

Member Governments

Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
County of Orange
NC Department of
Transportation
Town of Hillsborough

**DURHAM – CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC)**

AGENDA

**October 25, 2006
9:00 a.m.**

**City Council Committee Room
2nd floor Durham City Hall**

- 1. Preliminaries**
- 2. Adjustments to the Agenda**
- 3. Public Comments**

ACTION ITEMS

4. Approval of September 27, 2006 TCC Meeting Minutes
(Attachment 4)

A copy of the September 27, 2006 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the September 27, 2006 TCC meeting.

5. Southwest Durham Southeast Chapel Hill Collector Street Plan
(Attachment 5, 5A, 5B, 5C)
Andy Henry, LPA Staff

The LPA presented changes to the Southwest Durham/Southeast Chapel Hill Collector Street Plan to the TAC at their September 13, 2006 meeting. The TAC requested that an additional public workshop be conducted to address comments from several residents of the Falconbridge neighborhood that the neighborhood had not had adequate notice to participate in the collector street process. The public workshop was conducted on October 10, 2006 at the Creekside Elementary School. In addition, the Town of Chapel Hill conducted a public hearing on the Revised Collector Street Plan on October 18, 2006.

Based on the most recent public workshop, the Steering Committee has identified three minor adjustments to the Revised Plan for the TCC to consider. Attachment 5 is a memorandum that summarizes the workshop comments and the proposed adjustments. Attachment 5A is a compilation of workshop and e-mail comments on the Revised Collector Street Plan. Attachment 5B indicates the location of these adjustments – the number on the map corresponds with the narrative in the memorandum. Attachment 5C is a copy of the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan. The full report for the Revised Plan is not attached because it is very large and no changes are proposed to the report narrative. It is available for review upon request to the LPA staff.

TCC Action: Review public comments from the public workshops held on 10/10/06 and 10/18/06. If needed, revise the plan and forward the recommendation to the TAC.

6. 2007-2013 Transportation Improvement Program (MTIP)

(Attachment 6, 6A, 6B, 6C, 6D, 6E, 6F, 6G, 6H, 6I)

Mark Ahrendsen, TCC Chair

David Bonk, TIP Subcommittee Chair

Ellen Beckmann, LPA Staff

The State Board of Transportation released the draft 2007-2013 STIP on September 6, 2006. The DCHC MPO supplement is included as Attachment 6E. The TAC released the DCHC MPO supplement to the draft 2007-2013 STIP as the draft MTIP for public comment at the 9/13/06 TAC meeting. A public hearing was held at the 10/11/06 TAC meeting. Comments from Chapel Hill, Carrboro, and Orange County are provided as Attachments 6F, 6G, and 6H. Comments from the public are included as Attachment 6I.

The TIP Subcommittee met on 9/19/2006 and 10/4/06 to develop flagged issues and discuss the creation of the MTIP. LPA staff used this information to create a 2007-2013 MTIP (Attachment 6A) and make changes to the STPDA allocation spreadsheet (Attachment 6B). Attachment 6 explains the changes from the draft 2007-2013 STIP reflected in the 2007-2013 MTIP. Funding summaries by funding source and year for each Division for the draft STIP and proposed MTIP are included as Attachments 6C and 6D respectively.

The MTIP currently includes funding and schedule information for the non-transit projects. Funding and schedule information for transit projects will be added before the November TAC meeting.

TCC Action: Review the 2007-2013 MTIP (Attachment 6A) and forward it to the TAC.

7. Landscaped Medians for the I-85 Widening Project (I-0306)

(Attachment 7)

Mark Ahrendsen, TCC Chair

NCDOT has recently asked the City of Durham to provide additional funding to pay for the installation of landscaped and stamped concrete medians at I-85 and Guess Rd. and I-85 and Hillandale Rd. The City requested the installation of medians at these sites as part of the I-85 widening project (I-0306). The medians will improve the safety and appearance of the project as well as serve as pedestrian refuges at the crosswalks.

NCDOT has estimated that \$200,000 in additional funding is needed to install the medians. NCDOT is looking into the possibility of shifting funds from other areas of the project to cover the additional funding. If NCDOT is unable to find funds to cover the medians, the City of Durham will request STPDA funds. The STPDA allocation spreadsheet is included as Attachment 6B. Diagrams of the medians are illustrated in Attachment 7.

TCC Action: Make a recommendation to the TAC regarding the City of Durham's request for additional STPDA funding for medians associated with the I-85 widening project (I-0306).

8. 2035 Long Range Transportation Plan**(Attachment 8, additional handouts to be provided at the meeting)****Andy Henry, LPA Staff**

At the August 9, 2006 TAC meeting, the LPA presented the schedule for the 2035 Long Range Transportation Plan (2035 LRTP) as an informational item. The 2035 LRTP schedule designates the TAC to receive the preliminary socio-economic data (SE Data) at the November TAC meeting and to release the SE Data for public comment at their December meeting. Attachment 8 is the Summarized 2035 LRTP Development Schedule. The SE Data is among the principal data inputs for the Triangle Regional Model (TRM), which is an important evaluation tool in the 2035 LRTP development process.

At the TCC meeting, the LPA will present the Base Year (2005) and Forecast (2015, 2025 and 2035) SE Data that has been submitted.

TCC Action: Receive update on socio-economic data for the 2035 LRTP.

9. Triangle Regional Transit Planning**(Attachment 9, 9A)****Mark Ahrendsen, TCC Chair**

The DCHC MPO and CAMPO are initiating a process to develop regional transit priorities. The TAC discussed this issue at the 9/13/06 meeting. Subsequently, the Chairs and Vice Chairs of DCHC MPO and CAMPO met on 10/6/06 discuss regional transit planning and set the agenda for the Joint TAC meeting on 11/29/06. At this meeting, the Chairs and Vice Chairs discussed the role of the Regional Transit Infrastructure Blueprint and the MPOs' Long Range Transportation Plans. Summary information on the Blueprint and its relationship to the LRTP is provided as Attachments 9 and 9A.

The Chairs and Vice Chairs also proposed a process for public outreach for the setting of regional transit priorities. They proposed establishing a committee to develop a set of guiding principles. The committee would consist of members of the public representative of the business, environmental, neighborhood, public transportation, and other interests in the region. The committee will also be involved in future stages in the development of regional transit priorities.

This issue will be discussed at the November Joint TAC meeting. The Joint TAC will consider the process for creating regional transit priorities, establish the regional transit committee, and appoint members. The TCC should discuss the status of this process and the creation of the regional transit committee.

TCC Action: Receive update on regional transit planning including the formation of a regional transit committee.

10. 2030 Long Range Transportation Plan Amendment**(Attachment 10)****John Hodges-Copple, TJ COG**

The DCHC MPO needs to make an amendment to the 2030 Long Range Transportation Plan (LRTP) to account for the effect of tolling of the Triangle Parkway and delay of the schedule for TTA Phase I Regional Rail. This action qualifies as an amendment to the LRTP because the underlying assumptions and data used to create the plan have not changed. Attachment 10 explains the necessary changes and the implications these changes have on air quality conformity. CAMPO will be making a similar amendment to their LRTP.

TCC Action: Receive update on amendments to the 2030 LRTP.

11. Triangle Regional Model Update

(Attachment 11, 11A)

Chao Wang, LPA Staff

Felix Nwoko, LPA Staff

Parallel to work efforts by the Triangle Regional Model (TRM) Service Bureau on the development of a 2002 base year TransCAD model, the consulting firm Parsons Brinckerhoff (PB) was working with TTA on TRM modeling enhancements for the region's New Starts analysis since 2005. Some major enhancements include the improved Trip Generation and Destination Choice model using a FORTRAN program, and new University Student Trip Purpose. Desiring to have these modeling enhancements incorporated into the TransCAD model, TTA contracted with PB in January 2006 to undertake this effort. Since then, the TRM Service Bureau focused on working with the PB team to complete the model and coding the future year highway and transit networks. The PB team delivered the regionally calibrated TRM TransCad Version 1 (TRMTCv1-2006) model to the TRM Service Bureau on September 15, 2006. The model was anticipated to be received at the end of June.

With the delivery of TRM TransCad Version 1, the TRM Service Bureau initiated testing the 2002 base year model, validating the model against 2005 traffic counts and transit ridership, and sensitivity testing the model against 2030 data. These tests uncovered the need for additional effort to calibrate the model. In the October TRM Executive Committee Meeting, committee members reviewed the model. They directed the TRM Service Bureau to refine the model and provide TRM TransCad Version 2 (TRMTCv2-2006) with acceptable performance by December 31, 2006. The TRM Service Bureau is now working towards this goal. Once approved, the TRM TransCad Version 2 will be used for applications such as 2035 LRTP, emission budgets, and toll analysis.

Attachment 11 is the October 2006 Executive Committee Meeting notes. Attachment 11A is the TRM Service Bureau Quarterly Progress Report for July to September, 2006.

TCC Action: Receive update on Triangle Regional Model

REPORTS FROM STAFF:

12. Reports from Staff

(Attachment 12, 12A)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

13. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

14. NCDOT Report

(Attachment 14)

Jon Nance, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

Progress Reports for current Division 5 and 7 construction work is provided as Attachment 14.

TCC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

15. Recent Newspaper Articles/Legislative Update

(Attachment 15)

16. Best Workplaces for Commuters Fall 2006 Newsletter

(Attachment 16)

PENDING ITEMS

**MPO Functional Classification of Streets and Roadways
Regional Priority List Ranking Methodology**

Adjourn

Next meeting: November 22, 2006

Joint TAC Meeting: November 29, 2006

TECHNICAL COORDINATING COMMITTEE

September 27, 2006

MINUTES OF MEETING

*Mark Ahrendsen	City of Durham/Transportation (TCC Chair)
*David Bonk	Town of Chapel Hill (TCC Vice Chair)
*Andy Henry	City of Durham/Transportation
*John Hodges-Copple	Triangle J COG
*Mike Kneis	NCDOT – Division 5 Engineer
*Karen Lincoln	Orange County Planning
*Dale McKeel	Town of Carrboro
*Mike Mills	NCDOT – Division 7 Engineer
*Pierre Osei-Owusu	City of Durham – DATA
*Tamra Shaw	NCDOT-PTD
*Scott Walston	NCDOT-TPB
*Barbara Weigel	Triangle Transit Authority
Ellen Beckmann	City of Durham/Transportation
Anna Biton	Town of Chapel Hill
Rupal Desai	NCDOT-TPB
Jill Stark	FHWA
*Voting Member	

Mark Ahrendsen, TCC Chair, called the meeting to order at 9:07 a.m.

Preliminaries:

Adjustments to the Agenda

David Bonk introduced Anna Biton who started with the Town of Chapel Hill in July and has been doing general planning work, but will be taking on more of the transportation planning responsibilities from David. She will be attending the TCC and TAC meetings as her schedule permits.

Public Comment

There were no public comments.

Action Items:

Approval of August 23, 2006 TCC Meeting Minutes (Attachment 4)

A motion was made by Dale McKeel and seconded by David Bonk to approve the August 23, 2006 TCC Meeting Minutes. The motion carried unanimously.

Request to Further Financial and Design Studies for the Triangle Parkway (Attachments 5, 5A, 5B, 5C, 5D, and 5E)

Mark Ahrendsen provided an introduction for the Request to Further Financial and Design Studies for the Triangle Parkway, along with the attachments.

A motion was made by Andy Henry and seconded by Pierre Osei-Owusu to forward the draft letter to the TAC for their consideration and approval. The motion carried unanimously.

MPO Public Involvement Policy (Attachment 6)

Mark Ahrendsen provided an introduction for the MPO Public Involvement Policy, along with the attachment.

A motion was made by David Bonk and seconded by Barbara Weigel to recommend that the TAC adopt the Public Involvement Policy dated September 27, 2006.

Andy Henry made a recommendation to make the language more generalized in the policy where it specifically names the various newspapers that we advertise in. Mark Ahrendsen stated the language will be changed to “such as, but not limited to” and then will name the newspapers.

Pierre Osei-Owusu suggested adding an all encompassing statement “and other groups as appropriate” which would provide the opportunity without getting overly specific.

John Hodges-Copple asked that the public involvement policy include different levels of public involvement for plan updates and plan amendments. Mark Ahrendsen stated that staff will be directed to make sure John's comment is considered.

The motion carried unanimously.

Draft 2007-2013 Transportation Improvement Program (TIP) Attachments 7, 7A, 7B, 7C, 7D, and 7E)

Mark Ahrendsen provided an introduction for the Draft 2007-2013 Transportation Improvement Program (TIP), along with the attachments.

David Bonk stated that the Town of Chapel Hill is having internal discussions about the possibility of doing some local funding for the Chapel Hill signal system project up front; similar to what Cary has done on projects.

David Bonk stated that the subcommittee has been advised by the State that instead of incorporating a 2, 3, or 4% annual increase in STP-DA revenues that we would be best served to keep it constant over time which obviously will affect the ability to program projects in the future. The STP-DA spreadsheet should reflect it, either on the main spreadsheet or have an alternative spreadsheet which shows the impact of having constant revenue anticipation over time. Mark Ahrendsen stated that the subcommittee should take this under consideration. The next subcommittee meeting will be October 4, 2006 at 9:00 a.m.

Mark Ahrendsen stated that the LPA will get something out to the transit operators to review the draft and ensure consistency. Pierre Osei-Owusu recommended that all transit providers meet in advance of the meeting.

Mark Ahrendsen asked staff to develop a matrix like NCDOT in terms of lining up the costs by year and project to provide the subcommittee.

82 Andy Henry stated that on the flagged issues, we need to show the current funding
83 and what we are proposing.

84 The TCC is supposed to develop a draft at the October TCC meeting and bring it to
85 the TAC meeting in November. Staff is working on scheduling the one-on-one meetings
86 with NCDOT.

87 Mark Ahrendsen raised a question. Do we want to adopt the MTIP before NCDOT
88 adopts the STIP and run the risk of a conflict if there are differences or, as we have in the
89 past, hold the draft MTIP and use it as a basis for our discussions with NCDOT? John
90 Hodges-Copple doesn't think we will have the short term lapse issue because we have a
91 two year grace period. Mark stated that as long as both parties don't take action that
92 supersede it and put the STIP and MTIP in conflict with one another. John stated if it is in
93 conflict, you still have a 2006-2012 TIP that is valid for two years until it is replaced. The
94 2007-2013 TIP would not move forward, but you don't actually have a lapsed TIP. That is
95 not an ideal solution. Tamra Shaw asked if the Board of Transportation adopted the TIP,
96 then would it be an action that would trigger a potential lapse. John stated that if the Board
97 of Transportation adopts the TIP, but it is not yet adopted by the MPO, the 2006-2012 TIP
98 is still valid through October 2007 because it has to be jointly adopted.

99 John Hodges-Copple asked if DCHC staff going to do a formal review of all the
100 projects in the draft relative to how they showed up in the model air quality networks.

101 Andy Henry stated staff is already working on it.

102 Dale McKeel stated that another thing that would be helpful is the comparison by
103 division and within different counties within the divisions.

104 Mark Ahrendsen recommended that if the transit operators have any issues or
105 concerns please coordinate it through the subcommittee.

106 Mark recommended that this item be referred to the subcommittee to continue to
107 work on and bring back something for TCC consideration at the November meeting.

108 **2006-2007 Unified Planning Work Program Amendment #1 (Attachments 8. 8A, and**
109 **8B)**

110
111 Ellen Beckmann provided an introduction for the 2006-2007 Unified Planning
112 Work Program Amendment #1, along with the attachments.

113 Ellen stated that on the memo there is an error. On #2, where it has FHWA, it
114 should be FTA.

115 Tamra Shaw stated there was an additional issue brought up about the money for
116 the long range transit element. David Bonk stated that he and Felix had exchanged emails
117 regarding this and the bottom line is it does not look like it is reflected at all in the UPWP.
118 David Bonk proposed a suggested fix to Felix and has not heard a response as of yet.
119 David asked that the TCC allow us to make the adjustment that we determine is necessary
120 before it goes to the TAC. Tamra Shaw stated that one issue with that for accounting
121 purposes is what is on the budget to be reimbursed is what is in the task narrative summary
122 and that only has \$5,000 in 5303. What can happen is when you invoice for the money;
123 you will need to do an accounting procedure of revising the monies that come from other
124 items into that item. It is an accounting procedure.

125 The \$160,000 needs to be included in the UPWP task narrative for Chapel Hill. It
126 is on the UPWP spreadsheet. It just needs to be reflected in the narrative.

127 A motion was made by David Bonk and seconded by Tamra Shaw that the TCC
128 recommend to the TAC that the UPWP be amended as proposed in the attachments and

allow for further adjustments to reflect the long range transit plan in the UPWP. The motion carried unanimously.

Southwest Durham Drive Realignment (Attachment 9, 9A, 9B, and 9C)

Mark Ahrendsen provided an introduction for the Southwest Durham Drive Realignment, along with the attachments.

David Bonk and John Hodges-Copple feel strongly that the citizens need to be kept updated on any recommended changes to the alignment that might affect their property.

Mark Ahrendsen stated that the proposed alignment would serve the same purpose and would serve the same travel characteristics. From a planning view, it serves all the same functions.

David Bonk stated he feels we would have to go through a process that will allow public input and consideration of all the technical issues that might result from this in terms of the approved site plan to the north and the lack of right of way to the south. His biggest concern is the fact that we are going to be undertaking this effort at the same time we have our hands full with the 2035 LRTP and other related activities. He is concerned that it will take a lot of resources that we don't have.

Mark Ahrendsen stated that the initial thought was to address this through the LRTP update. Unfortunately, that is probably two years away in terms of the adoption and the concern was that the door might be closed at that time. Because of rapid development, we need to act soon.

David Bonk stated that process-wise, assuming that we want to initiate this process, we would need to get answers to the questions about the status of the development projects and design issues and we would need to put a proposal on the table that we would take to

the TAC and ask them to issue a public comment period. Mark stated that we should take this information to the TAC before initiating the process and recommend that TAC initiate the process. David Bonk suggested having an evening meeting. David stated that if we want to take it to the TAC in October, we need to be able to spell out clearly how we are going to proceed in terms of public comment, local government review, and when we anticipate a formal hearing with the TAC.

A motion was made by David Bonk and seconded by John Hodges-Copple to bring this item to the TAC at their next meeting. The motion carried unanimously.

Update on Metropolitan Area Boundary Expansion Efforts (Attachment 10)

Ellen Beckmann provided an update on the Metropolitan Area Boundary Expansion Efforts, along with the attachment.

Scott Walston, NCDOT, stated that staff needs to make sure it is clear that some areas could join only if others join. Scott asked if planning funds would be going to Stem and Butner. Mark stated that this question came up during our presentation and they were informed there is no guarantee that funds would go to them but they could request funds.

Mark Ahrendsen stated that there seemed to be a lot of interest in the MPO by the different jurisdictions.

John Hodges-Copple stated that it may be helpful for the TAC to understand that if expansion occurs what will change. The MOU will need to be changed to incorporate different voting mechanisms and etc. It is important to recognize that if Granville County joins the DCHC MPO, we and CAMPO are then tied together air quality-wise because Granville County is also part of CAMPO. Therefore, all the county level budgets of Johnston, Granville, and Wake counties will now be tied to us.

175 This is an informational update item only.

176 **Reports from Staff:**

177 **Reports from Staff (Attachment 11 and 11A)**

178 John Hodges-Copple asked about the Land Use Model Development. Mark
179 Ahrendsen stated that staff will make sure copies are made and provided to John from the
180 meetings.

181 The On Board Transit Surveys are in progress and should be complete soon per
182 Barbara Weigel of TTA.

183 Andy Henry will provide David Bonk, Dale McKeel, and John Hodges-Copple
184 information regarding the Non-Motorized Development Schedule and make sure they are
185 included from this point.

186 David Bonk asked if we received funding from the legislature to do Farrington
187 Road/Stagecoach Road and staff stated no, but it's in the UPWP.

188 Ellen Beckmann provided an update on the Greenhouse Gas project. Durham's
189 second meeting is scheduled for tomorrow. They are reviewing the emissions and are
190 discussing reduction targets and strategies. There is a technical team meeting in Orange
191 County on Friday. The data collection in Orange County is not as far along as Durham
192 County.

193 **Report from the Chair**

194 Mark Ahrendsen provided a report. A citizen's workshop for the East End
195 Connector was held last night. It went very well.

196 **NCDOT Report (Attachment 13)**

Mike Kneis, NCDOT Division 5 Engineer provided an update. There is one project missing from the list and it is the widening of the loop on I-40 and widening NC 54 down to Celeste. The contract completion date is November 29, 2006 and is on schedule.

Mike Mills, NCDOT Division 7 Engineer provided an update. Homestead has a conflict with the utility companies.

Mark Ahrendsen asked Division 5 to provide the same report format as Division 7.

Informational Items:

Recent Newspaper Articles/Legislative Update (Attachment 14)

The recent newspaper articles/legislative updates are attached.

Walkable Communities Workshops – October 30 – November 2) (Attachment 15)

The Walkable Communities Workshop flyer is attached.

History of the Triangle Regional Model (Attachment 16)

The history of the Triangle Regional Model is attached.

NCDOT Response to Letter re Policy on Projects Selected by Entities Other than the State Board of Transportation (Attachment 17)

The NCDOT Response to Letter re Policy on Projects Selected by Entities Other than the State Board of Transportation is attached.

WTS Transit Forum – October 19, 2006 (Attachment 18)

The WTS Transit Forum on October 19, 2006 is attached.

Adjournment

There being no further business before the Technical Coordinating Committee, the meeting adjourned at 10:50 a.m.

MEMORANDUM

TO: Transportation Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: October 25, 2006

RE: Final Southwest Durham/Southeast Chapel Hill Collector Street Plan
(CSP)

Background

The TAC conducted a public hearing at their June 14, 2006 meeting to hear citizen comments on the recommended Southwest Durham/Southeast Chapel Hill Collector Street Plan. The TAC requested that the TCC revise the recommended plan based on citizen and TAC comments, and present the revised plan at the August or September TAC meeting. In addition, the Town of Chapel Hill requested that the TAC defer action on the Collector Street Plan until the Town Council conducts a public hearing on the plan. This public hearing took place October 18, 2006, 7PM, in the Chapel Hill Town Council Chambers.

Changes to the Southwest Durham/Southeast Chapel Hill Collector Street Plan were made and a Revised Plan was presented to the TAC on September 13, 2006. The TAC requested that an additional public workshop be conducted to address comments from several residents of the Falconbridge neighborhood that the neighborhood has not had adequate notice to participate in the collector street process. The public workshop was conducted on October 10, 2006 at the Creekside Elementary School.

Results of Public Workshop

Approximately seventy citizens participated in the October 10th workshop. The comments are similar to those collected at the third public workshop and TAC public hearing. Attachment 5A is a compilation of the workshop and other comments (e.g., e-mails sent to Lead Planning Agency) that have been collected as a response to the Revised Collector Street Plan. The following points provide a summary of these comments:

Improved Plan – The Revised Plan is an improvement because it is simpler than previous versions and brings needed infrastructure to the area.

Eastwood Park – The Plan is an improvement in that it provides more protection for Eastwood Park (also known as Celeste Circle). However, Crossland Drive

should not be a collector street; the current George King Road alignment should be used all the way to NC 54 instead of using Crossland Drive.

Falconbridge Neighborhood – The Plan will increase traffic in the Falconbridge neighborhood.

The Oaks Neighborhoods – The Plan will encourage cut-through traffic from Farrington Road into the Oaks neighborhoods via Kilkenny Drive and Lancaster Drive. The proposed collector streets that connect with these two streets are too straight, thus encouraging cut-through traffic and excessive vehicle speeds.

Southwest Durham Drive – On the section of Southwest Durham Drive that is north of Ephesus Church Road, the Plan should shift the corridor to follow the creek. Southwest Durham Drive should not connect with Meadowmont Lane especially if it is designated as an arterial road (a designation that excludes the use of traffic calming). Connectivity is inevitable, thus if Southwest Durham Drive is connected to Meadowmont Lane, it should not be designated an arterial road and it should have lower speed limits and traffic calming.

The section of Southwest Durham Drive that coincides with Meadowmont Lane should be included in the upcoming process to adjust the Southwest Durham Drive corridor.

Workshop – Comments on the workshop were mostly positive in that people were glad to have an opportunity to comment on the Revised Plan, although a few did not believe the workshop comments would impact the final Plan. Several people were annoyed with the poor acoustics of the meeting room, which made it difficult to hear comments during the presentation.

Chapel Hill Public Hearing

The Town of Chapel Hill conducted a public hearing for the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan on Wednesday, October 18, 2007, at 7PM in the Town Hall. The Town Council or Manager may submit a resolution or other correspondence to the DCHC MPO that impacts the Collector Street Plan. Given the short time frame between the Chapel Hill public hearing and the TCC meeting, any such correspondence will have to be distributed at the TCC meeting.

Additional Changes

The Steering Committee has identified the following minor adjustments to the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan that the TCC needs to consider. Attachment 5B indicates the location of these adjustments – the number on the map corresponds with the narrative below:

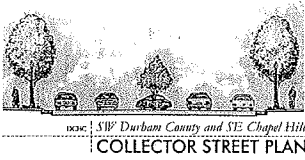
1. Crescent Drive – There is a section of the Crescent Drive collector street that is south of Cleora Drive. This dead-end section could be eliminated.
2. Rutgers Place – In the Revised Plan, there is a new east/west collector street alignment that parallels Rutgers Place to the south and connects with Farrington Road. This alignment runs through an existing house, and there appears to be adequate right-of-way on existing roads in the area to connect the proposed collector street with Farrington Road. The proposed east/west collector street could use the northern section of Crescent Drive and Rutgers Place to connect with Farrington Road.
3. Crossland Drive – In the Revised Plan, the north/south collector street connection that uses the Crossland Drive alignment does not connect directly with NC 54 – it uses the NC 54 service road to connect with NC 54 across from Huntingridge Road. This collector street could directly connect with NC 54 not using the service road.

TCC Action

Review the comments on the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan, and make a recommendation to the TAC.

Attachments

Attachment 5A is a compilation of workshop and e-mail comments on the Revised Collector Street Plan. Attachment 5B is a map indicating proposed changes to the Revised Plan. Attachment 5C is a copy of the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan. The full report for the Revised Plan is not attached because it is very large and no changes are proposed to the report narrative. It is available for review upon request to the LPA staff.



Southwest Durham County and Southeast Chapel Hill

Collector Street Plan

Comment Form

This comment form is being distributed to participants in the Southwest Durham/Southeast Chapel Hill Collector Street Plan. The DCHC MPO will provide a complete compilation and summary of these comments to the Transportation Advisory Committee (board of elected officials responsible for reviewing and approving the Collector Street Plan). Your candid and thoughtful response is appreciated.

What do you like about the Collector Street Network?

There is some planning being done, with forums held. Thank you Andy!
The biggest impact is more traffic onto HWY 54 if it would appear.
In your future discussions it would be nice to know how HWY 54
be improved. (going to 6 lanes, 8?)

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

1. Discussion of improvements of existing road, i.e. HWY 54.
2. WITH more traffic - more noise, will there be road noise barrier (along 54) as part of the plan?
3. Pretend that the collector road is close to your house!!

How has this workshop been helpful? What workshop improvements would you suggest?

- Yes.
1. use a portable mike
 2. Andy did a good job of repeating the question.

P.S. I lived
in Falconbridge
for 27 years



Southwest Durham County and Southeast Chapel Hill

Collector Street Plan

Comment Form

This comment form is being distributed to participants in the Southwest Durham/Southeast Chapel Hill Collector Street Plan. The DCHC MPO will provide a complete compilation and summary of these comments to the Transportation Advisory Committee (board of elected officials responsible for reviewing and approving the Collector Street Plan). Your candid and thoughtful response is appreciated.

What do you like about the Collector Street Network?

Basically it is a good idea.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

I live in Falkenbridge. There is a lot of new development south of us. I am worried about the traffic flowing between Farrington & NC 54 via Huntingridge & Ridgefield Dr. because a collector street feeds directly into Huntingridge.

How has this workshop been helpful? What workshop improvements would you suggest?

Keith Lack was very helpful in explaining a chart. The large charts are very helpful.

Thank you for this meeting.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dhcmmpo.org Web site.



Southwest Durham County and Southeast Chapel Hill

Collector Street Plan

Comment Form

This comment form is being distributed to participants in the Southwest Durham/Southeast Chapel Hill Collector Street Plan. The DCHC MPO will provide a complete compilation and summary of these comments to the Transportation Advisory Committee (board of elected officials responsible for reviewing and approving the Collector Street Plan). Your candid and thoughtful response is appreciated.

What do you like about the Collector Street Network?

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

The connector streets into Nottingham Dr. and Lancaster Drive should not be straight cut-thru streets as shown. Rather, multiple turns should be included. This would still allow traffic between adjacent neighborhoods without providing a straight cut-thru for traffic

How has this workshop been helpful? What workshop improvements would you suggest?

attempting to commute across entire neighborhoods. Also make connector streets narrow with traffic calming devices.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dhcmmpo.org Web site.

Robert Chappell 967-4807
113 Nottingham Drive
Chapel Hill, NC 27517

**Southwest Durham County and Southeast Chapel Hill****Collector Street Plan****Comment Form**

This comment form is being distributed to participants in the Southwest Durham/Southeast Chapel Hill Collector Street Plan. The DCHC MPO will provide a complete compilation and summary of these comments to the Transportation Advisory Committee (board of elected officials responsible for reviewing and approving the Collector Street Plan). Your candid and thoughtful response is appreciated.

What do you like about the Collector Street Network?

Nothing, as proposed. The proposed collector streets on the Daniel property, along with the Southwest Durham Drive, would ~~severely~~ severely limit how the tract can be used and would divide the property, making much of it unuseable.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

If the Southwest Durham Drive is shifted either to our eastern property line or to a route ^{running} nearer the "creek" we could connect the Randall Road connector streets to the Southwest D. Drive. We would welcome the ^{city and} committee to further talk with us regarding how to lessen the impact on our property so as to lessen us bearing the burden of too many streets that will benefit the whole community.

How has this workshop been helpful? What workshop improvements would you suggest?

All those involved in running the workshop could wear name tags with their position held. This would help us direct questions to appropriate person.

Thank you.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.

and not have to have an additional "leg" ←

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What do you like about the Collector Street Network?

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Move collector streets away from creekside.
Current plan surrounds the school with high-traffic roads, and encroaches on school land necessary for school expansion.
Grave concern about how the plan dumps south-bound traffic directly into Falconbridge subdivision. Both Falconbridge Rd. + Huntingridge Rd. would become an easier cut-through route to S. Fawcington Rd.

How has this workshop been helpful? What workshop improvements would you suggest?

It has solidified my concern about how this plan adversely impacts several neighborhoods.
I-40 was supposed to alleviate traffic on 54...
As Los Angeles has proven, "if you build them, people will fill them up..."

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmmpo.org Web site.



Southwest Durham County and Southeast Chapel Hill

Collector Street Plan

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What do you like about the Collector Street Network?

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Please Move the SW Durham Drive alignment
away from Meadowmont Lane.

Concerns:

- school (Rashkis elementary)
- Retirement center (The Cedars)
- high density housing
- expensive bridge system to access Meadowmont rather than

How has this workshop been helpful? What workshop improvements would you suggest?

Continuing
down
George King
to Hwy 54.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.



Southwest Durham County and Southeast Chapel Hill

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What do you like about the Collector Street Network?

- Brings much-needed infrastructure to the area.
- Seems simpler (and therefore better) than last version.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

- At the intersection of "Old" Fairington and Rutzers, the plan continues to show a new road which demolishes the only house on my property, valued at \$350,000. The connector seems to me unnecessary and contrary to both Durham's and my goals.

How has this workshop been helpful? What workshop improvements would you suggest?

Don't know - I've raised this issue three times before and nothing has changed!

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dhcmmpo.org Web site.

George Smart 740-8407



Southwest Durham County and Southeast Chapel Hill

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What do you like about the Collector Street Network?

Nothing !!!

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

DO NOT USE MEADOWMONT LANE AS
PART OF THE COLLECTOR STREET PLAN. OR
ANY STREET IN MEADOWMONT

How has this workshop been helpful? What workshop improvements would you suggest?

NOT REALLY - MEETING POORLY PLANNED
WITH NO SOUND SYSTEM IN A ROOM NOT
DESIGNED FOR QUESTIONS AND ANSWERS.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmmpo.org Web site.



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What do you like about the Collector Street Network?

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

PLEASE take into ACCOUNT THE CONCERNS OF MEADOWMONT LANE AND MEADOWMONT COMMUNITY RESIDENTS REGARDING SOUTHWEST DURHAM DRIVE. RESIDENTS ARE NOT OPPOSED TO CONNECTIVITY, but ARE VERY much OPPOSED TO AN ARTERIAL ROAD

How has this workshop been helpful? What workshop improvements would you suggest?

PLEASE be SURE it is included in the SWD Alignment review PROCESS

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmopo.org Web site.

being suggested to TAC on 10/10/06



Southwest Durham County and Southeast Chapel Hill

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What do you like about the Collector Street Network?

I am opposed to Meadowmont Lane becoming an arterial road.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Residents in Meadowmont are opposed to Southwest Durham Drive becoming an arterial road through Meadowmont.

How has this workshop been helpful? What workshop improvements would you suggest?

Time for citizen comments in addition to questions.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.

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What do you like about the Collector Street Network?

Generally like the plan except for comment below.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Use of Farrington Rd as a major thoroughfare is a bad idea. It is just too close to I-40 intersection. The major thoroughfare should be further west, maybe use part of Crescent and connect to Farrington further north.

How has this workshop been helpful? What workshop improvements would you suggest?

yes, Very helpful.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.



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What do you like about the Collector Street Network?

nothing

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Change the direction of traffic flow so as to keep it out of established stable neighborhoods? Where will traffic go once it reaches the roundabout at the end of Lancaster? Up Pinehurst? No way!

How has this workshop been helpful? What workshop improvements would you suggest?

Have it held in a room without an echo!

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.



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What do you like about the Collector Street Network?

I like eliminating Kinsale^{Drive} as a Collector Road.

I do not ~~favor~~ favor of turning ^{existing} neighbor-
hood roads into collector roads.

I do not favor cutting Kilbenny Street into
Farrington Road.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Eliminate extension of Kilbenny Street
to Farrington due to increased ~~obstruction~~
traffic (e.g., ~~on~~ ^{at} Hittingham Ave.)

How has this workshop been helpful? What workshop improvements would you suggest?

Provides opportunity for expression of
concerns by existing residents of Chapel
Hill.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.



Southwest Durham County and Southeast Chapel Hill

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What do you like about the Collector Street Network?

Like the elimination of KINGSLEY as a Collector Road.

Neutral on many proposals

Strongly opposed to turning local, neighborhood streets into collector roads that results in (even encourage) significant increase in traffic

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

Eliminate ^{cutting} Kilkenny ~~as a~~ through to Farrington Rd because it will increase traffic on Nottingham and make it even ^{less} safe to back out of a driveway onto Nottingham.

How has this workshop been helpful? What workshop improvements would you suggest?

Workshop a good idea, but the acoustics were so bad that it was difficult to hear the questions & their answers.

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.

**Southwest Durham County and Southeast Chapel Hill****Collector Street Plan*****Comment Form***

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What do you like about the Collector Street Network?

No longer cutting through the center of Eastwood Park
subdivision.

What would you change about the Collector Street Network in order to eliminate any opposition you might have toward the Plan?

The use of Crossland as a collector street is unacceptable.
George King Rd is a direct path to Rt 54 w/out a need to
enter Eastwood Park subdivision at all. The comment that

"Crossing Cross of Engineers property" is timeconsuming is not valid in that
How has this workshop been helpful? What workshop improvements would you
suggest?

Somewhat.

(over please)

For additional information: please contact Andy Henry, Project Manager at (919) 560-4366; email Andrew.Henry@durhamnc.gov; or, visit www.dchcmpo.org Web site.

the proposed street crosses Army Corp of Engineers land also.
To think about that - also George King is wider at
present than Crossland - the difference is one is paved & one
is not. Expense of paving vs build up of new section of
Crossland.

I am a Meadowmont resident who is deeply concerned about how the propose "SW. Durham drive" will affect the Meadowmont community. If Meadowmont Lane becomes a Collector street, by my estimation there will be approximately 1000 cars per hour during the peak hours of 7^{AM} & 7^{PM} going ^{up} down that road. Given Meadowmont Lane houses an elementary school and a retirement home this proposal is very alarming. Someone will get killed if the proposal goes through as planned. From a selfish standpoint I don't want this proposal to be approved as the increase ⁱⁿ of traffic this will bring to the entire high density (picture kids playing near the street, lots of walkers, joggers, bikers & pets) neighborhood ~~and~~ is frightening and I hate the idea of the recreation area being destroyed; however, I do realize connectivity is inevitable. I would like to see the street reused to run through an as yet to be developed area so that it can be ~~better~~ thought out. At the very least, keep the speed ^{limit} low, install calmed devices including lights,

and make sure the road is well
patrolled! Thanks.

Karen Mendyp kmendyp@belkouth.net
Meadowmont

From: Sara Kerr [mailto:sgkerr1995@yahoo.com]
Sent: Thu 10/12/2006 12:22 AM
To: Council Members
Subject: Collector Street Plan
Sara Kerr
307 Highview Dr.
Chapel Hill, NC 27517

October 11, 2006

Durham City Council

Dear Madams and Sirs:

I am writing in regard to the Southeast Chapel Hill and Southwest Durham County Collector Street Plan.

I am a resident of Chapel Hill, but in Durham County. I have one child that attends Creekside Elementary in Durham County.

I think it is abhorrent that any road bordering a school should be classified as a collector street.

Under the current plan, both Ephesus Church and George King Roads would be reclassified as collector streets.

As currently zoned, Ephesus Church Road is very dangerous to children and families. It is marked at 35 mph in both counties and is regularly sped upon without regard to bicyclists and pedestrians. Sidewalks are intermittent and the road shoulder varies between a steep drop into overgrown ditches, level gravel shoulder, and curbs that have been driven over.

The existence of the traffic circle at the intersection of Ephesus Church and Pope Road does little or nothing to calm traffic as there is complete visibility, unlike, for example the traffic circle on Pinehurst (south of Ephesus Church Road farther to the West into Orange County) which is landscaped with trees, bushes and plants to obscure and subsequently slow down traffic at that intersection.

Instead of making Ephesus Church Road busier as a collector street, traffic needs to be slowed down via a landscaped traffic circle with fully developed shoulders and the installation of additional traffic calming devices, such as rumble strips.

George King Road, on the other hand is a street used twice daily by parents picking up and dropping off their children at Creekside Elementary and the schools' buses. It lies less than 20 yards from where the 730 Creekside students eat their lunch and wait for their buses or parents to pick them up. No amount

of landscaping, curbs, and grading on a collector street will ensure their safety.

My family has made it a priority to bike and/or walk to school. Currently due to the lack of sidewalks and heavy, speeding (45 mph at least) traffic, it is impossible to walk to school without endangering my children. Biking is difficult, but we employ many safety devices to ensure our visibility (lights, flags, reflective striping etc.).

My family is no different than many families in the neighborhoods surrounding Creekside Elementary. Daily, I receive comments from parents saying they wish they could walk to school or bike, but the roads are just too busy.

The Southeast Chapel Hill and Southwest Durham County Collector Street Plan advocates for a complete street strategy (page 56/chapter 5, page 3 of the plan) as a method to make roadways community oriented and useful for a variety of modes of transportation. Pursuant to this concept the plan states on page 58 (Chapter 5, page 5) the following in regard to children biking:

Children riders lack experience mixing with vehicular traffic and their bicycle use is primarily for recreation and may be monitored by their parents. This group prefers residential streets with low motor vehicle speed limits and traffic volumes. Well-defined separation of bicycles and motor vehicles on collector streets should be required as a minimum. Ideally, separate bike paths would be provided as part of a greenway system.

If these were values of the planning committee, then why would roads bordering an elementary school purposely be made busier?

Regards,

Sara Kerr

-----Original Message-----

From: william dunk [mailto:advisors@beecom.net]
Sent: Saturday, September 09, 2006 7:55 PM
To: Henry, Andrew
Cc: w dunk
Subject: Southwest Durham Collector Street Plan

Mr. Henry:

We are citizens of Durham County who will be directly affected by the Collector Plan as well as proposed high density housing along the Durham Border near George King as well as the proposed 'derailment' of the mass transit station in the neighborhood.

We are not receiving announcements of these proposals and the planning and would appreciate being notified in full in a timely manner. This is quite surprising to us.

We would appreciate your help in this matter.

Sincerely

William P. Dunk
325 Nottingham Drive
Chapel Hill, North Carolina 27515

P.S. Do you know if there is some reason why affected citizens are not being given full and timely disclosure of these developments?

--

William Dunk Partners Inc.
P.O. Box 3687
Chapel Hill, North Carolina 27515
www.globalprovince.com
Advisors to Senior Management:
www.globalprovince.com/williamdunkpartners.htm

Visit our website to sign up for our
free weekly email newsletter.

--

From: CRAZPCL1@aol.com
Sent: Tuesday, September 12, 2006 5:12 PM
To: Henry, Andrew
Subject: Re: Lancaster Drive collector road proposal
Dear Mr. Henry,

I seems that this idea of the collector roads continues to be pursued in spite of the protestations of the citizen that will be affected by them.

We already have a significant problem with speeding on Lancaster with just citizens who reside in this area.

In addition, our road is heavily used by children and their parents from all parts of Durham and Chapel Hill and beyond when swim meets are held at Chapel Hill Country Club.

The impact of continued further development will change further our streams and ponds. I think specifically of the dead, orange watered pond on Donegal. The only animals that reside in that pond are the sinking duck decoys that live there.

Who do you all listen to? The citizens who are impacted by your continued pursuit of this development are consistently AGAINST the collector roads planned for our neighborhoods. PLEASE STOP!

Claudia Crassweller

From: Chicita Culberson [mailto:cculb@duke.edu]
Sent: Thursday, September 14, 2006 3:47 PM
To: Henry, Andrew
Cc: Becky Heron; Ellen Reckhow
Subject: SW Durham-SE Chapel Hill Collector Street Plan

Dear Mr. Henry:

Johnny Randall, Assistant Director of the North Carolina Botanical Garden in Chapel Hill and I attended the September 13 TAC meeting discussing the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan. We are particularly concerned by the impact of the collector street planned along the southern border of the Arboretum at 5501 George King Road. This road would seriously impact valuable plantings, including a collection of Magnolias (see the list below) introduced in this location ca. 40 or more years ago.

1. Asimina triloba (Pawpaw) planted in 1963
2. Magnolia kobus (Kobus Magnolia) planted in 1963
3. Magnolia stellata (Star Magnolia) planted in 1960
4. Magnolia X loebneri (hybrid) planted in 1967
5. Magnolia X soulangiana (Saucer Magnolia) Planted in 1959

Additionally, any collector street planned for this route must cross a low area that receives the very significant runoff from a 64-acre watershed feeding through the Arboretum pond. Development being planned for areas in this watershed will surely increase this runoff and seriously impact the proposed road intersecting George King Road as shown on the current Collector Street Plan.

Thank you for your consideration of these concerns.

Sincerely,

Chicita Culberson
5501 George King Road
Durham, NC 27707

-----Original Message-----

From: Debbie Hunt [mailto:ddhunt@duke.edu]
Sent: Wednesday, October 11, 2006 9:45 AM
To: Ahrendsen, Mark; david.bonk@Durhamnc.gov
Cc: Henry, Andrew; Beckmann, Ellen
Subject: Collector Street/Southwest Durham Drive Comments

Thank you for allowing our family to speak with Mr. Mark Ahrendsen and Mr.

Wesley Parham at the collector street meeting on Tuesday, October 10.

As

we discussed at the meeting, we have serious concerns regarding how the proposed collector streets and Southwest Durham Drive would impact our tract of land located across from the Creekside Elementary School. As proposed, if we develop the land, collector streets will be required from

Weston Downs Drive and from Randall Road in Bakers Mill Subdivision to this

tract. The collector streets would divide our property and make an awkward

loop or "Y". Also, as proposed, the Southwest Durham Drive would split our

tract in two, separating a portion of the land on the east side of the drive and limiting its use and value.

As the possible realignment of the Southwest Durham Drive is being considered, we would like to have further discussion with you regarding possible solutions that would lessen the impact on our property. One possible solution to this problem that we discussed with Mr. Ahrendsen last

night would be to run the Southwest Durham Drive along the eastern property

line of our tract. This path would not divide our property into two separate tracts. Another possible solution would be to run the path along

side the "creek" on our property and closer to Randall Road so the collector street could tie into the SW Durham Drive. However, we would need to take this under advisement before pursuing this route.

In summary, we would welcome the opportunity to work with the appropriate

agencies to find a more feasible way of running these roadways that would

lessen the impact on our property. We do not believe that our tract of

land should have to bear such a large burden of new collector streets and

roadways in this area and we would like to discuss options further. Our

phone contact numbers are listed below for your convenience.

Regards,

Bobby and Debbie Daniel Hunt

Bobby and Debbie Hunt	919-489-8022
Wayne Daniel	919-730-3529
David Daniel	919-967-9811

From: RJTBCHNC@aol.com
Sent: Tuesday, October 03, 2006 12:17 PM
To: Henry, Andrew
Subject: Re: Collector Street Issue

Hello Mr. Henry,

I am have been a resident of the Oaks for over 13 years and have lived on Lancaster Drive for most of that period. I know you have heard many concerns that the residents have with the connection of the collector roads into and through our neighborhood. I also wish to express my concern and would love the opportunity to briefly chat with you about the issues involved.

I also wish to express my concern over notification. This issue impacts the lives, homes, safety, noise level, mail retrieval, property values, etc of not only the residents of two counties but also a thriving, expanding, viable, country club and its members and property. It is difficult to know which government is actually in charge of this, who has the final say so and when and what meetings to attend. Unfortunately, many residents find out about meetings with only a day notice or after the fact. I have received a notice of the meeting scheduled for October 10th, 2006 at Creekside Elementary School, but specific, clear notification of meetings and discussions pertinent to the collector issues does not seem to be forthcoming to all of the people/businesses/property owners/neighbors/Homeowners Associations who will be affected by these issues.

I just tried to reach you by phone and would love to have an opportunity to speak to you if you have a moment. I can be reached at (919) 971-3125. If there is a convenient time for me to call back, let me know.

Thank you, Jean Nance (Lancaster Drive)

Dear Mayor Foy and Chapel Hill Town Council members. Next Wednesday October 18th a Public Forum is scheduled. I understand that David Bonk will present the latest DCHC-MPO Collector Street Plan. I am sure you all know that there is great concern within The Oaks and Meadowmont communities regarding the impact of this Plan on our communities and that the concerns and needs we have voiced over the last year have not really been taken into consideration.

As an owner in The Oaks Villas who lives on Lancaster, I, along with many of my neighbors, have great concern about the impact collector streets would have on our neighborhoods. I have attached the most recent Villas Owners' Association Statement along with an earlier Statement from The Oaks neighborhoods for your review. Some of you may have already seen it. It should not take much of your time.

We oppose the plan as drafted because it fails to meet the issue of attaching the collector street system to existing neighborhood streets without dealing with the negative impacts. If the plan were modified to deal with our concerns, we could support it. But, there has been little inclination from the DCHC-MPO or planning consultant to do that. From our perspective, it is imperative that the collector streets, including existing streets incorporated into the system, be constructed according to the specification for a true collector street (speed and safety considerations built in). Additionally, a funding stream needs to be identified, agreed upon by Durham County, the Town of Chapel Hill and Orange County and made available at the appropriate time to retrofit existing streets converted to collectors. Finally, we must have assurances that (a) Lancaster will only be opened to emergency traffic until the entire length of George King Road is paved, and (b) that alternative options will be provided to get into and out of the new developments without being funneled through our neighborhood for years. We have MAJOR CONCERNS about increased traffic, speeding and safety. The current Plan study area shows an ending at the Durham/Orange County line. A traffic study needs to be conducted past county lines to the Pinehurst Circle. The impact of the swim season at CHCC needs to be considered as our streets are clogged with parked cars on both sides of the street during these events.

The folks in the Oaks Villas and many Oaks III residents live in Durham County but are part of the Town of Chapel Hill. We really need the Town to partner with Durham County and come up with solutions to the concerns we have voiced. Thanking all of you in advance for your time and consideration of our concerns.

Dick Dennis for The Oaks Villas

Feel free to contact us:

Bill Sax, President of The Oaks Villas Owner's Association bas4@duke.mail.edu

Ed Kaiser, VP of The Oaks Villas Owner's Association ekaiser1@nc.rr.com

Dick Dennis, Architectural Review, OVOA rlldennis@nc.rr.com

STATEMENT OF THE OAKS VILLAS RESIDENTS' CONCERNS AND
SUGGESTED IMPROVEMENTS TO THE CONSULTANT'S RECOMMENDED
SOUTHWEST DURHAM COLLECTOR STREET PLAN

We have two serious concerns about the recommended plan and corresponding suggestions for solutions.

1) We are concerned that George King Road is proposed to be paved by developers in bits and pieces as developments are approved one by one over a long period of time. That will cause traffic from the initial developments to be diverted for years onto existing neighborhood streets -Lancaster, Nottingham, Donegal, and New Castle, and eventually to Pinehurst and Burning Tree Drives in the Oaks. Those streets will become de facto mini-thoroughfares for many years.

Thus we urge two modifications to the plan to solve this problem:

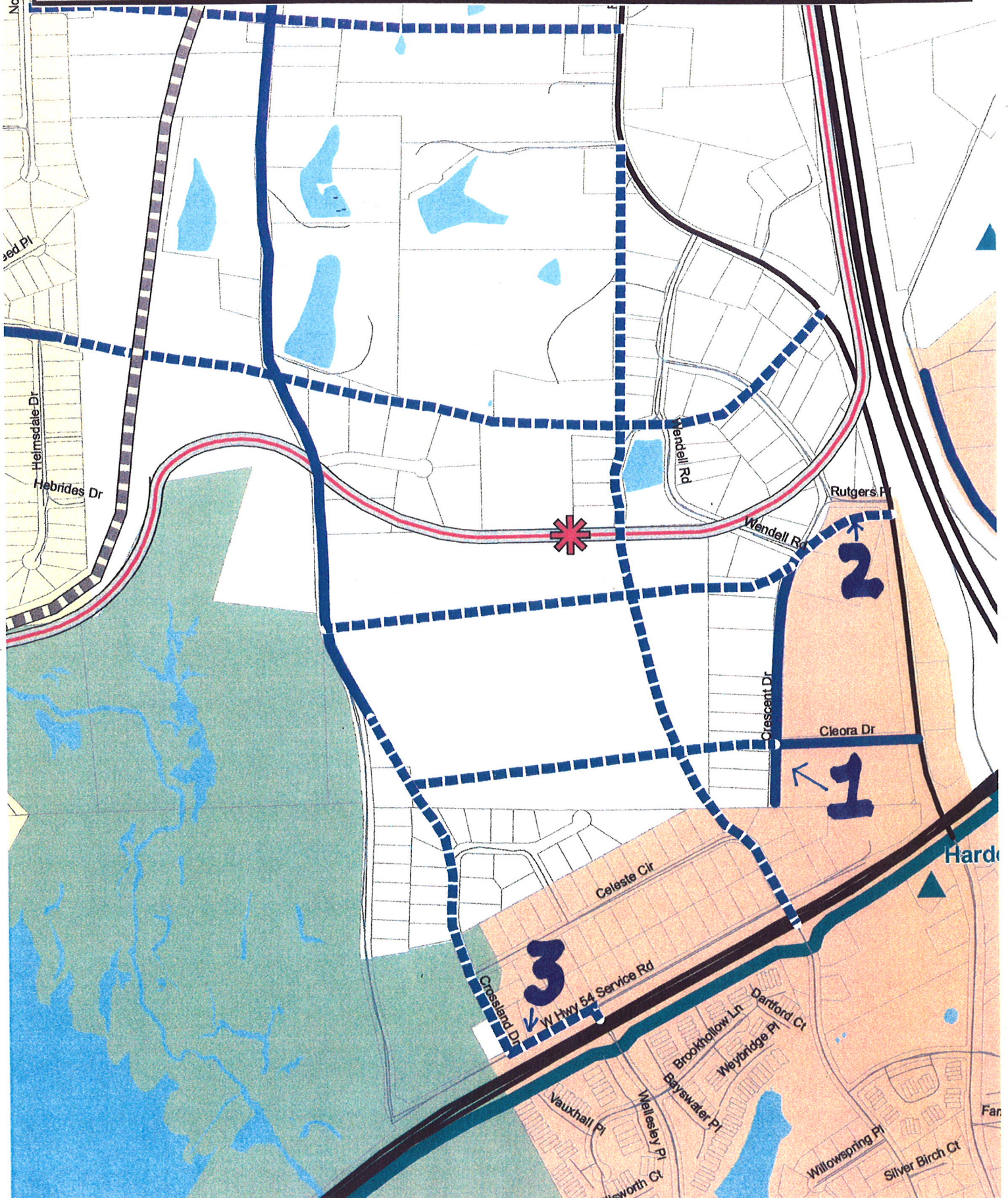
- A. Early in the development of the area, pave the entire length of George King Rd from Ephesus Church Rd. to Hwy 54 and improve the intersections at both ends of George King Road. The plan will not work if you depend on piecemeal implementation of that critical collector street by developers.
- B. Limit connections from new developments to Lancaster and other existing neighborhood streets to emergency vehicles until such time as George King Road provides collector street service across the entire area.

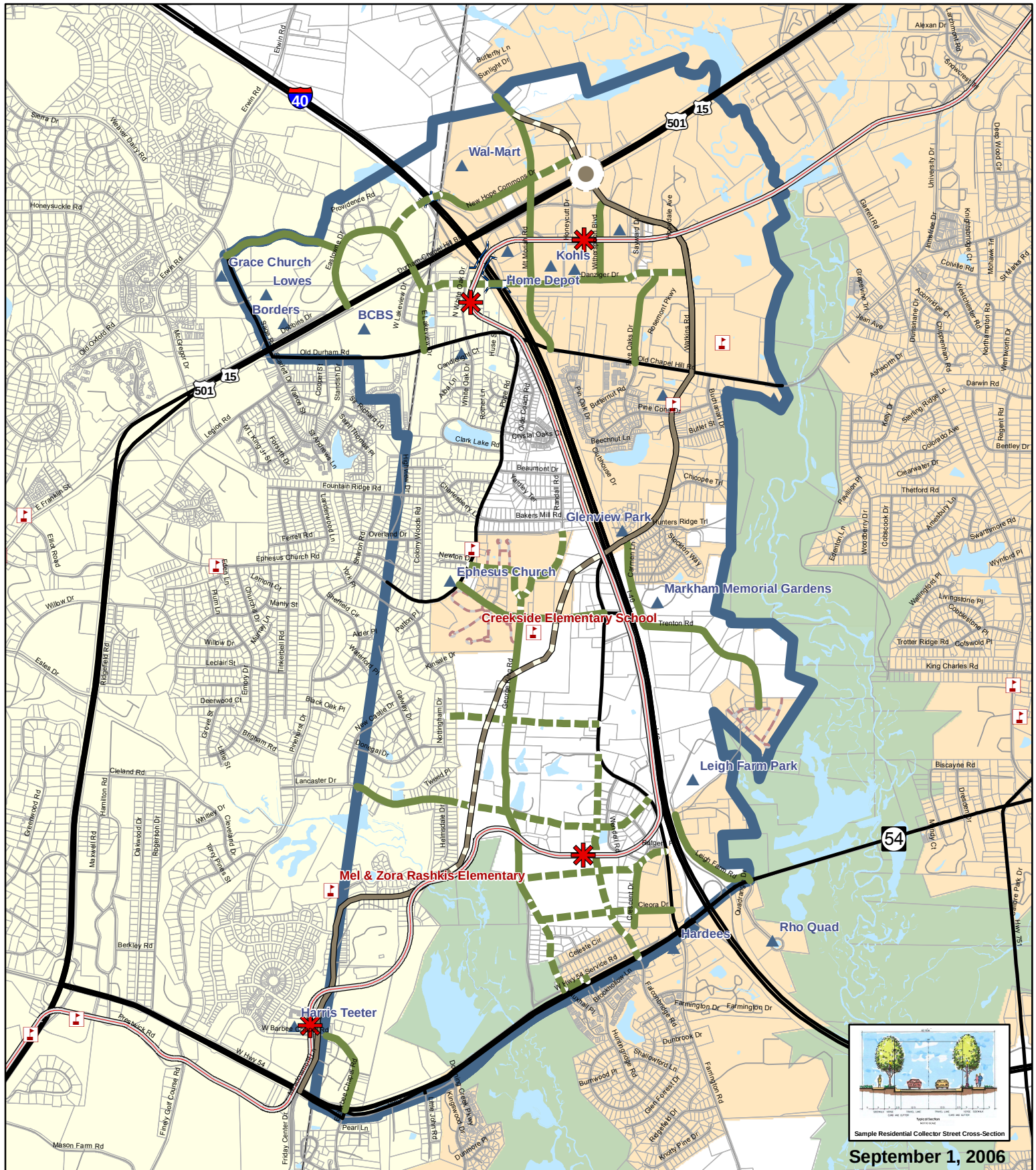
2) The plan provides no implementation component to retrofit existing streets that are incorporated into the collector street system, so that our neighborhood streets approximate the standards proposed for new streets.

- A. Thus, we urge modification of the plan to incorporate a capital improvement funding program by local governments, particularly the Town of Chapel Hill and Durham County or the MPO, to bring existing streets to the approximate standards of the new streets. Retrofitting cannot be feasibly implemented through subdivision and other development regulations.

September 15, 2006

Southwest Durham/Southeast Chapel Hill Collector Street Plan Close-up of NC 54 Corridor





Southwest Durham - Southeast Chapel Hill Collector Street Plan Revised Draft Recommended CSP Network

Kimley-Horn
and Associates, Inc.



- Study Area
- County Boundary
- Durham City Limits
- Chapel Hill Town Limits

- Corps of Engineers Land
- Destination Points
- Schools
- Overpass

- Proposed Interchange
- Approved SW Durham Drive Alignment
- Southwest Durham Drive

- Existing Higher Classification Facilities
- Approved Internal Neighborhood Street
- Proposed Transit Alignment
- Proposed Transit Stations

- Recommended Collector Street****
- Existing Road to be Classified as Collector*
- Proposed New Collector Streets

* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).
** The maps are not precise and do not reflect the actual location or alignment of a proposed facility.

0 0.125 0.25 0.5
Miles

MEMORANDUM

TO: Transportation Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: October 25, 2006

RE: 2007-2013 Metropolitan Transportation Improvement Program

LPA staff developed the 2007-2013 Metropolitan Transportation Improvement Program (MTIP) based on discussions of the TAC, TCC, and TIP Subcommittee, comments submitted by the member jurisdictions and the public, and information from NCDOT. The proposed MTIP is included as Attachment 6A. The MTIP currently includes funding and schedule information for the non-transit projects. Funding and schedule information for transit projects will be added before the November TAC meeting.

The changes from the draft 2007-2013 STIP that are reflected in the proposed MTIP are described below. These changes are indicated in the MTIP and on the STPDA allocation spreadsheet in red.

Division 5 - Durham County

1. **U-2405 (M. L. King Jr. Parkway and NC 55)** added language to initiate a feasibility study to look at lower cost alternatives.
2. **U-2708 (Hillandale Rd., I-85 to Club Blvd.)** changed description to include “widen for bicycle and pedestrian facilities”, added the STPDA funding allocated to this project (project U-4726K).
3. **U-3309 (T.W. Alexander Dr., Cornwallis Rd. to Miami Blvd.)** delayed construction to 2009, 2010. Transferred STP funding to U-4724, added STPDA funding from U-4724.
4. **U-3475 (DCHC UPWP)** changed funding to reflect STPDA spreadsheet.
5. **U-3804 (Hillandale Rd., I-85 to Carver St.)** delayed ROW to 2008, 2009. Transferred STPDA funding to U-4011, added STP funding from U-4011.
6. **U-4010 (NC 98, US 70 to Junction Rd.)** changed funding source to STP to correct an error.
7. **U-4011 (Miami Blvd., Methodist St. to Bethesda Ave.)** accelerated ROW and mitigation to 2007, accelerated construction to 2008. Added STPDA funding from U-3804, transferred STP funding to U-3804.
8. **U-4720 and U-4721 (Northern Durham Parkway)** added language to initiate planning and design.

9. **U-4724 (Cornwallis Rd., S. Roxboro Rd. to Universtiy Dr.)** accelerated construction to 2009. Added STP funding from U-3309, transferred STPDA funding to U-3309.
10. **U-4726 (DCHC Bicycle/Pedestrian Allocation)** changed funding to reflect STPDA spreadsheet.
11. **U-4727 (DCHC Planning and UPWP)** changed funding to reflect STPDA spreadsheet.
12. All projects receiving STPDA funds were changed such that the STPDA funding indicates the federal funding and the O (other) funding indicates the non-federal match. This change affects the following projects: E-4707, U-2708, U-3309, U-3475, U-3804, U-4011, U-4726, and U-4727.
13. **U-4725 and U-4725A (eighteen expansion buses)** deleted projects to eliminate redundancy. Same as projects TA-4755 and TD-4711D.
14. **U-2807 (US 15-501, Franklin St. to US 15-501 Bypass)** added A and B phases for Durham and Chapel Hill.
15. **U-4716 (Hopson Rd.)** changed spelling to correct an error.
16. **Transit Projects** deleted the number of vehicles to reflect a request from NCDOT-PTD.

Division 7 – Orange County

1. **B-4962 (US 70)** added funding ROW 2010, construction 2011.
2. **C-4923A (Park and Ride Lot)** changed funding to correct an error. The MTIP reflects Orange County's original request for funding for this project.
3. **E-4980 (Pedestrian Bridge over I-40)** added request to initiate feasibility study.
4. **E-4994 (Bolin Creek Greenway)** added planning/design in progress.
5. **E-4995 (Dry Creek Greenway)** added planning/design in progress.
6. **FS-0307A (Mason Farm Rd.)** added request that NCDOT identify the funding source, costs estimates, and schedule for this project.
7. **I-0305 (I-40)** changed phase descriptions and allocated all of the funding to ROW for phase A.
8. **U-2803 (Smith Level Rd., Rock Haven Rd. to Bridge)** changed description to include bicycle lanes and sidewalks, accelerated ROW to 2009 and construction to 2010.
9. **U-3100B (Old Fayetteville Rd., Hillsborough Rd. to NC 54)** changed description to include bicycle lanes, transit facilities, and sidewalks.
10. **U-3306 (Weaver Dairy Rd., NC 86 to Erwin Rd.)** delayed construction to 2011, transferred STP and STPDA funding to U-4704.
11. **U-3808 (Elizabeth Brady Rd. Extension)** accelerated funding to ROW and mitigation in 2009, construction in 2011.
12. **U-4704 (Signal System)** accelerated construction to 2009, added STP and STPDA funding from U-3306.
13. All projects receiving STPDA funds were changed such that the STPDA funding indicates the federal funding and the O (other) funding indicates the non-federal match. This change affects the following projects: E-4601, E-4828, E-4994, E-4995, U-3306, U-3475, U-4704, U-4726, and U-4727.

14. **U-2807 (US 15-501, Franklin St. to US 15-501 Bypass)** added A and B phases for Durham and Chapel Hill.
15. **Transit Projects** deleted the number of vehicles to reflect a request from NCDOT-PTD.

Division 8 – Chatham County

1. All projects receiving STPDA funds were changed such that the STPDA funding indicates the federal funding and the O (other) funding indicates the non-federal match. This change affects the following projects: U-3475, U-4726, and U-4727.

Attachments

- 6 Staff memo
- 6A 2007-2013 MTIP
- 6B STPDA allocation spreadsheet
- 6C Funding summary for draft 2007-2013 STIP
- 6D Funding summary for 2007-2013 MTIP
- 6E DCHC MPO supplement to the draft 2007-2013 STIP
- 6F Chapel Hill comments
- 6G Carrboro comments
- 6H Orange County comments
- 6I Public comments



Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Member Governments:

**Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
N.C. Department of
Transportation
County of Orange**

2007-2013 Metropolitan Transportation Improvement Program October 25, 2006

1. Division 5 – Durham County
 - a. 5: Funded (non-transit)
 - b. 5: Funded (transit)
 - c. 5: Unfunded or In Progress (non-transit)
 - d. 5: Unfunded or In Progress (transit)
2. Division 7 – Orange County
 - a. 7: Funded (non-transit)
 - b. 7: Funded (transit)
 - c. 7: Unfunded or In Progress (non-transit)
 - d. 7: Unfunded or In Progress (transit)
3. Division 8 – Chatham County
 - a. 8: Funded (non-transit)
 - b. 8: Funded (transit)
 - c. 8: Unfunded or In Progress (non-transit)
 - d. 8: Unfunded or In Progress (transit)

RED indicates changes from the draft 2007-2013 STIP.

1. DIVISION 5 – DURHAM COUNTY**1a. 5: Funded (non-transit)**

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
B-3169	SR 1402 (RIVERMONT RD.) DURHAM	CREEK. REPLACE BRIDGE NO. 158	RIGHT-OF-WAY CONSTRUCTION TOTAL	FA	174 375 549	PRIOR YEARS IN PROGRESS 2008
B-3450	SR 1116 (GARRETT RD.) DURHAM	NEW HOPE CREEK. REPLACE BRIDGE NO. 217, SANDY CREEK. REPLACE BRIDGE NO. 122.	RIGHT-OF-WAY CONSTRUCTION TOTAL	FA	268 3300 3568	PRIOR YEARS IN PROGRESS 2007
B-3528	SR 1839, SR 1906 (LEESVILLE RD.) WAKE DURHAM	SYCAMORE CREEK. REPLACE BRIDGE NO. 429	RIGHT-OF-WAY MITIGATION CONSTRUCTION TOTAL	NFA NFA NFA	310 200 27 1150 1687	PRIOR YEARS 2007 2007 2008
B-3638	US 70 BUSINESS DURHAM	CAMPUS DRIVE. REPLACE BRIDGE NO. 316	RIGHT-OF-WAY CONSTRUCTION TOTAL	FA FA	120 260 975 1355	PRIOR YEARS 2008 2009
B-4109	SR 1303 (PICKETT RD.) DURHAM	MUD CREEK. REPLACE BRIDGE NO. 120	RIGHT-OF-WAY MITIGATION CONSTRUCTION TOTAL	NFA NFA NFA	150 115 8 750 1023	PRIOR YEARS 2007 2007 2008
C-4402	NC 54 DURHAM	I-40 WEST OF NC 751 TO TRIANGLE DRIVE IN RESEARCH TRIANGLE PARK. CONSTRUCT ON-ROAD BICYCLE FACILITY.	RIGHT-OF-WAY RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION TOTAL	CMAQ L CMAQ L	100 25 728 182 1035	2007 2007 2008 2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
C-4924 A B	TRIANGLE J COUNCIL OF GOVERNMENTS WAKE DURHAM ORANGE	TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON- ATTAINMENT AREA FOR THREE YEARS. A: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO). B: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL- CARRBORO (DCHC).	IMPLEMENTATION A: IMPLEMENTATION A: IMPLEMENTATION B: IMPLEMENTATION B: IMPLEMENTATION TOTAL	CMAQ L CMAQ L	100 80 20 80 20 300	PRIOR YEARS IN PROGRESS 2007, 2008 2007, 2008 2007, 2008 2007, 2008
C-4928	DURHAM	MORRENE ROAD, NEAL ROAD TO ERWIN ROAD. CONSTRUCT BIKE LANES AND SIDEWALKS.	CONSTRUCTION CONSTRUCTION TOTAL	CMAQ L	444 112 556	2009 2009
C-4929	DURHAM	BICYCLE PARKING PROGRAM. INSTALL BIKE RACKS AT VARIOUS LOCATIONS.	CONSTRUCTION CONSTRUCTION TOTAL	CMAQ L	16 26 6 48	PRIOR YEARS 2007, 2008 2007, 2008
E-2921E	DURHAM	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO SOUTH OF I- 40. CONSTRUCT A MULTI- PURPOSE TRAIL.	CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION TOTAL	DP HP O STPDA	446 2012 768 1062 4288	2007, 2008 2007, 2008 2007, 2008 2007, 2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-4707	DURHAM	OLD DURHAM/CHAPEL HILL ROAD BICYCLE IMPROVEMENTS.	CONSTRUCTION CONSTRUCTION CONSTRUCTION TOTAL	O STP STPDA	980 400 2400 3780	2009, 2010 2009 2009, 2010
P-2908	AMTRAK DURHAM	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.	OPERATIONS OPERATIONS TOTAL	S(5)	26195 16800 42995	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013
P-2918	AMTRAK DURHAM	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH AND CAPITAL YARD MAINTENANCE FACILITY.	OPERATIONS OPERATIONS OPERATIONS TOTAL	S(5) T2001	31152 18200 28000 77352	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013
R-2904	SR 1973 (PAGE RD.) DURHAM	NC 54, SR 1999 (DAVIS DRIVE) TO SR 1959 (MIAMI BOULEVARD) AND SR 1973 (PAGE ROAD), NC 54 TO I-40. WIDEN TO MULTI- LANES AND REPLACE RAILROAD STRUCTURE.	CONSTRUCTION TOTAL	S	925 5300 6225	PRIOR YEARS 2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
R-4752	SR 1362-2602, SR 1794 AND SR 1004 DURHAM	I-85 TO THE MERCK PHARMACEUTICAL PLANT. STRENGTHEN, RESURFACE, ADD TURN LANES AT THREE LOCATIONS AND INSTALL THERMO-PLASTIC PAVEMENT MARKINGS.	CONSTRUCTION TOTAL	S	2075 550 2625	PRIOR YEARS 2007
SF-4905A	US 501 DURHAM	SR 1601 (MOORES MILL ROAD)-SR 1468 (QUAIL ROOST FARM ROAD). INSTALL TRAFFIC SIGNAL.	CONSTRUCTION TOTAL	HES	90 90	2007
U-0071 A B C	DURHAM	EAST END CONNECTOR, NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98. MULTI- LANE DIVIDED, PART ON NEW LOCATION. A: SOUTHERN RAILWAY TO NORTH OF NC 98. B: US 70 BUSINESS TO SOUTHERN RAILWAY. C: NC 147 (DURHAM FREEWAY) TO US 70 BUSINESS.	PLANNING/DESIGN A: RIGHT-OF-WAY A: CONSTRUCTION B: RIGHT-OF-WAY B: CONSTRUCTION C: RIGHT-OF-WAY C: CONSTRUCTION TOTAL	T T T T T T	5849 12500 22700 3825 18400 300 32500 98774	PRIOR YEARS IN PROGRESS 2010 2012 2010 2012 2010 2012
U-2405	DURHAM	M.L. KING, JR. PARKWAY AND NC 55. CONSTRUCT INTERCHANGE	INITIATE FEASIBILITY STUDY TO LOOK AT LOWER COST ALTERNATIVES			

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-2708	DURHAM	SR 1321 (HILLANDALE ROAD), I-85 TO CLUB BOULEVARD. WIDEN FOR BICYCLE AND PEDESTRIAN FACILITIES. STPDA FUNDING FROM U-4726	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	132 33 165	2008 2008
U-3308	DURHAM	NC 55 (ALSTON AVENUE), NC 147 (I.L. "BUCK" DEAN FREEWAY) TO US 70 BUS.-NC 98 (HOLLOWAY STREET). WIDEN TO FOUR LANE DIVIDED FACILITY AND REPLACE NORFOLK- SOUTHERN RAILROAD BRIDGES.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	300 800 18100 19200	PRIOR YEARS IN PROGRESS 2007 2009
U-3309 A	DURHAM	SR 2028 (T.W. ALEXANDER DRIVE), SR 1121 (CORNWALLIS ROAD) TO SR 1959 (MIAMI BOULEVARD). WIDEN TO A FOUR LANE DIVIDED FACILITY. A: SR 1121 (CORNWALLIS RD.) TO EAST OF NC 147	PLANNING/DESIGN A: RIGHT-OF-WAY A: CONSTRUCTION A: CONSTRUCTION A: CONSTRUCTION TOTAL	STP STP STPDA O	4684 500 5630 1816 454 13084	PRIOR YEARS IN PROGRESS 2008 2009 2010 2010
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	PLANNING/DESIGN PLANNING/DESIGN TOTAL	O STPDA	2775 549 2194 5518	PRIOR YEARS 2007, 2008, 2009, 2010 2007, 2008, 2009, 2010

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-3804	DURHAM	SR 1321 (HILLANDALE ROAD), I-85 TO CARVER STREET. WIDEN TO MULTI-LANES.	PLANNING/DESIGN RIGHT-OF-WAY RIGHT-OF-WAY RIGHT-OF-WAY RIGHT-OF-WAY CONSTRUCTION TOTAL	STPDA O STP STP STP	248 526 132 1292 1050 4500 7748	PRIOR YEARS IN PROGRESS 2008 2008 2008 2009 2009
U-4009	DURHAM	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE EXISTING SERVICE ROAD.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	O S	1426 200 1500 3126	PRIOR YEARS IN PROGRESS 2008 2008
U-4010	DURHAM	NC 98 (HOLLOWAY STREET), EAST OF US 70 TO EAST OF JUNCTION ROAD. WIDEN FOR CENTER TURN LANE.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	S STP	1510 540 2160 4210	PRIOR YEARS IN PROGRESS 2007 2007
U-4011	DURHAM	SR 1959 (SOUTH MIAMI BOULEVARD), SOUTH OF SR 2112 (METHODIST STREET) TO NORTH OF SR 1960 (BETHESDA AVENUE). WIDEN TO FIVE LANES TO PROVIDE CENTER TURN LANE.	PLANNING/DESIGN RIGHT-OF-WAY RIGHT-OF-WAY MITIGATION MITIGATION CONSTRUCTION TOTAL	STPDA O STPDA O STP	150 1832 458 42 10 1550 4042	PRIOR YEARS IN PROGRESS 2007 2007 2007 2007 2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4012	DURHAM	US 15-501, NORTH OF MT. MORIAH ROAD TO SOUTH OF GARRETT ROAD. ADD AN ADDITIONAL NORTH AND SOUTHBOUND LANE AND CONSTRUCT AN ADDITIONAL RIGHT TURN LANE IN THE SOUTHEAST QUADRANT OF INTERCHANGE AT I-40 (EXIT 270).	PLANNING/DESIGN CONSTRUCTION TOTAL	NHS	1309 12300 13609	PRIOR YEARS IN PROGRESS 2007
U-4026 A B	RESEARCH TRIANGLE PARK	SR 1613-SR 1999 (DAVIS DRIVE), SR 3014 (MORRISVILLE-CARPENTER ROAD) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY. WIDEN TO MULTI-LANES. A: SR 3014 (MORRISVILLE-CARPENTER ROAD) TO SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY). B: SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY.	PLANNING/DESIGN RIGHT-OF-WAY A: CONSTRUCTION B: CONSTRUCTION B: CONSTRUCTION TOTAL	C O S	8518 5300 4000 23500 41318	PRIOR YEARS IN PROGRESS IN PROGRESS 2007 2007 2007
U-4720	DURHAM	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY.	INITIATE PLANNING/DESIGN			
U-4721	DURHAM	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD.	INITIATE PLANNING/DESIGN			

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4724	DURHAM	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES.	CONSTRUCTION TOTAL	STP	2270 2270	2009
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	O STPDA	750 696 2783 4229	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	O STPDA	631 501 2004 3136	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013

1b. 5: Funded (transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
C-4702	DURHAM	TEN (10) - REPLACEMENT BUSES.	ACQUISITION TOTAL	CMAQ	3000 3000	2009
C-4927	DURHAM	PURCHASE 5 HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	CAPITAL CAPITAL TOTAL	CMAQ L	1174 326 1500	2007, 2008 2007
TE-4705B	TRIANGLE TRANSIT AUTHORITY	PHASE I REGIONAL RAIL SERVICE. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND WAKE COUNTIES.				2007
TG-4737	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS-- SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.				2007
TG-4738	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS-- SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.				2008
TG-4739	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS-- SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.				2009

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4740	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS-- SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.				2010
TG-4812	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2007
TG-4821	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2008
TG-4822	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2009
TG-4823	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2010

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4907	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS-- SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.				2011
TG-4908	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS-- SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.				2012
TG-4927	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2011
TG-4928	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2012
TG-4942	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4944	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS - SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.				2013
TJ-4931	DURHAM COUNTY	PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS.				2007, 2008
TL-4931	DURHAM COUNTY	PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED.				2007, 2008
TP-4725	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2007
TP-4732	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TP-4733	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2009
TP-4734	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2010
TP-4914	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2011
TP-4915	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2012
TP-4922	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TR-4931	DURHAM COUNTY	PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC.				2007, 2008

1c. 5: Unfunded or In Progress (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
B-2963	SR 1107 DURHAM	NEW HOPE CREEK. REPLACE BRIDGE NO. 111	CONSTRUCTION			IN PROGRESS
B-4110	SR 1616 DURHAM	MOUNTAIN CREEK. REPLACE BRIDGE NO. 5	CONSTRUCTION			IN PROGRESS
B-4698	DURHAM	APEX STREET OVER AMERICAN TOBACCO TRAIL. REPLACE BRIDGE NO. 242	RIGHT-OF-WAY CONSTRUCTION			UNFUNDED UNFUNDED
B-4943	SR 1616 DURHAM	SANDY CREEK. REPLACE BRIDGE NO. 20	RIGHT-OF-WAY CONSTRUCTION			UNFUNDED UNFUNDED
E-2913B	TRIANGLE REGION WAKE DURHAM	INCLUDES RESEARCH TRIANGLE PARK, DURHAM AND WAKE COUNTIES. ON-ROAD IMPROVEMENTS AND SIGNING.	CONSTRUCTION			IN PROGRESS
E-4529	DURHAM	WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.	CONSTRUCTION			IN PROGRESS

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-4530	DURHAM	FAYETTEVILLE STREET BETWEEN EXISTING END OF SIDEWALK JUST SOUTH OF CORNWALLIS ROAD AND BUXTON DRIVE. CONSTRUCT SIDEWALK ON WESTERN SIDE.	CONSTRUCTION			COMPLETE
E-4924	DURHAM	CLUB BOULEVARD, OVAL DRIVE TO OAKLAND AVENUE AT THE INTERSECTIONS OF WEST CLUB BOULEVARD WITH OVAL DRIVE AND OAKLAND AVENUE. CONSTRUCT A PEDESTRIAN MEDIAN AND A REFUGE ISLAND.	CONSTRUCTION			IN PROGRESS
E-4999	DURHAM	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.	PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY			
EE-4905	VARIOUS DURHAM	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.	MITIGATION			IN PROGRESS
I-0306	I-85 DURHAM	ORANGE COUNTY LINE TO EAST OF MIDLAND TERRACE ROAD ON I-85 AND EAST OF CHEEK ROAD ON US 70 BYPASS. WIDEN TO EIGHT LANES FROM US 15-501 TO US 70 AND ADD LIGHTING.	CONSTRUCTION			IN PROGRESS

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
I-3306 A B BA	 I-40 ORANGE DURHAM	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES. A: I-85 TO DURHAM COUNTY LINE B: ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM BA: ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM – INTERCHANGE IMPROVEMENTS AT NC 54	 A: CONSTRUCTION A: CONSTRUCTION B: CONSTRUCTION BA: CONSTRUCTION			 UNFUNDED UNFUNDED IN PROGRESS IN PROGRESS
I-4743	DURHAM	I-85, US 70 TO RED MILL ROAD. <i>THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.</i>				
P-3802	DURHAM	STATION CONSTRUCTION.	CONSTRUCTION	CMAQ	3000	UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
R-2000	I-540 WAKE DURHAM	NORTHERN WAKE FREEWAY, NC 55 WEST OF MORRISVILLE TO US 64 EAST NEAR KNIGHTDALE. FREEWAY ON NEW LOCATION.	CONSTRUCTION			IN PROGRESS
R-2906 C	NC 55 WAKE DURHAM	US 64 IN WAKE COUNTY TO SR 1121 (CORNWALLIS ROAD) IN DURHAM COUNTY. WIDEN TO MULTI-LANES.	CONSTRUCTION			IN PROGRESS
R-4404	US 15-501, US 64, US 70, US 158, NC 147 PERSON GRANVILLE DURHAM WAKE	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.	CONSTRUCTION			IN PROGRESS
U-2807 A B	DURHAM CHAPEL HILL DURHAM ORANGE	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM. A: DURHAM (FREEWAY UPGRADE) B: CHAPEL HILL				UNFUNDED
U-2831B	DURHAM	BRIGGS AVENUE EXTENSION, RIDDLE ROAD TO SR 1951 (SO-HI DRIVE). TWO LANES ON MULTI-LANE RIGHT OF WAY.	RIGHT-OF-WAY CONSTRUCTION			UNFUNDED UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4445	DURHAM	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.	CONSTRUCTION			IN PROGRESS
U-4446	DURHAM	NC 147 (DURHAM FREEWAY), I-40 TO I-85. INSTALL ITS INFRASTRUCTURE IMPROVEMENTS.	CONSTRUCTION			IN PROGRESS
U-4716	DURHAM	SR 1978 (~~HOPSON~~ ROAD) AND SR 1980 (CHURCH STREET). CONSTRUCT A GRADE SEPARATION, EXTEND CHURCH STREET AND CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD.				UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4722	DURHAM	ROXBORO ROAD, DUKE STREET TO GOODWIN ROAD. <i>THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.</i>				
U-4729	DURHAM	CONGESTION MANAGEMENT STUDY FOR DURHAM COUNTY.	PLANNING/DESIGN			IN PROGRESS
U-4763	TRIANGLE PARKWAY WAKE DURHAM	I-40 TO MCCRIMMON PARKWAY. MULTI-LANE FACILITY ON NEW LOCATION.	PLANNING/DESIGN			IN PROGRESS
W-4811	I-85, US 70, US 15-501, NC 147 DURHAM GRANVILLE	SECTIONS OF I-85 (DURHAM AND GRANVILLE COUNTIES), US 70, US 15-501 AND NC 147 (DURHAM COUNTY). INSTALL MILLED RUMBLE STRIPS ON THE INSIDE AND OUTSIDE PAVED SHOULDERS.	CONSTRUCTION			IN PROGRESS

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
W-4814	I-540, SR 3097 AVIATION PARKWAY DURHAM WAKE	I-540, I-40 EASTWARD TO EAST OF US 1 (CAPITAL BOULEVARD) AND SR 3097 (AVIATION PARKWAY), TERMINAL BOULEVARD NORTHWARD TO SR 1644 (GLOBE ROAD). INSTALL MILLED RUMBLE STRIPS ON THE INSIDE AND OUTSIDE PAVED SHOULDERS.	CONSTRUCTION			IN PROGRESS

1d. 5: Unfunded (transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4753	DURHAM	REPLACEMENT VANS				2007
TA-4754	DURHAM	EXPANSION VANS				2007
TA-4755	DURHAM	EXPANSION BUSES				2007
TA-4757	DURHAM	EXPANSION VANS				2008
TA-4797	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2009
TA-4818	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4819	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2011
TA-4923	DURHAM	REPLACEMENT BUSES				2011
TA-4945	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2012
TE-4706B	TRIANGLE TRANSIT AUTHORITY	FIXED GUIDEWAY PROJECT FOR US 15-501--PE/DEIS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND ORANGE COUNTIES.				2007
TM-4910	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - AVL/CAD. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2007
TM-4911	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - REGIONAL INFORMATION TELEPHONE SYSTEM. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2007

2. DIVISION 7 – ORANGE COUNTY

2a. 7: Funded (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
B-4216	SR 1002 (ST. MARY'S RD.) ORANGE	STROUDS CREEK. REPLACE BRIDGE NO. 66	RIGHT-OF-WAY CONSTRUCTION TOTAL	FA FA	150 100 875 1125	PRIOR YEARS 2009 2010
B-4218	SR 1730 (TURKEY FARM RD.) ORANGE	NEW HOPE CREEK. REPLACE BRIDGE NO. 108	RIGHT-OF-WAY MITIGATION CONSTRUCTION TOTAL	NFA NFA NFA	150 70 55 675 950	PRIOR YEARS 2007 2007 2008
B-4592	SR 1561 (LAWRENCE RD.) ORANGE	ENO RIVER. REPLACE BRIDGE NO. 64	RIGHT-OF-WAY CONSTRUCTION TOTAL	NFA NFA	200 80 1175 1455	PRIOR YEARS 2008 2009
B-4962	US 70 ORANGE	ENO RIVER. REPLACE BRIDGE NO. 46	RIGHT-OF-WAY CONSTRUCTION TOTAL	FA FA	300 3000 3300	2010 2011

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
C-4924		TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON- ATTAINMENT AREA FOR THREE YEARS.				
A		A: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO).	IMPLEMENTATION A: IMPLEMENTATION A:	CMAQ L	100 80 20	PRIOR YEARS IN PROGRESS 2007, 2008 2007, 2008
B	TRIANGLE J COUNCIL OF GOVERNMENTS WAKE DURHAM ORANGE	B: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM- CHAPEL HILL-CARRBORO (DCHC).	IMPLEMENTATION B: IMPLEMENTATION B: IMPLEMENTATION	CMAQ L	80 20	2007, 2008 2007, 2008
		TOTAL			300	
C-4932A	HILLSBOROUGH ORANGE COUNTY	CONSTRUCT A 125 SPACE PARK AND RIDE LOT. SECTION A: DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO TO PARTICIPATE IN CONSTRUCTION AND OPERATING ASSISTANCE FOR THREE YEARS FOR A NEW TRANSIT SERVICE.	CONSTRUCTION CONSTRUCTION OPERATIONS OPERATIONS TOTAL	CMAQ L CMAQ L	 22 6 123 123 274	2008 2008 2009, 2010, 2011 2009, 2010, 2011

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-4545	CARRBORO ORANGE	OLD FAYETTEVILLE ROAD, JONES FERRY ROAD TO AUTUMN WOODS APARTMENTS AND CAROLINA SPRING APARTMENTS TO CARRBORO PLAZA PARK AND RIDE LOT. CONSTRUCT SIDEWALK ALONG EAST SIDE.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	O STP	9 18 73 100	PRIOR YEARS IN PROGRESS 2007 2007
E-4601	CHAPEL HILL	MORGAN CREEK GREENWAY (EAST). US 15-501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.	PLANNING DESIGN CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	89 640 160 889	PRIOR YEARS IN PROGRESS 2007 2007
E-4710	CHAPEL HILL	SEAWELL SCHOOL ROAD BICYCLE IMPROVEMENTS, HOMESTEAD ROAD TO ESTES DRIVE	CONSTRUCTION TOTAL	STP	650 650	2007
E-4780	CARRBORO ORANGE	CONSTRUCT A FIVE-FOOT SIDEWALK ON THE NORTH SIDE OF JONES FERRY ROAD AND LANDSCAPE.	CONSTRUCTION CONSTRUCTION TOTAL	O STP	2 4 18 24	PRIOR YEARS 2007 2007
E-4781	CARRBORO ORANGE	CONSTRUCT A FIVE-FOOT SIDEWALK ALONG PORTIONS OF WESLEY STREET, HARGRAVES STREET, BREWER LANE AND LANDSCAPE.	CONSTRUCTION CONSTRUCTION TOTAL	O STP	9 15 74 98	PRIOR YEARS 2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-4828	CARRBORO ORANGE	MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY.	CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	480 120 600	2007 2007
E-4980	SR 1006 (ORANGE GROVE RD.) ORANGE	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40.	INITIATE FEASIBILITY STUDY			
E-4994	CARRBORO ORANGE	BOLIN CREEK GREENWAY.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	70 590 148 808	PRIOR YEARS IN PROGRESS 2008 2008
E-4995	CHAPEL HILL ORANGE	DRY CREEK GREENWAY.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	80 560 140 780	PRIOR YEARS IN PROGRESS 2008 2008
FS-0307A	CHAPEL HILL ORANGE	RELOCATED MASON FARM ROAD, NC 86 (SOUTH COLUMBIA STREET) TO US 15-501. FEASIBILITY STUDY IN PROGRESS	IDENTIFY WORK, FUNDING, COST ESTIMATES, AND SCHEDULE			

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
I-0305		I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES.	PLANNING/DESIGN MITIGATION MITIGATION	IM NHS	1800 359 538	PRIOR YEARS IN PROGRESS UNFUNDED UNFUNDED
A		A: INTERCHANGE IMPROVEMENTS AT NC 86, SR 1009 (OLD NC 86), US 70	A: RIGHT-OF-WAY A: CONSTRUCTION A: CONSTRUCTION	NHS IM NHS	1210	2010, 2012 UNFUNDED UNFUNDED
B	I-85 ORANGE	B: WIDENING	B: RIGHT-OF-WAY B: CONSTRUCTION B: CONSTRUCTION TOTAL	NHS IM NHS	3907	UNFUNDED UNFUNDED
I-4716	I-40 ORANGE	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS.	CONSTRUCTION TOTAL	IM	1500 1500	2008
R-4403	US 15-501, US 29, US 158, US 220, US 421, NC 68 ROCKINGHAM CASWELL GUILFORD ORANGE	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.	CONSTRUCTION TOTAL	NHS	1000 1000	2007
SF-4907A	SR 1567 (PLEASANT GREEN ROAD) ORANGE	SR 1569 (COLE MILL ROAD). IMPROVE SIGHT DISTANCE.	CONSTRUCTION TOTAL	HES	25 25	2007
SI-4807	SR 1548 (SCHLEY ROAD) ORANGE	SR 1538 (NEW SHARON CHURCH ROAD). INSTALL CENTER ISLAND WITH STOP SIGN.	RIGHT-OF-WAY CONSTRUCTION TOTAL	SG SG	5 55 60	2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-0624	CHAPEL HILL	NC 86 (SOUTH COLUMBIA STREET), SR 1906 PUREFOY ROAD) TO SR 1902 (MANNING DRIVE). CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	250 2555 2400 5205	PRIOR YEARS IN PROGRESS 2007 2009
U-2803	CARRBORO	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88. CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES AND SIDEWALKS.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	S S	1825 600 4300 6725	PRIOR YEARS IN PROGRESS 2009 2010
U-3100B	CARRBORO	SR 1107 (OLD FAYETTEVILLE ROAD), SR 1009 (HILLSBOROUGH RD.) TO NC 54. ADD BICYCLE LANES, TRANSIT FACILITIES, AND SIDEWALKS.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	S S	4633 300 1500 6433	PRIOR YEARS IN PROGRESS 2012 UNFUNDED
U-3306	CHAPEL HILL	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD). CORRIDOR UPGRADE, PART ON NEW LOCATION.	PLANNING/DESIGN RIGHT-OF-WAY MITIGATION CONSTRUCTION CONSTRUCTION CONSTRUCTION TOTAL	STP STP STP STPDA O	4200 241 8659 566 142 13808	IN PROGRESS 2007 2008 2011 2011 2011
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	PLANNING/DESIGN PLANNING/DESIGN TOTAL	O STPDA	2775 549 2194 5518	PRIOR YEARS 2007, 2008, 2009, 2010 2007, 2008, 2009, 2010

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-3808	HILLSBOROUGH ORANGE	ELIZABETH BRADY ROAD EXTENSION, SOUTH OF US 70 BUSINESS TO NORTH OF US 70 BYPASS AT SR 1002 (ST. MARY'S ROAD). MULTI- LANES WITH A NEW CROSSING OF ENO RIVER.	PLANNING/DESIGN RIGHT-OF-WAY MITIGATION CONSTRUCTION TOTAL	STP STP STP	400 1400 598 20800 23198	PRIOR YEARS IN PROGRESS 2009 2009 2011
U-4704	CHAPEL HILL	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	CONSTRUCTION CONSTRUCTION CONSTRUCTION TOTAL	STPDA O STP	360 40 4200 4600	2009 2009 2009
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	O STPDA	750 696 2783 4229	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	O STPDA	631 501 2004 3136	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013

2b. 7: Funded (transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
C-4930	CHAPEL HILL	PURCHASE 3 HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	CAPITAL CAPITAL TOTAL	CMAQ L	940 664 1604	2007, 2008 2007, 2008
C-4931	CHAPEL HILL	PROVIDE SHARED FEEDER SERVICE TO AREAS NOT RECEIVING REGULAR BUS SERVICE. FUNDS TO BE TRANSFERRED TO FTA.	OPERATIONS OPERATIONS TOTAL	CMAQ L	27 27 54	2007, 2008 2007, 2008
TD-4710A	CHAPEL HILL	PARK AND RIDE LOT--DESIGN, LAND ACQUISITION AND CONSTRUCTION				2007, 2008, 2009
TD-4711D	CHAPEL HILL	MAINTENANCE FACILITY - CONSTRUCTION FUNDS TO BE RECEIVED FROM STP TRANSFER (U-4725)				2007
TG-4730A	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.				2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4731A	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.				2008
TG-4732	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.				2009
TG-4733	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.				2010
TG-4812	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4821	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2008
TG-4822	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2009
TG-4823	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2010
TG-4925A	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.				2011

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4926A	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.				2012
TG-4927	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2011
TG-4928	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2012
TG-4942	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4945	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOC CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES				2013
TP-4725	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2007
TP-4732	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2008
TP-4733	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2009
TP-4734	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2010

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TP-4914	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2011
TP-4915	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2012
TP-4922	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2013

2c. 7: Unfunded or In Progress (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-3606	ORANGE	BICYCLE ROUTE MAPPING AND SIGNING.	CONSTRUCTION			IN PROGRESS
E-3807B	CHAPEL HILL	LOWER BOOKER CREEK GREENWAY. CONSTRUCT BICYCLE/PEDESTRIAN FACILITIES, CONNECT EXISTING SIDEWALKS AND IMPROVE LANDSCAPING ADJACENT TO US 15-501 BYPASS (FORDHAM BOULEVARD) AND BOOKER CREEK.	CONSTRUCTION			IN PROGRESS
E-4008	CARRBORO	ROBESON PLACE BIKE PATH: RAND ROAD TO WESLEY STREET. CONSTRUCT BICYCLE PATH.	CONSTRUCTION			COMPLETE
E-4779	SR 1002 (ST. MARY'S RD.) ORANGE	ACQUIRE SCENIC CONSERVATION EASEMENTS AT SELECTED LOCATIONS.	ACQUISITION			IN PROGRESS
E-4942	CARRBORO	MAIN STREET, CARRBORO POST OFFICE TO NC 54. CONSTRUCT SIDEWALKS.	CONSTRUCTION			IN PROGRESS
EE-4907	VARIOUS ORANGE	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.	MITIGATION			IN PROGRESS

I-3306 A B BA	I-40 ORANGE DURHAM	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES. A: I-85 TO DURHAM COUNTY LINE B: ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM BA: ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM – INTERCHANGE IMPROVEMENTS AT NC 54	A: CONSTRUCTION A: CONSTRUCTION B: CONSTRUCTION BA: CONSTRUCTION			UNFUNDED UNFUNDED IN PROGRESS IN PROGRESS
R-2825	SR 1009 (S. CHURTON ST.) ORANGE	I-40 TO ENO RIVER. WIDEN TO MULTI-LANES AND WIDEN BRIDGE NO. 240 OVER SOUTHERN RAILROAD.	RIGHT-OF-WAY CONSTRUCTION			UNFUNDED UNFUNDED
R-3438	NEW ROUTE ORANGE	HILLSBOROUGH WESTERN BYPASS, US 70 TO NC 57. TWO LANES ON NEW LOCATION.	RIGHT-OF-WAY CONSTRUCTION			UNFUNDED UNFUNDED
U-2805	CHAPEL HILL	SR 1777 (HOMESTEAD ROAD), SR 1834 (HIGH SCHOOL ROAD) TO NC 86. WIDEN TO THREE LANE SHOULDER SECTION.	RIGHT-OF-WAY CONSTRUCTION			UNFUNDED UNFUNDED

U-2807	DURHAM CHAPEL HILL DURHAM ORANGE	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM. A: CHAPEL HILL B: DURHAM (FREEWAY UPGRADE)				UNFUNDED
U-2909	CHAPEL HILL CARRBORO	SR 1780 (ESTES DRIVE), SR 1772 (GREENSBORO STREET) TO NC 86. WIDEN TO THREE-LANES WITH FOUR FOOT PAVED SHOULDERS.	RIGHT-OF-WAY CONSTRUCTION			UNFUNDED
U-3436	HILLSBOROUGH	SR 1148 (ENO MOUNTAIN ROAD) AND SR 1192 (MAYO STREET) AT SR 1006 (ORANGE GROVE ROAD). REALIGN INTERSECTION AND MAKE SAFETY IMPROVEMENTS.	RIGHT-OF-WAY CONSTRUCTION			UNFUNDED UNFUNDED
U-4008	CHAPEL HILL	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.	CONSTRUCTION			IN PROGRESS
U-4449	CHAPEL HILL	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.	IMPLEMENTATION			IN PROGRESS
U-4723	CHAPEL HILL	PUBLIC TRANSIT IMPROVEMENTS.	IMPLEMENTATION			IN PROGRESS
Z-4007B	CARRBORO	SR 1927 (BREWER ROAD) IN CARRBORO AT NORFOLK SOUTHERN RAILWAY CROSSING 735 179M. SAFETY IMPROVEMENTS.	IMPLEMENTATION			IN PROGRESS

2d. 7: Unfunded (transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4726	CHAPEL HILL	EXPANSION BUSES				2009
TA-4745B	CHAPEL HILL	REPLACEMENT VANS				2007
TA-4746A	CHAPEL HILL	EXPANSION VAN				2007
TA-4746C	CHAPEL HILL	EXPANSION VAN				2008
TA-4748A	CHAPEL HILL	REPLACEMENT VAN				2010
TA-4748C	CHAPEL HILL	REPLACEMENT VANS				2009
TA-4797	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2009
TA-4818	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2008
TA-4819	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2011
TA-4940	CHAPEL HILL	REPLACEMENT VAN				2011
TA-4941	CHAPEL HILL	REPLACEMENT VAN				2012
TA-4945	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2012
TA-4976	CHAPEL HILL	REPLACEMENT BUSES				2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4977	CHAPEL HILL	REPLACEMENT BUSES				2011
TA-4978	CHAPEL HILL	REPLACEMENT BUSES (FOR REHABILITATED BUSES)				2011
TA-4979	CHAPEL HILL	REPLACEMENT VANS				2010
TA-4981	CHAPEL HILL	SEDANS/WAGONS/4X4				2010
TA-4982	CHAPEL HILL	REPLACEMENT VANS				2011
TA-4983	CHAPEL HILL	REPLACEMENT VANS				2013
TD-4709A	CHAPEL HILL	MULTI-MODAL TRANSPORTATION CENTER-- DESIGN AND LAND ACQUISITION				2007
TD-4709B	CHAPEL HILL	MULTI-MODAL TRANSPORTATION CENTER-- CONSTRUCTION				2008
TD-4710B	CHAPEL HILL	PARK AND RIDE LOT-- CONSTRUCTION				2008
TD-4909A	CHAPEL HILL	PARK AND RIDE LOT EXPANSION NC 54--DESIGN AND LAND ACQUISITION				2011
TD-4909B	CHAPEL HILL	PARK AND RIDE LOT EXPANSION NC 54--CONSTRUCTION				2012
TE-4706B	TRIANGLE TRANSIT AUTHORITY	FIXED GUIDEWAY PROJECT FOR US 15-501--PE/DEIS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND ORANGE COUNTIES.				2007
TG-4730B	CHAPEL HILL	REPLACEMENT SUPPORT VEHICLES				2007
TG-4731B	CHAPEL HILL	REPLACEMENT SUPPORT VEHICLES				2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4925B	CHAPEL HILL	REPLACEMENT SUPPORT VEHICLES				2011
TG-4926B	CHAPEL HILL	REPLACEMENT SUPPORT VEHICLES				2012
TG-4945	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOC CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES				2013
TM-4910	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - AVL/CAD. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2007
TM-4911	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - REGIONAL INFORMATION TELEPHONE SYSTEM. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.				2007

3. DIVISION 8 – CHATHAM COUNTY

3a. 8: Funded (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-2921F	CHATHAM	AMERICAN TOBACCO RAIL TRAIL. DURHAM COUNTY LINE TO WAKE COUNTY LINE. CONSTRUCT A MULTI- PURPOSE TRAIL.	CONSTRUCTION CONSTRUCTION TOTAL	STP DP	1700 496 2196	2007 2007
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	PLANNING/DESIGN PLANNING/DESIGN TOTAL	O STPDA	2775 549 2194 5518	PRIOR YEARS 2007, 2008, 2009, 2010 2007, 2008, 2009, 2010
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	O STPDA	750 696 2783 4229	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
			PLANNING/DESIGN CONSTRUCTION	O	631	
			CONSTRUCTION	STPDA	501	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	TOTAL		2004	2007, 2008, 2009, 2010, 2011, 2012, 2013
					3136	

3b. 8: Funded (transit)

There are no funded transit projects in the DCHC MPO area of Chatham County.

3c. 8: Unfunded or In Progress (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
EE-4908	VARIOUS CHATHAM	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.	MITIGATION			IN PROGRESS

3d. 8: Unfunded or In Progress (transit)

There are no unfunded transit projects in the DCHC MPO area of Chatham County.

DCHC MPO -- STP-DA Allocation Table (FY 2007-2013) for 10/25/06 TCC

	TIP #	Location	Description	Total Cost	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Non-Fed Match	Agency
			DURHAM COUNTY															
1	I-306 C	I-85 C (15-501 to Broad)	Median Planters	\$1,403,204	\$0	\$1,122,563											\$280,641	Durham
2	I-306 C	I-85 C (15-501 to Broad)	Brick Betterment Noise Wall	\$559,654	\$0	\$447,723											\$111,931	Durham
3	I-306 C	I-85 C (15-501 to Broad)	Interchange Sidewalks	\$93,842	\$0	\$75,074											\$18,768	Durham
4	I-306 DB	I-85 DB (Broad to Camden)	Brick Betterment -- Club Blvd. E. S. Noise Wall	\$133,300	\$0		\$106,640										\$26,660	Durham
5	I-306 C	I-85 (Hillandale Commons)	Landscaping - Bern Hillandale Commons area	\$25,000	\$0		\$20,000										\$20,000	Private
6		I-85	Interchange Fencing - (Placeholder)	\$75,000	\$0		\$60,000										\$15,000	Durham
7	E-2921	American Tobacco Tr.	Phase E	\$1,476,250	\$0				\$1,181,000								\$295,250	Durham
8	U-4724	Cornwallis Rd.	Bike/Ped Facilities (S. Roxboro to University or C.H. Rd.)	\$0	\$0												\$0	Durham
9	U-4009	US 15-501	Add left turn lane at Garrett Road intersection	\$285,000	\$0	\$228,000											\$57,000	Durham
10	U-3804	Hillandale Rd	I-85 to Carver Street	\$657,500	\$0						\$526,000						\$131,500	State
11	R-2906	NC 55 Widening Project	MLK ROW/Extension	\$2,700,000	\$0	\$2,160,000											\$540,000	State
12	R-2906	NC 55 Widening Project	Sidewalks/Landscaping/Entryway Enhancements	\$430,000	\$0	\$344,000											\$86,000	State
13	U-3309	T.W. Alexander Drive	Widening Cornwallis to 147	\$2,270,000									\$1,816,000				\$454,000	State
14	U-4011	S. Miami Blvd.	Widening Methodist St. to Bethesda Ave.	\$2,342,000						\$1,873,600							\$468,400	State
			ORANGE COUNTY															
15	U-3306	Weaver Dairy Rd.	Bike & Pedestrian Features	\$707,500	\$0										\$566,000		\$141,500	Chapel Hill
16	E-4994	Carrboro	Bolin Creek Greenway (CA)	\$807,500	\$0				\$56,000		\$590,000						\$161,500	Carrboro
17	E-4828	Carrboro	Morgan Creek Greenway West (CA)	\$650,000	\$0				\$40,000	\$480,000							\$130,000	Carrboro
18	E-4008	Carrboro	Roberson Place Greenway (CA)	\$168,695	\$0			\$45,600	\$89,356								\$33,739	Carrboro
19	TD-4711C	Chapel Hill	Transit Maintenance Facility	\$4,788,330	\$0		\$560,000		\$1,600,000	\$1,670,664							\$957,666	Chapel Hill
20		Chapel Hill	Bus Replacement	\$1,000,000	\$0		\$800,000										\$200,000	Chapel Hill
21	E-4601	Chapel Hill/Carrboro	Morgan Creek Greenway (East)	\$900,000	\$0		\$80,000			\$640,000							\$180,000	CH/Carrboro
22	E-4995	Chapel Hill	Dry Creek Greenway	\$780,000	\$0				\$64,000		\$560,000						\$156,000	Chapel Hill
23		Chapel Hill	Upper Booker Creek Greenway	\$800,000	\$0							\$64,000			\$576,000		\$160,000	Chapel Hill
24	U-4704	Chapel Hill-Carrboro	Signal System Improvements	\$450,000	\$0							\$360,000					\$90,000	CH/Carrboro
			MPO-WIDE															
25	E-4707	Old Durham-CH Rd	Bike Lanes	\$3,828,000	\$0							\$1,200,000	\$1,200,000				\$765,600	State
26	U-4727	MPO -UPWP	MPO Planning	\$5,506,250	\$1,510,000	\$165,000	\$273,000	\$228,657	\$224,380	\$365,963	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$1,101,250	Multiple
27			UPWP Planning \$165,000															
28			MPO Bike Ped Planner Position \$28,000															
29			TRM Service Bureau \$80,000 (FY 04 - FY 08)															
33	U-4726	MPO/Various Loyal Gov't.	Urban Area Bike/Ped Allocation	\$3,974,895	\$0	\$0	\$0	\$71,524	\$325,600	\$382,792	\$200,000	\$200,000	\$500,000	\$500,000	\$500,000	\$500,000	\$794,979	Multiple
34	U-4726B		CAR - Bolin Forest Drive Sidewalk	\$19,950	\$0			\$15,980									\$3,980	Carrboro
35	U-4726A		CAR - Hanna Street Sidewalk	\$69,455	\$0			\$55,564									\$55,564	Carrboro
36	U-4726F	03-04 bike allocation	CH - Chapel Hill Sidewalks	\$250,000	\$0					\$200,000							\$50,000	Chapel Hill
37	U-4726D	04 bike/ped allocation	DUR - Bicycle Pedestrian Plan	\$93,750	\$0				\$60,000	\$15,000							\$18,750	Durham
38	U-4726E	05 bike/ped allocation	CH - Airport Road	\$50,000	\$0				\$40,000								\$10,000	Chapel Hill
39	U-4726C	05 bike/ped allocation	CH - Culbreth Rd.	\$45,000	\$0				\$36,000								\$9,000	Chapel Hill
40	U-4726G	05 bike/ped allocation	DUR - Holloway St sidewalks	\$67,000	\$0				\$53,600								\$13,400	Durham
41	U-4726H	05 bike/ped allocation	DUR - Bike Education	\$60,000	\$0				\$8,000	\$40,000							\$12,000	Durham
42	U-4726I	05 bike/ped allocation	CAR - Bel Albor Path	\$65,695	\$0												\$13,139	Carrboro
43	U-4726J	06 bike/ped allocation	CAR - South Greensboro St./Smith Level Sidewalk	\$46,000	\$0								\$52,556				\$9,200	Carrboro
44	U-4726K	06 bike/ped allocation	DUR - Hillandale/Club to I-85 S' sidewalk on both sides	\$166,484	\$0												\$33,087	Durham
45	U-4726L	06 bike/ped allocation	CH - Fordham Blvd sidewalk NE Fordham/Estes Dr.	\$15,000	\$0				\$12,000								\$3,000	Chapel Hill
46	U-4726M	06 bike/ped allocation	CH - Drainage gate replacement (NC 86)	\$10,000	\$0				\$8,000								\$2,000	Chapel Hill
47	U-4726N	06 bike/ped allocation	Walkable Communities Workshop (MPO)	\$17,000	\$0					\$13,600							\$3,400	MPO
48	U-4726O	07 bike/ped allocation	DUR - Carpenter Fletcher RD/Woodcroft- Alston bike impr.	\$142,740	\$0					\$114,192							\$28,548	Durham
49	U-4726P	07 bike/ped allocation	CH - Culbreth Rd:15501-Culbreth Park Dr sidewalk	\$135,000	\$0				\$108,000								\$27,000	Chapel Hill
50	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	Various Planning Activities	\$3,648,760	\$0	\$0	\$58,000	\$50,000	\$617,483	\$1,513,517	\$300,000	\$80,000	\$300,000	\$0	\$0	\$0	\$729,750	MPO
51			MPO TDM	\$212,500	\$0				\$85,000	\$85,000							\$42,500	NC DOT
52			ITS Deployment Plan Update	\$70,000	\$0					\$56,000							\$14,000	MPO
53			Bike/Ped (non-motorized trip)Model Development	\$250,000	\$0					\$200,000							\$50,000	MPO
54			Data automation/management/GIS (\$200,000)	\$250,000	\$0				\$40,000	\$160,000							\$50,000	Multiple
55			I-40/NC 54 Transit Corridor -- Phase II	\$0	\$0												\$0	Multiple
56			Land Use/Transportation Model (Placeholder)	\$250,000	\$0					\$200,000							\$50,000	Multiple
57			Congestion Management System	\$750,000	\$0				\$100,000	\$100,000	\$200,000		\$200,000				\$150,000	Multiple
58		breaks needed ?	CH - Chapel Hill Mobility Report Card	\$475,000	\$0		\$58,000		\$122,000		\$100,000		\$100,000				\$95,000	Chapel Hill
59			CAR - Carrboro Downtown Study	\$50,000	\$0				\$40,000								\$10,000	Carrboro
60			Old Durham-CH Rd. bike/ped feasibility study	\$62,500	\$0			\$50,000									\$12,500	Multiple
61			MPO Collector Street Plan	\$100,000	\$0				\$40,000	\$40,000							\$20,000	Multiple
62			Model travel behavior surveys (HH, B&A counts)	\$300,000	\$0				\$160,483	\$79,517							\$60,000	Multiple
63			Model Enhancements and major update	\$325,000	\$0				\$30,000	\$150,000		\$80,000					\$65,000	Multiple
64			Model surveys ph-2 (onboard, travel time, external)	\$243,750	\$0					\$195,000							\$48,750	Multiple
65			TDM additional request (TTA)	\$50,000	\$0					\$40,000							\$10,000	Multiple
66			MPO CMS	\$60,000	\$0					\$48,000							\$12,000	Multiple
67			CH/CAR - Chapel Hill/Carrboro Transit Master plan	\$200,000	\$0					\$160,000							\$40,000	Multiple
68																		
			Durham Total	\$22,409,559	\$7,103,867	\$4,377,360	\$186,640	\$0	\$1,302,600	\$2,042,792	\$658,387	\$0	\$1,816,000	\$0	\$0	\$0	\$4,936,912	Durham
			Orange Total	\$19,703,323	\$5,618,160	\$0	\$1,418,000	\$197,124	\$2,215,356	\$3,150,664	\$1,250,000	\$424,000	\$189,356	\$1,142,000	\$0	\$0	\$3,982,338	Orange
			MPO-Wide Total	\$12,275,000	\$1,510,000	\$165,000	\$273,000	\$228,657	\$679,883	\$1,733,080	\$473,000	\$1,553,000	\$1,673,000	\$273,000	\$273,000	\$273,000	\$2,455,000	Other
			Yearly Total		\$14,232,027	\$4,542,360	\$1,877,640	\$475,781	\$4,197,819	\$6,926,536	\$2,381,387	\$1,977,000	\$3,678,356	\$1,415,000	\$273,000	\$273,000	\$11,374,249	Total Yearly
			STP DIRECT ATTRIBUTABLE		\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,552,867	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$56,388,767	Total STPDA
			MPO Reserve		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000		
			FY BALANCE			(\$1,809,585)	\$1,333,419	\$3,156,459	(\$644,952)	(\$3,326,536)	\$1,218,613	\$1,323,000	(\$378,356)	\$1,885,000	\$3,027,000	\$3,027,000		
		N/A = not available	Uncommitted Balance		\$3,363,353	\$1,553,768	\$2,887,187	\$6,043,646	\$5,398,694	\$2,072,158	\$3,290,771	\$4,613,771	\$4,235,415	\$6,120,415	\$9,147,415	\$12,174,415		

Changes recommended by TCC Subcommittee.

Changes included in 07-13 MTIP

Changes approved by the TAC in October 2006

DRAFT STIP - FUNDING TYPE BY YEAR**Durham County - Division 5**

	IM	NHS	STPDA	S	T	STP	O	C	NFA	FA	CMAQ	L	DP	HP	S(5)	T2001	HES	SG	TOTAL
2007		12300	6809	6495		800	1583	1219	237	3300	139	35	223	1006	474	360	90		35069.5
2008			2098	6800		2842	975		1325	635	767	192	223	1006	474	360			17697
2009			2874			32450	798			975	3444	112			474	360			41487
2010			2441		19325		610								474	360			23210
2011			309				77								474	360			1220
2012			309		73600		77								474	360			74820
2013			309				77								474	360			1220
Total	0	12300	15149	13295	92925	36092	4197	1219	1561.5	4910	4350.8	338	446	2012	3318	2520	90	0	194724

Orange County - Division 7

	IM	NHS	STPDA	S	T	STP	O	C	NFA	FA	CMAQ	L	DP	HP	S(5)	T2001	HES	SG	TOTAL
2007		90	2415			7570	641		125		26	7					25	60	10959
2008	1500		279			241	70		755		115	23							2983
2009			1054			11059	53		1175	100	49	49							13539
2010		250	495	600		1400	124			875	49	49							3842
2011			309			4798	77	400			49	49							5682
2012		960	309	4600		20800	77												26746
2013			309				77												386
Total	1500	1300	5170	5200	0	45868	1119	400	2055	975	289	176	0	0	0	0	25	60	64137

Chatham County - Division 8

	IM	NHS	STPDA	S	T	STP	O	C	NFA	FA	CMAQ	L	DP	HP	S(5)	T2001	HES	SG	TOTAL
2007			358			1700	90						496						2643.88
2008			137				34												170.7
2009			106				26												132.2
2010			242				61												302.9
2011			155				39												193.2
2012			155				39												193.2
2013			155				39												193.2
Total	0	0	1307	0	0	1700	326	0	0	0	0	0	496	0	0	0	0	0	3829.28

DRAFT MTIP - FUNDING TYPE BY YEAR**Durham County - Division 5**

	IM	NHS	STPDA	S	T	STP	O	C	NFA	FA	CMAQ	L	DP	HP	S(5)	T2001	HES	SG	TOTAL
2007		12300	4078	6495		2960	2191	1219	237	3300	139	35	223	1006	474	360	90		35106.5
2008			2230	6800		3342	1008		1325	635	767	192	223	1006	474	360			18362
2009			2874			29680	1099			975	3444	112			474	360			39018
2010			3493		19325		893								474	360			24544.5
2011			309				77								474	360			1220
2012			309		73600		77								474	360			74820
2013			309				77								474	360			1220
Total	0	12300	13602	13295	92925	35982	5421.5	1219	1561.5	4910	4350.8	338	446	2012	3318	2520	90	0	194291

Orange County - Division 7

	IM	NHS	STPDA	S	T	STP	O	C	NFA	FA	CMAQ	L	DP	HP	S(5)	T2001	HES	SG	TOTAL
2007		90	3544			7570	923		125		26	7					25	60	12370
2008	1500		1429			241	358		755		48	13							4344
2009			573	600		8598	93		1175	100	41	41							11221
2010		250	399	4300			100			1175	41	41							6306
2011			309			29601	219			3000	41	41							33211
2012		960	309	300			77												1646
2013			309				77												386
Total	1500	1300	6872	5200	0	46010	1847	0	2055	4275	198	142	0	0	0	0	25	60	69484

Chatham County - Division 8

	IM	NHS	STPDA	S	T	STP	O	C	NFA	FA	CMAQ	L	DP	HP	S(5)	T2001	HES	SG	TOTAL
2007			362			1700	90						496						2648
2008			137				34												171
2009			106				26												132
2010			197				49												246
2011			155				39												193
2012			155				39												193
2013			155				39												193
Total	0	0	1264.6	0	0	1700	316	0	0	0	0	0	496	0	0	0	0	0	3777

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
INTERSTATE PROJECTS						
I-40 ORANGE DURHAM	I-3306	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES. 20.7 Mile(s)			61,452	PRIOR YEARS
	A	I-85 TO DURHAM COUNTY LINE.	CONSTRUCTION CONSTRUCTION	IM NHS	18,800 28,200	UNFUNDED UNFUNDED
	B	ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM.	CONSTRUCTION			IN PROGRESS
	BA	ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM - INTERCHANGE IMPROVEMENTS AT NC 54.	CONSTRUCTION			IN PROGRESS
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		108,452	
I-40 ORANGE	I-4716	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS. 11 Mile(s)	CONSTRUCTION	IM	1,500	FY 08
			TOTAL PROJECT COST		1,500	
I-85 ORANGE	I-0305*	I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES. 7.5 Mile(s)	PLANNING/DESIGN MITIGATION MITIGATION	 IM NHS	1,800 359 538	PRIOR YEARS IN PROGRESS UNFUNDED UNFUNDED
	A	SR 1006 NEAR HILLSBOROUGH TO EAST OF SR 1709.	RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION	NHS IM NHS	960 10,800 16,200	FY 12 UNFUNDED UNFUNDED
	B	EAST OF SR 1709 TO DURHAM COUNTY LINE.	RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION	NHS IM NHS	250 16,000 24,000	FY 10 UNFUNDED UNFUNDED
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		70,907	
I-85 DURHAM	I-0306*	ORANGE COUNTY LINE TO EAST OF MIDLAND TERRACE ROAD ON I-85 AND EAST OF CHEEK ROAD ON US 70 BYPASS. WIDEN TO EIGHT LANES FROM US 15-501 TO US 70 AND ADD LIGHTING. 9.7 Mile(s)	CONSTRUCTION		270,352	PRIOR YEARS IN PROGRESS
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		270,352	
DURHAM DURHAM	I-4743*	I-85, US 70 TO RED MILL ROAD. 6.4 Mile(s)				
STRATEGIC HIGHWAY CORRIDOR		THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.				

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
RURAL PROJECTS						
I-540 WAKE DURHAM	R-2000*	NORTHERN WAKE FREEWAY, NC 55 WEST OF MORRISVILLE TO US 64 EAST NEAR KNIGHTDALE. FREEWAY ON NEW LOCATION. 29 Mile(s)			757,500	PRIOR YEARS
	AA	NC 55 WEST OF MORRISVILLE TO RESEARCH TRIANGLE PARK EAST LIMITS.	CONSTRUCTION			IN PROGRESS
	AB	RESEARCH TRIANGLE PARK EAST LIMITS TO SOUTHWEST OF I-40.	CONSTRUCTION			IN PROGRESS
	AC	SOUTHWEST OF I-40 TO I-40.	CONSTRUCTION			IN PROGRESS
	BA	I-40 TO NORTHEAST OF I-40.				COMPLETE
	BB	NORTHEAST OF I-40 TO SOUTHWEST OF LUMLEY ROAD.				COMPLETE
	BD	SOUTHWEST OF LUMLEY ROAD TO NORTHEAST OF LUMLEY ROAD.				COMPLETE
	BE	NORTHEAST OF LUMLEY ROAD TO NORTHEAST OF US 70.				COMPLETE
	CA	NORTHEAST OF US 70 TO SOUTHWEST OF SR 1826 (RAY ROAD).				COMPLETE
	CB	SOUTHWEST OF SR 1826 (RAY ROAD) TO EAST OF NC 50.				COMPLETE
	D	EAST OF NC 50 TO WEST OF SR 2000 (FALLS OF NEUSE ROAD).				COMPLETE
	EA	WEST OF SR 2000 (FALLS OF NEUSE ROAD) TO EAST SR 2013 (GRESHAM LAKE ROAD).				COMPLETE
	EB	EAST OF SR 2013 (GRESHAM LAKE ROAD) TO EAST OF US 1.				COMPLETE
	F	EAST OF US 1 TO SOUTH OF SR 2215 (BUFFALOE ROAD).	CONSTRUCTION			IN PROGRESS
	G	SOUTH OF SR 2215 (BUFFALOE ROAD) TO US 64 EAST NEAR KNIGHTDALE.	CONSTRUCTION			IN PROGRESS
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		757,500	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
RURAL PROJECTS						
US 15-501, US 29, US 158, US 220, US 421, NC 68 ROCKINGHAM CASWELL GUILFORD ORANGE	R-4403	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.	CONSTRUCTION	NHS	1,000	FY 07
TOTAL PROJECT COST					1,000	
US 15-501, US 64, US 70, US 158, NC 147 PERSON GRANVILLE DURHAM WAKE	R-4404	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.	CONSTRUCTION		2,040	PRIOR YEARS IN PROGRESS
TOTAL PROJECT COST					2,040	
NC 54 SR 1973 DURHAM	R-2904	NC 54, SR 1999 (DAVIS DRIVE) TO SR 1959 (MIAMI BOULEVARD) AND SR 1973 (PAGE ROAD), NC 54 TO I-40. WIDEN TO MULTI-LANES AND REPLACE RAILROAD STRUCTURE. 1.1 Mile(s)	CONSTRUCTION	S	925 5,300	PRIOR YEARS FY 08
PROJECT LET WITH U-4026. FFY 08 AMOUNT PROGRAMMED INCLUDES PAYBACK TO RTF.			TOTAL PROJECT COST		6,225	
NC 55 WAKE DURHAM	R-2906	US 64 IN WAKE COUNTY TO SR 1121 (CORNWALLIS ROAD) IN DURHAM COUNTY. WIDEN TO MULTI-LANES. 13 Mile(s)			45,832	PRIOR YEARS
	A	NORTH OF US 64 TO SOUTH OF PROPOSED I-540.	CONSTRUCTION CONSTRUCTION	STP	17,567	IN PROGRESS FY 07
	C	NORTH OF PROPOSED I-540 IN WAKE COUNTY TO SR 1121 (CORNWALLIS ROAD) IN DURHAM.	CONSTRUCTION			IN PROGRESS
SECTION A UNDER CONSTRUCTION WITH PAYBACK IN FFY 07 AS PROGRAMMED			TOTAL PROJECT COST		63,399	
SR 1009 (SOUTH CHURTON STREET) ORANGE	R-2825	I-40 TO ENO RIVER. WIDEN TO MULTI-LANES AND WIDEN BRIDGE NO. 240 OVER SOUTHERN RAILROAD. 1.8 Mile(s)	RIGHT-OF-WAY CONSTRUCTION	STP STP	4,400 14,900	UNFUNDED UNFUNDED
TOTAL PROJECT COST					19,300	

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GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
<u>RURAL PROJECTS</u>						
SR 1362-2602, SR 1794 AND SR 1004 DURHAM	R-4752	I-85 TO THE MERCK PHARMACEUTICAL PLANT. STRENGTHEN, RESURFACE, ADD TURN LANES AT THREE LOCATIONS AND INSTALL THERMO-PLASTIC PAVEMENT MARKINGS.	CONSTRUCTION	S	2,075 550	PRIOR YEARS FY 07
TOTAL PROJECT COST					2,625	
NEW ROUTE ORANGE	R-3438	HILLSBOROUGH WESTERN BYPASS, US 70 TO NC 57. TWO LANES ON NEW LOCATION. 2.9 Mile(s)	RIGHT-OF-WAY CONSTRUCTION	STP STP	200 7,250	UNFUNDED UNFUNDED
TOTAL PROJECT COST					7,450	
<u>URBAN PROJECTS</u>						
CARRBORO ORANGE	U-2803	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88. WIDEN TO MULTI-LANES. 0.6 Mile(s)	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION	 S S	1,825 600 4,300	PRIOR YEARS IN PROGRESS FY 10 FY 12
TOTAL PROJECT COST					6,725	
CARRBORO ORANGE	U-3100B	SR 1009 (HILLSBOROUGH ROAD), LORRAINE STREET TO SR 1107 (OLD FAYETTEVILLE ROAD) AND ALONG SR 1107 TO NC 54. WIDEN TO A THIRTY- SIX FOOT CURB AND GUTTER FACILITY. 1.9 Mile(s)	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION	 S S	4,633 300 1,500	PRIOR YEARS IN PROGRESS FY 12 UNFUNDED
TOTAL PROJECT COST					6,433	
CHAPEL HILL ORANGE	U-0624	NC 86 (SOUTH COLUMBIA STREET), SR 1906 PUREFOY ROAD) TO SR 1902 (MANNING DRIVE). CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES. 0.7 Mile(s)	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION	 STP STP	250 2,555 2,400	PRIOR YEARS IN PROGRESS FY 07 FY 09
TOTAL PROJECT COST					5,205	
CHAPEL HILL ORANGE	U-2805	SR 1777 (HOMESTEAD ROAD), SR 1834 (HIGH SCHOOL ROAD) TO NC 86. WIDEN TO THREE LANE SHOULDER SECTION. 1.4 Mile(s)	RIGHT-OF-WAY CONSTRUCTION	STP STP	300 4,000 6,300	PRIOR YEARS UNFUNDED UNFUNDED
TOTAL PROJECT COST					10,600	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
CHAPEL HILL CARRBORO	U-2909	SR 1780 (ESTES DRIVE), SR 1772 (GREENSBORO STREET) TO NC 86. WIDEN TO THREE-LANES WITH FOUR FOOT PAVED SHOULDERS. 1.7 Mile(s)	PLANNING/DESIGN		1,000	PRIOR YEARS
			RIGHT-OF-WAY	STP	1,600	IN PROGRESS
			CONSTRUCTION	STP	5,000	UNFUNDED
ORANGE						
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY			TOTAL PROJECT COST		7,600	
CHAPEL HILL	U-3306	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD). CORRIDOR UPGRADE, PART ON NEW LOCATION. 2.8 Mile(s)	PLANNING/DESIGN			IN PROGRESS
			RIGHT-OF-WAY	STP	4,200	FY 07
			MITIGATION	STP	241	FY 08
			CONSTRUCTION	STP	8,659	FY 09
			CONSTRUCTION	STPDA	841	FY 09
ORANGE						
			TOTAL PROJECT COST		13,941	
CHAPEL HILL	U-4008	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.			5,355	PRIOR YEARS
ORANGE			CONSTRUCTION			IN PROGRESS
			TOTAL PROJECT COST		5,355	
CHAPEL HILL	U-4449	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.			1,248	PRIOR YEARS
ORANGE			IMPLEMENTATION			IN PROGRESS
			TOTAL PROJECT COST		1,248	
CHAPEL HILL	U-4704	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	CONSTRUCTION	C	400	FY 11
ORANGE			CONSTRUCTION	STP	4,200	FY 11
			TOTAL PROJECT COST		4,600	
CHAPEL HILL	U-4723	PUBLIC TRANSIT IMPROVEMENTS.			3,625	PRIOR YEARS
ORANGE			IMPLEMENTATION			IN PROGRESS
			TOTAL PROJECT COST		3,625	
CHAPEL HILL	U-4725A	EIGHTEEN (18) EXPANSION BUSES.	CONSTRUCTION	O	418	FY 07
ORANGE			CONSTRUCTION	STPDA	1,670	FY 07
FUNDS TRANSFERRED TO PROJECT TD-4711D FOR CHAPEL HILL TRANSIT MAINTENANCE FACILITY			TOTAL PROJECT COST		2,088	

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COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
DURHAM	U-0071*	EAST END CONNECTOR, NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98. MULTI-LANE DIVIDED, PART ON NEW LOCATION. 2.5 Mile(s)	PLANNING/DESIGN		5,849	PRIOR YEARS IN PROGRESS
DURHAM						
	A	SOUTHERN RAILWAY TO NORTH OF NC 98.	RIGHT-OF-WAY CONSTRUCTION	T T	12,500 22,700	FY 10 FY 12
	B	US 70 BUSINESS TO SOUTHERN RAILWAY.	RIGHT-OF-WAY CONSTRUCTION	T T	3,825 18,400	FY 10 FY 12
	C	NC 147 (DURHAM FREEWAY) TO US 70 BUSINESS.	RIGHT-OF-WAY CONSTRUCTION	T T	3,000 32,500	FY 10 FY 12
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		98,774	
DURHAM	U-2405	M. L. KING, JR. PARKWAY AND NC 55. CONSTRUCT INTERCHANGE.	RIGHT-OF-WAY CONSTRUCTION	STP STP	12,000 13,800	UNFUNDED UNFUNDED
DURHAM						
			TOTAL PROJECT COST		25,800	
DURHAM	U-2708	SR 1321 (HILLANDALE ROAD), I-85 TO CLUB BOULEVARD. WIDEN TO MULTI-LANES. 0.9 Mile(s)	RIGHT-OF-WAY CONSTRUCTION	STP STP	1,040 3,700	UNFUNDED UNFUNDED
DURHAM						
			TOTAL PROJECT COST		4,740	
DURHAM CHAPEL HILL	U-2807	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM. MAJOR CORRIDOR UPGRADE. 3.8 Mile(s)	RIGHT-OF-WAY CONSTRUCTION	STP STP	1,653 25,000 98,000	PRIOR YEARS UNFUNDED UNFUNDED
DURHAM ORANGE						
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		124,653	
DURHAM	U-2831B	BRIGGS AVENUE EXTENSION, RIDDLE ROAD TO SR 1951 (SO-HI DRIVE). TWO LANES ON MULTI-LANE RIGHT OF WAY. 1 Mile(s)	RIGHT-OF-WAY CONSTRUCTION	S S	5,833 1,200 3,300	PRIOR YEARS UNFUNDED UNFUNDED
DURHAM						
			TOTAL PROJECT COST		10,333	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
DURHAM	U-3308	NC 55 (ALSTON AVENUE), NC 147 (I.L. "BUCK" DEAN FREEWAY) TO US 70 BUS.-NC 98 (HOLLOWAY STREET). WIDEN TO FOUR LANE DIVIDED FACILITY AND REPLACE NORFOLK-SOUTHERN RAILROAD BRIDGES. 1 Mile(s)	PLANNING/DESIGN		300	PRIOR YEARS
			RIGHT-OF-WAY	STP	800	IN PROGRESS FY 07
			CONSTRUCTION	STP	18,100	FY 09
DURHAM			TOTAL PROJECT COST		19,200	
DURHAM	U-3309	SR 2028 (T.W. ALEXANDER DRIVE), SR 1121 (CORNWALLIS ROAD) TO SR 1959 (MIAMI BOULEVARD). WIDEN TO A FOUR LANE DIVIDED FACILITY. 1.7 Mile(s)	PLANNING/DESIGN		4,684	PRIOR YEARS
DURHAM						IN PROGRESS
			A	SR 1121 (CORNWALLIS ROAD) TO EAST OF NC 147.	RIGHT-OF-WAY	STP
			CONSTRUCTION	STP	7,900	FY 09
	B	EAST OF NC 147 TO SR 1959 (MIAMI BOULEVARD).	CONSTRUCTION			COMPLETE
			TOTAL PROJECT COST		13,084	
DURHAM CHAPEL HILL	U-3475	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	PLANNING/DESIGN	O	2,775	PRIOR YEARS
			PLANNING/DESIGN	STPDA	578	FY 07 08 09 10
					2,314	FY 07 08 09 10
CHATHAM DURHAM ORANGE			TOTAL PROJECT COST		5,667	
DURHAM	U-3804	SR 1321 (HILLANDALE ROAD), I-85 TO CARVER STREET. WIDEN TO MULTI-LANES. 0.7 Mile(s)	PLANNING/DESIGN		248	PRIOR YEARS
			RIGHT-OF-WAY	STPDA	3,000	IN PROGRESS FY 07
			CONSTRUCTION	STP	4,500	FY 09
DURHAM			TOTAL PROJECT COST		7,748	
DURHAM	U-4009	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE EXISTING SERVICE ROAD. 0.3 Mile(s)	PLANNING/DESIGN		1,426	PRIOR YEARS
			CONSTRUCTION	O	200	IN PROGRESS FY 08
			CONSTRUCTION	S	1,500	FY 08
DURHAM			TOTAL PROJECT COST		3,126	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
DURHAM	U-4010	NC 98 (HOLLOWAY STREET), EAST OF US 70 TO EAST OF JUNCTION ROAD. WIDEN FOR CENTER TURN LANE. 0.3 Mile(s)	PLANNING/DESIGN		1,510	PRIOR YEARS
			CONSTRUCTION	S	540	IN PROGRESS FY 07
			CONSTRUCTION	STPDA	2,160	FY 07
DURHAM						
TOTAL PROJECT COST					4,210	
DURHAM	U-4011	SR 1959 (SOUTH MIAMI BOULEVARD), SOUTH OF SR 2112 (METHODIST STREET) TO NORTH OF SR 1960 (BETHESDA AVENUE). WIDEN TO FIVE LANES TO PROVIDE CENTER TURN LANE. 0.7 Mile(s)	PLANNING/DESIGN		150	PRIOR YEARS
			RIGHT-OF-WAY	STP	2,290	IN PROGRESS FY 08
			MITIGATION	STP	52	FY 08
			CONSTRUCTION	STP	1,550	FY 09
DURHAM						
TOTAL PROJECT COST					4,042	
DURHAM	U-4012	US 15-501, NORTH OF MT. MORIAH ROAD TO SOUTH OF GARRETT ROAD. ADD AN ADDITIONAL NORTH AND SOUTHBOUND LANE AND CONSTRUCT AN ADDITIONAL RIGHT TURN LANE IN THE SOUTHEAST QUADRANT OF INTERCHANGE AT I-40 (EXIT 270). 0.9 Mile(s)	PLANNING/DESIGN		1,309	PRIOR YEARS
			CONSTRUCTION	NHS	12,300	IN PROGRESS FY 07
DURHAM						
TOTAL PROJECT COST					13,609	
DURHAM	U-4445	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.	CONSTRUCTION		2,188	PRIOR YEARS IN PROGRESS
DURHAM						
TOTAL PROJECT COST					2,188	
DURHAM	U-4446	NC 147 (DURHAM FREEWAY), I-40 TO I-85. INSTALL ITS INFRASTRUCTURE IMPROVEMENTS.	CONSTRUCTION		1,502	PRIOR YEARS IN PROGRESS
DURHAM						
TOTAL PROJECT COST					1,502	
DURHAM	U-4716	SR 1978 (HOBSON ROAD) AND SR 1980 (CHURCH STREET). CONSTRUCT A GRADE SEPARATION, EXTEND CHURCH STREET AND CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD.	CONSTRUCTION	RR	6,500	UNFUNDED
DURHAM						
TOTAL PROJECT COST					6,500	
DURHAM	U-4720*	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY. 7.8 Mile(s)				
DURHAM						
STRATEGIC HIGHWAY CORRIDOR		THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.				

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
DURHAM DURHAM WAKE	U-4721*	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD. 29.4 Mile(s)				
STRATEGIC HIGHWAY CORRIDOR		THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.				
DURHAM DURHAM	U-4722*	ROXBORO ROAD, DUKE STREET TO GOODWIN ROAD. 4.4 Mile(s)				
STRATEGIC HIGHWAY CORRIDOR		THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.				
DURHAM	U-4724	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE.	CONSTRUCTION	O	454	FY 10
		BIKE AND PEDESTRIAN FEATURES.	CONSTRUCTION	STPDA	1,816	FY 10
DURHAM			TOTAL PROJECT COST		2,270	
DURHAM DURHAM	U-4725	EIGHTEEN (18) EXPANSION BUSES.				
CHAPEL HILL	A	PURCHASE A - SEE PROJECT U-4725A, ORANGE COUNTY.	CONSTRUCTION	O	418	FY 07
			CONSTRUCTION	STPDA	1,670	FY 07
ORANGE						
	B	PURCHASE B. AMOUNT PROGRAMMED DOES NOT INCLUDE \$288,000 REALLOCATED TO PURCHASE A.	ACQUISITION	O	302	FY 08
			ACQUISITION	STPDA	1,210	FY 08
	C	PURCHASE C.	ACQUISITION	O	360	FY 09
			ACQUISITION	STPDA	1,440	FY 09
			TOTAL PROJECT COST		3,312	
HILLSBOROUGH	U-3436	SR 1148 (ENO MOUNTAIN ROAD) AND SR 1192 (MAYO STREET) AT SR 1006 (ORANGE GROVE ROAD). REALIGN INTERSECTION AND MAKE SAFETY IMPROVEMENTS.	RIGHT-OF-WAY	STP	600	UNFUNDED
			CONSTRUCTION	STP	1,750	UNFUNDED
ORANGE			TOTAL PROJECT COST		2,350	
HILLSBOROUGH	U-3808	ELIZABETH BRADY ROAD EXTENSION, SOUTH OF US 70 BUSINESS TO NORTH OF US 70 BYPASS AT SR 1002 (ST. MARY'S ROAD). MULTI-LANES WITH A NEW CROSSING OF ENO RIVER. 1.4 Mile(s)	PLANNING/DESIGN		400	PRIOR YEARS IN PROGRESS
			RIGHT-OF-WAY	STP	1,400	FY 10
			MITIGATION	STP	598	FY 11
			CONSTRUCTION	STP	20,800	FY 12
ORANGE			TOTAL PROJECT COST		23,198	

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
RESEARCH TRIANGLE PARK	U-4026	SR 1613-SR 1999 (DAVIS DRIVE), SR 3014 (MORRISVILLE-CARPENTER ROAD) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY. WIDEN TO MULTI-LANES. 5.7 Mile(s)	PLANNING/DESIGN RIGHT-OF-WAY		8,518	PRIOR YEARS IN PROGRESS IN PROGRESS
WAKE DURHAM						
	A	SR 3014 (MORRISVILLE-CARPENTER ROAD) TO SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY).	CONSTRUCTION	C	5,300	FY 07
	B	SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY.	CONSTRUCTION CONSTRUCTION	O S	4,000 23,500	FY 07 FY 07
LET WITH R-2904			TOTAL PROJECT COST		41,318	
TRIANGLE PARKWAY WAKE DURHAM	U-4763	I-40 TO MCCRIMMON PARKWAY. MULTI-LANE FACILITY ON NEW LOCATION.	PLANNING/DESIGN			IN PROGRESS
STRATEGIC HIGHWAY CORRIDOR NORTH CAROLINA TURNPIKE AUTHORITY PROJECT - PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY						
VARIOUS	U-4726	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION	O STPDA	750 751 3,004	PRIOR YEARS IN PROGRESS FY 07 08 09 10 11 12 13 FY 07 08 09 10 11 12 13
DURHAM ORANGE CHATHAM						
TOTAL PROJECT COST					4,505	
VARIOUS	U-4727	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION	O STPDA	631 476 1,911	PRIOR YEARS IN PROGRESS FY 07 08 09 10 11 12 13 FY 07 08 09 10 11 12 13
DURHAM ORANGE CHATHAM						
TOTAL PROJECT COST					3,018	
VARIOUS	U-4729	CONGESTION MANAGEMENT STUDY FOR DURHAM COUNTY.	PLANNING/DESIGN		100	PRIOR YEARS IN PROGRESS
DURHAM						
TOTAL PROJECT COST					100	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
FEASIBILITY STUDIES						
CHAPEL HILL ORANGE	FS-0307A	RELOCATED MASON FARM ROAD, NC 86 (SOUTH COLUMBIA STREET) TO US 15-501.				
FEASIBILITY STUDY IN PROGRESS						
FEDERAL BRIDGE PROJECTS						
US 70 ORANGE	B-4962	ENO RIVER. REPLACE BRIDGE NO. 46	RIGHT-OF-WAY CONSTRUCTION	FA FA	300 3,000	UNFUNDED UNFUNDED
TOTAL PROJECT COST					3,300	
US 70 BUSINESS DURHAM	B-3638	CAMPUS DRIVE. REPLACE BRIDGE NO. 316	RIGHT-OF-WAY CONSTRUCTION	FA FA	120 260 975	PRIOR YEARS FY 08 FY 09
TOTAL PROJECT COST					1,355	
SR 1002 ORANGE	B-4216	STROUDS CREEK. REPLACE BRIDGE NO. 66	RIGHT-OF-WAY CONSTRUCTION	FA FA	150 100 875	PRIOR YEARS FY 09 FY 10
TOTAL PROJECT COST					1,125	
SR 1107 DURHAM	B-2963	NEW HOPE CREEK. REPLACE BRIDGE NO. 111	CONSTRUCTION		2,091	PRIOR YEARS IN PROGRESS
TOTAL PROJECT COST					2,091	
SR 1116 DURHAM	B-3450	NEW HOPE CREEK. REPLACE BRIDGE NO. 217, SANDY CREEK. REPLACE BRIDGE NO. 122.	RIGHT-OF-WAY CONSTRUCTION	FA	268 3,300	PRIOR YEARS IN PROGRESS FY 07
TOTAL PROJECT COST					3,568	
SR 1303 DURHAM	B-4109	MUD CREEK. REPLACE BRIDGE NO. 120	RIGHT-OF-WAY MITIGATION CONSTRUCTION	NFA NFA NFA	150 115 8 750	PRIOR YEARS FY 07 FY 07 FY 08
TOTAL PROJECT COST					1,023	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
FEDERAL BRIDGE PROJECTS						
SR 1402	B-3169	CREEK. REPLACE BRIDGE NO. 158	RIGHT-OF-WAY CONSTRUCTION	FA	174	PRIOR YEARS
DURHAM					375	IN PROGRESS FY 08
TOTAL PROJECT COST					549	
SR 1561	B-4592	ENO RIVER. REPLACE BRIDGE NO. 64	RIGHT-OF-WAY CONSTRUCTION	NFA	200	PRIOR YEARS
ORANGE				NFA	80	FY 08
					1,175	FY 09
TOTAL PROJECT COST					1,455	
SR 1616	B-4110	MOUNTAIN CREEK. REPLACE BRIDGE NO. 5	CONSTRUCTION		1,325	PRIOR YEARS
DURHAM						IN PROGRESS
TOTAL PROJECT COST					1,325	
SR 1616	B-4943	SANDY CREEK. REPLACE BRIDGE NO. 20	RIGHT-OF-WAY CONSTRUCTION	NFA	100	UNFUNDED
DURHAM				NFA	1,000	UNFUNDED
TOTAL PROJECT COST					1,100	
SR 1730	B-4218	NEW HOPE CREEK. REPLACE BRIDGE NO. 108	RIGHT-OF-WAY MITIGATION CONSTRUCTION	NFA	150	PRIOR YEARS
ORANGE				NFA	70	FY 07
				NFA	55	FY 07
					675	FY 08
TOTAL PROJECT COST					950	
SR 1839	B-3528	SYCAMORE CREEK. REPLACE BRIDGE NO. 429	RIGHT-OF-WAY MITIGATION CONSTRUCTION	NFA	310	PRIOR YEARS
SR 1906				NFA	200	FY 07
				NFA	27	FY 07
WAKE					1,150	FY 08
DURHAM						
TOTAL PROJECT COST					1,687	

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GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
<u>MUNICIPAL BRIDGE PROJECTS</u>						
DURHAM	B-4698	APEX STREET OVER AMERICAN TOBACCO TRAIL. REPLACE BRIDGE NO. 242	RIGHT-OF-WAY CONSTRUCTION	NFAM NFAM	40 400	UNFUNDED UNFUNDED
DURHAM						
TOTAL PROJECT COST					440	
<u>MITIGATION PROJECTS</u>						
VARIOUS	EE-4905	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.	MITIGATION		5,167	PRIOR YEARS IN PROGRESS
WAKE FRANKLIN DURHAM PERSON GRANVILLE VANCE WARREN						
TOTAL PROJECT COST					5,167	
VARIOUS	EE-4907	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.	MITIGATION		7,221	PRIOR YEARS IN PROGRESS
ROCKINGHAM CASWELL GUILFORD ALAMANCE ORANGE						
TOTAL PROJECT COST					7,221	
VARIOUS	EE-4908	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.	MITIGATION		8,756	PRIOR YEARS IN PROGRESS
RANDOLPH CHATHAM LEE MONTGOMERY MOORE RICHMOND HOKE SCOTLAND						
TOTAL PROJECT COST					8,756	
<u>BICYCLE AND PEDESTRIAN PROJECTS</u>						
SR 1006 (ORANGE GROVE ROAD) ORANGE	E-4980	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40.				
SCHEDULED FOR FEASIBILITY STUDY						

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
BICYCLE AND PEDESTRIAN PROJECTS						
CHATHAM	E-2921F	AMERICAN TOBACCO RAIL TRAIL. DURHAM COUNTY LINE TO WAKE COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.	CONSTRUCTION	DP	496	FY 07
			CONSTRUCTION	STP	1,700	FY 07
TOTAL PROJECT COST					2,196	
CARRBORO	E-4008	ROBESON PLACE BIKE PATH: RAND ROAD TO WESLEY STREET. CONSTRUCT BICYCLE PATH. 0.3 Mile(s)	CONSTRUCTION		268	PRIOR YEARS IN PROGRESS
ORANGE			TOTAL PROJECT COST		268	
CHAPEL HILL	E-4710	SEAWELL SCHOOL ROAD BICYCLE IMPROVEMENTS, HOMESTEAD ROAD TO ESTES DRIVE 1.9 Mile(s)	CONSTRUCTION	STP	650	FY 07
ORANGE			TOTAL PROJECT COST		650	
COUNTYWIDE	E-3606	BICYCLE ROUTE MAPPING AND SIGNING.	CONSTRUCTION		50	PRIOR YEARS IN PROGRESS
ORANGE			TOTAL PROJECT COST		50	
DURHAM	E-4707	OLD DURHAM/CHAPEL HILL ROAD BICYCLE IMPROVEMENTS. 1.5 Mile(s)	CONSTRUCTION	O	380	FY 09
DURHAM			CONSTRUCTION	STP	400	FY 09
			CONSTRUCTION	STPDA	1,200	FY 09
			TOTAL PROJECT COST		1,980	
TRIANGLE REGION	E-2913B	INCLUDES RESEARCH TRIANGLE PARK, DURHAM AND WAKE COUNTIES. ON-ROAD IMPROVEMENTS AND SIGNING.	CONSTRUCTION		900	PRIOR YEARS IN PROGRESS
WAKE DURHAM			TOTAL PROJECT COST		900	
CONGESTION MITIGATION PROJECTS						
NC 54	C-4402	I-40 WEST OF NC 751 TO TRIANGLE DRIVE IN RESEARCH TRIANGLE PARK. CONSTRUCT ON-ROAD BICYCLE FACILITY.	RIGHT-OF-WAY	CMAQ	100	FY 07
DURHAM			RIGHT-OF-WAY	L	25	FY 07
			CONSTRUCTION	CMAQ	728	FY 08
			CONSTRUCTION	L	182	FY 08
TOTAL PROJECT COST					1,035	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
CONGESTION MITIGATION PROJECTS						
DURHAM DURHAM	C-4702	TEN (10) - REPLACEMENT BUSES.	ACQUISITION	CMAQ	3,000	FY 09
TOTAL PROJECT COST					3,000	
DURHAM	C-4928	MORREENE ROAD, NEAL ROAD TO ERWIN ROAD. CONSTRUCT BIKE LANES AND SIDEWALKS.	CONSTRUCTION	CMAQ	444	FY 09
DURHAM			CONSTRUCTION	L	112	FY 09
TOTAL PROJECT COST					556	
DURHAM	C-4929	BICYCLE PARKING PROGRAM. INSTALL BIKE RACKS AT VARIOUS LOCATIONS.	CONSTRUCTION	CMAQ	16	PRIOR YEARS
DURHAM			CONSTRUCTION	L	26	FY 07 08
DURHAM			CONSTRUCTION	L	6	FY 07 08
TOTAL PROJECT COST					48	
ORANGE COUNTY HILLSBOROUGH	C-4932A	CONSTRUCT A 125 SPACE PARK AND RIDE LOT. SECTION A: DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO TO PARTICIPATE IN CONSTRUCTION AND OPERATING ASSISTANCE FOR THREE YEARS FOR A NEW TRANSIT SERVICE.	CONSTRUCTION	CMAQ	89	FY 08
			CONSTRUCTION	L	16	FY 08
			OPERATIONS	CMAQ	147	FY 09 10 11
ORANGE			OPERATIONS	L	147	FY 09 10 11
TOTAL PROJECT COST					399	
TRIANGLE J COUNCIL OF GOVERNMENTS WAKE DURHAM ORANGE	C-4924	TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA FOR THREE YEARS.	IMPLEMENTATION		100	PRIOR YEARS IN PROGRESS
	A	DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO).	IMPLEMENTATION	CMAQ	80	FY 07 08
			IMPLEMENTATION	L	20	FY 07 08
	B	DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL-CARRBORO (DCHC).	IMPLEMENTATION	CMAQ	80	FY 07 08
			IMPLEMENTATION	L	20	FY 07 08
TOTAL PROJECT COST					300	
ENHANCEMENT PROJECTS						
SR 1002 ST. MARY'S ROAD ORANGE	E-4779	ACQUIRE SCENIC CONSERVATION EASEMENTS AT SELECTED LOCATIONS.	ACQUISITION		169	PRIOR YEARS IN PROGRESS
TOTAL PROJECT COST					169	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
ENHANCEMENT PROJECTS						
CARRBORO	E-4545	OLD FAYETTEVILLE ROAD, JONES FERRY ROAD TO AUTUMN WOODS APARTMENTS AND CAROLINA SPRING APARTMENTS TO CARRBORO PLAZA PARK AND RIDE LOT. CONSTRUCT SIDEWALK ALONG EAST SIDE.	PLANNING/DESIGN		9	PRIOR YEARS
			CONSTRUCTION	O	18	IN PROGRESS
			CONSTRUCTION	STP	73	FY 07
ORANGE						
TOTAL PROJECT COST					100	
CARRBORO	E-4780	CONSTRUCT A FIVE-FOOT SIDEWALK ON THE NORTH SIDE OF JONES FERRY ROAD AND LANDSCAPE.	CONSTRUCTION	O	2	PRIOR YEARS
			CONSTRUCTION	STP	4	FY 07
					18	FY 07
ORANGE						
TOTAL PROJECT COST					24	
CARRBORO	E-4781	CONSTRUCT A FIVE-FOOT SIDEWALK ALONG PORTIONS OF WESLEY STREET, HARGRAVES STREET, BREWER LANE AND LANDSCAPE.	CONSTRUCTION	O	9	PRIOR YEARS
			CONSTRUCTION	STP	15	FY 07
					74	FY 07
ORANGE						
TOTAL PROJECT COST					98	
CARRBORO	E-4828	MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY.				
ORANGE						
SCHEDULED FOR PLANNING AND DESIGN ONLY						
CARRBORO	E-4942	MAIN STREET, CARRBORO POST OFFICE TO NC 54. CONSTRUCT SIDEWALKS.	CONSTRUCTION		7	PRIOR YEARS
						IN PROGRESS
ORANGE						
TOTAL PROJECT COST					7	
CARRBORO	E-4994	BOLIN CREEK GREENWAY.	CONSTRUCTION		70	PRIOR YEARS
						IN PROGRESS
ORANGE						
PLANNING, DESIGN AND CONSTRUCTION BY TOWN					70	
CARRBORO	E-4995	DRY CREEK GREENWAY.	CONSTRUCTION		80	PRIOR YEARS
CHAPEL HILL						IN PROGRESS
ORANGE						
PLANNING, DESIGN AND CONSTRUCTION BY TOWN					80	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
ENHANCEMENT PROJECTS						
CHAPEL HILL	E-3807B	LOWER BOOKER CREEK GREENWAY. CONSTRUCT BICYCLE/PEDESTRIAN FACILITIES, CONNECT EXISTING SIDEWALKS AND IMPROVE LANDSCAPING ADJACENT TO US 15-501 BYPASS (FORDHAM BOULEVARD) AND BOOKER CREEK.	CONSTRUCTION		481	PRIOR YEARS IN PROGRESS
ORANGE						
TOTAL PROJECT COST					481	
CHAPEL HILL	E-4601	MORGAN CREEK GREENWAY (EAST). US 15-501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.	PLANNING/DESIGN		89	PRIOR YEARS IN PROGRESS
ORANGE						
PLANNING AND DESIGN BY TOWN			TOTAL PROJECT COST		89	
DURHAM	E-2921E	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO SOUTH OF I-40. CONSTRUCT A MULTI-PURPOSE TRAIL.	CONSTRUCTION	DP	446	FY 07 08
			CONSTRUCTION	HP	2,012	FY 07 08
			CONSTRUCTION	O	768	FY 07 08
			CONSTRUCTION	STPDA	1,062	FY 07 08
DURHAM						
TOTAL PROJECT COST					4,288	
DURHAM	E-4529	WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.	CONSTRUCTION		719	PRIOR YEARS IN PROGRESS
DURHAM						
TOTAL PROJECT COST					719	
DURHAM	E-4530	FAYETTEVILLE STREET BETWEEN EXISTING END OF SIDEWALK JUST SOUTH OF CORNWALLIS ROAD AND BUXTON DRIVE. CONSTRUCT SIDEWALK ON WESTERN SIDE.	CONSTRUCTION		264	PRIOR YEARS IN PROGRESS
DURHAM						
TOTAL PROJECT COST					264	
DURHAM	E-4924	CLUB BOULEVARD, OVAL DRIVE TO OAKLAND AVENUE AT THE INTERSECTIONS OF WEST CLUB BOULEVARD WITH OVAL DRIVE AND OAKLAND AVENUE. CONSTRUCT A PEDESTRIAN MEDIAN AND A REFUGE ISLAND.	CONSTRUCTION		105	PRIOR YEARS IN PROGRESS
DURHAM						
TOTAL PROJECT COST					105	
DURHAM	E-4999	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.				
DURHAM						
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY						

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GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
HAZARD ELIMINATION PROJECTS						
I-540, SR 3097 AVIATION PARKWAY DURHAM WAKE	W-4814	I-540, I-40 EASTWARD TO EAST OF US 1 (CAPITAL BOULEVARD) AND SR 3097 (AVIATION PARKWAY), TERMINAL BOULEVARD NORTHWARD TO SR 1644 (GLOBE ROAD). INSTALL MILLED RUMBLE STRIPS ON THE INSIDE AND OUTSIDE PAVED SHOULDERS.	CONSTRUCTION		150	PRIOR YEARS IN PROGRESS
TOTAL PROJECT COST					150	
I-85, US 70, US 15-501 AND NC 147 DURHAM GRANVILLE	W-4811	SECTIONS OF I-85 (DURHAM AND GRANVILLE COUNTIES), US 70, US 15-501 AND NC 147 (DURHAM COUNTY). INSTALL MILLED RUMBLE STRIPS ON THE INSIDE AND OUTSIDE PAVED SHOULDERS.	CONSTRUCTION		200	PRIOR YEARS IN PROGRESS
TOTAL PROJECT COST					200	
US 501 DURHAM	SF-4905A	SR 1601 (MOORES MILL ROAD)-SR 1468 (QUAIL ROOST FARM ROAD). INSTALL TRAFFIC SIGNAL.	CONSTRUCTION	HES	90	FY 07
TOTAL PROJECT COST					90	
SR 1548 SCHLEY ROAD ORANGE	SI-4807	SR 1538 (NEW SHARON CHURCH ROAD). INSTALL CENTER ISLAND WITH STOP SIGN.	RIGHT-OF-WAY CONSTRUCTION	SG SG	5 55	FY 07 FY 07
TOTAL PROJECT COST					60	
SR 1567 (PLEASANT GREEN ROAD) ORANGE	SF-4907A	SR 1569 (COLE MILL ROAD). IMPROVE SIGHT DISTANCE.	CONSTRUCTION	HES	25	FY 07
TOTAL PROJECT COST					25	
PASSENGER RAIL PROJECTS						
AMTRAK WAKE MECKLENBURG GUILFORD DURHAM NASH EDGEcombe ROWAN CABARRUS WILSON ALAMANCE JOHNSTON	P-2908	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.	OPERATIONS OPERATIONS		26,195 16,800	PRIOR YEARS IN PROGRESS FY 07 08 09 10 11 12 13
TOTAL PROJECT COST					42,995	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PASSENGER RAIL PROJECTS						
AMTRAK	P-2918	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH AND CAPITAL YARD MAINTENANCE FACILITY.	OPERATIONS		31,152	PRIOR YEARS
			OPERATIONS	S(5)	18,200	IN PROGRESS
			OPERATIONS	T2001	28,000	FY 07 08 09 10 11 12 13
WAKE						
DURHAM						
ALAMANCE						
GUILFORD						
ROWAN						
CABARRUS						
MECKLENBURG						
TOTAL PROJECT COST					77,352	
CARRBORO	Z-4007B	SR 1927 (BREWER ROAD) IN CARRBORO AT NORFOLK SOUTHERN RAILWAY CROSSING 735 179M. SAFETY IMPROVEMENTS.	IMPLEMENTATION		95	PRIOR YEARS
ORANGE						IN PROGRESS
FUNDED - CONSTRUCTION NOT AUTHORIZED					95	
DURHAM	P-3802	STATION CONSTRUCTION.	CONSTRUCTION	CMAQ	3,000	UNFUNDED
DURHAM						
TOTAL PROJECT COST					3,000	

PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
CHAPEL HILL	C-4930	PURCHASE 3 HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	CAPITAL	CMAQ	940	FY 07 08
			CAPITAL	L	664	FY 07 08
ORANGE						
TOTAL PROJECT COST					1,604	
CHAPEL HILL	C-4931	PROVIDE SHARED FEEDER SERVICE TO AREAS NOT RECEIVING REGULAR BUS SERVICE. FUNDS TO BE TRANSFERRED TO FTA.	OPERATIONS	CMAQ	27	FY 07 08
			OPERATIONS	L	27	FY 07 08
ORANGE						
TOTAL PROJECT COST					54	

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GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST	
					ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
<u>PUBLIC TRANSPORTATION PROJECTS</u>						
CHAPEL HILL	TA-4726	10 - EXPANSION BUSES	CAPITAL	FED	2,490	FY 09
			CAPITAL	L	270	FY 09
			CAPITAL	STAT	240	FY 09
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,000	
CHAPEL HILL	TA-4745B	3 - REPLACEMENT VANS	CAPITAL	FED	96	FY 07
			CAPITAL	L	12	FY 07
			CAPITAL	STAT	12	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		120	
CHAPEL HILL	TA-4746A	1 - EXPANSION VAN	CAPITAL	FED	37	FY 07
			CAPITAL	L	5	FY 07
			CAPITAL	STAT	5	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		47	
CHAPEL HILL	TA-4746C	1 - EXPANSION VAN	CAPITAL	FED	37	FY 08
			CAPITAL	L	5	FY 08
			CAPITAL	STAT	5	FY 08
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		47	
CHAPEL HILL	TA-4748A	1 - REPLACEMENT VAN	CAPITAL	FED	36	FY 10
			CAPITAL	L	5	FY 10
			CAPITAL	STAT	5	FY 10
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		46	
CHAPEL HILL	TA-4748C	8 - REPLACEMENT VANS	CAPITAL	FED	288	FY 09
			CAPITAL	L	36	FY 09
			CAPITAL	STAT	36	FY 09
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		360	
CHAPEL HILL	TA-4940	4 - REPLACEMENT VAN	CAPITAL	FED	144	FY 11
			CAPITAL	L	18	FY 11
			CAPITAL	STAT	18	FY 11
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		180	

* INDICATES INTRASTATE PROJECT

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ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST	
					ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
<u>PUBLIC TRANSPORTATION PROJECTS</u>						
CHAPEL HILL	TA-4941	1 - REPLACEMENT VAN	CAPITAL	FED	37	FY 12
			CAPITAL	L	5	FY 12
			CAPITAL	STAT	5	FY 12
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		47	
CHAPEL HILL	TA-4976	3 - REPLACEMENT BUSES	CAPITAL	FED	374	FY 07
			CAPITAL	L	41	FY 07
			CAPITAL	STAT	36	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		451	
CHAPEL HILL	TA-4977	12 - REPLACEMENT BUSES	CAPITAL	FED	3,287	FY 11
			CAPITAL	L	356	FY 11
			CAPITAL	STAT	317	FY 11
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,960	
CHAPEL HILL	TA-4978	REPLACEMENT BUSES (FOR REHABILITATED BUSES)	CAPITAL	FED	3,561	FY 11
			CAPITAL	L	386	FY 11
			CAPITAL	STAT	343	FY 11
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		4,290	
CHAPEL HILL	TA-4979	REPLACEMENT VANS - 7	CAPITAL	FED	168	FY 10
			CAPITAL	L	34	FY 10
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		202	
CHAPEL HILL	TA-4981	SEDANS/WAGONS/4X4 - 2	CAPITAL	FED	48	FY 10
			CAPITAL	L	12	FY 10
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		60	
CHAPEL HILL	TA-4982	REPLACEMENT VANS - 4	CAPITAL	FED	160	FY 11
			CAPITAL	STAT	15	FY 11
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		175	

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PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST	
					ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
<u>PUBLIC TRANSPORTATION PROJECTS</u>						
CHAPEL HILL	TA-4983	REPLACEMENT VANS	CAPITAL	FED	269	FY 13
			CAPITAL	L	29	FY 13
			CAPITAL	STAT	26	FY 13
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		324	
CHAPEL HILL	TD-4709A	MULTI-MODAL TRANSPORTATION CENTER--DESIGN AND LAND ACQUISITION	CAPITAL	FED	960	FY 07
			CAPITAL	L	120	FY 07
			CAPITAL	STAT	120	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		1,200	
CHAPEL HILL	TD-4709B	MULTI-MODAL TRANSPORTATION CENTER--CONSTRUCTION	CAPITAL	FED	6,400	FY 08
			CAPITAL	L	800	FY 08
			CAPITAL	STAT	800	FY 08
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		8,000	
CHAPEL HILL	TD-4710A	PARK AND RIDE LOT--DESIGN, LAND ACQUISITION AND CONSTRUCTION	CAPITAL	FBUS	966	FY 07 08 09
			CAPITAL	L	121	FY 07 08 09
			CAPITAL	STAT	121	FY 07 08 09
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		1,208	
CHAPEL HILL	TD-4710B	PARK AND RIDE LOT--CONSTRUCTION	CAPITAL	FED	1,600	FY 08
			CAPITAL	L	200	FY 08
			CAPITAL	STAT	200	FY 08
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,000	
CHAPEL HILL	TD-4711D	MAINTENANCE FACILITY - CONSTRUCTION FUNDS TO BE RECEIVED FROM STP TRANSFER (U-4725)	CAPITAL	L	418	FY 07
			CAPITAL	STPDA	1,670	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,088	
CHAPEL HILL	TD-4909A	PARK AND RIDE LOT EXPANSION NC 54--DESIGN AND LAND ACQUISITION	CAPITAL	FED	1,600	FY 11
			CAPITAL	L	200	FY 11
			CAPITAL	STAT	200	FY 11
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,000	

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PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
CHAPEL HILL	TD-4909B	PARK AND RIDE LOT EXPANSION NC 54--CONSTRUCTION	CAPITAL	FED	1,600	FY 12
			CAPITAL	L	200	FY 12
			CAPITAL	STAT	200	FY 12
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,000	
CHAPEL HILL	TG-4730A	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS--OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	1,490	FY 07
			CAPITAL	L	372	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		1,862	
CHAPEL HILL	TG-4730B	2 - REPLACEMENT SUPPORT VEHICLES	CAPITAL	FED	34	FY 07
			CAPITAL	L	8	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		42	
CHAPEL HILL	TG-4731A	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS--OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	1,669	FY 08
			CAPITAL	L	417	FY 08
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,086	
CHAPEL HILL	TG-4731B	2 - REPLACEMENT SUPPORT VEHICLES	CAPITAL	FED	34	FY 08
			CAPITAL	L	8	FY 08
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		42	
CHAPEL HILL	TG-4732	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS--OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	1,869	FY 09
			CAPITAL	L	467	FY 09
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,336	
CHAPEL HILL	TG-4733	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS--OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,093	FY 10
			CAPITAL	L	523	FY 10
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,616	
CHAPEL HILL	TG-4925A	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS--OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,344	FY 11
			CAPITAL	L	586	FY 11
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,930	

* INDICATES INTRASTATE PROJECT

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ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
CHAPEL HILL	TG-4925B	2 - REPLACEMENT SUPPORT VEHICLES	CAPITAL	FED	38	FY 11
ORANGE			CAPITAL	L	9	FY 11
UNFUNDED PROJECT			TOTAL PROJECT COST		47	
CHAPEL HILL	TG-4926A	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,626	FY 12
ORANGE			CAPITAL	L	656	FY 12
			TOTAL PROJECT COST		3,282	
CHAPEL HILL	TG-4926B	3 - REPLACEMENT SUPPORT VEHICLES	CAPITAL	FED	70	FY 12
ORANGE			CAPITAL	L	17	FY 12
UNFUNDED PROJECT			TOTAL PROJECT COST		87	
CHAPEL HILL	TG-4945	PREVENTIVE MAINTENANCE, ASSOC CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES	CAPITAL	FUZ	2,941	FY 13
ORANGE			CAPITAL	L	735	FY 13
			TOTAL PROJECT COST		3,676	
DURHAM	C-4927	PURCHASE 5 HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	CAPITAL	CMAQ	1,174	FY 07 08
DURHAM			CAPITAL	L	326	FY 07
			TOTAL PROJECT COST		1,500	
DURHAM	TA-4753	18 - REPLACEMENT VANS	CAPITAL	FED	504	FY 07
			CAPITAL	L	63	FY 07
DURHAM			CAPITAL	STAT	63	FY 07
UNFUNDED PROJECT			TOTAL PROJECT COST		630	
DURHAM	TA-4754	6 - EXPANSION VANS	CAPITAL	FED	168	FY 07
			CAPITAL	L	21	FY 07
DURHAM			CAPITAL	STAT	21	FY 07
UNFUNDED PROJECT			TOTAL PROJECT COST		210	

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ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST	
					ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
<u>PUBLIC TRANSPORTATION PROJECTS</u>						
DURHAM	TA-4755	13 - EXPANSION BUSES	CAPITAL	FED	3,120	FY 07
			CAPITAL	L	390	FY 07
			CAPITAL	STAT	390	FY 07
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,900	
DURHAM	TA-4757	6 - EXPANSION VANS	CAPITAL	FED	180	FY 08
			CAPITAL	L	23	FY 08
			CAPITAL	STAT	23	FY 08
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		226	
DURHAM	TA-4923	11 - REPLACEMENT BUSES	CAPITAL	FED	3,080	FY 11
			CAPITAL	L	385	FY 11
			CAPITAL	STAT	385	FY 11
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,850	
DURHAM	TG-4737	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,190	FY 07
			CAPITAL	L	547	FY 07
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,737	
DURHAM	TG-4738	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,299	FY 08
			CAPITAL	L	548	FY 08
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,847	
DURHAM	TG-4739	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,414	FY 09
			CAPITAL	L	604	FY 09
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,018	
DURHAM	TG-4740	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,535	FY 10
			CAPITAL	L	634	FY 10
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,169	

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ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST	
					ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
DURHAM	TG-4907	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,535	FY 11
DURHAM			CAPITAL	L	634	FY 11
			TOTAL PROJECT COST		3,169	
DURHAM	TG-4908	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,535	FY 12
DURHAM			CAPITAL	L	634	FY 12
			TOTAL PROJECT COST		3,169	
DURHAM	TG-4944	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS - SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,535	FY 13
DURHAM			CAPITAL	L	634	FY 13
			TOTAL PROJECT COST		3,169	
DURHAM COUNTY	TJ-4931	PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS.	OPERATIONS	OAWF	16	FY 07 08
DURHAM						
			TOTAL PROJECT COST		16	
DURHAM COUNTY	TL-4931	PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED.	OPERATIONS	EDTAP	174	FY 07 08
DURHAM						
			TOTAL PROJECT COST		174	
DURHAM COUNTY	TR-4931	PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC.	OPERATIONS	RGP	72	FY 07 08
DURHAM						
			TOTAL PROJECT COST		72	
TRIANGLE TRANSIT AUTHORITY	TA-4797	8 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FED	2,016	FY 09
			CAPITAL	L	252	FY 09
			CAPITAL	STAT	252	FY 09
DURHAM ORANGE WAKE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,520	

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ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
TRIANGLE TRANSIT AUTHORITY	TA-4818	22 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FED	5,544	FY 08
			CAPITAL	L	693	FY 08
			CAPITAL	STAT	693	FY 08
DURHAM						
ORANGE						
WAKE						
UNFUNDED PROJECT			TOTAL PROJECT COST		6,930	
TRIANGLE TRANSIT AUTHORITY	TA-4819	15 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FED	3,780	FY 11
			CAPITAL	L	473	FY 11
			CAPITAL	STAT	473	FY 11
DURHAM						
ORANGE						
WAKE						
UNFUNDED PROJECT			TOTAL PROJECT COST		4,726	
TRIANGLE TRANSIT AUTHORITY	TA-4945	12 - REPLACEMENT BUSES TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FED	3,024	FY 12
			CAPITAL	L	378	FY 12
			CAPITAL	STAT	378	FY 12
DURHAM						
ORANGE						
WAKE						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,780	
TRIANGLE TRANSIT AUTHORITY	TE-4705B	PHASE I REGIONAL RAIL SERVICE. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND WAKE COUNTIES.	CAPITAL	FNS	416,000	FY 07
			CAPITAL	L	138,000	FY 07
			CAPITAL	STAT	138,000	FY 07
DURHAM						
WAKE						
UNFUNDED PROJECT			TOTAL PROJECT COST		692,000	
TRIANGLE TRANSIT AUTHORITY	TE-4706B	FIXED GUIDEWAY PROJECT FOR US 15-501--PE/DEIS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND ORANGE COUNTIES.	CAPITAL	FED	1,649	FY 07
			CAPITAL	L	550	FY 07
			CAPITAL	STAT	550	FY 07
DURHAM						
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,749	

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ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST	
					ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TG-4812	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 07
			CAPITAL	L	30	FY 07
TOTAL PROJECT COST					148	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TG-4821	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 08
			CAPITAL	L	30	FY 08
TOTAL PROJECT COST					148	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TG-4822	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 09
			CAPITAL	L	30	FY 09
TOTAL PROJECT COST					148	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TG-4823	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 10
			CAPITAL	L	30	FY 10
TOTAL PROJECT COST					148	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TG-4927	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 11
			CAPITAL	L	30	FY 11
TOTAL PROJECT COST					148	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TG-4928	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 12
			CAPITAL	L	30	FY 12
TOTAL PROJECT COST					148	

* INDICATES INTRASTATE PROJECT

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PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
TRIANGLE TRANSIT AUTHORITY ORANGE WAKE DURHAM	TG-4942	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 13
			CAPITAL	L	30	FY 13
			TOTAL PROJECT COST		148	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TM-4910	ITS PROJECT - AVL/CAD. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FED	240	FY 07
			CAPITAL	L	30	FY 07
			CAPITAL	STAT	30	FY 07
UNFUNDED PROJECT			TOTAL PROJECT COST		300	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TM-4911	ITS PROJECT - REGIONAL INFORMATION TELEPHONE SYSTEM. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FED	80	FY 07
			CAPITAL	L	10	FY 07
			CAPITAL	STAT	10	FY 07
UNFUNDED PROJECT			TOTAL PROJECT COST		100	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TP-4725	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 07
			PLANNING/DESIGN	L	100	FY 07
			PLANNING/DESIGN	STAT	100	FY 07
UNFUNDED PROJECT			TOTAL PROJECT COST		1,000	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TP-4732	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 08
			PLANNING/DESIGN	L	100	FY 08
			PLANNING/DESIGN	STAT	100	FY 08
UNFUNDED PROJECT			TOTAL PROJECT COST		1,000	

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	COST		SCHEDULE (FISCAL YEARS)
				FUNDING SOURCE	ESTIMATES (THOU)	
PUBLIC TRANSPORTATION PROJECTS						
TRIANGLE TRANSIT AUTHORITY	TP-4733	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 09
			PLANNING/DESIGN	L	100	FY 09
			PLANNING/DESIGN	STAT	100	FY 09
DURHAM						
ORANGE						
WAKE						
TOTAL PROJECT COST					1,000	
TRIANGLE TRANSIT AUTHORITY	TP-4734	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 10
			PLANNING/DESIGN	L	100	FY 10
			PLANNING/DESIGN	STAT	100	FY 10
DURHAM						
ORANGE						
WAKE						
TOTAL PROJECT COST					1,000	
TRIANGLE TRANSIT AUTHORITY	TP-4914	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 11
			PLANNING/DESIGN	L	100	FY 11
			PLANNING/DESIGN	STAT	100	FY 11
DURHAM						
ORANGE						
WAKE						
TOTAL PROJECT COST					1,000	
TRIANGLE TRANSIT AUTHORITY	TP-4915	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 12
			PLANNING/DESIGN	L	100	FY 12
			PLANNING/DESIGN	STAT	100	FY 12
DURHAM						
ORANGE						
WAKE						
TOTAL PROJECT COST					1,000	
TRIANGLE TRANSIT AUTHORITY	TP-4922	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 13
			PLANNING/DESIGN	L	100	FY 13
			PLANNING/DESIGN	STAT	100	FY 13
DURHAM						
ORANGE						
WAKE						
TOTAL PROJECT COST					1,000	

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

**A RESOLUTION PROVIDING THE DURHAM-CHAPEL HILL-CARRBORO
TRANSPORTATION ADVISORY COMMITTEE WITH RECOMMENDATIONS
COMMENT ON THE DRAFT 2006-2012 TRANSPORTATION IMPROVEMENT
PROGRAM.**

WHEREAS, the North Carolina Department of Transportation has released a draft 2007-2013 Transportation Improvement Program; and

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee is has released the State draft as the draft 2007-2013 Metropolitan Transportation Improvement Program; and

WHEREAS, the Transportation Advisory Committee has requested public comment on the draft Metropolitan Transportation Improvement Program; and

WHEREAS, the Town Council has reviewed the draft Program.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Town of Chapel Hill that the Council provides the Transportation Advisory Committee with the following comments and recommendations:

- Funding for the Chapel Hill-Carrboro signal system replacement should be accelerated.
- Additional funding should be provided for the replacement and purchase of additional transit vehicles.
- The Council supports the construction of wide shoulders along Estes Drive, from the Chapel Hill-Carrboro Town limits to Umstead Drive



TOWN OF CARRBORO
NORTH CAROLINA

TCC 10/25/06 Attachment 6G

**REVIEW AND COMMENT ON THE DRAFT 2007-2013 TRANSPORTATION
IMPROVEMENT PROGRAM**

The purpose of this item was for the Board of Aldermen to review and comment on the draft 2007-2013 State Transportation Improvement Program (STIP). Two resolutions were presented for the Board's consideration.

Dale McKeel, the town's Transportation Planner, made the presentation.

The following resolution was introduced by Alderman Alex Zaffron and duly seconded by Alderman Jacquelyn Gist.

**A RESOLUTION PROVIDING COMMENTS ON THE DRAFT
2007-2013 TRANSPORTATION IMPROVEMENT PROGRAM**
Resolution No. 44/2006-07

WHEREAS, the Carrboro Board of Aldermen seeks ample opportunities to review regional transportation policy, and;

WHEREAS, the North Carolina Department of Transportation and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization are currently accepting comments on the 2007-2013 Transportation Improvement Program.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen provide the following comments to NCDOT and the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization:

1. Revise the description of U-2803, Smith Level Road, to reflect the smaller cross-section, including bike lanes and sidewalks, adopted by the Board of Aldermen on April 26, 2005. The Town requests that right-of-way acquisition remain in 2007 and construction remain in 2010 to provide bicycle and sidewalk facilities to serve students and staff of Carrboro High School.
2. Revise the description of U-3100B, Old Fayetteville Road, to "Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougale Middle School to NC 54." The Town does not object to classifying this project as a bicycle-pedestrian project but requests that the project continue to be funded from the state Highway Fund.
3. Revise the description of U-2909 (Estes Drive) to "Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to Town limits." and request that Phase 1 of the project be funded as requested by the Town of Carrboro and the DCHC MPO. The Town also requests funding for a multi-use path to connect Estes Drive and Williams Street to provide an alternative bicycle-pedestrian connection.

4. Revise the description of U-2805 (Homestead Road) to “Add bike lanes, sidewalks, and transit accommodations on both sides of the road.”

The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 3rd day of October, 2006:

Ayes: Mark Chilton, Dan Coleman, Jacquelyn Gist, Randee Haven-O'Donnell, John Herrera, Alex Zaffron

Noes: None

Absent or Excused: Joal Hall Broun

Alderman Zaffron asked to be recused from voting on improvements to Seawell School because he owns property on that road.

It was the consensus of the board to recuse Alderman Zaffron from voting on the following motion:

MOTION WAS MADE BY DAN COLEMAN AND SECONDED BY JACQUELYN GIST THAT THE FOLLOWING COMMENT BE FORWARDED TO NCDOT AND TAC:

Revise the description of E-4710, Seawell School Road Bike Lanes to “Add bike lanes, sidewalks, and transit accommodations from Homestead Road to Estes Drive” and to state that a portion of the project is in Carrboro.

VOTE: AFFIRMATIVE SIX, ABSENT ONE (BROUN), EXCUSED ONE (ZAFFRON)

The following resolution was introduced by Alderman Alex Zaffron and duly seconded by Alderman John Herrera.

A RESOLUTION REQUESTING THAT THE N.C. DEPARTMENT OF TRANSPORTATION
FUND BICYCLE LANES ON ESTES DRIVE
Resolution No. 43/2006-07

WHEREAS, the Town of Carrboro's adopted Bicycle Policy identifies the need for bicycle lanes on Estes Drive, and;

WHEREAS, the Town of Carrboro has been requesting bike lanes on Estes Drive since at least 1987, and;

WHEREAS, improvements to Estes Drive, including bicycle lanes, have been the highest priority for the Town of Carrboro on the adopted local priority list for the 2002-2008, 2004-2010, 2006-2012, and 2007-2013 Transportation Improvement Programs, and;

WHEREAS, since bike lanes were constructed on a portion of Estes Drive in Chapel Hill between Seawell School Road and Martin Luther King Boulevard in 2005, there have been numerous requests to extend the bike lanes to Greensboro Street in Carrboro.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen request that the N.C. Department of Transportation provide funding for bicycle lanes on Estes Drive between Hillcrest Street and the Town Limits and that the bike lanes be coordinated with the planned sidewalk on Estes Drive.

BE IT FURTHER RESOLVED that the Board of Aldermen request that the N.C. Department of Transportation provide funding for a multi-use path to connect Estes Drive and Williams Street to provide an alternative bicycle-pedestrian connection and that the multi-use path be added to the Estes Drive project on the 2007-2013 Local Priority List.

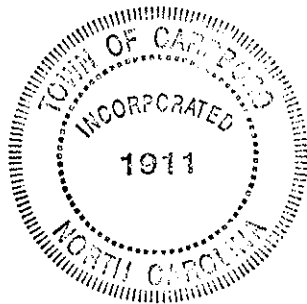
The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 3rd day of October, 2006:

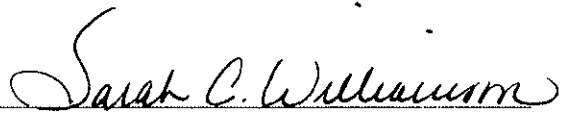
Ayes: Mark Chilton, Dan Coleman, Jacquelyn Gist, Randee Haven-O'Donnell, John Herrera, Alex Zaffron

Noes: None

Absent or Excused: Joal Hall Broun

I, Sarah C. Williamson, Town Clerk of the Town of Carrboro, North Carolina, do hereby certify that the foregoing is a true and correct copy of an excerpt from the October 3, 2006 meeting of the Carrboro Board of Aldermen.




Town Clerk

TOWN OF CARRBORO 2007-2013 TRANSPORTATION IMPROVEMENT PROGRAM LOCAL PRIORITY LIST	
<i>Priority #</i>	<i>Description</i>
1	Estes Drive – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to Town limits, <i>as well as a multi-use path from Williams Street to Estes Drive to provide an alternative bicycle-pedestrian connection.</i>
2	Old Fayetteville Road - Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougale Middle School to NC 54.
3	Seawell School Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Estes Drive.
4	Homestead Rd. – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86.
5	Transit Capital Projects – Fund transit capital projects as identified by Chapel Hill Transit and agreed to by the Transit Partner's Committee.
6	South Greensboro Street – Add sidewalks and transit accommodations on both sides of the road from Main Street to Merritt Mill Road.
7	BPW Club Road-Westbrook Drive Multi-Use Path – <i>Feasibility Study</i> – Provide pedestrian and bicycle access from the BPW Club Road area to the Westbrook Drive area by building a pedestrian/bicycle path and creek crossings behind the Sterling Bluff Apartments.
8	Old NC 86 - Add bike lanes and transit accommodations on both sides of the road, and sidewalk on the east side from Hillsborough Road to Homestead Road.
9	Old NC 86 – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Eubanks Road.
10	Eubanks Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Road.
11	Franklin / Main / Merritt Mill / Brewer Intersection – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit.
12	Chapel Hill/Carrboro Computerized Traffic Signal System – Install new system.
13	Fixed Guideway – Connection to Carolina North / Horace Williams property utilizing existing railroad right-of-way from University Power Plant to Carolina North
14	Fixed Guideway – TTA Phase II project (US 15-501) from Duke Medical Center to UNC Hospitals

Note: This list was adopted by the Carrboro Board of Aldermen on March 1, 2005 and revised on October 3, 2006 (revision in italics).

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

**A RESOLUTION PROVIDING COMMENTS TO THE DURHAM-CHAPEL HILL-
CARRBORO TRANSPORTATION ADVISORY COMMITTEE REGARDING THE
DRAFT 2007 –2013 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, Orange County, as a member of the DCHC MPO, has participated in the development of the Durham-Chapel Hill- Carrboro (DCHC) Metropolitan Priority List for the 2007 –2013 State Transportation Improvement Program (STIP); and

WHEREAS, the North Carolina Department of Transportation has released the Draft 2007 –2013 STIP for public comment; and

WHEREAS, the DCHC MPO Transportation Advisory Committee (TAC) is charged with the development of the Metropolitan Transportation Improvement Program (MTIP) consistent with the STIP, and has released the draft MTIP for public comment; and

WHEREAS, the Board of County Commissioners has reviewed the draft 2007-2013 DCHC Metropolitan Transportation Improvement Program;

NOW, THEREFORE, BE IT RESOLVED by the Orange County Board of Commissioners that the Orange County submits the following comments to the DCHC Transportation Advisory Committee to be considered in the development of the final 2007 –2013 DCHC Metropolitan Transportation Improvement Program:

1. Orange County acknowledges that cuts in appropriated federal transportation funds to North Carolina coupled with the rapid increase in construction costs necessitate some delays; however, the Board notes that the Draft 2007-2013 TIP delays most Orange County projects that are funded in the current 2006-2012 TIP.
2. TIP Project E-4980, a pedestrian bridge on Orange Grove Road (SR 1006) over I-40, continues to be the County's number one priority. Orange County requests that the NCDOT proceed without delay to execute a feasibility study for this project.
3. Phase TIP Project I-0305, I-85 - widen to six lanes and reconstruct interchanges and structures from I-40 at Hillsborough to Durham County: Program in phases, with Phase A being reconstruction of the interchanges followed by widening in Phase B.
 - Use the funding programmed for right-of-way acquisition in FY 10 and FY 12 for right-of-way acquisition needed for the interchanges.
 - Orange County would also like to know the status of the environmental study for this project, and be consulted during the study as well as during the design process as stated in comments previously submitted by Orange County.
4. Correct the funding split for TIP Project C-4932. The project funds for C-4932 come from Congestion Mitigation and Air Quality (CMAQ) funding apportioned to the

Orange County Board of Commissioners
 Resolution to DCHC TAC Providing
 Comments Regarding the 2007-2013 MTIP

DCHC MPO and the Triangle Area Rural Planning Organization (TARPO), according to an agreement between those two organizations and the NCDOT. The Draft 2007-2013 STIP shows the amount of funds for C-4932A (the DHCD MPO apportionment) as the amount to be programmed from the TARPO apportionment per that agreement. Likewise, the Draft STIP shows the amount of funds for C-4932B (the TARPO apportionment) as the amount to be programmed from the DCHC MPO funds.

Upon motion of Commissioner _____, seconded by Commissioner _____, the foregoing resolution was adopted this the 17th day of October 2006.

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of so much of the proceedings of said Board at a meeting held on October 17, 2006, as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of said Board.

WITNESS my hand and the seal of said County, this _ day of _____, 2006.

Clerk to the Board of Commissioners

Public Comments on the draft 2007-2013 Metropolitan Transportation Improvement Program

From: KENNETH N LYNCH [kntglynch@msn.com]

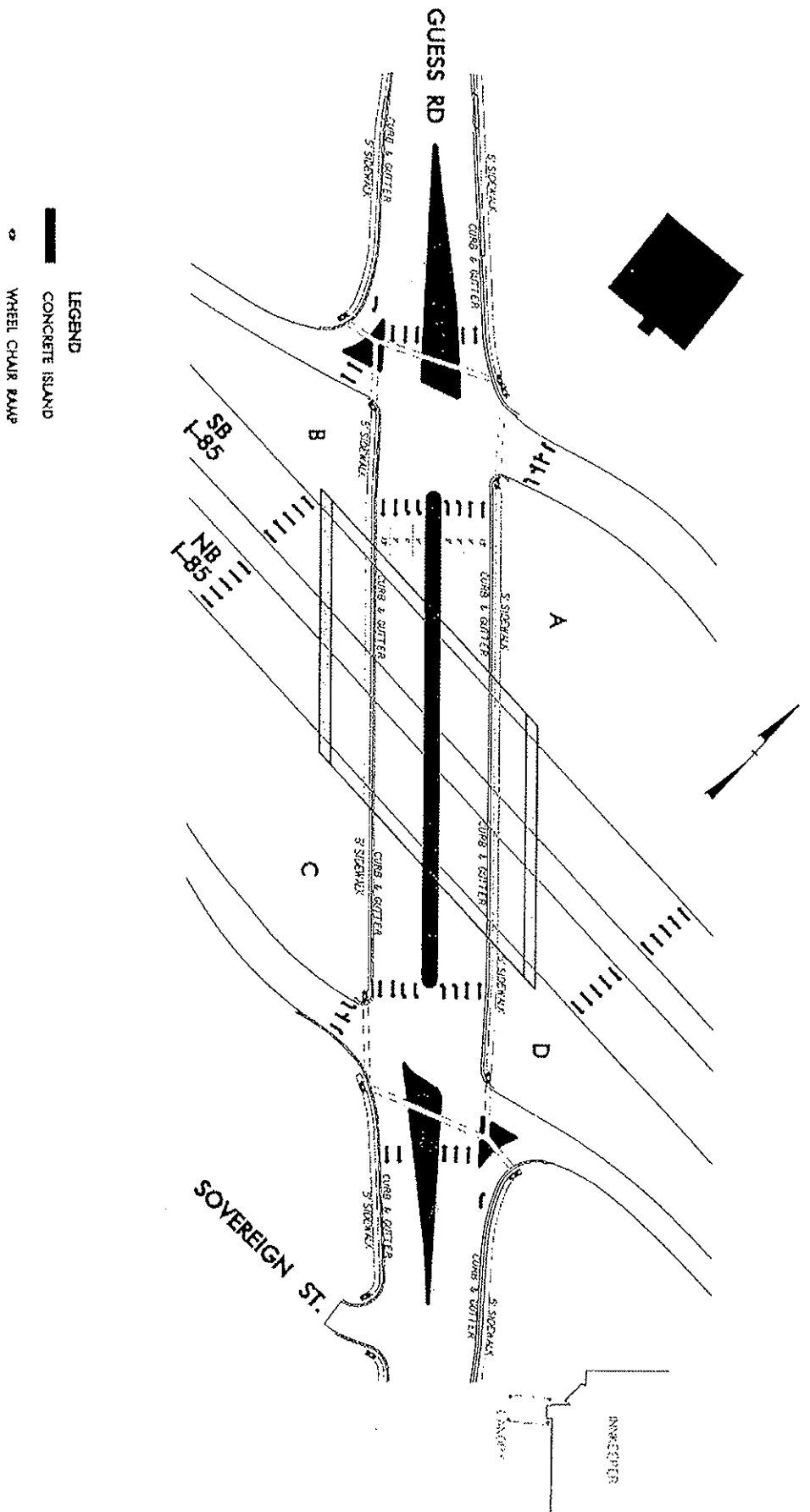
Sent: Tuesday, October 10, 2006 6:32 AM

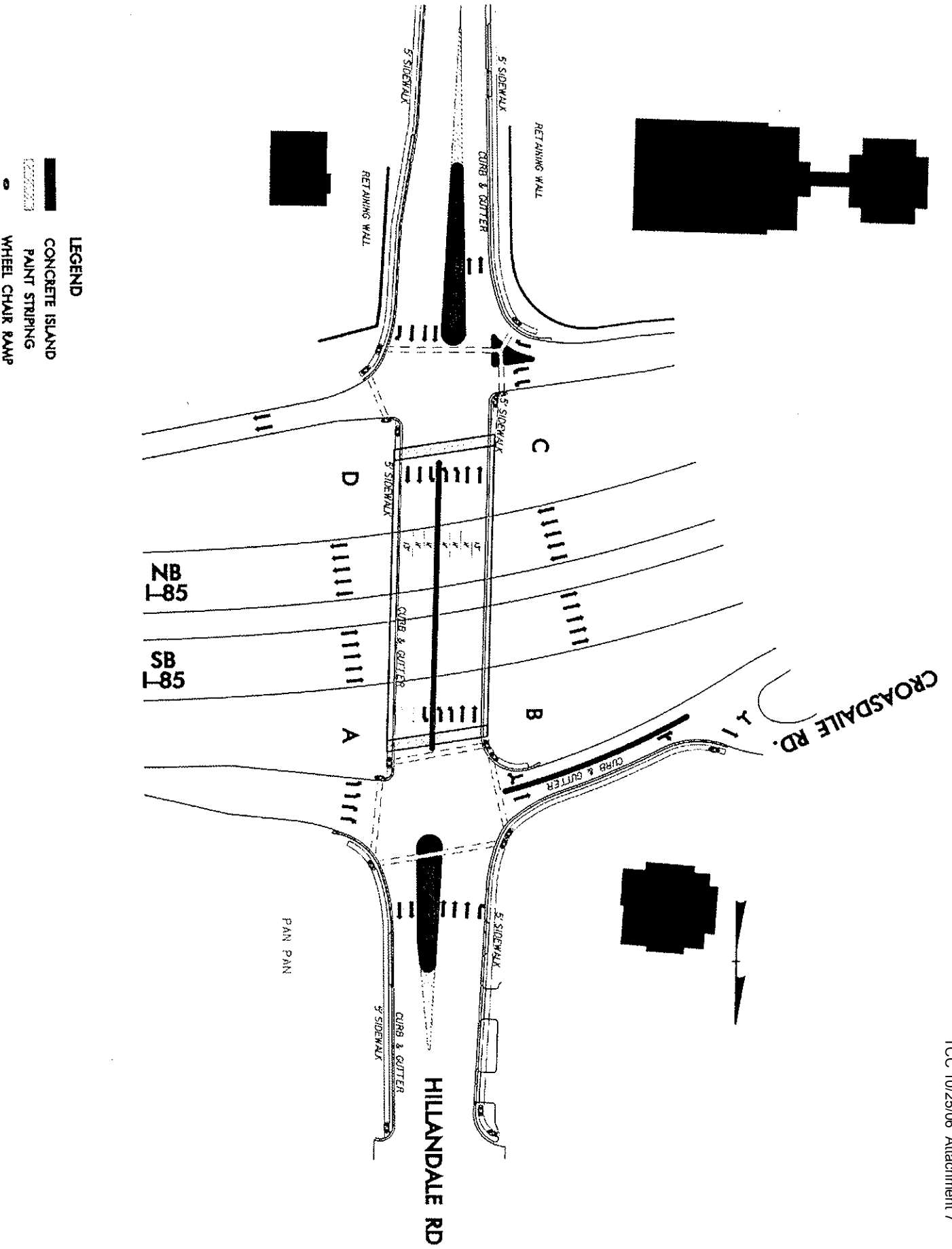
To: comments@dchcmptpo.org

Subject: MTIP

I have reviewed the MTIP and have these comments to make:

1. The first priority should be the rail system.
2. The rail system must include the airport in the initial phase or you are wasting tax payers dollars.
3. The initial phase should include one stop each for Raleigh, Durham, Chapel Hill, airport, Pittsboro, Oxford, Henderson and Efland





**DCHC MPO CTP 2035 LRTP
Summarized Development Schedule**

TCC 10/25/06 Attachment 8

Public Involvement Activities	
C = CTAB Meeting	W = Public Workshops/meetings
N = LRTP Newsletter	H = Public Hearings
M = Mailing List - mailing of flyers, information, material:	O = Other Public Involvement Activities

Bold/Blue Script = Description of TAC task/action
(bold/blue block) = Calendar Length of TAC task/action
(light/blue crosshatch) = First TAC review or action
Regular Script = Description of LPA or other agency's task/action
(light grey block) = Calendar Length of LPA or other agency task/action

Task ID#	Plan Tasks	Pub. Involve.	2006	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2007	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2008	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2009	Jan	Feb	Mar	Apr	May	Jun
1	2035 LRTP Work Plan and Schedule -- develop, review and endorse.																																												
2	Update and Approve Public Involvement Policy -- update, release for comment, conduct hearing and approve.	M, O, H																																											
3	Goals & Objectives and Targets -- conduct workshop, develop, release for comment, conduct hearing and adopt	N, M, W, H, O																																											
4	Socio-economic Data (SE Data) -- develop, release for comment, conduct hearing and approve	C, N, M,O, W, H																																											
5	Triangle Regional Model (TRM) -- Service Bureau model update and Base Year validation, and TAC approval																																												
6	Deficiency Analysis and Needs Assessment -- generate deficiency analysis, develop needs assessment, and TAC review and comment																																												
7	Land Use Analysis -- collect existing land use information, test scenarios, TAC provide feedback, use results with Preferred Option																																												
8	Alternatives Analysis -- establish evaluation criteria, generate and evaluate alternatives, TAC selects Preferred Alternative	C, M, W																																											
9	Development of Comprehensive Transportation (Vision) Plan -- develop plan, apply environmental, planning factors and purpose and needs, and TAC approval																																												
10	Financial Plan -- refine cost estimates and traditional revenue forecasts, and incorporate non-traditional revenue strategies into Plan																																												
11	Adoption of CTP and 2035 LRTP -- release fiscally-constrained 2035 LRTP for comment, conduct hearing and endorse Plans	C, N, W, H, O																																											
12	AQ Conformity Determination -- prepare networks, conduct emissions analysis and prepare draft report																																												
13	Final LRTP AQ Conformity Adoption -- release report for comment, conduct public hearing, TAC report approval and then federal approval	C, M, H																																											
►	Conformity Lapse Date -- June 15, 2009																																												
14	CTP Adoption process -- prepare CTP reports and maps, and NCDOT Bd. Of Transportation approval																																												

Project Overview

Regional Transit Infrastructure Blueprint

Analyzing land use, travel markets and costs

AUGUST 28, 2006

Purpose

Provide the technical basis for a Regional Transit Blueprint that describes future transit corridors and planned or potential transit infrastructure investments in the corridors.

Desired Result

Citizens and decision-makers understand the character of current and projected development and travel in potential transit corridors, how the corridors relate to one another, and important considerations for different types of transit investments in the corridors.

The focus of the project is to provide clear, consistent information for decision-makers to engage the public and set priorities through the established Metropolitan Planning Organizations.

Why this is Important

1. There has been no comprehensive, consistent regionwide blueprint for major transit investments since the development of TTA's 1995 Transit Plan. Major transit investment planning since then has focused on individual projects and grouping selected projects into a transit component when Long Range Transportation Plans (LRTPs) are updated.
2. This project-specific approach has resulted in cost and revenue assumptions for major transit investments in our long range plans that may no longer be realistic, since they rely on new federal funding to pay 50% and NCDOT to pay 25%, a new regional revenue source and out-dated costs for some projects.



Bus Rapid Transit is one example of potential regional transit infrastructure

3. To secure federal funds, state funds and new regional revenue sources to support major transit investments will require a high level of cooperation among MPOs, the NCDOT, the TTA and other partners. Absent such cooperation, individual MPOs and communities may need to fund major transit investments from their existing individual revenue streams.

Goals

The goals are designed to help decision-makers and the public understand transit corridors and investments and set realistic priorities:

1. show the location of transit corridors and type of potential transit investments, including assumed alignment, technology, stations and services;
2. clearly articulate the mobility and community purposes served by transit investments in each corridor (purpose and need of transit investments);
3. track the status of transit investments in the planning and funding process;



Regional Rail is one example of potential regional transit infrastructure

PROJECT SPONSORS

Triangle Transit Authority

Durham-Chapel Hill-Carrboro MPO

Capital Area MPO

North Carolina DOT
Public Transportation Division

Triangle J Council of
Governments

PROJECT PARTNERS

A partners team will be created of technical experts invited from:

The Regional Transportation Alliance and its partners

local governments

MPO and RPO staff

NCDOT

Institute for Transportation Research and Education

transit service providers

universities

AUGUST 28, 2006

Regional Transit Infrastructure Blueprint

- show how current and future land use relates to transit infrastructure investments;
- provide clear, consistent information related to the cost of investments, the components of these costs, and the assumptions used in developing the costs;
- analyze travel markets in the transit corridors (trip types, origins and destinations, characteristics, etc.);
- document how travel results and infrastructure costs relate to eligibility for specific funding sources, particularly federal funding, and what can be paid for with current revenue streams vs. what would require new or increased revenues.

Analyses & Investment Principles

The project is built on three technical analyses and the development of investment principles:

- A *land use analysis* that examines current and projected development in corridors.
- A *travel market analysis* that examines travel based on the land use and transportation infrastructure.
- A *cost analysis* that examines infrastructure costs and implications for funding sources based on the federal *New Starts* and *Small Starts* programs.

The project team will also engage the partners in developing principles for major transit investments based on land use, travel market and cost characteristics. The team will work with the partners on a cooperative decision making framework for transit investments.

The Blueprint project is *not* designed to have direct public engagement on investment priorities or to establish these priorities, but to be aligned with the public involvement efforts of the Long Range Transportation Plan (LRTP) updates and any other public involvement efforts of the leadership partners. These partners, especially the Joint MPO Committee, are crucial to building consensus.

Study Area & Corridors

The study area consists of the Triangle Transit Authority's defined service area: Durham, Orange and Wake Counties, plus a 10-mile distance beyond these counties — all or a portion of 14 counties are included.

The corridors are drawn from previous and ongoing plans, studies and reports and include the land use within each corridor; investments consist of specific alignments, technology, stations and service characteristics.

Important Transit Decision-Making Considerations

- Ultimately, it is the MPOs and their Long Range Transportation Plans that establish major transit investment priorities.
- Several transportation and land use leadership partners are crucial to building consensus on investment priorities, including the two MPOs, the NCDOT, the Triangle Transit Authority, the Regional Transportation Alliance and its partners and the Triangle J Council of Governments.

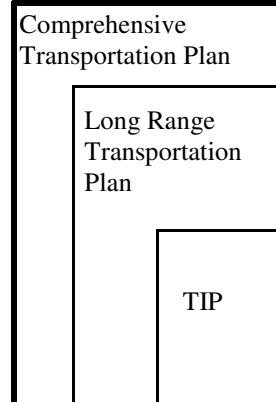
Where Do We Stand?

The sponsors have secured funding for the project and staff from the sponsors team have developed a detailed workplan and task list to guide the project and spell out responsibilities.

The next steps are to establish the broader Partners Team, begin identifying and mapping the corridors, and working with the leadership partners on transit investment principles.



Light Rail Transit is one example of potential regional transit infrastructure



How Transit Infrastructure Moves from Desire to Reality

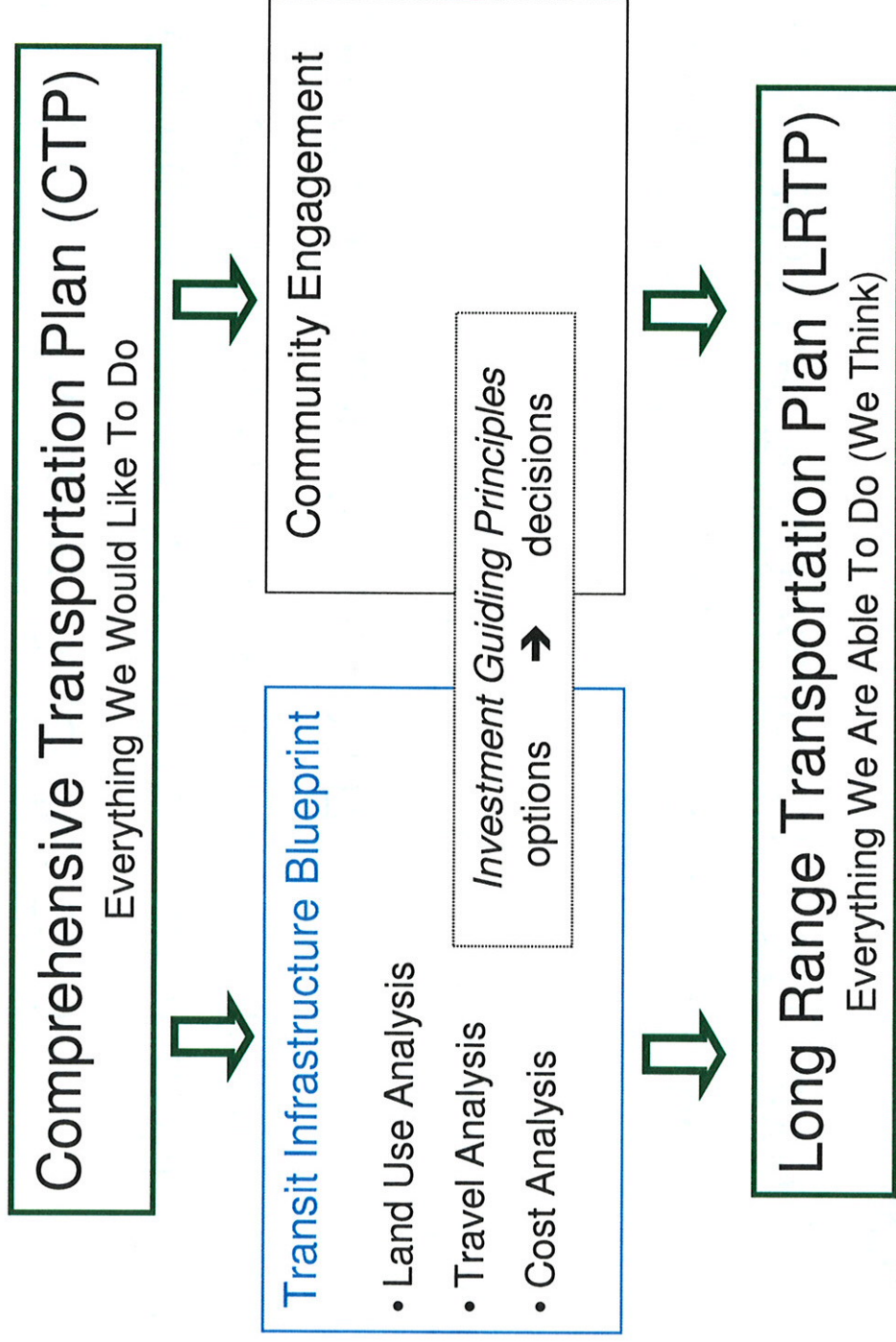
The Comprehensive Transportation Plan (CTP) shows every major transportation project — including transit — that is desired to serve eventual growth in an area.

The Long-Range Transportation Plan (LRTP) shows projects from the CTP that are expected to be built by a certain *horizon year* (currently 2030) and that can be built with anticipated revenues, called *fiscal constraint*.

The Transportation Improvement Program (TIP) shows projects that will be funded over a seven-year period, along with their funding sources.

The Capital Area MPO and Durham-Chapel Hill-Carrboro MPO prepare each of these documents for their respective metropolitan areas; federal approval is required for LRTPs and TIPs while state approval is required for CTPs and TIPs.

How the Blueprint Project Fits



Schedule Milestones

- ❖ New 2035 Growth Forecasts: December 2006
 - ❖ Transit Corridors from CAMPO CTP: draft available now;
final corridors after public review and TAC adoption.
 - ❖ New TransCAD Model: January 2007
 - ❖ Results of Land Use, Transport, Cost Analyses: June 2007
- 
- ❖ MPOs adopt 2035 LRTPs subject to AQ: June 2008
 - ❖ Deadline for 2035 LRTP AQ conformity: May 2009 (?)



Transit Infrastructure Blueprint

Durham-Chapel Hill-Carrboro MPO Capital Area MPO North Carolina DOT Triangle J Council of Governments	2030 Long Range Transportation Plan Amendment	
	Summary	October 9, 2006 <i>draft</i>

The Durham-Chapel Hill-Carrboro MPO and Capital Area MPO propose to *amend* their 2030 Long Range Transportation Plans (LRTPs) to account for:

1. updated information about when certain projects in the plan will be completed,
2. the effects of tolling on the Western Wake Expressway and Triangle Parkway, and
3. changed alignments for facilities in the plans.

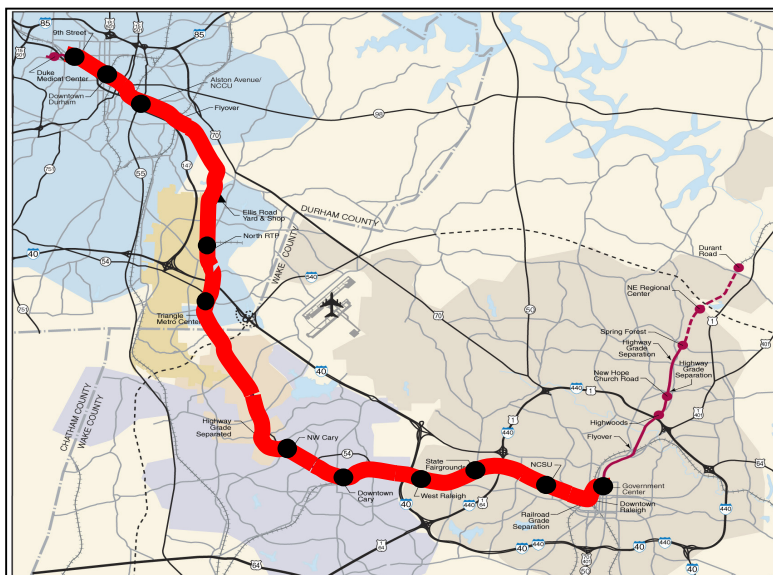
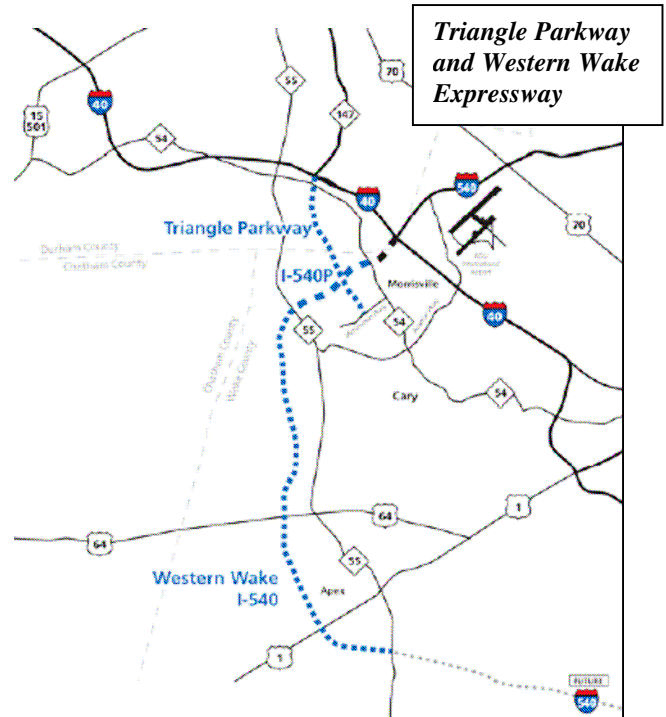
The projects affected are:

- ❑ Triangle Parkway (NC147 extension)
- ❑ Western Wake Expressway (I-540)
- ❑ TTA Phase I Regional Rail
- ❑ Wendell Falls Parkway
- ❑ Potential other projects from the 2007-13 TIP

This is an LRTP *amendment* (changes to the Plan) rather than an LRTP *update* (a wholesale re-examination of the Plan). As the amendment process proceeds, the MPOs are also beginning work on the 2035 LRTP update, which will be completed in 2009.

The characteristics of this LRTP *amendment* that distinguishes it from an LRTP *update* are:

1. The goals and objectives of the Plan do not change.
2. The base year (2002), interim years (2010 and 2020) and horizon year (2030) do not change.
3. The socioeconomic data (forecasts of households and jobs) in the Traffic Analysis Zones (TAZs) within the MPO boundaries do not change.
4. Changes are made only to the characteristics and timing of facilities already in the Plan; no new facilities are being added, nor are any alternatives being evaluated.
5. No change is made to overall fiscal constraint calculations, only to costs and revenues for the amended facilities.



TTA Phase I Regional Rail

The table below lists the project segments that will be amended and their status in the current 2030 LRTPs; all projects except the Wendell Falls Parkway are regionally significant; none are exempt from conformity:

Project Segment	From	To	MPO LRTP Project #	LRTP Facility Type	Length (mi.)	# of lanes prior-now	2030 LRTP Time Frame (AQ network)	TIP#	LRTP cost (\$ million)	LRTP funding source
Triangle Parkway	I-40	Wake/Durham Line	DCHC 66	Freeway	2.4	6-6	2011-2020		\$ 70.0	Tolls
Triangle Parkway	Wake/Durham Line	I-540	CAMPO F12	Freeway	1.1 ¹	6-6	2011-2020		\$ 97.7	Federal/state
Triangle Parkway	I-540	McCrimmon	CAMPO F13	Freeway	1.2 ²	4-4	2021-2030		\$ 13.8	Federal/state
Western Wake Expressway ³	NC 54	NC 55 (Cary)	CAMPO F4a	Freeway	2.7	6-6	2005-2010 (2008)	R-2000	4	Federal/state
Western Wake Expressway	NC 55 (Cary)	US 1 (Apex)	CAMPO F4b	Freeway	10.1	6-6	2011-2020	R-2635	\$221.7	Federal/state
Western Wake Expressway	US 1 (Apex)	NC 55 (Apex)	CAMPO F4c	Freeway	2.3	6-6	2011-2020	R-2635	\$ 40.5	Federal/state
<i>Total all toll road segments (prior)</i>					19.8		<i>2011-2020 except I-540P & 1.2 mile segment</i>		<i>\$443.7 \$ 70.0 \$373.7</i>	<i>Total Tolls federal/state</i>
<i>Total all toll road segments (now)</i>					20.0 ⁵		<i>2010 Triangle Pky 2011 West. Wake (except I-540P)</i>		<i>\$810.0 \$595.0 \$215.0</i>	<i>Total Tolls other state funds</i>
TTA Regional Rail	9 th Street – Durham	Government Center – Raleigh	DCHC CAMPO	Rail fixed guideway	28.1	N/A	2009	TE-4705B	\$692.0 (2006-12 TIP cost)	60% federal 20% state 20% local
Southern Wendell Bypass (Wendell Falls Parkway) ⁶	US64 Bypass	NC 231	CAMPO A169 (part)	2-lane arterial	7.1	2-4 (part)	2030		\$ 52.7	Federal/state

Note: Other projects may be added based on review of the draft 2007-13 Transportation Improvement Program (TIP); examples include the Alston Avenue project in Durham County.

¹ CAMPO LRTP lists the project as 3.5 miles in length, but that length includes the segment in Durham County; only the portion in Wake County is included here.

² The CAMPO LRTP lists this project as 1.6 miles long; the NCTA length is used since it is a more detailed study.

³ CAMPO LRTP labels this segment “Northern Wake Expressway” and includes from I-40 to NC 55; only the portion proposed for tolling is included in this table.

⁴ This segment does not include a cost in the LRTP since it was funded by 2005. For the same reason, the NCTA does not include this segment’s capital cost in its calculations, so the totals for both the LRTP and NCTA costs exclude the ROW and construction costs of this segment.

⁵ The NCTA calculates the length of I-540 from NC 55 in Cary to NC 55 in Apex as 12.6 miles; CAMPO LRTP lists it as 12.4 miles.

⁶ The amended segment is about 2.5 miles of this 7.1 mile project (5.6 miles listed in LRTP); the “Phase I” portion from US 64 bypass to 1000 feet east of Martin Pond Road along Richardson Road would be 4 lanes with a median; developer funded.

Summary and Discussion of Toll Road Segments

- ❑ The *facility descriptions* are consistent between the LRTPs and NCTA projects (with corrected Triangle Parkway segment lengths).
- ❑ The *timing* of the NCTA projects is consistent with the 10-year time periods in the LRTPs, with the exception of the 1.2-mile segment of the Triangle Parkway between I-540 and McCrimmon (LRTP has in the 2021-2030 period rather than now-planned 2011-2020 period).
- ❑ The transportation and air quality *modeling* did not account for the traffic impacts of tolls, and the modeled networks for some of the air quality budget years (2012, 2015) did not include toll road segments that are now expected to be open.
- ❑ The LRTPs assumed a mix of toll and federal/state funding; the total costs and funding mix have changed, but the non-toll funds now required (\$215 million) do not exceed the non-toll funds assumed in the LRTPs (\$373.7 million total; \$359.9 million in 2011-2020 period)

Both the DCHC MPO and CAMPO 2030 fiscally-constrained LRTPs show the Triangle Parkway and Western Wake Expressway projects as 6-lane freeways open to traffic after the 2010 analysis year but before the 2020 analysis year contained in the plans. This facility type/cross-section and time period would not change. The Turnpike Authority project would also include the 1.2 mile section of 4-lane freeway linking the Triangle Parkway at I-540 to Town Hall Drive at McCrimmon Parkway; the CAMPO LRTP includes this project, but indicates a completion date after 2020 and before 2030.

Although the projects are being planned as reflected in the LRTPs in terms of location, type and analysis year (with the exception of the acceleration of the 1.2 mile connecting section), the modeling done for the LRTPs did not accommodate the impacts of tolling versus un-tolled travel. Turnpike Authority estimates indicate significant diversion from the toll facilities to other roads. Revised transportation/air quality modeling would seem necessary both to reflect tolling impacts and to include these project segments in the networks for the 2012 and 2015 emission budget years.

The current cost estimates and funding sources do not require diversions from other LRTP projects, at least within the fiscal constraint framework of the LRTPs, since the fiscally-constrained LRTPs indicate the availability of \$359.9 million in non-toll revenue for these projects between 2010 and 2020, while the NCTA estimates a need for \$215 million in non-toll revenue for the project. (The total LRTP non-toll funding estimate is \$373.7 million, but \$13.8 million was assumed available in the 2020-2030 period for the Triangle Parkway segment south of I-540).

The MPOs have begun their next round of LRTP updates, which is anticipated to match the deadline for conformity associated with forthcoming new Motor Vehicle Emission Budgets in the Triangle Ozone State Implementation Plan (SIP), with an anticipated conformity due date around May or June 2009, depending on the date the new SIP budgets are established (the next LRTP conformity deadline is June 15, 2009). A new Triangle Regional travel demand Model is anticipated to be adopted in 2007 (along with new socioeconomic forecasts) which will be used for travel demand modeling and motor vehicle emission estimates for the next LRTP update.

Additional Information

For information and reports on the North Carolina Turnpike Authority projects: www.ncturnpike.org/project/

CAMPO 2030 Long Range Transportation Plan: www.campo-nc.us/LRTP/2030/LRTP_Table_of_Contents.htm

DCHC MPO 2030 Long Range Transportation Plan:

http://www.dchcmpo.org/index.php?option=com_content&task=view&id=37&Itemid=2

Triangle 2030 Long Range Transportation Plans Conformity Report: [ftp://ftp.tjcog.org/pub/triangleair/2005confrept.pdf](http://ftp.tjcog.org/pub/triangleair/2005confrept.pdf)



Institute for Transportation Research and Education
North Carolina State University

Memorandum

To: TRM Executive Committee Members

From: Leta F Huntsinger, PE
Program Manager, TRM Service Bureau

Cc: TRM Model Team
Bob Foyle, PE, ITRE

Date: 10/19/2006

Re: October 2006 Executive Committee Meeting Notes

Attendees:

- | | |
|--------------------------|-------------------------|
| ▪ Ed Johnson, CAMPO | ▪ Chao Wang, DCHC |
| ▪ John Burris, CAMPO | ▪ Paul Vespermann, TTA |
| ▪ Mike Bruff, NCDOT | ▪ Greg Northcutt, TTA |
| ▪ Travis Marshall, NCDOT | ▪ Joe Huegy, TTA |
| ▪ Sarah Smith, NCDOT | ▪ Leta Huntsinger, ITRE |
| ▪ Tae-Gyu Kim, NCDOT | ▪ Bing Mei, ITRE |
| ▪ Mark Ahrendsen, DCHC | ▪ Nita Bhawe, ITRE |

TRMTCv1-2006 applications

The Division of Air Quality (DAQ) is in the process of setting new emissions budgets for the Triangle Region. DAQ has expressed a preference in using the TransCAD TRMTCv1-2006 model for this purpose. From a technical standpoint, this approach is preferred over the use of the Tranplan model because the TransCAD model is technically superior and because this will be the model used for the next LRTP update. DAQ believes that there is less risk with using the same model to set the budgets and perform plan analysis. There is also a need to implement toll capability into TRMTCv1-2006. Since this model reflects the incorporation of the TTA New Starts model enhancements only, it does not include toll capability as this was not a part of the model specifications for that effort. Toll capability is however critical for LRTP development as well as other applications. The Toll Authority has agreed to pay the cost to have MAB add this functionality to the TransCAD model.

Nagui M. Roupail,
Ph.D, Director

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campuses.

The Executive Committee agreed to provide TRMTCv1-2006 to MAB on October 31, 2006 for this purpose. The TRM-SB will continue to work on calibration refinements until this date and will provide the executive committee with a snap shot of model status at this time.

TRMTCv2-2006 (Base Year 2002 Calibration Refinements)

Since base year calibration targets are not within the acceptable performance range the TRM-SB will continue improve model results with the goal of delivering version 2 of the model no later than December 31, 2006. The model team highlighted for the committee some outstanding issues and concerns related to model calibration and identified the course of action that the team will pursue to improve results. One area that was not fully resolved was the identification of errors in the 2002 land use data that was used for model estimation and calibration. The executive committee believes that there is not adequate time to address these errors and directed the model team to focus on 2005 model results. Leta indicated that they would do so, but that without correcting the errors in the 2002 calibration data set acceptable model performance at a sub-area level may not be achievable.

TRMTCv2-2006 Validation against 2005 Data

The model team performed a 2005 application of TRMTCv1-2006 and checked model results against 2005 traffic counts and transit ridership. These results were shared with the committee. The team assessment of this effort is that the model is performing as expected given the 2005 input data and is providing a reasonable match with the 2005 count data.

TRMTCv2-2006 Reasonableness Checking for Horizon Year 2030

The model team performed a 2030 application of TRMTCv1-2006 and reviewed the model results for reasonableness. The team assessment of this effort is that the model is performing as expected and is responsive to the 2030 input data.

Staff Reports

Leta will leave ITRE on November 10, 2006. ITRE will hire a consultant to provide technical oversight until such time that a new program manager for the TRM-SB can be hired. The goal is to have a consultant on board by November 1 so that there will be a two week overlap allowing Leta to bring the consultant up to speed on where things currently stand with the TRM.

The next meeting is scheduled for **January 18, 2007** from **1:30 – 3:30**, at ITRE.

TRIANGLE REGIONAL MODEL SERVICE BUREAU AT ITRE

QUARTERLY PROGRESS REPORT: JUL– SEP 2006

Prepared Oct 4, 2006

UNIVERSITY DEPARTMENT AND CONTACT:

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TRM EXECUTIVE COMMITTEE:

Mark Ahrendsen (DCHC MPO)
 Paul Vespermann (TTA)
 Ed Johnson (CAMPO)
 Mike Bruff (NCDOT)

Personnel – This past quarter stakeholders reported a contribution of 82% of the committed staff hours. The breakdown per agency is as follows:

- NCDOT – 116%
- TTA – no hours reported
- CAMPO - 98%
- DCHC - 114%

Work Activities – Work activities this quarter have focused on working with the PB team to complete the calibration of the TRMTCv1-2006. This is the 2002 base year TransCAD model with model enhancements from the TTA New Starts model. A great deal of time has also been spent on script modifications to improve the network management tool and on the coding of the future year highway and transit networks. With the delivery of the regionally calibrated TRMTCv1-2006 from PB on September 15, 2006 work was initiated on the testing of the base model and on the initiation of validation and sensitivity testing. Application of the model for future year scenarios uncovered the need for additional script modifications to facilitate the application of the model for end users. This work was unanticipated and falls under the category of model research and repair.

A major setback in the implementation of the work plan has been the amount of time required to code future year networks and the delay in obtaining the converted model, anticipated the end of June, but received in mid-September.

A summary of tasks and status is provided below:

Task 1.1

Provide oversight, management, and coordination on the Triangle on-board survey

Activities and Status

Task	% Complete
Weekly communication with contractor	60%
Information sharing between stakeholders and contractor	60%
Review and comment on material submitted	80%
Coordination of tasks needed from stakeholders	95%
Oversight and administration of sampling plan	60%
General management responsibilities	60%

Unexpected Conditions:

None to report.

Task 1.2

Provide oversight, management, and coordination on the Triangle roadside interview survey

Activities and Status

Task	% Complete
Work with stakeholders and contractor to develop clear scope of work	100%
Weekly communication with contractor	50%
Information sharing between stakeholders and contractor	50%
Review and comment on material submitted	80%
Coordination of tasks needed from stakeholders	95%
Oversight and administration of sampling plan	50%
General management responsibilities	50%

Unexpected Conditions:

None to report.

Task 2.1

Validation of the 2002 base year New Starts model (TRMTCv1-2006) against available 2005 traffic count and ridership data

Activities and Status

Task	% Complete
Finalize 2005 zonal data input files	100%
Evaluation of skims	100%
Update external station data for 2005	100%
Trip generation and household submodels Apply models and investigate output Document findings	50%
Destination choice model Apply models and investigate output Document findings	40%
Mode choice model Apply models and investigate output Document findings	30%
External station model Apply model and investigate output Document findings	40%
Commercial vehicle model	10%

Apply model and investigate output Document findings	
Model validation Verify 2005 base year highway and transit assignments Revisit various submodels and adjust parameters as needed Perform multiple iterations until 2002 calibration statistics and 2005 validation statistics are within acceptable ranges as documented in the TRM performance measure output	10%
Document procedures and methodology	0%

Unexpected Conditions:

TRMTCv1-2006 model delivery was anticipated end of June 2006; final delivery was September 15, 2006. Issues have also been identified with the 2005 socio-economic data.

Task 2.2

Reasonableness checking and sensitivity testing of TRMTCv1-2006

Activities and Status

Task	% Complete
Trip generation and household submodels Apply models and investigate output Document findings	75%
Destination choice model Apply models and investigate output Document findings	30%
Mode choice model Apply models and investigate output Document findings	0%
External station model Apply model and investigate output Document findings	20%
Commercial vehicle model Apply model and investigate output Document findings	20%
Document procedures and methodology.	0%

Unexpected Conditions:

TRMTCv1-2006 model delivery was anticipated end of June 2006; final delivery was September 15, 2006. 2030 network coding was not completed when anticipated.

Task 3.1

Recalibrate TRMTCv1-2006 within existing model boundary and existing model structure to a 2005 base year.

Activities and Status

No activity to date on this task.

Unexpected Conditions:

Delays in fine level calibration of TRMTCv1-2006 leading to TRMTCv2-2006 will delay the implementation and completion of this task.

Task 4

Ongoing tasks as needed to research and repair outstanding issues with data files or model components.

Activities

- Modifications to script:
 - Removal of all hard coded variables
 - Modification of commercial vehicle sub-model to require that future year commercial vehicles be managed as a zonal data input value
 - Streamlining of model user interface to facilitate end user application of model scenarios
- Network coding revisions resulting from assignment review

Unexpected Conditions:

Script modifications needed to facilitate model application for future year scenarios have been much more comprehensive than anticipated.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: October 11, 2006

Subject: **Lead Planning Agency (LPA) Staff Report**

This memorandum provides a summary status of tasks for projects in the FY 2006-2007 Unified Planning Work Program.

- ✓ Indicates that task is complete.
- Indicates that task is ongoing or not complete.

2006-07 Unified Planning Work Program (UPWP) Emphasis Projects

Transit On-Board Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- ✓ Kick-off meeting August 8, 2006
- ✓ Survey - in progress.

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- ✓ Field reconnaissance and data collection – in progress.
- Survey to be completed in spring of 2006.

GIS/Data Integration and Automation

- ✓ Issue RFQ – September 11, 2006
- ✓ Non-mandatory pre-proposal conference – September 25, 2006
- Receive written proposals – October 15, 2006
- Consultant short list by October 23-27, 2006
- Consultant short list interviews/references check and city issues Notice of Intent to Award a Contract by October 30-November 3, 2006
- Council approves contract – December 18, 2006
- City issues contract – December 29, 2006
- Notice to proceed – December 29, 2006

Land-use Model development

- ✓ Issue RFQ – August 7, 2006
- ✓ Pre-proposal conference – August 29, 2006
- ✓ Receive written proposals – September 8, 2006
- ✓ Consultant short list – September 13-22, 2006
- Consultant short list interviews/references check and City issues notice of intent to award a contract – September 25-29, 2006
- Council approves contract – October 16, 2006
- City issues contract – October 30, 2006
- Notice to proceed – November 6, 2006
- Consultant submits phase 1 of model including files, model products, and documentation and deliverables – September 2, 2007
- Consultant submits phase 2 of model including files, model products, and documentation and final deliverables – December 15, 2008

Non-Motorized Model development

- ✓ Issue RFQ – August 21, 2006
- ✓ Non-mandatory pre-proposal conference – September 6, 2006
- ✓ Receive written proposals – September 21, 2006
- ✓ Consultant short list – September 25-29, 2006
- Consultant short list interviews/references check and City issues notice of intent to award a contract – October 2-6, 2006
- Council approves contract – November 20, 2006
- City issues contract – November 30, 2006
- Notice to proceed – November 30, 2006

ITS Deployment Plan

- Two Triangle regional stakeholder coordination meetings held.
- ✓ Update of ITS short range strategies for the 2007-2013 TIP.
- Update of 2007-2010 ITS project – December 2006

Farrington Road/Stagecoach Road Corridor Study

- This study would involve the following tasks:
 1. Data collection and analysis
 2. Traffic circulation plan (including a collector street system plan)
 3. Sub-area modeling analysis and forecast of future demand
 4. Alternative evaluation
 5. Recommendation

MPO Collector Street Plan

Long Range Transportation Plan (LRTP) / Comprehensive Transportation Plan (CTP) Update

- ✓ Draft schedule – August 2006

7-Year Transportation Demand Management Program

- ✓ Contract awarded to UrbanTrans Consultants – September 2006
- Kick-off meeting – October 23, 2006

Regional Transit Infrastructure Blueprint

- ✓ Establish and convene sponsors and partners teams, agree on detailed task list, responsibilities, products, begin infrastructure and corridor descriptions; begin investment principles - summer 2006
- Finish corridor and infrastructure descriptions; finalize principles fall 2006
- Begin land use, travel and cost analysis - winter 2006
- Finish land use, travel, cost analysis - spring 2007
- Conclude work, issue Blueprint, implement tracking mechanism - summer 2007

Chapel Hill/Carrboro/UNC Long Range Transit Plan

Coordinated Human Services Transportation Plan (JARC/New Freedom)

- ✓ Convene Project Planning Team – Completed by September 15
- Inventory of available human services transportation and public transportation - Completed by October 15
- Assess the transportation needs for individuals with disabilities, older adults, persons with limited incomes, and “reverse-commuters.” Identify what the current systems do well and what we need to do better. - Stakeholder meeting to be held by November 10, Draft assessment to be completed by December 1
- Prioritize the gaps in service and the areas of redundant services. Identify key performance criteria for evaluating actions/strategies to address the priorities. - Stakeholder meeting to be held by December 15
- Prepare a draft plan document. - Draft plan to be presented to TCC Transit/TDM Subcommittee and the TCC meetings in January
- Final document. - Final plan to be presented at February TAC meeting

2005-06 Unified Planning Work Program (UPWP) Emphasis Projects – In Progress

Greenhouse Gas (GHG) Emission Inventory and Action Plan

- ✓ Execute contract and give consultant Notice-to-Proceed – March 2006 (delayed due to contract issues)
- ✓ Formation of Technical Committee finalized in February 2006.
- ✓ Formation of stakeholder committee (Advisory Committee) finalized in February 2006.
- ✓ Kick off meeting for the study held March 23, 2006
- ✓ Establish Project Team List serve in February 2006

- ✓ Base Year data Collection and Information Gathering to be completed in March-August 2006 (Durham – complete; Orange – in progress).
- ✓ Data Analysis and Projection likely to be completed in (Durham - August 2006; Orange - ?).
- ✓ Determine and quantify historic and existing measures likely to be completed in July-August 2006.
- ✓ Identify new measures to be completed in August 2006.
- ✓ Criteria Air Pollutant (CAP) Analysis anticipated to be completed in September 2006.
- Identify GHG target and model reduction targets anticipated to be completed in October 2006.
- Formulate Action Plan anticipated to be completed in November 2006.
- Recommend reduction targets, strategies and action plan anticipated to be done by November 2006.
- Draft Report likely to be done in December 2006.
- Final Plan anticipated to be finalized in December 2006.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of December 2006 and January 2007.

Congestion Management System (CMS)/Mobility Report Card

- ✓ Consultants selected for the study.
- ✓ Data collection for the Mobility Report Card underway
- ✓ Data Collection for the Durham study about 60% complete.
- Data Collection and field inventory to be completed by fall 2006.
- Level of Service analysis anticipated to be completed by fall 2006.
- Development of CMS performance measures and guidelines likely to be completed in June 2006.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by fall 2006.
- Draft CMS State of System Report likely to be done in spring 2007.
- Public Comment and local review in summer 2007.
- Adoption anticipated in summer/fall 2007.

Travel Demand Model Update – Model Revision to Incorporate FTA New Start enhancement

- ✓ Consultant has been selected to assist the Triangle Regional Model (TRM) Service Bureau at ITRE in the model update.
- ✓ Data collection is complete.
- ✓ Migration of model from Tranplan to TransCad has been completed.
- ✓ Phase 1 (TTA new start model revision) completed in October 2005.
- ✓ Phase II TTA New Start model conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in September 2006.

- Validation of 2002 model against 2005 count data anticipated to be completed in November/December 2006

Unified Planning Work Program (UPWP) – Routine and Other Special Projects

MPO Environmental Justice (EJ) and Limited English Proficiency (LEP) Plan Integration

- Mandated by federal regulations
- Draft plan to be prepared in the fall 2006.

Update of the MPO Public Involvement Policy

- ✓ Draft to be ready for August 2006 TAC meeting.
- ✓ Presented at October 2006 TAC meeting for adoption.

MPO Expansion for the next LRTP Update

- ✓ Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro – July 2006
- ✓ Met with governing bodies of these jurisdictions – September 2006
- MPO expansion and revision of MOU expected to be completed as part of the 2035 LRTP update.

Public Outreach for the East End Connector Planning and Environmental Study

- ✓ LPA working on the Public Involvement and Outreach Program for the East End Connector Planning and Environmental Study (NEPA).
- ✓ Development of mailing list database complete.
- ✓ Received project schedule and time line from NCDOT.
- ✓ Newsletter distributed May 2006
- ✓ Speakers Bureau presentations June 2006 – ongoing
- ✓ First public meeting September 26, 2006
- Second public meeting – January 2007

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: October 11, 2006

Subject: **Lead Planning Agency (LPA) Staff Report – Long Range
Transportation Plan**

Update on the progress of the Long Range Transportation Plan (LRTP)

There are two principal elements of the socio-economic data (SE Data) that is input into the Triangle Regional Model (TRM). The 2005 Base Year data collection of population and employment data has largely been completed except for some final checks. The 2035 Forecast for population and employment data has begun and continues with good progress. Based on the current schedule, the TAC will review preliminary data in November, and will be requested to release draft SE Data in December for a 42-day public comment period.

In the next few months, the TAC will adopt a modified Public Involvement Plan that incorporates several new requirements arising from the most recent federal transportation legislation (i.e., SAFETEA-LU). These new requirements are already assumed in the LRTP schedule and work plan. However, the recent decision by the Triangle Transit Authority to discontinue the pursuit of federal New Start funding for the TTA Phase I Rail System might have a significant impact on the LRTP public involvement process. A new blueprint for transit services in the Triangle Region will require extensive public input and education, and this major project will need to be coordinated with the LRTP public involvement process.

Update on the progress of Triangle Regional Model (TRM)

The PB consultant team completed the model enhancement work and the final product was delivered on August 31, 2006. This 2002 base year model is now being tested by the TRM Service Bureau, including validation against 2005 data sets and a sensitivity check against 2030 data sets. It is expected that this TRM model will be ready for TAC review in December 2006.

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 10/2/2006												
County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
Durham	I-3306B	I-40	WIDENING OF I-40 FROM ORANGE CO LINE TO DURHAM FREEWAY.	\$ 44,790,284.74	10.837 miles	Granite Construction Company	Phillip R. Johnson, PE, PLS	(919) 678-0444	12/14/2003	100%	99.9%	-----
Durham, Chatham	B-2963	STAGECOACH RD	BRIDGE ON STAGECOACH RD OVER NEW HOPE CREEK	\$ 2,012,486.60	0.528 miles	C C Mangum Company LLC	Phillip R. Johnson, PE, PLS	(919) 678-0444	9/27/2005	100%	99.1%	11/1/2006
Durham, Wake	R-2906A/C	NC-55	WIDENING OF NC-55 FROM NORTH OF US-64 IN WAKE COUNTY TO CORNWALLIS RD.	\$ 34,668,947.33	11.634 miles	Blythe Development Co	Phillip R. Johnson, PE, PLS	(919) 678-0444	06/01/2006	100%	83.9%	12/31/2006
Durham	I-306DB	I-85	WIDENING OF I-85 FROM WEST OF BROAD STREET TO WEST OF CAMDEN AVE.	\$ 73,297,064.77	4.093 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2004	98%	98.0%	12/31/2006
Durham	I-306C	I-85	WIDENING OF I-85 FROM EAST OF COLE MILL RD TO WEST OF BROAD STREET.	\$ 66,628,382.65	3.416 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2006	98%	90.0%	12/31/2006
Durham, Wake	R-2000AB/AC	I-540	CONSTRUCTION OF I-540 FROM RESEARCH TRIANGLE PARK EAST LIMITS TO I-40.	\$ 68,368,301.43	5.346 km	The Lane Construction Corp.	Phillip R. Johnson, PE, PLS	(919) 733-9499	08/01/2007	84.5%	85.5%	08/01/2007
Durham	B-4110	BAHAMA ROAD	BRIDGE NO. 5 OVER MOUNTAIN CREEK ON BAHAMA ROAD	\$ 1,274,113.68	0.152 miles	Dellinger, Inc.	Aaron V. Earwood, PE	(919) 560-6857	12/1/2006	38.0%	14.0%	12/1/2006
Durham	2006-RESURF	US-70	1 SECTION OF US-70, AND 27 SECTIONS OF SECONDARY ROADS (2006-DURHAM)	\$ 2,812,923.19	23.42 miles	C C Mangum Company LLC	Bob Shultes	(919) 840-0914	10/28/2006	29.1%	30.2%	10/28/2006

County	WBS #	Route	Location Description	Amount	Status
Orange	31393	NC 86 @ Cameron St.	Upgrade signal heads, replace existing pedestrian signal heads with countdown heads and install mast arms	100,000.00	Revised contract advertisement TBD
Orange	31914	NC 86 @ Rosemary St.	Upgrade signal heads, install a protected/permitted left turn phase for NC 86 and install 2 metal strain poles	35,000.00	Compl. scheduled 12/31/06
Orange	35009.3.2 4008	US 15-501 & SR1734 (Erwin Rd.)	Grading, drainage, paving and intersection improvements (Super Street)	4,989,838.30	Const. underway for completion 10/31/07
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads	110,000.00	Plan revisions for by TEB
Orange	37708	SR 1733 (Weaver Dairy Rd.) @ Sedgfield Dr.	Construct left turn lane	150,000.00	Town acquiring R/W and adjusting utilities
Orange	40531	SR 1009 (Old NC 86) @ SR 1113 (Arthur Minnis Rd.) / SR 1723 (New Hope Church Rd.)	Install 4-way stop	49,500.00	Completed 9/11/06
Orange	40553	SR 1777 (Homestead Rd.)	Widening for sidewalks and bikeways from SR 1834 (High School Road) to SR 1729 (Rogers Road) and a turn lane at SR 1834	650,000.00	FA const. underway for turn lane w/ signal @ SR 1834 by 11/1/06; POC in 2007
Orange	40683	US 70 @ US 70 Business / SR 1562 (Palmer's Grove Church Rd.)	Install a flasher	20,000.00	Flasher installed; waiting for power
Orange	40955	SR 1734 (Erwin Rd.) @ Sage Rd.	Install a traffic signal with pedestrian signals	65,000.00	Plans received; materials ordered
Orange	41095	SR 1727 (Eubanks Rd.) @ SR 1725 (Millhouse Rd.)	Install a traffic signal	30,000.00	Municipal Agreement with Town of Chapel Hill
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	140,000.00	To Board for approval
Orange	7CR.10681.4, etc.	NC 86	2 SECTIONS OF NC-86 AND 9 SECTIONS OF SECONDARY ROADS.	1,321,891.11	95% compl; markings underway
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	SI-4807	SR 1548 (Schley Rd.) @ SR 1538 (New Sharon Church Rd.)	Install center islands with stop signs on SR 1538	60,000.00	FA const. compl. by 11/21/06
Orange	SF-4907A	SR 1567 (Pleasant Green Rd.) @ SR 1569 (Cole Mill Rd.)	Improve sight distance	25,000.00	FA const. pending approval of Draft TIP
Orange	SS-4907A	NC 86 @ Cameron St.	Install pedestrian signal heads across the east side of Cameron St.; upgrade vehicular signal heads to 12"	24,000.00	UNC-CH has upgraded vehicular signal heads; funding approval needed for pedestrian signal heads
Orange/Chatham	R-0942CA	US 15-501	Widen to multi-lane roadway from North of Co. line to South of SR 1994 (Culbreth Rd.)	95,000.00	Contract Complete; signal installation @ Dogwood Acres Dr. by DOT

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State \$65 billion short on road needs

BRUCE SICELOFF, Staff Writer

Just two years ago, the gap between North Carolina's long-range transportation needs and the money to pay for them was pegged at \$29 billion. The new estimate, delivered Wednesday, is \$65 billion.

North Carolina is expected to swell from 8.7 million residents to 12 million by 2030, with traffic flows growing two or three times as fast. That could mean more rush-hour jams for commuters and more demand for bus service among the poor and elderly.

"We need to review options for how we are going to address this \$65 billion gap," Susan Coward, a deputy transportation secretary, told the state Board of Transportation. "We all know it affects our mobility, economic development and the quality of life."

North Carolina can count on \$57 billion in gas taxes and other state and federal transportation revenues over the next 25 years -- but it will take more than twice that to pay for transportation needs now pegged at \$122 billion, she said.

As the state tries to build roads and keep old ones in shape, the cost of each mile is rising faster than inflation. The price of a new bridge has risen 44 percent in five years.

Taxes on car sales are increasing only slightly. As cars go farther on each gallon, gas-tax collections rise more slowly than traffic.

Lanny Wilson of Wilmington, a board member, said local governments must take a bigger role for the state to work its way out of congestion.

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Smith Level Road study plan adopted

By Cara McDonough, The Herald-Sun

October 10, 2006 9:39 pm

CARRBORO -- A plan to study future growth and its related traffic impact on Smith Level Road moved forward Tuesday night at a Carrboro Board of Aldermen work session.

The board voted to adopt a staff-recommended resolution approving the membership of a Smith Level Road Task Force and outlining the group's mission and timetable.

The Smith Level Road discussion began this summer when Heritage Hills resident Terri Buckner presented a petition, signed by 100 residents, to the board at its June 20 meeting.

The petitioners asked for a task force to study pedestrian and vehicular safety issues on Smith Level Road, given growth along the route.

Buckner and other residents cited several growth-related issues, including the opening of Carrboro High School scheduled for next August, the recent widening of U.S. 15-501, and talk of a large retail center on land owned by the Lee-Moore Oil Co. near the Orange/Chatham line.

Specifically, residents asked that a task force be formed in order to:

-- Protect fragile resources within the University Lake watershed.

-- Provide a safe, nonvehicular trail or sidewalks to Carrboro High School for children living along Smith Level Road between the Carrboro town limit and U.S. 15-501.

-- Provide safe access for residents whose driveways or subdivisions are located on or along Smith Level Road.

On Sept. 5, the board voted to have staff work with the petitioners to develop a task force. Members got an update Tuesday night.

Carrboro Planner Kendall Brown presented staff recommendations, as well as some new information, including two new petitions submitted by residents.

One requested bicycle lanes along portions of Smith Level Road. The other was from residents against the possibility that Smith Level Road could be widened from two lanes to four.

Brown said the staff recommended that board members adopt the proposal, accept the two new petitions and approve letters inviting participation from other agencies.

Among them are Orange County, Chatham County, OWASA, the state Department of Transportation, the town of Chapel Hill and the Orange County Sheriff's Office. Each was invited to appoint representatives to the task force.

The resolution states that a final report on the matter would be due June 30.

The board discussed the proposal briefly before voting. Board member Jacquelyn Gist requested that the task force include a resident from Pittsboro, because Chatham County also will be affected by changes along the roadway, she said.

Gist also requested that the board strike one line from the resolution stipulating that the task force would meet during "normal business hours."

"That immediately limits citizen participation," Gist said.

The board approved the amended resolution, including her recommendations.

URL for this article: <http://www.heraldsun.com/orange/10-777455.html>

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RDU chief asks TTA to include airport in plans

BRUCE SICELOFF, Staff Writer

Don't skip the airport this time.

That's John C. Brantley's message to the mayors, moguls and mobility wonks who are cranking up a big Triangle transit rethink.

Raleigh-Durham International Airport was not among the 12 train stops proposed in the Triangle Transit Authority's plan for a 28-mile commuter rail line through Durham, Research Triangle Park, Cary and Raleigh. Brantley is the airport director.

Now that TTA has shelved its hopes for federal funds to finance 60 percent of the \$810 million project, local folks are chewing on a number of questions that boil down to two words:

What next?

Civic groups and planning boards are talking about which busy corridors would make the best use of rail or other transit investment in the next 25 years. And about how to come up with the necessary millions of dollars.

At a forum last week organized by the Urban Land Institute, a real estate industry and planning group, Brantley made a pitch for making sure any new transit system serves the airport at the region's center.

But don't stick RDU at the end of a rail cul-de-sac, he said, with trains running out to the airport and doubling back into town on the same tracks. Instead, he said, the Triangle should emulate Washington's Metrorail trains that go in one side of Reagan National Airport and out the other.

"That way, you connect it to the entire region," Brantley said. "And you'll be more successful in doing so."

Brantley's endorsement may disappoint conspiracy buffs who say RDU secretly fears public transit as a threat to its lucrative parking garages. But it will cheer critics who fault TTA for not finding a way to send trains to the airport.

TTA went about it all wrong, Brantley said -- settling first on trains in the N.C. Railroad corridor, and then trying to make that idea work.

"I think that needs to be turned around, and we need to ask two questions," Brantley said. "What do we need, and where do we need to have it? If you ask it in that fashion, much as the Metro did in Washington, you come up with a different answer."

There's no short list of likely routes yet. But the Road Worrier list of unofficial candidates includes U.S. 1 north from Raleigh, which already is being studied, and the Glenwood Avenue-Brier Creek-RDU corridor -- briefly considered in the 1980s, when it wasn't half the hot spot it is now.

Add various Outer Loop arcs and interstate segments, including I-40 into Johnston County. And don't dismiss the original TTA plan to serve Duke and N.C. State universities and RTP.

Perhaps the harder questions are the ones about money. Developer impact fees and local sales taxes have helped pay transit bills in other cities. Other options include tax-increment finance districts, which tax businesses and others who stand to profit from nearby transit improvements.

Charles A. Hayes, president of the Research Triangle Regional Partnership, is one of the Triangle's chief industrial recruiters. He hopes we won't wait too long to figure out our next moves.

"Most all of the places we're competing with have worse local traffic than we do," Hayes told the ULI group. "But we're catching up, which is not good."

Transit talk Thursday

A free public discussion about growth and transit is scheduled Thursday from 3:30 to 7 p.m. at the N.C. Museum of History in downtown Raleigh, organized by the Women's Transportation Seminar.

Speakers include local developers; transit officials from Charlotte, Denver, Dallas and Salt Lake City; U.S. Rep. David Price, and David D. King, TTA's new manager. Details are online at www.wtsnsevents.org.

Enlighten the Road Worrier with comments, questions or tips: bruce.siceloff@newsobserver.com or 829-4527. Please include name, address and daytime phone num

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Streets planned to ease congestion, but they worry neighbors Town looking into future 20 years

JESSE JAMES DECONTO, Staff Writer

CHAPEL HILL - Residents of The Oaks and Meadowmont do not want traffic barreling through their neighborhoods.

Residents' groups from those neighborhoods have contacted Town Hall to protest parts of a plan that would extend Lancaster Drive and Meadowmont Lane eastward to Farrington Road and southwest Durham.

The Chapel Hill Town Council will hold a public forum on the Southwest Durham-Southeast Chapel Hill Collector Streets Plan at 7 p.m. Wednesday at Town Hall.

The draft plan calls for a web of new streets northwest of the intersection of N.C. 54 and Interstate 40. The plan, proposed for implementation over the next 20 years, is aimed at relieving traffic congestion on major roads such as N.C. 54 by diverting local traffic onto four "collector" streets that would cross or T with George King Road.

The centerpiece of the plan is called Southwest Durham Drive. The divided highway would continue northeast from the end of Meadowmont Lane near Rashkis Elementary School and feed into Farrington Road near I-40.

That's the part of the plan that most worries some Meadowmont residents. In a position paper sent to Town Hall, the Meadowmont Community Association projects the daily traffic count at more than 12,000 vehicles.

"The prospects for a traffic nightmare are significant," the association's board of directors wrote.

Though they don't oppose an extension of Meadowmont Lane, the neighborhood group is calling for a narrower street and for the major artery to be built in a less-developed location.

At the same time, residents in The Oaks neighborhood nearby are concerned that a wider Lancaster Drive reaching westward from Farrington Road would carry too much traffic through their neighborhood, adjacent to the Chapel Hill Country Club.

Some Oaks neighbors fear the collector streets would funnel more traffic onto Pinehurst Drive, which connects to Ephesus Church Road and N.C. 54 via Burning Tree Drive.

Lancaster Drive resident Claudia Crassweller said she feared her road and Pinehurst could become a shortcut from I-40 to Eastgate shopping center and University Mall.

"I'm sure people will take the easiest way from point A to point B," she said.

Staff writer Jesse James DeConto can be reached at 932-8760 or jdeconto@newsobserver.com.

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Neighbors voice fears about collector streets

JESSE JAMES DECONTO, Staff Writer

CHAPEL HILL - Town planners had estimated the public forum would take 30 minutes. Mayor Pro Tem Bill Strom knew better.

Strom was filling in for Mayor Kevin Foy, who arrived late from a business meeting. They'd both been receiving letters and e-mail opposing the Southwest Durham-Southeast Chapel Hill Collector Streets Plan under consideration by officials in the western part of the Triangle.

Nearly two dozen residents from The Oaks and Meadowmont neighborhoods urged the Town Council to protect Chapel Hill's interests in a planning process they say is designed to pave the way for development in southwest Durham.

The forum lasted almost an hour and a half, despite Strom's admonition at the start: "It's not necessary to come up and reiterate [a previous speaker's] idea. We are paying attention."

Just to be sure, English immigrant Cedric Lumsdon invoked the Boston Tea Party, saying a network of new streets planned in southwest Durham would be like "taxation without representation" for its impact on residents in southeast Chapel Hill.

Lumsdon just added a bit of color to the simple statement from Oaks resident Everett Kemp, the first speaker of the evening: "This plan facilitates development in Durham County at the expense of Chapel Hill."

Oaks residents are concerned that Pinehurst Drive will become a shortcut between N.C. 54 and Ephesus Church Road once east-west collector streets are built between existing north-south roadways such as George King and Farrington roads.

The plan is based on a previously proposed four-lane artery running northeast from Meadowmont Lane to where Farrington meets Interstate 40. That highway would be called Southwest Durham Drive. Oaks residents say that road would only enhance the potential attraction of Pinehurst as a cut-through to U.S. 15-501 via Ephesus Church Road.

The Meadowmont Community Association also is concerned about Southwest Durham Drive, which would feed into the existing Meadowmont Lane and pass by Rashkis Elementary School.

"This traffic would move through one of the most densely populated neighborhoods in Chapel Hill," said Gary Barnes, the association's president.

Rashkis PTA President Pam Seamans said 100 parents have signed a petition opposing the highway at that location, though Strom had reminded the audience at the start of the meeting that Southwest Durham Drive has been proposed since the early 1990s and was anticipated when Meadowmont was approved in the late 1990s.

The artery is a given in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's long-range regional transportation plan, on which the collector street plan is based.

The Meadowmont Community Association favors extending Meadowmont Lane to the northeast but only as a local street, not one designed for higher speeds and heavy traffic volumes. Members would like to see Southwest Durham Drive developed on sparser land to the east.

Regional officials are trying to finalize the plan as a means to guide development in southwest Durham.

The Town Council will consider the plan again Nov. 6, but the final decision will be made at the regional level by the MPO.

Staff writer Jesse James DeConto can be reached at 932-8760 or jdeconto@newsobserver.com.

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BEST Workplaces for CommutersSM

Triangle
Region

NEWSROOM

Click on the title to view the complete article:

CYCLING

"Cycling Commute Gets Chic."
Wall Street Journal, 5/11/06.

VANPOOLING

"Extreme Commuters Save Gas and the Environment."
Chief Engineer Magazine, 7/06.

ALTERNATIVE COMMUTE OPTIONS

"It's Time We Walked Our Talk."
Herald Sun, 7/26/06.

COMMENTS?

Suggestions, comments, or changes to newsletter can be sent to sminker@tjcog.org

We would appreciate your feedback!

If you would like to discontinue receiving this newsletter or change the designated recipients in your office, please email sminker@tjcog.org

A NOTE FROM YOUR LOCAL BWC COORDINATORS:

TOBIN FREID AND STEPHANIE MINKER

Welcome to the first Best Workplace for Commuters Newsletter! As current BWC employers, your efforts are applauded and recognized as some of the best in the industry, allowing you to claim this National Standard of Excellence for your own!



Thank you for the effective implementation of your alternative commute options to help reduce traffic congestion and air pollution in the Triangle, improve employee morale, save money, and reduce our reliance on petroleum. With gas prices at an all time high, your efforts have certainly contributed to the reduction of gasoline use and emissions contributing to global warming.

Inside this newsletter you'll find interesting articles about alternate commuting, commuting facts, and what other employers are doing to promote alternative commuting.

Thanks for all of your interest and contributions to the Triangle BWC Newsletter. Please let us know if there's anything you would be interested in seeing in future issues. You can also view our website at www.trianglebwc.org for a listing of other Triangle BWC's, frequently asked questions, press coverage and more.

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FEATURED EMPLOYER THIS MONTH: NEWS & OBSERVER, RALEIGH, NORTH CAROLINA

The Raleigh [News & Observer](#) has made it a high priority at all of their locations to implement and promote alternative commute options for employees. Employees are encouraged to participate in several programs to reduce emissions, congestion and stress through creative ideas that encourage alternate commuting, as well as staff camaraderie.

1,200 N&O employees have access to these transportation benefits, which include a transit pass subsidy for TTA buses, preferred parking for carpools and vanpools, and telecommuting.

Machine shop employee David King has also taken it upon himself to make biking a more convenient alternative commute option. In search of the perfect bike rack for employees needing a safe place to park their bike while at work, David used available materials to manufacture a company bike rack, which stands under the stairwell close to the building, so not to take up any available parking space in the parking deck.

Employees wonder if they can take advantage of both a discounted TTA pass and a pre-tax option for a parking space. "We give them the option, as some folks make arrangements to share parking spaces and others become available due to the unconventional schedules some employees have. We want to make as many commute options available to employees as possible," says Jackie Stark, Vice President of Human Resources.

To promote employee benefits, "tailgate meetings" are held in the production areas for announcements and feedback on corporate information including commute options and how they're working.

Triangle N&O Employers at a Glance

Each quarter, we will highlight a benefit or two that local employers are offering. Hopefully, some ideas can be gleaned from what you read. To find out more about a highlighted employer's commuter benefits, contact Stephanie at 558-2700 or sminker@tjcog.org. Click on the employer's name to view their website.

Cisco: Offering creative benefits like an onsite dental office helps employees at Cisco to meet their dental needs without ever leaving the parking lot!

Town of Carrboro: The Town of Carrboro offers bikes to town employees for local trips anytime during the workday. However you get to work, you'll always have a convenient way to do errands without parking worries.



NIEHS On-Site Bike Rack

NIEHS: NIEHS employees use a variety of alternative commute options, such as biking, carpooling and vanpooling. (See "[Newsroom](#)" article from the Chief Engineer.) They also provide an on-campus electric vehicle for travel between buildings.

The best promotion of alternative commute options is through N&O's "Bathroom Briefs," a notice posted on the back of bathroom stall doors. There's no escaping awareness of things like participation in the SmartCommute Challenge, Ozone Awareness, bike rack information, or even TTA perks and discount passes available, and other company communications. It's just another way for the N&O to promote their positive community citizenship!

Testimonials: Hear what local BWC's have to say!

The Redwoods Group, Morrisville, NC:

"How can we sacrifice short term gains for long term strategies? We have to start now to make massive improvements in how we care for the environment in which we live in order to pave the way for future generations. The Redwoods Group is proud of our designation as a Best Workplaces for Commuters employer. We look forward to continued dedication to improving our employee's well being and environmental health in the Triangle."

*Kevin Trapani
President & CEO, The Redwoods Group*

University of North Carolina, Chapel Hill, NC:

"With the '06-'07 academic school year just beginning, we're more excited than ever to be participating in the Best Workplaces for Commuters Program. We now offer nine park & rides circling the campus, a \$20/month subsidy to each off-campus vanpool parker and free TTA annual passes to commuting students and staff choosing not to park on campus."

*Claire Kane
Transportation Demand Manager, UNC-Chapel Hill*

How can you participate in alternative commuting?

1. Pick a day that you might be able to commit to an alternate commute option. If it works for you, try it again. It may eventually become a part of your regular travel routine.
2. Utilize www.sharetheridenc.org to find carpool or vanpool partners.
3. Participate in the SmartCommute Challenge.
4. See your Transportation Coordinator or Human Resources contact for more information about alternative commute options available to you.

FAQ:

DO YOU HAVE QUESTIONS? LET US KNOW AND WE'LL GET THEM ANSWERED.

Q: What if I have an emergency and have to suddenly leave the office?

A: The emergency ride home (ERH) program is available free of charge through TTA, when you take any alternative commute mode to work. Just register online, and whenever you need an emergency ride home, TTA will provide vouchers for a taxi if you are traveling within 20 miles of your workplace, or send a rental car if you are traveling greater than 20 miles from your workplace. Check it out at: www.ridetta.org.

Q: What if I don't know of any carpool candidates at my office?

A: You can utilize carpool or vanpool matching through a secure setting at www.sharetheridenc.org. Include as much or little information as you like to best locate a ride match for you based on to/from locations as well as regular work hours.

Q: I want to ride my bike to work but, but don't know the best route. What should I do?

A: TTA lists popular bike commute routes submitted by commuters. To either view established routes or submit your own, go to: www.gotriangle.org, choose 'Bike/Work', then 'Bike Resources', then scroll down to join the bike/pedestrian listserv or view bicycle commuting routes.

FAST FACTS:

More and more Triangle employers are becoming Best Workplaces for Commuters. Hopefully, commuting in a more environmentally friendly way will become second nature. As a regular part of our commuting lives, conscientious citizens who care about the environment here in North Carolina can all make a difference!

Did you know that:



Gas consumption accounts for 20% of U.S. greenhouse gas emissions ([U.S. Department of Energy](http://www.energy.gov))



A typical household spends 18% of its income in driving costs – more than it spends on food ([Bureau of Labor Statistics](http://www.bls.gov))



Participating BWC employers nationwide saved 389 million gallons of fuel and 3.4 million metric tons of carbon dioxide (CO₂) cumulatively from 2001-2005.