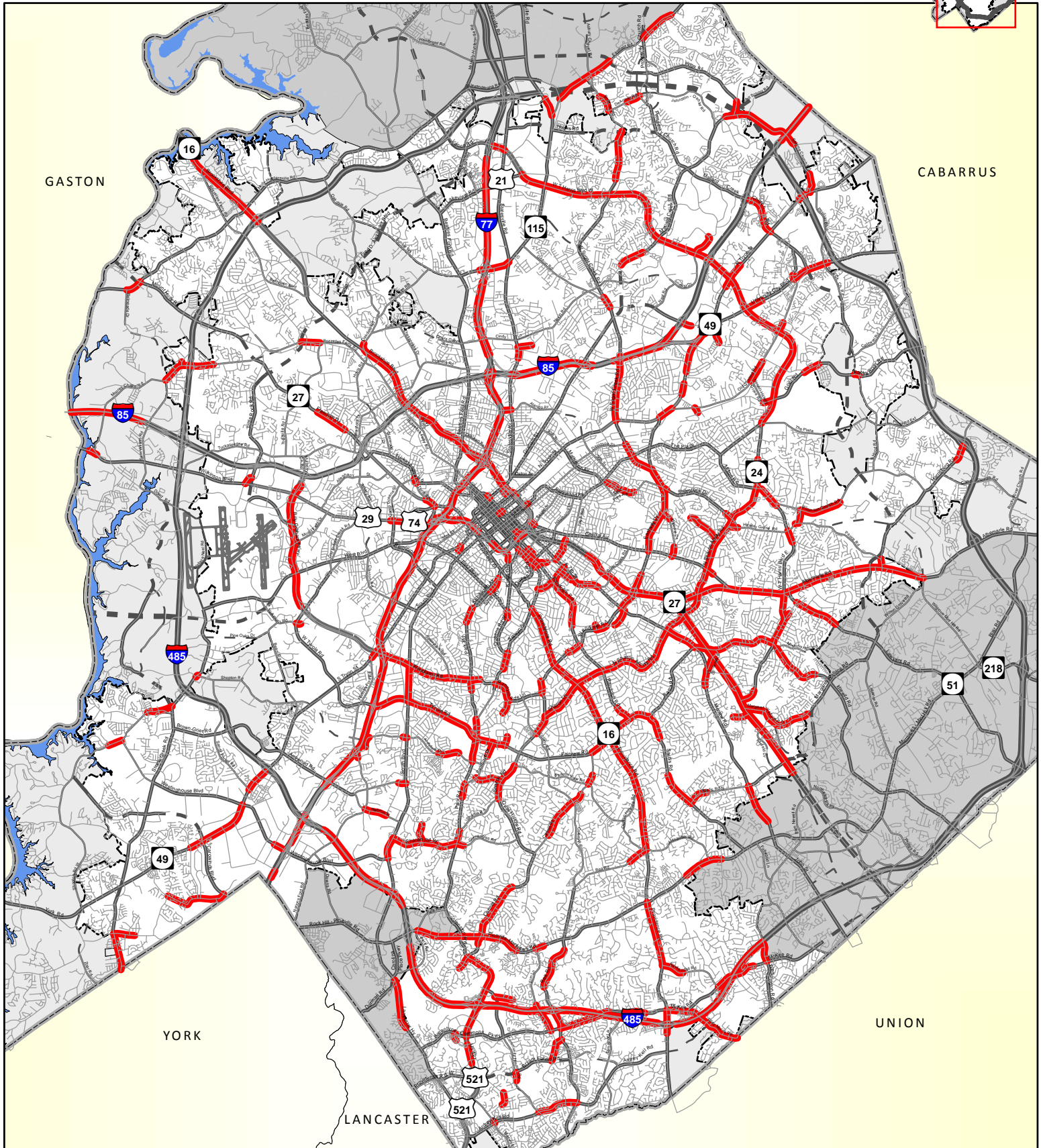
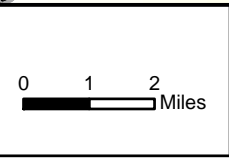


Appendix B-1 2010 Peak Hour Level of Service



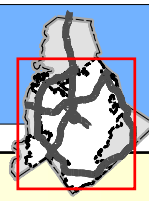
Thoroughfares Freeway Major - Class III Major thoroughfare Minor thoroughfare Freeway - Proposed Major - Proposed Minor - Proposed	Spheres of Influence City Limits Charlotte Sphere of Influence Adjoining Municipalities and Their Spheres of Influence	Level of Service Congested (LOS E or F)
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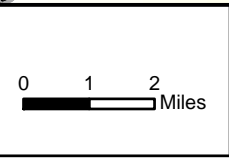
Planning and Design Division
 November 18, 2010
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Appendix B-2 2035 Peak Hour Level of Service



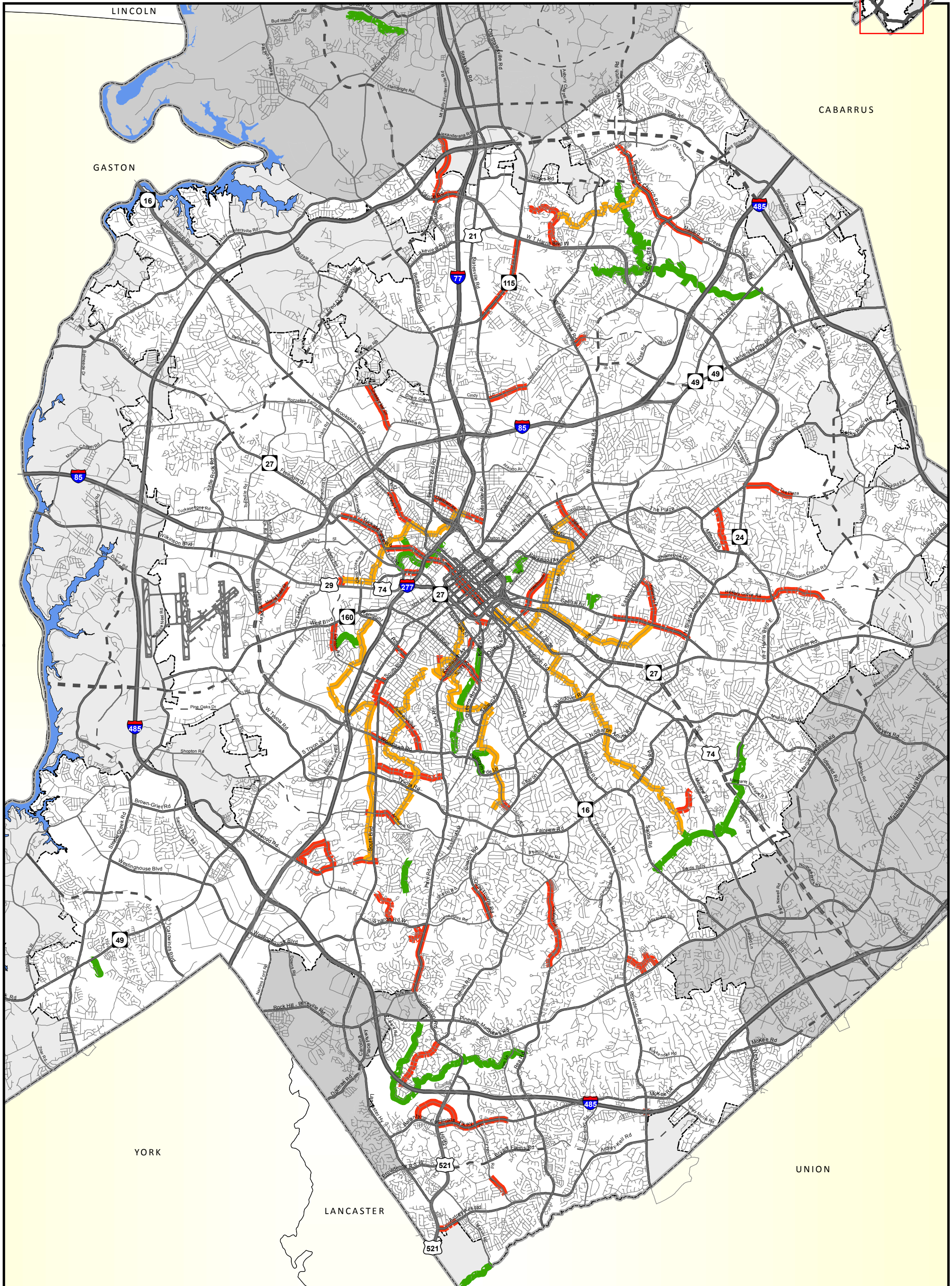
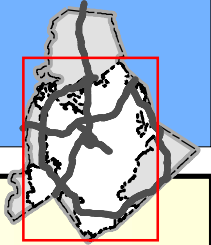
Thoroughfares Freeway Major - Class III Major thoroughfare Minor thoroughfare Freeway - Proposed Major - Proposed Minor - Proposed	Spheres of Influence City Limits Charlotte Sphere of Influence Adjoining Municipalities and Their Spheres of Influence	Level of Service Congested (LOS E or F)
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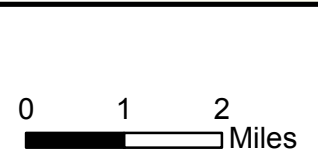
Planning and Design Division
 November 18, 2010
 L:\GIS\TAP\ProjectFiles\TAPUpdate_RoadwayLOS35.mxd



Existing and Future Bicycle Facilities



Thoroughfares	Spheres of Influence	Bikeway Facilities
Freeway	City Limits	Existing Bike Lanes
Major - Class III	Charlotte Sphere of Influence	Existing Signed Bike Routes
Major thoroughfare	Adjoining Municipalities and Their Spheres of Influence	Existing Greenways
Freeway - Proposed		
Major - Proposed		
Minor - Proposed		



Planning & Design - GIS
 November 24, 2010
 Source: CDOT Bike Program
 GIS\TAP\ProjectFiles\
 BikeFacilities_TAPUpdate.mxd



Appendix B-4

TAP Project Prioritization Criteria – Roadways

1. Reduces congestion

Widening Projects

Daily Vehicle Volumes per Lane: 2030 Projection (thousands)		Improved 2-Lane*	Add Median**	Widen Arterial from 2 to 4 Lanes	Widen Arterial from 4 to 6 Lanes	Widen Freeway from 4 to 6 Lanes	Convert Arterial to Freeway
Arterial	Freeway						
4 to 7	8 to 14	1	1	1	0	0	1
> 7 to 8	> 14 to 16	1	1	2	0	1	2
> 8 to 9	> 16 to 18	1	1	3	1	2	3
> 9 to 10	> 18 to 20	2	2	4	2	3	4
> 10 to 12	> 20 to 24	3	3	5	3	4	5
> 12	> 24	3	4	5	4	5	5

* Could include widening pavement (without adding lanes), and/or building curb and gutter or shoulder

** Would include Left and/or Right Turn Lanes

New Roadway Alignment/Location Projects

Daily Vehicle Two-Way Volume: 2030 Projection (thousands)	Points
12 to 18	3
>18 to 24	4
> 24	5

2. Improves safety

Projects are prioritized using a formula that considers accident rates, volumes and facility type. The formula results in a 5-point scale.

3. Supports rapid and express bus transit

- Project leads directly to a rapid transit station.....up to 5 points
- Project provides direct access to express bus park & ride lot.....up to 3 points
- Project in rapid transit corridor.....up to 2 points
- Project in “wedge” location (not in rapid transit corridor), with express bus service.....1 point
- Project in “wedge” location (not in rapid transit corridor), without express bus service.....0 points

4. Supports land use planning objectives

- Project within Corridor and/or Center and followed Urban Street Design Guidelines 6-step process.....up to 5 points
- Project not within Corridor and/or Center and followed Urban Street Design Guidelines 6-step process.....up to 3 points
- Project within Corridor and/or Center but did not follow Urban Street Design Guidelines 6-step process.....up to 2 points
- Project not within Corridor and/or Center and did not follow Urban Street Design Guidelines 6-step process.....0 to -5 points

5. Increases accessibility to Uptown or other economic centers in Charlotte sphere of influence

Project provides direct access to:

- Uptown or area with over 6000 employees per TAZ (current or future).....up to 5 points
- Area with 3,001 to 6,000 employees per TAZ (current or future).....up to 3 points
- Area with 1,001 to 3,000 employees per TAZ (current or future).....up to 1 point

6. Improves connectivity (maximum five points):

- Project adds new connection.....up to 3 points
- Project connects each of the following uses:
 - School.....1 point
 - Park/Greenway.....1 point
 - Neighborhood Retail.....1 point
 - High Density Residential.....1 point
 - Employment Center.....1 point
- Project adds bike and/or pedestrian facility to bridge or viaduct.....1 point

7. Provides multimodal options (maximum five points):

- Project includes Tier One sidewalk (i.e., planting strip, 5 feet).....up to 2 points
- Project includes Tier Two sidewalk (i.e., back-of-curb, no planting strip, 4 feet).....up to 1 point
- Project includes Tier One bike facility (i.e., striped bike lane).....up to 2 points
- Project includes Tier Two bike facility (i.e., wide outside lane).....up to 1 point
- Project located on existing local bus route.....up to 1 point
- Project includes a traffic calming measure.....up to 1 point

8. Supports “fragile” and “threatened” neighborhoods

This factor assesses the impact of a project located in or adjacent to neighborhoods designated as “fragile” or “threatened”. Projects should be evaluated for their impact on the social, community, or human environment of the neighborhoods and community livability, in general. Projects should also be evaluated for their potential to negatively impact the neighborhoods.

9. Improves intermodal connectivity

Number of points dependent on distance from intermodal site:

- Charlotte International Airport, West Trade Multimodal Station, Petroleum Pipeline Terminal, CSX Intermodal Facility, Norfolk Southern Intermodal Facilityup to 5 points
- US or NC numbered route next to freewayup to 3 points
- At least one site, with 100 or more truck trips per day, adjacent to the project.....up to 2 points

10. Provides positive cost-effectiveness:

Divide the estimated cost by number of cumulative points. Divide result by 1,000.)

0-250.....	5 points
251-500.....	4 points
501-750.....	3 points
751-1,000.....	2 points
1,001-1,250.....	1 point
Greater than 1,250.....	0 points

**Appendix B-5
Locally Funded Roadway Projects
(listed in priority order)**

<i>Project Name</i>	<i>Project Limits</i>	<i>Existing Conditions</i>	<i>Proposed Improvement</i>	<i>Estimated Project Cost (000)</i>
Fred D. Alexander Boulevard	Freedom Dr. (NC 27) to Brookshire Blvd. (NC 16)	n/a	New Road (4), Bike Lanes	\$ 36,500
Beatties Ford Road	Capps Hill Mine Rd. to Sunset Rd.	2-lane road	Widening (4), Bike Lanes	\$ 13,000
Idlewild Road	Piney Grove Rd. to Drifter Dr.	2-lane road	Widening (4), Bike Lanes	\$ 8,000
Eastern Circumferential	University City Blvd. (NC 49) to Back Creek Church Rd.	n/a	New Road (4), Bike Lanes	\$ 17,700
Martin Luther King Jr. Blvd. Extension	S. Graham St. to S. Cedar St.	n/a	New Road (2), Bike Lanes	\$ 17,200
Sugar Creek Road/Norfolk Southern RR	Grade Separation	n/a	New grade separation over railroad	\$ 5,000
36th St./Norfolk Southern RR	Grade Separation	n/a	New grade separation over railroad	\$ 5,000
DeWitt Lane/Scaleybark Road Extensions	Cama Rd. to OPR	n/a	New Road (2), Bike Lanes	\$ 5,500
Yancey Road Extension	OPR to South	n/a	New Road (2), Bike Lanes	\$ 5,600
Shopping Center Drive Extension	IBM Dr. to Ikea Blvd.	n/a	New Road (2), Bike Lanes	\$ 16,700
North Tryon Parallel Road Network	36th St to Old Concord Rd	n/a	New Road (2), Bike Lanes	\$ 5,000
Prosperity Church Road	I-485 to Prosperity Ridge Rd.	n/a	New Road (2), Bike Lanes	\$ 11,700
Westpark Drive Extension	Tyvola Rd to Archdale Rd.	n/a	New Road (2), Bike Lanes	\$ 8,900
Hartford Avenue	Realign to Clanton Rd.	n/a	New Road (2), Bike Lanes	\$ 2,600
Brevard/Caldwell Streets	Fifth St. to Twelfth St.	2-3 lanes (one-way)	Convert to two-way, 2-lane traffic	\$ 4,500
Prosperity Church Road	Prosperity Ridge Road to Eastfield Road	n/a	New Road (2), Bike Lanes	\$ 9,000
Euclid Avenue Extension	E. Morehead St. to Stonewall St.	n/a	New Road (2), Bike Lanes	\$ 24,200
Sugar Creek Road	Graham St. to NC 115-Sugar Creek Rd. Connector	2-lane road	Widening (4), Bike Lanes	\$ 28,200
Arequipa Drive Extension	Margaret Wallace Rd. to Sam Newell Rd.	n/a	New Road (2), Bike Lanes	\$ 22,300
I-485 Northeast Crossing (eastern leg)	Johnston Oehler Rd. to Ridge Rd.	n/a	New Road (2), Bike Lanes	\$ 16,400
Denmark Rd Extension	Sweden Rd to Arrowood Rd	n/a	New Road (2), Bike Lanes	\$ 6,600
Krefeld Drive Extension	McAlpine Creek to Sardis Rd. North	n/a	New Road (2), Bike Lanes	\$ 20,200
Nevin Road Extension	Black Walnut Ln. to IBM Drive	n/a	New Road (3), Bike Lanes	\$ 20,200
Archdale Dr.-Shopton Rd. Connector	Nations Ford Rd. to South Tryon St.	n/a	New Road (2), Bike Lanes	\$ 19,300
Clanton Road Extension	current terminus to Ashley Rd.	n/a	New Road (2), Bike Lanes	\$ 13,600
Sweden Drive Extension	England Rd. to Arrowood Rd.	n/a	New Road (2), Bike Lanes	\$ 19,100
Arrowood/Whitehall Connector	Arrowood Rd to Whitehall Park Dr	n/a	New Road (2), Bike Lanes	\$ 9,400
Beatties Ford Road	Sunset Rd. to Fred D. Alexander Blvd.	2-lane road	Widening (4), Bike Lanes	\$ 19,600
I-485 Northeast Crossing (western leg)	Johnston Oehler Rd. to Ridge Rd.	n/a	New Road (2), Bike Lanes	\$ 12,000
Fred D. Alexander Boulevard	Brookshire Blvd. (NC 16) to Sunset Rd.	n/a	New Road (4), Bike Lanes	\$ 39,400
Hucks Road Extension	Old Statesville Rd.(NC 115) to Statesville Rd. (US 21)	n/a	New Road & Widening (4), Bike Lanes	\$ 14,300
Eastern Circumferential	Back Creek Church Rd. to Rocky River Rd.	n/a	New Road (4), Bike Lanes	\$ 35,000
Seneca Place Extension	South Blvd. to Old Pineville Rd.	n/a	New Road (2), Bike Lanes	\$ 5,300
Hucks Road Extension	Sugar Creek Rd. to Old Statesville Rd. (NC 115)	n/a	New Road (4), Bike Lanes	\$ 23,900
Fifth Street Extension	McDowell St. to Kings Dr.	n/a	Extend lane (1) from 5th St. ramp to Kings	\$ 5,700
Community House Rd. Extension	Community House Rd. to Endhaven Ln..	n/a	New bridge over I-485	\$ 26,300
Thirty Sixth Street Extension	Graham St. to N. Tryon St.	n/a	New Road (2), Bike Lanes	\$ 22,800
Hucks Road Extension	Statesville Rd. (US 21) to Northlake Center Pkwy.	n/a	New Road (4), Bike Lanes	\$ 22,100
Freedom Drive	Toddville Rd. to Little Rock Rd./Fred D. Alexander Blvd.	2-lane road	Widening (4), Bike Lanes	\$ 10,500
Greenhill Drive Extension	Old Pineville Rd. to South Blvd.	n/a	New Road (2), Bike Lanes	\$ 16,000
Brevard Street	Stonewall St. to Trade St.	3-4 lanes (one-way)	Convert to two-way, 2-lane traffic	\$ 1,200
West Boulevard Relocation (NC 160)	Airport Dr. to Byrum Dr.	n/a	New Road (4), Bike Lanes	\$ 9,700
Mint/Poplar Streets	2nd St. to 6th St.	3-4 lanes (one-way)	Convert to two-way, 4-lane traffic	\$ 2,500
Dixie River Road/NC 160 Connector	NC 160 to Dixie River Rd.	n/a	New Road (2), Bike Lanes	\$ 15,000
Fred D. Alexander Boulevard	Sunset Rd. to Harris Blvd.	n/a	New Road (4), Bike Lanes	\$ 37,800
Silverleaf Road Extension	Old Pineville Rd. to future extension of Westpark Dr.	n/a	New Road (2), Bike Lanes	\$ 2,500
Garrison Road	Dixie River Road N. to Dixie River Road S.	2-lane road	New Road & Widening (2), Bike Lanes	\$ 19,000
Remount Road Extension	Greenland Av. to Camp Green St.	n/a	New Road (2), Bike Lanes	\$ 2,300
Belmeade Drive Relocation	Moore's Chapel Rd. to Belmeade Dr.	n/a	New Road (2), Bike Lanes	\$ 11,900

**Appendix B-5
Locally Funded Roadway Projects
(listed in priority order)**

<i>Project Name</i>	<i>Project Limits</i>	<i>Existing Conditions</i>	<i>Proposed Improvement</i>	<i>Estimated Project Cost (000)</i>
Blair Road Extension	Albemarle Rd. to Rocky River Church Rd.	n/a	New Road (2), Bike Lanes	\$ 2,700
Hucks Road Extension	Prosperity Church Rd. to Browne Rd.	n/a	New Road (4), Bike Lanes	\$ 12,200
Ridge Road Extension	Prosperity Church Rd. to Eastfield Rd.	n/a	New Road (4), Bike Lanes	\$ 10,700
Arlington Church Road	Albemarle Rd. (NC 24/27) to Rocky River Ch. Rd.	n/a	New Road (2), Bike Lanes	\$ 10,800