652 48 Sheet 1 of 2 Sheets

STATE North Carolina

FAP Route No. 45-2

Designated Route No. US 220 (U.S. State or County)

Route Letter ____

Route Priority Ranking ____8

		·		Estimate Sections				
ltem	1	2	3	4	5	6	7	
Condition Code and Construction Schedule	3-86	3-86	3-86	3-86	3-77	0-00	.3-82	
Section Length, miles (0.1)	0.6	2.5	2.5	2.3	1.4	0.9	1.0	
Class: Rural, Small Urban or Urbanized (R, S, U)	R	U	U	U	U	U	U	
Urban Area I.D. (Name and Code)		1940-Gr	eensboro194	0 1940	1940	1940	1940	
No. of Lanes (Existing - Ultimate)	2-4	4 - 4	4 - 4	2-4	2-4	4 - 4	2-4	·
Median (Existing - Ultimate)	U-D	U-D	D - D	N-D	Ū-D	D-D	U-D	
Degree of Access Control (Existing - Ultimate)	N-F	N-F	P-P	N-F	N-F	F-F	N-F	
Accident Data (Injuries - Fatalities)		^						
Traffic - a. Base Year (1972)	13,000	16,000	20,000	19,000	8,000	10,000	10,000	
b. ADT Estimate Design Year (1995)	25,000	30,000	50,000	50,000	36,000	44,000	34,000	
c. DHV Estimate Design Year (1995)	2,700	3,000	4,500	4,500	3,600	4,400	3,400	
d. D Directional Distribution Factors	60	60	60	60	60	60	60	
e. T Percent Trucks (DHV)	11	9	6	6	8	5	5	·
f. V/C Ratio (0.00)	1.03	0.78	0.98	0.87	1.07	0.42	1.56	
Work Classification			Estima	ted Cost (1,000	Dollars)			
1. Preliminary Engineering	142	569	187	584	360		175	·
2. Right-of-way								
a. Acquisition	750	4,500	1,750	12,500	1,500		1,500	
b. Relocation	30	60	500	375	615		245	
3. Grade & drain, minor structures	157	652	0	600	365		339	
4. Subbase, base, surfacing, shoulders	150	622	0	573	349		324	
5. Interchanges	780	3,900	2,000	3,120	2,340		780	
6. Major Structures over 500'	0	0	0	516	0		0	
7. All other major structures	552	1,380	0.	1,932	1,104		552	
8. All other items	- 33	140	0	129	78		73	
9. Subtotal, lines 3 to 8	1,672	6,694	2,000	6,870	4,236		2,068	
10. Construction Engr. & contingencies	3.68		200		404		00 =	
10% of Line 9	167	669	200	687	424		207	
11. Total cost of construction								
Lines 9 and 10	1,839	7,363	2,200	7,557	4,660		2,275	
12. Total Estimate cost, Lines 1, 2 and 11	2,761	12,492	4,637	21,016	7,135	,	4,196	

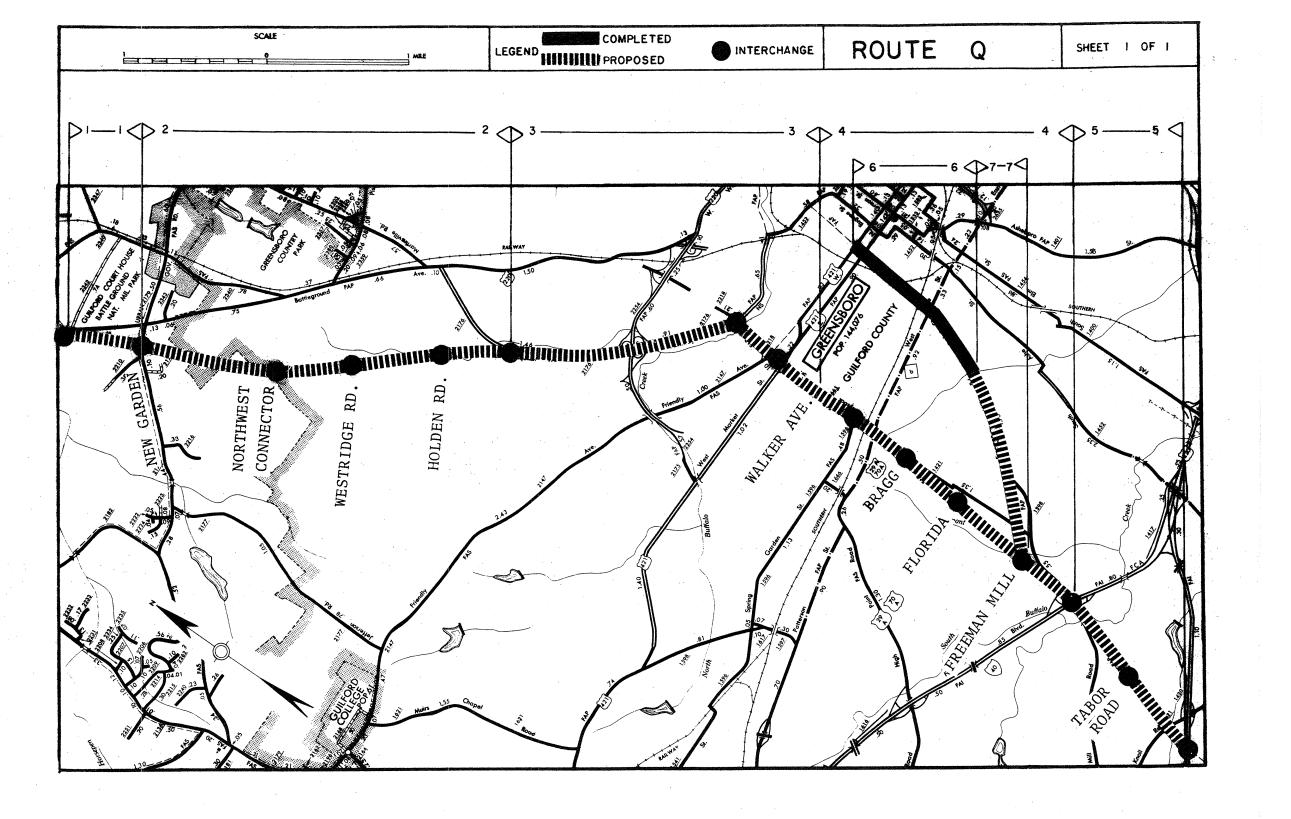
OMB No. 04-R-5652 $\frac{1}{2}$ Sheet $\frac{2}{2}$ of $\frac{2}{2}$ Sheets

STATE North Carolina FAP Route No. 45-2 Designated Route No. US 220 Route Letter Q

(U.S. State or County)

		Estima	te Sections			Subtotal		Total for	
ltem					Rural	Small Urban	Urbanized	Total for Route	
Condition Code and Construction Schedule	·								
Section Length, miles (0.1)					0.6		10.6	11.2	
Class: Rural, Small Urban or Urbanized (R, S, U)									
Urban Area I.D. (Name and Code)									
No. of Lanes (Existing - Ultimate)									
Median (Existing - Ultimate)									
Degree of Access Control (Existing - Ultimate)									
Accident Data (Injuries - Fatalities)									
Traffic - a. Base Year (1972)									
b. ADT Estimate Design Year (1995)									
c. DHV Estimate Design Year (1995)									
d. D Directional Distribution Factors	. :								
e. T Percent Trucks (DHV)				·					
f. V/C Ratio (0.00)				:					
Work Classification		Estimated Cost	(1,000 Dollars)						
1. Preliminary Engineering					142		1,876	2,018	
2. Right-of-way									
a. Acquisition					750		21,750	22,500	
b. Relocation					30		1,795	1,825	
3. Grade & drain; minor structures					157	***************************************	1,956	2,113	
4. Subbase, base, surfacing, shoulders		<u> </u>			150		1,868	$\frac{2,113}{2,018}$	
5. Interchanges		·			780		12,140	12,920	
6. Major Structures over 500'					0				
7. All other major structures				<u> </u>	552		516 4,968	516 5,520	
8. All other items				1	33		4,908	453	
9. Subtotal, lines 3 to 8		<u> </u>		 	1,672		21,868	23,540	
10. Construction Engr. & contingencies				1	1		22,000	20,070	
10% of Line 9					167		2,187	2,354	
11. Total cost of construction				4554. 1V	1				
Lines 9 and 10					1,839		24,055	25,894	
12. Total Estimate cost, Lines 1, 2 and 11				<u> </u>	2,761		49,476	52,237	

DOT/FHWA 1/74



Durham, another of North Carolina's urbanized areas with a population over 100,000, is served on the north by Interstate 85 and will be served by Interstate 40 in the future. The East-West Freeway, proposed here as a Priority Route, was initially considered as the location for Interstate 40. The design standards of existing sections and its location through the urban core, in combination with a high east-west travel demand make another alignment necessary. Several alternatives are now under study.

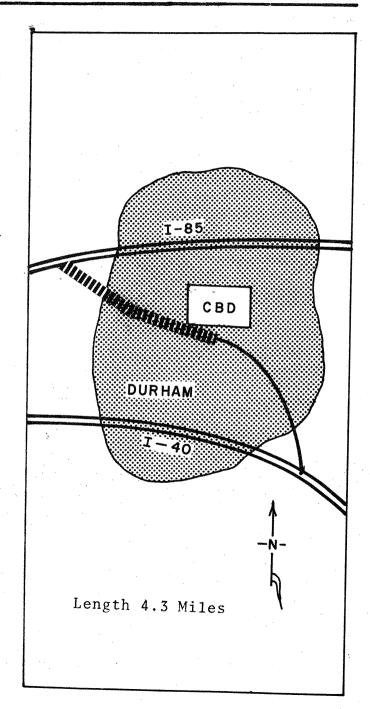
Regardless of the final location of Interstate 40, the East-West Freeway is planned to extend from Interstate 85 on the west to a north-south freeway on the east which connects to end of existing Interstate 40 in the Research Triangle. The eastern section of the East-West Freeway and the freeway to the Research Triangle are complete and in use. Another section of the freeway, to the west, is under construction and one of the two remaining sections is scheduled for 1978. The remaining section is not scheduled in current plans which covers the period to 1980.

The East-West Freeway is a fundamental element in the Durham transportation plan providing high level service into and thru the Durham urban core. It is the primary connector to the Interstate System and to the Research Triangle, a research park of national significance. Other major traffic generators served directly are Duke University, North Carolina Central University and three major hospitals.

Early completion of the Durham East-West Freeway should be a high priority goal in the Priority Program for by redirecting local trips it would allow the Interstate System to better serve its intended function.

			(Thous	ands)		ē
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served		-		1	·	
Number not Served by Interstate				0		

Intercity Buses Yes 🛣 No 🗀



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STATE North Carolina

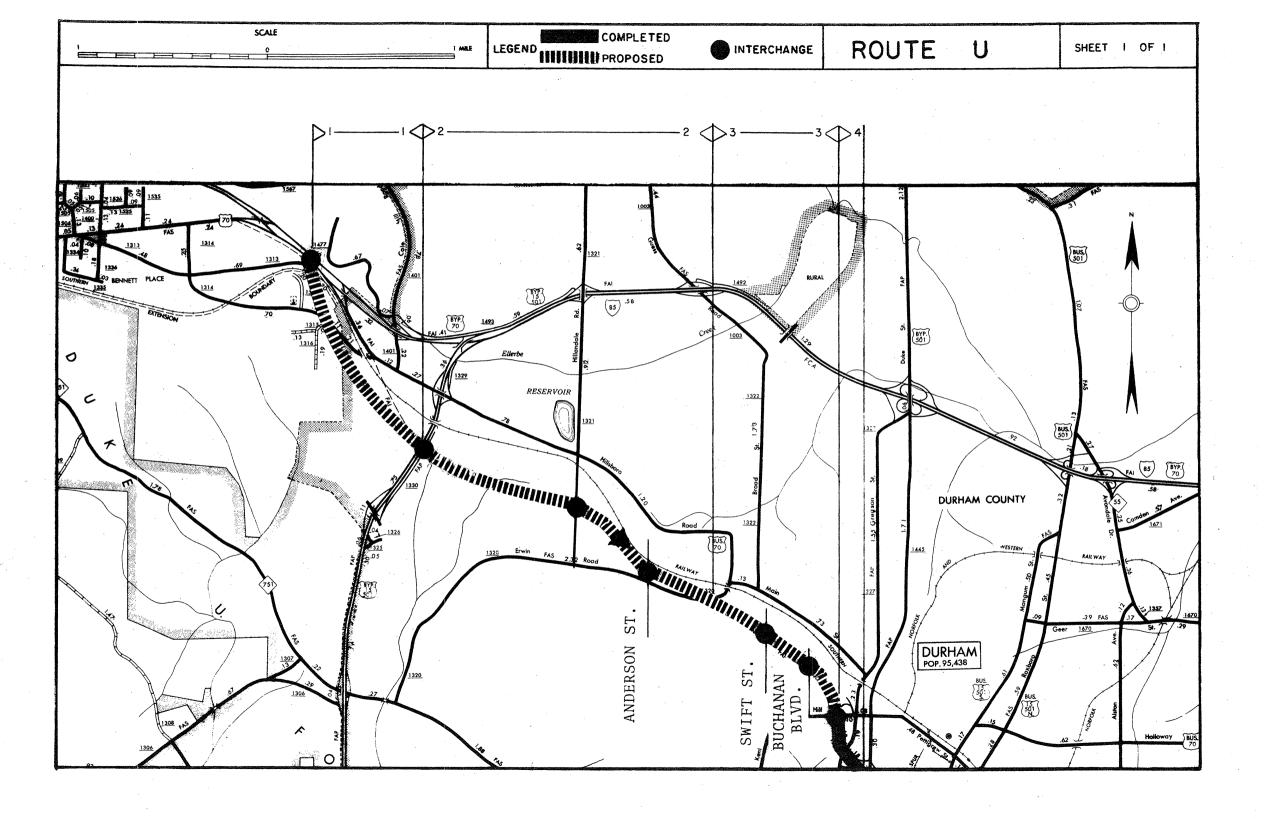
FAP Route No.

Designated Route No. <u>IIS 70 Bus.</u> (U.S. State or County)

Route Letter _____U

Route Priority Ranking _____13

		Estima	te Sections			Subtotal	The second secon	
Item				·	Rural	Small	Urbanized	Total for Route
	1	2	3	4		Urban		
Condition Code and Construction Schedule	3-86	3-80	1-74	0.00				***************************************
Section Length, miles (0.1)	1.4	1.6	0.9	0.4			4.3	4.3
Class: Rural, Small Urban or Urbanized (R, S, U)	U	U	II	U				
Urban Area I.D. (Name and Code)	urham 1360	1360	1360	1360			**************************************	
No. of Lanes (Existing - Ultimate)	2 - 4	2-6	2-6	4-4				
Median (Existing - Ultimate)	U-D	U-D	D-D	D-D				
Degree of Access Control (Existing - Ultimate)	N-F	N-F	N-F	N-F				
Accident Data (Injuries - Fatalities)								
Traffic - a. Base Year (1972)	6,500	14,000	17,000	8,000				<u>.</u>
b. ADT Estimate Design Year (1995)	20,000	50,000	55,000	45,000			•••••••••••••••••••••••••••••••••••••••	
c. DHV Estimate Design Year (1995)	2,300	4,500	5,000	4,300				
d. D Directional Distribution Factors	60	60	60	60	*****************			
e. T Percent Trucks (DHV)	6	4	4	5				
f. V/C Ratio (0.00)	0.49	1.06	0.96	0.66				
Work Classification	· · · · · · · · · · · · · · · · · · ·	Estimated Cost	I THE RESERVE THE PROPERTY OF THE PERSON NAMED AND ADDRESS OF	1 0.00				
1. Preliminary Engineering	352	617	(1,000 Dollars)					
2. Right-of-way	332	017					969	969
a. Acquisition	2,250	3,500						
b. Relocation	250	500					5,750 750	5,750
3. Grade & drain; minor structures	<u> </u>	<u> </u>						750
4. Subbase, base, surfacing, shoulders	700 600	783					1,483	1,483
5. Interchanges	1,000	747 3,120					1,347	1,347
6. Major Structures over 500'				 			4,120	4,120
7. All other major structures	1,000	0		_			1,000	1,000
8. All other items	150	2,442		<u> </u>			3,142	3,142
9. Subtotal, lines 3 to 8	4,150	168 7,260					318	318
10. Construction Engr. & contingencies	7,130	7,200		<u> </u>			11,410	11,410
10% of Line 9	415	726				,	7 7 4 7	
11. Total cost of construction	713	720					1,141	1,141
Lines 9 and 10	4 565	7 000						
12. Total Estimate cost, Lines 1, 2 and 11	4,565	7,986					12,551	12,551
. 2. Town Estimate Cost, Lines 1, 2 and 11	7,417	12,603				·	20,020	20,020



In Raleigh, Dawson and McDowell Streets have been coupled to form a one-way pair to serve as the primary north-south traffic corridor. To the north they connect to a six-lane expressway radial extending out of the urbanized area. To the south they terminate, dumping traffic on east-west streets, requiring a dog leg movement to one of the two major southern radial thoroughfares. Extension of these streets to connect directly to one of these radial routes is a top priority need in the Raleigh transportation plan and the Priority Route proposed here.

Original concept plans envisioned an extension to South Wilmington Street but recent studies indicate that problems at Washington School and Rocky Branch can be avoided by connecting to South Saunders Street. Such a connection would also provide direct access to Interstate 40 which is to interchange with Saunders Street. Wilmington Street also crosses Interstate 40 but no interchange is planned.

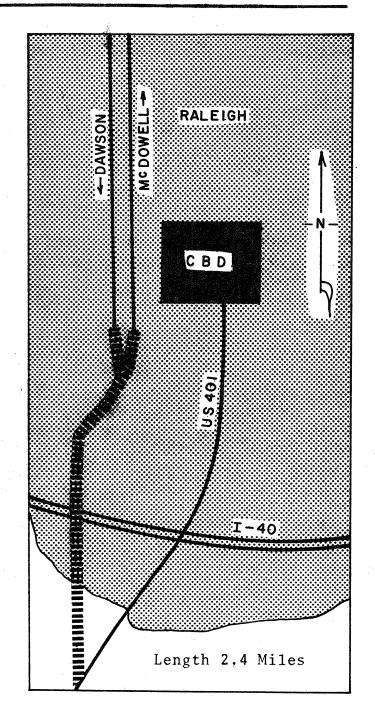
Presently, an urban renewal project is being implemented in the area of the planned extension. Right-of-way has been reserved for the project and redevelopment plans based on such an extension.

In addition to providing the most direct access between Interstate 40 and downtown Raleigh, other major traffic generators served will be Shaw University, Memorial Auditorium, and a new Civic Center now in the planning stage.

Provision for the extension of Dawson and McDowell Streets is included in the current "Highway Improvement Program" with construction scheduled for 1979. Designation of the section as a Priority Route could provide a more timely start and early completion.

Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served					1	·
Number not Served by Interstate					0	

Intercity Buses Yes X No



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STATE North Carolina

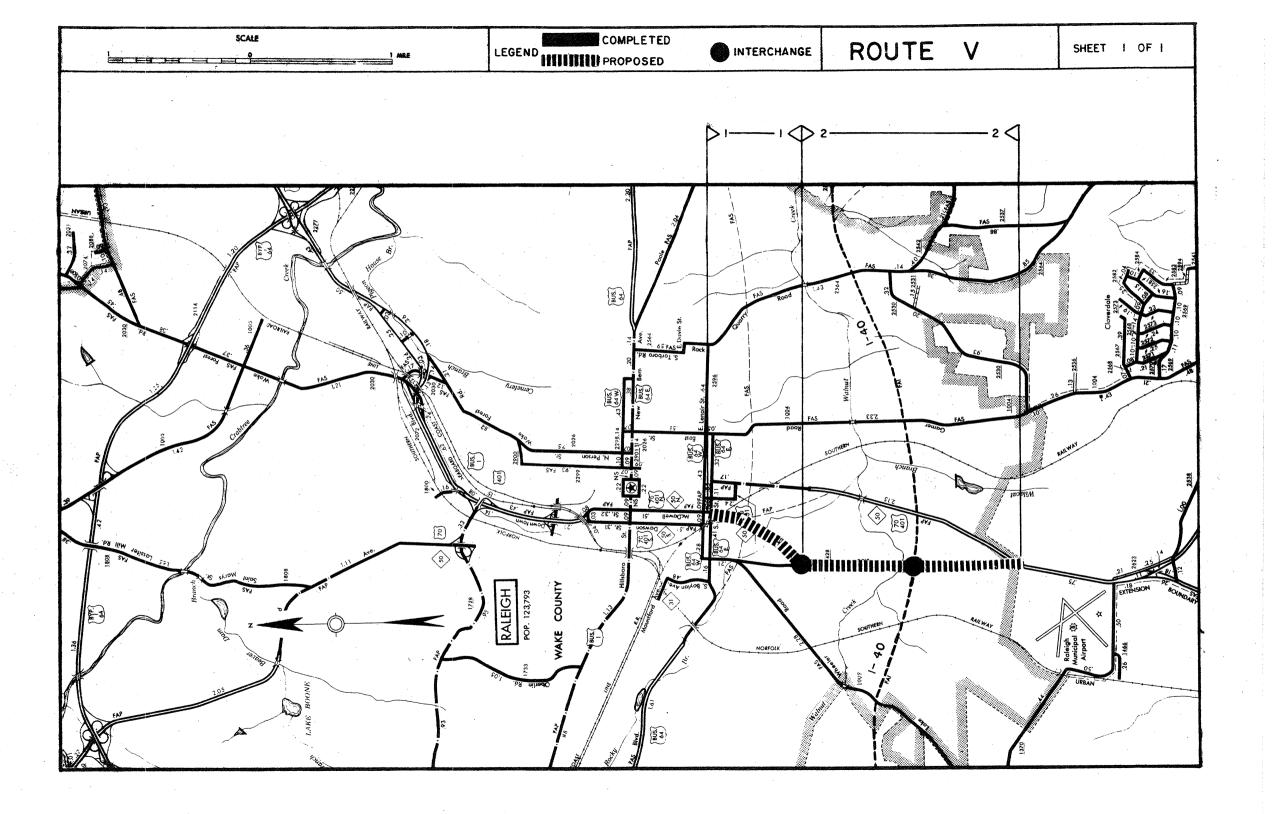
FAP Route No. 56-1

Designated Route No. SR 1428
(U.S. State or County)

Route Letter V

Route Priority Ranking _____5

		Estima	te Sections			Subtotal		
l tem	1	2			Rural	Small Urban	Urbanized	Total for Route
Condition Code and Construction Schedule	3-79	3-79						
Section Length, miles (0.1)	0.7	1.7					2.4	2.4
Class: Rural, Small Urban or Urbanized (R, S, U)	II	11					<u> </u>	2.4
Urban Area I.D. (Name and Code)	3750 Ra	leigh 3750	,				************	•
No. of Lanes (Existing - Ultimate)	4 - 6	2-6						
Median (Existing - Ultimate)	U-D	U-D						
Degree of Access Control (Existing - Ultimate)	N-F	N-N						
Accident Data (Injuries - Fatalities)		†						
Traffic - a. Base Year (1972)	17,000	14.000		:	***************************************	•	 	
b. ADT Estimate Design Year (1995)	22,500	30,500					•	
c. DHV Estimate Design Year (1995)	2,250	3,050	<u> </u>					
d. D Directional Distribution Factors	60	60				***************************************	•	
e. T Percent Trucks (DHV)	5	Ε			<u> </u>			
f. V/C Ratio (0.00)	1.15	0.97						
Work Classification		Estimated Cost	(1 000 Dollar	<u> </u>		<u> </u>		
1. Preliminary Engineering	189	162	(1,000 Bona)	<i>5,</i>		<u> </u>	T	
2. Right-of-way	105	102	<u> </u>				351	351
a. Acquisition	412	1,500					1,912	1,912
b. Relocation	65	200						
3. Grade & drain; minor structures	440	837					265	265
4. Subbase, base, surfacing, shoulders	228					·	1,277	1,277
5. Interchanges		633		<u> </u>	•	·	861	861
6. Major Structures over 500'	1,467	0					0	0
7. All other major structures	1,407	316					1,467	1,467
8. All other items							316	316
9. Subtotal, lines 3 to 8	93	173					266	266
10. Construction Engr. & contingencies	2,228	1,959					4,187	4,187
10% of Line 9	223	196				e.	47.0	4.7.0
11. Total cost of construction	443	130					419	419
Lines 9 and 10	2 451	0 1				•		
12. Total Estimate cost, Lines 1, 2 and 11	2,451	2,155					4,606	4,606
12. Total Estimate Cost, Lines 1, 2 and 11	3,117	4,017					7,134	7,134



Raleigh, the capital of North Carolina and the State's fourth largest city, is the only North Carolina urbanized area close to having a major thoroughfare belting the area. In Raleigh, half of a four-lane freeway belt exists with another quarter of the belt insured by the future construction of Interstate 40. This leaves one quarter missing. This missing quarter and the four laning of US 1 to the north, a major radial, are the proposed Priority Routes.

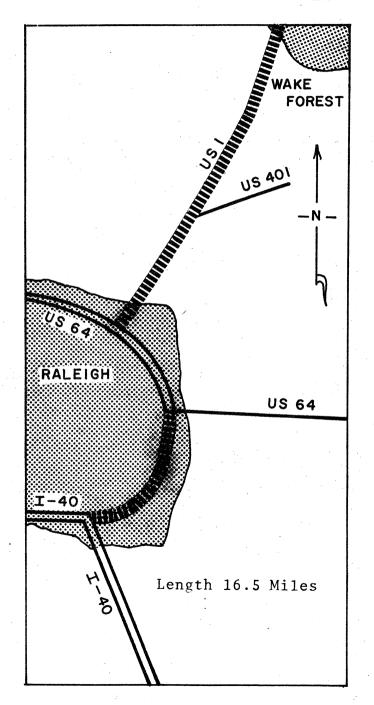
Presently, the southeastern quadrant of Raleigh is totally lacking of a circumferential thoroughfare. Most of this traffic desire takes place by in and out movements on radials adding to congestion and unnecessarily bringing trips into the urban core that have no desire to be there. Some local trips do filter through a maze of residential streets creating undesirable operating and safety conditions for both the motorist and the residents. The existing section of the beltline carrying 35,000 plus vehicles per day is a constant indicator of the need and potential of such a facility and intensifies the popular demand for the completion of a total route.

Similarly, US 1 north to Wake Forest is a major radial requiring immediate attention. The existing two-lane facility overloaded with a mixture of local, commuter, regional, and Interstate traffic desires is not capable of functioning at a desirable and safe level.

The priority of these sections is substantiated by their early schedule in the State's current "Highway Improvement Program." This plus the relatively low development cost for such a facility in combination with the high direct user benefits and the completion of a total facility makes this the State's top Priority Route.

and the second s		v.,	(Thous	ands)		- FR. Marie 1984 / 1984 - 1984 - 1
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served			-	-	1	
Number not Served by Interstate	-				0	

Intercity Buses Yes X No



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TATE North Carolina FAP Route No. __43-3 US 1 Designated Route No. Route Letter (U.S. State or County) loute Priority Ranking **Estimate Sections** Item 1 2 3 4 5 Condition Code and Construction Schedule 3-77 2-75 0-00 0-00 3-76 2.2 2.0 2.0 2.3 8.0 Section Length, miles (0.1) Class: Rural, Small Urban or Urbanized (R, S, U) IJ Urban Area I.D. (Name and Code) Raleigh 3750 3750 3750 3750 No. of Lanes (Existing - Ultimate) 4 - 4 4 - 4 2 - 4 2 - 4 2 - 4 Median (Existing - Ultimate) Ŭ-D Ū-D D-D D-D U-D Degree of Access Control (Existing - Ultimate) N-F N-F F-F N-N N-N Accident Data (Injuries - Fatalities) Traffic - a. Base Year (1972) 4.000 22,000 23,000 35,000 10,000 b. ADT Estimate Design Year (1995) 40,000 36,000 58.000 66,000 26,000 4,600 4,200 6,100 6,600 3,300 c. DHV Estimate Design Year (1995) d. D Directional Distribution Factors 60 60 60 60 60 e. T Percent Trucks (DHV) 5 8 f. V/C Ratio (0.00) 0.38 1.61 0.47 1.16 0.80 Work Classification Estimated Cost (1,000 Dollars) 1. Preliminary Engineering 333 387 326 2. Right-of-way 2,500 0 6,000 a. Acquisition b. Relocation 158 310 n 3. Grade & drain, minor structures 1,056 960 1,224 620 564 1,216 4. Subbase, base, surfacing, shoulders 5. Interchanges 1,560 1,560 6. Major Structures over 500' 792 516 7. All other major structures 552 552 276 8. All other items 132 120 304 9. Subtotal, lines 3 to 8 3,920 4,548 3,536 10. Construction Engr. & contingencies 392 354 455 10% of Line 9 11. Total cost of construction 4,312 5,003 3,890 Lines 9 and 10 12. Total Estimate cost, Lines 1, 2 and 11 7,303 5,390 10,526

DOT/FHWA 1/74

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STATE North Carolina

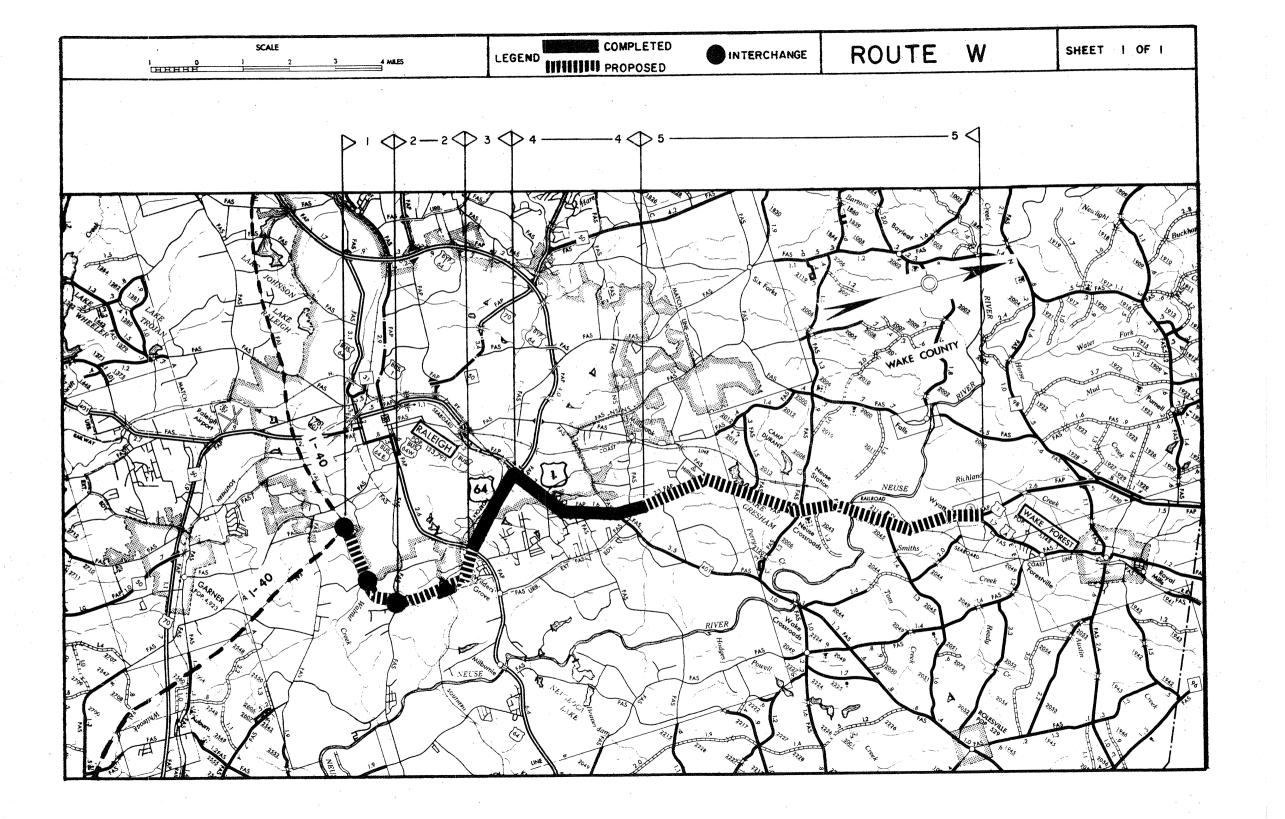
FAP Route No. 43-3

Designated Route No. US 1
(U.S. State or County)

Route Letter W

Route Priority Ranking _____1

		Estimat	e Sections			Subtotal		Total for
ltem					Rural	Small Urban	Urbanized	Route
Condition Code and Construction Schedule								
Section Length, miles (0.1)					8.0		8.5	16.5
Class: Rural, Small Urban or Urbanized (R, S, U)	·							
Urban Area I.D. (Name and Code)								
No. of Lanes (Existing - Ultimate)	·			÷				
Median (Existing - Ultimate)				· · · · · · · · · · · · · · · · · · ·				
Degree of Access Control (Existing - Ultimate)								
Accident Data (Injuries - Fatalities)								
Traffic - a. Base Year (1972)								
b. ADT Estimate Design Year (1995)								
c. DHV Estimate Design Year (1995)								
d. D Directional Distribution Factors						****		
e. T Percent Trucks (DHV)								
f. V/C Ratio (0.00)								
Work Classification		Estimated Cost	(1,000 Dollars)			2.50		
1. Preliminary Engineering					326		720	1,046
2. Right-of-way								
a. Acquisition		# 1			6,000		2.500	8.500
b. Relocation					310		158	468
3. Grade & drain; minor structures					1,224		2,016	3,240
4. Subbase, base, surfacing, shoulders			<u> </u>		1,216	,.	1,184	2,400
5. Interchanges	······································				0		3.120	3,120
6. Major Structures over 500'					516		792	1,308
7. All other major structures					276		1,104	1,380
8. All other items					304		252	556
9. Subtotal, lines 3 to 8					3,536		8,468	12,004
10. Construction Engr. & contingencies 10% of Line 9	*				354		847	1,200
11. Total cost of construction Lines 9 and 10	entre en en entre personale en entre en				3,890		9,315	13,205
12. Total Estimate cost, Lines 1, 2 and 11					10.526		12 693	23 210



TOP PRIORITY GROUP-ROUTE Y, FAYETTEVILLE CONNECTORS, OWEN DRIVE & CBD LOOP

At Fayetteville, development has begun on two major thoroughfares to connect to Interstate 95 on the south. These are the CBD Loop and Owen Drive. The two facilities would intersect south of the urbanized area and extend on a common alignment to Interstate 95. Both facilities are an outgrowth of the comprehensive transportation planning process and fundamental elements of the current transportation plan.

The CBD Loop is a planned freeway around the central business district on the west. The initial section has been completed and is open to traffic. At present it is largely ineffective because of its short length. Though the need for completing the facility is undeniable, funds for further extending the route are not available in the foreseeable future.

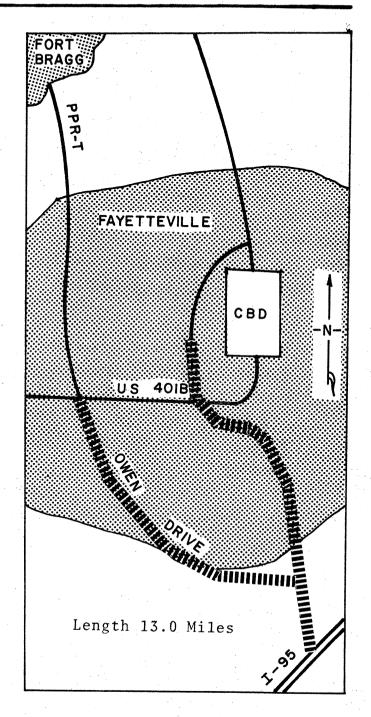
Owen Drive is an intermediate loop-radial thoroughfare. The total facility is planned to extend from Fort Bragg through the Fayetteville urban area to Interstate 95 on the south. At present a freeway is under construction from Fort Bragg to US 401B. Extension of the facility to Interstate 95 is planned but is not scheduled in the current "Highway Improvement Program" which covers the period through 1980.

Fort Bragg-Pope Field is the largest military base in the United States. Interaction between the base and Fayetteville overloads all the connecting thoroughfares. The current freeway project will alleviate the radial problems but will create an impossible situation on Owen Drive until an adequate facility is provided to the south. Such a connection to provide direct freeway access from Fort Bragg to Interstate 95 has been and is a top priority goal of the military, the City of Fayetteville, and the State.

In that the Priority Routes Program is intended to supplement the Interstate System by developing collector-distributor facilities, these two connections from Fayetteville and Fort Bragg are felt to be outstandingly qualified for designation as Priority Routes.

-			(Thous	ands)		
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served		·		1		
Number not Served by Interstate				0		·

Intercity Buses Yes 📉 No 🗀



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STATE North Carolina

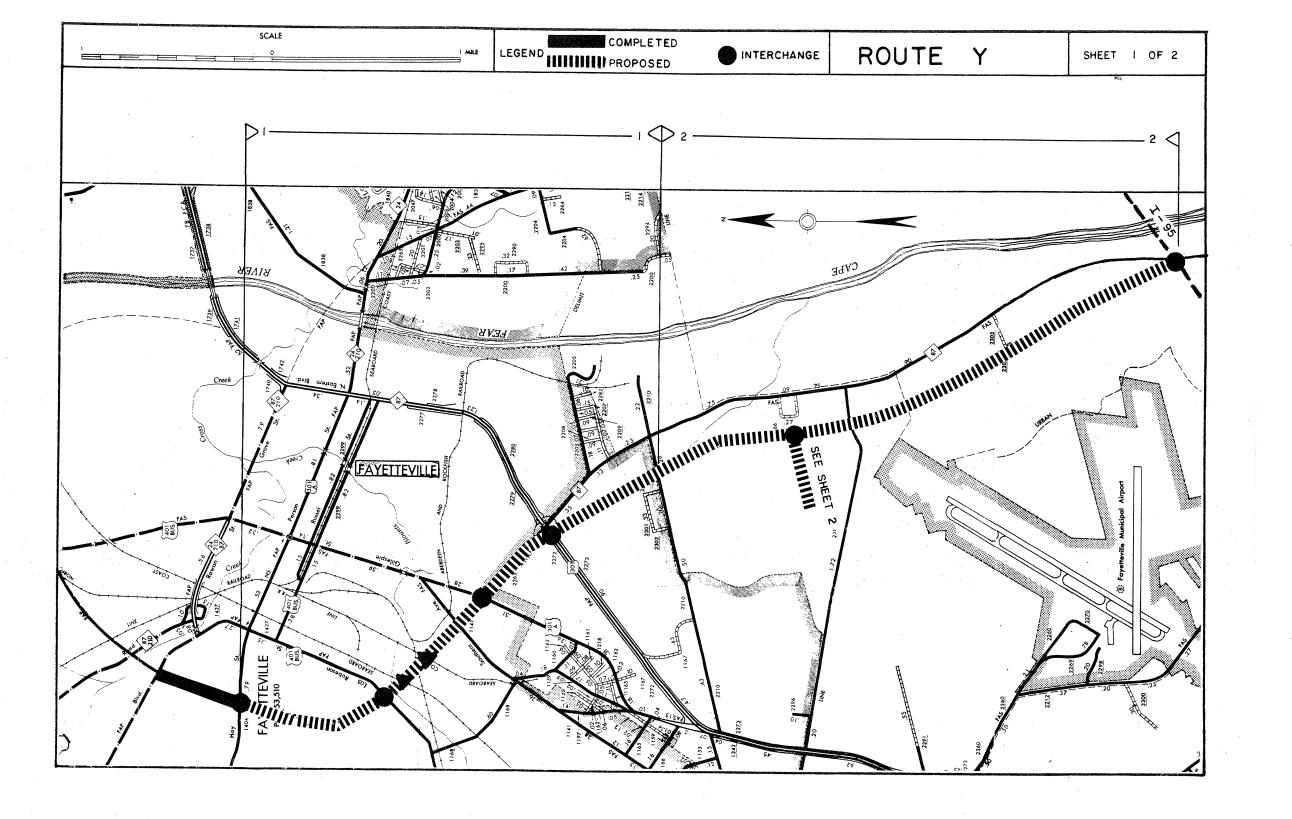
5369 - M FAP Route No. 5365 - M

Designated Route No. NC 87
(U.S. State or County)

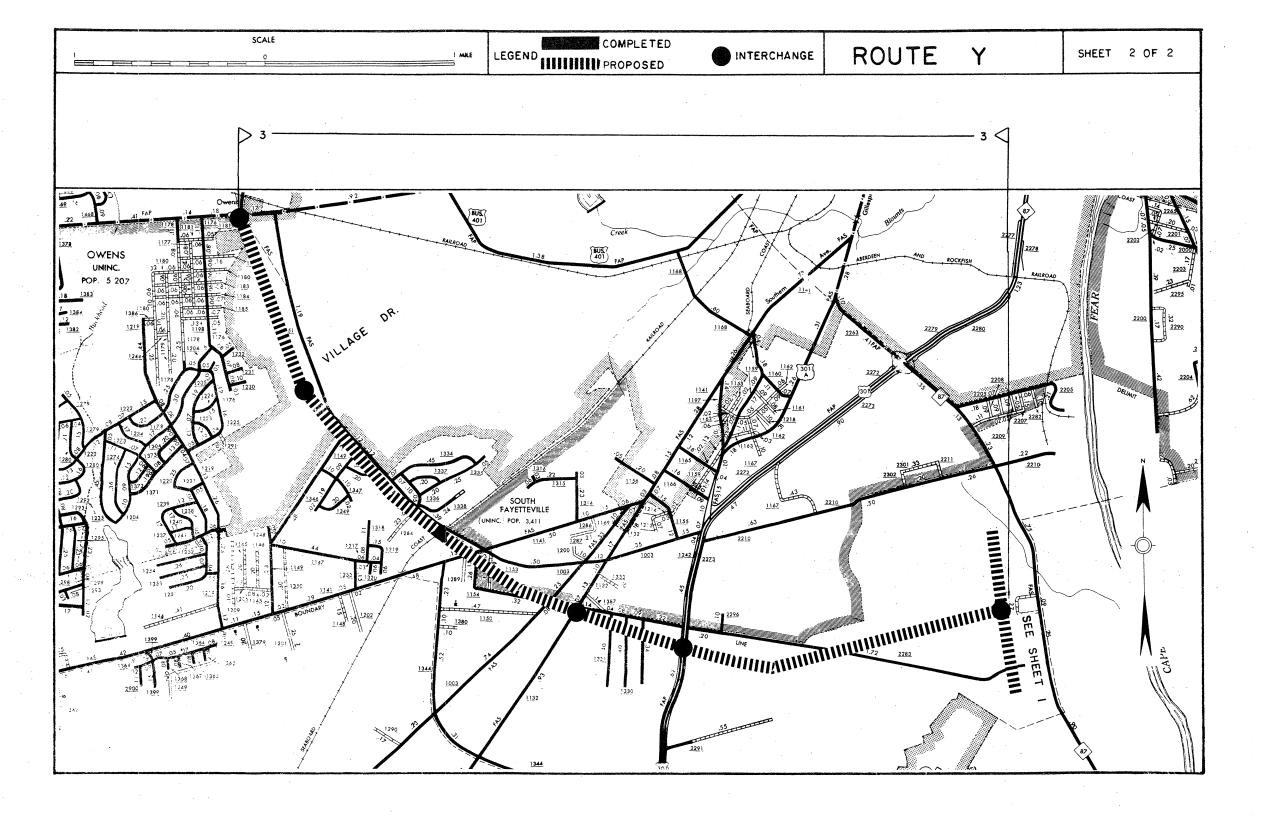
Route Letter Y

Route Priority Ranking _____2

		Estimat	e Sections			Subtotal		
ltem	1	2	3		Rural	Small Urban	Urbanized	Total for Route
Condition Code and Construction Schedule	3-82	3-78	3-79					
Section Length, miles (0.1)	4.1	3.6	5.3		3.6		9.4	13.0
Class: Rural, Small Urban or Urbanized (R, S, U)	U	R	U				, -T	
Urban Area I.D. (Name and Code)	1670		1670 Fa	yetteville				
No. of Lanes (Existing - Ultimate)	2 - 4	2-4	2-4					
Median (Existing - Ultimate)	U-D	U-D	U-D					
Degree of Access Control (Existing - Ultimate)	N-F	N-F	N-F					
Accident Data (Injuries - Fatalities)						•••••		
Traffic - a. Base Year (1972)	34,000	4,500	25,000					*************
b. ADT Estimate Design Year (1995)	35,000	15,000	55,000					***************************************
c. DHV Estimate Design Year (1995)	3,500	1,700	5,200					
d. D Directional Distribution Factors	60	60	60			••••••	•	
e. T Percent Trucks (DHV)	5	7	3					
f. V/C Ratio (0.00)	2.19	0.29	2.69					
Work Classification	4.13	Estimated Cost	Company of the Compan		<u> </u>			
1. Preliminary Engineering				<u> </u>			T 1	
2. Right-of-way	669	238	788		238		1,457	1,695
a. Acquisition	5,100	300	5,750		300		10.050	11 150
b. Relocation	1,000	0	675		300		10,850 1,675	$\frac{11,150}{1,675}$
3. Grade & drain; minor structures								
4. Subbase, base, surfacing, shoulders	1,600 900	1,600 900	1,383		1,600		2,983	4,583
5. Interchanges	1,500	0	1,320 3,120	<u> </u>	900		2,220	3,120
6. Major Structures over 500'		<u> </u>		 			4,620	4,620
7. All other major structures	3,276	0	1,500		0		4,476	4,476
8. All other items	600	200	1,656 297		200		1,656	1,656
9. Subtotal, lines 3 to 8	7,876	2,700	9,276	 	2,700		897 17,152	1,097
10. Construction Engr. & contingencies	,,,,,	2,700	3,270	_	2,700	· · · · · · · · · · · · · · · · · · ·	1/,134	19,852
10% of Line 9	788	270	928		270		1	1 005
11. Total cost of construction	/00	2/0	948		270		1,715	1,985
Lines 9 and 10	8,664	2,970	10,204		2,970		18,868	21,838
12. Total Estimate cost, Lines 1, 2 and 11	15,433	3,508	17,417		3,508		32,850	36,358



·



For some twenty years, North Carolina has been diligently pursuing the development of US 70 as the State's first four-lane route to the coast. Attainment of that goal is still some years off, but it is in the foreseeable future. Our "Seven Year Highway Improvement Program" provides for the early completion of missing sections at New Bern and schedules right-of-way acquisition in 1980 for the Smithfield section.

At Smithfield, the present routing is down the main street creating undesirable conditions for local traffic as well as the through traffic. To provide some relief, an alternate routing has been established over secondary roads that bypass the town. This routing receives heavy use from people familiar with it but it is not a solution to existing problems. The two routes combined are carrying over 10,000 vehicles per day with some 7,000 of these subject to use a true bypass facility.

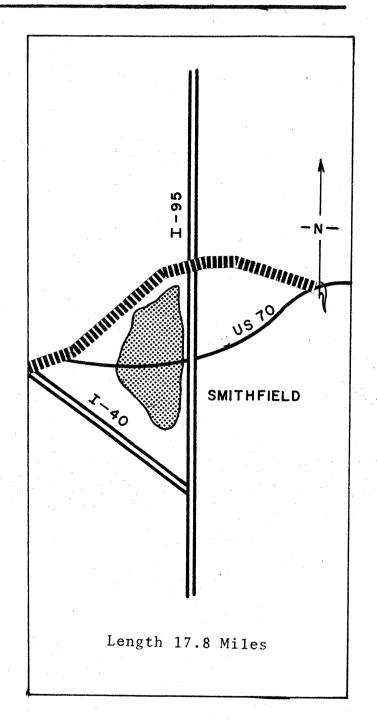
With the extension of Interstate 40 to Interstate 95 south of Smithfield, an adequate bypass facility becomes even more desirable. It would serve the bypass function for US 70 as well as connect Interstate 40 to the State's foremost route to the coast. It would also provide a more direct connection from Interstate 40 for traffic desiring to go north on Interstate 95.

West of Smithfield, Interstate 40 will parallel US 70. This means that the longer trips now using US 70 in this area could move to the Interstate Route. Such a move should be encouraged. Operating condition on US 70 would be improved and splitting local and foreign traffic should improve the safety of this non-access controlled facility.

Development efforts to date are evidence that US 70 is one of North Carolina's top Primary Routes. Designation of this section as a Priority Route would further insure the timely completion of total development.

			(Thous	ands)		
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served	2					
Number not Served by Interstate	0					

Intercity Buses Yes 🔀 No 🗔



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STATE North Carolina

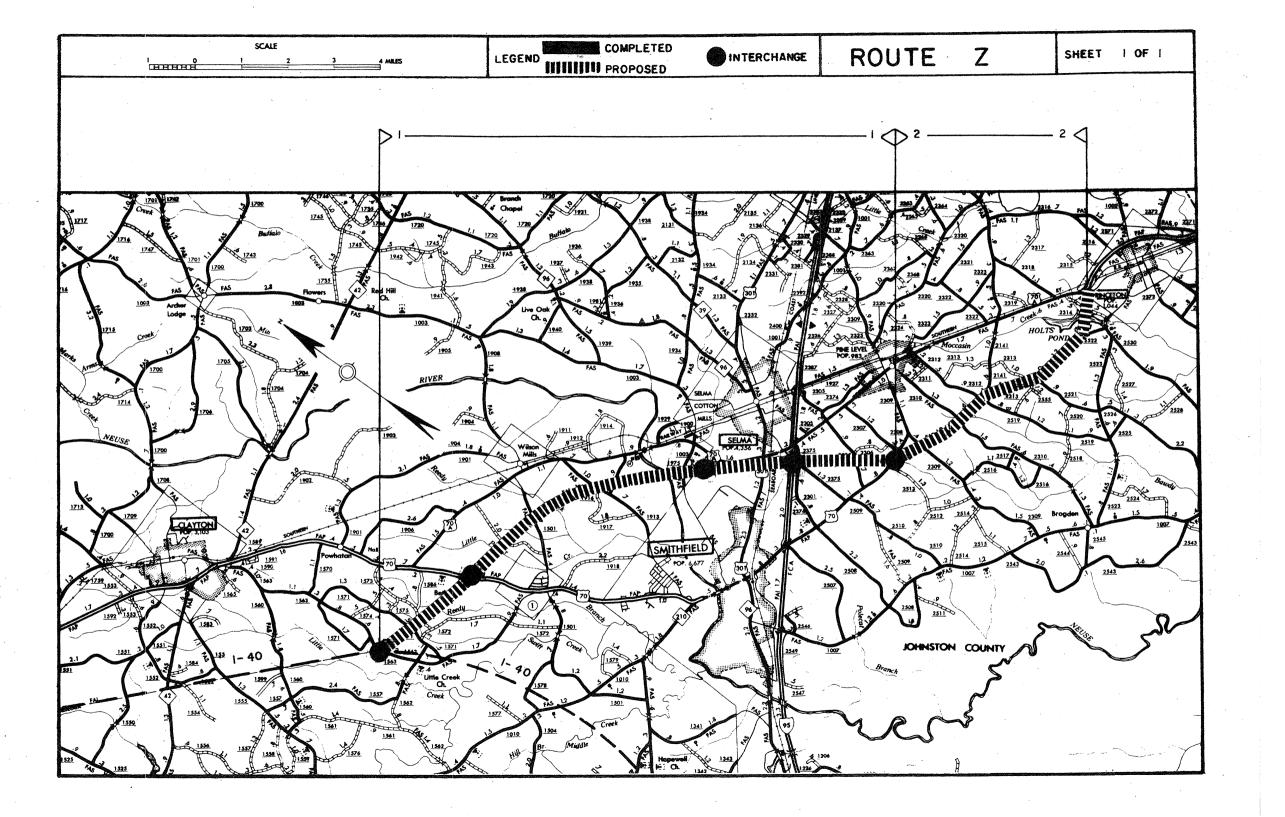
FAP Route No. 56-1

Designated Route No. US 70
(U.S. State or County)

Route Letter ____Z

Route Priority Ranking ______10

		Estima	te Sections		Subtotal		
l tem	1	2		Rural	Small Urban	Urbanized	Total for Route
Condition Code and Construction Schedule	3-81	3-81				 	
Section Length, miles (0.1)	12.0	5.8		17.8		***************************************	17.0
Class: Rural, Small Urban or Urbanized (R, S, U)	R	R					17.8
Urban Area I.D. (Name and Code)					**********		•••••••••••••••••••••••••••••••••••••••
No. of Lanes (Existing - Ultimate)	2 - 4	2-4					
Median (Existing - Ultimate)	U-D	U-D					
Degree of Access Control (Existing - Ultimate)	N-F	N-N					
Accident Data (Injuries - Fatalities)							
Traffic - a. Base Year (1972)	15,000	4,800					<u> </u>
b. ADT Estimate Design Year (1995)	18,000	17,000				***********	•
c. DHV Estimate Design Year (1995)	2,300						
d. D Directional Distribution Factors	60	2,200				**** ********************************	
e. T Percent Trucks (DHV)	12	10					
f. V/C Ratio (0.00)	1.6						
Work Classification		0.36	(1,000 Dollars)				
1. Preliminary Engineering	255		(1,000 Dollars)				
2. Right-of-way	255	280		535			535
a. Acquisition	6,500	4,000		10 500	•		
b. Relocation	255	157		10,500			10,500
3. Grade & drain; minor structures	6,228	 					412
4. Subbase, base, surfacing, shoulders		1,650		7,878			7,878
5. Interchanges	4,594	1,100		5,694			5,694
6. Major Structures over 500'	7,864	0		7,864			7,864
7. All other major structures		 		0			0
8. All other items	3,373 1,676	246		3,619			3,619
9. Subtotal, lines 3 to 8		303		1,979			1,979
10. Construction Engr. & contingencies	23,735	3,299		27,034			27,034
10% of Line 9	2,374	330		2 707			2 = 2 =
11. Total cost of construction	-,0/.	330		2,703			2,703
Lines 9 and 10	26 100	7 (20	·				
12. Total Estimate cost, Lines 1, 2 and 11	26,109	3,629		29,738			29,738
2	33,119	8,066		41,185			41,185



For the past twenty years, North Carolina has directed efforts towards developing US 64 from Raleigh to east. Completion to Interstate 95 at Rocky Mount is now in sight. The next section is a bypass of Rocky Mount and is the Priority Route proposed here.

At present US 64 passes through the center of Rocky Mount on city streets. Two have been paired to provide one-way operation and connectors built on each end, but traffic operation is still less than desirable. The situation is further compounded by at-grade railroad crossing of the main line of the Seaboard Coastline Railroad.

Rocky Mount has had a transportation plan which included a US 64 bypass for many years. This has allowed the city to protect to some extent the planned corridor. Though considerable, construction and environmental problems would be minimal for such an urban location.

In addition to providing a through facility, the urban location of the facility will allow it to provide much local service relieving many city streets. On the west the facility will serve the new Nash General Hospital providing speedy emergency access and insuring a timely crossing of the railroad.

East and west of the bypass, the adjacent sections of US 64 are also proposed for designation as Priority Routes. Favorable consideration of this proposal could provide a level of access to the Interstate System that is consistent with other areas of the State.

			(Thous	ands)		
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served	-	-	1			
Number not Served by Interstate			0			

Intercity Buses Yes 🛛 No 🗀

1-95
 US 64
ROCKY MOUNT
Length 7.5 Miles

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TE North Carolina

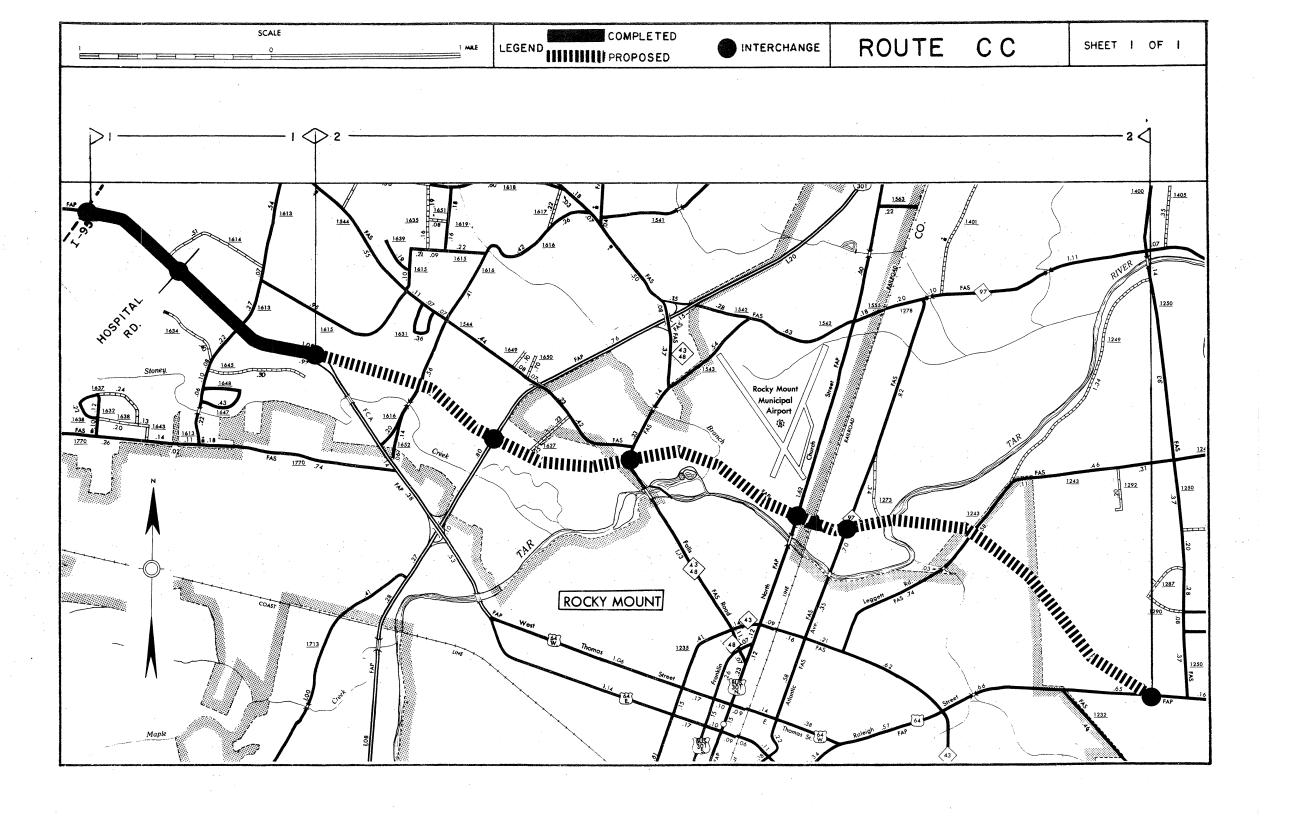
FAP Route No. 36-2 Loop

Designated Route No. US 64

Route Letter

(U.S. State or County)

		Estima	te Sections		Subtotal		T-4-1 5
İtem	1	2		Rural	Small Urban	Urbanized	Total for Route
ndition Code and Construction Schedule	0-00	3-78					
ction Length, miles (0.1)	2.5	5.0		2.5	5.0		7.5
iss: Rural, Small Urban or Urbanized (R, S, U)	R	S					
ban Area I.D. (Name and Code)		3930 Ro	¢ky Mount		·		
. of Lanes (Existing - Ultimate)	4 - 4	4 - 4					
dian (Existing - Ultimate)	D-D	U-D					
gree of Access Control (Existing - Ultimate)	F-F	N-F					
cident Data (Injuries - Fatalities)							
affic - a. Base Year (1972)	4.000	23,000					
b. ADT Estimate Design Year (1995)	23,000	16,000					
c. DHV Estimate Design Year (1995)	2,500	1,800					
d. D Directional Distribution Factors	60	60					
e. T Percent Trucks (DHV)	6	6					
f. V/C Ratio (0.00)	0.26	2.35	,				
Work Classification			(1,000 Dollars)	***************************************		· · · · · · · · · · · · · · · · · · ·	
Preliminary Engineering		1.836			1.836	T T	1,836
Right-of-way		1 , 0.00			1,030	 	1,830
a. Acquisition		5,000			5,000		5,000
b. Relocation		288			288		288
Grade & drain; minor structures		3,278				 	
Subbase, base, surfacing, shoulders		2,800			3,278 2,800	 	3,278
Interchanges		13,191			13,191		2,800 13,191
Major Structures over 500'		0			13,131	 	13,191
All other major structures		1.191				+	
All other items		1,146	<u> </u>		1,191	 	1,191 1,146
Subtotal, lines 3 to 8		21,606	 		21,606	 	$\frac{1,146}{21,606}$
Construction Engr. & contingencies		,			21,000		21,000
10% of Line 9		2,161			2,161		2,161
Total cost of construction		<u> </u>			<u> </u>	 	-,
Lines 9 and 10		23,767			23,767		23,767
Total Estimate cost, Lines 1, 2 and 11		30.891			30.891		30.891



Wilmington, one of North Carolina's eleven urbanized areas, is located between the Cape Fear River and the Atlantic Ocean. Being so located, it is one of two major seaports in North Carolina as well as a major recreational and tourist area.

Unfortunately, Wilmington also has another distinction. It is the only urbanized area in North Carolina not served by the Interstate System. In fact, it is over seventy miles from the Interstate System at the closest point. This obvious omission from the Interstate System has been a sore point with the People of North Carolina for many years. Though repeated efforts have been made for its addition to the Interstate System, Wilmington remains unserved.

At present, this corridor is served by US 421 and US 701. These are two-lane roads except for a four-lane freeway bypass of Clinton. Four laning from Wilmington north to NC 53, some twenty-three miles, is planned as a part of the current "Highway Improvement Program."

Though existing operating conditions are generally good with some exceptions, such as at Newton Grove where US 421, US 701, US 13, NC 50 and NC 55 all must feed around a traffic circle in the center of town, the traffic desires in the corridor are dispersed among several routes. Because of this the true demand in

the immediate corridor is not totally reflected by traffic volumes on the existing route. Concentration of these desires on one major route would be beneficial in that the relief would improve conditions on numerous other routes. Construction and environmental problems are minimal.

Development of a four-lane facility to planned Interstate 40, where it terminates at Interstate 95, would also have a tremendous psychological effect on the People of North Carolina, possibly equaling the direct transportation benefits. Though not something that can be readily measured, this general feeling about a four-lane road to the Port of Wilmington has established the development of this route as a major transportation goal--certainly one that justifies its designation as a top Priority Route. Wilmington and the southeastern region would then be linked to the north via Interstate 95 and to the west by Interstates 40 and 85.

			(Thous	ands)		
Present Population	5-10	10-25	25-50	50-100	100-250	250-500
Number of Places Served	2		-	1		
Number not Served by Interstate	1		·	1		

Intercity Buses Yes 🛣 No 🖂

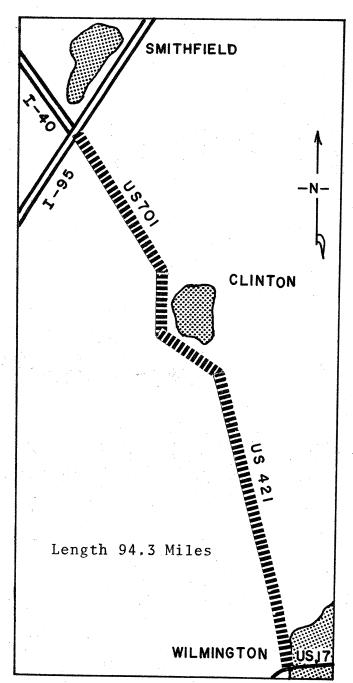


Table B - Basic Data by Estimate Sections

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STATE North Carolina

7432 FAP Route No. 7059

Designated Route No. US 421-701 (U.S. State or County)

Route Letter FF

Route Priority Ranking ____4

				Estimate Section	is			
l tem	FF-1	FF-2	FF-3	FF-4	FF-5	FF-6	FF-7	
Condition Code and Construction Schedule	3-86	3-86	3-86	0-00	7.06	7 00		
ection Length, miles (0.1)	10.7	9.0	11.2	6.0	3-86	3-80	3-79	<u> </u>
Class: Rural, Small Urban or Urbanized (R, S, U)	R	R	R	S	1 34.5 R	5.7 R	17.2	
Jrban Area I.D. (Name and Code)				Clinton0970		K	R	
lo. of Lanes (Existing - Ultimate)	2-4	2-4	2-4	4-4				
Median (Existing - Ultimate)	U-D	U-D	U-D	D-D	2 - 4 U - D	2-4	2-4	
Degree of Access Control (Existing - Ultimate)	N-P	N-F	N-P	F-F	N-P	U-D N-P	U-D	
Accident Data (Injuries - Fatalities)				1 1	14 - E	IV-F	N-P	
raffic - a. Base Year (1972)	3.000	3,500	4 000	F 000	7 700	—		
b. ADT Estimate Design Year (1995)	10,000	12,000	4,000	5,000 22,000	3,500	3,000	6,200	
c. DHV Estimate Design Year (1995)	1,400	1,680	1,960	2,400	1,960	12,000 1,680	25,000	
d. D Directional Distribution Factors	60						2,750	
e. T Percent Trucks (DHV)	8	60 8	60	60	60	60	60	
f. V/C Ratio (0.00)				6	1	8	10	
Work Classification	0.24	0.28	0.35	0.11	0.31	0.19	0.41	
1. Preliminary Engineering	688	1,282		ated Cost (1,000			T	
2. Right-of-way	088	1,202	738		2,111	364	1,704	
a. Acquisition	3,000	6,500	3,000		11,000	2,600	7,800	
b. Relocation	525	338	555		1,050	247	510	
3. Grade & drain, minor structures	3,338	4,671	3,494		10,764	1,778	5,366	
4. Subbase, base, surfacing, shoulders	3.082	3.445	3.226		9,936		 	
5. Interchanges	0	4,591	780		1,800	1,642 900	4,954	
6. Major Structures over 500'	0	0	780		1,800	900	8,700	
7. All other major structures	1,032	1,217	516		2,064	516	0,700	
8. All other items	642	1.153	672			····	1	
9. Subtotal, lines 3 to 8	8,094	15.077	8,688		2,070 26,634	342	1,032	
O. Construction Engr. & contingencies			0,000		20,034	5,178	20,052	
10% of Line 9	809	1,508	869		2,663	518	2,005	i.
Total cost of construction					2,000	210	2,003	
Lines 9 and 10	8,903	16.585	9.557		20 207	Γ 606	22.055	*
2. Total Estimate cost, Lines 1, 2 and 11	13,116	24,705	13,850		29,297 43,458	5,696 8,907	22,057 32,071	

Table B - Basic Data by Estimate Sections

OMB No. 04-R-5662 73 Sheet 2 of 2 Sheets

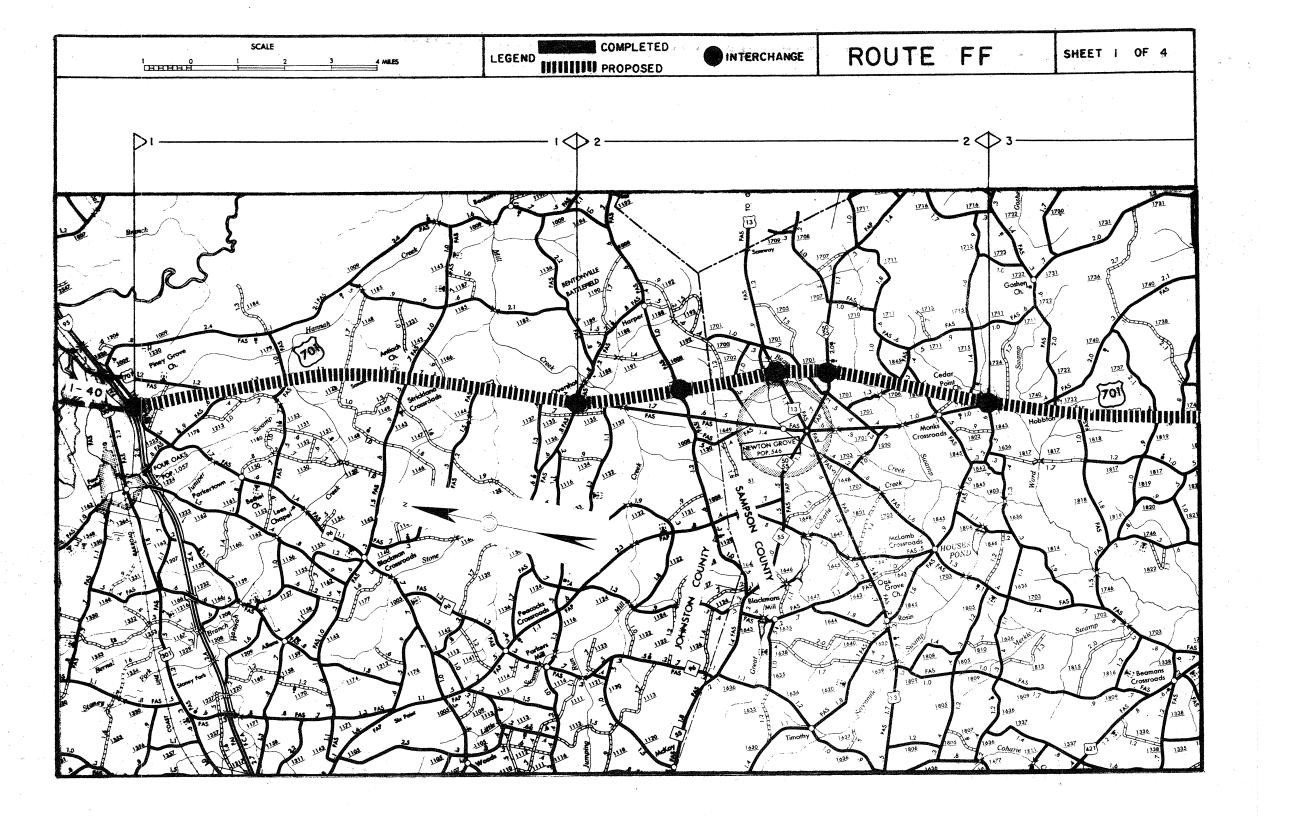
STATE North Carolina

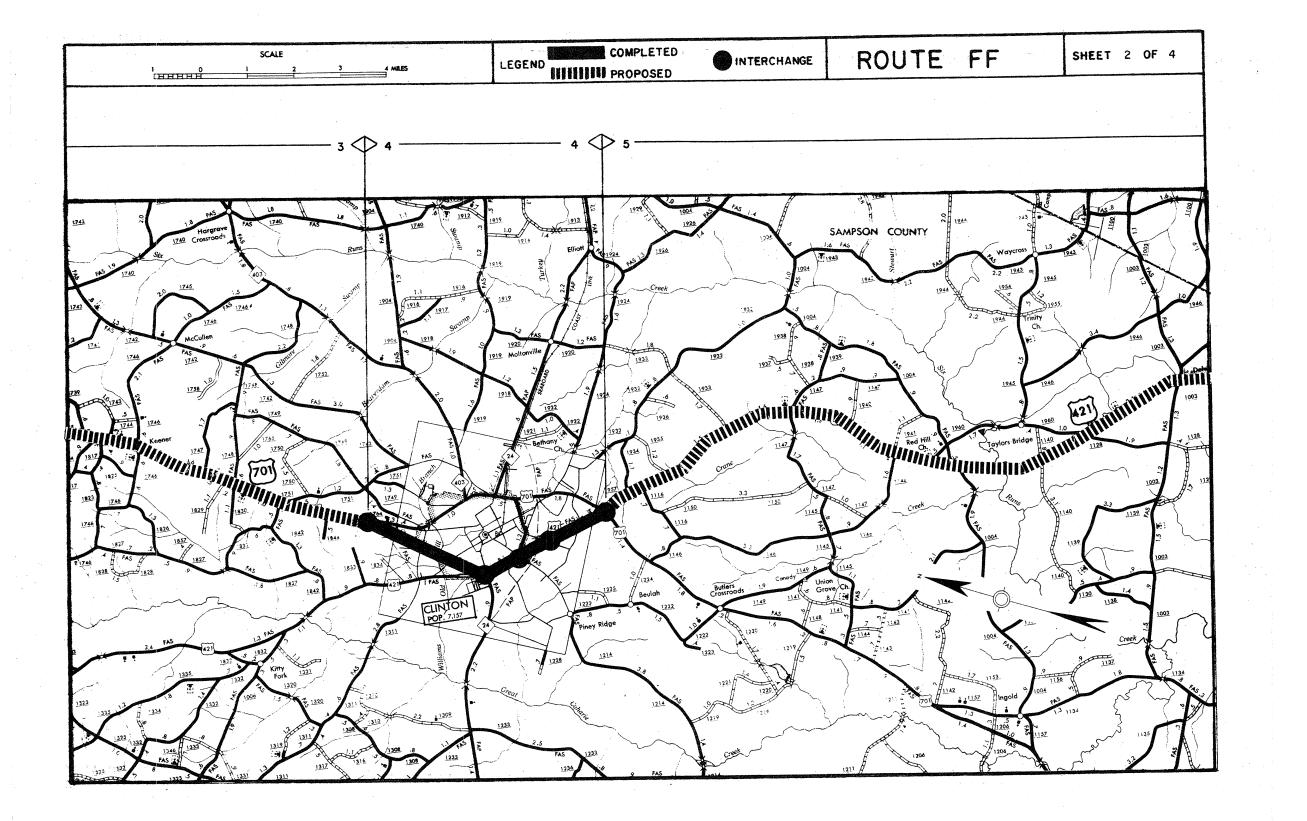
7432 FAP Route No. 7059

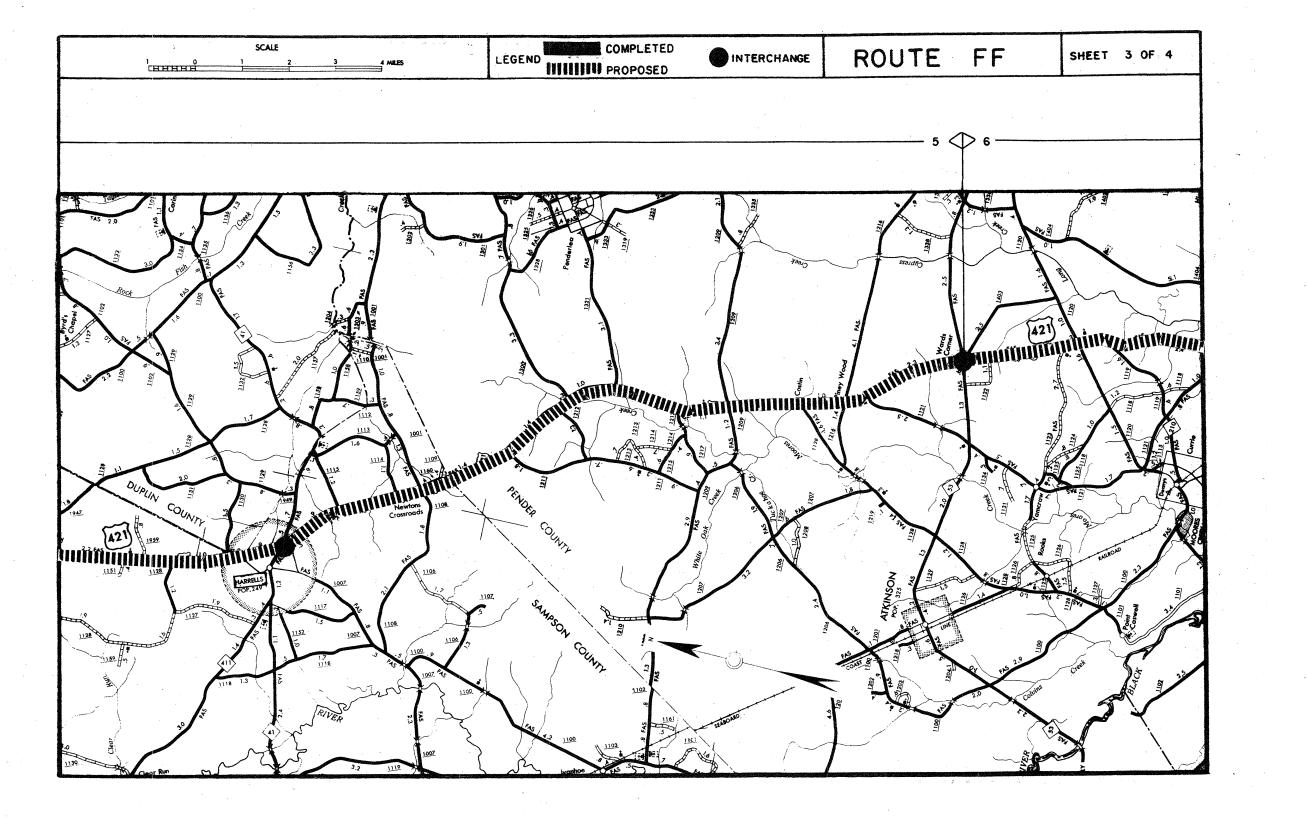
Designated Route No. US 421-701

Route Letter FF

(U.S. State or County) Route Priority Ranking **Estimate Sections** Subtotal Total for Item Small Route Rural Urbanized Urban Condition Code and Construction Schedule Section Length, miles (0.1) 88.3 6.0 94.3 Class: Rural, Small Urban or Urbanized (R, S, U) Urban Area I.D. (Name and Code) No. of Lanes (Existing - Ultimate) Median (Existing - Ultimate) Degree of Access Control (Existing - Ultimate) Accident Data (Injuries - Fatalities) Traffic - a. Base Year (1972) b. ADT Estimate Design Year (1995) c. DHV Estimate Design Year (1995) d. D Directional Distribution Factors e. T Percent Trucks (DHV) f. V/C Ratio (0.00) Work Classification Estimated Cost (1,000 Dollars) 1. Preliminary Engineering 6,887 6,887 2. Right-of-way a. Acquisition 33,900 33,900 b. Relocation 3,225 3,225 3. Grade & drain; minor structures 29,411 29,411 4. Subbase, base, surfacing, shoulders 26,285 26,285 5. Interchanges 8,071 8,700 8,071 6. Major Structures over 500' 8,700 7. All other major structures 5.345 5.345 8. All other items 5,911 5,911 9. Subtotal, lines 3 to 8 83,723 83,723 10. Construction Engr. & contingencies 10% of Line 9 8,372 8,372 11. Total cost of construction Lines 9 and 10 92,095 92,095 12. Total Estimate cost, Lines 1, 2 and 11 136.107 136.107







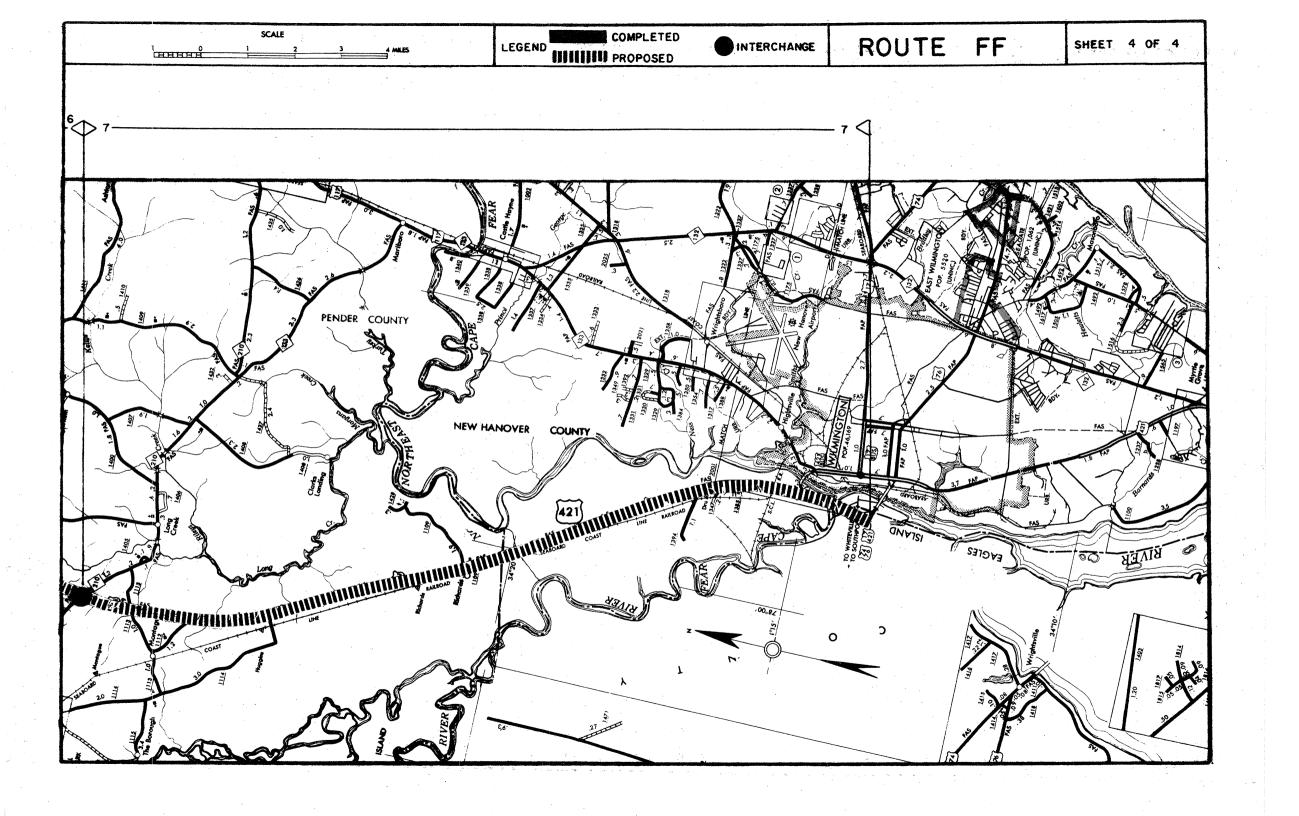


TABLE C

Priority Primary Route Letter		A			В			С			D	
Federal-Aid Route Number(s)	5	010-M		14 1	17-1		48-1,2	1-2,441	6,442,8	6162	18-1	
Designated Route Number(s)	U	S 70-74			US 25		US19-2	21-421,	NC194-1	0.5	US 74	
Route Priority Ranking		15			17			26	:		31	
Accident Data (Injuries - Fatalities)							·					
ADT (Route Average)	3	0,000			5,000	,		5,000			4,000	
Class: Rural, Small Urban and Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized
Length, Miles			4.3	9			140	2		47	8	
		Γ			T.			T	1			<u> </u>
			,		,	, ,		1		<u> </u>		
1. Preliminary Engineering			2,320			ļ						<u> </u>
2. Right-of-way												
a. Acquisition			6,544									<u> </u>
b. Relocation			_	ļ			<u> </u>					
3. Grade & drain; minor structures	-		9,864									
4. Subbase, base, surfacing, shoulders			1,106		ļ			-				
5. Interchanges			14,669							<u> </u>		1
6. Major structures over 500'		·	1 - 0			<u> </u>				<u> </u>		
7. All other major structures			1,300				 		<u> </u>			
8. All other items			348				<u> </u>	<u> </u>				
9. Subtotal, lines 3 to 8		<u> </u>	27,287	<u>. </u>						·		1
10. Construction Engr., & contingencies 10% of Line 9			2,729									
11. Total cost of construction				1								
Lines 9 and 10			30,016									
12. Total Estimate Cost, Lines 1, 2 and 11		<u> </u>	39,855					<u></u>			<u> </u>	1
13. Route Total (Top 5% only)		39,855				1	206 60	J = 00	<u></u>	FO 000	12 500	1
14. Route Total (Routes over 5%)	200440000000000000000000000000000000000			22,500	<u> </u>	1	1206,000	5,00	UJ	50,000	114,500	/ ************************************
15. Grand Total (Lines 12 and 14)												

Table C - Cost Estimate by Routes and State Totals

0MB No. 04-R-5652 Sheet 2 of 9 Sheets

ГАТЕ	North	Carolina	
1/71			

Priority Primary Route Letter		E			F			G			Н	
Federal-Aid Route Number(s)		25-1		25-162,	24-1,39	41,3949	•	96-1			40-3	
Designated Route Number(s)	·	US 321		US 32	1, NC 1	.6-73		NC 89			I-40	
Route Priority Ranking		24			9		-	23			12	
Accident Data (Injuries - Fatalities)		-										
ADT (Route Average)		5,500			10,000			6,000			40,000	`
Class: Rural, Small Urban and Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized
Length, Miles	15	5		69.2	12.4	8.1	10			10.8		9.8

Work Classification

Estimated Cost (1,000 Dollars)

1. Preliminary Engineering				6,147		1,303		2,965		2,848
2. Right-of-way										
a. Acquisition				40,750		26,500		12,000		18,000
b. Relocation				1,328		1,400		1,050		1,965
3. Grade & drain; minor structures				26,898		3,304		5,605		5,487
4. Subbase, base, surfacing, shoulders				21,170		2,283		4,134		3,792
5. Interchanges				11,236		5,757		15,370		18,563
6. Major structures over 500'				0		0		0		0
7. All other major structures				7,098	,	2,435		7,749		3,754
8. All other items				5,932		1,087		2.024		1.908
9. Subtotal, lines 3 to 8			:	72,334		14,866	-	 34,882	,	33,504
10. Construction Engr., & contingencies								_		
10% of Line 9				7,233		1,487		3,488		3,350
11. Total cost of construction										
Lines 9 and 10	7			79,567		16,352		38,370		36,854
12. Total Estimate Cost, Lines 1, 2 and 11				127,792		45,555		54.385		59,667
13. Route Total (Top 5% only)		<u></u>			173,34				114,05	
14. Route Total (Routes over 5%)	15,000	5,000					5.000			
15. Grand Total (Lines 12 and 14)										

Table C - Cost Estimate by Routes and State Totals

OMB No. 04-R-5652 Sheet 3 of 9 Sheets

Morth Carolina

Priority Primary Route Letter	·	I		-	. J			K			L	
Federal-Aid Route Number(s)	3	7-1		6	2-1 & 2	2		41-2		5189-N	4 5183	-M
Designated Route Number(s)	U	S 52		U	S 311			US 70,	NC 90	I - 8	35, US	74
Route Priority Ranking		3			11			6			7	
Accident Data (Injuries - Fatalities)								. *				
ADT (Route Average)	35	,000		2	5,000		,	25,000			15,000	
Class: Rural, Small Urban and Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized
Length, Miles	15.7	<u>.</u>	1.1	16.7	·	14.5		4.6		48.1	-	8.4

Work Classification

Estimated Cost (1,000 Dollars)

				·			
1. Preliminary Engineering	2,597	***	2,608	2,913	227	10,208	1,405
2. Right-of-way							
a. Acquisition	17,000		16,700	17,500	3,000	65,000	10,000
b. Relocation	1,750		1,815	1,950	614	848	335
3. Grade & drain; minor structures	8,149		8,668	7,942	958	25,632	4,703
4. Subbase, base, surfacing, shoulders	6,010		6,393	5,555	926	26,933	3,250
5. Interchanges	9,648		8,511	15,239	0	49,762	5,728
6. Major structures over 500'	0		0	0	0	0	0
7. All other major structures	4,566		4.870	3.298	552	10.099	1.675
8. All other items	2,171		2,244	2,238	237	7,671	1,169
9. Subtotal, lines 3 to 8	30,547		30,686	34,272	2,673	110,097	16,525
 Construction Engr., & contingencies 10% of Line 9 	3,055		3,069	3,427	267	12,009	1,653
11. Total cost of construction							
Lines 9 and 10	33,602		33,755	37,699	2,940	132,106	18,178
12. Total Estimate Cost, Lines 1, 2 and 11	54,949		54.878	60,062	6,781	208,162	29,918
13. Route Total (Top 5% only)	54,94	19	114,9		6,781	237,	324
14. Route Total (Routes over 5%)							
15. Grand Total (Lines 12 and 14)							

Length, Miles	2.1		9.2	66	16		156	30	4	31	;	
Class: Rural, Small Urban and Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized
ADT (Route Average)		55,000	1		5,000		6	,000			5,500	
Accident Data (Injuries - Fatalities)												
Route Priority Ranking		14			29			32			22	
Designated Route Number(s)		US 74		2.5	US 70-	52		US 74		ì	US 220	
Federal-Aid Route Number(s)		18-2	·	-	41-1 &	2	18-2,3	64,6-1	,4-1		45-2	
Priority Primary Route Letter		M			N			0			p ·	

Work Classification					Estim	nated Cos	t (1,000 Do	llars)					
<u>and the second of the second </u>													
1. Preliminary Engineering	350		3,353			T		T .	T	<u> </u>	T	T	\dashv
2. Right-of-way			",""									<u> </u>	\dashv
a. Acquisition	15,000	·	69,000										
b. Relocation	750		5.495					1			,	<u> </u>	\dashv
3. Grade & drain; minor structures	1,377		7,371			·							\dashv
4. Subbase, base, surfacing, shoulders	1,313		6,731		. ;.			1					\dashv
5. Interchanges	1.137		13,168				* •						\dashv
6. Major structures over 500'	0		1,900										\dashv
7. All other major structures	0		6,424				· ·						\dashv
8. All other items	293		2,840							 			\dashv
9. Subtotal, lines 3 to 8	4,120		38,434										\dashv
10. Construction Engr., & contingencies											,		\dashv
10% of Line 9	412		3,843										1.
11. Total cost of construction								 				· ·	\dashv
Lines 9 and 10	4,532		42,277	•		,		-				ĺ	
12. Total Estimate Cost, Lines 1, 2 and 11	20,632		120,125				1				-		\exists
13. Route Total (Top 5% only)		140,757			I		1	L	<u> </u>		L	-	\dashv
14. Route Total (Routes over 5%)				77,000	40.000		96,000	75 000	16 000	71 000			\dashv
15. Grand Total (Lines 12 and 14)					, , , ,		150.000	. / 		1.31.000			**

ATE MOTOR GOTTELLING												
Priority Primary Route Letter		Q.			R			S			Т	
Federal-Aid Route Number(s)	4	5-2			45-1		. 2	28-1 & 2	2	6	7-1 & 2	·
Designated Route Number(s)	U	S 220			US 220			JS 64, 1			S 421,	
Route Priority Ranking		8		-	19			25			20	T. A
Accident Data (Injuries - Fatalities)	4	0,000			8,000			4,500			5,500	
ADT (Route Average)												
Class: Rural, Small Urban and Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanize
Length, Miles	0.6		10.6	10		5	105	26	9	59	24	
Work Classification					Estin	nated Cost	(1,000 Do	llars)				
1. Preliminary Engineering	142		1,876									1

		T	T	T	<u> </u>		T	1	Ť:	F	т	
1. Preliminary Engineering	142		1,876									
2. Right-of-way							Ì					
a. Acquisition	750		21,750									
b. Relocation	30		1.795									
3. Grade & drain; minor structures	157		1,956									
4. Subbase, base, surfacing, shoulders	150		1,868									
5. Interchanges	780		12.140									
6. Major structures over 500'	0		516									
7. All other major structures	552		4,968									
8. All other items	33		420									
9. Subtotal, lines 3 to 8	1,672		21,868									
10. Construction Engr., & contingencies												
10% of Line 9	167		2,187									
11. Total cost of construction												
Lines 9 and 10	1,839		24,055						1			
12. Total Estimate Cost, Lines 1, 2 and 11	2,761		49,476									
13. Route Total (Top 5% only)		52,237	1		<u> </u>				<u> </u>		- <u>-</u>	k
14. Route Total (Routes over 5%)				25,000		12,500	165,000	65,000	54,000	46,000	60,000	
15. Grand Total (Lines 12 and 14)												

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Priority Primary Route Letter		U			V			W	•		X	
Federal-Aid Route Number(s)					56-1		·	43-3		·	43-3	,
Designated Route Number(s)	US	5 70 Bus	5.		SR 1428	3 .		US 1		1	US 1	
Route Priority Ranking		13			5			1			30	
Accident Data (Injuries - Fatalities)												
ADT (Route Average)		40,000			30,000			50,000			4,000	
Class: Rural, Small Urban and Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbaniz
Length, Miles			4.3	,		2.4	8.0		8.5	25	4	
Work Classification					Estin	nated Cost	(1,000 Dol	llars)	•			
1. Preliminary Engineering			969			351	326		720			
2. Right-of-way	·					1 010	6 000		2 500			
a. Acquisition		ļ	5,750		ļ	1,912	6,000		2,500		<u> </u>	
b. Relocation	<u>:</u>		750		ļ	265	310	<u> </u>	158		-	-
3. Grade & drain; minor structures		<u> </u>	1,483			1,277	1,224		2,016			-
4. Subbase, base, surfacing, shoulders			1,347		<u> </u>	861	1,216		1,184		1	
5. Interchanges		<u> </u>	4,120			1,467	0 516		792			
6. Major structures over 500'			1,000 3,142			316	276		1,104		<u> </u>	+
7. All other major structures 8. All other items							304		252			
9. Subtotal, lines 3 to 8		-	318 11,410			266 4,187	3,536	<u>,</u>	8,468			1.
10. Construction Engr., & contingencies		-	11,410	·		7,107	3,330		10,700			
10% of Line 9			1,141			419	354		847			j.
11. Total cost of construction												
Lines 9 and 10			12,551			4,606	3,890		9,315			
12. Total Estimate Cost, Lines 1, 2 and 11			20,020			7,134	10,526		12,693			
13. Route Total (Top 5% only)		20,020			7,134			23,219				
14. Route Total (Routes over 5%)										<u>25,000</u>	4,000	
15. Grand Total (Lines 12 and 14)												

Priority Primary Route Letter		Y			Z			AA			ВВ	
Federal-Aid Route Number(s)		369-M 365-M			56-1		74	1-3 & 4			36-1	
Designated Route Number(s)		NC 87	***************************************		US 70			3 158		·		
Route Priority Ranking	•	2	***************************************		10		US	34			US 64 18	
Accident Data (Injuries - Fatalities)				·				<u> </u>			10	
ADT (Route Average)		35,000			17,500			3,000		· · · · · · · · · · · · · · · · · · ·	5,000	***************************************
Class: Rural, Small Urban and Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized
Length, Miles	3.6		9.4	17.8			121	4		38		
1 Preliminary Engineering	270	T	1 457	F7F	T.	nated Cost					<u> </u>	
1. Preliminary Engineering	238		1,457	535								
2. Right-of-way									,			
a. Acquisition	300		10,850					<u> </u>				
b. Relocation	. 0		1,675	412								
3. Grade & drain; minor structures	1,600		2,983					· ·				
4. Subbase, base, surfacing, shoulders	900		2,220		<u> </u>							
5. Interchanges	0		4,620	7,864		<u> </u>				· · · · · · · · · · · · · · · · · · ·		
6. Major structures over 500'7. All other major structures	0		4,476	0						·		
8. All other items	200		1,656	3,619	<u> </u>	<u> </u>					<u> </u>	<u> </u>
9. Subtotal, lines 3 to 8	2,700	•	17,152	1,979								
10. Construction Engr., & contingencies	2,700		17,132	27,034								
10% of Line 9	270		1 715	2,703								
11. Total cost of construction			1 1 1 1 1 1	2,700								
Lines 9 and 10	2,970	. '	18,868	29,738							-	
12. Total Estimate Cost, Lines 1, 2 and 11	3,508	,	32,850	41,185								
13. Route Total (Top 5% only)		36,358			41,185			1	1		<u> </u>	
14. Route Total (Routes over 5%)		, , , , , , , , , , , , , , , , , , ,			1		221,500	10,000		56,500		
15. Grand Total (Lines 12 and 14)					***************************************	***********		***************************************	******************	*************		200002000000000000000000000000000000000

Length, Miles 2.5 5.0 47 41 9 88.3 6.0	ATE NOTE GATOLINA								•			-	
Designated Route Number(s)	Priority Primary Route Letter		CC			DD			EE			FF	
Designated Route Number(s)	Federal-Aid Route Number(s)	3	36-2 Loo	מי		36-2			38-1				
Accident Data (Injuries - Fatalities) ADT (Route Average) 20,000 4,000 5,000 5,000 Class: Rural, Small Urban and Urbanized Rural Work Classification Estimated Cost (1,000 Dollars) 1. Preliminary Engineering 2. Sight-of-way a. Acquisition 5,000 Estimated Cost (1,000 Dollars) 1. Preliminary Engineering 3. Grade & drain; minor structures 3. Grade & drain; minor structures 4. Subbase, base, surfacing, shoulders 5. Interchanges 6. Major structures over 500' 20,000 4,000 5,000 5,000 4,000 5,000 4,000 5,000 5,000 4,000 5,000 4,000 5,000 5,000 5,000 5,000 5,000 5,000 5,000 5,000 5,000 5,000 5,000 5,000 6,887 6,887 7,000	Designated Route Number(s)					US 64							701
Accident Data (Injuries - Fatalities) ADT (Route Average) 20,000 4,000 5,000 5,000	Route Priority Ranking		16			27			21		4		
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8. All other items 1,146 5,911	·		<u> </u>								<u> </u>		
9. Subtotal, lines 3 to 8 21,606 83,723	·		21,606						 			· · · · · · · · · · · · · · · · · · ·	
10. Construction Engr., & contingencies 10% of Line 9 2,161			1										
11. Total cost of construction Lines 9 and 10 23,767			23,767								92,095		
12. Total Estimate Cost, Lines 1, 2 and 11 30,891 136,107	12. Total Estimate Cost, Lines 1, 2 and 11		30,891				·				136,107		
13. Route Total (Top 5% only) 30,891 136,107													
14. Route Total (Routes over 5%) 15. Grand Total (Lines 12 and 14)					117,000			102,000	22,500	d			

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Sheet <u>9</u> of <u>9</u> Sheets

North Carolina

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STUDY CONCLUSIONS

Major conclusions drawn from this study of North Carolina's highways and the effect of the Priority Primary Routes section of 1973 Federal-Aid Highway Act are as follows:

> North Carolina has many routes that qualify for consideration as Priority Primary Routes.

> Many of the routes are logical extension of the Interstate System and as such should receive special consideration for the Priority Program.

All of the routes proposed are long standing needs, previously identified in our continuing planning process and require immediate attention.

With no urban Interstate spurs or loops, North Carolina has special need for priority development of such facilities.

Traffic service in North Carolina's major urban areas would benefit greatly if the Priority Program was fully implemented. North Carolina's "Highway Improvement Program" includes projects on many of the routes proposed, but total development is not possible in the foreseeable future.

North Carolina does not have the resources to develop the proposed routes on a timely basis.

In summary, North Carolina has suffered for many years from an inability to develop major traffic facilities as they are needed. Continuing planning studies, both urban and rural, have documented needs that are staggering when compared to the resources available. Add to this, the fact that North Carolina receives less return on its Federal highway tax dollar than any other State and you have a situation that has become frustrating. Because of all of this, North Carolina has special need for a program such as the Priority Primary Routes Program.

Discussion of the selection of North Carolina's Priority Primary Routes is contained throughout this report. Basically, the eligibility requirements for the Priorities Program was applied to the State's major arterial system to identify those routes for further consideration. Generally these routes are FAP routes but not entirely so, but with realignment of the system, as required by the 1973 Federal Highway Act, all are expected to be on the new system.

Given that the intent of the Priorities
Program is to identify, and develop to some
extent, those routes which supplement and complement the Interstate System, an intermediate
level system of arterials falling between the
Interstate System and other major and minor
arterials was selected. This system shows
North Carolina's overall priority requirements.

From this system, the top priority group was selected for detailed consideration. Routes for this category were selected by first examining the State's adopted "Seven Year Highway Improvement Program" and then other recognized needs that the State was unable to include in immediate development plans. The "Highway Improvement Program" certainly substantiates the priority of the routes selected from that program for inclusion in the Priorities Program. Of course, there are many other priority needs not included in the program and these were identified by examining needs as indicated by both previous and continuing planning studies. In the urbanized areas particularly,

transportation studies have identified many needs eligible for the Priorities Program and not currently provided for.

From these needs list of candidate routes eligible for the Priority Program, determined by considering traffic volumes, operating conditions, safety, system function, and relationship to the Interstate System, were presented to the professional management and to the Planning and Programming Committee of the Board of Transportation. Out of this came the routes, adopted by the full Board of Transportation, as North Carolina's Priority Primary Routes. These routes in turn were considered by all the urbanized area and regional planning groups. All comments to date have been favorable. Since most of the routes are part of existing mutually adopted transportation plans, no controversy was expected or experienced.

As to the particulars of the study, the rural/urban split evolved without any specific consideration of this point. The resultant mileage split of approximately fifty-fifty was considered favorable and generally in line with current thinking.

Data for the study was gathered from existing or previous studies in so far as possible and the remainder was estimated. Since most of the routes are already in the development process, many planning reports were available and in several instances estimated quantities from preliminary engineering studies were available.

Typical per mile development cost as determined for use in the Interstate Cost estimate were used on the majority of the routes. This was particularly applicable since mose of the proposed routes are planned for freeway development. Right-of-way estimates were made by the Right-of-Way Staff based on per mile cost experienced on similar projects and a general knowledge of the area of the route.

Traffic estimates, both existing and future, were taken from the best source available. In some instances studies of the specific route were available. Also some estimates from future traffic assignments derived from land use and traffic generation model studies were available. Elsewhere, estimates using normal procedures were made.

Specific accident data, requested as part of this report, is unavailable in the detailed requested. Accident data is continually collected and analyzed but assignment to all specific road sections is not totally possible at present. In urban areas data is available by street name only. Compilation of this data would have required manual consideration of each accident report. The effort required was determined to be too much for the purposes of this report. On pure rural sections the data is assigned by computer to applicable roadway sections but these sections were so limited in this report the data was not compiled. Knowledge of the general accident experience was considered where possible.

Base year conditions reported for some route sections can be confusing and misleading. This occurs where no existing facility is located in the corridor proposed for development. This is particularly true in urban areas. Consideration of base data where the facility to be replaced is not apparent should be done with caution.

Individual route priorities, for the purposes of this report, were based on a cost-use index as determined by relating development cost to the 1995 traffic volumes. Generally, all of the routes in the top priority group are considered equally important and worthy of immediate development. In the end, resultant priority, as reflected by the actual construction date must depend on the amount of funds available at that point and their relationship to the rest of the road improvement program.

Finally, North Carolina's on-going planning and programming efforts are based on a two pronged approach; (1) determination of theoretical need based on the evaluation of existing and forecasted conditions against tolerable standards and (2) the desire of the people as reflected through their local planning efforts or communicated directly through public meetings or solicitations. Our current "Seven Year Highway Improvement Program" is a product of that effort as is this report.