

**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

**1DURHAM – CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL COORDINATING COMMITTEE (TCC)**

**AGENDA**

**December 17, 2008  
9:00 a.m.**

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

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

**ACTION ITEMS**

**4. Approval of November 24, 2008 TCC Meeting Minutes  
(Attachment 4)**

A copy of the November 24, 2008 minutes is enclosed as Attachment 4.

**TCC Action:** Approve minutes of the November 24, 2008 TCC meeting.

**5. 2035 Long Range Transportation Plan  
(Attachment 5, 5A, 5B)  
Andy Henry, LPA Staff  
John Hodges-Copple, TJ COG**

The TAC received and deliberated the draft 2035 LRTP at their December 10, 2008 meeting. Some of the key features that were presented included the Light Rail Transit service, the deletion of twenty-one highway projects, and the inclusion of new revenue sources. The TAC did not approve the 2035 LRTP because a suitable resolution was not reached on two issues:

- Chatham County requested that deleted highway improvements in Chatham County be included in the 2035 LRTP. The cost of including the projects would need to be offset by deleting other highway projects and/or finding additional funding sources.
- Chapel Hill requested that the deleted I-40 HOV section from NC 54 to US 15-501 be included in the 2035 LRTP, and the cost increase be offset by deleting the I-40 widening from NC 86 to I-85.

Attachment 5 is a list of the projects that were deleted from the 2035 LRTP Transportation Options to produce the draft 2035 LRTP. Attachment 5A contains Chatham County area maps of the most recent Triangle Regional Model runs. Attachment 5B includes extracts from the

draft Farrington Road Corridor Study; the full report is available on the MPO’s Web site – [www.dchcmo.org](http://www.dchcmo.org).

The draft 2035 LRTP and related documents, such as a summary and compilation of public comments, are available on the MPO’s Web site.

The following table presents the schedule for the remainder of the 2035 LRTP process:

Action	Date
TAC approve 2035 LRTP	01/14/08
TAC release 2035 LRTP Air Quality Conformity Report	3/11/09
TAC hold public hearing for Conformity Report	4/8/09
TAC approve 2035 LRTP Air Quality Conformity Report	5/13/09
Federal approval of 2035 LRTP	Before 6/15/09

**TCC Action:** Recommend changes to the draft 2035 LRTP that resolve the issues from the TAC meeting.

**6. 2011-2017 Transportation Improvement Program – Regional Priority List**

**(Attachment 6, 6A, 6B, 6C)**

**Ellen Beckmann, LPA Staff**

Attachment 6 is a memo on the 2011-2017 Transportation Improvement Program (TIP) Regional Priority List. NCDOT has requested that MPOs provide their Regional Priority Lists for the FY 2011-2017 Transportation Improvement Program (TIP) by March 28, 2008. This is a three month delay from the original schedule. A revised schedule for the development of the FY 2011-2017 Metropolitan TIP with this new deadline is provided in Attachment 6A. In August 2008, the TAC approved the Ranking Methodology for the development of the Regional Priority List. Local jurisdictions have submitted their local priority lists (Attachment 6B) and applied the ranking methodology to their projects.

Attachment 6C is the results of the ranking methodology for the MPO. As with the previous methodology, three separate methodologies are used for highway, bicycle/pedestrian, and transit projects. In November, the TAC released the results of the ranking methodology as the draft Regional Priority List and scheduled a public hearing for the January TAC meeting. The TAC also requested a recommendation on several unresolved issues by the January TAC meeting. The TCC TIP Subcommittee met on December 10, 2008 to address these issues. Attachment 6 describes their recommendations. Attachment 6C reflects the TCC TIP Subcommittee recommendations.

**TCC Action:** Recommend that the TAC approve the revised tables and direct the TCC to develop a recommendation for a combined-mode final Regional Priority List separated by division with eligible funding sources for each project.

**7. Congestion Mitigation Air Quality (CMAQ) Program**

**(Attachment 7, 7A)**

**Felix Nwoko, LPA Staff**

**NCDOT**

The NCDOT has recently modified the CMAQ Improvement Program. Attachment 7 is a memo from NCDOT describing the changes. In addition, NCAMPO recently endorsed using the Mecklenburg Union MPO (MUMPO) CMAQ project ranking and prioritization methodology. Attachment 7A is a description of this methodology.

**TCC Action:** Review the NCDOT's revised CMAQ program and the MUMPO CMAQ Project Ranking and Prioritization Methodology.

#### **8. Safe Routes to School Application**

**(Attachment 8, 8A)**

**Dale McKeel, LPA Staff**

**Adena Messenger, Town of Carrboro**

The North Carolina Department of Transportation has issued a call for proposals for two Safe Routes to School grant programs: the Infrastructure program and the Non-infrastructure program. The Town of Carrboro is planning to submit a proposal for each of these programs; a brief description of each is provided on Attachment 8. A requirement of the proposal submittal is a resolution from the MPO in support of these proposals and a draft resolution is included as Attachment 8A. A similar resolution will be presented to the Town of Carrboro Board of Aldermen at their January meeting.

**TCC Action:** Recommend that the TAC approve the Resolution to Endorse Applications from the DCHC MPO for NCDOT Safe Routes to School Infrastructure and Non-Infrastructure Awards.

#### **9. Transfer of 2009 STPDA funds to FTA – Triangle Transit**

**(Attachment 9)**

**Ellen Beckmann, LPA Staff**

**Patrick McDonough, Triangle Transit**

Federal Highway Administration (FHWA) funds used for transit projects, such as CMAQ and STPDA, must be transferred from the FHWA to the Federal Transit Administration. In September 2008, the TAC requested that NCDOT transfer to FTA FY 2009 CMAQ and STPDA funds for several transit projects. This request did not include the Triangle Transit passenger amenities project because a TIP Administrative Modification was needed to add this project to the TIP. The TAC approved Administrative Modification #1 to the FY 2009-2015 TIP on October 8, 2008 that included this project. Attachment 9 is a resolution requesting that the funds be transferred for this project.

**TCC Action:** Recommend that the TAC approve the resolution requesting that the FY 2009 STPDA funds for Triangle Transit passenger amenities be transferred to FTA.

### **REPORTS FROM STAFF:**

#### **10. Reports from Staff**

**(Attachment 10)**

**Felix Nwoko, LPA Staff**

**TCC Action:** Receive Report from staff

**11. Report from the Chair**

**Mark Ahrendsen, TCC Chair**

**TCC Action:** Receive Report from TCC Chair

**12. NCDOT Report**

**(Attachment 12)**

**Wally Bowman, Division 5 – NCDOT**

**Mike Mills, Division 7 – NCDOT**

**INFORMATIONAL ITEMS**

**Adjourn**

**Next meeting: January 28, 2009**

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**TECHNICAL COORDINATING COMMITTEE**

**November 24, 2008**

**MINUTES OF MEETING**

The Technical Coordinating Committee met on November 24, 2008 at 1:30 p.m. in the Council Committee Room on the second floor of Durham City Hall. The following attended:

- \*Mark Ahrendsen City of Durham/Transportation
- \*Ellen Beckmann City of Durham/Transportation
- \*David Bonk Town of Chapel Hill
- \*Andy Henry City of Durham/Transportation
- \*John Hodges-Copple Triangle J COG
- \*Joey Hopkins NCDOT – Division 5 Engineer
- \*Tom King Town of Hillsborough
- \*Karen Lincoln Orange County Planning
- \*Brian Litchfield Town of Chapel Hill
- \*Patrick McDonough Triangle Transit
- \*Adena Messinger Town of Carrboro
- \*Mike Mills NCDOT – Division 7 Engineer
- \*Kumar Neppalli Town of Chapel Hill
- \*Scott Walston NCDOT - TPB
  
- Aaron Cain City of Durham - Planning
- Dale McKeel City of Durham/Transportation
- Ryan Mickles Town of Chapel Hill
- Pierre Osei Owusu City of Durham/DATA
- Dawn Qiu City of Durham/Transportation
- Brian Rhodes City of Durham/Transportation
- Liz Rooks Research Triangle Foundation
- Jill Stark FHWA
  
- \*Voting Member

*According to the TCC Bylaws, when a member misses two meetings in a row, he/she is not considered a voting member on the second consecutive missed meeting. Voting privileges are reinstated on the second consecutive meeting that he/she attends.*

Mark Ahrendsen, TCC Chair called the meeting to order at 1:34 p.m.

**PRELIMINARIES:**

**Adjustments to the Agenda**

There were no adjustments to the agenda.

39 **Public Comments**

40 There were no public comments.

41 David Bonk introduced Kumar Neppalli which is the new TCC member for Town of Chapel Hill's  
42 Engineering Division and Brian Litchfield which a new TCC member for Town of Chapel Hill's Transit  
43 Division.

44 **Approval of October 22, 2008 TCC Meeting Minutes (Attachment 4)**

45 A motion was made by Liz Rooks and seconded by David Bonk to approve the October 22, 2008  
46 TCC Meeting Minutes. The motion carried unanimously.

47 **2035 Long Range Transportation Plan and Comprehensive Transportation Plan (Attachments 5, 5A, 5B,**  
48 **and 5C)**

49  
50 Andy Henry provided an update on the 2035 Long Range Transportation Plan and  
51 Comprehensive Transportation Plan, along with the attachments.

52 Andy Henry stated that rail from TMC to UNC is in all scenarios with different implementation  
53 schedules. Patrick McDonough described attachment 5 in greater detail.

54 David Bonk asked how we afford additional buses beyond what is listed in Attachment 5A. Do  
55 we need to cut rail funds? Mark Ahrendsen stated this only demonstrates that we can afford the  
56 regional rail system and the buses listed with the revenue stream. Patrick McDonough stated it includes  
57 capital, operating, and replacement costs. Patrick McDonough stated serving NCCU adds operating  
58 costs. The growth of costs due to inflation on the construction side tends to outpace the growth of  
59 revenue so it is not beneficial to delay the projects. The further you delay the worse the financial  
60 impact.

61 Andy Henry stated A1 and A5 implement the system the earliest. A5 starts with the higher  
62 ridership segment first. Patrick McDonough stated there three degrees of readiness. There is Durham  
63 to TMC which was covered by the old project; UNC to Durham multi-modal which has some  
64 environmental work that needs to be done; and the NCCU option from downtown to the TMC which

65 does not have environmental work done. David Bonk asked if we could do it all at once. Patrick  
66 McDonough stated we could but part of the reason for not doing it at once is to avoid a massive  
67 construction spike which means tremendous borrowing and cash flow. It could be shown as Alternative  
68 A6; however Patrick's concern is that it would go through a lot of funds.

69 Andy Henry asked how specific do we need to be for the LRTP? John Hodges-Copple stated we  
70 do not need to prioritize segments for the plan.

71 David Bonk asked if we should create an A6 with all complete at once in 2024. Patrick  
72 McDonough stated he could run a test as it will only take a couple of hours. Scott Walston stated in  
73 terms of bang for the buck, he will not support a vote for transit because it looks like highway projects  
74 are being removed to balance the budget. David Bonk is concerned that the LRTP may not match the  
75 counties' visions for the additional revenue funds.

76 Andy Henry described attachments 5A, the A and B model runs, and attachment 5B, the LPA  
77 recommendation based on environmental factors and congestion.

78 David Bonk stated Chapel Hill wants #73 (Fordham Boulevard widening) and #111 (US 15-501  
79 widening) out. The congestion is not too bad in the model run B.

80 Liz Rooks stated there needs to be a comment stating why #5 (Alston Avenue extension) and  
81 #108 (Mason Farm Road realignment) on Attachment 5B are on the map but aren't modeled.

82 A motion was made by David Bonk and seconded by Liz Rooks to endorse Attachment 5B with  
83 projects #73 and #111 also removed from the plan and added to the CTP. Liz Rooks made an  
84 amendment to the motion stating that the Town of Chapel Hill is on record as being opposed to these  
85 projects. The motion carried with a 10-2 (Andy Henry and Mark Ahrendsen against) vote.

86 Andy Henry provided an introduction for the revenue and cost forecast.

87 John Hodges-Copple suggested inserting a cost line for NCCU and Duke. Patrick McDonough  
88 suggested rounding to the nearest \$100,000 or \$1,000,000.

89 John Hodges-Copple is concerned that bicycle/pedestrian projects will be cut to meet the  
90 budget. We need to be careful to balance the funding with the spending and suggested separating the  
91 costs.

92 Mark Ahrendsen stated that all transit will be done by 2025 and will need more study to  
93 determine phasing.

94 A motion was made by David Bonk and seconded by Liz Rooks to recommend TAC adopt the  
95 LRTP with highways as modified, transit as represented in Scenario A5, bus revenue as modified, and  
96 fixed guideway implemented by 2025. The motion carried with Scott Walston opposing.

97 **2011-2017 Transportation Improvement Program – Regional Priority List (Attachments 6, 6A, 6B, 6C,**  
98 **and 6D)**

99  
100 Ellen Beckmann provided an introduction for the 2011-2017 Transportation Improvement  
101 Program – Regional Priority List, along with the attachments.

102 There was discussion about the time of the next TAC meeting. Due to conflicts with the Town of  
103 Chapel Hill, the next TAC meeting will be on January 14, 2009 at 9 a.m.

104 Ellen Beckmann stated there was a handout distributed prior to the meeting from Triangle  
105 Transit with their priority list which is not included in the draft priority list at this point, but it can be  
106 added. Patrick McDonough and Ellen Beckmann worked on the points for the priority list.

107 Ellen Beckmann stated there are a lot of overlapping projects with inconsistent descriptions.  
108 The TIP Subcommittee came up with recommendations for most; but no recommendation was made for  
109 Homestead Road, Seawell School Road, and the Franklin/Main/Brewer/Merritt Mill Intersection. The  
110 other issues beyond that are how projects are classified by mode. It has been discussed with local staff.

111 Ellen Beckmann asked if the local jurisdictions have had the opportunity to come up with a  
112 recommendation for the three noted above. David Bonk stated the Town of Chapel Hill and the Town of  
113 Carrboro will get together to discuss the projects. David Bonk stated on the highway projects #11 which  
114 is NC 54 widening to 6-lanes. David Bonk stated he is wondering if Durham would like to consider

115 matching the facilities that the Town of Chapel Hill has on NC-54 to the county line to include multi-use  
116 path instead of wide outside lanes and sidewalks. Staff needs to check the number of modes on the  
117 Town of Chapel Hill projects because of a misunderstanding. There was discussion to move projects into  
118 other modes.

119 Dale McKeel spoke with Mike Stanley and he suggested looking at it from the perspective of an  
120 environmental document process.

121 The TIP subcommittee will meet before the December 17, 2008 TCC meeting to review the list  
122 again before the January 2009 TAC meeting.

123 **Job Access Reverse Commute and New Freedom Grants – 2009 Call for Projects (Attachments 7, 7A,**  
124 **and 7B)**

125  
126 Ellen Beckmann provided an introduction for the Job Access Reverse Commute and New  
127 Freedom Grants – 2009 Call for Projects, along with the attachments.

128 David Bonk wants a status from all who received funds for service as to how the service  
129 performed.

130 Patrick McDonough asked if staff should get rid of small pots of funds and Jill Stark stated FHWA  
131 is recommending reducing small funding programs.

132 A motion was made by Patrick McDonough and seconded by David Bonk to recommend the TAC  
133 release the 2009 Job Access Reverse Commute and New Freedom Call for Projects. The motion carried  
134 unanimously.

135 **2008-2009 Unified Planning Work Program – Amendment 33 – Special Transit Advisory Committee**  
136 **Contract (Attachments 8 and 8A)**

137  
138 Felix Nwoko provided an introduction for the 2008-2009 Unified Planning Work Program –  
139 Amendment #2 – Special Transit Advisory Committee Contract, along with the attachments.

140 A motion was made by David Bonk and seconded by Patrick McDonough to recommend TAC  
 141 approve amendment #2 to the 2008-2009 UPWP and change the STPDA spreadsheet accordingly. The  
 142 motion carried unanimously.

143 **2009-2015 Metropolitan Transportation Improvement Program – Administrative Modification #2**  
 144 **(Attachment 9)**

145 Ellen Beckmann provided an introduction for the 2009-2015 Metropolitan Transportation  
 146 Improvement Program – Administrative Modification #2, along with the attachment.  
 147

148 A motion was made by David Bonk and seconded by Patrick McDonough to recommend TAC  
 149 approve Administrative Modification #2 to the 2009-2015 MTIP. The motion carried unanimously.

150 **REPORTS FROM STAFF:**

151 **Reports from Staff (Attachment 10)**

152 The report from staff is attached.

153 **Report from the TCC Chair**

154 There was no report from the TCC Chair.

155 **NCDOT Reports (Attachment 12)**

156 Joey Hopkins, NCDOT Division 5 Engineer, provided an update on projects. Dale McKeel asked  
 157 for an update on the Pickett Road bridge. Joey Hopkins will get an update for Dale McKeel. Joey  
 158 Hopkins stated U-4010 is behind schedule, U-4026A/B is ahead of schedule, B-3450/U-4009/U-4012 is  
 159 on time, and U-4011 is delayed to August 2010 due to right of way acquisitions and utility impacts.

160 Mark Ahrendsen stated it is frustrating because the small projects are taking years to complete.  
 161 Joey Hopkins stated NCDOT is under budget constraints.

162 Mike Mills, NCDOT Division 7 Engineer, provided an update on projects. Columbia Street is  
 163 scheduled to be let July 2009.

164 David Bonk asked if prices are down and Mike Mills stated they are receiving good prices on  
 165 asphalt but not on bridges. They are down about \$500 million in state revenue.

166 **Adjournment**

167           There being no further business before the Technical Coordinating Committee, the meeting

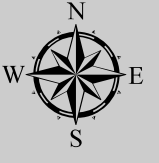
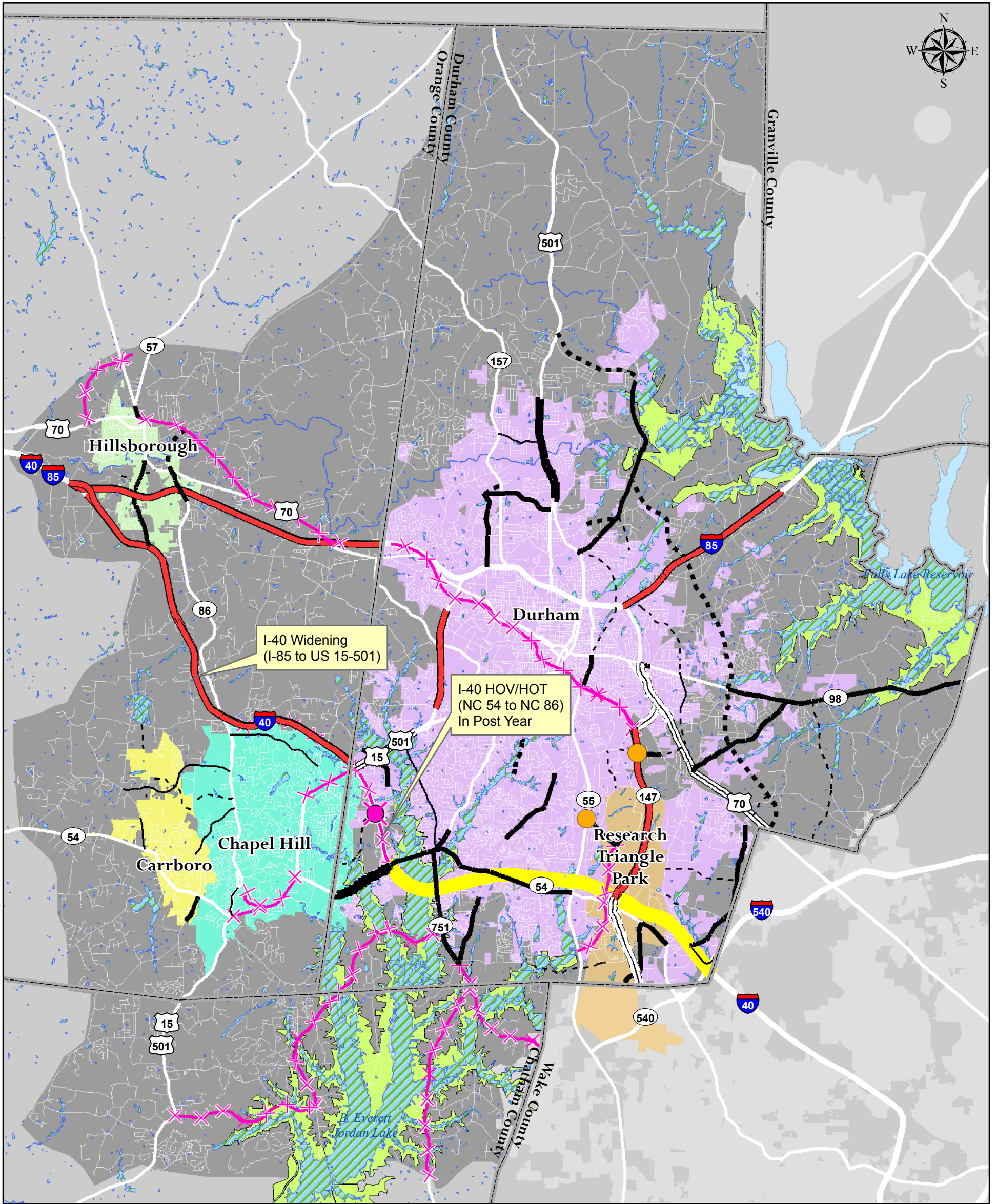
168 adjourned at 3:59 p.m.

**DCHC MPO**  
**2035 LRTP Highway Projects to be Moved to CTP (to year 2040)**

ID	Project	Project Limits	Existing X-Section	Proposed X-Section	County	Length (miles)	Cost Impact (2008 dollars)	Cost Impact by group	Reason for Deletion
64.11	NC 147 General purpose widening	Alston Ave to East End Connector	4	6	Durham	1.84	\$25,497,857		Deleted due to the potential community impacts and existence of a parallel route (EEC/US 70/I-85).
64.12	NC 147 General purpose widening	Alston Ave to I-85	4	6	Durham	6.73	\$120,515,944	\$146,013,801	Deleted due to the potential community impacts and existence of a parallel route (EEC/US 70/I-85).
45	I-40 HOV	Wake County to NC 54 (Take out NC 54 to NC 86 segment from draft 2035 LRTP)	0	2	Durham/Orange	16.63	\$43,500,000	\$43,500,000	Deleted this section due to lack of congestion on this section of I-40.
3	Alexander Dr (T.W. Alexander)	NC 54 to NC 55	2	4	Durham	1.64	\$25,083,066		Deleted due to lack of congestion and existence of parallel routes (NC 55, Triangle Parkway).
4	Alexander Dr (T.W. Alexander)	NC 54 to Cornwallis Rd	2	4	Durham	1.58	\$24,204,905	\$49,287,972	Deleted due to existence of parallel routes (NC 55, Triangle Parkway).
41	I-40/Farrington Rd interchange	I-40/Farrington Rd interchange	0	1	Durham	0.20	\$26,610,000	\$26,610,000	Deleted due to potential community impacts
5	Alston Ave Ext	Holloway St to Old Oxford/Roxboro (make 2-lane instead of 4-lane)	0	2	Durham	3.49	\$23,806,598	\$23,806,598	Downsized due to lack of congestion and potential community impacts.
19	Farrington Point/Old Farrington/Farrington Mill Rd	Lystra Rd to Durham Co. line	2	4	Chatham	3.66	\$38,038,409		Deleted due to environmental impacts on Jordan Lake and to maintain rural character.
20	Farrington Mill Rd	Barbee Chapel Rd to Chatham Co. line	2	4	Durham	2.04	\$21,201,736		Deleted due to environmental impacts on Jordan Lake and to maintain rural character.
21	Farrington Rd	Barbee Chapel Rd to Stagecoach Rd	2	4	Durham	0.40	\$4,157,203		Deleted due to environmental impacts on Jordan Lake and to maintain rural character.
50.1	Jack Bennett Rd/Lystra Rd	US 15/501 South to Farrington Pt. Rd	3	4	Chatham	4.10	\$13,837,500		Deleted due to environmental impacts on Jordan Lake, lack of congestion, and to maintain rural character.
76	NC 751	US 64 to O'Kelly Chapel Rd	2	4	Chatham	7.00	\$44,130,000		Deleted due to environmental impacts on Jordan Lake, lack of congestion, existence of parallel routes (NC 55, Triangle Parkway), and to maintain rural character.
78	NC 751	O'Kelly Chapel Rd to Fayetteville/Scott King Rd	2	4	Durham	0.74	\$7,690,826		Deleted due to existence of parallel routes (NC 55, Triangle Parkway) and to maintain rural character.
85.2	O'Kelly Chapel Rd	NC 751 to Wake County Line	2	4	Chatham	2.90	\$30,139,723		Deleted due to lack of congestion and to maintain rural character.
101	Stagecoach Rd	Farrington Mill Rd to NC 751	2	4	Durham	1.96	\$20,370,296	\$179,565,694	Deleted due to environmental impacts on Jordan Lake, lack of congestion, and to maintain rural character.
108	UNC Access to the Bypass	Manning Dr to 54/15-501 Bypass	0	4	Durham	0.54	\$13,904,714		Deleted due to lack of local support and potential community impacts.
73	NC 54/US 15-501 Bypass	NC 54 to US 15-501	4	6	Orange	2.12	\$22,372,618		Deleted due to lack of local support.
111	US 15-501	I-40 to Franklin St	4	6	Orange	1.40	\$24,270,422	\$60,547,754	Deleted due to lack of local support.
117	US 70 Bypass	NC 86 to I-85 (exit 170)	2	4	Orange	6.90	\$102,068,510		Deleted due to lack of congestion.
120	Western Bypass	US 70 to NC 86	0	2	Orange	2.23	\$23,730,789		Deleted due to lack of congestion.
121	Western Bypass	NC 86 to Stroud Creek Rd	0	2	Orange	0.30	\$3,192,483	\$128,991,783	Deleted due to lack of congestion.
<b>Totals</b>							<b>\$658,323,601</b>	<b>\$658,323,601</b>	

# DURHAM CHAPEL HILL CARRBORO METROPOLITAN PLANNING ORGANIZATION

## Roadway Improvements in Draft 2035 LRTP

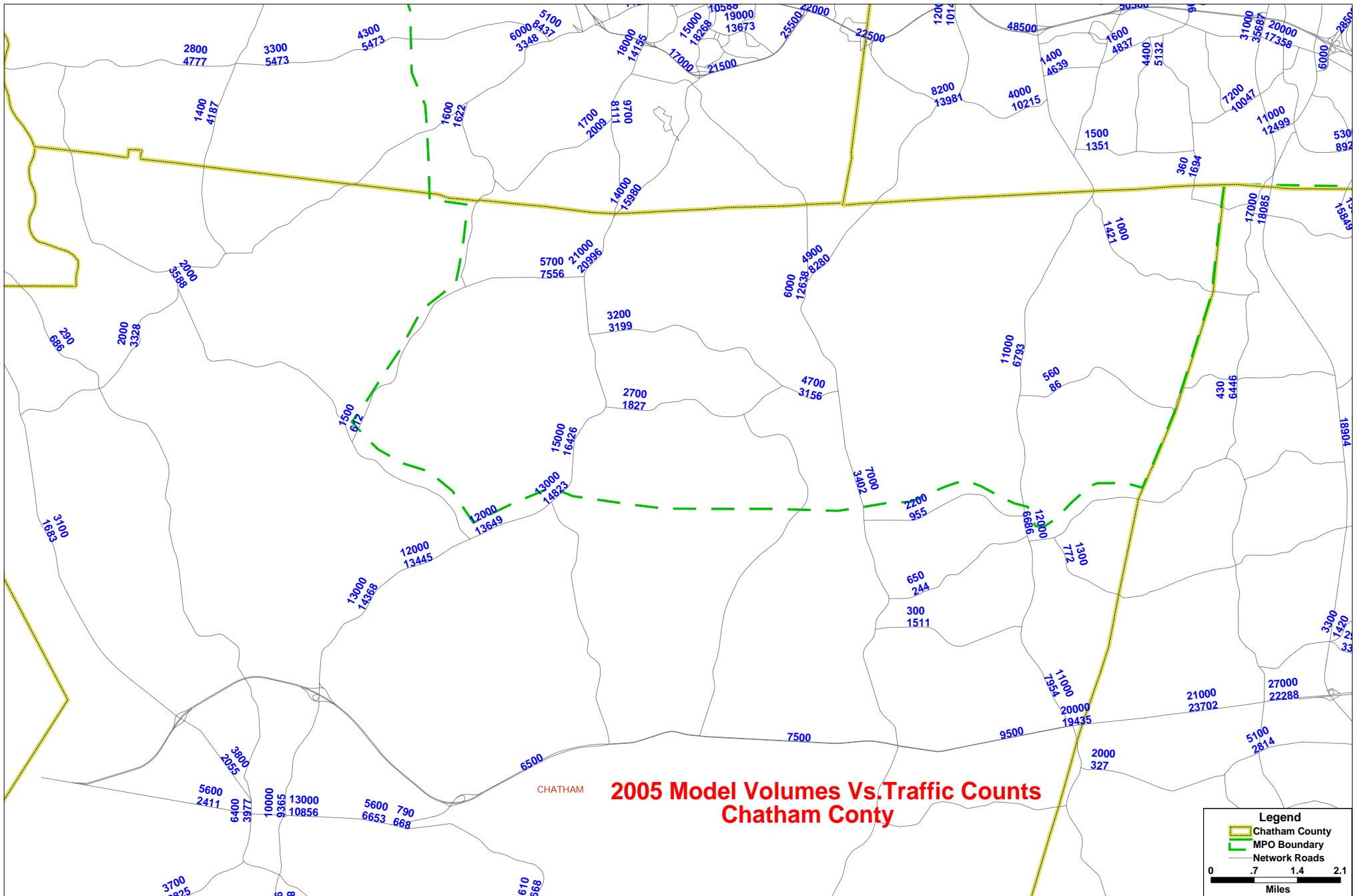


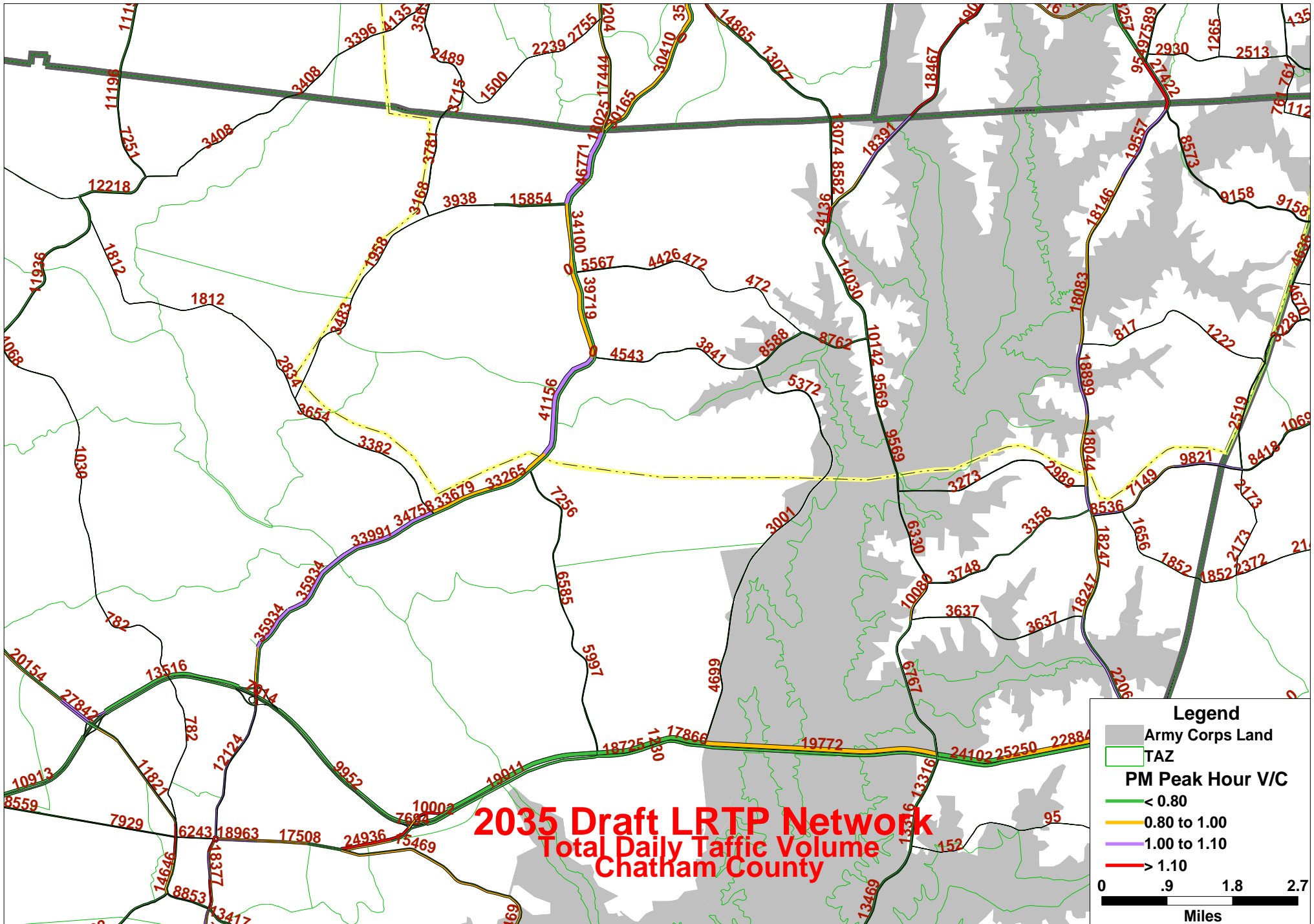
	Interstates		6-Lane Divided Improvement		Carrboro		Wetlands
	US and NC Highways		Upgrade to Freeway		Chapel Hill		Corps of Engineering
<b>Highway Projects</b>							
	2-3 Lane New Location		New Freeway/Expressway		Durham		MPO Boundary
	2-3 Lane Improvement		Upgrade Existing Freeway		Hillsborough		County Boundaries
	4-5 Lane Divided New Location		Intersection Improvements		Other Municipalities		
	4-5 Lane Divided Improvement		HOV Projects		Post Year		Post Year
			Post Year				

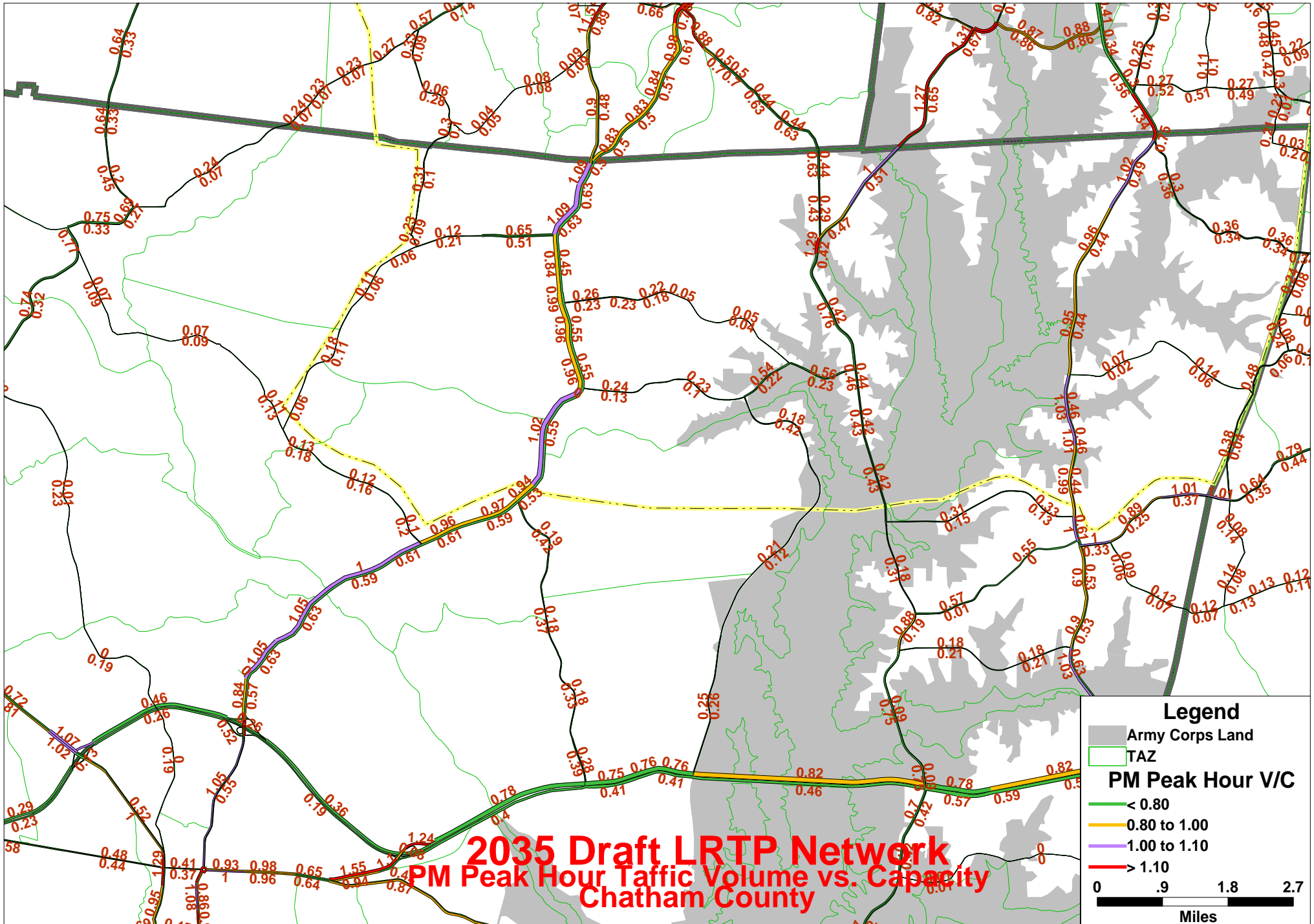
Transportation  
Plan  
**20 35**

12.1.2008

0 1.25 2.5 5 Miles









# FARRINGTON ROAD CORRIDOR STUDY

Prepared for:

DURHAM · CHAPEL HILL · CARRBORO  
METROPOLITAN PLANNING ORGANIZATION

Prepared by:



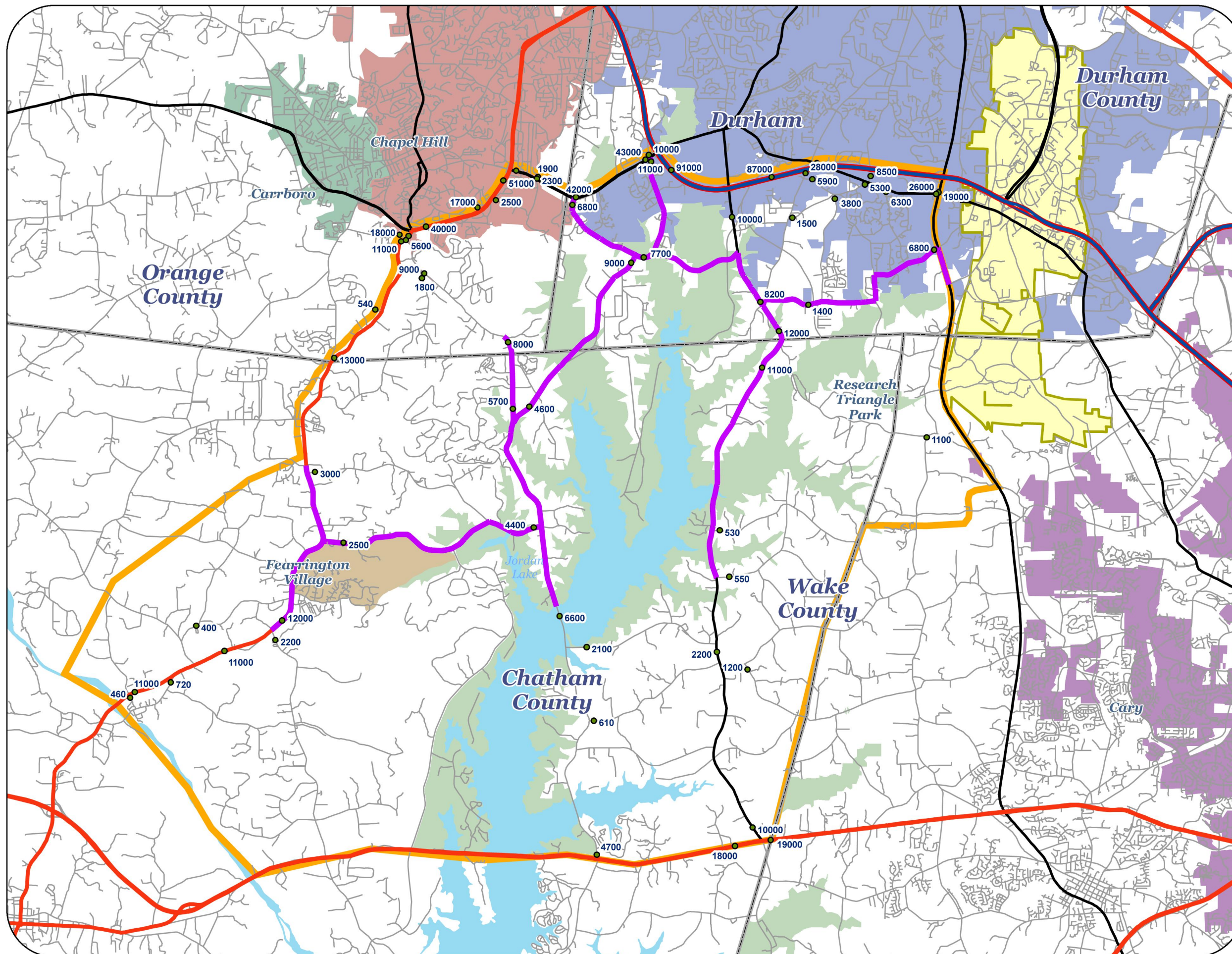
Kimley-Horn and Associates, Inc.



# Farrington Road Corridor Study

## Figure 6

### 2005 NCDOT AADT Traffic Count Locations



- 2005 AADT's
- Study Corridors
- Interstates
- US Highways
- State Highways
- State Roads
- ▭ Counties
- ▭ Study Area
- ▭ Research Triangle Park
- ▭ Lakes
- ▭ Durham
- ▭ Chapel Hill
- ▭ Fearrington Village
- ▭ Cary
- ▭ Carrboro
- ▭ Corps of Engineers Land

November 25, 2008



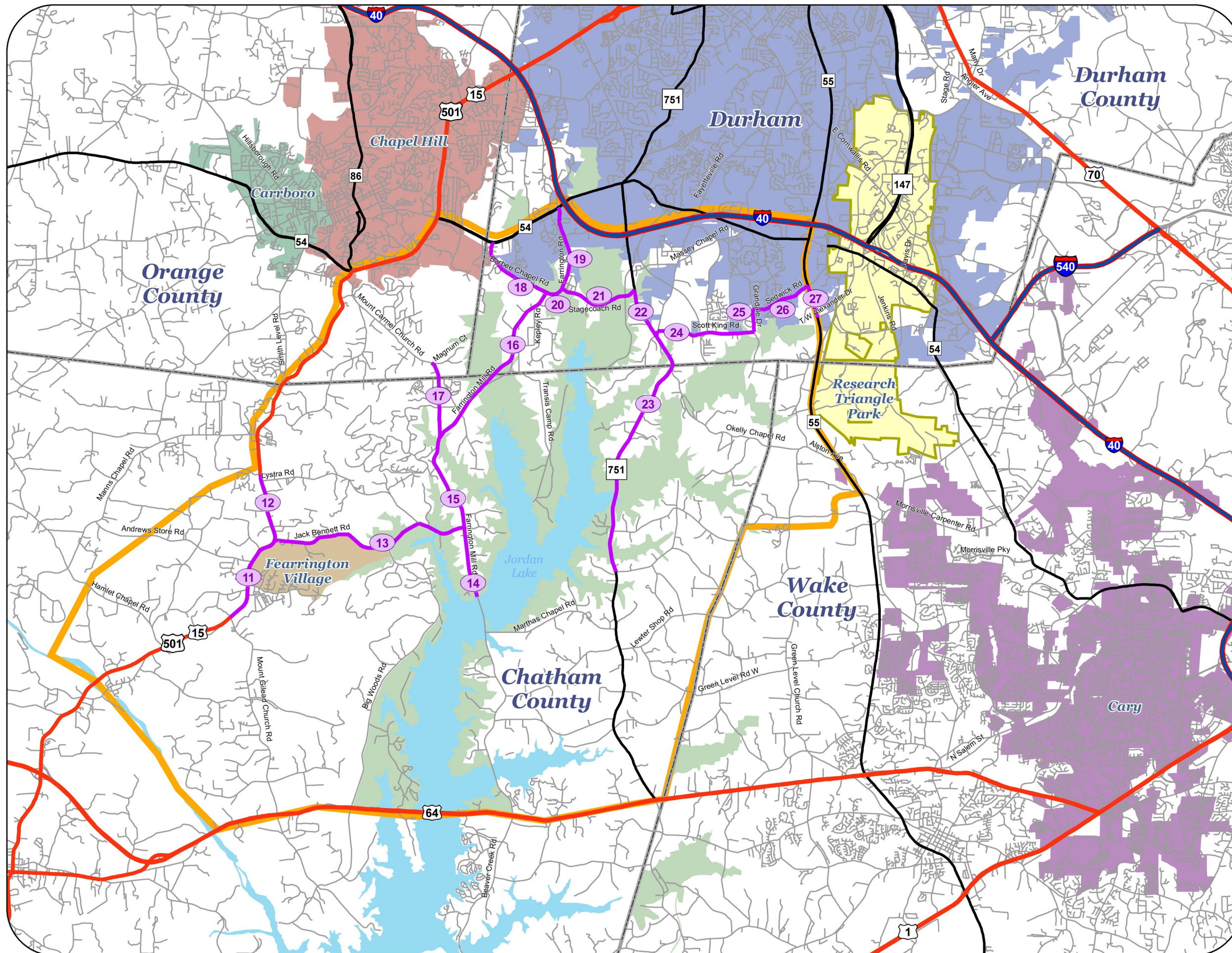
0 0.5 1 2 3 Miles



# Farrington Road Corridor Study

## Figure 1

### Study Area



- 99 Corridor Section ID
- Study Area
- Interstates
- US Highways
- State Highways
- State Roads
- Lakes
- Durham
- Chapel Hill
- Farrington Village
- Cary
- Carrboro
- Counties
- Corps of Engineers Land
- Research Triangle Park

November 25, 2008

0 0.5 1 2 3 Miles



# existing conditions

**Table 1. Study Corridors**

Section	Road	From	To	Functional Classification	Distance (miles)	Lanes	Median Type	Speed Limit (mph)	LOS D Traffic Capacity	2007 Traffic (average vehicles / day)	2007 V/c	2007 LOS
11	US 15-501	Southern PAB	Jack Bennett Road	Rural Principal Arterial	1.9	4	Divided	55	62,600	15,700	0.25	A
12	US 15-501	Jack Bennett Road	Northern PAB	Rural Principal Arterial	1.4	4	Divided	55	62,600	17,300	0.28	A
13	Jack Bennett Rd	US 15-501	Farrington Point Road	Rural Local	4.1	2	None	45/55	11,900	3,300	0.28	A
14	Farrington Rd	Southern PAB	Lystra Road	Rural Major Collector	1.4	2	None	55	11,800	5,900	0.5	B
15	Farrington Point Rd	Lystra Road	Mt. Carmel Church Rd.	Rural Major Collector	2	2	None	45/55	10,500	6,000*	0.57	B
16	Old Farrington Pt Rd	Mt. Carmel Church Rd.	Barbee Chapel Road	Rural Major Collector	3.7	2	None	45/55	9,400	4,300	0.46	B
17	Mt Carmel Rd	Farrington Mill Road	Downing Creek Pkwy	Rural Major Collector	1.5	2	None	45	12,400	5,700	0.46	B
18	Barbee Chapel Rd	Farrington Mill Road	NC 54	Rural Major Collector	1.6	2	None	45	9,500	5,300	0.56	B
19	Farrington Rd	Stagecoach Road	Ridgefield Drive	Urban Collector	1.7	2	None	45	15,300	8,000	0.52	B
20	Farrington Rd	Barbee Chapel Road	Stagecoach Road	Urban Collector	0.4	2	None	45	15,300	7,700	0.5	B
21	Stagecoach Rd	Farrington Road	NC 751	Rural Major Collector	1.6	2	None	45	9,500	6,700	0.71	C
22	NC 751 (Hope Valley Rd)	Stagecoach Road	Scott King Road	Urban Minor Arterial	1	2	None	55	12,800	9,000	0.7	C
23	NC 751 (Hope Valley Rd)	Scott King Road	Southern PAB	Rural Major Collector	5.2	2	None	55	11,800	10,900	<b>0.92</b>	<b>D</b>
24	Scott King Road	NC 751	Grandale Drive	Urban Collector	2.1	2	None	35/45	9,500	1,700	0.18	A
25	Grandale Dr	Scott King Road	Sedwick Road	Urban Collector	0.5	2	None	35	9,500	4,000	0.42	B
26	Sedwick Rd	Grandale Drive	NC 55	Urban Collector	1.2	2	None	25	12,500	6,800	0.54	B
27	NC 55	Sedwick Road	Alexander Drive	Urban Principal Arterial	0.7	5	TWLTL	50	39,700	15,400	0.39	B

V/C is volume-to-capacity (ADT/Capacity). TWLTL is a two-way left turn lane (center lane in roadway). \*

## Historic Traffic Growth

NCDOT traffic counts from 1990 through 2005 were analyzed in this study to better understand traffic growth in the area. These counts are presented in **Table 2**. Historical patterns indicate that the study corridors have experienced significant traffic growth since 1990, with traffic on many small rural roads increasing over 5% a year and traffic in some locations increasing over 10%. Since this area is expected to continue to experience significant growth in housing, there is no reason to believe that traffic demand will dramatically slow or reduce in the future.

# existing conditions

**Table 2. Historic AADT Growth in Study Corridors**

Section	Road	From	To	Count Location	NCDOT Traffic Survey Count ID	Average Yearly Growth* (1990-2005)	1990	1992	1994	1997	1999	2001	2003	2005
11	US 15-501	Southern PAB	Jack Bennett Road	South of Jack Bennett Road	1800069	3.80%	--	10,000	12,000	13,000	13,000	14,000	--	--
12	US 15-501	Jack Bennett Road	Northern PAB	North of Manns Chapel Road	1800921	2.20%	15,000	15,000	18,000	18,000	19,000	20,000	20,000	--
13	Jack Bennett Rd	US 15-501	Farrington Point Road	East of 15-501	1800923	5.00%	1,200	1,500	2,100	2,300	2,300	2,400	2,400	2,500
14	Farrington Rd	Southern PAB	Lystra Road	South of Jack Bennett Road	1800918	8.10%	--	2,400	2,700	3,500	4,600	5,700	5,800	6,600
15	Farrington Point Rd	Lystra Road	Mt. Carmel Church Rd.	N/A	N/A	N/A	No historic count on or near this corridor section							
16	Farrington Pt Rd	Mt. Carmel Church Rd.	Barbee Chapel Road	North of Farrington Road	1800917	7.80%	1,500	2,300	2,700	3,300	3,200	3,300	3,800	4,600
17	Mt Carmel Rd	Farrington Mill Road	Downing Creek Pkwy	North of Farrington Road	1800920	7.20%	2,000	2,200	2,500	3,800	4,000	5,000	5,000	5,700
18	Barbee Chapel Rd	Farrington Mill Road	NC 54	N/A	N/A	N/A	No historic count on or near this corridor section							
19	Farrington Rd	Stagecoach Road	Ridgefield Drive	South of NC 54	3100499	8.80%	3,100	3,400	5,600	--	7,200	8,200	--	11,000
20	Farrington Rd	Barbee Chapel Road	Stagecoach Road	West of Stagecoach Road	3100505	8.70%	2,200	2,400	4,200	5,500	7,200	7,900	--	7,700
21	Stagecoach Rd	Farrington Road	NC 751	N/A	N/A	N/A	No historic count on or near this corridor section							
22	NC 751 (Hope Valley Rd)	Stagecoach Road	Scott King Road	North of Scott King Road	3100734	10.60%	1,800	2,200	2,500	3,400	5,500	7,200	8,200	8,200
23	NC 751 (Hope Valley Rd)	Scott King Road	Southern PAB	South of Scott King Road	3100514	10.40%	3,600	3,500	3,400	5,200	7,000	8,800	9,900	12,000
24	Scott King Road	NC 751	Grandale Drive	East of NC 751	3100515	10.80%	300	300	520	600	1,100	1,500	1,400	1,400
25	Grandale Dr	Scott King Road	Sedwick Road	N/A	N/A	N/A	No historic count on or near this corridor section							
26	Sedwick Rd	Grandale Drive	NC 55	West of NC 55	3100528	6.60%	2,600	3,700	4,500	5,300	6,300	7,200	7,900	--
27	NC 55	Sedwick Road	Alexander Drive	South of Sedwick Road	3100726	5.80%	6,700	7,200	9,800	--	12,000	14,000	14,000	--

Based on average annual increase using available counts

# existing conditions

- Farrington Mill Road/Farrington Road at Barbee Chapel Road
- Hope Valley Road (NC 751) at Fayetteville Road
- Stagecoach Road at Hope Valley Road (NC 751)
- Farrington Road at Stagecoach Road
- NC 55 at T.W. Alexander Drive
- NC 55 at Sedwick Road

**Table 4** summarizes the LOS and delay (seconds per vehicle) for all of the study intersections for the existing traffic conditions.

**Table 4. Existing (2007) Level-of-Service (LOS) Summary**

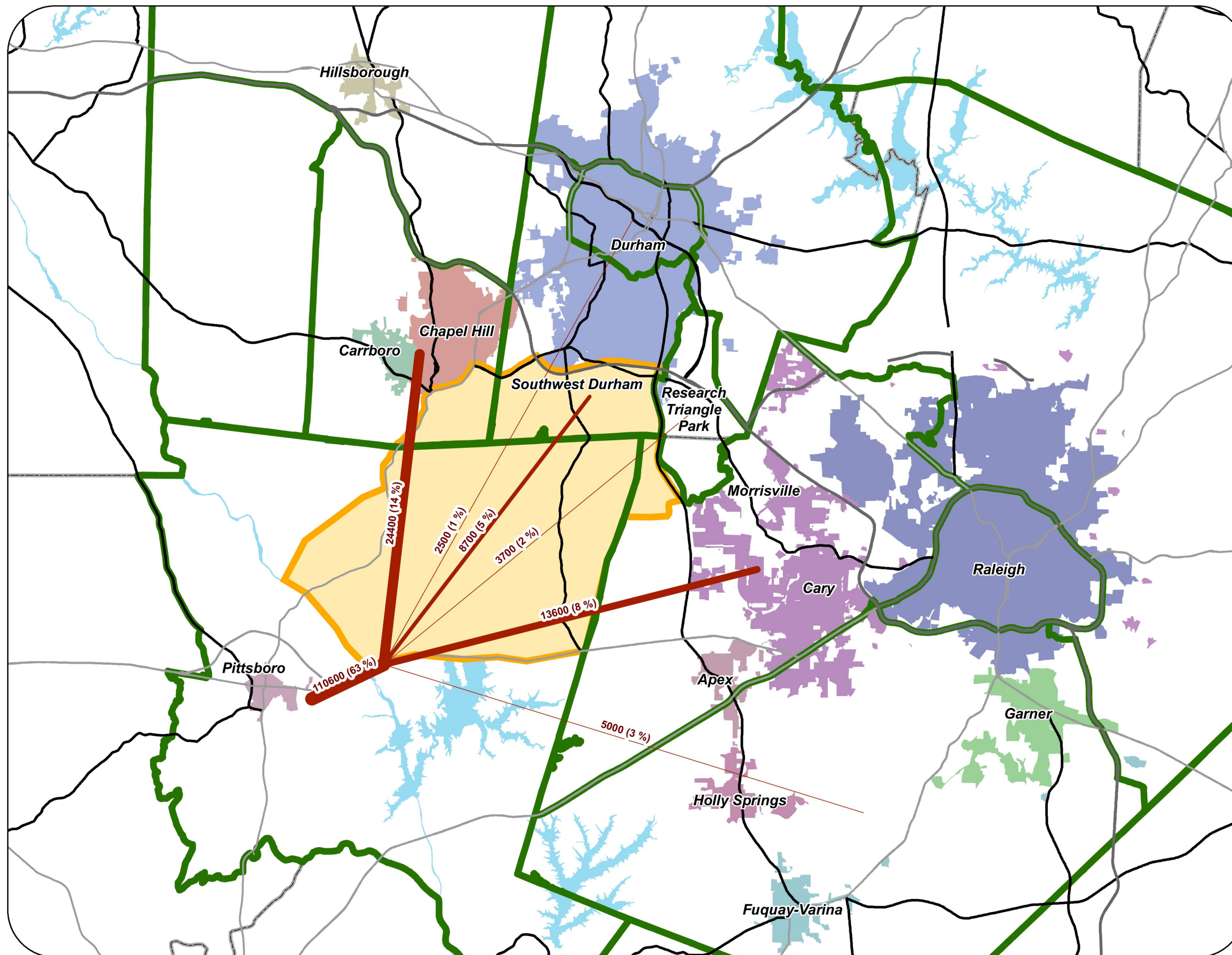
Intersection	Signalized	AM Peak-Hour LOS (Delay in seconds)	PM Peak-Hour LOS (Delay in seconds)
US 15-501 and Jack Bennett Road	Yes	A (9.0)	B (10.1)
Farrington Point Road and Lystra Road	Yes	C (20.6)	B (14.5)
Farrington Point Road/Old Farrington Point Road and Mt. Carmel Road	No	Short delays for minor street approach	Moderate delays for minor street approach
Farrington Mill Road/Farrington Road and Barbee-Chapel Road	No	Moderate delays for minor street approach	Long delays for minor street approach
Farrington Road and Stagecoach Road	No	Long delays for minor street approach	Long delays for minor street approach
Stagecoach Road and Hope Valley Road (NC 751)	Yes	D (43.0)	B (19.8)
Hope Valley Road (NC 751) and Fayetteville Road	Yes	B (10.7)	C (21.4)
NC 55 and Sedwick Road	Yes	B (19.6)	C (29.8)
NC 55 and T.W. Alexander Drive	Yes	C (24.3)	C (24.5)

### Farrington Road Corridor Study

## Figure 18

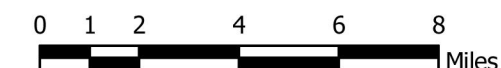
District Flows into Chatham County

Triangle Regional Model Origin-Destination Data



- District Flows**
- Total Trips (and % of Trips)**
- 2500 - 5000
- 5000 - 10000
- 10000 - 20000
- 20000 - 30000
- > 30000
- TRM Super-Districts
- Interstates
- US Highways
- State Highways
- Counties
- Study Area
- Lakes

November 25, 2008

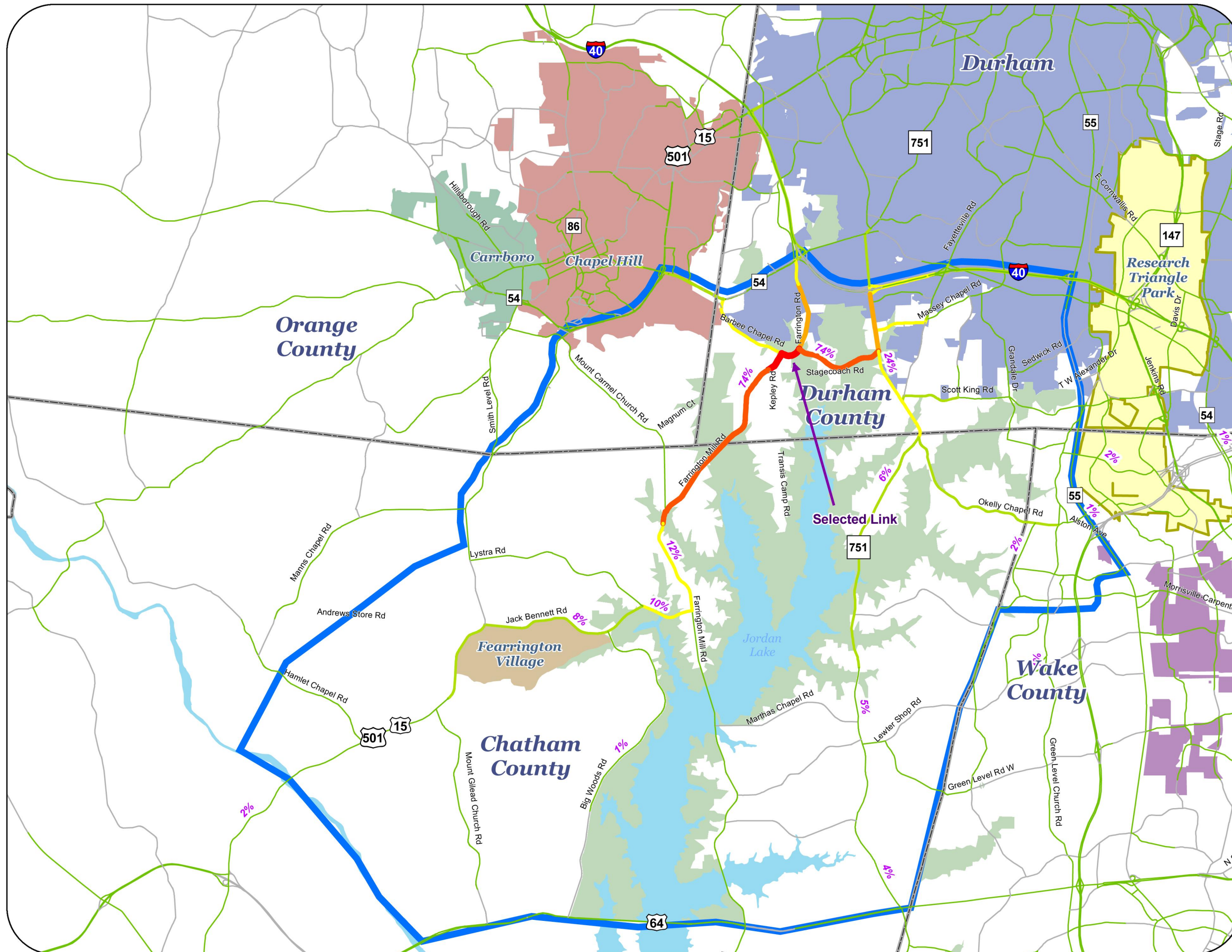


Kimley-Horn and Associates, Inc.

**Farrington Road Corridor Study**

**Figure 21**

Select Link Analysis  
Farrington Rd.



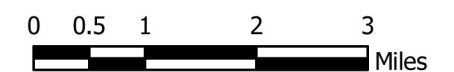
**Select Link Volumes**

**Percent of Trips**

- 0.0
- 0.1 - 5
- 5 - 10
- 10 - 25
- 25 - 50
- 50 - 75
- 75 - 100

- Counties
- Study Area
- Research Triangle Park
- Lakes
- Durham
- Chapel Hill
- Ferrington Village
- Cary
- Carrboro
- Corps of Engineers Land

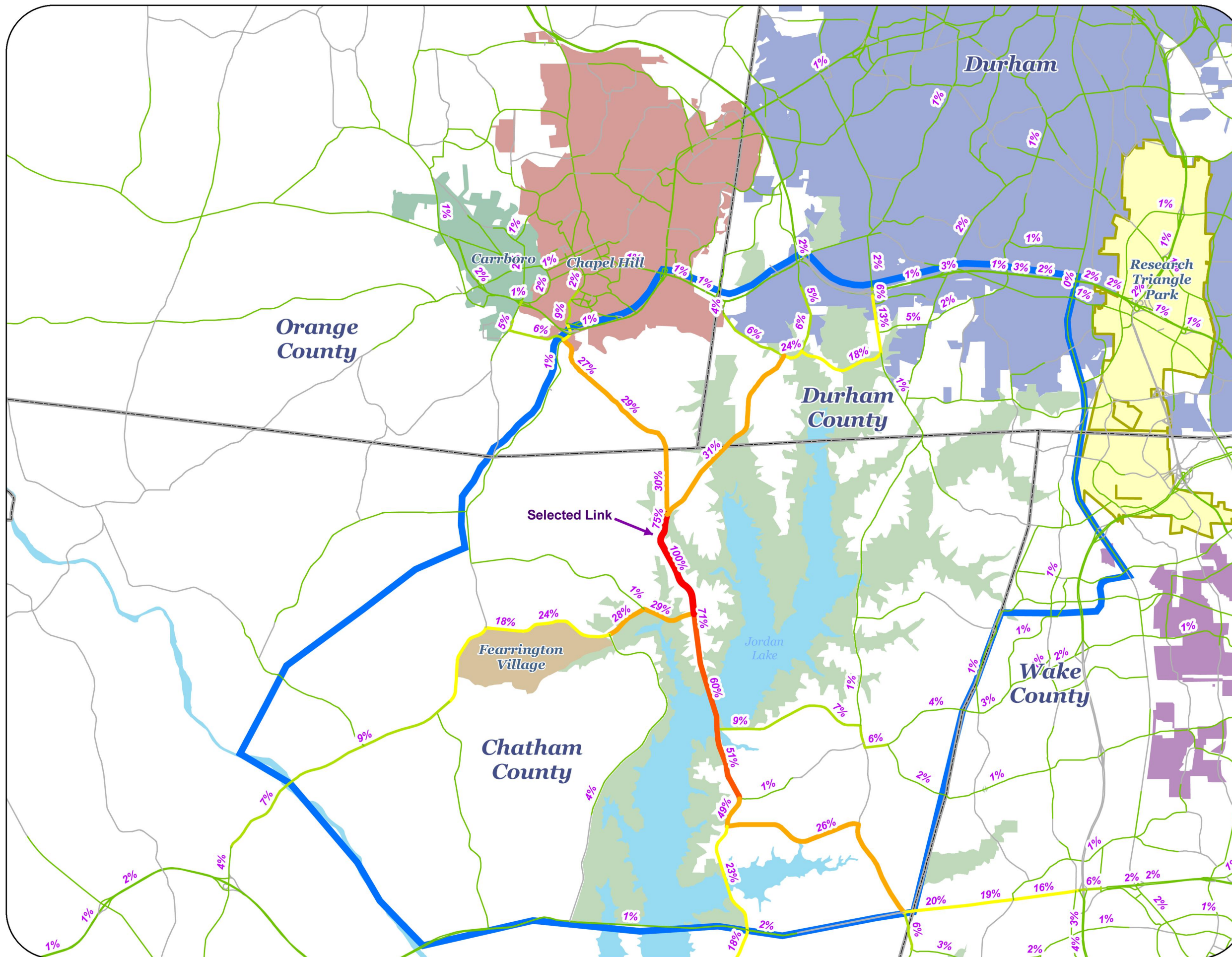
November 25, 2008



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**Farrington Road Corridor Study**

**Figure 22**  
Select Link Analysis  
Farrington Mill Rd



**Select Link Volumes**

**Percent of Trips**

- 0.0
- 0.1 - 5
- 5 - 10
- 10 - 25
- 25 - 50
- 50 - 75
- 75 - 100

- Counties
- Study Area
- Research Triangle Park
- Lakes
- Durham
- Chapel Hill
- Fearington Village
- Cary
- Carrboro
- Corps of Engineers Land

November 25, 2008

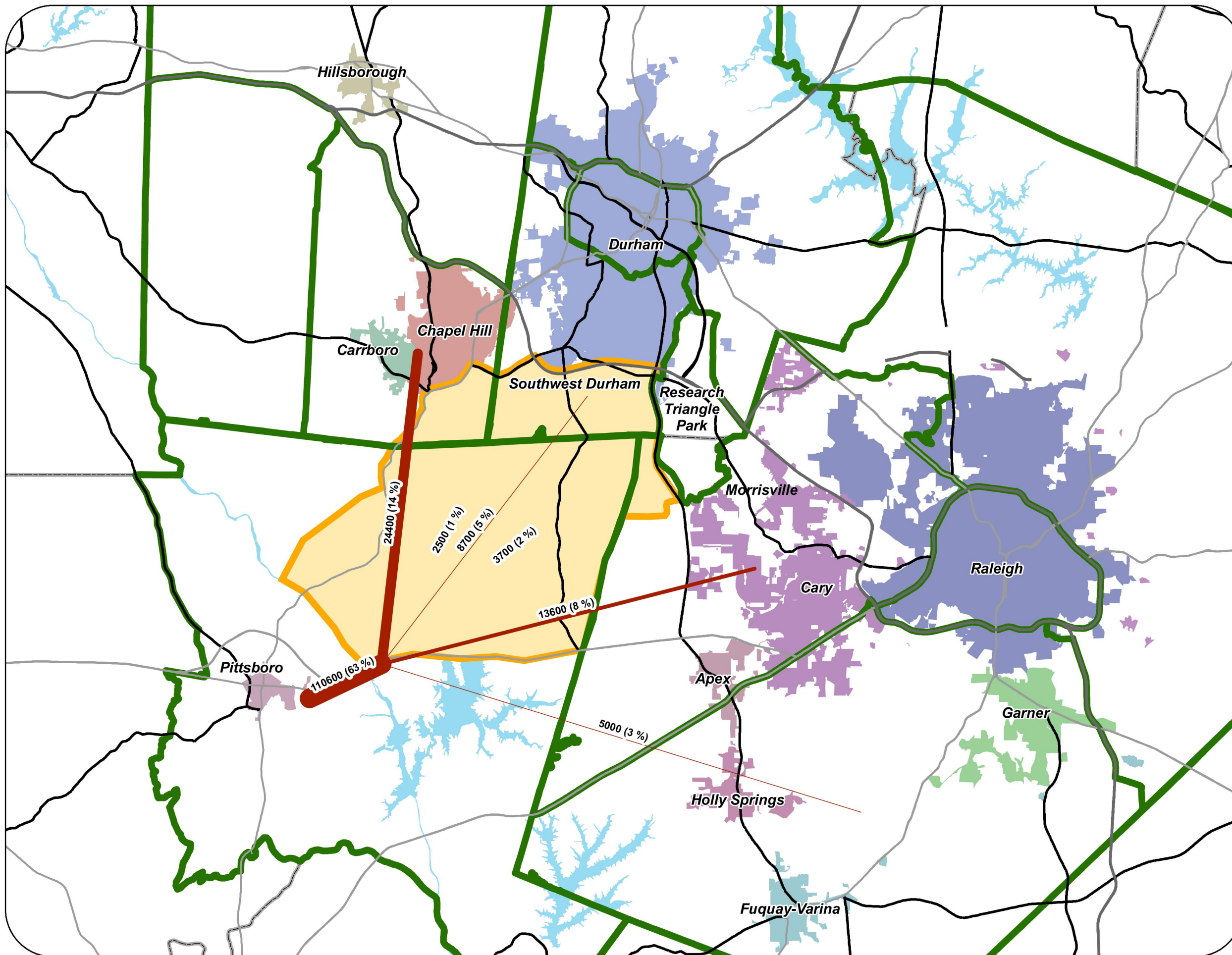


**Farrington Road Corridor Study**

**Figure 27**

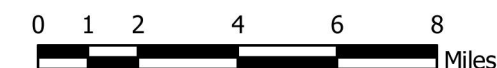
2035 District Flows into Chatham County

Triangle Regional Model Origin-Destination Data



- District Flows**  
**Total Trips (and % of Trips)**
- 5000 - 10000
  - 10000 - 15000
  - 15000 - 20000
  - 20000 - 30000
  - 30000 - 40000
  - 40000 - 50000
  - > 50000
- Interstates
  - US Highways
  - State Highways
  - TRM Super-Districts
  - Counties
  - Study Area
  - Lakes

November 25, 2008



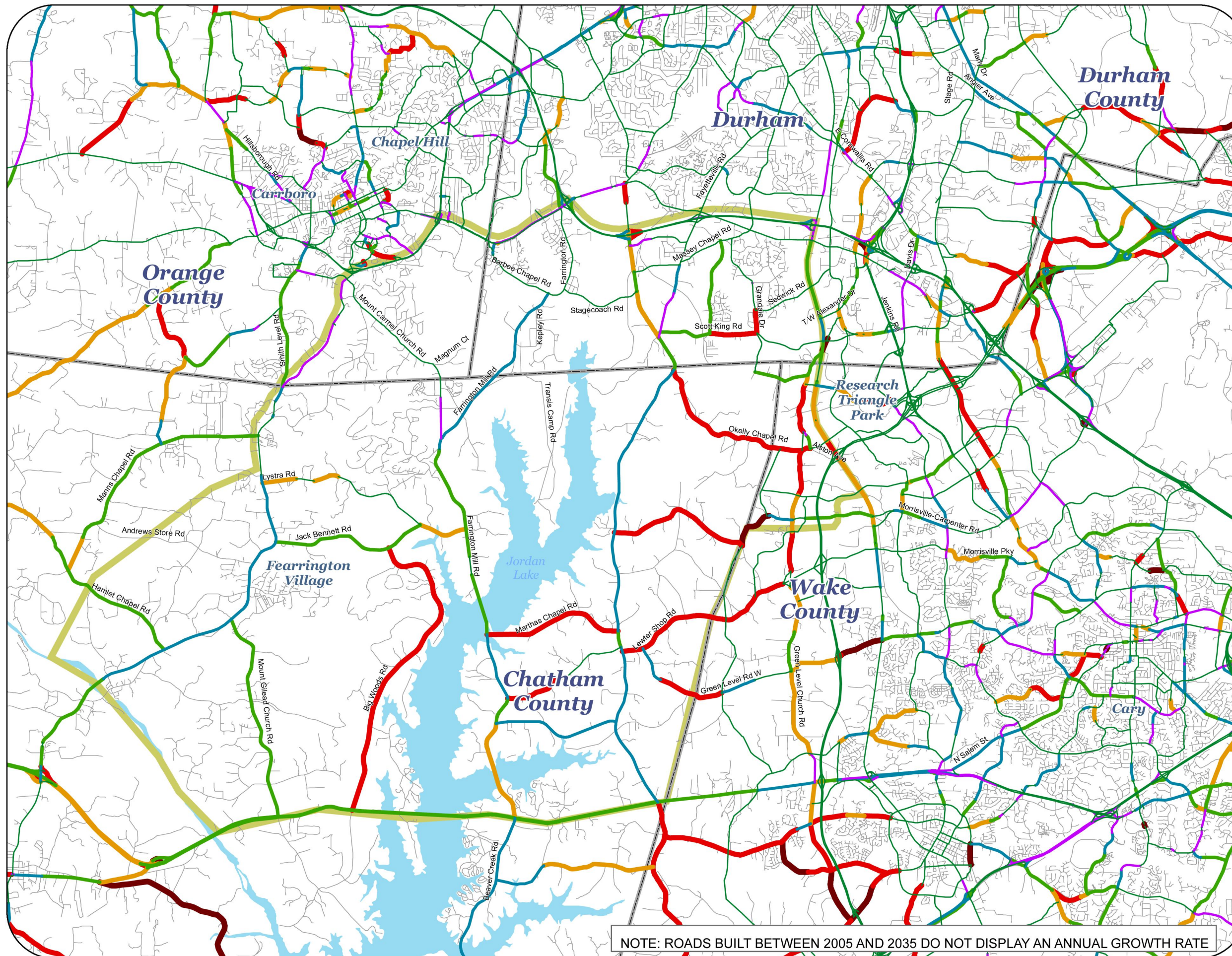
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### Farrington Road Corridor Study

## Figure 30

Annual Growth Rate,  
2005 - 2035 (%)

Triangle Regional  
Model



#### 2035\_Model\_Growth Annual Growth Rate

- < 1%
- 1 - 2%
- 2 - 3%
- 3 - 4%
- 4 - 5%
- 5 - 7.5%
- > 7.5%

- State Roads
- Counties
- Study Area
- Lakes

November 25, 2008



0 0.5 1 2 3  
Miles



Kimley-Horn and Associates, Inc.

NOTE: ROADS BUILT BETWEEN 2005 AND 2035 DO NOT DISPLAY AN ANNUAL GROWTH RATE

# recommendations

**Table 12 - Trendline 2035 Level of Service**

Section	Road	From	To	LOS D Traffic Capacity	2035 Traffic (ADT)	2035 V/C	2035 LOS	2005 LOS
11	US 15-501	Southern PAB	Jack Bennett Road	62,600	36,100	0.58	B	A
12	US 15-501	Jack Bennett Road	Northern PAB	62,600	35,600	0.57	B	A
13	Jack Bennett Rd	US 15-501	Farrington Point Road	11,900	4,900	0.41	B	A
14	Farrington Rd	Southern PAB	Lystra Road	11,800	8,800	0.75	C	B
15	Farrington Point Rd	Lystra Road	Mt. Carmel Church Rd.	10,500	9,700	<b>0.92</b>	<b>D</b>	B
16	Old Farrington Pt Rd	Mt. Carmel Church Rd.	Barbee Chapel Road	9,400	16,600	<b>1.77</b>	<b>F</b>	B
17	Mt Carmel Rd	Farrington Mill Road	Downing Creek Pkwy	12,400	10,900	<b>0.88</b>	<b>D</b>	B
18	Barbee Chapel Rd	Farrington Mill Road	NC 54	9,500	11,300	<b>1.19</b>	<b>F</b>	B
19	Farrington Rd	Stagecoach Road	Ridgefield Drive	15,300	8,200	0.54	B	B
20	Farrington Rd	Barbee Chapel Road	Stagecoach Road	15,300	19,800	<b>1.29</b>	<b>F</b>	B
21	Stagecoach Rd	Farrington Road	NC 751	9,500	15,600	<b>1.64</b>	<b>F</b>	C
22	NC 751 (Hope Valley Rd)	Stagecoach Road	Scott King Road	62600	22,800	0.36	B	C
23	NC 751 (Hope Valley Rd)	Scott King Road	Southern PAB	11,800	17,400	<b>1.48</b>	<b>F</b>	<b>D</b>
24	Scott King Road	NC 751	Grandale Drive	9,500	4,000	0.42	B	A
25	Grandale Dr	Scott King Road	Sedwick Road	9,500	5,500	0.58	B	B
26	Sedwick Rd	Grandale Drive	NC 55	12,500	5,800	0.46	B	B
27	NC 55	Sedwick Road	Alexander Drive	39,700	44,800	<b>1.13</b>	<b>E</b>	B

TWLTL = Two-Way Left Turn Lane

## Future Intersection Level-of-Service (LOS) Analysis

For the future year intersection LOS analysis, the same nine intersections that were analyzed in the existing conditions section were used. For each of these intersections, a set of 2035 turning-movement projections was prepared using existing volumes and trend growth rates. These forecasted traffic volumes were then analyzed using existing intersection geometry, as shown in **Figure 9**. Capacity analyses were performed for the AM and PM peak hours for projected trendline (2035) traffic conditions using *SYNCHRO* (Version 7) and *SIDRA* (for roundabouts) software to determine the operating characteristics of the adjacent road network.

Capacity analyses were performed for the existing (2007) traffic condition for the following intersections:

- US 15-501 at Jack Bennett Road
- Farrington Point Road at Lystra Road
- Farrington Road and Stagecoach Road at Mt. Carmel Road

# recommendations

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The following transportation recommendations were developed based on the established vision and guiding principles, results from the Triangle Regional Model, thorough consideration of existing and future land uses, and basic transportation planning principles. The structure of the recommendations does not require that all improvements be completed in unison. This structure allows flexibility to encourage cooperation and partnership with the development community to implement the vision of the plan in several phases as development occurs and funding sources become available.

The recommendations are broken down into roadway recommendations and intersection improvement recommendations. **Figure 31** illustrates the proposed recommendations.

## Roadway Recommendations

### *US 15-501 and Jack Bennett Road*

- Lengthen the existing westbound left-turn lane on Jack Bennett Road to provide 250 feet of full-width storage.

### *Old Farrington Point Road and Lystra Road*

- Construct an additional eastbound left-turn lane on Lystra Road with 425 feet of full-width storage.
- Construct an exclusive southbound right-turn lane on Old Farrington Point Road with 300 feet of full-width storage.
- Consider conversion of traffic signal to a roundabout configuration.

### *Farrington Point Road/Old Farrington Point Road and Mt. Carmel Road*

- Construct an exclusive westbound right-turn lane on Farrington Point Road with 100 feet of full-width storage.
- Construct an exclusive northbound right-turn lane on Old Farrington Point Road with 225 feet of full-width storage.
- Construct an exclusive southbound left-turn lane on Mt. Carmel Road with 125 feet of full-width storage.
- Install a roundabout or traffic signal when warranted.

## recommendations

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### *Farrington Mill Road/Farrington Point Road and Barbee-Chapel Road*

- Construct an exclusive eastbound right-turn lane on Barbee-Chapel Road with 125 feet of full-width storage.
- Construct an exclusive westbound left-turn lane on Farrington Point Road with 700 feet of full-width storage.
- Construct an exclusive northbound left-turn lane on Farrington Point Road to provide 225 feet of full-width storage.
- Install a roundabout or traffic signal when warranted.

### *Farrington Road and Stagecoach Road*

- Construct an exclusive northbound right-turn lane on Farrington Road with 200 feet of full-width storage.
- Construct an exclusive southbound left-turn lane on Farrington Road with 100 feet of full-width storage.
- Construct an exclusive westbound left-turn lane on Stagecoach Road with 100 feet of full-width storage.
- Install a roundabout or traffic signal when warranted.

### *Stagecoach Road and Hope Valley Road (751)*

- Construct an additional northbound and southbound through lane on Hope Valley Road.
- Construct an additional eastbound left-turn lane on Stagecoach Road with 250 feet of full-width storage.
- Construct an exclusive northbound left-turn lane on Hope Valley Road with 400 feet of full-width storage.
- Construct an exclusive southbound right-turn lane on Hope Valley Road with 200 feet of full-width storage.

### *Hope Valley Road (751) and Fayetteville Road*

- Construct an additional northbound and southbound through lane on Hope Valley Road.
- Lengthen the existing northbound right-turn lane on Hope Valley Road to provide 350 feet of full-width storage.
- Construct an additional westbound left-turn lane Fayetteville Road with 100 feet of full-width storage.

# recommendations

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- Lengthen the existing westbound right-turn lane on Fayetteville Road to provide 175 feet of full-width storage.

## *NC 55 and T.W. Alexander Drive*

- Provide a free flow northbound right-turn lane.
- Lengthen the existing westbound right-turn lane on T.W. Alexander Drive to provide 400 feet of full-width storage.

## **Intersection Improvement Recommendations**

The following improvements are recommended for the study intersections to accommodate projected traffic volumes in 2035. They are broken down into short and long term lists in order to provide guidance on implementation phasing:

### **Short-Term Improvements**

#### *US 15/501 and Jack Bennett Road*

- Lengthen the existing westbound left-turn lane on Jack Bennett Road to provide 250 feet of full-width storage.

#### *Old Farrington Point Road and Lystra Road*

- Construct an additional eastbound left-turn lane on Lystra Road with 425 feet of full-width storage.

#### *Farrington Road and Stagecoach Road*

- Construct an exclusive northbound right-turn lane on Farrington Road with 200 feet of full-width storage.

#### *NC 751 Hope Valley Road and Stagecoach Road*

- Construct an additional eastbound left-turn lane on Stagecoach Road with 250 feet of full-width storage.

#### *NC 55 and T.W. Alexander Drive*

- Lengthen the existing westbound right-turn lane on T.W. Alexander Drive to provide 400 feet of full-width storage.

# recommendations

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## Long-Term Improvements

### *Old Farrington Point Road and Lystra Road*

- Construct an exclusive southbound right-turn lane on Old Farrington Point Road with 300 feet of full-width storage.
- Consider conversion of traffic signal to a roundabout configuration.

### *Farrington Point Road/Old Farrington Point Road and Mt. Carmel Road*

- Construct an exclusive westbound right-turn lane on Farrington Point Road with 100 feet of full-width storage.
- Construct an exclusive northbound right-turn lane on Old Farrington Point Road with 225 feet of full-width storage.
- Construct an exclusive southbound left-turn lane on Mt. Carmel Road with 125 feet of full-width storage.
- Install a roundabout or traffic signal when warranted.

### *Farrington Mill Road/Farrington Point Road and Barbee-Chapel Road*

- Construct an exclusive eastbound right-turn lane on Barbee-Chapel Road with 125 feet of full-width storage.
- Construct an exclusive westbound left-turn lane on Farrington Point Road with 700 feet of full-width storage.
- Construct an exclusive northbound left-turn lane on Farrington Point Road to provide 225 feet of full-width storage.
- Install a roundabout or traffic signal when warranted.

### *Farrington Road and Stagecoach Road*

- Construct an exclusive southbound left-turn lane on Farrington Road with 100 feet of full-width storage.
- Construct an exclusive westbound left-turn lane on Stagecoach Road with 100 feet of full-width storage.
- Install a roundabout or traffic signal when warranted.

### *NC 751 Hope Valley Road and Stagecoach Road*

- Construct an additional northbound and southbound through lane on Hope Valley Road.

## recommendations

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- Construct an exclusive northbound left-turn lane on Hope Valley Road with 400 feet of full-width storage.
- Construct an exclusive southbound right-turn lane on Hope Valley Road with 200 feet of full-width storage.

### *NC 55 and T.W. Alexander Drive*

- Provide a free flow northbound right-turn lane.

### *NC 751 Hope Valley Road and Fayetteville Road*

- Construct an additional northbound and southbound through lane on Hope Valley Road.
- Lengthen the existing northbound right-turn lane on Hope Valley Road to provide 350 feet of full-width storage.
- Construct an additional westbound left-turn lane Fayetteville Road with 100 feet of full-width storage
- Lengthen the existing westbound right-turn lane on Fayetteville Road to provide 175 feet of full-width storage.

## Land Use Recommendations

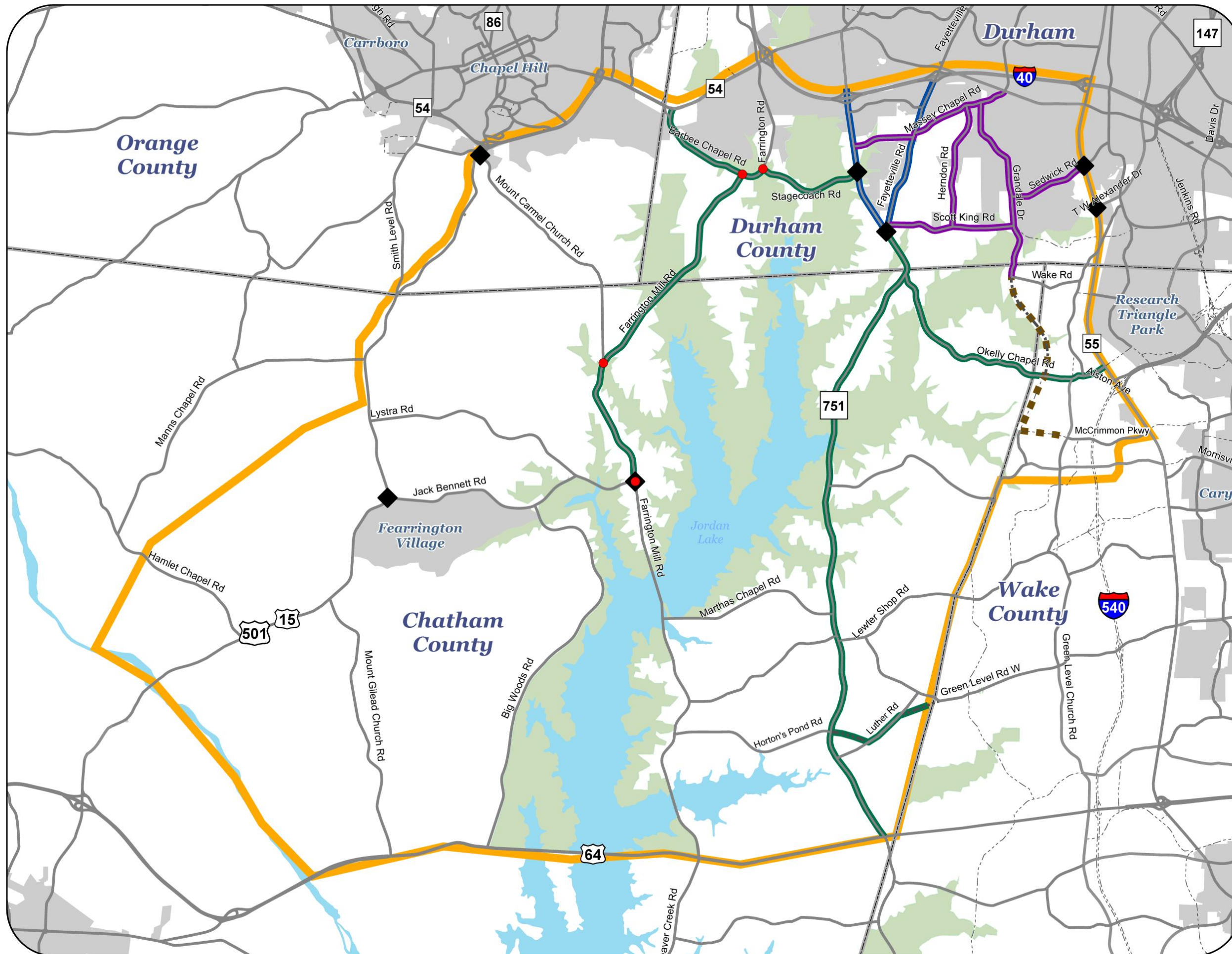
The scenario planning analysis confirms that reorganization of land use patterns and/or development densities or intensities throughout the study area into a more compact, nodal development pattern significantly improves the efficiency of the transportation system, while preserving unspoiled natural areas immediately surrounding new town centers. Successful implementation of a compact, nodal development pattern will require the strengthening of some development policies and/or land development controls administered in the study area. Purposeful coordination among private landowners, officials for the various local governments, the DCHC MPO, and the North Carolina Department of Transportation to combine land use and transportation planning processes traditionally completed in isolation will ensure a more efficient and fiscally responsible regional transportation system.

Cities and counties in the study area should consider strengthening rules, policies, and incentives for promoting compact development patterns in locally-adopted plans and ordinances to implement a more livable transportation system.

# Farrington Road Corridor Study

## Figure 31

### Recommended Transportation Improvements



- Recommendations**
- Roundabout Conversion
  - ◆ Intersection Improvement
  - Widen 1 Lane Per Direction
  - Access Management
  - Operational Management
  - - - New Roadway
  - - - New Roads
  - ▭ Counties
  - ▭ Study Area
  - ▭ Municipalities
  - ▭ Lakes
  - ▭ Corps of Engineers Land

November 25, 2008



**MEMORANDUM**

**TO:** Technical Coordinating Committee  
DCHC MPO

**FROM:** DCHC MPO Lead Planning Agency

**DATE:** December 17, 2008

**SUBJECT:** FY 2011-2017 Transportation Improvement Program – Regional Priority List

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NCDOT is on a two year cycle for the development of the Transportation Improvement Program (TIP). The TIP is the document that lists the transportation projects receiving federal and state funding over the next seven years. The Regional Priority List is the document that communicates the MPO's priorities for the funding of transportation projects in the TIP. NCDOT provided the DCHC MPO a copy of the schedule for the development of the FY 2011-2017 TIP on October 27, 2008. This schedule requests that MPOs provide their Regional Priority Lists to NCDOT by March 28, 2008. This is a three month delay from the original schedule as communicated by NCDOT staff in summer 2008. As a result, the TAC decided to adjust the MPO schedule for the FY 2011-2017 Metropolitan TIP (Attachment 6A) to allow for more review of the Regional Priority List before approval.

For the development of the Regional Priority List, the DCHC MPO approved the Regional Priority List Ranking Methodology on August 13, 2008 (Attachment 6B) and requested that all local jurisdictions provide a local priority list by October 1, 2008. Attachment 6C is a copy of the local priority lists. Local and MPO staff then applied the Ranking Methodology to the submitted projects. On October 22, 2008, the TCC reviewed a draft Regional Priority List with the application of the Ranking Methodology. Since some data was incomplete at the time of the TCC meeting, the TCC recommended that the TAC release the draft list for public comment subject to review by the TCC TIP Subcommittee. The TCC TIP Subcommittee met on October 31, 2008. Most of the missing data was completed, but there remain some unresolved issues. The TAC voted to release the draft Regional Priority List for public comment and direct the TCC to develop a recommendation for the unresolved issues. The TCC Subcommittee met on December 10, 2008 and made recommendations regarding the unresolved issues.

Attachment 6D is the draft Regional Priority List. It is a set of three tables (highway, bicycle/pedestrian, and transit) that list the local priority projects and the application of the Ranking Methodology. This list reflects the TIP Subcommittee's recommendations.

## **TCC TIP Subcommittee Recommendations**

### **Overlapping Projects**

Several overlapping projects were submitted by local governments. The following is a list of the overlapping projects that have inconsistent descriptions. The TCC TIP Subcommittee has made recommendations on the following projects.

#### **1. Homestead Road**

- Town of Carrboro – Old NC 86 to Seawell School Road – bike lanes, sidewalks, transit facilities
- Town of Chapel Hill – High School Road to NC 86 – bike lanes, sidewalks, and turn lanes
- Orange County – Old NC 86 to NC 86 – bike lanes and sidewalks (submitted as a highway project, but no capacity improvements were in the description)
- TCC TIP Subcommittee Recommendation: Combine into one project Old NC 86 to NC 86 bike lanes, sidewalks, transit, and turn lanes (the design of the corridor may vary along the length). The project will be scored using the bike/ped ranking methodology.

#### **2. Seawell School Road**

- Town of Carrboro – Homestead Road to Estes Drive – bike lanes, sidewalks, transit facilities
- Town of Chapel Hill – Homestead Road to Estes Drive – bike lanes, sidewalks, transit facilities, and turn lanes
- TCC TIP Subcommittee Recommendation: Combine into one project Homestead to Estes bike lanes, sidewalks, transit, and turn lanes (the design of the corridor may vary along the length). The project will be scored using the bike/ped ranking methodology.

#### **3. Franklin/Main/Brewer/Merritt Mill Intersection**

- Town of Carrboro – Improve operation for motorists, pedestrians, bicyclists, and transit
- Town of Chapel Hill – Safety improvements for pedestrians and bicyclists (one of 15 intersection improvements)
- TCC TIP Subcommittee Recommendation: Combine into one project. The project will be scored using the highway ranking methodology.

#### **4. Estes Drive Extension**

- Town of Carrboro – Greensboro Street to Town limits – bike lanes, sidewalks, and transit accommodations – multi-use path from Williams Street to Estes Drive Extension
- Town of Chapel Hill – Town limits to NC 86 – bike lanes and sidewalks
- TCC TIP Subcommittee Recommendation: Combine into one project Greensboro Street to NC 86 bike lanes, sidewalks, and transit with multi-use path from Williams

Street to Estes Drive Extension. The project will be scored using the bike/ped ranking methodology.

#### **5. Old NC 86**

- Town of Carrboro – Hillsborough Road to Homestead Road – bike lanes, sidewalks, transit facilities
- Town of Carrboro – Homestead Road to Eubanks Road – bike lanes, sidewalks, transit facilities
- Orange County – Hillsborough Road to I-40 – bicycle facilities
- TCC TIP Subcommittee Recommendation: Split into three projects.
  - 1) Hillsborough to Homestead – bike lanes, sidewalks, and transit;
  - 2) Homestead to Eubanks – bike lanes, sidewalks, and transit;
  - 3) Eubanks to I-40 – bicycle facilities

#### **6. Eubanks Road**

- Town of Carrboro – Old NC 86 to Rogers Road – bike lanes, sidewalks, transit facilities
- Orange County – Old NC 86 to NC 86 – bike lanes
- TCC TIP Subcommittee Recommendation: Split into two projects.
  - 1) Old NC 86 to Rogers Road – bike lanes, sidewalks, and transit;
  - 2) Rogers Road to NC 86 – bike lanes

#### **7. Mount Carmel Church Road**

- Town of Chapel Hill – US 15-501 to county line – bike lanes, sidewalks, transit, and safety improvements
- Orange County – US 15-501 to county line – bike lanes
- TCC TIP Subcommittee Recommendation: Combine into one project with bike lanes, sidewalks, transit, and safety improvements.

#### **8. Erwin Road**

- Durham County – County line to NC 751 – bike lanes and sidewalks
- Town of Chapel Hill – US 15-501 to county line – bike lanes, sidewalks, and safety improvements
- TCC TIP Subcommittee Recommendation: Combine into one project US 15-501 to NC 751 bike lanes and sidewalks.

#### **9. Ephesus Church Road**

- Durham County – County line to Farrington Road – bike lanes and sidewalks
- Town of Chapel Hill – US 15-501 to Pope Road – bike lanes, sidewalks, and safety improvements
- TCC TIP Subcommittee Recommendation: Combine into one project US 15-501 to Farrington Road bike lanes and sidewalks.

#### **10. Barbee Chapel Road**

- Durham County – NC 54 to Stagecoach Road – bike lanes and sidewalks

- Town of Chapel Hill – NC 54 to Downing Creek Parkway – bike lanes and sidewalks
- TCC TIP Subcommittee Recommendation: Combine into one project NC 54 to Stagecoach Road bike lanes and sidewalks.

### **Categorization of Projects by Mode**

Many of the projects submitted by local jurisdictions include increases in roadway capacity, bicycle facilities, sidewalks, and/or transit accommodations. The Regional Priority List Ranking Methodology (Attachment 6B) is not clear on which mode multi-modal projects like these should be classified in, and as a result there has been some confusion by staff as to how to categorize multi-modal projects.

The primary reason that the ranking methodology was separated by mode is because it has been very difficult to develop one ranking methodology that fairly evaluates all types of projects. The mode-separated methodology has proved to be better at ranking projects by comparing information relevant to each mode. The mode-separated methodology includes point categories that respond to the primary purpose of the projects. For example, the highway ranking includes points for congestion, the bicycle/pedestrian ranking includes points for connectivity to other bicycle/pedestrian facilities, and the transit ranking includes points for ridership.

The TCC TIP Subcommittee recommends that projects be grouped into the category that best fits the primary purpose of the project. The category does not preclude the provision of other modal facilities into the project. A highway widening project can include bike lanes, and a bike lane project can include turn lanes. A project with a primary purpose of adding bike lanes to a road that also will add a couple of turn lanes at intersections will more fairly compare with other bicycle/pedestrian projects using the ranking methodology.

The TCC TIP Subcommittee recommends that the TAC create a combined-mode priority list after approving the mode-separated lists. Furthermore, this list should include eligible funding categories for each project in order to provide guidance to NCDOT on the flexing of highway funds to other modes. The TAC will also be able to split the lists by division when approving the final Regional Priority List.

### **Transit Projects**

Triangle Transit's local priority list has been added to the draft Regional Priority List.

**TCC Action:** Recommend that the TAC approve the revised tables and direct the TCC to develop a recommendation for a combined-mode final Regional Priority List separated by division with eligible funding sources for each project.

**Durham-Chapel Hill-Carrboro Metropolitan Planning Organization  
(DCHC MPO)**

***Development Schedule***

**FY 2011-2017 Metropolitan Transportation Improvement Program**

<b>Due Date</b>	<b>Task</b>
July-Aug 2008	TCC Subcommittee develops Regional Priority List Ranking Methodology
23-July-2008	TCC recommends Regional Priority List Ranking Methodology
<b>13-Aug-2008</b>	<b>TAC approves the Regional Priority List Ranking Methodology</b>
Aug –Sept 2008	Jurisdictions develop local priority lists
1-Oct-2008	TCC receives local priority lists from member jurisdictions/agencies with application of the Ranking Methodology
October 2008	Development of the Draft Regional Priority List
22-Oct-2008	TCC recommends Draft Regional Priority List.
<b>12-Nov-2008</b>	<b>TAC releases Draft Regional Priority List for a minimum 21-day public comment period</b>
Nov-Dec-Jan 2008-2009	Local jurisdictions offer comments on the Regional Priority List
<b>14-Jan-2009</b>	<b>TAC holds a Public Hearing on Draft Regional Priority List.</b>
28-Jan-2009	TCC considers TAC comments, public comments and input from local governments on the Regional Priority List. TCC makes recommendations as needed.
<b>11-Feb-2009</b>	<b>TAC approves Final Regional Priority List</b>
28-Mar-2009	NCDOT deadline for Regional Priority Lists
Feb – April 2009	NCDOT holds statewide public meetings
5-Nov-2009	State Board of Transportation (BOT) releases Draft 2011-2017 State Transportation Improvement Program (STIP)
<b>11-Nov-2009</b>	<b>TAC releases the Draft 2011-2017 Metropolitan Transportation Improvement Program (MTIP) for a minimum 21-day public comment period.</b>
<b>9-Dec-2009</b>	<b>TAC holds a Public Hearing on the Draft 2011-2017 MTIP.</b>
Jan-Feb 2010	NCDOT holds statewide public meetings Draft 2011-2017 STIP
Feb-April 2010	One-on-one meetings with NCDOT and MPOs on Draft 2011-2017 STIP
3-June-2010	State BOT approves the Final 2011-2017 STIP
<b>9-June-2010</b>	<b>TAC approves the Final 2011-2017 MTIP</b>



COUNTY COMMISSIONERS      COUNTY MANAGER  
George Lucier, *Chairman*      Charlie Horne  
Mike Cross, *Vice Chairman*  
Patrick Barnes  
Carl Thompson  
Tom Vanderbeck

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P. O. Box 1809, Pittsboro, NC 27312-1809 • Phone: (919) 542-8200 • Fax: (919) 542-8272

**RESOLUTION IN SUPPORT OF PROJECTS TO BE INCLUDED IN THE  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2011-2017 FOR  
PROJECTS IN CHATHAM COUNTY IN THE  
DURHAM-CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING ORGANIZATION**

**Whereas**, the North Carolina Board of Transportation, every two years, develops a Transportation Improvement Program that identifies transportation projects over the next seven years; and

**Whereas**, the North Carolina Board of Transportation requests candidate projects be submitted by local jurisdictions for the 2011-2017 Transportation Improvement Program update; and

**Whereas**, the Transportation Improvement Program provides an opportunity to develop multi-modal facilities and services throughout Chatham County and its' incorporated jurisdictions; and

**Whereas**, Chatham County is as a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and works cooperatively to encourage interconnected transportation facilities regionally; and

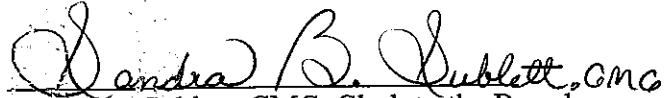
**Now, Therefore, Be It Resolved** by the Chatham County Board of Commissioners that:

1. The attached list of transportation projects are considered for inclusion into the 2011-2017 Transportation Improvement Program.
2. Transportation projects listed in the 2009-2015 Transportation Improvement Program continue to be supported.

**Respectfully Adopted**, this the 15<sup>th</sup> day of September, 2008.

  
George Lucier, Chairman

ATTEST:

  
Sandra B. Sublett, CMC, Clerk to the Board  
Chatham County Board of Commissioners

TCC 12/17/08 Attachment 6B

**CHATHAM COUNTY LIST OF TRANSPORTATION PROJECTS  
CONSIDERED FOR INCLUSION IN THE  
2011-2017 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE DURHAM-CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING ORGANIZATION**

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Bus Transit Project

1. Establish a bus route from Pittsboro to Chapel Hill with a park and ride lot on US 15-501.

Highway Projects

1. Safety improvements to Jack Bennett Road (SR 1717), between US 15-501 and Lystra Road (SR 1721), and Lystra Road (SR 1721), between US 15-501 and Farrington Point Road (SR 1008). The improvements include widening shoulders and improving several curves. Jack Bennett Road and Lystra Road between Jack Bennett and Farrington Point Road are identified as Bicycle Routes on the Chatham County Bicycle Map prepared by the NCDOT Division of Bicycle and Pedestrian Transportation.
2. Widen NC 751 from two lanes to four lanes with bicycle lanes from US 64 to the Durham County Line. This project has also been included in the Triangle Area Rural Planning Organization (TARPO) candidate project list.
3. Increase the length of turn lanes at North Chatham Elementary School on Lystra Road (SR 1721).
4. Increase the length of turn lanes at Perry Harrison Elementary School on Hamlets Chapel Road (SR 1525).
5. Develop a roadway/pedestrian/bicycle plan in area generally north of US 64 and east of Jordan Lake in conjunction with the Town of Cary.
6. Increase the elevation of sections of Jeremiah Drive (SR 1762) that are subject to flooding from an unnamed tributary to Overcup Creek.

RESOLUTION #9602

**RESOLUTION TO ENDORSE THE CITY OF DURHAM'S  
PROJECT PRIORITY LIST  
FOR THE FY 2011-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

- WHEREAS, The Durham City Council recognizes the importance of transportation to the economic and social well-being of the community; and
- WHEREAS, A Transportation Improvement Program which identifies transportation projects scheduled for State and Federal funding over the next seven years is prepared biannually (every two years) by the N. C. Board of Transportation and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and
- WHEREAS, The North Carolina Board of Transportation and the Transportation Advisory Committee solicit input for identifying transportation projects of local and regional importance to be included in the FY 2011-2017 TIP; and
- WHEREAS, The identification of locally important transportation projects includes both fully funded, partially funded, and unfunded projects in the FY 2009-2015 TIP and additional priority projects to be included in the 2011-2017 TIP; and
- WHEREAS, The Durham City Council strongly encourages extensive and meaningful public participation in the design and construction of programmed transportation projects; and
- WHEREAS, The Durham City Council strongly encourages the provision of transit accommodations, bicycle and pedestrian facilities and protection of residential neighborhoods as transportation improvements are designed and implemented.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DURHAM, NORTH CAROLINA THAT:**

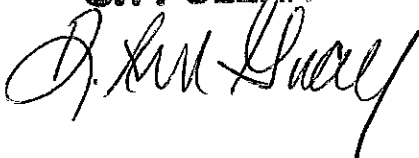
1. The Durham City Council endorses the attached project priority list of transportation projects to be considered for inclusion in the FY 2011-2017 TIP;
2. The Durham City Council urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fund the attached priority project requests before funding other projects in the urban area; and,
3. The Durham City Council urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fully fund the partially funded projects in the FY 2009-2015 TIP and maintain funding for the fully funded projects in the FY 2009-2015 TIP.

**APPROVED BY  
CITY COUNCIL**

SEP 15 2008

  
\_\_\_\_\_  
William W. "Bill" Bell, Mayor

**CITY CLERK**



**Recommended TIP Project Priority List  
FY 2011-2017  
City of Durham**

The priority list should include all projects that the City's wants funded in the 2011-2017 TIP. We are listing all projects including projects that are currently fully funded, partially funded, or unfunded. Projects that are fully funded for construction pre-FY 2011 are not listed.

**A. Highway**

<u>Priority</u>	<u>Project Description</u>
1  Partially funded	<p><b>East End Connector (U-0071)</b> – (A) US 70 from Southern Railway to NC 98 including railway structure. (B) US 70 from Miami Blvd. to Southern Railway (C) Freeway connector between NC 147 and US 70. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: \$128M, right-of-way, mitigation, and three years of construction funded FY 2010 through FY 2015 with a combination of “loop” funding and STP funding. Funding needed: \$33M of construction funding needed in FY 2016</p>
2  Fully funded	<p><b>Hillandale Rd. (I-85 to Carver St.) (U-3804)</b> – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: \$11.2M, construction scheduled in FY 2010-2011. Funding needed: None</p>
3  Fully funded	<p><b>Alston Ave. (NC 147 to Holloway St.) (U-3308)</b> – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: \$25.9M, construction scheduled in FY 2011-2013. Funding needed: None</p>
4	<p><b>Fayetteville Rd. (Woodcroft Pkwy. to Riddle Rd.)</b> – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: None Funding needed: \$21.1M</p>
5	<p><b>NC 54 (I-40 east to NC 55)</b> – Widen existing two-lane facility to multi-lanes with a divided median with consideration for a bus rapid transit. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: None Funding needed: \$91.5M</p>

**Priority**

**Project Description**

- 6 **US 70 (Lynn Rd. to County Line) (U-4720)** – Convert existing 4-lane facility to 6-lane freeway consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate planning study with the Northern Durham Parkway project.
- Current funding: None  
Funding needed: \$123.1M
- 7 **Northern Durham Parkway (U-4721)** (A) I-85 to Old Oxford Road, 4-lane divided; (B) US 70 to I-85, 4-lane divided; and (C) Old Oxford Road to Roxboro Road – construct 2 lane road on a 4-lane right-of-way consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate the planning study with the US 70 (Lynn Rd. to County Line) project.
- Current funding: None  
Funding needed: (A) \$34.1M, (B) \$106.6M, (C) \$7.5M
- 8 **NC 54 (I-40 to Barbee Chapel Rd.)** – Widen to 6-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None  
Funding needed: \$39.1M
- 9 **Old Oxford Highway** (Phase I, N. Roxboro to Hamlin Rd.) – Expand capacity. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None  
Funding needed: \$38.1M
- 10 **NC 751 (Phase I, S. Roxboro Rd. to NC 54)** – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None  
Funding needed: \$7.2M
- 11 **Hopson Rd./Church St. (U-4716)** – Construct a grade separation at railroad, close Church St. railroad crossing. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None  
Funding needed: \$6.5M

<u>Priority</u>	<u>Project Description</u>
12	<b>M.L. King, Jr. Pkwy./NC 55 Interchange (U-2405)</b> – Construct extension to Cornwallis Road including bridge over railroad. Provide bicycle, pedestrian, and transit facilities as appropriate.  Current funding: None Funding needed: \$45M for grade-separated intersection or \$30M for at-grade crossing
13	<b>Intelligent Transportation System (ITS) Improvements</b> (cameras, dynamic message boards, vehicle detectors, transit signal preemption, etc.) – city-wide.
14	<b>Transportation Demand Management (TDM)</b> programs to reduce travel demand by single-occupancy vehicles

**B. Bicycle and Pedestrian**

<u>Priority</u>	<u>Project Description</u>
1	<b>Avondale Dr. (Roxboro Rd. to Geer St.)</b> - pedestrian facilities  Fully funded Current funding: \$515,000 from STPDA in FY 2011 Funding needed: None
2	<b>Fayetteville Rd. (Cornwallis Rd. to Nelson St.)</b> - pedestrian and bicycle facilities.  Fully funded Current funding: \$356,000 from Safe Routes to School Grant in FY 2011 Funding needed: None
3	<b>Cheek Rd. (Geer St. to Hardee St.)</b> - pedestrian facilities  Fully funded Current funding: \$695,000 from STPDA funding in FY 2011 Funding needed: None
4	<b>Hillendale Rd. (I-85 to NC 147)</b> – pedestrian and bicycle facilities.  Fully funded Current funding: \$1.32M from STPDA in FY 2008 and 2011 Funding needed: Subject to engineering analysis
5	<b>Holloway St. (Miami Blvd. to US 70)</b> – Construct sidewalk.  Current funding: None, may be included as part of the East End Connector project Total funding needed: \$257,000
6	<b>Club Blvd. (Ruffin St. to Geer St.)</b> - pedestrian and bicycle facilities  Current funding: None Funding needed: \$2,978,000

<u>Priority</u>	<u>Project Description</u>
7	<b>Alston Ave. (Carpenter Fletcher Rd. to Sedwick Rd.)</b> - pedestrian and bicycle facilities  Current funding: None Funding needed: \$2,069,000
8	<b>Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Business)</b> - pedestrian and bicycle facilities.  Current funding: None Funding needed: \$4,916,000
9	<b>Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.)</b> – pedestrian and bicycle facilities.  Current funding: None Funding needed: \$2,389,000
10	<b>Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.)</b> - pedestrian and bicycle facilities.  Current funding: None Funding needed: \$3,204,000
11	<b>University Dr. (Garrett Rd. to Hope Valley Rd.)</b> - pedestrian and bicycle facilities  Current funding: None Funding needed: \$1,025,000
12	<b>Sedwick Rd. (Grandale Dr. to Alston Ave.)</b> – pedestrian and bicycle facilities  Current funding: None Funding needed: \$2,187,000
13	<b>Holloway St. (Junction Rd. to Lynn Rd.)</b> – Construct sidewalk.  Current funding: None Total funding needed: \$736,000

**C. Transit**

<u>Priority</u>	<u>Project Description</u>
1	DATA preventative maintenance and routine capital items in FY 2011  Current funding: None Funding needed: \$3.50M

<u>Priority</u>	<u>Project Description</u>
2	DATA preventative maintenance and routine capital items in FY 2012  Current funding: None Funding needed: \$3.85M
3	DATA preventative maintenance and routine capital items in FY 2013  Current funding: None Funding needed: \$4.25M
4	DATA preventative maintenance and routine capital items in FY 2014  Current funding: None Funding needed: \$4.66M
5	DATA preventative maintenance and routine capital items in FY 2015  Current funding: None Funding needed: \$5.12M
6	DATA preventative maintenance and routine capital items in FY 2016  Current funding: None Funding needed: \$5.64M
7	DATA preventative maintenance and routine capital items in FY 2017  Current funding: None Funding needed: \$6.20M
8	30 40' hybrid replacement buses for DATA in 2013  Current funding: None Funding needed: \$24.0M (\$800,000/bus)
9	7 40' hybrid replacement buses for DATA in 2017  Current funding: None Funding needed: \$8.4M (\$1,200,000/bus)
10	15 ADA replacement vans for DATA in 2011  Current funding: None Funding needed: \$570,000 (\$38,000/van)
11	18 ADA replacement vans for DATA in 2016  Current funding: None Funding needed: \$900,000 (\$50,000/van)

<u>Priority</u>	<u>Project Description</u>
12	6 replacement service vehicles for DATA in 2011  Current funding: None Funding needed: \$180,000 (\$30,000/vehicle)
13	4 replacement service vehicles for DATA in 2012  Current funding: None Funding needed: \$140,000 (\$35,000/vehicle)
14	Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2011  Current funding: None Funding needed: \$500,000
15	Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2013  Current funding: None Funding needed: \$750,000
16	Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2017  Current funding: None Funding needed: \$1,000,000
17	8 40' hybrid expansion buses for DATA in 2011 <ul style="list-style-type: none"><li>• 15 minute headways to Duke</li><li>• Direct route from downtown to Southpoint</li><li>• Direct route from downtown to Duke hospital</li><li>• Direct route from downtown to Riverside HS</li><li>• Direct route from Duke to Southpoint</li></ul> Current funding: None Funding needed: \$5.76M (\$720,000/bus)
18	18 40' hybrid expansion buses for DATA in 2012 <ul style="list-style-type: none"><li>• 15 minute headways on routes 1, 3, 4, 6, 7, and 10</li><li>• 30 minute headways on route 15</li><li>• Cross-town routes</li></ul> Current funding: None Funding needed: \$13.5M (\$750,000/bus)



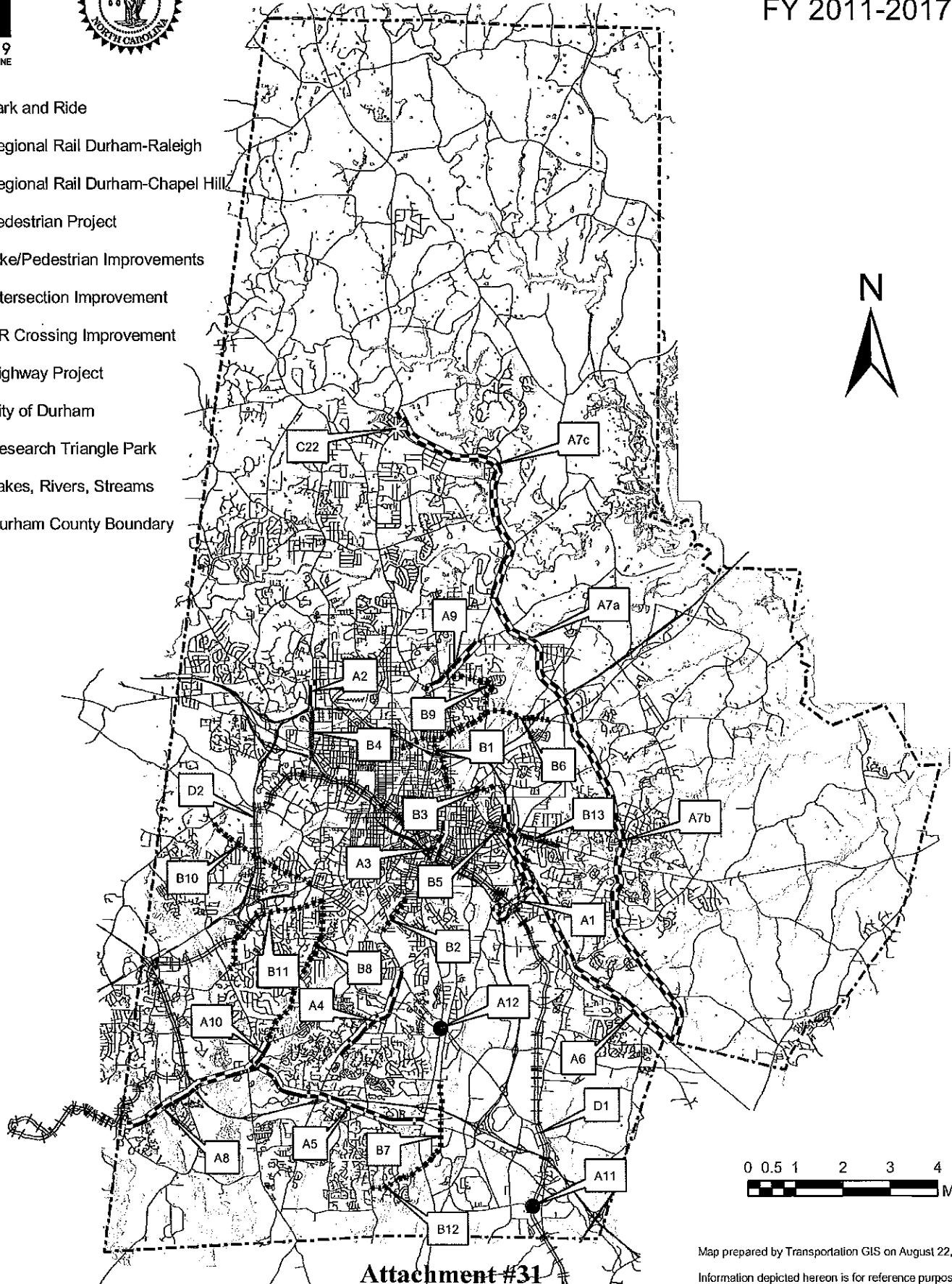


# City of Durham TIP Priority List

Attachment C  
TCC 12/17/08 Attachment 6B

FY 2011-2017

- Park and Ride
- Regional Rail Durham-Raleigh
- Regional Rail Durham-Chapel Hill
- Pedestrian Project
- Bike/Pedestrian Improvements
- Intersection Improvement
- RR Crossing Improvement
- Highway Project
- City of Durham
- Research Triangle Park
- Lakes, Rivers, Streams
- Durham County Boundary



Attachment #31

Map prepared by Transportation GIS on August 22, 2008.

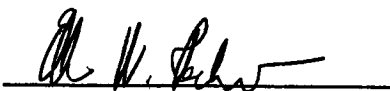
Information depicted hereon is for reference purposes only and is compiled from the best available sources. The City of Durham/Durham Region assumes no responsibility for errors arising from the misuse of this map.

**RESOLUTION TO ENDORSE THE DURHAM COUNTY  
PROJECT PRIORITY LIST  
FOR THE FY 2011-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

- WHEREAS, The Board of County Commissioners recognizes the importance of transportation to the economic and social well-being of the community; and
- WHEREAS, A Transportation Improvement Program which identifies transportation projects scheduled for state and federal funding over the next seven years is prepared biannually (every two years) by the N. C. Board of Transportation and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and
- WHEREAS, The North Carolina Board of Transportation and the Transportation Advisory Committee solicit input for identifying transportation projects of local and regional importance to be included in the FY 2011-2017 TIP; and
- WHEREAS, The identification of locally important transportation projects includes funded, partially funded and unfunded projects in the FY 2009-2015 TIP and additional priority projects to be included in the 2011-2017 TIP; and
- WHEREAS, The Board of County Commissioners strongly encourages extensive and meaningful public participation in the design and construction of programmed transportation projects; and
- WHEREAS, The Board of County Commissioners strongly encourages the provision of bicycle and pedestrian facilities and protection of residential neighborhoods as transportation improvements are designed and implemented; and
- WHEREAS, The Board of County Commissioners strongly supports additional funds for transportation improvements, including the identification of additional state funding and new innovative sources of funds such as impact fees, land transfer taxes, and other local option revenue sources.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DURHAM COUNTY, NORTH CAROLINA THAT:**

1. The Board of County Commissioners endorses the attached project priority list of transportation projects to be considered for inclusion in the FY 2011-2017 TIP;
2. The Board of County Commissioners urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fund the attached priority project requests before funding other projects in the urban area; and,
3. The Board of County Commissioners urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fully fund the partially funded highway projects in the FY 2009-2015 TIP.

  
Ellen Reckhow, Chair BOCC

**Recommended TIP Project Priority List**  
**FY 2011-2017**  
*Durham County*

The priority list should include all projects that the County wants funded in the 2011-2017 TIP. All projects are listed including projects that are currently fully funded, partially funded, or unfunded. Projects that are fully funded for construction pre-FY 2011 are not listed.

**A. Highway**

<b><u>Priority</u></b>	<b><u>Project Description</u></b>
1 Partially funded	<b>East End Connector (U-0071)</b> – (A) US 70 from Southern Railway to NC 98 including railway structure. (B) US 70 from Miami Blvd. to Southern Railway (C) Freeway connector between NC 147 and US 70. Provide bicycle, pedestrian, and transit facilities as appropriate.  Current funding: \$128M, right-of-way, mitigation, and three years of construction funded FY 2010 through FY 2015 with a combination of “loop” funding and STP funding. Funding needed: \$33M of construction funding needed in FY 2016
2 Fully funded	<b>Hillendale Rd. (I-85 to Carver St.) (U-3804)</b> – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.  Current funding: \$11.2M, construction scheduled in FY 2010-2011. Funding needed: None
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4	<b>Fayetteville Rd. (Woodcroft Pkwy. to Riddle Rd.)</b> – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.  Current funding: None Funding needed: \$21.1M
5	<b>NC 54 (I-40 east to NC 55)</b> – Widen existing two-lane facility to multi-lanes with a divided median with consideration for a bus rapid transit. Provide bicycle, pedestrian, and transit facilities as appropriate.  Current funding: None Funding needed: \$91.5M

**Priority**

**Project Description**

- 6     **US 70 (Lynn Rd. to County Line) (U-4720)** – Convert existing 4-lane facility to 6-lane freeway consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate planning study with the Northern Durham Parkway project.
- Current funding: None  
Funding needed: \$123.1M
- 7     **Northern Durham Parkway (U-4721)** (A) I-85 to Old Oxford Road, 4-lane divided; (B) US 70 to I-85, 4-lane divided; and (C) Old Oxford Road to Roxboro Road – construct 2 lane road on a 4-lane right-of-way consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate the planning study with the US 70 (Lynn Rd. to County Line) project.
- Current funding: None  
Funding needed: (A) \$34.1M, (B) \$106.6M, (C) \$7.5M
- 8     **NC 54 (I-40 to Barbee Chapel Rd.)** – Widen to 6-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None  
Funding needed: \$39.1M
- 9     **Old Oxford Highway** (Phase I, N. Roxboro to Hamlin Rd.) – Expand capacity. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None  
Funding needed: \$38.1M
- 10    **NC 751 (Phase I, S. Roxboro Rd. to NC 54)** – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None  
Funding needed: \$7.2M
- 11    **Hopson Rd./Church St. (U-4716)** – Construct a grade separation at railroad, close Church St. railroad crossing. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None  
Funding needed: \$6.5M

<u>Priority</u>	<u>Project Description</u>
12	<b>M.L. King, Jr. Pkwy./NC 55 Interchange (U-2405)</b> – Construct extension to Cornwallis Road including bridge over railroad. Provide bicycle, pedestrian, and transit facilities as appropriate.  Current funding: None Funding needed: \$45M for grade-separated intersection or \$30M for at-grade intersection with NC 55
13	<b>Intelligent Transportation System (ITS) Improvements</b> (cameras, dynamic message boards, vehicle detectors, transit signal preemption, etc.) – city-wide.
14	<b>Transportation Demand Management (TDM)</b> programs to reduce travel demand by single-occupancy vehicles

**B. Bicycle and Pedestrian**

<u>Priority</u>	<u>Project Description</u>
1	<b>Avondale Dr. (Roxboro Rd. to Geer St.)</b> - pedestrian facilities  Fully funded Current funding: \$515,000 from STPDA in FY 2011 Funding needed: None
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3	<b>Cheek Rd. (Geer St. to Hardee St.)</b> - pedestrian facilities  Fully funded Current funding: \$695,000 from STPDA funding in FY 2011 Funding needed: None
4	<b>Hillandale Rd. (I-85 to NC 147)</b> – pedestrian and bicycle facilities.  Fully funded Current funding: \$1.32M from STPDA in FY 2008 and 2011 Funding needed: Subject to engineering analysis
5	<b>Holloway St. (Miami Blvd. to US 70)</b> – Construct sidewalk.  Current funding: None, may be included as part of the East End Connector project Total funding needed: \$257,000
6	<b>Club Blvd. (Ruffin St. to Geer St.)</b> - pedestrian and bicycle facilities  Current funding: None Funding needed: \$2,978,000

<u>Priority</u>	<u>Project Description</u>
7	<b>Alston Ave. (Carpenter Fletcher Rd. to Sedwick Rd.)</b> - pedestrian and bicycle facilities  Current funding: None Funding needed: \$2,069,000
8	<b>Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Business)</b> - pedestrian and bicycle facilities.  Current funding: None Funding needed: \$4,916,000
9	<b>Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.)</b> – pedestrian and bicycle facilities.  Current funding: None Funding needed: \$2,389,000
10	<b>Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.)</b> - pedestrian and bicycle facilities.  Current funding: None Funding needed: \$3,204,000
11	<b>University Dr. (Garrett Rd. to Hope Valley Rd.)</b> - pedestrian and bicycle facilities  Current funding: None Funding needed: \$1,025,000
12	<b>Sedwick Rd. (Grandale Dr. to Alston Ave.)</b> – pedestrian and bicycle facilities  Current funding: None Funding needed: \$2,187,000
13	<b>Holloway St. (Junction Rd. to Lynn Rd.)</b> – Construct sidewalk.  Current funding: None Total funding needed: \$736,000
14	<b>Barbee Chapel Rd. (NC 54 to Stagecoach Rd.)</b> – pedestrian and bicycle facilities  Current funding: None Funding needed: \$1,759,000
15	<b>Erwin Rd. (Orange County Line to NC 751)</b> – pedestrian and bicycle facilities  Current funding: None Funding needed: \$1,942,000

<u>Priority</u>	<u>Project Description</u>
16	<b>Ephesus Church Rd. (Orange County Line to Farrington Rd.)</b> – pedestrian and bicycle facilities  Current funding: None Funding needed: \$600,000
17	<b>Pope Rd. (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.)</b> – pedestrian and bicycle facilities  Current funding: None Funding needed: \$1,470,000

**C. Transit**

<u>Priority</u>	<u>Project Description</u>
1	DATA preventative maintenance and routine capital items in FY 2011  Current funding: None Funding needed: \$3.50M
2	DATA preventative maintenance and routine capital items in FY 2012  Current funding: None Funding needed: \$3.85M
3	DATA preventative maintenance and routine capital items in FY 2013  Current funding: None Funding needed: \$4.25M
4	DATA preventative maintenance and routine capital items in FY 2014  Current funding: None Funding needed: \$4.66M
5	DATA preventative maintenance and routine capital items in FY 2015  Current funding: None Funding needed: \$5.12M
6	DATA preventative maintenance and routine capital items in FY 2016  Current funding: None Funding needed: \$5.64M
7	DATA preventative maintenance and routine capital items in FY 2017  Current funding: None Funding needed: \$6.20M

<u>Priority</u>	<u>Project Description</u>
8	30 40' hybrid replacement buses for DATA in 2013  Current funding: None Funding needed: \$24.0M (\$800,000/bus)
9	7 40' hybrid replacement buses for DATA in 2017  Current funding: None Funding needed: \$8.4M (\$1,200,000/bus)
10	15 ADA replacement vans for DATA in 2011  Current funding: None Funding needed: \$570,000 (\$38,000/van)
11	18 ADA replacement vans for DATA in 2016  Current funding: None Funding needed: \$900,000 (\$50,000/van)
12	6 replacement service vehicles for DATA in 2011  Current funding: None Funding needed: \$180,000 (\$30,000/vehicle)
13	4 replacement service vehicles for DATA in 2012  Current funding: None Funding needed: \$140,000 (\$35,000/vehicle)
14	Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2011  Current funding: None Funding needed: \$500,000
15	Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2013  Current funding: None Funding needed: \$750,000
16	Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2017  Current funding: None Funding needed: \$1,000,000

<u>Priority</u>	<u>Project Description</u>
17	<p>8 40' hybrid expansion buses for DATA in 2011</p> <ul style="list-style-type: none"><li>• 15 minute headways to Duke</li><li>• Direct route from downtown to Southpoint</li><li>• Direct route from downtown to Duke hospital</li><li>• Direct route from downtown to Riverside HS</li><li>• Direct route from Duke to Southpoint</li></ul> <p>Current funding: None Funding needed: \$5.76M (\$720,000/bus)</p>
18	<p>18 40' hybrid expansion buses for DATA in 2012</p> <ul style="list-style-type: none"><li>• 15 minute headways on routes 1, 3, 4, 6, 7, and 10</li><li>• 30 minute headways on route 15</li><li>• Cross-town routes</li></ul> <p>Current funding: None Funding needed: \$13.5M (\$750,000/bus)</p>
19	<p>4 40' hybrid expansion buses for DATA in 2013</p> <ul style="list-style-type: none"><li>• 15 minute headways on routes 12 and 16</li></ul> <p>Current funding: None Funding needed: \$3.4M (\$850,000/bus)</p>
20	<p>2 40' hybrid expansion buses for DATA in 2014</p> <ul style="list-style-type: none"><li>• New route on MLK Pkwy, NC 55 to South Square</li></ul> <p>Current funding: None Funding needed: \$1.8M (\$900,000/bus)</p>
21	<p>2 40' hybrid expansion buses for DATA in 2015</p> <ul style="list-style-type: none"><li>• New route downtown to Butner</li></ul> <p>Current funding: None Funding needed: \$1.8M (\$900,000/bus)</p>
22	<p>Land acquisition for 2 park-n-ride lots</p> <ul style="list-style-type: none"><li>• North Durham/Treyburn area</li><li>• US 70 east or Parkwood area</li></ul> <p>Current funding: None Funding needed: \$2.2M</p>

**D. Fixed Guideway**

**Priority**

**Project Description**

- 1 Regional Rail Service– Rail transit service to connect Durham, RTP, RDU, Cary, and Raleigh – Construction. \*Subject to change dependent upon the MPO 2035 Long Range Transportation Plan.\*

Current funding: None

Funding needed: \$1,532.7M (Duke Medical Center to Durant Road in north Raleigh)

- 2 Regional Rail Service – Rail transit service on US 15-501 corridor from Duke University to Chapel Hill – Alternatives analysis and preliminary engineering and design. \*Subject to change dependent upon the MPO 2035 Long Range Transportation Plan.\*

Current funding: \$2.0M in FY 2009 and 2010 for alternatives analysis; \$2.7M in FY 2015 for preliminary engineering and design

Funding needed: Funding and year subject to change dependent upon 2035 LRTP

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

A RESOLUTION ENDORSING ORANGE COUNTY'S PRIORITY TRANSPORTATION PROJECTS FOR THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION REGIONAL PRIORITY LIST FOR THE 2011 – 2017 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the North Carolina Board of Transportation, every two years, prepares a Transportation Improvement Program that identifies transportation projects scheduled for State and Federal funding over the next seven years; and

WHEREAS, the North Carolina Board of Transportation solicits input for identifying transportation projects of local and regional importance to be included in the FY 2011-2017 Transportation Improvement Program; and

WHEREAS, Orange County gives priority to identified safety needs on existing roads and bridges, to other transportation projects that encourage alternatives to automobile travel, to projects that minimize adverse impacts on the natural environment and cultural sites, and to those projects that foster economic development in the designated Economic Development Districts; and

WHEREAS, Orange County strongly encourages the North Carolina Department of Transportation (NCDOT) to design all highway projects, where appropriate, to accommodate bicycle and pedestrian traffic to provide alternative means of transportation that may result in reduced automobile traffic and related air and water impacts; and

WHEREAS, Orange County encourages the NCDOT to design all new or replacement bridges with sufficient clearance to allow wildlife to cross safely under them, and to allow pedestrian passage along any existing or planned trail-system connectors;

NOW, THEREFORE, BE IT RESOLVED by the Orange County Board of Commissioners that:

The Board of County Commissioners endorses the attached list of priority transportation projects to be considered for inclusion in the FY 2011-2017 Metropolitan Transportation Improvement Program.

Upon motion of Commissioner Forshee, seconded by Commissioner Cary, the foregoing resolution was adopted this the 9 day of October, 2008

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 7, 2008, 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 9 day of October, 2008.



Donna Baker  
Clerk to the Board of Commissioners

Tel: 12/17/08 Attachment 6B

**ORANGE COUNTY TRANSPORTATION PRIORITY LIST**  
**2011 – 2017 DURHAM-CHAPEL HILL-CARRBORO**  
**METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

1. TIP Project No. EB-4980, SR 1006 (Orange Grove Road) at Interstate 40: Construct a pedestrian bridge over I-40. Interstate 40 separates two schools, Grady Brown Elementary and Cedar Ridge High School, from residential areas north of the interstate. The schools are within walking and cycling distance from residential areas but bicyclists and pedestrians must share the roadway with motor vehicles crossing the narrow two-lane bridge that carries Orange Grove Road over Interstate 40. The bridge is too narrow to accommodate a pedestrian walkway. Lack of an adequate pedestrian crossing presents an unsafe environment for students to walk to the schools. The "Access Management and Awareness Project and Report for Orange Grove Road" recommends this project. Orange County has received a Safe Routes to School Action Plan Service Award to develop a plan to make walking and bicycling to Grady Brown Elementary School safer and more appealing.
2. Hillsborough Train Station: Construct a train station in Hillsborough and request AMTRAK service to Orange County. The train station can also serve future commuter rail operations and anchor a multimodal transportation hub in Hillsborough. A revenue and ridership study conducted by the North Carolina Department of Transportation Rail Division and AMTRAK has indicated that there is enough potential ridership to make a stop in Hillsborough financially feasible.
3. TIP Project No. R-2825, SR 1009 (South Churton Street) Improvements: Develop congestion management, limited access, aesthetic and capacity improvements including bicycle and pedestrian improvements between US 70 Business and Interstate 40. The portion between Interstates 40 and 85 will conform to the design criteria of the Economic Development District Design Manual (4-lane divided section with bike and pedestrian improvements). The feasibility study completed by NCDOT in February 2002 recommends a 4-lane divided curb and gutter cross section, with 16-foot median, for the entire corridor from I-40 to the Eno River. Orange County stresses the need to study improvements within the current right-of-way for the segment north of Interstate 85. Improved capacity through widening is not the County's first choice because of significant constraints between Interstate 85 and US 70 Business and the proximity of the historic district north of the project limits. Orange County requests that, where conditions do not prevent the addition of frontage roads, the feasibility study include the addition of frontage roads with limited access from the corridor.
4. SR 1009 (Old NC 86) Bicycle Facilities: Construct bicycle facilities on Old NC 86 from Hillsborough Road in Carrboro to I-40 in Hillsborough. This route along Old NC 86, from Carrboro's Transition Area just north of Eubanks Road (SR 1727) to Rippy Lane (SR 1224), is priority 6 of the primary bicycle routes listed in the Orange County Bicycle Transportation Plan. This project would extend bicycle accommodations requested in TIP Project R-2825 (South Churton Street bicycle lanes from Interstate 40 to the Eno River) to Hillsborough Road in Carrboro and

**ORANGE COUNTY TRANSPORTATION PRIORITY LIST**  
**2011 – 2017 DURHAM-CHAPEL HILL-CARRBORO** 12/17/08 Attachment 6B  
**METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

provide a connection between proposed bicycle facilities in Carrboro along Old Fayetteville Road, Homestead Road and Eubanks Road.

5. SR 1006 (Orange Grove Road) Extension: Extend Orange Grove Road from the east side of Churton Street (SR 1009) to US 70 business. The “EDD Transportation Work Group Recommendations” and the “Access Management and Awareness Project and Report for Orange Grove Road” recommend this project as an alternative access to the US 70 Business/NC 86 corridor to alleviate congestion on Churton Street. This project could also provide access to a potential site for Orange County’s priority rail project, AMTRAK service and train station in Hillsborough, although the site for such rail station has not been determined.
6. Tip Project No. U-3436, SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road): realign intersection and make safety improvements. This project is listed in the 2009 – 2015 TIP as an unfunded project. The Hillsborough Town Board and Orange County Commissioners have endorsed this project in two joint studies that included commissioners from both jurisdictions. The “EDD Transportation Work Group Recommendations” and the “Access Management and Awareness Project and Report for Orange Grove Road” recommend this project for improved traffic flow and safety.
7. U-2805, SR 1777 (Homestead Road) Improvements: Improve Homestead Road from Old NC 86 (SR 1009) to NC 86 to include bicycle lanes and sidewalks in sections of the corridor where those facilities do not exist. There are three schools in the vicinity of Homestead Road: Chapel Hill High School, Smith Middle School and Seawell Elementary School. Many students live within walking distance and cycling distance to Chapel Hill High School and must walk or cycle along Homestead Road, and cross the road daily. Provision of sidewalks is of utmost importance for the safety of students and other pedestrians who use this corridor. Provision of bicycle facilities is, likewise, necessary for the safety of students and others
8. SR 1727 (Eubanks Road) Bicycle Lanes: Construct bicycle lanes on Eubanks Road from Old NC 86 (SR 1009) to NC 86. This project would provide a safer bicycle connection between major routes into Chapel Hill and Carrboro. The project would provide bicycle access to the new Morris Hill Elementary School off Eubanks Road. Increased traffic on Eubanks from the solid waste convenience center and Chapel Hill Public Works Facility and Transportation Facility on Millhouse Road off of Eubanks presents conflicts with bicycle transportation on the facility. This project is in the 2030 DCHC Long Range Transportation Plan, and is also, from Rogers Road to NC 86, in the Chapel Hill Bicycle and Pedestrian Action Plan.

TDC 12/17/08 Attachment 6B

**ORANGE COUNTY TRANSPORTATION PRIORITY LIST  
2011 – 2017 DURHAM-CHAPEL HILL-CARRBORO  
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

9. SR 1008 (Mt. Carmel Church Road) bicycle lanes: Construct bicycle lanes on Mt. Carmel Church Road from US 15-501 to the Orange/Chatham County line. This project is a segment of the Mountains to Seas Bicycle Route. Mt. Carmel Church Road, from Chapel Hill's extraterritorial planning jurisdiction (ETJ) to the Orange/Chatham County line is priority 8 of the primary priority bicycle routes on the Orange County Bicycle Transportation Plan. Increased traffic on Mt. Carmel Church has worsened travel conditions in this corridor that has many blind curves, making this popular bicycle route unsafe for bicycling.
  
10. US 70 Bypass Widening: Widen US 70 Bypass, from the Orange/Durham County line to the I-85-US 70 Connector east of Efland, to a four-lane divided section with bike and pedestrian improvements. This project should be phased to address traffic counts and existing congestion. Orange County requests that this project be identified as a need and included in the 2011-20172 STIP. Two segments of this corridor are of particular interest. The first segment is the one through northern Hillsborough because of the economic development potential of this segment (as referenced in the US 70/Cornelius Street Corridor Strategic Plan) and proximity to C.W. Stanford Middle School and Orange High School. The second segment is the segment through the Eno Economic Development District that includes the interchange of Interstate 85 and US 70, and should be contemporaneous with TIP Project I-0305, Interstate 85 widening from I-40 to the Orange/Durham County line.
  
11. NC 86 (North of Hillsborough) Improvements: Widen NC 86, from US 70 Bypass north of Hillsborough to Coleman Loop, SR 1332, (Coleman Loop also being the intersection area of the planned connector between NC 86 and NC 57), to four lanes with intersection improvements at US 70 Bypass to include extending the queuing lane for traffic turning east onto US 70 Bypass from northbound Churton Street/NC 86. NC 86 is the major north-south route through Orange County and is designated in North Carolina's Long-Range Statewide Multimodal Transportation Plan as a Strategic Highway Corridor. NC 57 converges into US 86 just north of US 70 Bypass. The segment of NC 86 between NC 57 and US 70 is congested, rendering a high accident location at the intersection of US 70 Bypass at NC 86.
  
12. NC 86, Bicycle Facilities: Construct bicycle facilities (4-foot paved shoulders) from Chapel Hill (Whitfield Road, SR 1730, SR 1731) to Hillsborough (US 70 Business). This project will extend bicycle facilities on Martin Luther King, Jr. Boulevard (NC86) in Chapel Hill to US 70 Business in Hillsborough. NC 86 from Chapel Hill to Hillsborough is experiencing increasing numbers of bicyclists using this route and there are also two schools along this route, A.L. Stanback Middle School and New Hope Elementary School (just off NC 86 on New Hope Church Road, SR 1723). This route is listed as priority I of the primary bicycle routes proposed in the Orange County Bicycle Transportation Plan. This project is included in the Bicycle Program as an incidental need. Orange County requests that bicycle lanes be constructed as an independent project, and, if necessary, programmed in phases.



**TOWN OF CARRBORO**  
NORTH CAROLINA

The following resolution was introduced by Alderman Lydia Lavelle and duly seconded by Alderman Joal Hall Broun.

A RESOLUTION RECEIVING THE REPORT ON THE 2011-2017  
TRANSPORTATION IMPROVEMENT PROGRAM LOCAL PRIORITY LIST  
Resolution No. 1212008-09

WHEREAS, the Town of Carrboro participates in the development of the Transportation Improvement Program (TIP) as a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and

WHEREAS, the Transportation Advisory Board has reviewed transportation needs in Carrboro and provided recommendations on a local priority list for adoption by the Board of Aldermen.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen have received the report on the local priority list for the 2011-2017 TIP.

BE IT FURTHER RESOLVED that the Carrboro Board of Aldermen refers a local priority list to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, with the following change in the priority:

1	Old Fayetteville Road - Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougle Middle School to NC 54.
2	Homestead Rd. – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86.
3	Transit Capital Projects – Fund transit capital projects as identified by Chapel Hill Transit and agreed to by the Transit Partner’s Committee.
4	Estes Drive – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to Town limits, as well as a multi-use path from Williams Street to Estes Drive to provide an alternative bicycle-pedestrian connection.
5	South Greensboro Street – Add sidewalks on the west sides of the road from Old Pittsboro road to Merritt Mill Road.
6	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.
7	Old NC 86 – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Eubanks Road.
8	Eubanks Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Road.
9	Franklin / Main / Merritt Mill / Brewer Intersection – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit.
10	N. Greensboro corridor from Weaver Street to Shelton - bicycle and pedestrian improvements
11	Seawell School Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Estes Drive.
12	N. Greensboro/Estes Ext. intersection roundabout

13	Fixed Guideway – Connection to Carolina North / Horace Williams property utilizing existing railroad right-of-way from University Power Plant to Carolina North
14	NC 54 from James St. to Anderson Park - side path on the northern side to accommodate two-directional bicycle transportation.

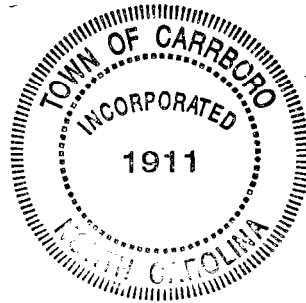
The foregoing resolution having been submitted to a vote received the following vote and was duly adopted this 16<sup>th</sup> day of September 2008:

Ayes: Joal Hall Broun, Mark Chilton, Dan Coleman, Jacquelyn Gist, Randee Haven-O'Donnell, Lydia Lavelle

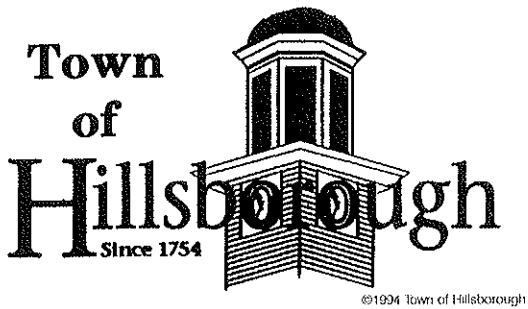
Noes: None

Absent or Excused: John Herrera

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 a resolution adopted by the Carrboro Board of Aldermen at its meeting on September 16, 2008.



*Sarah C. Williamson*  
 Town Clerk



## Hillsborough TIP Priority List 2011-2017

1. **Improvements along South Churton Street (project R-2825):** Develop congestion management, limited access, aesthetic and capacity improvements between US 70 Business and Interstate 40 consistent with the recommendations in the 2006 Churton Street Corridor Plan. The feasibility study completed in February 2002 recommended a 4-lane divided with 16-foot median, curb and gutter cross section for the entire corridor from I-40 to the Eno River bridge.
2. **Orange Grove Road (SR 1006) extension to US 70 Business:** Construct road extension of Orange Grove Road east to cross (over or under to be determined) NCCR to intersect with US 70 Business. Traffic projections should determine road capacity. Improvements for bicycles and pedestrians are included with this request.
3. **U-3436, SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road):** Realign intersection and make safety improvements. Both the EDD Transportation Work Group Recommendations and the Access Management and Awareness Project and Report for Orange Grove Road recommend this project for improved traffic flow and safety.
4. **Elizabeth Brady Road extension (project U-3808):** Construct proposed 4-lane boulevard that connect US 70 Business, US 70 Bypass, and St. Mary's Road (SR 1002). Special Design consideration should be used in crossing the Eno River and the overall impact of the road on neighboring properties.
5. **In town transit circulator (C-4932):** Partner with Orange Public Transit to provide a fixed-route public transit route within the Hillsborough city limits to reduce congestion during peak hours, provide wider access to intercity routes, and provide mode choice for residents and employees.
6. **Train station/multi-modal center:** Construct a train station in Hillsborough and request AMTRAK service to Orange County. The train station can also serve future commuter rail operations and anchor a multimodal transportation hub in Hillsborough. A revenue and ridership study conducted by the North Carolina Department of Transportation Rail Division and AMTRAK has indicated that there is enough potential ridership to make a stop in Hillsborough financially feasible.
7. **NC 86, Bicycle Lanes:** Construct bicycle lanes (4-foot paved shoulders) from Chapel Hill (Whitfield Road) to Hillsborough (US 70 Business). This route is listed as priority 1 of the primary bicycle routes proposed in the Orange County Bicycle Transportation Plan adopted April 6, 1999.
8. **SR 1006, Orange Grove Road, at Interstate 40:** Construct a pedestrian bridge over I-40. Two schools are within walking and cycling distance from residential areas north of I-40. Bicyclists and pedestrian must share the roadway with motor vehicles crossing the narrow two-lane bridge that carries Orange Grove Road over Interstate 40.


9. **US 70 Bypass widening:** Widen US 70 Bypass to a four-lane divided section with bike and pedestrian improvements. This project should be phased to address the traffic counts and existing congestion and the western portion will conform with the recommendations in the 2007 US 70/Cornelius Street Plan.
  
10. **Nash Street Sidewalk:** Construct sidewalk along the west side of Nash Street (SR 1156) from Faucette Mill Road to Dimmocks Mill Road. Construct sidewalk connections to Hillsborough Elementary School along West Union Street and Central Elementary School along Hayes Street.
  
11. **Western Bypass (project R-3438)** Construct proposed 2-lane facility connecting US 70 with NC 86 North using a portion of Coleman Loop Road (SR 1332) right of way.

The above list was set to a vote at the September 22, 2008 Hillsborough Town Board of Commissioners meeting and received the following vote:

Ayes: 4

Noes: 0

Absent/excused: 1

  
Donna F. Armbrister, MMC  
Town Clerk

**A RESOLUTION APPROVING THE 2011-2017 CHAPEL HILL TRANSPORTATION PRIORITY LIST (2008-10-15/R)**

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has begun the process to develop the 2011-2017 Metropolitan Transportation Improvement Program; and

WHEREAS, the Transportation Advisory Committee will develop a Regional Transportation Priority List for use in developing the Metropolitan Transportation Improvement Program; and

WHEREAS, the Transportation Advisory Committee has requested local governments develop transportation priority lists for use in preparing the Regional Priority List; and

WHEREAS, the council received comments from the public on the 2011-2017 transportation priorities;

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Town of Chapel Hill that the Council adopts the following list as the 2011-2017 Transportation Priority List for submission to the Transportation Advisory Committee:

**2011-2017 Chapel Hill Transportation Priority List**

1. Transit Capital Projects: (FY 2007-2011).
2. Martin Luther King Jr. Boulevard/NC 86 Corridor: I-40 to North Street- Bicycle and pedestrian improvements.
3. Bolin Creek Greenway: Construct a greenway from Martin Luther King Jr. Blvd. to Umstead Park.
4. Homestead Road: NC 86 to High School Road, provide bicycle lanes, sidewalks and turn lanes
5. Townwide Intersection Improvements: Safety improvements for pedestrians and bicyclists in 15 locations, as identified in 2006 Townwide pedestrian safety evaluation, and NC54/South Columbia Street, NC54/Fordham Boulevard, and Merritt Mill Road/Brewer Street/Main Street.
6. Pedestrian and Bicycle Overpass/Underpass Across Fordham Boulevard: Construct a pedestrian and bicycle overpass or underpass across Fordham Boulevard in the area between Manning Drive and Old Mason Farm Road
7. Morgan Creek Phase II: Construct a greenway from the end of Phase I to Carrboro Town line.

8. **Estes Drive Extension:** Construct sidewalks and five foot bicycle lanes.
9. **Seawell School Road:** Improvements from Homestead Road to Estes Drive Extension, including turn lanes, bicycle lanes, sidewalks and transit accommodations.
10. **Cleland Drive/Burning Tree Drive:** Construct sidewalks and pedestrian improvements along Cleland Drive and Burning Tree Drive.
11. **Pope Road:** Construct sidewalks and five foot bicycle lanes.
12. **Ephesus Church Road:** Construct sidewalks and five foot bicycle lanes.
13. **Fordham Boulevard:** Construct sidewalk from Ephesus Church Road to Elliott Road
14. **Culbreth Road:** Construct sidewalk from Adam Way to Smith Level Road
15. **Barbee Chapel Road:** NC 54 to Downing Creek Parkway, provide sidewalks and bicycle lanes.
16. **Estes Drive:** NC 86 to Curtis Road, widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.
17. **Mount Carmel Church Road:** Improvements from US 15-501 South to Chatham County line, to be limited to include bicycle lanes, sidewalks, transit and safety improvements.
18. **Bolin Creek Phase IV:** Construct a greenway from Umstead Park to Carolina North, follow Umstead Drive to Estes Drive, then along Estes Drive to Carolina North
19. **Piney Mountain Road:** Improvements from NC 86 to Riggsbee Road, including turn lanes, sidewalks, bicycle lanes and transit accommodations.
20. **Erwin Road:** Construct bicycle lanes, sidewalks and safety improvements, US15-501 to Durham County line.
21. **Old Mason Farm/Finley Golf Course Road:** Construct bicycle lanes and sidewalks.
22. **Fordham Boulevard Corridor:** US 15-501 South to Ephesus Church Road- bicycle and pedestrian Improvements.
23. **NC 54 Corridor:** Fordham Boulevard to Barbee Chapel Road- bicycle and pedestrian Improvements.

24. **Horace Williams Trail**: Construct a greenway from Homestead Road and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line. (formerly Southern Railroad Greenway)

25. Bolin Creek/Little Creek Greenway: Construct a greenway from Chapel Hill Community Center to Pinehurst Drive.

Projects shown in bold type are new.

This the 20<sup>th</sup> day of October, 2008.

BIKE/PED PROJECTS

Rank	Name (limits)	Pedestrian Facilities	Bicycle Facilities	Jurisdiction	Local Priority			Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Traffic Count		2: Right-of-Way Availability		3: Travel Demand from Local Land Uses				4: Local Connectivity		5: Regional Connectivity		6: Safety		7: Environmental Impacts		8: Community Impacts		9: Environmental Justice Impacts		10: Funding Status		Total Points
					Local Priority #	Jurisdiction	Local Priority #			AAADT	Points	Availability	Points	Bike Points	Ped Points	Total	Points	Number of Connections	Points	Route Type	Points	Bike and/or Ped Crashes	Points	Impact	Points	Impact	Points	Impact	Points	Impact	Points	
1	Martin Luther King Jr. Boulevard/NC86 Corridor (I-40 to North Street- Bicycle and pedestrian improvements.)	Sidewalks	Bicycle Lanes	CH	1		2.5	\$3,945,000	30,000	3	Adequate	3	139	73	212	3	19	3	Part of existing regional bicycle route	3	1	2	High+	3	Medium+	2	High+	3	25%+	3	28	
2	Fayetteville Rd. (Cornwallis Rd. to Nelson St.)	Sidewalks	Bicycle Lanes	D	2	DC	2	\$356,000	18,000	3	Adequate	3	132	43	175	3	20	3	Local route that connects to existing regional bicycle route	1	15	3	Medium+	2	High+	3	High+	3	25%+	3	27	
3	Avondale Dr. (Roxboro Rd. to Geer St.)	Sidewalks	Bicycle Lanes	D	1	DC	1	\$515,000	17,000	3	Adequate	3	121	17	138	3	6	3	Ped connection to local bus	1	8	3	Medium+	2	Low+	1	High+	3	25%+	3	25	
4	Ephesus Church Road (US 15-501 to Farrington Road)	Sidewalks	Bicycle Lanes	CH	11	DC	16	\$2,656,000	11,000	3	Adequate	3	82	40	122	3	7	3	New regional bicycle route	2	2	2	Medium+	2	High+	3	Medium+	2	10%+	2	25	
5	University Dr. (Garrett Rd. to Hope Valley Rd.)	Sidewalks	Bicycle Lanes	D	11	DC	11	\$1,025,000	18,000	3	Adequate	3	109	34	143	3	10	3	Ped connection to existing TT regional route	3	8	3	Low+	1	Medium+	2	High+	3	Unfunded	0	24	
6	Hillandale Rd. (I-85 to NC 147)	Sidewalks	Bicycle Lanes	D	4	DC	4	\$1,320,000	18,000	3	Some	2	97	49	146	3	4	3	Ped connection to local bus	1	0	1	Medium+	2	Medium+	2	High+	3	25%+	3	23	
7	NC54 Corridor, from Fordham Boulevard to Barbee Chapel Road (bicycle and pedestrian improvements.)	Sidewalks	Bicycle Lanes	CH	22		1.2	\$1,550,000	48,000	3	Adequate	3	88	34	122	3	8	3	Part of existing regional bicycle route	3	4	3	Medium+	2	Medium+	2	Low+	1	Unfunded	0	23	
8	Club Blvd. (Ruffin St. to Geer St.)	Sidewalks	Bicycle Lanes	D	6	DC	6	\$2,978,000	10,000	3	Adequate	3	115	20	135	3	5	3	Ped connection to local bus	1	10	3	Negative	0	High+	3	High+	3	Unfunded	0	22	
9	Erwin Road (15-501 to NC 751)	Sidewalks	Bicycle Lanes	DC	15	CH	19	\$5,527,000	12,000	3	Adequate	3	108	31	139	3	9	3	Ped connection to existing TT regional route	3	0	1	Negative	0	High+	3	High+	3	Unfunded	0	22	
10	Fordham Boulevard Corridor, from US 15-501 South to Ephesus Church Road (US 15-501 South to Ephesus Church Road- bicycle and pedestrian improvements.)	Sidewalks	Wide Outside Lanes	CH	21		4.0	\$5,147,000	40,000	3	Adequate	3	133	77	210	3	8	3	Local route that connects to existing regional bicycle route	1	4	3	Medium+	2	Medium+	2	Medium+	2	Unfunded	0	22	
11	18 Chapel Hill Intersections	Sidewalks	Bicycle Lanes	CH	4		0.0	\$1,542,000	29,000	3	Adequate	3	32	23	55	1	4	3	Ped connection to local bus	1	7	3	Medium+	2	Low+	1	Medium+	2	10%+	2	21	
12	Nash Street (Faucette Mill to Dimmocks Mill)	Sidewalks	No	H	3		1.8	\$679,233	2,250	2	Adequate	3	n/a	15	15	0	4	3	No ped connection to transit	0	2	2	Medium+	2	Medium+	2	High+	3	25%+	3	20	
13	Pedestrian and Bicycle Overpass/Underpass Across Fordham Boulevard (Construct a pedestrian and bicycle overpass or underpass across Fordham Boulevard in the area between Manning Drive and Old Mason Farm Road)	Multi-use Path	Multi-use Path	CH	5		0.0	\$2,261,000	48,000	3	Adequate	3	82	29	111	2	1	1	Ped connection to local bus	1	2	2	Medium+	2	High+	3	High+	3	Unfunded	0	20	

Rank	Name (limits)	Pedestrian Facilities	Bicycle Facilities	Local Priority				Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Traffic Count		2: Right-of-Way Availability		3: Travel Demand from Local Land Uses				4: Local Connectivity		5: Regional Connectivity		6: Safety			7: Environmental Impacts		8: Community Impacts		9: Environmental Justice Impacts		10: Funding Status		Total Points
				Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			AADT	Points	Availability	Points	Bike Points	Ped Points	Total	Points	Number of Connections	Points	Route Type	Points	Bike and/or Ped Crashes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points		
14	Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Bus)	Sidewalks	Bicycle Lanes	D	8	DC	8	3.4	\$4,916,000	17,000	3	Adequate	3	90	20	110	2	4	3	New regional bicycle route	2	6	3	Low+	1	Low+	1	Medium+	2	Unfunded	0	20	
15	Bolin Creek Greenway (Construct a greenway from Martin Luther King Jr. Blvd. to Umstead Park.)	Multi-use Path	Multi-use Path	CH	2			0.8	\$1,500,000	2,100	2	Adequate	3	125	28	153	3	3	2	Ped connection to existing TT regional route	3	0	1	Low+	1	Low+	1	Low+	1	10%+	2	19	
16	Cheek Rd. (Geer St. to Hardee St.)	Sidewalks	No	D	3	DC	3	0.5	\$695,000	4,100	2	Adequate	3	n/a	6	6	0	1	1	Ped connection to local bus	1	4	3	Low+	1	Medium+	2	High+	3	25%+	3	19	
17	Estes Dr. Extension (Greensboro to NC 86) bike lanes, sidewalks, and transit accommodations and multi-use path to Williams Street	Sidewalks	Bicycle Lanes	C	3	CH	7	2.6	\$2,197,000	14,000	3	Much Needed	1	90	27	117	2	11	3	Local route that connects to existing regional bicycle route	1	3	3	Medium+	2	Medium+	2	Medium+	2	unfunded	0	19	
18	N Greensboro (Weaver to Shelton) sharrows, median, bicycle signal detection, etc.	Sidewalks	Sharrows	C	8			0.2	\$200,000	14,000	3	Some	2	79	14	93	2	2	2	Ped connection to local bus	1	4	3	High+	3	Low+	1	Medium+	2	Unfunded	0	19	
19	Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.)	Sidewalks	Bicycle Lanes	D	9	DC	9	1.5	\$2,389,000	9,100	2	Adequate	3	47	12	59	1	1	1	Ped connection to local bus	1	6	3	Medium+	2	High+	3	High+	3	Unfunded	0	19	
20	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.)	Sidewalks	Bicycle Lanes	D	10	DC	10	2.6	\$3,204,000	4,600	2	Adequate	3	93	23	116	2	4	3	New regional bicycle route	2	4	3	Low+	1	Medium+	2	Low+	1	Unfunded	0	19	
21	Estes Drive, from NC86 to Curtis Road (NC 86 to Curtis Road, widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.)	Sidewalks	Bicycle Lanes	CH	15			0.7	\$421,000	15,000	3	Adequate	3	59	49	108	2	1	1	Ped connection to existing TT regional route	3	0	1	Medium+	2	High+	3	Low+	1	Unfunded	0	19	
22	Fordham Boulevard, from Ephesus Church Road to Elliott Road (Construct sidewalk from Ephesus Church Road to Elliott Road)	Sidewalks	No	CH	12			0.3	\$175,000	40,000	3	Adequate	3	n/a	30	30	1	2	2	Part of existing regional bicycle route	3	1	2	Medium+	2	Low+	1	Low+	1	Unfunded	0	18	
23	Piney Mountain (NC 86 to Riggsbee) turn lanes, sidewalks, bicycle lanes and transit accommodations	Sidewalks	Bicycle Lanes	CH	18			1	\$2,442,000	3,800	2	Adequate	3	77	14	91	2	7	3	Ped connection to existing TT regional route	3	0	1	Medium+	2	Low+	1	Low+	1	Unfunded	0	18	
24	Morgan Creek Phase II (Construct a greenway from the end of Phase I to Carrboro Town line.)	Multi-use Path	Multi-use Path	CH	6			1.0		43,000	3	Adequate	3	77	20	97	2	3	2	Local route that connects to existing regional bicycle route	1	1	2	Medium+	2	Low+	1	Low+	1	Unfunded	0	17	
25	Alston Ave. (Carpenter Fletcher Rd. to Sedwick Rd.)	Sidewalks	Bicycle Lanes	D	7	DC	7	1.4	\$2,069,000	7,700	2	Adequate	3	73	32	105	2	1	1	Part of existing regional bicycle route	3	1	2	Medium+	2	Low+	1	Low+	1	Unfunded	0	17	
26	NC 54 Sidewalk	Multi-use Path	Multi-use Path	C	10			0.8	\$700,000	16,500	3	Some	2	46	10	56	1	1	1	Local route that connects to existing regional bicycle route	1	2	2	Medium+	2	Medium+	2	High+	3	Unfunded	0	17	
27	Culbreth Road (Adam Way to Smith Level) Sidewalk (Construct sidewalk from Adam Way to Smith Level Road)	Sidewalks	No	CH	13			0.5	\$165,000	4,900	2	Adequate	3	n/a	14	14	0	2	2	Ped connection to local bus	1	0	1	Medium+	2	Medium+	2	Low+	1	25%+	3	17	

Rank	Name (limits)	Pedestrian Facilities	Bicycle Facilities	Local Priority					Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Traffic Count		2: Right-of-Way Availability		3: Travel Demand from Local Land Uses				4: Local Connectivity		5: Regional Connectivity		6: Safety		7: Environmental Impacts		8: Community Impacts		9: Environmental Justice Impacts		10: Funding Status		Total Points	
				Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Jurisdiction			AADT	Points	Availability	Points	Bike Points	Ped Points	Total	Points	Number of Connections	Points	Route Type	Points	Bike and/or Ped Crashes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points		
28	Barbee Chapel Rd. (NC 54 to Stagecoach Rd.)	Sidewalks	Bicycle Lanes	CH	14	DC	14	2.2	\$1,759,000	12,000	3	Adequate	3	44	23	67	1	4	3	Ped connection to existing TT regional route	3	0	1	Low+	1	Low+	1	Low+	1	Low+	1	Unfunded	0	17
29	Bolin Creek Phase IV (Construct a greenway from Umstead Park to Carolina North, follow Umstead Drive to Estes Drive, then along Estes Drive to Carolina North)	Multi-use Path	Multi-use Path	CH	17			1.3		2,000	2	Adequate	3	84	15	99	2	5	3	Ped connection to local bus	1	0	1	Medium+	2	Medium+	2	Low+	1	Unfunded	0	17		
30	Bolin Creek/Little Creek Greenway (Construct a greenway from Chapel Hill Community Center to Pinehurst Drive.)	Multi-use Path	Multi-use Path	CH	24			1.3	\$943,000	2,100	2	Adequate	3	93	31	124	3	2	2	Ped connection to local bus	1	1	2	Medium+	2	Low+	1	Low+	1	Unfunded	0	17		
31	Old Fayetteville (NC 54 to McDougle School)	Sidewalks	Bicycle Lanes	C	1			1.0	\$1,800,000	8,400	2	Some	2	41	17	58	1	1	1	Part of existing regional bicycle route	3	0	1	Medium+	2	Low+	1	Low+	1	10%+	2	16		
32	Old NC 86 (Hillsborough to Homestead)	Sidewalks	Bicycle Lanes	OC	2	C	5	1.1	\$1,320,000	11,000	3	Some	2	32	5	37	1	2	2	Part of existing regional bicycle route	3	0	1	Medium+	2	Low+	1	Low+	1	Unfunded	0	16		
33	Holloway St. (Miami Blvd. to US 70)	Sidewalks	Wide Outside Lanes	D	5	DC	5	0.4	\$257,000	13,000	3	Much Needed	1	n/a	11	11	0	4	3	Ped connection to local bus	1	2	2	Medium+	2	Low+	1	High+	3	Unfunded	0	16		
34	Mount Carmel Church Road, from US15-501 South to Chatham County Line (Improvements from US 15-501 South to Chatham County line, to be limited to include bicycle lanes, sidewalks, transit and safety improvements.)	Sidewalks	Bicycle Lanes	OC	5	CH	16	2.9	\$989,000	11,000	3	Some	2	96	19	115	2	2	2	New regional bicycle route	2	0	1	Medium+	2	Low+	1	Low+	1	Unfunded	0	16		
35	Seawell School (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and intersection safety improvements (design may vary along length)	Sidewalks	Bicycle Lanes	CH	8	C	9	3.8	\$3,525,000	4,300	2	Adequate	3	96	14	110	2	2	2	Local route	0	0	1	Medium+	2	Low+	1	High+	3	Unfunded	0	16		
36	Old Mason Farm/Finley Golf Course Road (Construct bicycle lanes and sidewalks.)	Sidewalks	Bicycle Lanes	CH	20			1.4	\$1,800,000	2,200	2	Adequate	3	85	33	118	3	1	1	Local route that connects to existing regional bicycle route	1	0	1	Medium+	2	Medium+	2	Low+	1	Unfunded	0	16		
37	NC 86 Bicycle Lanes Homestead (NC 86 to Old NC 86) bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length)	No	Wide Outside Lanes	H	1	OC	6	7.1	\$933,340	11,000	3	Some	2	18	0	18	0	0	0	Part of existing regional bicycle route	3	3	3	Low+	1	Medium+	2	Low+	1	Unfunded	0	15		
38	NC 86 Bicycle Lanes Homestead (NC 86 to Old NC 86) bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length)	Sidewalks	Bicycle Lanes	C	2	OC	3	4.7	\$5,505,000	7,700	2	Some	2	39	9	48	1	3	2	New regional bicycle route	2	0	1	Medium+	2	Low+	1	Medium+	2	Unfunded	0	15		

Rank	Name (limits)	Pedestrian Facilities	Bicycle Facilities	Local Priority				Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Traffic Count		2: Right-of-Way Availability		3: Travel Demand from Local Land Uses				4: Local Connectivity		5: Regional Connectivity		6: Safety		7: Environmental Impacts		8: Community Impacts		9: Environmental Justice Impacts		10: Funding Status		Total Points	
				Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			AADT	Points	Availability	Points	Bike Points	Ped Points	Total	Points	Number of Connections	Points	Route Type	Points	Bike and/or Ped Crashes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points		
39	Old NC 86 (Homestead to Eubanks)	Sidewalks	Bicycle Lanes	OC	2	C	6	3.4	\$4,233,000	6,700	2	Some	2	20	2	22	0	2	2	Part of existing regional bicycle route	3	0	1	High+	3	Low+	1	Low+	1	Unfunded	0	15	
40	Eubanks Road Bicycle Lanes (Rogers Rd to NC 86)	No	Bicycle Lanes	OC	4			1.7	\$824,000	7,000	2	Some	2	31	n/a	31	1	1	1	Ped connection to existing TT regional route	3	0	1	High+	3	Low+	1	Low+	1	Unfunded	0	15	
41	Pope Rd. (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.)	Sidewalks	Bicycle Lanes	CH	10	DC	17	1.1	\$1,470,000	4,100	2	Adequate	3	58	12	70	1	2	2	Ped connection to local bus	1	0	1	Medium+	2	Medium+	2	Low+	1	Unfunded	0	15	
42	Holloway St. (Junction Rd. to Lynn Rd.)	Sidewalks	Wide Outside Lanes	D	13	DC	13	0.7	\$736,000	19,000	3	Some	2	n/a	9	9	0	1	1	Ped connection to local bus	1	2	2	Medium+	2	Low+	1	High+	3	Unfunded	0	15	
43	Horace Williams Trail (Construct a greenway from Homestead Road and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line. (formerly Southern Railroad Greenway))	Multi-use Path	Multi-use Path	CH	23			1.7	\$370,000	3,800	2	Adequate	3	28	9	37	1	1	1	Ped connection to future regional rail	2	0	1	Medium+	2	Low+	1	Medium+	2	Unfunded	0	15	
44	S Greensboro (Old Pittsboro to Merritt Mill - west side)	Sidewalks	No	C	4			0.5	\$247,500	12,500	3	Much Needed	1	n/a	29	29	0	1	1	Ped connection to local bus	1	0	1	High+	3	Low+	1	High+	3	Unfunded	0	14	
45	Orange Grove Road Pedestrian Bridge	Multi-use Path	Multi-use Path	OC	1	H	2	0.0	\$1,000,000	4,600	2	Adequate	3	4	1	5	0	0	0	No ped connection to transit	0	0	1	High+	3	High+	3	Low+	1	Unfunded	0	13	
46	Cleland Drive/Burning Tree Drive (Construct sidewalks and pedestrian improvements along Cleland Drive and Burning Tree Drive.)	Sidewalks	No	CH	9			1.5		2,100	2	Adequate	3	n/a	22	22	0	2	2	Ped connection to local bus	1	1	2	Low+	1	Low+	1	Low+	1	Unfunded	0	13	
47	Sedwick Rd. (Grandale Dr. to Alston Ave.)	Sidewalks	Bicycle Lanes	D	12	DC	12	1.8	\$2,187,000	6,600	2	Adequate	3	64	14	78	1	3	2	New regional bicycle route	2	0	1	Negative	0	Low+	1	Low+	1	Unfunded	0	13	
48	Eubanks (Old NC 86 to Rogers Rd)	Sidewalks	Bicycle Lanes	OC	4	C	7	1.6	\$1,992,000	3,200	2	Some	2	17	3	20	0	2	2	Local route	0	0	1	High+	3	Low+	1	Low+	1	Unfunded	0	12	
49	Old NC 86 Bicycle Facilities (H 40 to Hillsborough Road)	No	Wide Outside Lanes	OC	2			5.0	\$1,598,000	4,500	2	Some	2	20	n/a	20	0	0	0	0	Part of existing regional bicycle route	3	0	1	Negative	0	Low+	1	Low+	1	Unfunded	0	10



HIGHWAY PROJECTS

Rank	Name (limits)	Jurisdiction	Local Priority		Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Travel Demand		2: Safety		3: Benefits to Other Modes or Use of New Technology							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points		
			Local Priority #	Jurisdiction			Local Priority #	2035 v/c	Points	Crash Rate	Points	Carpool	Transit	Bicycle	Pedestrian	ITS	TDM	Number of modes	Points	Impact	Points	Impact	Points	Impact	Points		Percent funded	Points
1	C-5102 Transportation Demand Management	D	14	DC	14	0	\$17,000,000	other	4	other	4	Other	Other	Other	Other	Other	Yes	6	4	Positive	4	Positive	4	Positive	4	25%+	4	28
2	Area Plan in Cooperation with Cary (North of US64, East of Jordan Lake)	CC	5			0		other	4	other	4	Other	Other	Other	Other	Other	Yes	6	4	Positive	4	Positive	4	Neutral	3	Unfunded	0	23
3	Intelligent Transportation System Improvements	D	13	DC	13	0		other	4	other	4	Other	Other	No	No	Other	No	3	3	Positive	4	Low-	3	Positive	4	Unfunded	0	22
4	U-3804 Hillandale Rd. (I-85 to Carver St.) widen to 4-lane divided, bike lanes, and sidewalks	D	2	DC	2	0.6	\$11,191,000	0.85	1	2273.27	3	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Medium-	2	Medium-	2	Neutral	3	25%+	4	18
5	U-3308 Alston Ave. (NC 147 to NC 98) widen to 4-lane divided, bike lanes, and sidewalks	D	3	DC	3	0.9	\$25,916,000	1.21	3	5823.01	4	No	Bus route	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	Low-	3	High-	0	High-	0	25%+	4	17
6	U-4716 Hopson Rd./Church St. grade separation at RR, close Church St. RR crossing	D	11	DC	11	0.28	\$6,500,000	1.26	3	725.63	1	No	Other	Bike lanes	Sidewalks on both sides	No	No	3	3	Low-	3	Low-	3	Neutral	3	Post Year	1	17
7	U-2405 Martin Luther King Jr. Pkwy./NC 55 intersection extend to Cornwallis Rd. bridge over RR	D	12	DC	12	0	\$30,000,000	1.35	3	13773.84	4	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Low-	3	Medium-	2	Medium-	1	Post Year	1	17
8	TIP # U-3808 Elizabeth Brady Road Extension (US 70A to US 70 Business & St. Mary's)	H	4			1.5	\$48,705,000	1.38	4	723.63	1	No	Other	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	High-	0	Medium/High-	1	Low-	2	25%+	4	15
9	U-0071 East End Connector (NC 147 to US 70) new facility	D	1	DC	1	2.9	\$161,792,000	1.71	4	8395.94	4	No	Bus route	No	No	No	No	1	1	Medium/High-	1	High-	0	High-	0	25%+	4	14
10	Orange Grove Rd Extension to US 70 Business	H	2	OC	2	0.28	\$30,000,000	1.02	2	1195.95	2	No	Other	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	Low-	3	Medium-	2	Low-	2	Unfunded	0	14
11	NC 54 (I-40 west to Barbee Chapel Rd.) widen to 6-lane divided, sidewalks	D	8	DC	8	1.6	\$39,100,000	2.14	4	536.82	1	No	Bus route	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	Medium/High-	1	Medium-	2	Neutral	3	Unfunded	0	14
12	Old Oxford Highway (Roxboro Rd. to Hamlin Rd.) expand capacity, bike lanes, and sidewalks	D	9	DC	9	1.5	\$38,100,000	1.37	4	3519.3	4	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Medium-	2	Medium/High-	1	High-	0	Unfunded	0	14
13	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks	D	10	DC	10	0.7	\$7,200,000	1.05	2	2516.17	4	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Medium-	2	High-	0	Neutral	3	Unfunded	0	14
14	Franklin/Merrit Mill/Brewer/Main Intersection	C	1	CH	1	0	\$1,000,000	1.00	2	1303.4	3	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Low-	3	Medium-	2	High-	0	Unfunded	0	13

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		Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			2035 v/c	Points	Crash Rate	Points	Carpool	Transit	Bicycle	Pedestrian	ITS	TDM	Number of modes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded		Points
15	Fayetteville Rd. (Woodcroft Pkwy. To Riddle Rd.) widen to 4-lane divided, sidewalks	D	4	DC	4	2.4	\$21,100,000	1.43	4	2277.46	4	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Medium-	2	High-	0	High-	0	Unfunded	0	13
16	NC 54 (I-40 east to NC 55) widen to multi-lane divided with bus rapid transit, bike lanes, and sidewalks	D	5	DC	5	5.3	\$91,500,000	1.33	3	1212.05	2	No	Other	Bike lanes	Sidewalks on both sides	No	No	3	3	High-	0	Medium-	2	Neutral	3	Unfunded	0	13
17	US 70 (Lynn Rd. to Wake County Line) convert to 6-lane freeway	D	6	DC	6	4.1	\$123,100,000	1.37	4	1726.12	3	No	Bus route	No	No	No	No	1	1	High-	0	Medium-	2	Neutral	3	Unfunded	0	13
18	TIP # R-2825 South Churton Street Improvements (I-40 to the Eno River)	H	1	OC	1	2.5	\$19,260,000	1.34	3	716.47	1	No	Bus route	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	Medium/High-	1	Medium-	2	Low-	2	Unfunded	0	12
19	U-4721 Northern Durham Parkway (Roxboro Rd. to US 70) new facility	D	7	DC	7	16.3	\$148,200,000	1.37	4	2224.62	3	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	High-	0	Medium/High-	1	High-	0	Post Year	1	12
20	Estes/Greensboro roundabout	C	2			0	\$500,000	1.1	2	1293.96	2	No	No	No	No	No	No	0	0	Positive	4	Medium-	2	Medium-	1	Unfunded	0	11
21	NC 751 (US 64 to Durham County Line) widening	CC	2			9.4	\$44,130,000	1.65	4	836.04	2	No	No	No	No	No	No	0	0	High-	0	Medium-	2	Neutral	3	Unfunded	0	11
22	TIP # U-3436 Eno Mountain Road, Mayo Street & Orange Grove Road Realignment	H	3	OC	3	0.28	\$2,350,000	0.28	0	7652.46	4	No	No	Wide Outside Lanes	Sidewalks on both sides	No	No	2	2	Medium-	2	Medium-	2	Medium-	1	Unfunded	0	11
23	NC 86 North of Hillsborough (US 70 Bypass to Coleman Loop) widening	OC	6			1.61	\$7,552,000	1.11	3	812.1	1	No	No	Wide Outside Lanes	No	No	No	1	1	Medium-	2	Medium-	2	Medium-	1	Unfunded	0	10
24	Jack Bennet Road [SR1717] (US 15-501 to Lystra Rd. [SR1721]) safety improvements	CC	1			3.2		0.56	0	2161.07	3	No	No	Wide Outside Lanes	No	No	No	1	1	High-	0	Medium-	2	Neutral	3	Unfunded	0	9
25	Hamlets Chapel Road [SR 1525] (Perry Harrison Elementary School) increase length of turn lanes	CC	4			0.2		0.24	0	1817.94	3	No	No	No	No	No	No	0	0	Medium-	2	Medium-	2	Medium-	1	Unfunded	0	8
26	TIP # R-3438 Western Bypass (US 70 to NC 86 North)	H	6			2.9	\$5,300,000	1.11	3	812.1	1	No	No	Wide Outside Lanes	No	No	No	1	1	High-	0	Medium-	2	Medium-	1	Unfunded	0	8
27	Lystra Road [SR 1721] (US 15-501 to Farrington Point Rd. [SR1008]) safety improvements	CC	1			4.6		0.52	0	1232.32	2	No	No	Wide Outside Lanes	No	No	No	1	1	Medium/High-	1	Medium/High-	1	Low-	2	Unfunded	0	7



TRANSIT PROJECTS

Rank	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Year Needed	1: Service Type		2: Annual Ridership		3: Connectivity								4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points			
									Type	Points	Number of Trips/Year	Points	CAT	CHT	DATA	Duke	OPT	TT	Wolf	# of Connections	Points	Impact	Points	Impact	Points	Impact	Points	Impact		Points	Percent funded	Points
1	Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design	D	2	DC	2	21	\$2,750,000	2011	Fixed Guideway / BRT / Express Bus	3	1,326,000	3	no	yes	yes	yes	yes	yes	no	5	4	Very High+	4	High+	4	High+	4	High+	4	25%+	4	26
2	Light Rail Service - Raleigh - RTP - Durham - alternatives analysis and preliminary engineering and design	D	1	DC	1	28	\$2,000,000	2011	Fixed Guideway / BRT / Express Bus	3	3,068,000	3	yes	no	yes	yes	no	yes	yes	5	4	Very High+	4	High+	4	High+	4	High+	4	Unfunded	0	22
3	CHT Park & Ride Lot Expansion - Land Acquisition and Design - 1000 spaces	CH	7	C	7	n/a	\$2,000,000	2011	Park & Ride Lot	3	357,000	2	no	yes	no	no	yes	yes	no	3	2	High+	3	High+	4	High+	4	25%+	4	22		
4	Triangle Transit Replacement Buses (28)	TT	2			n/a	\$8,900,000	2011	Replacement Vehicle	4	745,388	3	yes	yes	yes	yes	yes	yes	yes	7	4	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	21
5	Triangle Transit preventative maintenance and routine capital items	TT	1			n/a	\$7,000,000	2011	Operating & Maintenance Expenses	4	1,304,500	3	yes	yes	yes	yes	yes	yes	yes	7	4	Low+	1	High+	4	High+	4	High+	4	Unfunded	0	20
6	CHT 8 Support Vehicles	CH	4	C	4	n/a	\$240,000	2011	Replacement Vehicle	4	5,975,874	4	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	20
7	CHT 8 Support Vehicles	CH	4	C	4	n/a	\$247,200	2015	Replacement Vehicle	4	5,975,874	4	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	20
8	Triangle Transit Vanpool Fleet Replacement (58)	TT	4			n/a	\$1,300,000	2011	Replacement Vehicle	4	371,142	2	yes	yes	yes	yes	yes	yes	yes	7	4	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	20
9	Triangle Transit Expansion Buses (23)	TT	5			n/a	\$9,100,000	2011	Expansion Vehicle	3	459,218	2	yes	yes	yes	yes	yes	yes	yes	7	4	High+	3	High+	4	High+	4	High+	4	Unfunded	0	20
10	CHT 4 Service Vehicles	CH	6	C	6	n/a	\$190,000	2011	Replacement Vehicle	4	5,975,874	4	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	20
11	CHT 4 Service Vehicles	CH	6	C	6	n/a	\$196,000	2015	Replacement Vehicle	4	5,975,874	4	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	20
12	Triangle Transit Vanpool Fleet Expansion (80)	TT	6			n/a	\$1,700,000	2011	Expansion Vehicle	3	383,920	2	yes	yes	yes	yes	yes	yes	yes	7	4	High+	3	High+	4	High+	4	High+	4	Unfunded	0	20
13	DATA 30 40' hybrid replacement buses	D	8	DC	8	n/a	\$24,000,000	2013	Replacement Vehicle	4	3,045,584	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	High+	4	Unfunded	0	20
14	DATA 7 40; hybrid replacement buses	D	9	DC	9	n/a	\$8,400,000	2017	Replacement Vehicle	4	710,636	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	High+	4	Unfunded	0	20
15	Triangle Transit Planning Assistance-UPWP	TT	9			n/a	\$7,000,000	2011	Operating & Maintenance Expenses	4	1,304,500	3	yes	yes	yes	yes	yes	yes	yes	7	4	Low+	1	High+	4	High+	4	High+	4	Unfunded	0	20
16	DATA 6 replacement service vehicles	D	12	DC	12	n/a	\$180,000	2011	Replacement Vehicle	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	20
17	DATA 4 replacement service vehicles	D	13	DC	13	n/a	\$140,000	2012	Replacement Vehicle	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	20
18	DATA 18 40' hybrid expansion buses	D	18	DC	18	n/a	\$13,500,000	2012	Expansion Vehicle	3	1,355,603	3	no	no	yes	yes	no	yes	no	3	2	Very High+	4	High+	4	High+	4	High+	4	Unfunded	0	20

Rank	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Year Needed	1: Service Type		2: Annual Ridership			3: Connectivity							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points	
									Type	Points	Number of Trips/Year	Points	CAT	CHT	DATA	Duke	OPT	TT	Wolf	# of Connections	Points	Impact	Points	Impact	Points	Impact	Points	Impact		Points
19	DATA preventative maintenance and routine capital items	D	1	DC	1	n/a	\$3,500,000	2011	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
20	CHT 17 Replacement Buses	CH	1	C	1	n/a	\$6,300,000	2013	Replacement Vehicle	4	1,036,631	3	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	19
21	Fixed Guideway: Carolina North to Carrboro using existing RoW	C	1			2.4	\$6,200,000	2017	Fixed Guideway / BRT / Express Bus	3	5,460	1	yes	yes	yes	yes	yes	yes	yes	7	4	Very High+	4	High+	4	Medium+	3	Unfunded	0	19
22	DATA preventative maintenance and routine capital items	D	2	DC	2	n/a	\$3,850,000	2012	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
23	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$2,982,000	2011	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
24	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$3,190,000	2012	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
25	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$3,400,000	2013	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
26	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$3,007,000	2014	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
27	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$3,900,000	2015	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
28	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$4,200,000	2016	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
29	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$4,500,000	2017	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
30	DATA preventative maintenance and routine capital items	D	3	DC	3	n/a	\$4,250,000	2013	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
31	Triangle Transit Paratransit Fleet Replacement (6)	TT	3			n/a	\$320,000	2011	Replacement Vehicle	4	18,255	1	yes	yes	yes	yes	yes	yes	yes	7	4	Medium+	2	High+	4	High+	4	Unfunded	0	19
32	DATA preventative maintenance and routine capital items	D	4	DC	4	n/a	\$4,660,000	2014	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
33	DATA preventative maintenance and routine capital items	D	5	DC	5	n/a	\$5,120,000	2015	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
34	DATA preventative maintenance and routine capital items	D	6	DC	6	n/a	\$5,640,000	2016	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
35	DATA preventative maintenance and routine capital items	D	7	DC	7	n/a	\$6,200,000	2017	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
36	Triangle Transit Paratransit Fleet Expansion (9)	TT	8			n/a	\$357,000	2011	Expansion Vehicle	3	20,538	1	yes	yes	yes	yes	yes	yes	yes	7	4	High+	3	High+	4	High+	4	Unfunded	0	19

Rank	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Year Needed	1: Service Type		2: Annual Ridership			3: Connectivity							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points			
									Type	Points	Number of Trips/Year	Points	CAT	CHT	DATA	Duke	OPT	TT	Wolf	# of Connections	Points	Impact	Points	Impact	Points	Impact	Points	Impact		Points	Percent funded	Points
37	DATA 15 ADA replacement vans	D	10	DC	10	n/a	\$570,000	2011	Replacement Vehicle	4	30,773	1	no	yes	yes	yes	yes	yes	no	5	4	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	19
38	DATA 18 ADA replacement vans	D	11	DC	11	n/a	\$900,000	2016	Replacement Vehicle	4	36,928	1	no	yes	yes	yes	yes	yes	no	5	4	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	19
39	DATA 8 40' hybrid expansion buses	D	17	DC	17	n/a	\$5,760,000	2011	Expansion Vehicle	3	602,490	2	no	no	yes	yes	no	yes	no	3	2	Very High+	4	High+	4	High+	4	High+	4	Unfunded	0	19
40	DATA 4 40' hybrid expansion buses	D	19	DC	19	n/a	\$3,400,000	2013	Expansion Vehicle	3	301,245	2	no	no	yes	yes	no	yes	no	3	2	Very High+	4	High+	4	High+	4	High+	4	Unfunded	0	19
41	DATA 2 40' hybrid expansion buses	D	20	DC	20	n/a	\$1,800,000	2014	Expansion Vehicle	3	150,623	2	no	no	yes	yes	no	yes	no	3	2	Very High+	4	High+	4	High+	4	High+	4	Unfunded	0	19
42	DATA 2 40' hybrid expansion buses	D	21	DC	21	n/a	\$1,800,000	2015	Expansion Vehicle	3	150,623	2	no	no	yes	yes	no	yes	no	3	2	Very High+	4	High+	4	High+	4	High+	4	Unfunded	0	19
43	CHT 8 Replacement Buses	CH	1	C	1	n/a	\$2,800,000	2011	Replacement Vehicle	4	487,826	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	18
44	CHT 9 Replacement Buses	CH	1	C	1	n/a	\$3,250,000	2012	Replacement Vehicle	4	548,805	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	18
45	CHT 10 Replacement Buses	CH	1	C	1	n/a	\$3,900,000	2014	Replacement Vehicle	4	609,783	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	18
46	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$384,000	2011	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	18
47	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$423,000	2013	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	18
48	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$444,000	2014	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	18
49	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$467,000	2015	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	18
50	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$515,000	2017	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	18
51	CHT Park & Ride Lot Expansion - Construction - 1000 spaces	CH	7	C	7	n/a	\$5,000,000	2012	Park & Ride Lot	3	357,000	2	no	yes	no	no	yes	yes	no	3	2	High+	3	High+	4	High+	4	High+	4	Unfunded	0	18
52	Triangle Transit ITS Project- Real Time Passenger Info	TT	7			n/a	\$700,000	2011	ITS	2	1,304,500	3	yes	yes	yes	yes	yes	yes	yes	7	4	Low+	1	High+	4	High+	4	High+	4	Unfunded	0	18
53	DATA passenger amenities (30 shelters + 100 benches)	D	14	DC	14	n/a	\$500,000	2011	Passenger Amenities	2	1,419,600	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	High+	4	Unfunded	0	18
54	DATA passenger amenities (15 shelters + 90 benches)	D	15	DC	15	n/a	\$380,000	2013	Passenger Amenities	2	1,146,600	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	High+	4	Unfunded	0	18
55	DATA passenger amenities (25 shelters + 115 benches)	D	16	DC	16	n/a	\$675,000	2017	Passenger Amenities	2	1,528,800	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	High+	4	Unfunded	0	18
56	CHT to Establish Bus Route from Pittsboro to Chapel Hill-Park & Ride Lot on US 15-501	CC	1			10.8	\$352,712 (annual operating cost)	2011	Fixed Guideway / BRT / Express Bus	3	58,000	1	no	yes	no	no	yes	yes	no	3	2	High+	3	High+	4	High+	4	High+	4	Unfunded	0	17
57	CHT 7 Replacement Vans - SR	CH	4	C	4	n/a	\$210,000	2011	Replacement Vehicle	4	25,132	1	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	17
58	CHT 7 Replacement Vans - SR	CH	4	C	4	n/a	\$217,000	2015	Replacement Vehicle	4	25,132	1	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	17
59	CHT 5 Expansion Buses	CH	8	C	8	n/a	\$1,751,000	2011	Expansion Vehicle	3	307,047	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	High+	4	Unfunded	0	17

Rank	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Year Needed	1: Service Type		2: Annual Ridership		3: Connectivity							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points		
									Type	Points	Number of Trips/Year	Points	CAT	CHT	DATA	Duke	OPT	TT	Wolf	# of Connections	Points	Impact	Points	Impact	Points	Impact	Points		Percent funded	Points
60	CHT 5 Expansion Buses	CH	8	C	8	n/a	\$1,800,000	2012	Expansion Vehicle	3	307,047	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	17
61	CHT 5 Expansion Buses	CH	8	C	8	n/a	\$1,971,000	2015	Expansion Vehicle	3	307,047	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	17
62	Hillsborough In Town Transit Circulator	H	1			20.6	\$198,000	2011	Operating & Maintenance Expenses	4	12,500	1	no	no	no	no	yes	yes	no	2	1	Low+	1	Medium+	3	Neutral	1	25%+	4	15
63	Hillsborough Train Station/Multi-modal Center	OC	1	H	2	n/a	\$1,500,000	2011	Park & Ride Lot	3	2,600	1	yes	no	yes	no	yes	yes	no	4	3	High+	3	Low+	2	Neutral	1	Unfunded	0	13
64	DATA land acquisition for 2 100 space park-n-ride lots (Treyburn area and Githens MS area)	D	22	DC	22	n/a	\$2,200,000	2013	Park & Ride Lot	3	72,800	1	no	no	yes	yes	no	yes	no	3	2	High+	3	Medium+	3	Neutral	1	Unfunded	0	13

Key:	C	Carrboro	C	Carrboro	ex.	ex.		2011	Replacement Vehicle	4	# vehicles * annual system average passengers per vehicle	Leave blank	yes	yes	yes	yes	yes	yes	yes	7	4	Very High+	4	High+	4	High+	4	25%+	4
	CC	Chatham County	CC	Chatham County	1.1	\$114,000		2012	Operating & Maintenance Expenses	4	annual system passenger model output		no	no	no	no	no	no	no	6	4	High+	3	Medium+	3	Medium+	3	10%+	3
	CH	Chapel Hill	CH	Chapel Hill	n/a			2013	Expansion Vehicle	3	OR # vehicles * system minimum standard passengers per vehicle									5	4	Medium+	2	Low+	2	Low+	2	5%+	2
	D	Durham	D	Durham				2014	Fixed Guideway / BRT / Express Bus	3	model output									4	3	Low+	1	Low-	1	Neutral	1	Post Year	1
	DC	Durham County	DC	Durham County				2015	Park & Ride Lot	3	spaces * service days/year									3	2	Negative	0	High-	0	Negative	0	Unfunded	0
	H	Hillsborough	H	Hillsborough				2016	Passenger Amenities	2	# stops * average boarding per stop * service days/year									2	1								
	OC	Orange County	OC	Orange County				2017	ITS	2	ridership on vehicles affected									1	0								
	TT	Triangle Transit	TT	Triangle Transit							Points to be assigned by quartiles																		




STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

November 26, 2008

MEMORANDUM

**TO:** CMAQ Eligible MPOs and RPOs  
**FROM:** Terry C. Arellano, P.E.   
Transportation Planning Branch  
**SUBJECT:** Guidelines for the CMAQ Project Selection Process

The North Carolina Department of Transportation has recently modified the Congestion Mitigation and Air Quality (CMAQ) Improvement Program for North Carolina. These changes include three individual processes to be undertaken in the following months, as follows:

- Programming Unallocated Target Funds (2006 – 2012);
- Full Funding for Fast-Tracked Projects; and
- Project Selection & Programming for Fiscal Years 2013 & Beyond.

I have attached guidelines describing these processes and detailing the requirements of each for your information. In addition, I have enclosed summary sheets detailing CMAQ information for your individual organization and for statewide projects. The individual summary includes the following information:

- Listing of all CMAQ projects programmed since the initial 2004 Call for Projects;
- Balance of funding available to your organization for programming projects under the *Programming Unallocated Target Funds* process; and
- Target funding available to your organization for programming under the *Project Selection & Programming* for FFY 2013 – 2017.

The statewide project summary includes the following information:

- Listing of all statewide CMAQ projects programmed since the initial 2004 Call for Projects;
- Balance of statewide funding available for programming projects under the *Programming Unallocated Target Funds* process; and
- Target funding available for programming statewide projects under the *Project Selection & Programming* for FFY 2013 – 2017.

Please note the target funding for both individual organizations and statewide projects is based on anticipated Federal allocations and is subject to change based on actual allocations.

As you will see from the timeline associated with the *Programming Unallocated Target Funds* process, my staff and I will be available for informational sessions to help educate potential project sponsors on CMAQ awards with respect to the Federal Aid funding process and requirements. These sessions will be coordinated only upon request; therefore, please let me know if a session

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TRANSPORTATION BUILDING  
1 SOUTH WILMINGTON STREET  
RALEIGH, NC 27601  
Phone: 919-733-4700  
Fax: 919-733-2417

is desired for your area. The number of sessions per region may be limited in the interest of time, but each session will open to any interested party within the region.

This letter and the associated attachments will be posted to the Transportation Planning Branch website at the following address: <http://www.ncdot.org/doh/preconstruct/tpb/services/air.html>.

Please call (919-715-5482, extension 393) or email ([tarellano@ncdot.gov](mailto:tarellano@ncdot.gov)) with questions relating to any of this information. Thank you in advance for your cooperation as we implement these improvements to the CMAQ process for North Carolina.

#### Attachments

cc: J. Wally Bowman, P.E., Division 5 (via email)  
Richard E. Greene, Jr., P.E, Division 4 (via email)  
Michael L. Holder, P.E., Division 12 (via email)  
Pat Ivey, P.E., Division 9 (via email)  
Tim Johnson, P.E., Division 8 (via email)  
Mike Mills, P.E., Division 7 (via email)  
J. B. Setzer, P.E., Division 14 (via email)  
Michael S. Bruff, P.E., Transportation Planning Branch (via email)  
Daniel L. Thomas, P.E., Transportation Planning Branch (via email)  
Derry A. Schmidt, P.E., Transportation Planning Branch (via email)  
Mark G. Smith, Transportation Planning Branch (via email)  
CMAQ Eligible MPO/RPO Coordinators (via email)



# CMAQ PROGRAM - PROGRAMMING UNALLOCATED TARGET FUNDS (2006 - 2012)

NOVEMBER 26, 2008

PAGE 1 OF 2

The North Carolina Department of Transportation (NCDOT) is soliciting proposals for candidate transportation projects to be considered for funding under the Congestion Mitigation & Air Quality (CMAQ) Improvement Program in an effort to expend the remaining balance of target allocations established in October 2004. Any Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO) currently retaining a balance is invited to work cooperatively with their member jurisdictions to develop & submit candidate project proposals to expend this balance.

Please note the following requirements for all candidate projects:

- **APPLICATION** – All candidate project proposals require a completed CMAQ application and supporting details. This information is necessary to adequately determine the CMAQ eligibility of each proposal based on Federal guidance.

A copy of the CMAQ application is attached; in addition, the application may be downloaded in Microsoft Word format from the [NCDOT E-forms database](#) (search for "CMAQ Application").

- **FEDERAL PROJECT REQUIREMENTS** - Since the CMAQ program is funded by the Federal Highway Administration (FHWA), all CMAQ projects must follow Federal laws and regulations. The *CMAQ Program Implementation Project Manager's Guide*, which can be found on the [Transportation Planning Branch website](#), explains these requirements.

**MPO/RPO ENDORSEMENT** – All candidate project proposals require endorsement by the associated MPO/RPO. Endorsement may be demonstrated through resolution or letter of support. A single letter or resolution endorsing all candidate project proposals within the MPO/RPO is acceptable. An example resolution is attached.

It is the responsibility of each individual MPO/RPO to evaluate candidate project proposals and prioritize them based on the anticipated air quality emissions benefits; cost of construction or implementation and/or priorities of the MPO/RPO.

Candidate statewide project proposals also require endorsement of the associated MPO(s) or RPO(s). Sponsors of candidate statewide project proposals should coordinate directly with these groups for endorsement. The current contact for each MPO/RPO in North Carolina can be found in the directory on the NCDOT website ([Metropolitan Planning Organizations - MPO](#) or [Rural Planning Organizations - RPO](#)).

- **PROJECT LOCATION** – CMAQ funds may only be expended within air quality non-attainment and maintenance areas, as listed below. Counties marked with an asterisk (\*) are only partially designated non-attainment or maintenance; candidate project proposals within these counties must be within the non-attainment or maintenance portion of the county.

Cabarrus	Davidson	Edgecombe	Gaston	Haywood*	Lincoln	Orange	Swain*
Catawba	Davie	Forsyth	Granville	Iredell*	Mecklenburg	Person	Union
Chatham*	Durham	Franklin	Guilford	Johnston	Nash	Rowan	Wake

**THE DEADLINE FOR RECEIPT OF CANDIDATE PROJECT PROPOSALS BY NCDOT IS FRIDAY, MAY 1, 2009**



# CMAQ PROGRAM - PROGRAMMING UNALLOCATED TARGET FUNDS (2006 - 2012)

NOVEMBER 26, 2008

PAGE 2 OF 2

- **MINIMUM PROJECT COST** – Individual candidate project proposals will be subject to a minimum cost threshold of **\$100,000 or amount remaining in MPO/RPO target**, whichever is less.
- **SUBMISSION OF PACKAGES** - All candidate project proposal packages must be submitted in hard copy format. Email submissions are not allowed. The deadline for receipt of packages is **May 1, 2009**.
- **FAST-TRACKING FOR NEW PROJECT PROPOSALS** – Proposed projects identified through this process may be eligible for full funding under the Fast-Tracking Guidelines. If a Local Project Sponsor in an MPO/RPO wishes to fast-track a proposed project, then documentation of MPO/RPO approval and a completed CMAQ application must be received by January 29, 2008. This deadline supersedes the submission deadline above. See the Programming Unallocated Target Funds Guidelines for more details.
- Any remaining funds not programmed for eligible projects through this process will revert to the general balance of CMAQ funds and be subject to the new NCDOT CMAQ Project Selection & Programming Guidelines.

## TIMELINE FOR PROGRAMMING UNALLOCATED TARGET FUNDS (2006 -2012)

November 26, 2008	Proposal solicitation process begins
December 1, 2008 – February 1, 2009	Informational sessions held upon request to educate potential project sponsors on CMAQ awards with respect to Federal Aid funding process & requirements
January 29, 2009	Deadline for NCDOT receipt of documentation of MPO/RPO approval and completed CMAQ application for new proposed fast-tracked projects by MPO/RPO (FAST-TRACK PROJECTS ONLY)
May 1, 2009	Deadline for receipt of candidate project proposals by NCDOT
May 11, 2009 – July 13, 2009	Interagency review of submitted proposals & follow up coordination with sponsors, as needed.
July 15, 2008	Approved CMAQ project list submitted to TIP Development Unit for handout at August 2009 Board of Transportation meeting
September 3, 2009	Approved CMAQ projects added to 2009 -2015 STIP by amendment

**THE DEADLINE FOR RECEIPT OF CANDIDATE PROJECT PROPOSALS BY NCDOT IS FRIDAY, MAY 1, 2009**



# CMAQ PROGRAM - FULL FUNDING FOR FAST-TRACKED PROJECTS

NOVEMBER 26, 2008

PAGE 1 OF 2

The Federal Energy Independence and Security Act of 2007 allows the obligation of 100% Federal funding for CMAQ projects authorized during Federal fiscal year 2009. In light of this, the North Carolina Department of Transportation (NCDOT) is offering Local Project Sponsors in Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO) an opportunity to seek full funding for eligible CMAQ projects. In order to qualify for full funding, projects must be fast-tracked to ensure that all required preliminary engineering (environmental document and right-of-way authorization) is received by NCDOT no later than close of business on **August 29, 2009**. Receipt of these items by this date will enable NCDOT to request full Federal funding authorization prior to the **September 30, 2009** cut-off date, pending available funding.

Please note the following requirements for all fast-tracked project requests:

- **INFORMATION REQUIRED** – Provide the following information for each fast-tracked project request. This information may be compiled in any hard copy format. Submit all requests for an individual MPO/RPO as one package.
  - Current TIP number for existing projects
  - A note indicating “New Project Proposal” for any projects identified through the process to program unallocated target funds remaining from FY 2006 -2012 (see additional requirements below)
  - Local Project Sponsor contact information, including name, address, telephone number, fax number and email address
  - Anticipated completion date for preliminary engineering (August 29, 2009 or earlier)
- **PRELIMINARY ENGINEERING** – All required preliminary engineering must be submitted and approved prior to NCDOT requesting construction/implementation authorization from the Federal Highway Administration (FHWA). Preliminary engineering must be received by NCDOT prior to the close of business on August 29, 2009 or the project will not be eligible for full funding.

A current copy of the *CMAQ Program Implementation Project Manager’s Guide* is posted on the [NCDOT Transportation Planning Branch website](#). This guide details the preliminary engineering requirements for CMAQ projects.

- **REQUIRED SUPPLEMENTAL AGREEMENT** – A supplemental agreement will be required for any currently programmed project that is approved for fast-tracking. This agreement will include provisions that (1) if all preliminary engineering is complete and all required documentation is received by NCDOT by the close of business on August 29, 2009, that NCDOT will request construction/implementation authorization with 100% Federal funding and (2) if this milestone is not met, NCDOT will request construction/implementation authorization based on the Federal/Local split included in the original local agreement.

All supplemental agreements will require execution by the Local Project Sponsor and the NCDOT. NCDOT will facilitate development of this agreement directly with the Local Project Sponsor.

**THE DEADLINE TO SUBMIT DESIRED FAST-TRACKED PROJECT LISTS TO NCDOT IS JANUARY 29, 2009**



# CMAQ PROGRAM - FULL FUNDING FOR FAST-TRACKED PROJECTS

NOVEMBER 26, 2008

PAGE 2 OF 2

- **FAST-TRACKING FOR NEW PROJECT PROPOSALS** – If a Local Project Sponsor in an MPO/RPO wishes to fast-track a proposed project identified through the process to program unallocated target funds remaining from years 2006 -2012, then documentation of MPO/RPO approval and a completed CMAQ application must be received by January 29, 2008. This deadline supersedes the submission deadline associated with the process to program unallocated target funds (see *Programming Unallocated Target Funds Guidelines*).

The CMAQ application for all proposed projects should specify CMAQ funding at 80% maximum with appropriate corresponding local match.

A funding agreement between NCDOT and the Local Project Sponsor will be required prior to issuing notice to proceed. NCDOT will facilitate development of this agreement directly with the Local Project Sponsor. This agreement will include provisions that (1) if all preliminary engineering is complete and all required documentation is received by NCDOT by the close of business on August 29, 2009, that NCDOT will request construction/implementation authorization with 100% Federal funding and (2) if this milestone is not achieved NCDOT will request construction/implementation authorization based Federal/Local split included in the CMAQ application.

- **NCDOT WILL MAKE EVERY EFFORT TO FULLY FUND ALL PROPOSED FAST-TRACKED PROJECTS. HOWEVER, OUR ABILITY TO DO SO MAY BE LIMITED BY THE AVAILABILITY OF CMAQ FUNDING RESERVES, PRIOR COMMITMENTS TO THIS FUNDING AND THE TOTAL NUMBER OF PROPOSED FAST-TRACKED PROJECTS REQUESTED. THUS, NCDOT RESERVES THE RIGHT TO DENY FULL FUNDING FOR ANY PROPOSED FAST-TRACKED PROJECT, PENDING FUNDING AVAILABILITY.**

## TIMELINE FOR FAST-TRACKED PROJECTS

November 26, 2008 – January 28, 2009	MPO/RPO/Local Project Sponsors should work cooperatively to assess the ability to meet the requirements of this process
January 29, 2009	Deadline for NCDOT receipt of proposed fast-tracked projects by MPO/RPO
January 30, 2009 – April 30, 2009	Development of required supplemental local agreement to include full funding provision
August 29, 2009	Deadline for NCDOT receipt of required preliminary engineering package for fast-track project

**THE DEADLINE TO SUBMIT DESIRED FAST-TRACKED PROJECT LISTS TO NCDOT IS JANUARY 29, 2009**



# CMAQ PROGRAM - REV. PROJECT SELECTION & PROGRAMMING

NOVEMBER 26, 2008

PAGE 1 OF 2

The North Carolina Department of Transportation (NCDOT) is soliciting proposals for candidate transportation projects to be considered for funding under the Congestion Mitigation & Air Quality (CMAQ) Improvement Program for the Federal Fiscal Years 2013 – 2017. Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO) responsible for transportation planning in air quality non-attainment or maintenance areas are invited to work cooperatively with their member jurisdictions to develop & submit candidate project proposals to be programmed in the 2011 – 2017 State Transportation Improvement Program (STIP).

Please note the following requirements for all candidate projects:

- **APPLICATION** – All candidate project proposals require a completed CMAQ application and supporting details. This information is necessary to adequately determine the CMAQ eligibility of each proposal based on Federal guidance.

A copy of the CMAQ application is attached; in addition, the application may be downloaded in Microsoft Word format from the [NCDOT E-forms database](#) (search for "CMAQ Application").

- **FEDERAL PROJECT REQUIREMENTS** - Since the CMAQ program is funded by the Federal Highway Administration (FHWA), all CMAQ projects must follow Federal laws and regulations. The *CMAQ Program Implementation Project Manager's Guide*, which can be found on the [Transportation Planning Branch website](#), explains these requirements.

**MPO/RPO ENDORSEMENT** – All candidate project proposals require endorsement by the associated MPO/RPO. Endorsement may be demonstrated through resolution or letter of support. A single letter or resolution endorsing all candidate project proposals within the MPO/RPO is acceptable. An example resolution is attached.

It is the responsibility of each individual MPO/RPO to evaluate candidate project proposals and prioritize them based on the anticipated air quality emissions benefits; cost of construction or implementation and/or priorities of the MPO/RPO.

Candidate statewide project proposals also require endorsement of the associated MPO(s) or RPO(s). Sponsors of candidate statewide project proposals should coordinate directly with these groups for endorsement. The current contact for each MPO/RPO in North Carolina can be found in the directory on the NCDOT website ([Metropolitan Planning Organizations - MPO](#) or [Rural Planning Organizations - RPO](#)).

- **PROJECT LOCATION** – CMAQ funds may only be expended within air quality non-attainment and maintenance areas, as listed below. Counties marked with an asterisk (\*) are only partially designated non-attainment or maintenance; candidate project proposals within these counties must be within the non-attainment or maintenance portion of the county.

Cabarrus	Davidson	Forsyth	Granville	Iredell*	Mecklenburg	Person	Union
Catawba	Durham	Franklin	Guilford	Johnston	Nash	Rowan	Wake
Chatham*	Edgecombe	Gaston	Haywood*	Lincoln	Orange	Swain*	

**THE DEADLINE FOR RECEIPT OF CANDIDATE PROJECT PROPOSALS BY NCDOT IS FRIDAY, SEPTEMBER 4, 2009**



# CMAQ PROGRAM - REV. PROJECT SELECTION & PROGRAMMING

NOVEMBER 26, 2008

PAGE 2 OF 2

- **ELIGIBLE PROJECT TYPES** – Eligible project types are defined in The Congestion Mitigation and Air Quality (CMAQ) Improvement Program under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Interim Program Guidance. Please review these guidelines before project proposals are developed.
- **MINIMUM PROJECT COST** – Individual candidate project proposals will be subject to a minimum cost threshold of **\$100,000**.
- **SUBMISSION OF PACKAGES** - All candidate project proposal packages must be submitted in hard copy format. Email submissions are not allowed. The deadline for receipt of packages is **September 14, 2009**.
- Any funds not programmed for eligible projects through this process will revert to the unprogrammed CMAQ fund balance and be redistributed during the next TIP cycle according to the NCDOT CMAQ Allocation Formula.
- **FUNDING FOR CMAQ PROJECTS IS SUBJECT TO THE AVAILABILITY OF FUNDS. NCDOT RESERVES THE RIGHT TO DENY FUNDING FOR ANY CANDIDATE PROJECT PROPOSAL, PENDING FUNDING AVAILABILITY. IN THIS EVENT, NCDOT WILL WORK WITH THE MPO/RPO AND LOCAL PROJECT SPONSORS TO DETERMINE THE FINAL LIST OF APPROVED CMAQ PROJECTS BASED ON ACTUAL FUNDING AVAILABILITY.**

## TIMELINE FOR PROGRAMMING FY 2013 – FY 2017 TARGET FUNDS FOR INCLUSION IN 2011 – 2017 STIP

November 26, 2008	Proposal solicitation process begins
April 1, 2009 – June 1, 2009	Informational sessions held to educate potential project sponsors on CMAQ awards with respect to Federal Aid funding process & requirements
September 4, 2009	Deadline for receipt of candidate project proposals by NCDOT
September 14, 2009 – December 11, 2009	Interagency review of submitted proposals & follow up coordination with sponsors, as needed.
December 18, 2009	Approved CMAQ project list submitted to TIP Development Unit for inclusion in Final 2011 – 2017 STIP
June 3, 2010	Final BOT approval of 2011 -2017 STIP, including approved CMAQ projects

**THE DEADLINE FOR RECEIPT OF CANDIDATE PROJECT PROPOSALS BY NCDOT IS FRIDAY, SEPTEMBER 4, 2009**

**[Insert MPO/RPO Name]**  
**Resolution Endorsing Candidate CMAQ Project Proposals**

**WHEREAS**, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

**WHEREAS**, CMAQ is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants; and

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and

**WHEREAS**, [Insert MPO/RPO Name] has administered a CMAQ project selection process among local area jurisdictions in air quality non-attainment and maintenance counties; and

**WHEREAS**, the resulting candidate project proposals meet the requirements of CMAQ and the guidelines established by NCDOT to administer the program;

**WHEREAS**, upon approval of the candidate project proposals for CMAQ funding by the NCDOT, the [Insert MPO Name] will amend its Long-Range Transportation Plan and Metropolitan Transportation Improvement Program to include these projects (INCLUDE FOR MPO ONLY)

**NOW THEREFORE**, be it resolved that by the [Insert MPO/RPO Name] endorses the attached listing of proposed CMAQ candidate projects provided here on this, the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

I, \_\_\_\_\_, TAC Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the TAC duly held on this, the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Chairman, Transportation Advisory Committee

\*\*\*\*\*

Subscribed and sworn to me on this, the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Notary Public

My commission expires \_\_\_\_\_.

DURHAM-CHAPEL HILL-CARRBORO MPO CMAQ SUMMARY

STIP #	Original STIP	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
C-4927	2006 - 2012	\$ 587,337.00	\$ 587,337.00	\$ 587,337.00									
C-4928	2006 - 2012				\$ 222,180.00	\$ 222,180.00							
C-4929	2006 - 2012	\$ 12,800.00	\$ 12,800.00	\$ 12,800.00									
C-4930	2006 - 2012	\$ 469,869.00	\$ 469,869.00	\$ 469,869.00									
C-4931	2006 - 2012	\$ 12,500.00	\$ 13,000.00	\$ 13,520.00									
C-4932 A	2006 - 2012			\$ 22,242.00	\$ 41,104.00	\$ 41,104.00	\$ 41,104.00						
C-4924 B	2006 - 2012	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00									
C-4402	2006 - 2012		\$ 100,000.00	\$ 364,000.00	\$ 364,000.00								
C-5102 B	2009 - 2015				\$ 275,000.00	\$ 304,000.00	\$ 279,000.00	\$ 299,000.00					
C-5103 (PURCH)	2009 - 2015				\$ 864,000.00								
C-5103 (OP)	2009 - 2015				\$ 238,000.00	\$ 247,000.00							
C-5104 (PURCH)	2009 - 2015				\$ 1,360,000.00								
C-5104 (OP)	2009 - 2015				\$ 91,000.00	\$ 94,000.00	\$ 97,000.00						
<b>Programmed Target Allocation</b>		<b>\$ 1,122,506.00</b>	<b>\$ 1,223,006.00</b>	<b>\$ 1,509,768.00</b>	<b>\$ 3,455,284.00</b>	<b>\$ 908,284.00</b>	<b>\$ 417,104.00</b>	<b>\$ 299,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Yearly Target Allocation</b>		<b>\$ 1,333,200.12</b>	<b>\$ 1,333,200.12</b>	<b>\$ 1,333,200.12</b>	<b>\$ 1,333,200.12</b>	<b>\$ 1,333,200.12</b>	<b>\$ 1,333,200.12</b>	<b>\$ 1,333,200.12</b>	<b>\$ 2,036,431.99</b>	<b>\$ 2,036,431.99</b>	<b>\$ 2,036,431.99</b>	<b>\$ 2,036,431.99</b>	<b>\$ 2,036,431.99</b>
<b>Unprogrammed Target Allocation</b>		<b>\$ 210,694.12</b>	<b>\$ 110,194.12</b>	<b>\$ (176,567.88)</b>	<b>\$ (2,122,083.88)</b>	<b>\$ 424,916.12</b>	<b>\$ 916,096.12</b>	<b>\$ 1,034,200.12</b>	<b>\$ 2,036,431.99</b>	<b>\$ 2,036,431.99</b>	<b>\$ 2,036,431.99</b>	<b>\$ 2,036,431.99</b>	<b>\$ 2,036,431.99</b>

Target Funds Remaining from 2004 Call = \$ 397,448.84

Target Funds Available for 2011-2017 STIP = \$ 8,145,727.98 (Based on assumed total NC CMAQ funding allocation of \$30,000,000 per year . The exact amount of CMAQ funds is subject to change based on funding availability.)

STATEWIDE CMAQ SUMMARY

STIP #	Original STIP	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
C-4900	2006 - 2012	\$ 151,000.00	\$ 151,000.00	\$ 151,000.00									
C-4901	2006 - 2012					\$ 1,750,000.00	\$ 1,750,000.00						
C-4902	2006 - 2012	\$ 534,000.00	\$ 533,000.00	\$ 533,000.00									
C-4903	2006 - 2012				\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00					
C-5100	2009-2015				\$ 2,000,000.00								
P-2918 (3rd Freq)	2009-2015				\$ 3,334,000.00	\$ 3,448,000.00	\$ 3,569,000.00						
P-3802 (Durham St (Statewide TMC)	2009-2015			\$ 1,000,000.00									
<b>Programmed Target Allocation</b>		\$ 6,577,909.02	\$ 684,000.00	\$ 1,684,000.00	\$ 5,834,000.00	\$ 5,698,000.00	\$ 5,819,000.00	\$ 500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Yearly Target Allocation</b>		\$ 4,000,000.00	\$ 4,000,000.00	\$ 4,000,000.00	\$ 4,000,000.00	\$ 4,000,000.00	\$ 4,000,000.00	\$ 4,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00
<b>Unprogrammed Target Allocation</b>		\$ (2,577,909.02)	\$ 3,316,000.00	\$ 2,316,000.00	\$ (1,834,000.00)	\$ (1,698,000.00)	\$ (1,819,000.00)	\$ 3,500,000.00	\$ 6,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00

Target Funds Remaining from 2004 Call = \$ 1,203,090.98

Target Funds Available for 2011-2017 STIP\* = \$ 30,000,000.00 (Based on assumed total NC CMAQ funding allocation of \$30,000,000 per year . The exact amount of CMAQ funds is subject to change based on funding availability.)

## **Congestion Mitigation and Air Quality (CMAQ) Project Ranking and Prioritization Methodology**

**BACKGROUND:** MUMPO assigned a CMAQ subcommittee in July 2008 with the task of developing criteria to recommend projects to the MUMPO based on a comprehensive and technically-oriented project ranking process. Since the total value of proposed projects often significantly exceeds available funds, so an objective evaluation of proposals is necessary to determine the best use of CMAQ funds.

The following project ranking criteria process is the result of research and discussions by air quality and transportation professionals from the MUMPO region. The committee considered specific quantitative criteria for each of the categories, although this did not always prove to be feasible. The overarching goal was to create a thorough assessment that did not place undue burdens upon the applicant. When a quantitative measure of the absolute effectiveness of the project was not possible or reasonable, criteria based on a yes/no answer was created.

The scoring list below contains work discussed over the course of four subcommittee meetings in July and August of 2008. The TCC unanimously recommended this process to the MUMPO at their September 4, 2008 meeting.

**FINAL PRODUCT:** The MUMPO will have a process available that allows a wide variety of eligible projects to be evaluated for funding, without creating undue burdens on applicants.

### **PROJECT RANKING CRITERIA**

**1. Pollutant Reduction (25 points possible):** This is the most important consideration for a project. How many kilograms of the four main pollutants: Oxides of Nitrogen (NO<sub>x</sub>), Particulate Matter 2.5 microns in diameter (PM 2.5), Volatile Organic Compounds (VOC), and Carbon Monoxide (CO), will the project reduce over the lifetime of the project? NO<sub>x</sub>, due to its role in Ozone formation, is the most important pollutant in the region, with PM the second most important. VOCs and CO are currently not found in high enough concentrations to significantly affect air quality, so emission reductions are not considered as a part of the pollutant reduction in this process. The applicant is responsible for all emissions calculations, with review by a MUMPO project ranking committee.

Pollutant reductions are calculated by taking the calculated yearly NO<sub>x</sub> reductions and 25 percent of the PM 2.5 reductions, and then summing the two numbers. This yearly number is then multiplied by the number of years in the project lifetime. The result is the lifetime pollutant reduction.

EXAMPLE: A project will annually reduce NOx by 1,000 kilograms per year and PM2.5 by 1,000 kilograms per year. The applicant would take all of the NOx benefits and 250 kilograms (25 percent) of the PM2.5 reductions, and sum them. The net pollutant reduction would then be 1,250 kilograms.

The generalized project lifetimes are as follows:

- a. Bus Purchase- see Federal Transit Administration schedule for lifetime
- b. Transit Operations Improvements- length of program funding
- c. Park and Ride Lots- 20 years
- d. Intersection Improvements- 10 years
- e. Signal Improvements- 5 years
- f. HOV/ HOT Lanes- 20 years
- g. Telecommuting Center- 10 years
- h. Advocacy and Education- length of program funding
- i. TMO and TMAs- length of program funding
- j. Sidewalks, Bike Lanes, and Greenways- 20 years
- k. ITS Capital Improvements- 10 years
- l. ITS Operations Improvements- 3 years
- m. Truck Stop Electrification- 10 years
- n. Retrofit Technology- 5 years
- o. Other Project- see MUMPO staff

The lifetime pollutant reduction point breakdown is as follows:

- a. 100,000 or more kilograms removed = 25 points
- b. 75,000-99,999 kilograms removed= 20 points
- c. 50,000-74,999 kilograms removed= 15 points
- d. 10,000-49,999 kilograms removed= 10 points
- e. Less than 10,000 kilograms removed= 5 points

**2. Project Cost Effectiveness (20 points possible):** What is the CMAQ cost per kilogram of pollutant removed over the life of the project, with kilograms removed defined by the weighting process from Criteria #1? Projects that fall in the more-cost effective categories will receive additional points. The category breakdowns are as follows:

- a. \$24.99 or less per kilogram removed= 20 points
- b. \$25.00-\$49.99 per kilogram removed=15 points
- c. \$50.00-\$99.99 per kilogram removed= 10 points
- d. \$100.00-\$199.99 per kilogram removed= 5 points
- e. \$200.00 or more per kilogram removed= 0 points

**3. Transportation Impact (15 points possible):** Will the proposed project improve the transportation system? Will it improve freight movement or non-single occupant vehicle (SOV) travel? W

Will the project address an identified non-vehicular safety issue? If it reduced vehicular congestion, just how much congestion does it eliminate in terms of hours of delay per day?

- a. Promotes multi-modal options, including freight movement (Yes= 5 points, no= 0 points)
- b. Improves vehicular, pedestrian, or bicyclist safety (Yes= 2 points, no= 0 points)
- c. Reduces congestion (0 points for non-traffic project, 2 points for projects that do reduce congestion, but did not perform calculation). The following scores are for those applicants who performed a before and after analysis of congestion:
  - 1) Less than 10 seconds of delay per vehicle reduced= 4 points
  - 2) 10-20 seconds of delay per vehicle reduced= 6 points
  - 3) Greater than 20 seconds per vehicle reduced= 8 points

**4. Policy and Information Sharing (5 points possible):** Does the project intend to educate the public or community decision makers on how to improve air quality? Does the applicant attempt to make institutional change in organizations to reduce pollution? (Yes= 5 points, no= 0 points)

- a. Distributes best practices to public and decision makers
- b. Involves institutional changes to agency regarding air quality and transportation

**5. Applicant Financial Commitment (5 points possible):** Does the applicant have a significant financial stake in the project? Are they contributing a significant amount of their own resources towards the total project cost? If so, then they will receive more points than those who may only contribute the minimum amount necessary. The ranges of percent match of total project cost, and corresponding points, are as follows:

- a. 0-20%=0 points
- b. 20-49%= 2 points
- c. 50% or more= 5 points

**6. Project Readiness (10 points possible):** Does the project require environmental review? Has the applicant implemented projects in the past that are of similar complexity? Has the applicant implemented previous CMAQ projects, or projects similar in complexity?

- a. Environmental considerations
  - 1) Environmental study not prepared= 0 points
  - 2) Environmental document already received, categorical exclusion, or no environmental review required= 5 points
- b. Sponsor's ability to implement: does the applicant have a proven record implementing projects of similar type or difficulty?
  - 1) Yes= 5 points
  - 2) no= 0 points

**7. Project Maintenance and Management (10 points possible):** Has the applicant anticipated the ongoing maintenance and management obligations of the project? Does the applicant have a plan, and capability, for maintenance and supervision of completed project?

- a. Plan and resources in place= 10 points

- b. No committed or identified plan and resources= 0 points

**8. Concurrency with Existing Plans (10 points possible):** Has the proposed project been identified through a previous planning effort? Does the project help address an issue identified in one of the following types of plans?

- a. Transportation (LRTP, TP, CTP, Bicycle Plan, Pedestrian Plan, or other locally adopted transportation plan or list for community)
- b. Land Use or Comprehensive Plan
- c. Recreation Plan
- d. Economic Development Plan



# TOWN OF CARRBORO

NORTH CAROLINA

## TRANSMITTAL

DELIVERED VIA:  HAND  MAIL  FAX  EMAIL

**To: DCHC MPO Technical Coordinating Committee**  
**From: Adena Messinger, Transportation Planner**  
**Date: December 11, 2008**  
**Subject: Application for Safe Routes to School Infrastructure and Non-Infrastructure grant funds**

The North Carolina Department of Transportation has issued a call for proposals for two Safe Routes to School grant programs: the Infrastructure program and the Non-infrastructure program. The Town of Carrboro is planning to submit a proposal for each of these programs; a brief description of each is provided below. A requirement of the proposal submittal is a resolution from the MPO in support of these proposals and a draft resolution is attached. A similar resolution will be presented to the Town of Carrboro Board of Aldermen at their January meeting.

**The Town of Carrboro requests that the TCC recommend to the TAC that they adopt a resolution in support of Carrboro's proposal for these Safe Routes to School grants.**

### Infrastructure Grant Proposal project:

The Town is proposing the Safe Routes to School Infrastructure Grant funds be used to construct a sidewalk along Elm Street, to facilitate safe walking to Carrboro Elementary School. Elm Street is within the walk zone for Carrboro Elementary, but does not have adequate facilities for students to walk safely to school; it is a 20 foot street with no sidewalks. Elm Street leads directly to an existing sidewalk that leads up to the school. Elm Street is located in the residential neighborhood of Old Carrboro.

### Non-infrastructure Grant Proposal project:

The Town is proposing the Safe Routes to School Non-infrastructure Grant funds be used to encourage Carrboro Elementary students to walk or bicycle to school through two Walk & Roll events. These events would be held during each semester and would include the following elements:

- Education materials provided to students and parents during the month prior to the event
- Workshop prior to the event – safe walking and biking skills
- Two designated “park and walk/bike” locations for the day of the event for families too far to walk or bike directly from their homes
- Follow up during the month after the event
- Evaluation of the events

**RESOLUTION TO ENDORSE APPLICATIONS FROM THE DURHAM-CHAPEL HILL-CARRBORO MPO AREA FOR NCDOT SAFE ROUTES TO SCHOOL INFRASTRUCTURE AND NON-INFRASTRUCTURE AWARDS**

**WHEREAS**, the North Carolina Department of Transportation has set aside \$3.5 million of Safe Routes to School (SRTS) funding to assist communities in implementing infrastructure projects to address active travel to schools serving Kindergarten – Grade 8; and

**WHEREAS**, the North Carolina Department of Transportation has set aside \$400,000 of Safe Routes to School (SRTS) funding to assist communities in implementing non-infrastructure projects to address active travel to schools serving Kindergarten – Grade 8; and

**WHEREAS**, the North Carolina Department of Transportation has issued a call for projects for both infrastructure and non-infrastructure projects; and

**WHEREAS**, any state, local, and regional agency, including nonprofit organizations, that can demonstrate the ability to meet the requirements of the federal SRTS program is eligible to apply for the infrastructure and non-infrastructure awards; and

**WHEREAS**, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee (DCHC TAC) recognizes the importance of a balanced transportation network to the economic and social wellbeing of the community; and

**WHEREAS**, Town of Carrboro is within the Durham-Chapel Hill-Carrboro MPO region and is submitting applications for both Safe Routes to Schools infrastructure and non-infrastructure funding; and

**WHEREAS**, at its meeting on January 14, 2009, the DCHC TAC voted unanimously to endorse that application for consideration of funding by NCDOT;

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee give its support for the NCDOT Division of Bicycle and Pedestrian Transportation’s Safe Routes to School infrastructure and non-infrastructure applications from the Town of Carrboro.

\_\_\_\_\_  
TAC Chair

STATE of: North Carolina  
COUNTY of: \_\_\_\_\_

I, \_\_\_\_\_, a Notary Public of County, North Carolina do hereby certify that personally appeared before me on the day of \_\_\_\_\_, 2009, to affix his signature to the foregoing document.

\_\_\_\_\_  
(Seal) Notary Public for the State of NC  
Residing at: \_\_\_\_\_  
My commission expires \_\_\_\_\_

**RESOLUTION TO REQUEST THE TRANSFER OF  
FFY 2009 SURFACE TRANSPORTATION PROGRAM – DIRECT ATTRIBUTABLE  
(STPDA) FUNDS FROM FHWA TO FTA  
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**January 14, 2009**

A motion was made by TAC Member \_\_\_\_\_ and seconded by TAC Member \_\_\_\_\_ for the adoption of the following resolution, and upon being put to a vote, was duly adopted.

**WHEREAS**, Surface Transportation Program – Direct Attributable (STPDA) funds are provided to the DCHC MPO for transportation projects and planning activities; and

**WHEREAS**, the DCHC MPO approved FFY 2009 STP-DA funds for TG-4821(Triangle Transit preventative maintenance, associated capital maintenance items, routine capital items – office and shop equipment, passenger amenities, service vehicles, etc.); and

**WHEREAS**, the Federal Transit Administration (FTA) administers most transit projects through the FTA’s Urbanized Area Formula Grant Program; and

**WHEREAS**, in order for local governments to receive STPDA funds for transit projects, the Federal Highway Administration (FHWA) must transfer the funds to the FTA; and

**Now, therefore, be it resolved that:**

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby requests that the Federal Highway Administration transfer the Surface Transportation Program Direct Attributable (STPDA) funds for FFY 2009 to the Federal Transit Administration for project TG-4821(Triangle Transit preventative maintenance, associated capital maintenance items, routine capital items – office and shop equipment, passenger amenities, service vehicles, etc.) as described on the attached table as soon as it is authorized to do so.

I, \_\_\_\_\_, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 14<sup>th</sup> day of January 2009.

\_\_\_\_\_  
Signature of the TAC Chair  
Durham-Chapel Hill-Carrboro Transportation Advisory Committee

STATE of: North Carolina  
COUNTY of \_\_\_\_\_

I, \_\_\_\_\_, Notary Public of \_\_\_\_\_ County, North Carolina do hereby certify that \_\_\_\_\_ personally appeared before me on the \_\_\_\_\_ day of \_\_\_\_\_ 2008 to affix his/her signature to the foregoing document.

\_\_\_\_\_  
Notary Public  
My Commission expires: \_\_\_\_\_

**Table: FFY 2009 CMAQ funds that need to be transferred from FHWA to FTA.**

TIP #	Project	FFY 2009 (federal funds)	Funding Source
TG-4821	Triangle Transit preventative maintenance, associated capital maintenance items, routine capital items – office and shop equipment, passenger amenities, service vehicles, etc.	\$46,400	STPDA

## MEMORANDUM

**To:** Transportation Advisory Committee (TAC)  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** December 10, 2008

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

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This memorandum provides a summary status of tasks for projects in the FY 2008-2009 Unified Planning Work Program.

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

### **2008-09 Unified Planning Work Program (UPWP) – Projects**

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

- ✓ Draft schedule – August 2006
- ✓ Release SE Data for public comment – January 2007
- ✓ Release Goals and Objectives for public comment – July 2007
- ✓ TAC approve SE Data – September 2007
- ✓ Goals and Objectives – TAC hold public hearing, September 2007, and approve, October 2007.
- ✓ TAC approve Targets – February 2008
- ✓ TAC review Deficiency Analysis – March 2008
- ✓ TAC review Land Use Scenarios – May 2008
- ✓ TAC review LRTP Alternatives – August 2008
- ✓ Public Outreach for Alternative – August-September 2008
- ✓ Public Hearing on the LRTP Alternative – September 10, 2008
- ✓ Release of the Preferred Option for Public Comments and Input – October 2008.
- ✓ Public Hearing on the Preferred Option – November 12, 2008
  - Approval of 2035 LRTP to be used for air quality analysis – December 2008
  - Air analysis and Inter-Agency Coordination – December 2008 to February 2009
  - Release of draft 2036 LRTP Conformity report – March 2009
  - TAC approval of LRTP conformity Determination – April 2009

**NC 54/I-40 Corridor/Sub-Area Study**

- ✓ Staff study initiation meeting
  - ✓ Draft scope of services
  - ✓ Agency review of scope and time
  - ✓ Request for Proposal notice – October 2008
  - ✓ Proposal due November 2008
- Consultant selection November/ December 2008  
Council contract approval February/March 2009  
Notice to Proceed – February/March 2009

**MPO Parking Survey and Study**

- Draft scope of services  
Request for Proposal notice – December 2008  
Proposal due January 2009  
Consultant selection February 2009  
Council contract approval March/April 2009  
Notice to Proceed – April 2009

**Commercial Vehicle/Freight Survey**

- ✓ Model specification September 2008
- Draft scope of services September/October 2008  
Request for Proposal notice – December 2008  
Proposal due January 2009  
Consultant selection February 2009  
Council contract approval March/April 2009  
Notice to Proceed – April 2009

**GIS/Data Integration and Automation**

- ✓ Phase I in progress
  - ✓ Initial Kick of meeting and scan completed
  - ✓ Initiation Workshop report completed
  - ✓ Draft Requirement Assessment & Application Development Report -  
October 2008
- GIS Warehouse Design & Implementation  
Functional TELUDE Development  
Development of Common Maps, Models & Reports  
TELUDE Implementation, Testing and Evaluation  
TELUDE Computing Environment  
Deployment, Documentation, Users Guide and Training

**Land-use Model development**

- ✓ Multi-year project in progress
- ✓ Review of existing data and need/requirement analysis completed
- ✓ Land use data collection completed
- ✓ Development of Model specification Completed

- ✓ Model architecture and design completed
- Database for UrbanSim model
- Phase 1 model development
- Demographic and Economic Transition Models
- Household and Job Location Choice Models
- Development Models
- Price Models
- Accessibility and TRM Interface
- Integration of Model Outputs
- Training, documentation, User's manual
- Final Presentation

### **Non-Motorized Model development**

- ✓ Phase 1 completed.
- Phase 2 underway awaiting the completion of LRTP modeling tasks
  - Update and enhancement of Generation Choice Models
  - Revision and revalidation of Destination choice models
  - Development of improved Model Choice model
  - Prepare and implement new TransCad routines to implement new models
  - Documentation, User's manual, and training
  - Project completion date anticipated in 2010

### **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
- ✓ Request for funding from NCDOT
- ✓ Draft scope of services and Request for Proposals.
- ✓ Consultant selection in spring of 2008
- Notice to proceed in October 2008
- Scan of Best practices
- ITS Vision and goals
- Gap Assessment
- Development of ITS Architecture
- Development of ITS Cost Estimates and Cost database
- Development of Maintenance Plan
- Development of IDAS Model
- Integration & Streamlining of ITS with Transportation Planning.
- Strategic Deployment Plan
- Project Management
- Final Reports
- Completion of Project expected in Winter of 2010.

### **Farrington Road/Stagecoach Road Corridor Study**

- ✓ This study involved 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
- ✓ Kimley Horn and Associates is the consultant
- ✓ Data collection underway
- ✓ Steering Committee proposed
- ✓ Completion of study expected in January
- ✓ Integration in the 2035 LRTP
- ✓ Draft report complete
- ✓ Presentation at June TAC

#### **MPO Collector Street Plan**

- ✓ Supplemental Agreement with Kimley Horn and Associates
- ✓ Data collection underway
- Completion of study and integration with the 2035 LRTP in Spring 2009

#### **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 30, 2007
- ✓ Alternative 3 selected as LEDPA – June 19, 2007
- ✓ Ad Hoc Committee Meetings – August 9, 2007, August 27, 2007, September 19, 2007, October 10, 2007, November 7, 2007, December 5, 2007
- ✓ Third public meeting December 10, 2007, Orange Grove Missionary Baptist Church
- Environmental Study expected completion - winter 2008

**NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 12/2/2008**

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
DURHAM	U-4410DB	HOPSON ROAD	NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE	\$ 3,476,305.55	0.587 miles	Thompson Contracting, Inc.	Jeff Allen, PE	(919) 733-9499	10/1/2008	100%	99.0%	12/10/2008
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 3,288,207.30	0.369 miles	Triangle Grading and Paving	Cadmus Capehart, PE	(919) 840-0914	6/15/2008	100.0%	77.3%	12/15/2008
DURHAM / WAKE	U-4026A/B R-2904	DAVIS DRIVE / NC-54	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54, WIDENING OF NC-54 FROM DAVIS DRIVE TO MIAMI BLVD	\$ 35,467,891.08	6.363 miles	C C Mangum Company LLC	Jeff Allen, PE	(919) 733-9499	11/1/2009	52.5%	69.1%	11/1/2009
DURHAM	B-3169	RIVERMONT- ROAD	BRIDGE 168 ON RIVERMONT ROAD (SR-1402)	\$ <del>539,350.84</del>	0.067 miles	SMITH-ROWE, INC.	Chad Hinnant	(919) 220-4680	4/10/2008	-100%	98.9%	COMPLETE
DURHAM	B-3450 / U-4009 / U-4012	GARRETT ROAD	TWO BRIDGES ON GARRETT RD; SERVICE ROAD NEAR US 15-501 AND GARRETT RD INTERSECTION; US 15-501 FROM NORTH MT. MORIAH RD SOUTH OF GARRETT RD	\$ 18,810,912.36	1.769 miles	DLB, Inc.	Chad Hinnant	(919) 220-4680	8/1/2010	26.2%	24.9%	8/1/2010
DURHAM / WAKE	B-3528	LEESVILLE ROAD	BRIDGE OVER SYCAMORE CREEK ON LEESVILLE ROAD (SR-1839)	\$ 1,174,705.74	0.284 miles	Mountain Creek Contractors, LLC	Cadmus Capehart, PE	(919) 840-0914	5/15/2009	47.3%	56.8%	5/15/2009
DURHAM	B-4109	PICKETT ROAD	BRIDGE OVER MUD CREEK ON PICKETT ROAD (SR-1303)	\$ 1,102,441.20	0.078 miles	Kirkman Construction, Inc.	Cadmus Capehart, PE	(919) 840-0914	11/21/2008	78.9%	55.5%	12/15/2008
DURHAM / WAKE	2008-RESURF	US-70	WIDENING, RESURF. AND SHLDR RECONSTR. OF US-70 W OF ANGIER AVE TO W OF ANGUS DR	\$ 1,889,926.35	4.39 miles	Rea Contracting, LLC	Cadmus Capehart, PE	(919) 840-0914	10/31/2008	95.0%	88.3%	12/15/2008

**NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 12/2/2008**

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	U-2055B	NC 55	CONSTRUCTION OF TURN LANES AT RIDDLE ROAD AND NC-55	\$ 223,238.50		B. UPSHAW	(919) 220-4600	12/15/2008
DURHAM	U-2055D	AVONDALE DRIVE	CONSTRUCTION OF ROUNDABOUT ON AVONDALE DRIVE	\$ 493,065.78		B. UPSHAW	(919) 220-4600	3/1/2009
DURHAM	U-3309A	TW ALEXANDER DR	WIDENING FROM CORNWALLIS ROAD TO EAST OF NC-147	\$ 9,900,000.00	1.072 miles	J. MOORE	(919) 250-4016	8/18/2009
DURHAM	U-4011	S MIAMI BLVD	WIDENING FROM METHODIST ST TO BETHESDA AVE	\$ 3,700,000.00	0.7 miles	J. MOORE	(919) 250-4016	8/18/2009

12 MONTH TENTATIVE LET LIST MAY BE FOUND ONLINE AT: <http://www.ncdot.org/planning/development/ProjectMgmt/12month/>

PROGRESS REPORTS MAY BE FOUND ONLINE AT: <https://apps.dot.state.nc.us/traffictravel/progloc/>

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO** 12/4/08 Attachment 12

County	WBS #	Route	Location Description	Amount	Status
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	\$110,000.00	<b>Proposal being advertised for bid opening 12/9/08</b>
Orange	41488	US 15-501 @ SR 1900 (Old Mason Farm Road)	Extend the left turn lane on northbound US 15-501 , revise the signal and add a right turn lane at SR 1900	\$147,500.00	<b>FA const. complete 10/23/08</b> ; UNC-CH to install ped heads & crosswalks by M.A.
Orange	41593	Union Street	Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)	\$32,000.00	Town to include as part of large STP-DA sidewalk contract for Nash St.-Enc. Agreement under review
Orange	42037	SR 1939 (Damascus Ch. Rd.) 0.8 mi. west of SR 1919 (Smith Level Rd.)	Install guardrail at Pipe# 89	\$17,000	Req. by OWASA; <b>installation complete</b>
Orange	42040	SR 1006 (Orange Grove Rd.) 0.3 mi. south of SR 1177 (Orange Grove-Calvander Rd.)	Install guardrail at the culvert	\$24,000	<b>Installation pending utility relocation</b>
Orange	42486	<b>SR 1008 (Mt. Carmel Ch. Rd.) @ SR 1913 (Bennett Rd.)</b>	<b>Install solar powered flashers at both approaches to the intersection</b>	<b>\$10,000</b>	<b>FA const.</b>
Orange	B-4218	SR 1730 (Turkey Farm Rd.)	Replace Bridge # 108 over New Hope Creek	\$750,000.00	Dane Const., Inc. =Pre-const. held 10/22/08
Orange	42170 SS-4907 T 42204.2 42204.1	SR 1710 (Old NC 10) @ NC 86	Construct a right turn lane on SR 1710 and install a traffic signal	\$215,000	Design pending survey

Orange	42171 SS-4907 U 42205.2 42205.1	SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection	\$300,000	Design pending survey
Orange	42423.3 42423.1 SS -4907V	SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Realign intersection	\$165,000	Design pending field review and survey
Orange	7CR.10681.14 7CR.20681.14 7C.068081	4 sections of NC 54 and ramps and 5 sections of secondary roads	Milling, resurfacing, pavement markings, and shoulder reconstruction		S.T. Wooten Corp.=99.95% complete
Orange	SF-4907 B 41699.3 C 41699.1 PE	US 70 (Hillsborough Rd.) and NC 751 near Durham	Install a right turn lane for traffic travelling east on US 70 and turning right onto NC 751	\$90,000 C \$35,000 PE	Barrett, Irvin & Jordan complete 11/7/08
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>					
<b>County</b>	<b>TIP #</b>	<b>Route</b>	<b>Location Description</b>	<b>TIP Est.</b>	<b>Est. Let Date</b>
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co. ( Scope may be revised)	\$1.05 million	Sept. 15, 2009
Orange	B-4592	SR 1561 (Lawrence Rd.)	Replace Bridge # 64 over the Eno River	\$1.6 million	Jan. 20, 2009
Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	\$4.40 million	July 21, 2009
Orange	U-4704	Chapel Hill-Carboro	Computerized Traffic Signal System	\$5.0 million	April 21, 2009