



## Appendix D: 2035 Long Range Transportation Plan Amendment #2

Amendment 2 corrects the mileage (called Distance in the project table) to match the values in the North Carolina State Transportation Improvement Program (STIP), makes changes to Air Quality Analysis Years to correspond to project timeframes, and incorporates Bus-On-Shoulder-Systems as a Transportation System Management action. The following table shows corrections, in **bold** font, using the format from Appendix 1 of the 2035 LRTP.

Project ID	Road Name	Project Limits		Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Regionally Significant	Exempt from AQ	Project Capital Cost (2008 \$)	AQ Analysis Year
		From	To							
<b>DCHC MPO Roadway Projects</b>										
83	Northern Durham Pkwy	US 70 E	I 85 N	0	4	6.40 <b>8.1</b>	Yes	No	\$66,999,951	2025
84	Northern Durham Pkwy	I 85 North	Old Oxford Hwy	0	4	2.40 <b>3.8</b>	Yes	No	\$27,284,982	2025
85	Northern Durham Pkwy	Old Oxford Hwy	Roxboro Rd	0	2	2.64 <b>4.4</b>	No	No	\$19,358,989	2025
49	I-85	US 70	Red Mill Rd	4	6	5.68 <b>6.4</b>	Yes	No	\$76,107,334	2025
44	I-40	NC 86	I-85	4	6	7.32 <b>7.5</b>	Yes	No	\$77,277,997	2035
9	Carver St Ext	Armfield St	Old Oxford Rd	0	4	0.73	No	No	\$7,660,000	2025 <b>2015</b>
56	Louis Stephens Dr (RTP)	Hopson Rd	Wake County Line	0	<b>4</b> <b>2</b>	0.90	No	No	\$0	2015
56.1	Louis Stephens Dr (RTP)	Hopson Rd	Wake County Line	2	4	0.90	No	No	\$8,010,000	2035
<b>NC CAMPO Roadway Projects</b>										
A46	Tryon Rd	Norfolk Southern Rail	South Wilmington St.	2	4	0.9	No	No	\$5,200,000	2015 <b>2025</b>
F43	I-40	US 1/64	Lake Wheeler Rd.	6	8	4.43	Yes	No	\$49,027,558	2015 <b>2025</b>
	US 64/Laura Duncan Interchange						No	No	\$32,500,000	<b>2025</b>
A380	US 64	US 1	Laura Duncan Rd.	4	4	2.49	Yes	No	\$11,000,000	2015 <b>2025</b>
A90d	US401	Franklin County	NC 39	2	4	10.50	Yes	No	\$22,485,000	2015 <b>2025</b>
A222a	NC 54	Cary Parkway	Weston Parkway	2	9	0.90	Yes	No	\$4,759,000	2015 <b>2025</b>
A235b	US 1A	Forbes Rd.	Rogers Rd.	2	4	0.26	No	No	\$1,700,000	2015 <b>2025</b>

Amendment 2 adds BOSS (Bus On Shoulder System) to the Transportation System Management (TSM) actions in section 7.9 of the full report. BOSS permits public transit vehicles, e.g., fixed route buses, to use the breakdown lane of highways when traffic speeds decline to a specified level. In addition, the roadway network in the Regional Travel Demand Model was adjusted to match changes made to ramp configurations for the East End Connector.