

US 1 CORRIDOR STUDY

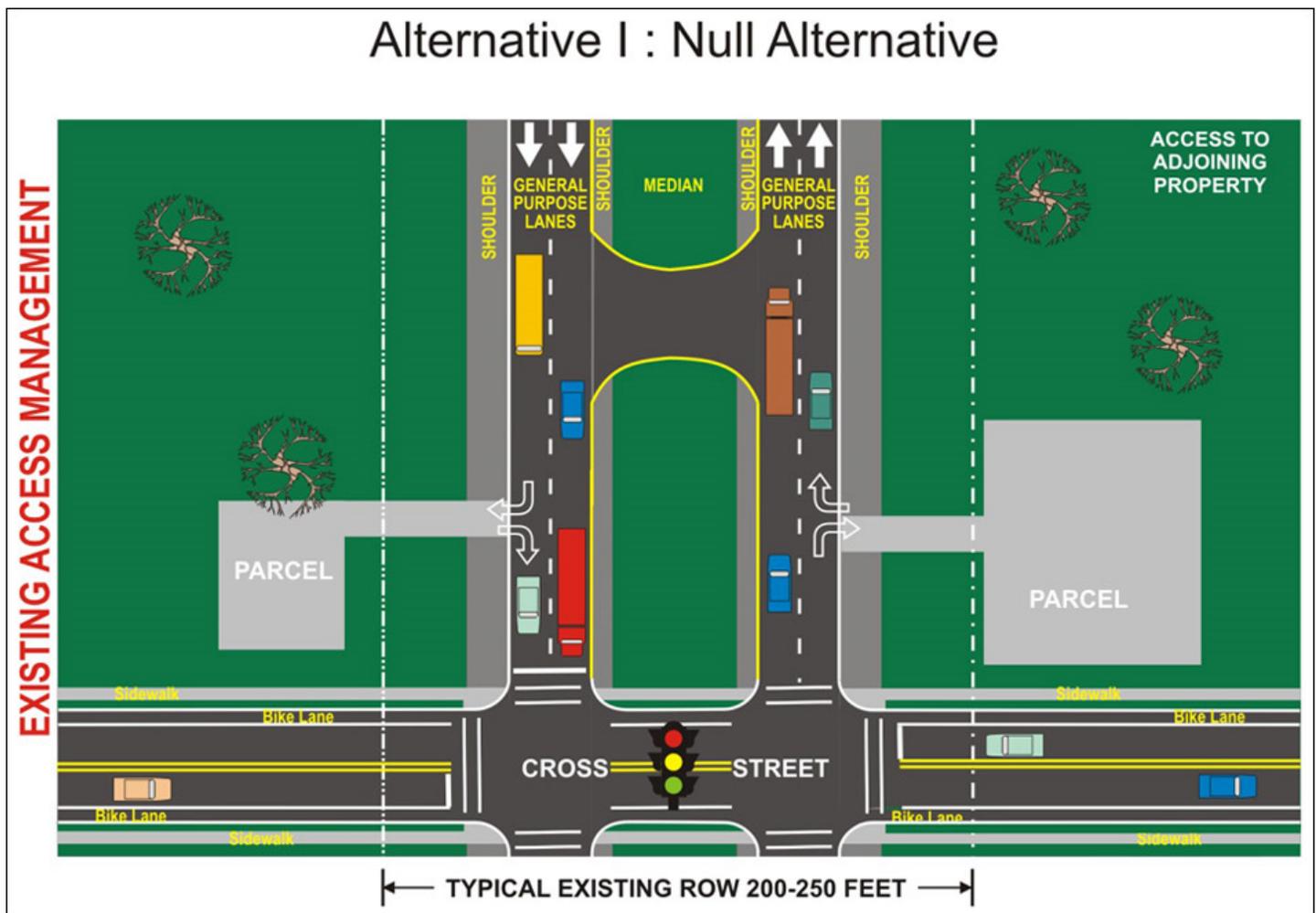
Alternatives Under Study

Alternative I - No Build Alternative

(Existing plus Committed Projects)

Alternative I generally involves the following improvements:

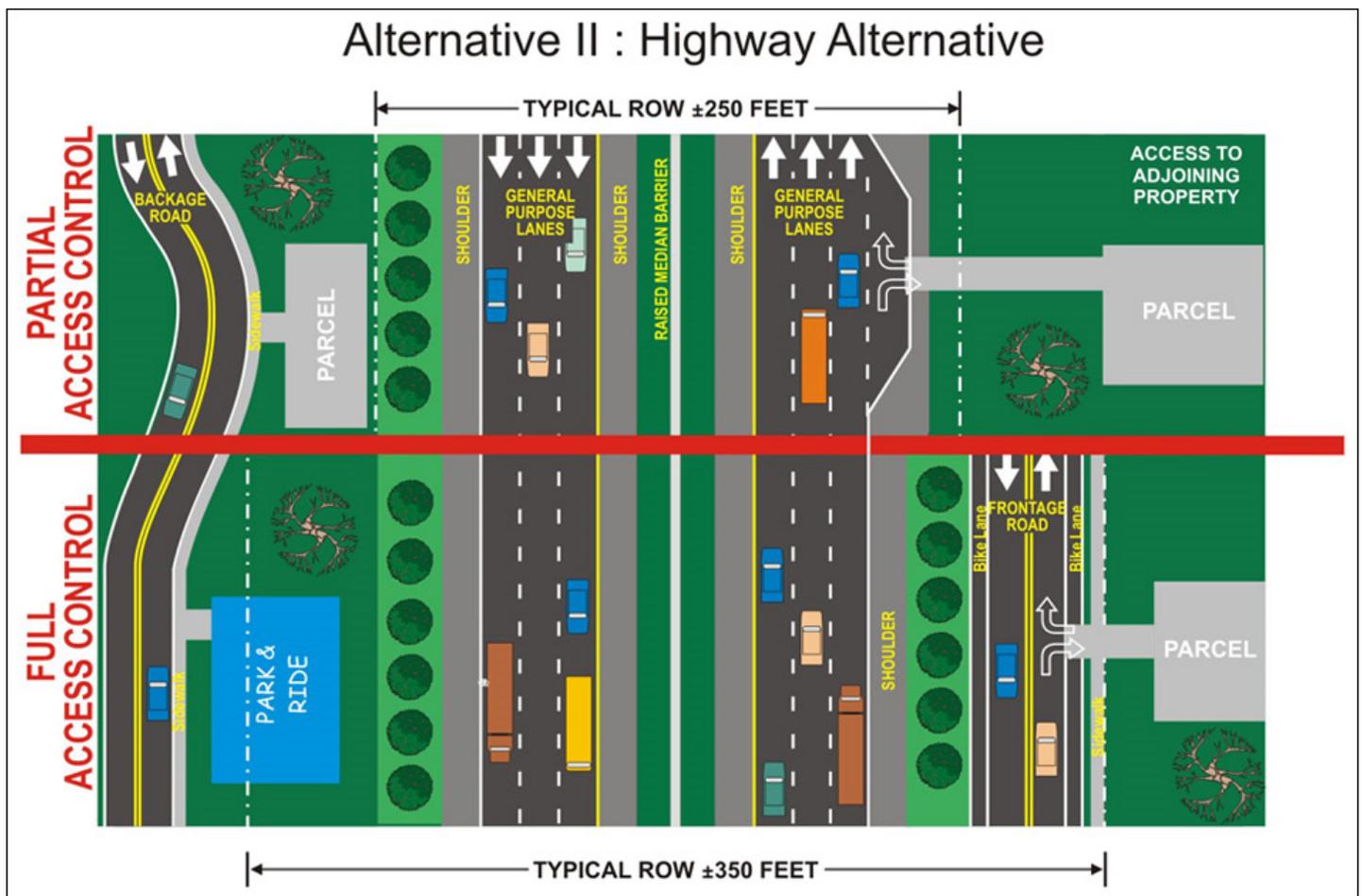
- Existing general purpose lanes to remain (no additional lane widening)
- Major cross streets will continue to be signalized
- Includes committed transportation improvement projects, as identified in the [Capital Area MPO Long-Range Transportation Plan](#) (LRTP)
- Bicycle lanes or sidewalks are not possible along US 1



Alternative II - Highway Alternative

Alternative II generally involves the following improvements:

- Eight or more lanes from I-540 to NC 98
- Six general purpose lanes from NC 98 to US 1A North in Franklin County (median barrier, no cross access points)
- Interchanges at major cross streets
- Two-lane frontage roads (either one-way or two-way) paralleling US 1 or backage roads set behind adjacent properties to provide access
- Implement **freeway** standards where practical
- Implement **expressway** standards with **partial control of access** where freeway standards are not practical
- Bicycle lanes and sidewalks along frontage/backage roads and cross streets
- Park and ride lots and transit stops on frontage or backage roads



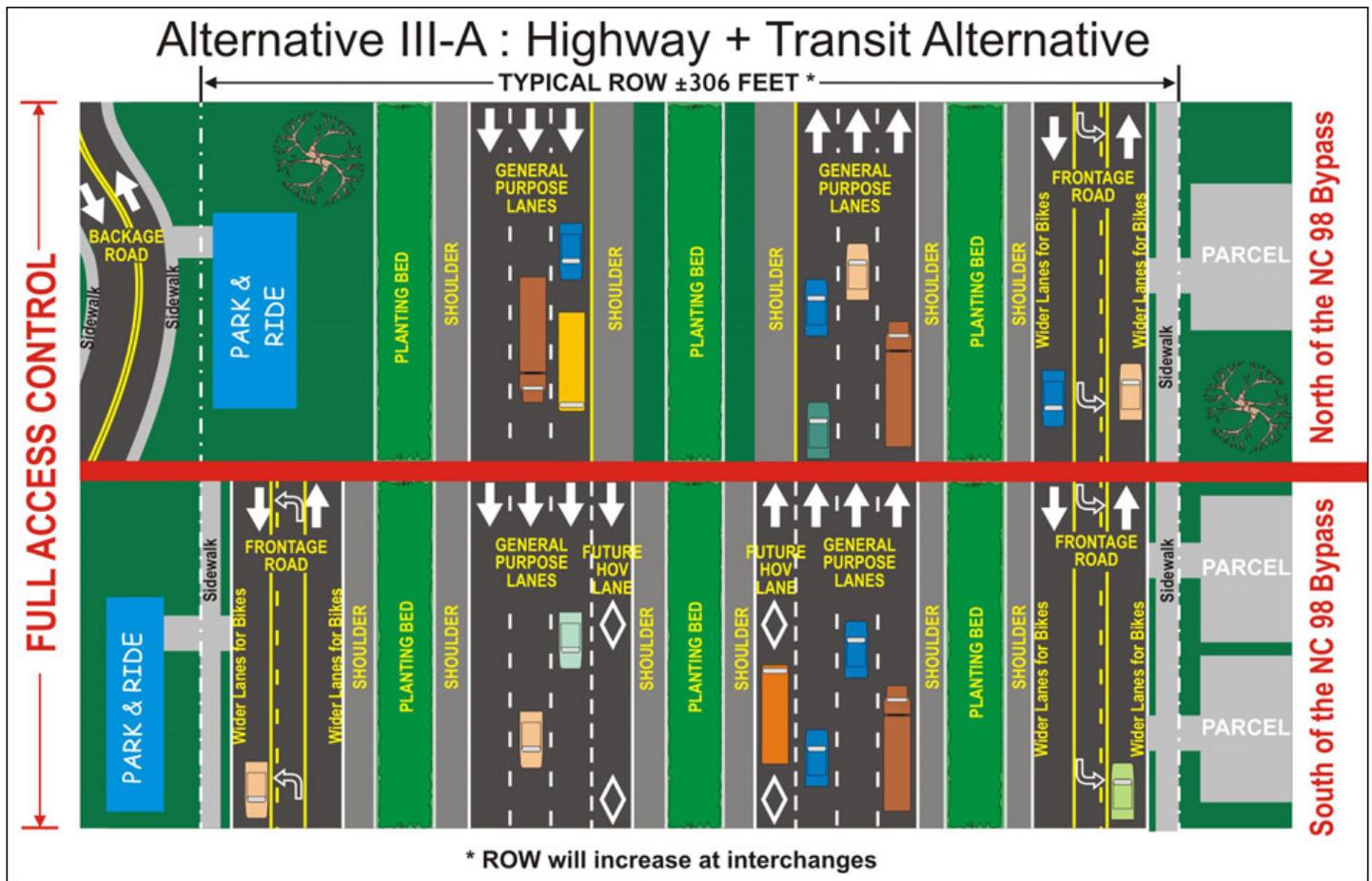
Preliminary Preferred Alternative

Alternative IIIA - Highway + Transit Alternative

Two-way Frontage or Backage Roads

Alternative IIIA generally involves the following improvements:

- Six general purpose lanes from I-540 to US 1A North in Franklin County (freeway standards)
- Space for either two special use/high-occupancy vehicle (HOV) lanes or two general purpose lanes, one in each direction from I-540 to the NC 98 Bypass
- Two-way, two-lane frontage roads with a center turn lane paralleling US 1 or backage roads set behind adjacent properties to provide access
- Interchanges at major cross streets
- Grade-separated cross streets to provide multi-modal east-west connectivity
- Bicycle lanes and sidewalks along frontage or backage roads and cross streets
- Park and ride lots and transit stops on frontage or backage roads

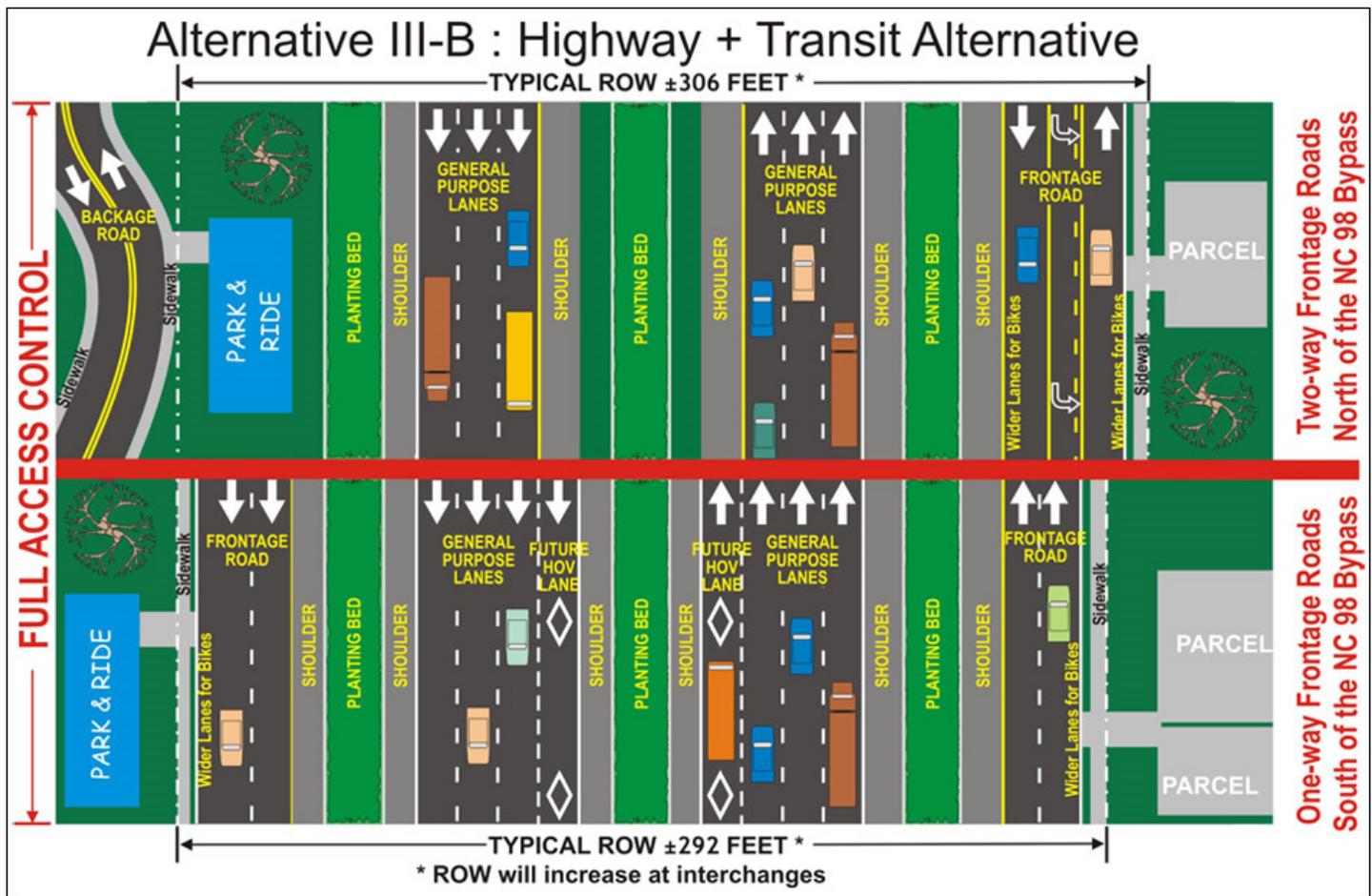


Alternative IIIB - Highway + Transit Alternative

One-way Frontage Roads & Two-way Frontage or Backage Roads

Alternative IIIB generally involves the following improvements:

- Six general purpose lanes from I-540 to US 1A North in Franklin County (freeway standards)
- Space for either two special use/high-occupancy vehicle (HOV) lanes or two general purpose lanes, one in each direction from I-540 to the NC 98 Bypass
- One-way, two-lane frontage roads paralleling US 1 from I-540 to the NC 98 Bypass to conserve right-of-way and provide access to properties
- Two-way, two-lane frontage roads with a center turn lane paralleling US 1 or backage roads set behind adjacent properties to provide access from the NC 98 Bypass to US 1A in Franklin County
- Interchanges at major cross streets
- Grade-separated cross streets to provide multi-modal east-west connectivity
- Bicycle lanes and sidewalks along frontage or backage roads and cross streets
- Park and ride lots and transit stops on frontage or backage roads



Alternative IV - Highway + Reversible Special Use Lanes

Alternative IV generally involves the following improvements:

- Six general purpose lanes from I-540 to US 1A North in Franklin County (freeway standards)
- Two reversible special use/high-occupancy vehicle (HOV) lanes, in the center of the roadway from I-540 to NC 98
- Two-lane frontage roads (either one-way or two-way) paralleling US 1 or backage roads set behind adjacent properties to provide access
- Interchanges at major cross streets
- Grade-separated cross streets to provide multi-modal east-west connectivity
- Bicycle lanes and sidewalks along frontage roads and cross streets
- Park and ride lots and transit stops on frontage or backage roads

