

Member Governments

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

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

AGENDA

**July 28, 2010
9:00 a.m.**

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

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

ACTION ITEMS

**4. Approval of June 23, 2010 TCC Meeting Minutes
(Attachment 4)**

A copy of the June 23, 2010 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the June 23, 2010 TCC meeting.

**5. NC 54 Corridor Study - Update
(Attachment 5)**

Leta Huntsinger, LPA Staff

The DCHC MPO has initiated the NC 54 Corridor Study to analyze the issues within the NC 54 corridor, evaluate mitigation measures, and identify transportation and land use strategies for accommodating current and future transportation needs. Current documents are posted on the study website <http://www.nc54-i40corridorstudy.com/>. The preliminary draft table of contents and executive summary is included as Attachment 5. This draft is subject to change based on comments already received from the Technical Steering Committee.

TCC Action: Recommend that the TAC receive the executive summary and table of contents and authorize staff to release the draft report for local government review.

**6. USDOT TIGER II Discretionary Grants and USDOT TIGER II-HUD Community
Challenge Planning Grants**

(Attachment 6, 6A)

Ellen Beckmann, LPA Staff

DOT is authorized to award \$600 million in TIGER II Discretionary Grants pursuant to Title I (Department of Transportation) of the FY 2010 Appropriations Act (Pub. L. 111-117, Dec. 16,

2009). This appropriation is similar, but not identical to the appropriation for the Transportation Investment Generating Economic Recovery, or “TIGER Discretionary Grant”, program authorized and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the “Recovery Act”). Because of the similarity in program structure and objectives, DOT is referring to the grants for National Infrastructure Investments under the FY 2010 Appropriations Act as “TIGER II Discretionary Grants”. As with the TIGER program, funds for the TIGER II program are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region.

A fact sheet on the program is provided as Attachment 6. Key elements of the program are:

- Funding awarded on a competitive basis for projects that have a significant impact on the nation, metropolitan area, or a region.
- Pre-application due July 26, 2010
- Application due August 23, 2010
- Up to 80% of costs eligible for federal funding – application may be considered more competitive if providing additional matching funds and combining TIGER II funds with other funding sources
- Funding available for obligation through September 30, 2012 (must have completed and approved design, right-of-way, environmental review, etc.)

There are two funding opportunities through TIGER II. One for capital projects (discretionary grants) and one for planning projects. The planning grant opportunity is being coordinated with HUD’s Community Challenge Planning Grants.

Attachment 6A is a copy of the four pre-applications submitted in the DCHC MPO area (all applications were not available at the time the agenda was posted and will be handed out at the TCC meeting). The TAC will be asked to endorse project applications at the August meeting.

TCC Action: Recommend that the TAC endorse a resolution in support of the grant applications for TIGER II Discretionary and Planning Grants.

7. HUD Sustainable Communities Regional Planning Grant **(Attachment 7, 7A)**

John Hodges-Copple, TJCOG

The Department of Housing and Urban Development (HUD), in partnership with US DOT and US EPA, has issued a Notice Of Funding Availability (NOFA) for a Sustainable Communities Regional Planning Grant Program. TJ COG is applying for a grant as the “managing partner” of the Triangle Development & Infrastructure Partnership. The grant program is expected to be extremely competitive. The grant program is designed to:

“support metropolitan and multijurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of:

- (1) economic competitiveness and revitalization;
- (2) social equity, inclusion, and access to opportunity;
- (3) energy use and climate change; and
- (4) public health and environmental impact.”

Attachment 7 is a brief description of the grant opportunity. Attachment 7A is a brief description of the application being prepared by TJ COG.

TCC Action: Recommend that the TAC endorse a resolution in support of the grant application for the HUD Sustainable Communities Regional Planning Grant.

8. Regional Transit Planning - Update

No attachments

Patrick McDonough, Triangle Transit

Ellen Beckmann, LPA Staff

Andy Henry, LPA Staff

Durham, Orange, and Wake counties are developing county-level transit plans as required by HB 148, the legislation authorizing a half-cent sales tax for regional transit projects subject to a referendum. The current schedule is to hold the transit referendum in fall 2011. The county plans must be adopted by the counties and the MPO by spring 2011. The alternatives analysis will be occurring concurrently with the development of the county plans. An update on the status of transit planning will be provided at the meeting.

TCC Action: Receive update on the regional transit planning process.

REPORTS FROM STAFF:

9. Reports from Staff

(Attachment 9)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

10. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

11. NCDOT Report

(Attachment 11)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

Adjourn

Next meeting: August 25, 2010

42 Mark Ahrendsen, TCC Chair, called the meeting to order at 9:02 a.m. The Alternate Voting
43 Members were identified and are indicated above.

44 **PRELIMINARIES:**

45 **Adjustments to the Agenda**

46 There were no adjustments to the agenda.

47 **Public Comments**

48 There were no public comments.

49 **ACTION ITEMS:**

50 **Approval of May 26, 2010 TCC Meeting Minutes (Attachment 4)**

51 A motion was made by John Hodges-Copple and seconded by Jonathan Parker to approve the
52 June 23, 2010 TCC Meeting Minutes. The motion carried unanimously.

53 **USDOT TIGER II Discretionary Grants (Attachment 5)**

54 Felix Nwoko provided an introduction for the USDOT Tiger II Discretionary Grants program,
55 along with the attachment. Applications are due on July 16, 2010 and Mr. Nwoko stated that projects
56 that are regional in nature and part of a LRTP as well as system preservation and maintenance tend to
57 receive favorable consideration. Mr. Nwoko stated that a subcommittee needs to meet to discuss what
58 projects the MPO might apply for.

59 John Hodges-Copple mentioned that there was a funding announcement yesterday for a joint
60 program from USDOT and HUD that focuses on planning. There is also a HUD program for regional
61 planning focused on sustainability. Details of the application will be forthcoming.

62 Ellen Beckmann described a meeting held by the City of Durham on TIGER II. The consensus
63 from that meeting was to group any possible City bicycle and pedestrian projects with an MPO-wide
64 application for funding. Other local jurisdictions (Carrboro, Chapel Hill, and Hillsborough) also described
65 potential TIGER II applications that the towns might be interested in.

66 Jonathan Parker wanted to know if NCDOT could support an application or provide the local
67 match. Joey Hopkins stated NCDOT was interested in hearing ideas to consider partnership with local
68 jurisdictions. However, there is concern over being able to commit a 20% local match.

69 Maricia Brown expressed concern over work and conflicts with other deadlines for the LPA staff
70 and the importance of submitting applications as quickly as possible.

71 A subcommittee meeting to discuss potential projects was set for June 29, 2010 at 3 p.m. in the
72 Transportation Conference Room. Maricia Brown and Felix Nwoko will head-up the meeting.

73 **Regional Transit Planning – Update (Attachment 6)**

74 Jonathan Parker provided an update on the Regional Transit Planning – Update, along with the
75 attachment.

76 There will be upcoming public meetings where the process will be introduced to the public.
77 There will be a partners table for the MPO and transit systems. The MPO will have the LRTP and SRTP
78 plans available at the table for viewing.

79 Jonathan Parker stated there was a subcommittee meeting to discuss the bus options focusing
80 on the first few years.

81 Ellen Beckmann stated that the LPA staff is working on a menu of bus services to make it easier
82 for the public and staff to understand the services listed in the LRTP. There will be a Durham-Orange
83 Technical Team meeting on July 9, 2010 from 1:30 p.m. to 4:30 p.m. at TJCOG to discuss technical details
84 for the alternatives analysis.

85 Bill Barlow stated the timing is good with the draft STIP coming out.

86 **Congestion Mitigation Air Quality Program (Attachment 7 and 7A)**

87 Ellen Beckmann described the funding requests for the Congestion Mitigation Air Quality
88 program, along with the attachments. The total funding requested is only \$10,000 over our MPO's
89 allocation.

90 A motion was made by Pierre Osei-Owusu and seconded by Joey Hopkins to recommend the
91 allocation to the TAC for approval. The motion carried unanimously.

92 **Grant Administration & Fiscal Policy Announcement (No attachments)**

93 Maricia Brown provided an update on the Grant Administration and Fiscal Policy Announcement
94 to TCC members. Ms. Brown reminded staff of the reporting deadline of July 9, 2010. There will be a
95 mandatory training for transit providers on July 21, 2010. Ms. Brown wants a grants person and a
96 planning person from each entity to attend the training.

97 **REPORTS FROM STAFF:**

98 **Reports from Staff (Attachment 9)**

99 The report is attached for review.

100 **Report from the Chair**

101 Mark Ahrendsen did not have anything to report.

102 **NCDOT Report (Attachment 11)**

103 Joey Hopkins, NCDOT Division 5, stated he had nothing new to report on and asked if there were
104 any questions.

105 Kumar Neppalli asked if U-3306 is a fully funded stimulus project, what happens to the MPO's
106 funds. Joey Hopkins stated the MPO is promised the project, not the funds. The funds are tied to the
107 project not the MPO. The STPDA funds would go back to the MPO, but not the other funds. Kumar
108 Neppalli stated that the Town of Chapel Hill was required to provide a local share for the sidewalks per
109 the municipal agreement. Is this still the case? Patrick Wilson will check with Mike Mills and get an
110 answer for Kumar Neppalli.

111 Mark Ahrendsen stated there will not be a July TAC meeting and they are looking at a Joint TAC
112 meeting date of September 29, 2010.

TCC ATTENDANCE RECORD - 2010

NAME	AGENCY	12/16	1/27	2/24	3/24	4/28	5/26	6/23	7/28	8/25	9/22	10/27	11/17
John Brantley	Airport Authority	A-	A-	A-	A-	A-	A-	A-					
Richard Carter	Greyhound	A-	A-	A-	A-	A-	A-	A-					
Roy Williford (a) Patricia McGuire	Carrboro Planning	P+	A+	A+	A-	A-	A-	A-					
Jeff Brubaker (a) Patricia McGuire	Carrboro Planning	P+	P+	P+	P+	P+	P+	P+					
Kumar Neppalli (a) Ryan Mickles	Chapel Hill Engineering	P+	P+	P+	P+	P+	P+	P+					
Brian Litchfield (a) Ryan Mickles	Chapel Hill Transit	P+	P+	P+	P+	P+	P+	P+					
David Bonk (a) Ryan Mickles	Chapel Hill Planning	P+	P+	P+	P+	P+	P+	A+					
Melissa Guilbeau (a) Jason Sullivan (a) Ben Howell	Chatham County Planning	P+	P+	P+	P+	P+	A+	P+					
Ray Magyar (a) Claire Kane	UNC/Transportation	P+	P+	P+	P+	P+	P+	P+					
Mark Ahrendsen	City of Durham Transportation	P+	P+	P+	P+	P+	P+	P+					
Steve Mancuso (a) Pierre Osei-Owusu (a) Chassem Anderson	City of Durham DATA	A+	P+	P+	P+	P+	P+	P+					
Andy Henry (a) Ellen Beckmann (a) Dale McKeel	City of Durham Transportation	P+	P+	P+	P+	P+	P+	P+					
Felix Nwoko (a) Ellen Beckmann (a) Dale McKeel	City of Durham Transportation	P+	P+	P+	P+	P+	P+	P+					
Ed Venable (a) Michael Hughes	City of Durham Engineering	P+	A+	A+	P+	P+	A+	P+					
Keith Luck (a) Aaron Cain	Durham City/County Planning	A-	A-	A-	A-	A-	A-	A-					
Bonnie Estes (a) Aaron Cain	Durham City/County Planning	A+	P+	P+	A+	P+	P+	P+					
Meg Scully	Durham County	A-	A-	A-	A-	-	P-	P+					
Tom King (a) Margaret Hauth	Hillsborough Planning	P+	P+	P+	P+	P+	P+	P+					
Starla Huggins	NCCU	A-	A-	A-	A-	A-	A-	A-					
TE-III Triangle Group, Durham Coordinator (Bollinger) (a) Triangle Planning Group Supervisor (Walston) (a) Eastern Planning Unit Head (Marshall)	NCDOT TPB	P+	P+	P+	P+	P+	A+	A+					
Division Engineer (Bowman) (a) Deputy Division Engineer (Hopkins) (a) Division Operations Engineer (Whitley) (a) Division Project Manager (Kneis)	NCDOT Division 5	P+	P+	P+	P+	P+	P+	P+					
Division Engineer (Mills) (a) Deputy Division Engineer (vacant) (a) Division Operations Engineer (Wilson) (a) Division Project Manager (Hunsinger) (a) Division Construction Engineer (Eason) (a) Division Staff Engineer (Buff)	NCDOT Division 7	P+	P+	P+	P+	P+	P+	P+					
Mobility Development Specialist, Triangle (Barlow) (a) Assistant Director for Mobility Development (Lavender)	NCDOT PTD	P+	P+	P+	P+	A+	A+	P+					
Regional Traffic Engineer (Becker) (a) Regional Traffic Safety Engineer (Phipps)	NCDOT Traffic Operations	A-	A-	A-	A-	A-	A-	A-					
Karen Lincoln	Orange County Planning	P+	P+	P+	A+	P+	P+	P+					
Karen Markovicks	Orange County Planning	A-	A-	A-	A-	A-	A-	A-					
Liz Rooks (a) vacant	Research Triangle Foundation	P+	P+	P+	P+	A+	P+	P+					
John Hodges-Copple (a) Paul Black	Triangle J COG	P+	P+	P+	P+	P+	P+	P+					
Patrick McDonough (a) Jonathan Parker	Triangle Transit	P+	P+	P+	P+	P+	P+	P+					
Phail Wynn	Duke University	A-	A-	A-	A-	A-	A-	A-					
# P+ / # voting members		20/22	20/22	20/22	19/21	19/21	17/21	20/22					

Not confirmed in writing

P+ = present and counted as a voting member; P- = present and not counted as a voting member; A+ = absent and counted as a voting member; A- = absent and not counted as a voting member
Voting member rule: When a member misses three meetings in a row, he/she is not considered a voting member on the third consecutive missed meeting. Voting privileges are reinstated on the second consecutive meeting that he/she attends.

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NC-54 / I-40 CORRIDOR STUDY

TRANSPORTATION-LAND USE MASTER PLAN

EXECUTIVE SUMMARY

DRAFT

JULY 2010

Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization



Executive Summary

Overview

A primary route connecting much of southern Orange, Durham and Wake Counties, as well as new growth occurring in Chatham County, with the academic and medical destinations at the University of North Carolina at Chapel Hill (UNC) and other destinations in Research Triangle Park, the NC 54/I-40 corridor is facing pressures unlike many others in the region. In addition to the regional access that NC 54 provides for UNC and its medical facilities for commuters, patients and visitors from across the state and region, the corridor is experiencing adjacent land development changes that require careful planning with transportation improvements to serve the long-term vitality of the corridor and its surrounding neighborhoods. With environmental, physical and policy constraints limiting expansion of portions of the roadway and the development of parallel roadway connections, the corridor requires a multimodal solution to meet future demand while improving safety for all users and traffic operations.

The corridor is also extremely important to the communities in both Durham and Chapel Hill, where it serves residential and commercial land uses, creating an eclectic mix of local and regional traffic competing for limited space. The corridor is fast becoming the most congested in the region, and has begun a transition from low-density suburban development with a semi-rural feel to a more urban pattern, with approved and pending development proposals expected to accelerate that transition as the economy rebounds. With more than 600 acres of vacant developable land surrounding it and likely development of UNC-owned properties along the corridor in the next several years to expand its health care-related facilities, NC 54 is poised for dramatic changes. As a result, the corridor is rising in statewide importance and regional prominence.

However, rising congestion levels threaten property values and economic growth for both jurisdictions, as well as the ability for UNC to compete for jobs and patients. There are policies in place in Chapel Hill and on the University of North Carolina campus that restrict the amount of available parking, and encourage the use of transit in reaching destinations served by this corridor. Yet the heavy traffic, high speeds and lack of multimodal facilities along the corridor create barriers that limit the usefulness and safety of walking and bicycling for transportation. This also influences transit usage, where heavy demand exists due to the parking constraints, but better pedestrian access is needed to make transit more effective as a travel option. As a result of those existing and anticipated future demands, NC 54 is an extremely complex corridor, serving multiple travel markets and a diverse array of stakeholder and community interests focused on the success of different transportation modes, protection of neighborhoods and the economic viability of their land.

Study Objectives

In that context, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) initiated the NC 54/I-40 Corridor Study to develop a land use – transportation blueprint for this regionally significant corridor. With its development potential and the plan to construct a regional light rail system that would serve this corridor, the goal of the study is to define complementary land use and transportation strategies that will guide public and private actions, investments and capital project priorities to improve mobility, safety and access for all modes. The dynamic nature of this critical corridor requires a bold vision supported by practical, achievable strategies in the near term and set the right foundation for longer term improvements through the 2035 horizon year.

Through a planning process that examined future land use-transportation scenarios, the NC 54/I-40 Corridor Study seeks to build upon various transportation and land use plans and engage corridor stakeholders and the public in finding solutions that are effective and find the right balance between mobility and accessibility for all users. Study recommendations in the draft final report offer a multimodal approach to meeting existing and future transportation needs. They address the functional design for specific geometric improvements at intersections along NC 54 and at the interchange with I-40, the expansion and integration of various types of transit services to help more people reach their destinations as an alternative to driving, an interconnected network of bicycle and pedestrian facilities to provide a more comfortable environment with safe access along the corridor for walking and cycling, and a phased implementation plan for capital projects and service improvements.

These transportation recommendations support a land use strategy designed to create more opportunities for location-efficient housing and transportation in the corridor to improve livability and regional mobility. The corridor is becoming increasingly employment-oriented, and more proximate housing choices – particularly for a range of income levels – will create shorter trip distances and help make the use of non-auto travel options more viable. The report includes design guidelines to provide further support for implementing the recommended land use and transportation strategies.

Study Partners and Process

The DCHC MPO led the study, serving as the project manager in partnership with the consultant team hired for the project, Renaissance Planning Group, in association with ICF International and Michael Baker Corporation. The MPO coordinated the active involvement of a broad group of study partners that include the North Carolina Department of Transportation (NCDOT), Triangle Transit Authority (TTA), the City of Durham, Durham County, the Town of Chapel Hill, the University of North Carolina (UNC), Chapel Hill Transit and the Durham Area Transit Authority (DATA). The MPO, the City of Durham, Durham County, and the Town of Chapel Hill funded the study. The study partners formed a steering committee that met monthly to guide the process, provide input at key milestones, and review study work products.

While the NC 54 corridor study limits are from I-40 to US 15-501, the study did not just focus on the linear right-of-way along NC 54. It captured a regional context, including growth patterns, transportation plans and the planned regional light rail system anticipated to connect this corridor to other points in the Triangle Region. The study area boundaries encompass surrounding neighborhoods and the existing and planned street networks, including Ephesus Church Road, Barbee Chapel Road, Farrington Road, NC 751 and others providing parallel routes or interconnecting with NC 54.

Public engagement is critically important to the study. A part of the corridor's complexity is the multitude of interested stakeholders with diverse expectations about the future of the NC 54 corridor. These include landowners, institutions, businesses, neighborhood residents, students and, of course, the commuting public. A vigorous public participation process was employed to guide the development of study recommendations. This entailed a series of in-depth focus group discussions with each of the key stakeholder groups (residents and non-residents alike) early in the project and again once initial recommendations were nearing completion. In addition, a series of three public workshops at key milestones defined priority issues and opportunities, provided the basis for creation and evaluation of scenarios, and enabled participants to react and suggest refinements to draft land use and transportation master plan recommendations.

These outreach activities were augmented through use of a project web site (<http://www.nc54-i40corridorstudy.com/>) to share information and provide additional opportunities for the community to

review materials and weigh in with ideas or issues of concern. The DCHC MPO staff and consultant team also met informally with various individuals and groups throughout the study. The recommendations contained in this report are a direct reflection of the input provided over the year-long public engagement process.

Vision for the Corridor

Through the study process, analysis and broad-based feedback, a vision emerged for a regionally significant multimodal corridor that serves both regional and local travel through an expanded and more efficient network of streets, bus routes, bicycle facilities and pedestrian enhancements. The integrated land use and transportation vision is to promote community livability by guiding future development into targeted mixed-use areas to reduce trip lengths, enable greater use of non-auto travel options and provide location-efficient choices for housing and transportation. These areas are within ¼ to ½ mile of the four planned light rail stations in the corridor. This will effectively support the investment in rail passenger service that will strengthen regional and local travel options between the UNC campus, Orange County, Durham County and elsewhere in the Triangle Region. Over time, the centers help transform the corridor from a drive-by strip into highly accessible, well-connected places that function as vibrant focal points serving local and regional needs.

Land Use Strategy

Figure ES-1 presents the recommended nodal development vision for the corridor. This land use-transportation blueprint embraces livability principles that provide more transportation choices, promote equitable, affordable housing through location and energy-efficiency, enhance economic competitiveness through reliable and timely access to employment, educational opportunities and services, and by supporting existing communities through transit-oriented, mixed-use development that will help safeguard existing neighborhoods and preserve rural landscapes.

Table ES-1 shows the proposed height and density targets for the nodal development plan, which provides the compact, mixed-use framework necessary to create a series of vibrant walking districts that enables reliance primarily on non-auto travel modes as they approach build-out of the development program

The creation of highly developed mixed-use centers can help mitigate automobile travel demand by creating an environment where walking and access to transit is the priority. It also provides a mechanism to advance transportation funding opportunities that are unlikely to be available with the status quo or trend development pattern. For instance, more intense development at the planned Leigh Village station and other “nodes” along the corridor can provide incentive to obtain mitigation funding from future development to offset transportation costs for the roadway improvements that eventually will be needed in the corridor even without the development. The traffic projections for the MPO’s adopted 2035 Long Range Transportation Plan – without the nodal development plan in the NC 54 corridor – show that major capacity improvements to NC 54 and I-40 will be needed. Higher densities also enable developers to incorporate a greater percentage of workforce housing into the development program, helping to shorten trip lengths and creating more purchasing power for those residents who can effectively lower both housing and transportation costs.

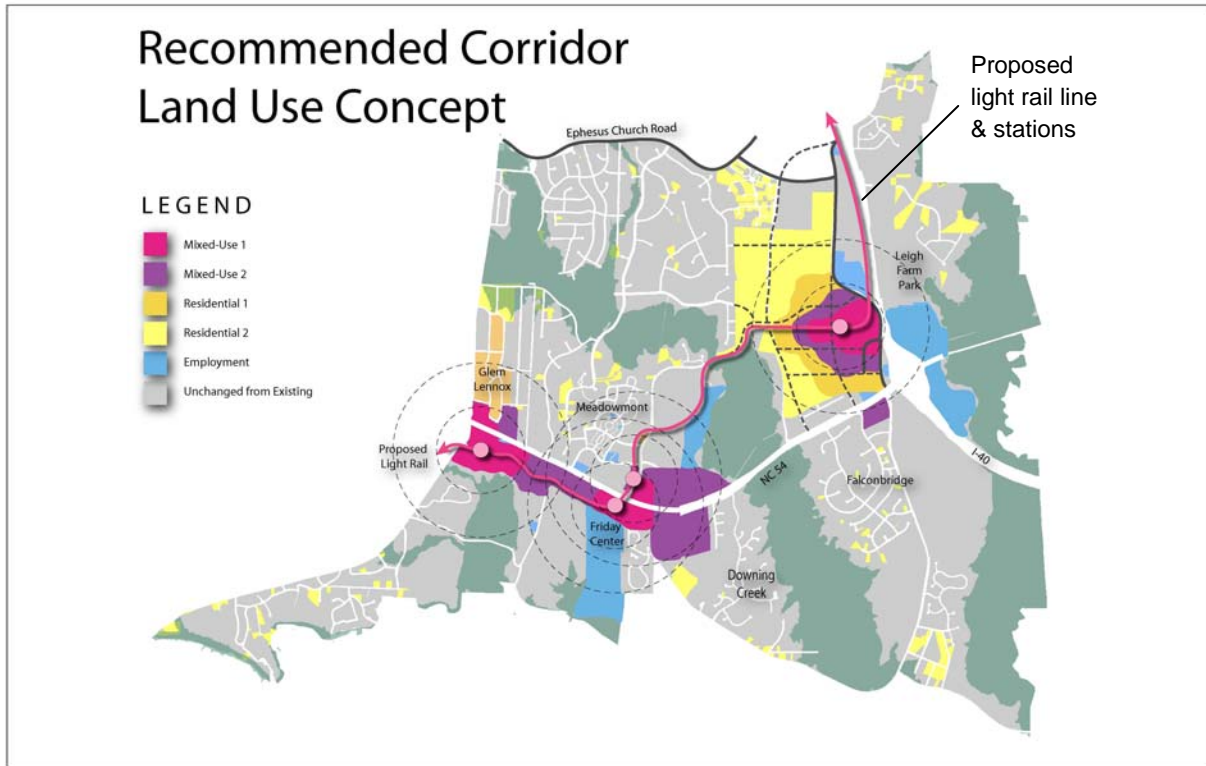


Figure ES-1: Recommended Corridor Land Use Concept

Table ES-1: Concept Land Uses

	Mixed Use 1	Mixed Use 2	Residential 1	Residential 2	Employment
No. of stories	3 – 8	2 – 4	2 – 4	1 – 3	4 – 12
Floor-to-area ratios (non-residential)	1.25 – 2.25	1.0 – 1.5	-	-	0.5 – 1.0
Dwelling Units per Acre	35 – 75	25 – 35	15 – 35	6 – 10	-
Employees per Acre	45 – 90	25 – 50	9 – 15	6 – 12	35 – 175

Transportation has a profound influence to shape growth in a region and along a corridor. The parking constraints on the UNC campus and elsewhere in the Town of Chapel Hill have certainly influenced the use of transit, and, at least to a certain extent, where people choose to live. Developers and their clients (businesses, residents) respond to transportation conditions when they decide where to build, live, or locate their business. A new or improved roadway or transit project can make access to a location easier – making it more attractive to develop. A transportation improvement can also improve visibility – an important consideration for commercial developers. Many businesses rely on being seen by “pass-by” traffic and want to locate where there is a lot of vehicle and/or pedestrian traffic. This has been the case at the NC 54/Farrington Road intersection, where development depends on highway visibility. Conversely, rail transit is likely to result in more compact development clustered within walking distance of the station, and opens up new opportunities for how people choose to live and travel.

The response is also strongly influenced by the land use policy and planning context – for example, when the predominant mode of travel is the automobile, rail transit needs to be accompanied by strong land use policies in order to concentrate development in station areas. This type of strategy in the NC 54 corridor is necessary to avoid a future scenario where rising levels of congestion will occur due to regional growth forecasts, and the demands placed on the NC 54 corridor and its interchange with I-40 will lack any financial support from planned development.

The timing of the nodal development plan is dependent on the schedule for light rail in the corridor. If the funding mechanism is approved and the light rail plan moves forward, detailed station area plans would guide the development for the areas around each station in the corridor. Due to the roadway capacity constraints of this corridor, only relatively modest increases in development intensity can be supported until the light rail system is operational.

Transportation Strategy

Table ES-2 presents the phased multimodal transportation recommendations associated with the recommended nodal development plan. The recommendations are divided into short-term, mid-term and long-term strategies. These are described in detail in the full report, with supporting data in a series of appendices. In general, the short-term roadway strategies consist of a series of geometric modifications at selected intersections to improve traffic flow and operational efficiency. These phased improvements serve as interim components of the ultimate intersection design to make the most efficient use of the roadway. Commonly referred to as a “superstreet,” this strategy reduces delay and supports anticipated traffic growth in the corridor through at least 2025.

The critical intersection along this corridor is the Farrington Road intersection, which causes significant congestion due to its proximity to the I-40 interchange. Beyond the short-term modifications that provide additional capacity for a time, in the mid-term, a direct access flyover ramp from eastbound NC 54 on the west side of Farrington Road to eastbound I-40 is needed to maintain functionality of the Farrington Road/NC 54 intersection. Other modifications to the interchange are also identified in the intermediate term. Longer term, with the recommended nodal development, a more complete redesign of the I-40 interchange at NC 54 will be needed, involving construction of additional ramps providing direct access from the interstate into the proposed Leigh Village light rail station area.

Transit is an integral part of this overall strategy. In addition to the planned light rail system, a network of premium Bus Rapid Transit lines, expanded local bus service, and additional park-and-ride lots are recommended for the corridor. The key park-and-ride strategy is the relocation of the existing commuter lot at the Friday Center to a parking structure near the I-40/NC 54 interchange in the vicinity of the proposed Leigh Village development. This location would capture commuting trips entering the corridor at that location, and the parking garage would eventually support additional development capacity at the planned light rail station area in Leigh Village. This facility would become an intermodal hub, with transit, bicycle and pedestrian access in addition-to-park and ride.

From a bicycle and pedestrian network standpoint, the recommended plan fills in gaps and improves safety and access along NC 54 through geometric modifications and the creation of a 15' shared use path adjacent to the roadway along the northern side. This is a critical gap in the corridor, and high speed traffic precludes an on-road solution for the section east of the Friday Center. Additional non-motorized transportation recommendations are identified throughout the corridor, including along Barbee Chapel Road and at US 15-501.

Table ES-2: List of Transportation Recommendations

PARK-AND-RIDE					
Description	Location	Jurisdiction	Phase	O&M	Capital
Increase visibility and capacity at the Southpoint Mall Park-n-Ride facility on the southwest quadrant of the I-40/ Fayetteville Rd interchange. Increase transit frequency to 15-minute headways or less.	Southpoint Mall Park-n-Ride facility on the southwest quadrant of the I-40/ Fayetteville Rd interchange	Durham	Short Term (2010-2015)		n/a
Construct NC 751 Park-n-Ride facility.	Along Audubon Lake Dr off of NC 751 just north of I-40	Durham	Short Term (2010-2015)	TBD	\$650,000
Construct highly visible Park-n-Ride facility with easy access from I-40 and US 15-501 near proposed light rail station.	At the I-40/ US 15-501 interchange with easy access to light rail station	Chapel Hill	Mid Term (2015-2020)	TBD	\$3,000,000
Relocate Friday Center Park-n-Ride facility. Implement a 2,000-space minimum Park-n-Ride facility on the fringe of the Leigh Village light rail transit station area with direct access ramps to/from I-40.	Leigh Village light rail transit station area	Durham	Mid Term (2015-2020)	TBD	\$25,000,000
TRANSIT					
Description	Location	Jurisdiction	Phase	O&M	Capital
Expanded Local Bus Service	North along Burning Tree Dr & Pinehurst Dr from NC 54 to Ephesus Church Road	Chapel Hill	Short Term (2010-2015)	\$1,355,400	\$667,824
Expanded Local Bus Service	Southeast along Barbee Chapel Rd and returning north back to NC 54 along Farrington Rd	Durham	Short Term (2010-2015)	\$1,355,400	\$667,824
Express Bus along NC 54 from NC 751 Park-n-Ride	From NC 751 Park-and-Ride lot north of I-40 to downtown Chapel Hill along NC 751 and NC 54	Chapel Hill & Durham	Short Term (2010-2015)	\$1,355,400	\$667,824
Expanded Local Bus Service	North of NC 54 along Farrington Rd & SW Durham Dr to US 15-501 (Durham-Chapel Hill Blvd)	Durham	Mid-Term (2015-2020)	\$1,355,400	\$667,824
Enhanced Bus Service - Phase 1	From Meadowmont along NC 54 to downtown Chapel Hill	Chapel Hill	Mid-Term (2015-2020)	\$11,566,080	\$3,400,000

TRANSIT					
Enhanced Bus Service - Phase 2	From NC 751 Park-and-Ride lot north of I-40 along NC 54 towards Chapel Hill, aligning with Phase 1 enhanced bus service	Durham	Long Term (2020-2035)	\$11,566,080	\$3,400,000
Flex Route	General service north and south of study area along Barbee Chapel Hill Rd, Pinehurst Dr, Farrington Rd, Ephesus Church Rd, Falconbridge Community, Downing Creek community, and Glen Lennox	Chapel Hill	Long Term (2020-2035)	\$4,066,200	\$667,824
Light Rail Transit	Durham to Chapel Hill	Chapel Hill & Durham	Long Term (2020-2035)	TBD	TBD
PEDESTRIAN AND BICYCLE					
Description	Location	Jurisdiction	Phase		
Install crosswalks and pedestrian signals at signalized intersections	Burning Tree Dr/ Finley Golf Course Rd & NC 54	Chapel Hill	Short Term (2010-2015)		
	W Barbee Chapel Rd & NC 54	Chapel Hill	Short Term (2010-2015)		
	Meadowmont Ln/ Friday Center Dr & NC 54	Chapel Hill	Short Term (2010-2015)		
	E Barbee Chapel Rd & NC 54	Chapel Hill	Short Term (2010-2015)		
	Huntingridge Rd & NC 54	Durham	Short Term (2010-2015)		
	Farrington Road (northern, southern and eastern approaches) & NC 54	Durham	Short Term (2010-2015)		
	Leigh Farm Rd/ Quadrangle Dr & NC 54	Durham	Short Term (2010-2015)		
Install crosswalks with pedestrian-activated flashers and expand refuge islands	US 15-501 on/off ramps	Chapel Hill	Short Term (2010-2015)		
Extend westbound exclusive right turn lane for US 15-501 on ramps	From SB US 15-501 on ramp to 500 feet to the east	Chapel Hill	Short Term (2010-2015)		
Provide a 5-foot wide on-road bicycle lane	NC 54 from Burning Tree Dr/ Finley Golf Course Rd to the west	Chapel Hill	Short Term (2010-2015)		

PEDESTRIAN AND BICYCLE			
Modify sloped abutment wall to provide 8-foot wide sidewalk behind overpass structural piers	NC 54 underneath US 15-501 overpass	Chapel Hill	Short Term (2010-2015)
Pave road shoulders to accommodate bicyclists	Barbee Chapel Road from NC 54 to the American Tobacco Trail	Durham	Short Term (2010-2015)
Provide a 5-foot wide bicycle lane where possible, or provide "share the road" signage and a paved shoulder or sharrow markings for on-road bicycle travel	Farrington Road through the study area (Old Chapel Hill Rd to Stagecoach Rd)	Durham	Short Term (2010-2015)
	Ephesus Church Rd from Farrington Rd to E Franklin St	Durham & Chapel Hill	Short Term (2010-2015)
	*George King Rd & Crossland Dr (proposed collector street) from Ephesus Church Rd to NC 54	Durham	Short Term (2010-2015)
	*SW Durham Dr from Ephesus Church Rd to NC 54	Durham & Chapel Hill	Short Term (2010-2015)
	Lancaster Dr and E/W collector street from Farrington Rd to Pinehurst Dr	Durham & Chapel Hill	Short Term (2010-2015)
	Pinehurst Dr from Ephesus Church Rd to Burning Tree Dr	Chapel Hill	Short Term (2010-2015)
	Burning Tree Dr from Pinehurst Dr to NC 54	Chapel Hill	Short Term (2010-2015)
	Hamilton Rd from NC 54 to Brandon Rd	Chapel Hill	Short Term (2010-2015)
Construct a 15-foot wide off-road shared-use path on both sides of the road where possible, with a boardwalk bridge as an alternative solution	Along NC 54 from E Barbee Chapel Rd to Farrington Road	Durham & Chapel Hill	Mid-Term (2015-2020)
	From Hamilton Rd at Brandon Rd to connect to S Estes Dr utilizing existing trail	Chapel Hill	Mid-Term (2015-2020)
Construct a 15-foot wide off-road shared-use path on the south side of NC 54 with accompanying signage to cross	NC 54 from Farrington Rd to I-40 overpass	Durham	Mid-Term (2015-2020)
Construct a 10-foot wide shared use path on south side of overpass	NC 54 bridge over I-40	Durham	Mid-Term (2015-2020)
Implement crosswalks and landscaped median refuges at primary superstreet intersections	Meadowmont Ln/ Friday Center Dr & NC 54	Chapel Hill	Mid-Term (2015-2020)
	Huntingridge Rd & NC 54	Durham	Mid-Term (2015-2020)

Adequately sign reverse superstreet intersections	E Barbee Chapel Rd & NC 54	Chapel Hill	Mid-Term (2015-2020)
	Falconbridge Rd & NC 54	Durham	Mid-Term (2015-2020)
Design and construct light rail bridge over NC 54 to serve as an elevated pedestrian crossing	Across NC 54 connecting Meadowmont and Friday Center	Chapel Hill	**Long Term (2020-2035)
Continue to make regional connections with greenways	where possible	Durham & Chapel Hill	Long Term (2020-2035)
ROADWAY			
Description	Location	Jurisdiction	Phase
Construct channelized free flow lane for eastbound right turns into East Barbee Chapel Road	Along NC 54 at E Barbee Chapel Rd	Durham	Short Term (2010-2015)
Construct northbound right turn channelization to free flow merge lane onto eastbound NC 54	Friday Center Dr	Durham	Short Term (2010-2015)
Construct channelized southbound right turn lane with merge lane on NC54 at Farrington Road	Farrington Rd	Durham	Short Term (2010-2015)
Construct Farrington Road slip ramp for northbound traffic on Farrington to access EB I-40 directly, and modify on-ramp to allow for transition.	Farrington Rd	Chapel Hill	Short Term (2010-2015)
Construct collector street system	Northeast section of the study area	Chapel Hill	Short Term (2010-2015 and beyond)
Construct access road behind the shopping center for connection between Farrington and Falconbridge	Between Farrington and Falconbridge	Chapel Hill	Short Term (2010-2015)
Obtain Marriot Way, then upgrade to NCDOT standards and extend to Barbee Chapel Road	Between Friday Center and East Barbee Chapel Rd	Durham & Chapel Hill	Short Term (2010-2015)
Construct other connections as opportunities arise through development proposals	Throughout study area	Durham & Chapel Hill	Short to Long Term
Improve I-40 interchange to add new cloverleaf ramp for I-40 EB to NC54 EB, remove existing signal and make the I-40 EB to NC54 WB ramp free flowing with addition of merge lane.	I-40 Interchange with NC54	Durham	Mid-Term (2015-2020)
Construct EB NC54 to EB I-40 flyover from Farrington Road to I-40 EB on-ramp.	I-40 Interchange with NC54	Durham	Mid-Term (2015-2020)
Construct auxiliary lane widening for I-40 westbound offramp to match the two lane section of the ramp.	I-40 Interchange with NC54	Durham	Mid-Term (2015-2020)

ROADWAY			
Widen the bridge over I-40 to accommodate 4 lanes of westbound NC54 laneage. In conjunction with this, widen the westbound approach to two lanes for 500 feet as needed for intersection capacity.	I-40 Interchange with NC54	Durham	Mid-Term (2015-2020)
Reconstruct the Farrington Road intersection to only allow the northbound left turn through the intersection. Channelize for freeflow westbound right turn lane.	Farrington Rd	Durham	Mid-Term (2015-2020)
Widen NC54 to six lanes in the Durham section. Construct the multiuse path concurrent with the road project.	Durham section of NC54	Durham	Mid-Term (2015-2020)
Implement superstreet configurations at Falconbridge Rd, Huntingridge Rd, E Barbee Chapel Rd and Friday Center Dr intersections.	Falconbridge Rd, Huntingridge Rd, E Barbee Chapel Rd and Friday Center Dr	Durham	Mid-Term (2015-2020)
Install triple northbound left turn lanes at East Barbee Chapel Road. Also, install triple southbound lefts at Falconbridge Road	East Barbee Chapel and Falconbridge Rd	Durham	Long Term (2020-2025)
Construct I-40 ramps into the northern development (Leigh Village) area	I-40 Interchange with NC54 and area to the north	Durham	Long Term (2025-2035)
Monitor for potential need to grade separate key intersections through the corridor.	Corridorwide	Durham & Chapel Hill	Beyond 2035

*SW Durham Dr alignment is proposed on part of existing George King Rd from Ephesus Church Rd to Lancaster Dr

**This recommendation should be concurrent with the light rail project. Pedestrian and bicycle accommodations across the bridge should be included from the beginning design stages of the light rail project.

Conclusions

The analysis of growth and transportation indicates that substantial capacity improvements will be needed by 2035 with or without new development anticipated to occur in the corridor. The I-40 interchange at NC 54 is fast approaching its capacity, and the proximity of the Farrington Road intersection creates operational challenges that affect much of the corridor. Heavy through traffic volumes projected along the corridor require intersection modifications that will help reduce delay. While the planned light rail transit system will help when it becomes operational sometime around 2025, it will not eliminate congestion. Rather, the light rail network provides a sound basis to guide future growth into the planned station areas as part of a nodal development strategy that will help reduce trip lengths, lower vehicle miles traveled per capita, and provide for more location-efficient housing choices to increase the financial flexibility of those residents.

While the recommended land use plan increases growth in the corridor beyond the levels assumed for the adopted Long Range Transportation Plan, most of that additional growth is expected to occur in Orange County because the LRTP assumptions appear low relative to development potential and future plans on the part of the University of North Carolina.

The recommended phasing plan for the transportation network creates better mobility for the next 15 to 20 years through the “superstreet” operational improvements. The elevated bypass from eastbound NC 54 to eastbound I-40 will also be needed between 2015 and 2020 to maintain a functioning intersection at Farrington Road and NC 54, allowing access to adjacent properties. Additional direct access ramps from I-40 into the proposed Leigh Village development will be necessary before 2035 to support anticipated growth that should only occur with the construction of a light rail system. These ramps can be designed to avoid impacts to Leigh Farm Park and other sensitive neighborhoods. Geometric functional designs have been developed to guide these needed capacity improvements.

As indicated, due to traffic impacts, much of the anticipated future growth will need to wait until the light rail system is operational and can help moderate auto travel demand. However, the plan calls for expanded park-and-ride opportunities, including a new parking structure immediately northwest of the I-40/NC 54 interchange to improve mobility and regional access into the corridor. Additional park-and-ride lots would serve other travel markets. Expanded local bus, Bus Rapid Transit, and commuter express routes are planned to meet the corridor’s growing needs in the interim to light rail, and these services will complement the rail system when it is built.

A network of non-motorized transportation facilities, along with signage/markings for shared on-road use where appropriate, is needed to create a more accessible corridor and study area. This addresses travel along the NC 54 corridor by bicyclists and pedestrians, as well as crossing the corridor safely and efficiently. Elsewhere in the study area, the network provides additional connections between residential areas, commercial destinations and regional facilities, such as the American Tobacco Trail.

Establishing benchmarks and targets is an effective way to measure progress toward plan implementation. The NC 54/I-40 Corridor Study is a multi-year, multi-phase master plan aimed at improving overall mobility and accessibility, consistent with plans to create development focal points as places that become multipurpose destinations. Given the concerns of some residents and many stakeholders about traffic conditions and future development plans, it makes sense to take an approach in partnership with NCDOT and the local governments that addresses various aspects of this report to track progress toward achieving outcomes of this planning effort, not merely the programming and construction of capital projects.

The recommended approach is for the MPO to prepare a biannual monitoring report every two years to document progress toward achieving the mobility goals outlined in this study. This monitoring report would document transportation system conditions over time using the performance measures defined through this study and expanded to address specific implementation activities and accomplishments on the part of each study partner or jurisdiction. The report would fit within the MPO’s established Congestion Management Process, and should document actions from a land development, transportation and urban design framework to implement the recommendations for improved livability, mobility, safety and access.



TIGER II DISCRETIONARY GRANTS PROGRAM

TIGER II Funding: On Monday, April 26, 2010, the Department of Transportation solicited applications for the TIGER II discretionary grant program, a \$600 million competitive grant program for surface transportation projects. Pre-applications are due on July 16, 2010, and final applications are due on August 23, 2010. The pre-application will include basic information on projects and will be used by DOT to determine eligibility, the presence of the appropriate match and whether NEPA has been initiated.

Funding is available to units of government – including state, tribal and local governments, transit agencies, port authorities, MPOs and multi-jurisdictional entities – for capital investments in highway or bridge projects; public transportation projects; passenger and freight rail transportation projects; port infrastructure investments; and intermodal facilities.

Individual awards can be \$10-200 million, with up to 80% of project costs eligible for federal funding. \$140 million is reserved for projects in rural areas, where 100% of project costs are eligible for funding and project awards can be as low as \$1 million. No one state can receive more than 25% of program funds.

Up to \$150 million is available to support TIFIA financing, and up to \$35 million is available for transportation planning grants. Applicants may apply for capital grants, TIFIA financing or planning grants, though applicants for capital grants may be awarded TIFIA financing or a planning grant, if it is determined that is the most appropriate award.

Public Comments: The solicitation also provides two weeks for comments on the proposed selection criteria and guidance for awarding TIGER II Discretionary Grants. The Department will take all comments into consideration and may revise the solicitation by May 28, 2010.

HUD Community Challenge Grants: DOT and HUD are requesting comments on a proposal to solicit and evaluate applications for TIGER II transportation planning grants and HUD's \$40 million in Community Challenge Grants jointly. Activities eligible for HUD's grants are corridor or station-area plans, revisions to zoning or building codes and creating or preserving affordable housing for low-income families near transit.

Because the DOT's TIGER II planning funding and HUD's Community Challenge Planning Grant funding is for similar, related purposes DOT and HUD are interested in conducting a multi-agency evaluation and award process. This multi-agency approach is consistent with DOT's and HUD's participation in the "Partnership for Sustainable Communities" to help Americans in all communities – rural, suburban and urban – gain better access to affordable housing, more transportation options, lower transportation costs and a cleaner environment.

Selection Criteria: The Department will give priority to projects that have a significant impact on the following long-term outcomes:

- State of Good Repair: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
- Economic Competitiveness: Contributing to the economic competitiveness of the United States over the medium- to long-term.
- Livability: Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.
- Sustainability: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.

- Safety: Improving the safety of U.S. transportation facilities and systems.

Projects will also be evaluated based on the extent to which they include the following:

- Job Creation & Economic Stimulus: The Department will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.
- Innovation: Priority will be given to projects that use innovative strategies to pursue the long-term outcomes outlined above.
- Partnership: The Department will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

TIGER Discretionary Grant Process and Awards: DOT received over 1400 applications totaling almost \$60 billion for the \$1.5 billion TIGER Discretionary Grant program created under ARRA. In February, 51 awards were announced for projects ranging from bridge replacements, freight rail corridor improvements, streetcar extensions, and bicycle/pedestrian networks. The largest grant award was \$105 million for a multi-state freight rail project, and the average award size was \$30 million.

DOT expects the TIGER II Discretionary Grant program to be just as competitive, though the total funding available is lower.



**US Department of Transportation
Tiger II Pre-Application**

This Site: US Department of Tr

US Department of Transportation Tiger II Pre-Application > U.S. DOT TIGER II Grant Pre-Application > Triangle Area Greenway - A Central North Carolina Bike/Ped Network

U.S. DOT TIGER II Grant Pre-Application: Triangle Area Greenway - A Central North Carolina Bike/Ped Network

[New Item](#) | [Edit Item](#) | [Workflows](#)

Project Name	Triangle Area Greenway - A Central North Carolina Bike/Ped Network
Was a TIGER I application submitted for this project?	No
DUNS	044379568
Applicant / Organization Name	City of Raleigh
Applicant / Organization Contact Person	Vic Lebsock
Applicant / Organization Contact Business Phone Number	919-996-4786
Applicant / Organization Contact Business E-mail	victor.lebsock@raleighnc.gov
Applicant / Organization Contact Business Street Address	333 Fayetteville Street, Suite 300
Applicant / Organization Contact City	Raleigh
Applicant / Organization Contact State	NC-NORTH CAROLINA
Applicant / Organization Contact Zip	27601
Primary Applicant Type	Local Govt.
Co-Applicant Type	Local Govt.
Is the Project Multimodal?	Yes
Primary Project Type	Bicycle & Pedestrian
Secondary Project Type	Transit
Additional Project Type Information	Other
Is this application for a Planning Grant?	No
If Planning Grant, please select the related funding opportunity	
Primary Planning Grant Type	
Secondary Planning Grant	

Type**Additional Planning Grant
Type****Additional Planning Grant
information**

Project Description This project will complete missing links in a bike/ped network connecting over 200 miles of greenways and non-motorized routes through nine municipalities and five counties in central North Carolina. In addition to greenway construction, the grant will fund trailhead improvements, neighborhood and transit connections, and two road widening projects.

**Total Amount Requested
from TIGER II Funds** \$26,000,000.00

Total Project Cost \$35,000,000.00

**Cities Impacted by
Proposed Project** Raleigh, Cary, Durham, Wake Forest, Chapel Hill, Apex, Morrisville, Knightdale, Clayton

**Counties Impacted by
Proposed Project** Wake, Durham, Orange, Johnston, Chatham

**Primary Proposed Project
State** NC-NORTH CAROLINA

**Additional Project State
(1)**

**Additional Project State
(2)**

**Additional Project State
(3)**

**Additional Project State
(4)**

**Additional Project State
(5)**

**Additional Project State
(6)**

**Primary Congressional
District** NORTH CAROLINA - 13th District

**Additional Congressional
District (1)** NORTH CAROLINA - 2nd District

**Additional Congressional
District (2)** NORTH CAROLINA - 4th District

**Additional Congressional
District (3)**

**Additional Congressional
District (4)**

**Additional Congressional
District (5)**

**Additional Congressional
District (6)**

**Additional Congressional
District (7)**

**Additional Congressional
District (8)**

**Additional Congressional
District (9)**

Additional Congressional District (10)**Type of Jurisdiction** Urban**Economically Distressed Area** No**Federal Wage Rate Certificate** Yes**Requesting TIGER II TIFIA Payment** No**NEPA Status** CE Expected

NEPA Comment It is anticipated that a Categorical Exclusion will be required for all parts of this project. For the majority of the work, the environmental data collection has been completed and will be submitted by the end of calendar year 2010. Small portions of this project have not yet begun environmental documentation, but it is anticipated that all work will be completed and a Categorical Exclusion will be approved prior to September, 2012.

Project has secured 20% Matching Funds Yes

20% Matching Funds Comment Partners in this grant have pooled private funds, municipal general funds, and voter-approved bond funds to provide 25% match.

Application ID kathycapps-1230**Full Application ID** aspnetsqlmembershipprovider:kathycapps-1230

Created at 7/22/2010 12:24 PM by KathyCapps

Last modified at 7/22/2010 12:29 PM by KathyCapps



**US Department of
Transportation Tiger II
Pre-Application**

This Site: US Department of Tr

US Department of Transportation Tiger II Pre-Application > U.S. DOT TIGER II Grant Pre-Application > Hillsborough Multi-modal Station

U.S. DOT TIGER II Grant Pre-Application: Hillsborough Multi-modal Station

New Item | Edit Item | Workflows

Project Name Hillsborough Multi-modal Station

Was a TIGER I application submitted for this project? No

DUNS 091570440

Applicant / Organization Name Town of Hillsborough

Applicant / Organization Contact Person Tom King

Applicant / Organization Contact Business Phone Number 919-732-1270

Applicant / Organization Contact Business E-mail tom.king@hillsboroughnc.org

Applicant / Organization Contact Business Street Address 101 East Orange Street

Applicant / Organization Contact City Hillsborough

Applicant / Organization Contact State NC-NORTH CAROLINA

Applicant / Organization Contact Zip 27278

Primary Applicant Type Local Govt.

Co-Applicant Type

Is the Project Multimodal? Yes

Primary Project Type Rail

Secondary Project Type Road & Bridge

Additional Project Type Information Bicycle & Pedestrian

Is this application for a Planning Grant? Yes

If Planning Grant, please select the related funding opportunity TIGER II Planning Grant

Primary Planning Grant Type	Rail (TIGER)
Secondary Planning Grant Type	Road & Bridge (TIGER)
Additional Planning Grant Type	Bicycle & Pedestrian (TIGER)
Additional Planning Grant information	N/A-Not Applicable
Project Description	The project will fund planning, engineering, design and construction of a multi-modal transit center on a site owned by the Town. The project includes extending Orange Grove Street to and through the site to connect with US 70A East. The connection involves a grade-separated crossing of the adjacent NC Railroad Company rail corridor.
Total Amount Requested from TIGER II Funds	\$10,400,000.00
Total Project Cost	\$13,000,000.00
Cities Impacted by Proposed Project	Hillsborough
Counties Impacted by Proposed Project	Orange
Primary Proposed Project State	NC-NORTH CAROLINA
Additional Project State (1)	
Additional Project State (2)	
Additional Project State (3)	
Additional Project State (4)	
Additional Project State (5)	
Additional Project State (6)	
Primary Congressional District	NORTH CAROLINA - 4th District
Additional Congressional District (1)	NA - Not Applicable
Additional Congressional District (2)	NA - Not Applicable
Additional Congressional District (3)	NA - Not Applicable
Additional Congressional District (4)	NA - Not Applicable
Additional Congressional District (5)	NA - Not Applicable
Additional Congressional District (6)	NA - Not Applicable

Additional Congressional District (7)	NA - Not Applicable
Additional Congressional District (8)	NA - Not Applicable
Additional Congressional District (9)	NA - Not Applicable
Additional Congressional District (10)	NA - Not Applicable
Type of Jurisdiction	Urban
Economically Distressed Area	No
Federal Wage Rate Certificate	Yes
Requesting TIGER II TIFIA Payment	No
NEPA Status	EIS Expected
NEPA Comment	The NEPA process has not been initiated at this time. The Town has spent the last year preparing a small area plan for the project site and a large tract of vacant land to the south. However, a stream call has been performed for a potential on-site water feature. The stream call determined the water feature is not subject to stream buffers enacted under the NCDENR Neuse River Rules. The Town is committed to securing the necessary environmental studies and approvals required for the project as it proceeds through the planning and development process.
Project has secured 20% Matching Funds	Yes
20% Matching Funds Comment	The Hillsborough Town Board authorized this application on June 14, 2010 and agreed to secure the 20% match through a financing agreement that would be repaid with general fund revenues over time. Additionally, the Town has requested \$445,000 in the form of a Congressional Appropriation for this project.
Application ID	tomking-0783
Full Application ID	aspnetsqlmembershipprovider:tomking-0783

Created at 7/19/2010 7:56 AM by tomking
Last modified at 7/19/2010 7:56 AM by tomking

 <p>Triangle J Council of Governments</p>	<h2>Sustainable Communities Regional Planning Grant Program</h2>	
	<p>Triangle Partnership for Development & Infrastructure</p>	<p>June 23, 2010 Notice of Funding Availability</p>

The Department of Housing and Urban Development (HUD), in partnership with US DOT and US EPA, has issued a Notice Of Funding Availability (NOFA) for a Sustainable Communities Regional Planning Grant Program. TJCOG is applying for a grant as the “managing partner” of the Triangle Development & Infrastructure Partnership. The grant program is expected to be extremely competitive. The grant program is designed to:

“support metropolitan and multijurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of:

- (1) economic competitiveness and revitalization;
- (2) social equity, inclusion, and access to opportunity;
- (3) energy use and climate change; and
- (4) public health and environmental impact.”

Regions of >500,000 population (the Triangle’s size category) are eligible for up to \$73 million, with a \$5 million maximum award per region; projects may take up to 3 years. There is a minimum local requirement of “leveraged resources” equal to 20% of the federal grant amount; in-kind resources are allowed and other federal funds may be counted.

Outcomes

The program places a priority on investing in **partnerships** that translate livability **principles** into **strategies** that direct long-term development and reinvestment, address **issues of regional significance**, utilize **data to set and monitor progress** toward **performance goals**, and **engage stakeholders and citizens in meaningful decision-making roles**. Plans should:

1. Identify regional affordable housing, transportation, land use, water, economic development, open space, energy & environmental conservation priorities;
2. Clearly define a single, integrated plan for regional development over 20+ years with 3 to 5-year benchmark performance targets, and delineate strategies to meet performance goals;
3. Set performance goals and measures that are consistent with the Livability Principles;
4. Use geo-coded data sets and other metrics to assess investment scenarios on the goals;
5. Provide plans, policies & strategies to be implemented by all jurisdictions to meet goals;
6. Prioritize projects to implement the regional plan, responsible entities and funding sources;
7. Show how the plan will be used for Consolidated Plans (housing), Analysis of Impediments to Fair Housing Choice, Long Range Transportation Plans and Asset Management Plans;
8. Engage residents and stakeholders substantially and meaningfully, including communities traditionally marginalized, limited English speakers, persons with disabilities and the elderly.

Expectations

Applicants would be expected to identify a set of locally-appropriate performance metrics that are consistent with the Partnership's Livability Principles, as well as the Partnership's own metrics, and then measure the outcomes of proposed growth/reinvestment scenarios against those metrics.

Funding in this category would support data analysis, urban design and outreach efforts to achieve broad consensus among groups, citizens, and decision-makers for a single vision/scenario and to have that plan adopted by all appropriate regional governmental bodies.

Applicant Requirements

- Applications must be from a consortium that covers either a Metropolitan Statistical Area or a Metropolitan Planning Organization (larger areas, but not smaller, are permitted); the consortium must consist of (at a minimum):
 - The traditional principal city of the area.
 - The city, county, or other unit of government representing the largest population of the area.
 - Additional cities, counties, or other units of government to ensure that the consortium represents a minimum of 50 percent of the area's population.
 - The Metropolitan Planning Organization for the area.
 - A non-profit organization, foundation, or educational institution within the area that with the capacity to engage a diverse representation of the general population in the planning area.
 - Applicants are encouraged to include additional partners over and above the minimum required consortium.
- Consortium duties include:
 - A consortium designates a lead applicant responsible for submitting the application to HUD, signing a cooperative agreement, and administering the program
 - Partnership agreements, memoranda of understanding, or other proof of commitment by consortium members must be submitted with the application.
 - The Consortium can establish its own governance structure that reflects the diversity of its partners and allows for maximum participation in decision-making
 - A final consortium agreement must be executed no later than 120 days after the effective start date of the grant agreement
- The type of applicant is determined by the population range within the applicant's region. A region is defined as a geographic area that includes, but may be larger than:
 - The jurisdiction of a single MPO, or the jurisdictions of two or more adjacent MPOs
 - A Metropolitan or Micropolitan Statistical Area;

Application deadline is August 23rd. Additional information on the grant program including the NOFA, FAQ documents and webcast archives, is available on HUD's Office of Sustainability website at: http://portal.hud.gov/portal/page/portal/HUD/program_offices/sustainable_housing_communities



A sustainable region supports creative people engaged in rewarding enterprises in a distinctive place.

The purpose of PRISM Research Triangle is to ensure that we provide our people and enterprises with a distinctive place in which to thrive, by bringing together those responsible for development and infrastructure decisions and building on their principles and plans. As the region adds another 1.2 million people over the next generation, it will only be through working together that each community can sustain the character and achieve the future that it seeks.

Just as a prism helps us understand how different wavelengths combine to form visible light, the PRISM Research Triangle program will help us understand how our different communities can come together to form a more sustainable region.

The Federal Interest

- The Departments of Housing & Urban Development (HUD) and Transportation (DOT) and the Environmental Protection Agency (EPA) created a Regional Sustainable Development Planning Grant Program oriented to “cooperative regional planning efforts” for “regional plans for sustainable development.”
- Key elements of federal interest:
 - Regional (MSA/MPO) scale
 - “Place-based” emphasizing integration of housing, transportation, land use & environmental planning
 - Livability Principles
 - Scenario analysis with performance metrics
 - Stakeholder engagement
 - **Implementation Strategies & Use in Investment Decisions**

What We Propose To Do

- Create a *Regional Sustainable Development Plan* for the Triangle built from a spectrum of places ranging from vibrant mixed-use activity centers to protected natural areas -- a **Plan for a Regional, Integrated, Sustainable Metropolitan Research Triangle**, or PRISM Research Triangle. Key elements in the plan will be transportation investment, water resource protection and housing that works for everyone – from young to old and rich to poor – so that we match our region’s development with the infrastructure investments we make, the needs of our citizens and the environment we wish to conserve.

PRISM: What we mean by ...

- ... **Plan:** place-based tools and strategies to help us understand what we are today, what we can become in the future and how we can achieve the future that we seek, all based on a unified vision and set of development, conservation and mobility principles for the Research Triangle Region.
- ... **Regional:** our metropolitan area, including the federally-defined Metropolitan Statistical Areas and our Metropolitan Planning Organizations; but also other communities in the state-defined Triangle J and Kerr-Tar regions who wish to participate.
- ... **Integrated:** both among *sectors* (government, university, business, civic) and among *issues* (land use, transportation, housing, water resources, air quality, energy)
- ... **Sustainable:** patterns of growth and investment that promote social, economic and environmental well-being for all of the region’s communities and residents.
- ... **Metropolitan:** the spectrum of places in our region: urban, suburban and rural; built and natural; each of which relies on and benefits from the

- The Plan can be based on development, conservation and mobility **principles** created by the *Regional Development Choices Project*, matched to the federal livability principles, reinforced by the *Research Triangle Reality Check* project's three guiding principles, and all harking back to the basic principle of the 1969 Development Guide: A Good Fusion of Town and Country.
- The Plan will be honed through creating and analyzing Development & Infrastructure Investment **scenarios**; scenarios will be informed by our principles, current community and stakeholder plans and extensive stakeholder and public engagement, and analyzed using performance measures.
- The Plan can link the regional scale with the neighborhood scale through "**opportunity sites**" at key locations that are selected based on community interest and commitment along with site sustainability characteristics, such as proximity to transit or educational and job opportunities, the presence of brownfield sites, and the potential for housing and neighborhood revitalization.
- The Plan will be built on and tightly linked to **established plans and planning processes**, including the development of the 2040 Long Range Transportation Plan, the region's "Shape of Things to Come" economic development strategy, the housing assessment called for in the state's "Intermodal Bill," the development of the region's transit financial plan, Jordan Lake and Falls Lake nutrient management strategies, and local Consolidated Plans for housing.

How We Can Do It

- The principal organization will be the *Triangle Development & Infrastructure Partnership*, a collaboration of two dozen regional, state and local sponsoring partners that first met in 2008. Triangle J Council of Governments is the managing partner and grant applicant.
- Effective engagement in regional activities happens at two scales: Stakeholder engagement at the regional scale and direct public engagement at the local scale. Regional engagement can use:
 - **Technical teams** to provide input on complex tasks related to analysis, especially on tools and models used to create and analyze development and infrastructure investment scenarios
 - **Guidance teams** to provide insight on issues addressed in the plan; where possible, existing teams (indicated by an asterisk*) can be used. Guidance teams by issue may include:

❖ Land Use & Transportation*	❖ Energy & Greenhouse Gases*
❖ Water Resources*	❖ Housing, Neighborhood & Economic Vitality
❖ Green Space	❖ Healthy, Child-Safe & Senior-Friendly Development
 - **Engagement teams** to provide easy ways for organizations and associations to have meaningful participation and to both provide and receive information, for example:

❖ Aging Advisory Council*	❖ RTRP Institutional Partners*
❖ Civic Engagement Team	❖ Council of Government Boards & Committees*
- Next-generation leaders	- Executive Committee & Board of Delegates
- Membership organizations	- Smart Growth Committee
- Local Engagement can:
 - Work with and through existing organizations and associations
 - Create an engagement "Server" for community and civic groups: materials, surveys, etc.
- Tasks will be accomplished by COG staff, partners and contractors.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: June 9, 2010

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

This memorandum provides a summary status of tasks for projects in the FY 2009-2010 Unified Planning Work Program.

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

2009-2010 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- Draft CTP – October 2009
- Public Input
- Recommended CTP
- Adopted CTP
- Technical report and implementation

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 January 2009
- ✓ Consultant selected
- ✓ Contract negotiation underway
- ✓ Council contract approval May 18, 2009
- ✓ Notice to Proceed – June 2009
- ✓ Kickoff Meeting – July 2009
- ✓ Public Outreach Plan – August 2009
- ✓ Prepare Corridor / Subarea Community Profile – Dec 2009
 - Public Workshop #1 – Fall 2009
- ✓ Development and Evaluation of Scenarios – Apr 2010
 - Public Workshop #2 – Feb 25, 2010
- Transportation/Land Use Master Plan – June 2010
 - Public Workshop #3 – May 11, 2010

- Documentation and Final Presentation – June 2010
- Study completion – June 2010

Commercial Vehicle/Freight Survey (TRM Service Bureau Project)

- ✓ Pilot study
- ✓ Obtain DMV records
- ✓ Finalize sample plan
- ✓ Begin survey mail out – Jan 2010
- ✓ Surveyor Training – Jan 2010
- ✓ Survey Data Collection – Jan through March 2010
- Data Processing/Geocoding – June 2010
- Weighting and Expansion – June 2010
- Analysis/Draft Report – June 2010
- Final Report/Draft Dataset – June 2010
- Presentation of Results – July 2010

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
- ✓ Needs Assessment Workshop
- ✓ Final Draft Needs Assessment Report
- ✓ Application Development Plan – Sept 09
- ✓ Application Plan/Algorithm for CMP – complete
- ✓ Application Plan/Algorithm for LRTP Tool – Oct 2009
- ✓ Application Plan/Algorithm for SE Data Tool – Oct 2009
- ✓ Supporting Hardware/Software Recommendation – complete
- ✓ Functional capability for TELUDE – Nov 2009
- ✓ Database Design – Feb 2010
- ✓ Database Design Document – Feb 2010
- ✓ Strategic Planning Document – Feb 2010
- TELUDE User's Handbook v1 – June 2010
- Hands-on Training – July 2010
- TELUDE Test and Evaluation Manual – July 2010
- Project Completion – Sept 2010

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
- Zone level model for Triangle Region v1
 - ✓ Database completion – Aug 09
 - ✓ Initial model estimation – Sept 09

- ✓ Initial calibration – Oct 09
- ✓ 2035 model run – Jan 2010
 - Installation and documentation – Feb 2010
- Parcel level model for DCHC
 - Initial database – Mar 2010
 - Initial model estimation – Apr 2010
 - Initial calibration – May 2010
 - 2035 model run – June 2010
- Installation and documentation – July 2010

Non-Motorized Model Development

- ✓ Phase 1 completed.
- ✓ Phase 2 underway
- ✓ Update and enhancement of Generation Choice Models – Sept 2009
- ✓ Development of improved Model Choice model – Jan 2010
- Revision and revalidation of Destination choice models – June 2010
- Prepare and implement new TransCAD routines to implement new models – June 2010
- Documentation, User's manual, and training – July 2010
- Project completion date anticipated in July 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 January 2009
- ✓ 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.

MPO Collector Street Plan

- ✓ Supplemental Agreement with Kimley Horn and Associates
- ✓ Data collection underway
- ✓ Coordination with partner agencies to classify roads and identify collector streets
- Public review (with Comprehensive Transportation Plan in late 2009 or early 2010)

- Completion of study and integration with related plans and review processes

MPO Expansion for the next LRTP Update

- ✓ Approved February 2010. Expansion approved for Orange County. No expansion in Chatham County.

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 Assessment – signed December 2009
- ✓ Public meeting/hearing – March 25, 2010 and April 27, 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 to TAC – March 2010
- ✓ Resubmit to TAZ – June 2010

MPO Parking Survey and Study (postponed to FY 2011)

- Parking model specification
- Regional Coordination and planning
- Draft scope of services
- Request for Proposal notice
- Consultant selection
- Council contract approval
- Project commences

Contract Number: C200840 **Route:** NC-54
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-2904, U-4026
Length: 6.363 miles **Federal Aid Number:** STP-54(5)
Resident Engineer: Jeffrey D. Allen, PE **RE Phone Number:** (919)733-9499
Location Description: NC-54 FROM SR-1999 IN DURHAM CO TO SR-1959 IN DURHAM CO & SR-1999 FROM SR-3014 IN WAKE CO TO NC-54 IN DURHAM CO.
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING, SIGNALS & CULVERTS.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$35,467,891.08 **Cost Overrun/Underrun:** 5.7%
Availability Date: 2/5/2007 **Letting Date:** 12/19/2006
Completion Date: 11/1/2009 **Work Began:** 2/19/2007
Revised Completion Date: 12/28/2009 **Estimated Completion:** 7/7/2010
Last Estimate Thru: 5/31/2010 **Scheduled Progress:** 100%
Last Estimate Paid: 6/8/2010 **Actual Progress:** 99.84%

Contract Number: C201487 **Route:** US-15
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** B-3450, U-4009, U-4012
Length: 1.769 miles **Federal Aid Number:** BRSTP-1116(6)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: BRIDGES OVER SANDY CRK & TRIBUTARY & APPROACHES ON SR-1116, SR-1126 NEAR US-15/501 & SR-1116, US-15/501 AT MT MORIAH RD.
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES.
Contractor Name: DLB, INC DBA DLB INC (OF VA)
Contract Amount: \$18,810,912.36 **Cost Overrun/Underrun:** 4.63%
Availability Date: 10/1/2007 **Letting Date:** 8/21/2007
Completion Date: 8/1/2010 **Work Began:** 10/1/2007
Revised Completion Date: 8/3/2010 **Estimated Completion:** 10/31/2010
Last Estimate Thru: 6/30/2010 **Scheduled Progress:** 94.5%
Last Estimate Paid: **Actual Progress:** 82.53%

Contract Number: C201994 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 15 **TIP Number:** U-4763B
Length: 4.2 miles **Federal Aid Number:** TIFIA-540(2)
Resident Engineer: D. Brian Harrington, PE **RE Phone Number:** (919)836-4873
Location Description: TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS.
Contractor Name: S. T. WOOTEN CORPORATION
Contract Amount: \$137,446,000.00 **Cost Overrun/Underrun:**
Availability Date: 9/19/2008 **Letting Date:** 8/5/2008
Completion Date: 7/1/2011 **Work Began:** 8/3/2009
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202064 **Route:** SR-2028
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-3309A
Length: 1.165 miles **Federal Aid Number:** STP-2028(4)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM.
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS.
Contractor Name: THOMPSON CONTRACTING GRADING PAVING & UTILITIES INC
Contract Amount: \$6,502,648.68 **Cost Overrun/Underrun:** 0.12%
Availability Date: 2/1/2010 **Letting Date:** 12/15/2009
Completion Date: 8/15/2011 **Work Began:** 2/8/2010
Revised Completion Date: **Estimated Completion:** 8/15/2011
Last Estimate Thru: 6/30/2010 **Scheduled Progress:** 14.4%
Last Estimate Paid: 7/20/2010 **Actual Progress:** 20%

Contract Number: C202277 **Route:** I-40
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-2000AF, R-5164B
Length: 3.56 miles **Federal Aid Number:** STM-540(15)
Resident Engineer: Jeffrey D. Allen, PE **RE Phone Number:** (919)733-9499

Location Description: NORTHERN WAKE FREEWAY INTERCHANGE IMPROVEMENTS AT I-540 AND I-40, AND I-40 FROM NC-147 TO EAST OF I-540.
Type of Work: WIDENING, GRADING, DRAINAGE, MILLING, PAVING, & STRUCTURE .
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$7,577,355.48 **Cost Overrun/Underrun:** 0.74%
Availability Date: 3/1/2010 **Letting Date:** 1/19/2010
Completion Date: 12/31/2010 **Work Began:** 4/1/2010
Revised Completion Date: 1/7/2011 **Estimated Completion:** 12/31/2010
Last Estimate Thru: 7/7/2010 **Scheduled Progress:** 34%
Last Estimate Paid: 7/13/2010 **Actual Progress:** 23.69%

Contract Number: C202405 **Route:** NC-55
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-5143
Length: 0.2 miles **Federal Aid Number:** STM-0055(42)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: INTERSECTION OF SR-1171 (RIDDLE RD) AND NC-55.
Type of Work: GRADING, DRAINAGE, PAVING, CURB AND GUTTER, AND SIGNALS.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$176,802.75 **Cost Overrun/Underrun:** 34.23%
Availability Date: 8/3/2009 **Letting Date:** 7/7/2009
Completion Date: 10/30/2009 **Work Began:** 8/3/2009
Revised Completion Date: 11/10/2009 **Estimated Completion:** 5/24/2010
Last Estimate Thru: 5/24/2010 **Scheduled Progress:** 100%
Last Estimate Paid: 7/12/2010 **Actual Progress:** 91.17%

Contract Number: C202408 **Route:** US-501
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 18.15 miles **Federal Aid Number:**
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: US-501 BUS FROM SOUTH OF SR-1669 (CLUB BLVD) TO SR-1443 (HORTON RD) AND 8 SECTIONS OF SECONDARY ROADS.
Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$2,694,654.51 **Cost Overrun/Underrun:** 9.01%
Availability Date: 10/5/2009 **Letting Date:** 8/18/2009
Completion Date: 6/11/2010 **Work Began:** 4/5/2010
Revised Completion Date: **Estimated Completion:** 7/12/2010
Last Estimate Thru: 6/15/2010 **Scheduled Progress:** 100%
Last Estimate Paid: 6/25/2010 **Actual Progress:** 85.71%

Contract Number: C202493 **Route:** I-85
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-5164A
Length: 9.6 miles **Federal Aid Number:** STM-085-4(114)171
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: 1 SECTION OF I-85, 1 SECTION OF US-15/501, AND 1 SECTION OF NC-147.
Type of Work: MILLING, RESURFACING & MILLED RUMBLE STRIPS.
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT
Contract Amount: \$6,088,736.11 **Cost Overrun/Underrun:**
Availability Date: 3/15/2010 **Letting Date:** 1/19/2010
Completion Date: 12/16/2010 **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202496 **Route:** US-15501
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-5164C
Length: 2.9 miles **Federal Aid Number:** STM-0015(30)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: 3 SECTIONS OF US-15/501 BUS AND 3 SECTIONS OF SECONDARY ROADS.
Type of Work: MILLING & RESURFACING.
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT
Contract Amount: \$861,556.72 **Cost Overrun/Underrun:**
Availability Date: 5/19/2010 **Letting Date:** 1/19/2010
Completion Date: 9/15/2010 **Work Began:** 5/19/2010

Revised Completion Date: Last Estimate Thru: Last Estimate Paid:	Estimated Completion: Scheduled Progress: Actual Progress:
Contract Number: C202538 Physical Division: 5 Administrative Division: 5 Length: 22.96 miles Resident Engineer: Cadmus Capehart, PE Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: TRIANGLE GRADING & PAVING, INC Contract Amount: \$4,474,348.51 Availability Date: 3/15/2010 Completion Date: 12/16/2010 Revised Completion Date: Last Estimate Thru: 4/22/2010 Last Estimate Paid: 5/3/2010	Route: NC-55, NC-751, SR-1118 SR-1357, SR-1404, SR-1615 SR-1641, SR-1646, SR-1656 SR-1670, SR-1671, SR-1901 SR-1954, SR-1955, SR-1981 US-70 County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 0% Letting Date: 1/19/2010 Work Began: 4/5/2010 Estimated Completion: 12/16/2010 Scheduled Progress: 5.1% Actual Progress: 6.23%
Contract Number: DH00005 Physical Division: 8 Administrative Division: 8 Length: 0.3 miles Resident Engineer: Marty C. Tillman Location Description: NC-751 AT SR-1731 (OKELLY CHAPEL RD). Type of Work: CONSTRUCT LEFT TURN LANE AND INSTALL SIGNAL AT INTERSECTION. Contractor Name: S. T. WOOTEN CORPORATION Contract Amount: \$301,260.69 Availability Date: 10/5/2009 Completion Date: 4/30/2010 Revised Completion Date: Last Estimate Thru: 7/7/2010 Last Estimate Paid: 7/16/2010	Route: NC-751 County: Durham TIP Number: SF-4908I Federal Aid Number: STM-0751(23) RE Phone Number: (919)776-9623 Cost Overrun/Underrun: -9.82% Letting Date: 9/16/2009 Work Began: 3/16/2010 Estimated Completion: 9/12/2010 Scheduled Progress: 100% Actual Progress: 84.59%
Contract Number: DO00031 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Chad D. Hinnant Location Description: BRIDGES #160, 163, 144, 138, AND 140 ON NC-147. Type of Work: BRIDGE PAINTING. Contractor Name: SAFFO CONTRACTORS INC Contract Amount: \$782,555.00 Availability Date: 5/3/2010 Completion Date: 9/14/2010 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:	Route: NC-147 County: Durham TIP Number: B-4700AD Federal Aid Number: BRNHS-000S(370) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: Letting Date: 3/18/2010 Work Began: 6/15/2010 Estimated Completion: Scheduled Progress: Actual Progress:
Contract Number: DO00050 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Chad D. Hinnant Location Description: BRIDGES #71 ON US-15/501, 191, 192, 177, 180, 173, 175, 164, & 166 ON NC-147. Type of Work: BRIDGE PAINTING. Contractor Name: SAFFO CONTRACTORS INC Contract Amount: \$792,555.00 Availability Date: 5/3/2010 Completion Date: 9/14/2010 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:	Route: NC-147 County: Durham TIP Number: B-4700AC Federal Aid Number: BRNHS-000S(370) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: Letting Date: 3/18/2010 Work Began: 7/26/2010 Estimated Completion: Scheduled Progress: Actual Progress:

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO
ARRA**

County	WBS #	Route	Location Description	Amount	Status
Orange	B-5191A	Various	Repairs to Bridge expansion joints (Bridge #6 on US 70 Bus. over the Eno River)	\$40,000	ARRA- Applied Polymers, Inc.- compl. 1/28/10; final invoice has not been received
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$940,000	ARRA- Sullivan Eastern began work 3/12/10; Invoice #1 reimbursed 5/18/10
Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	ARRA- WC Construction -Pre-con. conf. 4/9/10- work underway- completion delayed to order materials; M.A. compl. 7/14/10
Orange	ER-5100 GE	US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	Plantings	\$65,000	ARRA -Plymouth Nursery and Landscaping =planting compl.; warranty period underway
Orange	I-5138	I-85	Mill, resurface, and overlay from I-85/I-40 split to Bridge over SR 1006 (Orange Grove Rd.)	\$2.0 million	ARRA-Rea Contracting, LLC; Night work- =74.22% compl.- rev. compl. 7/16/10
Orange	R-5178A	NC 57	Widen for two foot paved shoulders and resurface from NC 86 to SR 1544 (Pearson Road)	\$1.0 million	ARRA-Riley Paving, Inc.; work began 6/2/10; 15.31% compl.
Orange	R-5178B	NC 86 (S. Columbia St.) from SR 1010 (Franklin St.) to Cameron Ave.	Mill, resurface, and replace curband gutter	\$200,000.00	ARRA-Eastern Services, LLC dba Raleigh Paving- work has not begun
Orange	TA-5117		Two 28' light transit vehicles w/ wheelchair lift	\$183,200.00	ARRA-funds flexed to FTA; Buses ordered by Chapel Hill Transit for delivery in Summer 2010 & then leased to Orange Co.
Orange	U-3100B	SR 1107 (Old Fayetteville Rd.) from NC 54 to SR 1106 (Stroud Lane)	Safety Improvements (Bicycle, Pedestrian, and Transit Accommodations)	\$1.8 million	ARRA-Atwell Const. Co., Inc., Greenville, NC= 20.36% compl.

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO
ARRA**

Orange	U-4704	Chapel Hill-Carrboro	Computerized Traffic Signal System	\$5.175 million	ARRA-Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga. =5.72% compl.- additional contractor forces have been employed after meeting with NCDOT
Orange	U-4726 DA	Carrboro	Construct sidewalk on Ashe St. from W. Main St. to Shelton St.	\$284,176.00	ARRA- Centurion Construction Co. ; reimbursement #1 on 6/15/10; M.A. compl. 7/2/10
Orange	U-4726 DB	Carrboro	Construct sidewalk on Bim St. from SR 1005 (Jones Ferry Rd.) to Fidelity St.	Combined w/ U-4726 DA	ARRA-Centurion Construction Co; began work 3/22/10- reimbursement #1 on 6/15/10;; M.A. compl. 7/2/10
Orange	U-4726 GA	Twin Creeks Park Greenway	Linear park: 10' multi-use asphalt trail including bridge over Jones Creek	\$429,457.00	ARRA- McQueen Construction began clearing and grubbing work 2/22/10; sidewalk const. underway; approval for bridge design pending revisions; M.A. compl. 1/16/11
Orange	U-4726 IA	Chapel Hill	ADA ramps at selected locations	\$53,924.00	ARRA- Econ International -all WCR to be installed per NCDOT Std.-will be compl. after U-4726 IC is compl.; M.A. compl. 7/16/10-request for ext. to 8/31/10
Orange	U-4726 IB	Chapel Hill	Raised crosswalks/traffic calming	\$65,189.00	ARRA -Turner Asphalt ; work underway-M.A. compl. 7/16/10-request for ext. to 8/31/10
Orange	U-4726 IC	Chapel Hill	Pedestrian safety improvements (refuge islands @ 7 locations)	\$370,014.80	ARRA-Econ International; work underway- M.A. compl. 7/16/10-request for ext. to 8/31/10

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO
ARRA**

Orange	U-4726 ID	Chapel Hill	Install in-street pedestrian lighting	\$0.00	ARRA-Project voided by request of Town; funds redistributed to other Town projects
Orange	U-4726 IE	Chapel Hill	Sidewalk construction on US 15-501/NC54 from SR 1902 (Manning Dr.) to Old Mason Farm Rd.	\$142,613.00	ARRA- Holmes Contracting - Supplemental construction agreement to be paid by Town; Final insp. held 4/30/10; Final 5/27/10; M.A. compl. 7/16/10-request for ext. to 8/31/10; req. for reimbursement pending
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA, STP-DA, & Contingency - S.T. Wooten Corp.began 3/1/10; drainage work underway; Inv. #1 reimbursement on 6/3/10; M.A. compl. 7/24/11
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	U-3306 34913.ST1 STM-1733 (16)	SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	Grading, drainage, paving, signals, curb and gutter	\$13.4 million	July 20, 2010

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

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	Spending Authority FY '10-'11
Orange	41593	Union Street	Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)	\$32,000 (Statewide Contingency)	See U-4726 JA
Orange	42501	US 15/501/NC54 (Fordham Blvd.) at SR 1900 (Old Mason Farm Rd.)	Construct bus pulloffs on both sides	\$140,000	FA const. to begin after compl. of sidewalks on U- 4726 IE; est. compl. 11/1/10
Orange	42502	SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.	Replace deteriorated curb and gutter at several locations on both sides	\$30,000	Municipal Agreement to Town for execution 3/9/10; Const. FY '10-'11
Orange	7CR.10681.16 7CR.20681.16	NC 54 and 11 sections of secondary roads	Milling, resurfacing and shoulder reconstruction	\$3.028 million	S.T. Wooten Corp. = 54.2% compl.
Orange	B-4216	SR 1002 (St. Mary's Road)	Replacement of Bridge # 66 over Stroud's Creek	\$800,000	Dane Const. Inc.= 48.03% compl.
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co. ((Patching spalls, Diamond grinding and slab repair added)	\$7.4 million	Safety Grooving & Grinding, L.P., Napolean, Ohio - =12.32% compl.
Orange	I-5142	I-85/I-40	Mill, resurface and install pavement markers and rumble strips from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange	\$8.60 million	C.C. Mangum Co., LLC; pre-con 6/7/10; will begin work 7/12/10 and compl. all lanes in one direction by Dec.-lanes in other direction will be compl. by 7/15/11
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	Roadway design compl.; R/W acq. compl.; need review of signal design and utility relocation
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 underway; Const. FY '10-'11

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	42423.3 42423.1 SS -4907V	SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Realign intersection	\$165,000	Survey compl. & Design pending; Const. FY '10-'11; flasher has been installed by separate project
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	\$4.30 million	Nov. 16, 2011