TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| California (Contd.) | I-980, San Francisco | 41.1 | 0.3 | Yes | No | Yes | Highly Peaked | Connector/ Downtown Circulator | Local |
| Colorado | I-70, Grand Junction | 82.0 | 20.0 | Yes | Yes | Yes | Peaked | Through-Route | National |
| | I-70, Grand Junction | 291.5 | 12.6 | Yes | Yes | Yes | Balanced | Through-Route | National |
| | I-76, Denver | 106.1 | 5.2 | Yes | No | Yes | Peaked | Connector/ Downtown Circulator | Local |
| Connecticut | I-84, Eastern Connecticut | 434.9 | 35.0 | No | Yes | Yes | Peaked | Through-Route | National |
| | I-284, Hartford | 33.1 | 3.1 | No | No | No | Peaked | Connector/ Downtown Circulator | Local |
| | I-291, Hartford | 66.8 | 6.3 | No | No | Yes | Peaked | Connector/ Downtown Circulator | Local |
| | I-484, Hartford | 40.0 | 0.8 | No | No | No | Peaked | Connector/ Downtown Circulator | Local |
| | I-691, Meriden | 62.6 | 3.6 | Yes | No | No | Peaked | Connector | Local |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| District of Columbia | I-66, Washington, D.C. | 13.8 | 0.3 | No | No | No | Balanced | Spur/ Downtown Circulator | Local |
| | I-266, Washington, D.C. | 245.4 | 1.5 | Yes | No | No | Peaked | Spur/ Downtown Circulator | Local |
| | I-295, Washington, D.C. | 122.1 | 1.3 | No | No | No | Balanced | Connector/ Downtown Circulator | Local |
| Florida | I-75, Miami | 44.9 | 1.0 | Yes | Yes | No | Balanced | Through-Route Feeder | National |
| | I-75, Outside Miami | 274.6 | 17.4 | Yes | Yes | Yes | Balanced | Through-Route | National |
| | I-75, Near Naples | 48.0 | 11.0 | Yes | Yes | Yes | Balanced | Through-Route | National |
| | I-75, Near Tampa | 48.4 | 9.2 | Yes | Yes | Yes | Peaked | Through-Route | National |
| | I-75, Tampa | 123.8 | 15.2 | Yes | Yes | Yes | Peaked | Through-Route | National |
| | I-95, Near Palm Beach | 254.6 | 33.9 | Yes | Yes | Yes | Balanced | Through-Route | National |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| Florida (Contd.) | I-275, St. Petersburg | 32.8 | 1.8 | Yes | No | No | Balanced | Connector/ Downtown Circulator | Local |
| | I-275, Near St. Petersburg | 22.0 | 4.0 | Yes | No | No | Balanced | Connector | Local |
| | I-595, Ft. Lauderdale | 457.4 | 4.2 | No | No | No | Balanced | Spur/ Downtown Circulator | Local |
| Georgia | I-420, Atlanta | 104.7 | 5.4 | No | No | No | Balanced | Connector/ Downtown Circulator | Local |
| | I-575, Near Atlanta | 63.9 | 11.0 | No | No | N/A | Peaked | Spur | Local |
| | I-675, Atlanta | 101.6 | 10.3 | Part | No | No | Peaked | Feeder/ Connector | Local |
| Hawaii | H-3, Honolulu | 109.4 | 0.9 | No | No | No | Highly Peaked | Feeder | Local |
| | H-3, Near Honolulu | 686.7 | 9.4 | No | No | No | Highly Peaked | Connector | Local |
| Idaho | I-90, Coeur D'Alene | 26.0 | 5.9 | No | Yes | Yes | Peaked | Through-Route | National |
| | I-90, Near Montana Border | 27.2 | 1.6 | Yes | Yes | Yes | Peaked | Through-Route | National |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| Illinois | I-255, East St. Louis | 146.6 | 9.3 | Portical | No | Yes | Balanced | Beltway/ Connector | Local |
| Indiana | I-164, Evansville | 103.3 | 21.3 | No | No | No | Balanced | Spur/ Beltway | Local |
| | I-165, Indianapolis | 91.7 | 2.7 | No | No | No | Balanced | Spur/ Connector/ Downtown Circulator | Local |
| Iowa | I-380, Between Cedar Rapids and Waterloo | 365.1 | 57.7 | Partial | Yes | No | Peaked | Spur | Local |
| Kansas | I-435, Kansas City | 114.2 | 8.9 | Yes | No | Yes | Peaked | Beltway/ Connector | Local |
| | I-670, Kansas City | 93.0 | 0.8 | Yes | No | No | Peaked | Downtown/ Circulator Spur | Local |
| Kentucky | I-265, Louisville | 37.6 | 2.4 | Yes | No | Yes | Balanced | Beltway/ Spur | Local |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| Louisiana | I-49, Alexandria-Natchitoches-Bunkie | 1,215.3 | 177.4 | Yes | Yes | N/A | Peaked | Through-Route Connector | National |
| | I-49, Shreveport | 237.0 | 8.5 | No | Yes | N/A | Peaked | Through-Route Feeder | National |
| | I-110, Baton Rouge | 7.5 | 0.5 | Yes | No | Yes | Peaked | Spur/ Connector | Local |
| | I-220, Shreveport | 94.3 | 5.0 | Yes | No | Yes | Peaked | Beltway/ Connector | Local |
| | I-310, New Orleans | 185.8 | 9.5 | Yes | No | Yes | Peaked | Spur/ Connector | Local |
| | I-510, New Orleans | 116.9 | 2.7 | Yes | Yes | No | Peaked | Spur/ Connector | Local |
| Maine | I-395, Bangor | 38.2 | 3.3 | No | No | Yes | Balanced | Spur/ Connector | Local |
| Maryland | I-70, Baltimore | 351.1 | 4.1 | No | No | Yes | Peaked | Connector/ Downtown Circulator | Local |
| | I-70, Frederick | 38.0 | 3.8 | Yes | Yes | Yes | Peaked | Through-Route | National |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| Maryland (Contd.) | I-83, Baltimore | 575.6 | 3.4 | No | No | Yes | Peaked | Connector/ Downtown Circulator | Local |
| | I-95, Baltimore | 871.2 | 1.7 | Yes | Yes | Yes | Balanced | Connector/ Downtown Circulator/ Through-Route | Local |
| | I-97, Baltimore/ Ft. Meade | 49.3 | 8.2 | No | Yes | Yes | Peaked | Connector | Local |
| | I-170, Baltimore | 67.3 | 0.7 | No | No | No | Peaked | Spur/ Downtown Circulator | Local |
| | I-195, Baltimore | 79.6 | 2.2 | No | No | N/A | Peaked | Spur/ Connector | Local |
| | I-297, Near Ft. Meade | 105.2 | 9.4 | Yes | Yes | No | Peaked | Spur | Local |
| | I-370, Gaithersburg | 37.1 | 2.7 | No | No | No | Highly Peaked | Spur | Local |
| | I-795, Baltimore | 69.4 | 4.1 | Yes | No | No | Peaked | Spur | Local |
| Massachusetts | I-90, Boston | 406.3 | 2.5 | No | Yes | No | Balanced | Spur/ Downtown Circulator | Local |
| | I-95, Boston | 20.2 | 1.9 | Yes | No | Yes | Highly Peaked | Through-Route | National |
| | I-391, Springfield | 5.6 | 0.2 | Yes | No | No | Highly Peaked | Downtown Circulator Spur | Local |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| Massachusetts (Contd.) | I-495, Near Taunton | 17.5 | 3.5 | Yes | No | Yes | Peaked | Beltway | Local |
| | I-895, Providence | 13.6 | 1.5 | No | No | No | Peaked | Beltway | Local |
| Michigan | I-69, Near Lansing | 234.4 | 41.3 | Partial | Yes | Yes | Peaked | Through-Route | National |
| | I-696, Detroit | 262.2 | 7.4 | Yes | Yes | Yes | Balanced | Beltway/ Connector/ Downtown Circulator | Local |
| Minnesota | I-35, Duluth-Superior | 107.8 | 2.4 | No | Yes | No | Peaked | Spur | Local |
| | I-35E, St. Paul | 92.7 | 9.0 | Yes | No | Yes | Peaked | Feeder | Local |
| | I-94, St. Paul | 58.8 | 9.2 | No | Yes | Yes | Peaked | Through-Route/ Feeder | National |
| | I-394, St. Paul | 188.9 | 9.2 | No | No | No | Peaked | Connector/ Downtown Circulator | Local |
| | I-494, St. Paul | 97.2 | 5.8 | Yes | Yes | Yes | Balanced | Beltway/ Connector/ Downtown Circulator | Local |
| Mississippi | I-110, Biloxi | 44.5 | 1.4 | Yes | No | Yes | Balanced | Spur/ Downtown Circulator | Local |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| Missiouri | I-170, St. Louis | 26.0 | 1.7 | Yes | No | N/A | Balanced | Spur/ Connector/ Downtown Circulator | Local |
| | I-229, St. Joseph | 26.5 | 6.6 | Yes | No | No | Peaked | Feeder/ Spur | Local |
| | I-435, Kansas City | 91.9 | 14.4 | Yes | No | Yes | Peaked | Beltway/ Connector | Local |
| Montana | I-15, Near Dillon | 15.8 | 6.9 | Yes | Yes | Yes | Balanced | Through-Route | National |
| | I-15, Near Butte and Boulder | 36.2 | 13.7 | Yes | Yes | Yes | Balanced | Through-Route | National |
| | I-90, Near St. Regis | 8.8 | 3.3 | Yes | Yes | Yes | Balanced | Through-Route | National |
| | I-90, Near Lodge Grass | 31.9 | 22.9 | Yes | Yes | Yes | Balanced | Through-Route | National |
| | I-94, Near Miles City | 11.4 | 5.0 | Yes | Yes | Yes | Balanced | Through-Route | National |
| Nevada | I-80, Near Lovelock | 16.7 | 0.7 | Yes | Yes | Yes | Balanced | Through-Route | National |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| Nevada (Contd.) | I-515, Las Vegas | 100.6 | 5.0 | Yes | No | No | Balanced | Spur/ Downtown Circulator | Local |
| New Hampshire | I-93, Northern New Hampshire | 85.5 | 16.4 | Yes | No | Yes | Highly Peaked | Connector | Local |
| | I-393, Concord | 16.9 | 1.7 | Yes | No | No | Peaked | Spur | Local |
| New Jersey | I-78, New York | 121.4 | 5.8 | No | No | Yes | Peaked | Feeder | Local |
| | I-78, Near Phillipsburg | 51.5 | 6.5 | No | Yes | Yes | Peaked | Through-Route | National |
| | I-95, New York | 25.3 | 2.9 | No | Yes | Yes | Peaked | Feeder/ Through-Route | National |
| | I-95, Near Trenton | 160.8 | 15.5 | Yes | Yes | Yes | Peaked | Feeder/ Through-Route | National |
| | I-95, Trenton-Philadelphia | 9.5 | 1.0 | No | Yes | Yes | Peaked | Feeder/ Through-Route | National |
| | I-195, Trenton-Philadelphia | 26.8 | 1.7 | Yes | Yes | Yes | Peaked | Feeder/ Spur | Local |
| | I-287, New York | 474.5 | 20.9 | No | Yes | Yes | Balanced | Beltway/ Connector | Local |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| New Jersey (Contd.) | I-295, Trenton-Philadelphia | 133.4 | 6.0 | Yes | Yes | Yes | Peaked | Beltway/ Bypass | Local |
| | I-295, Philadelphia | 30.1 | 2.0 | No | Yes | Yes | Peaked | Beltway | Local |
| | I-695, New York | 31.7 | 3.4 | No | No | Yes | Peaked | Feeder/ | Local |
| New Mexico | I-25, Near Albuquerque | 61.9 | 25.9 | Yes | Yes | Yes | Highly Peaked | Through-Route | National |
| New York | I-88, Binghamton | 48.2 | 2.6 | No | Yes | Yes | Peaked | Through-Route | National |
| | I-481, Syracuse | 43.3 | 5.4 | No | No | Yes | Peaked | Feeder Beltway/ Connector | Local |
| | I-478, New York | 1,410.0 | 4.3 | Yes | No | No | Peaked | Downtown Circulator/ Connector | Local |
| | I-990, Buffalo | 27.0 | 3.4 | Yes | No | No | Peaked | Spur | Local |
| North Carolina | I-40, Near Raleigh | 199.7 | 46.9 | Yes | Yes | Yes | Peaked | Through-Route | National |
| | I-277, Charlotte | 26.0 | 1.7 | Yes | No | No | Peaked | Downtown Circulator | Local |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| Ohio | I-470, Near Wheeling | 40.7 | 5.6 | Yes | No | Yes | Balanced | Beltway/ Bypass | Local |
| | I-480, Cleveland | 85.6 | 5.3 | Yes | Yes | Yes | Peaked | Beltway/ Connector | Local |
| | I-490, Cleveland | 56.1 | 1.3 | Yes | No | No | Peaked | Downtown Circulator/ Connector | Local |
| | I-670, Columbus | 152.6 | 4.4 | No | No | No | Peaked | Connector/ Downtown Circulator | Local |
| | I-675, Dayton | 163.1 | 16.5 | Yes | No | Yes | Peaked | Bypass/ Connector | Local |
| Oklahoma | I-235, Oklahoma City | 149.5 | 3.2 | Yes | No | No | Balanced | Downtown Circulator/ Feeder/ Connector | Local |
| Oregon | I-82, Near Pendleton | 90.8 | 10.6 | No | Yes | Yes | Peaked | Through-Route | National |
| Pennsylvania | I-78, Allentown | 276.1 | 19.9 | No | Yes | Yes | Peaked | Bypass/ Through-Route | National |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| Pennsylvania (Contd.) | I-79, Erie | 8.8 | 0.5 | Yes | Yes | No | Peaked | Spur/ Downtown Circulator | Local |
| | I-279, Pittsburgh | 403.0 | 12.2 | Yes | No | No | Peaked | Feeder | Local |
| | I-476, Philadelphia | 230.9 | 12.2 | Yes | No | Yes | Peaked | Bypass/ Connector | Local |
| | I-579, Pittsburgh | 109.6 | 0.5 | Yes | No | No | Peaked | Downtown Circulator | Local |
| | I-676, Philadelphia | 167.8 | 1.6 | Yes | Yes | No | Balanced | Downtown Circulator/ Connector | Local |
| Rhode Island | I-84, Near Providence | 102.8 | 12.1 | No | Yes | No | Peaked | Through-Route | National |
| | I-895, Near Providence | 543.0 | 37.1 | No | No | No | Peaked | Beltway/ Connector | Local |
| South Carolina | I-77, Columbia | 24.8 | 1.6 | Yes | Yes | Yes | Peaked | Through-Route | National |
| | I-326, Columbia | 63.4 | 3.3 | Yes | No | Yes | Balanced | Spur | Local |
| | I-526, Charleston | 253.3 | 8.7 | No | No | Yes | Balanced | Spur | Local |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| South Dakota | I-29, North of Sioux Falls | 19.0 | 14.8 | Yes | Yes | Yes | Balanced | Through-Route | National |
| Tennessee | I-440, Nashville | 130.5 | 7.4 | Yes | No | Yes | Balanced | Connector/ Downtown Circulator | Local |
| Texas | I-20, Dallas | 206.4 | 19.6 | Yes | Yes | Yes | Peaked | Feeder | Local |
| | I-20, Ft. Worth | 21.8 | 4.0 | Yes | Yes | Yes | Peaked | Through-Route/ Beltway | National |
| | I-27, Lubbock | 401.3 | 37.5 | Partial | Yes | Partial | Balanced | Through-Route | National |
| | I-35, Laredo | 1.1 | 0.2 | Yes | Yes | Yes | Peaked | Downtown Circulator/ Border Interchange | National |
| | I-40, Near Amarillo | 19.7 | 2.7 | Yes | Yes | Yes | Balanced | Through-Route | National |
| Utah | I-15, Near Salt Lake City | 75.2 | 29.0 | Yes | Yes | Yes | Balanced | Through-Route | National |
| | I-15, Near Salt Lake City | 35.4 | 13.8 | Yes | Yes | Yes | Balanced | Through-Route | National |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| Utah (Contd.) | I-70, Near Cove Fort | 91.8 | 43.4 | Yes | Yes | Yes | Balanced | Through-Route | National |
| | I-70, Near Cove Fort | 6.8 | 2.3 | Yes | Yes | Yes | Balanced | Through-Route | National |
| | I-84, Between Salt Lake City, and Boise, Idaho | 16.7 | 12.1 | Yes | Yes | Yes | Balanced | Through-Route | National |
| Vermont | I-93, Near St. Johnsbury | 40.6 | 10.9 | Yes | No | Yes | Peaked | Connector | Local |
| Virginia | I-81, Near Wytheville | 40.2 | 8.2 | Yes | Yes | Yes | Peaked | Through-Route | National |
| | I-85, Near Petersburg | 50.4 | 9.9 | No | Yes | No | Peaked | Through-Route/ Connector | National |
| | I-95, Near Petersburg and Richmond | 228.2 | 27.7 | No | Yes | Yes | Peaked | Feeder/ Connector/ Through-Route | National |
| | I-264, Norfolk-Newport News | 259.1 | 2.3 | Yes | No | Yes | Peaked | Downtown Circulator | Local |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| Virginia (Contd.) | I-464, Norfolk-Newport News | 14.6 | 1.6 | Yes | No | Yes | Peaked | Downtown Circulator/ Connector | Local |
| | I-595, Near Washington, D. C. | 25.2 | 0.8 | Yes | Yes | No | Peaked | Spur/ Downtown Circulator | Local |
| | I-664, Norfolk-Newport News | 445.9 | 6.2 | Partial | No | No | Balanced | Spur/ Downtown Circulator | Local |
| Washington | I-5, Kelso | 5.1 | 2.0 | Yes | Yes | N/A | Peaked | Through-Route | National |
| | I-82, Yakima-Richland | 117.8 | 50.4 | Yes | Yes | Yes | Peaked | Through-Route | National |
| | I-90, Seattle | 879.9 | 6.4 | Yes | No | Yes | Peaked | Downtown Circulator/ Connector | Local |
| | I-182, Richland | 128.6 | 14.0 | Yes | No | Partial | Highly Peaked | Spur | Local |
| | I-705, Tacoma | 95.4 | 1.5 | No | No | No | Peaked | Spur/ Downtown Circulator | Local |

(Continued)

TABLE C-1. (Continued)

| State | Route | Cost (In millions of 1979 dollars) | Length (In miles) | Federal Design Concept Approval Received b/ | Designated by DOT as an Essential Gap c/ | Designated by DOD as a Gap of Defense Importance d/ | Balanced or Peaked Traffic Flow e/ | Functional Classification f/ | National or Local Significance g/ |
|---|---|---|---|---|---|---|---|---|---|
| West Virginia | I-64, Near Beckley | 419.0 | 33.4 | Partial | Yes | Yes | Balanced | Through-Route | National |
| Wyoming | I-90, Near Sheridan | 18.8 | 9.3 | Yes | Yes | Yes | Balanced | Through-Route | National |

NOTE: N/A = Not Available.

a. Based on gaps included in A Revised Estimate of the Cost of Completing the National System of Interstate and Defense Highways, communication from the Secretary of Transportation, January 1981. The table has been updated wherever possible to reflect gaps that had not come under basic construction as of January 1981.

b. To receive federal design concept approval, all route location studies must be completed, the required public hearings held, and an Environmental Impact Statement, if required, approved by the Department of Transportation (DOT). Following design concept approval, land acquisition and clearing may commence. Wherever possible, the table reflects the design status of each gap as of April 1981.

c. Report of the Secretary of Transportation to the United States Congress, Interstate Gap Study, prepared in accordance with Section 102(b) of the Federal-Aid Highway Act of 1976 (October 1976).

d. Department of Defense, Interstate Completion Study, (September 1981, as updated).

e. Based on Design Hour Volume Direction (DHVD), a percentage measure of the projected traffic flow in each direction during peak or rush hour traffic. In this table, routes with a projected DHVD less than 55 percent are termed balanced; routes with a projected DHVD between 55 percent and 66 percent are termed peaked; and routes with a projected DHVD over 67 percent are termed highly peaked. Rural Interstate through-routes typically have a DHVD of 55 percent, which means that peak hour traffic would be divided 55 to 45 percent in each direction. Some urban gaps, however, have DHVD values higher than 67 percent which means that traffic would be twice as heavy in one direction as the other during rush hour. This is generally a characteristic of local routes designed to relieve traffic congestion (for example, during rush hour) rather than a characteristic of interstate through-routes. All else being equal, a high DHVD value points to heavy local use.

TABLE C-1. (Footnotes Continued)

f. CBO categorized routes into five functional classifications as follows: Interstate Through-Routes--those that provide direct interstate connections between principal cities and industrial centers. Spur Routes--those that branch off an Interstate highway and terminate at a specific location, such as an airport. Beltways Bypasses--those that encircle part or all of an urban area, possibly connecting with one or more Interstate through-routes along the way. Connector Routes--those that enhance interconnections between Interstate and other highways, usually located where two or more Interstates converge in an urban area. Feeder or Collector Routes--those that provide access into or out of an urban area, usually from an Interstate through-route or beltway. Downtown-Circulator Routes--those that are located in the center of urban areas and serve primarily to improve traffic circulation in the area.

g. Routes of national importance directly connect the nation's principal cities and industrial centers. Routes of local importance are not needed to link principal cities, but instead link one or more locations of regional importance or improve traffic circulation within a specified self-contained area.