

APPENDIX A: Transportation projects completed since 2005 that required significant federal funding.

| Urban Area | Facility/Route | From | To | Length (mi) | Current Traffic | Lanes | Cost (\$1,000) | Project Description | How has completed project contribute to regional or statewide economic development and quality of life | Year Completed |
|------------|----------------------------------|-------------------------------|--|-------------|----------------------|-------|--|--|--|----------------|
| High Point | I-85 / US 29 / US 52 / US 70 | South of Yadkin River | US 29 / US 52 / US 70 / Business 85 split south of Lexington | 7 | 64,000 | 8 | 290,400 (includes GARVEE debt service) | This project expanded a section of 50s-era Interstate from 4 lanes to 8 and replaced a substandard crossing of the Yadkin River. | Funded through a combination of GARVEE bond proceeds TIGER funds, Federal-aid core-program funds and State funds, this project improves mobility and enhances safety along a major east coast Interstate that carries substantial truck volumes, by relieving a major capacity bottleneck. | 2014 |
| Charlotte | LYNX light rail in Charlotte | I-485 at South Blvd | uptown Charlotte | 9.6 | 15,700 trips per day | N/A | 462,700 | This project constructed the first phase of Charlotte's LYNX rapid transit system. It is a 15-station light rail transit line. | This project improved travel in the Charlotte area by providing an alternate mode of travel. Also, the LYNX rapid transit system has spurred urban re-development along the corridor. | 2007 |
| Charlotte | I-485 Charlotte Loop | I-85 in west Mecklenburg | NC 115 east of I-77 | 12.8 | 55,000 | 6 | 309,700 | This project constructed a portion of the Charlotte Outer Loop. Construction was completed in 3 contracts. | This project improved travel in the Charlotte area by constructing an additional link between I-77 and I-85 that provided thru commercial vehicles a route that did not go thru downtown Charlotte. | 2009 |
| Charlotte | US 74 (Independence Boulevard) | Eastway Drive | NC 24-27 (Albemarle Rd) | 1.5 | 90,000 | 10 | 63,100 | This project widened a heavily congested segment of roadway. | This project improved travel in the Charlotte area by widening a heavily congested segment of roadway. | 2006 |
| Greensboro | I-73 / Greensboro Loop | I-85 / US 29 / US 70 | SR 2085 (Bryan Blvd.) | 10 | 39,000 | 6, 8 | 300,000 | Construction of a six- to eight-lane freeway on new location | This project completed the portion of the Greensboro urban loop from I-85 to Bryan Blvd. near the Piedmont Triad International Airport, enhancing mobility and intermodal access in the Triad region | 2008 |
| Raleigh | Western Wake/Triangle Expressway | NC 55 Bypass in Holly Springs | NC 55 in Cary | 12 | 17,900 | 6 | 700,000 | Construction of a six-lane toll facility on new location | This project completes the western quadrant of the Raleigh urban loop, providing congestion relief between the rapidly growing areas of southwestern Wake County and the Research Triangle Park / Raleigh-Durham International Airport area. | 2012 |
| Goldsboro | US 70 Bypass of Goldsboro | SR 1300 (Salem Church Road) | East of SR 1556 (Wayne Memorial Drive) | 3.9 | 20,728 | 4 | 116,684 | Four lane divided freeway on new location | This Project has increased the efficiency of freight movement and decreased the travel time on US 70, the major east/west artery in this section of North Carolina | 2011 |
| High Point | I-74 / US 311 | Archdale | Randleman | 7 | 8,600 | 4 | 150,000 | This project constructed a section of freeway on new location | Through the use of GARVEE bond proceeds, this project completed a missing link in the I-74 Congressional High Priority Corridor, improving mobility and connectivity within the greater Triad region. | 2013 |
| Raleigh | I-540 | US 1 | US 64 / US 264 | 10 | 57,000 | 6 | 160,000 | Construction of a six-lane freeway on new location | This project completes the northeastern quadrant of the Raleigh urban loop, providing an alternative to the congested I-40 / US 64 East corridor between rapidly-growing areas of eastern Wake County and the Research Triangle Park / Raleigh-Durham International Airport area. | 2007 |

Source: North Carolina Department of Transportation response to TRIP Survey, 2014.