

**DURHAM – CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC)****Member Governments**

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

**September 8, 2010
9:00 AM****Committee Room
2nd Floor Durham City Hall**

- 1. Roll Call**
- 2. Adjustments to the Agenda**
- 3. Public Comments**
- 4. Directives to Staff (Attachment 4)**

ACTION ITEMS**5. August 11, 2010 TAC Meeting Minutes
(Attachment 5)**

A copy of the August 11, 2010 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the August 11, 2010 TAC meeting.

**6. Triangle Regional Transit Program – Study Corridors
(Attachments 6, 6A, 6B)
Mark Ahrendsen, LPA Staff**

The Triangle Regional Transit Program has begun an Alternatives Analysis to evaluate the feasibility of various designated travel corridors in the region for passenger rail service. These travel corridors were developed based on the MPO's 2035 Long Range Transportation Plan (2035 LRTP). The first set of public input meetings were conducted in June 2010 and some participants asked that the set of designated study corridors be expanded to include the following two corridors: the corridor between the UNC Hospital complex and the future site of Carolina North; and, the corridor between the Duke Medical complex and the Town of Hillsborough.

Attachment 6 shows the travel corridors that are to be evaluated as part of the Alternatives Analysis, as well as the study schedule. These two expanded corridors are not included in that set of corridors and are not in the 2035 LRTP. The UNC Hospital-Carolina North section was part of a corridor that went to Eubanks Road in the 2030 LRTP and 2025 LRTP but staff recalls it was not included in the 2035 LRTP because the LRTP costs had to be reduced to produce a fiscally-constrained LRTP.

Based on the June public feedback, Triangle Transit, which is managing the Alternatives Analysis process, has asked the DCHC MPO to identify any additional corridors that need to be analyzed as part of the initial phase of the Alternatives Analysis. The agency asked that the

MPO have compelling reason to add a corridor because the any additions could impact the constrained budget and timetable for the study. Attachment 6A is a letter from Triangle Transit to the DCHC MPO discussing this request. The TAC for the Capital Area MPO (CAMPO) has requested the addition of several travel corridors and a regional bus-only alternative (i.e., no passenger rail). Attachment 6B is a copy of a letter from CAMPO to the Triangle Transit with this request.

TAC Action: Receive request letter from Triangle Transit and decide if any study corridors are to be added to the Alternatives Analysis.

7. Request to Transfer FY 2011 STPDA Funds to FTA

(Attachments 7, 7A)

Maricia Brown, LPA Staff

The DCHC MPO has approved STPDA funding for several transit projects in FY 2011. STPDA is a Federal Highway Administration funding programs. As required by federal regulations, these funds must be transferred from the Federal Highway Administration to the Federal Transit Administration for use on transit projects. Attachment 7 is a resolution requesting that the FY 2011 STPDA funds for transit projects be transferred to FTA.

TCC Recommendation: That TAC approve a resolution requesting that the FY 2011STP-DA funds for transit projects be transferred to FTA.

TAC Action: Approve a resolution requesting that the FY 2011 STP-DA funds for transit projects be transferred to FTA.

8. North Carolina Mobility Fund

(Attachments 8, 8A)

Felix Nwoko, LPA Staff

Dale McKeel, LPA Staff

The North Carolina General Assembly included the creation of the North Carolina Mobility Fund in the 2010 Appropriations Act and appropriated new transportation money to fund it. The Mobility Fund is to finance statewide and regional transportation projects that relieve congestion and enhance mobility. By legislation, the first funded project will be the widening of I-85 associated with the Yadkin River bridge project.

The fund will have a distinct project selection process and criteria, and the NCDOT has published a timeline to solicit and receive public input and produce a final report on the process and criteria in December 2010. The first round of public input is due to the NCDOT on September 9, 2010, which is one day after the September TAC meeting. Attachment 8 provides a summary of the Mobility Fund, the process and criteria development timeline, and poses some questions to frame the discussion about the process and criteria.

The TCC has drafted a set of comments for the September 9th submittal. See Attachment 8A. Some of these comments are based on those to be submitted by the Regional Transportation

Alliance and on the MPO's experience in analyzing the selection criteria for the TIP and Urban Loop projects.

TCC Recommendation: Recommend that the TAC approve a set of comments to be submitted to NCDOT by September 9.

TAC Action: Review and approve a set of comments to be submitted to NCDOT.

9. Draft 2011-2020 MTIP
(Attachments 9, 9A, 9B)
Felix Nwoko, LPA Staff
Andy Henry, LPA Staff

The North Carolina Department of Transportation (NCDOT) released the draft Fiscal Year 2011-2020 State Transportation Improvement Program (STIP) in early August. At their August meeting, the TAC received a copy of the FY 2011-2020 STIP for the DCHC MPO area. The TAC voted to receive the draft STIP and several supporting documents, all of which are now available on the DCHC MPO Web site – www.dchcmopo.org.

The schedule for the FY 11-20 MTIP shows the release of the MTIP for public comment in the fall 2010 and the approval of the MTIP in April 2011. One-on-One meetings among MPO and NCDOT staff and members are being scheduled for October 2010. The next step for the MPO will be the development of the One-on-One meeting document, which contains the MPO's discussion points and analyses (e.g., comparison of FY 11-20 STIP and MPO's Project Priorities). Attachment 9 and 9A are the One-on-One meeting documents from the FY2009-2015 MTIP development process for Division 5 (Durham County) and Division 7 (Orange County), respectively. These copies have italicized notes indicating how the Final FY 2009-2015 STIP addressed each issue.

Attachment 9B is the MPO Schedule for the FY 11-20 MTIP process.

TAC Action: Receive schedule and update on the Draft 2011-2020 MTIP and provide comments.

REPORTS:

10. Report from the TAC Chair
Mike Woodard, TAC Chair

TAC Action: Receive Report from TAC Chair

11. Report from Staff
(Attachment 11)
Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

12. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

13. NCDOT Report

(Attachment 13)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

14. Recent News Articles and Updates

(Attachment 14)

15. Letter from NCDOT Division of Bicycle and Pedestrian Transportation, TIP Project EB-4980, Orange Grove Road Pedestrian Bridge

(Attachment 15)

Adjourn

Next meeting: October 13, 2010

Dates of Upcoming Transportation-Related Meetings:

9/9/2010, 1:00 p.m. RTA Solutions Forum 14: Transit Circulators @ Cisco Systems, RTP

9/24/2010, 9:00 a.m. I-40 Regional Partnership Meeting @ Fidelity Investments, Weston Pkwy, Cary

9/29/2010, 8:30 a.m. DCHC MPO/CAMPO Joint TAC meeting @ RDU Airport Authority

10/15/2010, 10:30 a.m. Tri-MAP Meeting @ RDU Authority Headquarters

TAC Directives to Staff

06/11/03 – 12/31/08 (Pending/In Progress/On Going)

01/01/09 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
4/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
4/12/06	Address cost splits for TRM tasks	<u>In Progress:</u> TRM Executive Committee has taken up this project.
8/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
2/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	<u>In Progress:</u> See 10/31/07 Joint TAC Agenda.
3/12/08	Provide an update on the state's human services transportation plan	<u>In Progress:</u>
12/10/08	Develop a recommendation for the bridge replacement on State Forest Rd.	<u>In Progress:</u> NCDOT is currently reviewing the issue including meeting with stakeholders.
1/14/09	Re-order projects and respond to the issues raised by the TAC on the draft FY 2011-2017 TIP Regional Priority List.	<u>Completed:</u> See Attachment 7 of 2/11/09 TAC Agenda.
1/14/09	Investigate the relationship between projected transit ridership and revenue	<u>Completed:</u> See Attachment 6 of 2/11/09 TAC Agenda.
2/11/09	Send a letter to the MPO's congressional delegation regarding the urbanized area's 5307 apportionment	<u>Completed:</u> See Attachment 19 of 3/11/09 TAC Agenda.
4/08/09	Send a letter to the MPO's congressional delegation and member jurisdictions regarding S1001/H881	<u>Completed:</u> See Attachment 16 of 5/13/09 TAC Agenda.
5/13/09	Send a letter to Brier Creek shopping center management requesting bus shelters.	<u>In Progress:</u> LPA, CAT, and DATA staff are discussing transit access and passenger amenities.
5/13/09	Send a letter to the Town of Cary and Chatham County regarding trailhead parking areas for the American Tobacco Trail	<u>Completed:</u> See Attachment 15 of 8/12/09 TAC Agenda.
10/14/09	Present to the Durham City Council on the status of the Durham Walks Plan	<u>Completed:</u> Occurred 2/4/2010
10/14/09	Work with NCDOT and Durham City/County Planning to ensure that developers in the Hopson Road project area make contributions to the road improvements	<u>Completed:</u> See Attachment 8 of 4/14/2010 TAC Agenda.

10/14/09	Present to the Orange County BOCC on MAB expansion	<u>Completed:</u> 11/17/2009
11/11/09	Meet with the Secretary of Transportation to discuss the East End Connector and the urban loop prioritization process	<u>Completed:</u> Meeting occurred 1/8/2010
11/11/09	Provide the TAC a summary of the Regional Transit Leadership Group meetings and status of the county transit plans.	<u>In Progress:</u> Will be provided by the TAC Chair on an ongoing basis
11/11/09	Provide additional information to the TAC on the Complete Streets policy and legislation.	<u>In Progress:</u>
1/13/10	Send letter to Chatham County BOCC regarding MAB expansion	<u>Completed:</u> See Attachment 19 of 2/10/10 TAC Agenda.
1/13/10	Send letter to NCDOT describing the ranking of multi-modal projects in the DCHC MPO's FY 2012-2018 TIP Regional Priority List	<u>Completed:</u> See Attachment 28 of 3/10/10 TAC Agenda.
2/10/10	Provide a recommendation for how to proceed with programming funding for alternatives to U-3808, Elizabeth Brady Road.	<u>In Progress:</u> See 3/10/10 TAC Agenda.
3/10/10	Address the issues raised regarding the Farrington Road Corridor Study.	<u>In Progress</u>
5/12/10	Send letter to Secretary Conti regarding funding for the East End Connector.	<u>Completed:</u> See 5/12/10 TAC Agenda.
8/11/10	Follow-up with UNC-Chapel Hill during public involvement period for NC 54 Corridor Study.	<u>In Progress:</u> Meeting tentatively set for 9/27, 9AM.

39 Mark Ahrendsen introduced the handouts that were distributed at the beginning of the meeting
40 which will be discussed during the meeting.

41 **Public Comments**

42 There were no public comments.

43 **Directives to Staff (Attachment 4)**

44 The Directives to Staff are attached for review.

45 **ACTION ITEMS:**

46 **June 9, 2010 TAC Meeting Minutes (Attachment 5)**

47 A motion was made by Alice Gordon and seconded by Diane Catotti to approve the June 9, 2010
48 TAC Meeting Minutes. The motion carried unanimously.

49 **NC 54 Corridor Study-Update (Attachment 6-6J posted online in sections due to large file size)**

50 Leta Huntsinger provided an overview of the planning process, and key recommendations for
51 the NC 54 Corridor Study- Update.

52 Ed Harrison stated that Falconbridge needs a fixed route because many of its residents work at
53 UNC. Mike Woodard asked what a flex route service is and Leta Huntsinger stated it is where you can
54 call ahead and schedule rides.

55 Alice Gordon asked what the public feedback was on Leigh Village's park and ride lot. Leta
56 Huntsinger stated it is mixed: local residents are concerned about the intensity of development, while
57 NC 54 commuters support the concept. A major point of discussion is the park and ride lot at Friday
58 Center. Ms. Huntsinger stated there is a lot of conversation with UNC. UNC would like to minimize the
59 amount of parking in the area of the Friday Center. The study recommends that Leigh Village integrate a
60 parking structure to serve mixed-use development at Leigh Village and as a park and ride lot.

61 Alice Gordon stated there will be no public park and ride lot in the Friday Center area. Leta
62 Huntsinger stated the public park and ride lot will be in Leigh Village and will serve multiple functions. It

63 is also anticipated that the Friday Center will be redeveloped and serviced by transit connections from
64 the Leigh Village park and ride lot.

65 Mike Woodard stated there is concern over the movement of the UNC lot to Durham. Leta
66 Huntsinger stated the presence of the park and ride lot will allow lower parking ratios in the Leigh
67 Village area, allowing higher density development. The plan is that there will be retail development in
68 the area.

69 Mike Woodard would like to hear from UNC regarding their master plan. Mark Kleinschmidt
70 stated UNC still doesn't have a settled decision on land use. UNC sees property as assets for future use.
71 Mike Woodard stated we have to make funding decisions without knowing UNC's plan. It is important
72 to hear from them. Ed Harrison stated UNC is saying they are unhappy with this study. We need to hear
73 from them unfiltered. Leta Huntsinger stated UNC was involved in one of the focus group and has
74 expressed some concerns; but she thinks their concerns can be worked out. Alice Gordon suggested
75 asking them for comments.

76 Mark Ahrendsen stated the consultant had to make some assumptions about UNC and it may
77 have the effect of limiting their options.

78 Alice Gordon stated that Orange County needs to be included on the schedule for presentation.

79 Mike Woodard instructed staff to follow-up with UNC during the public comment process. Mr.
80 Woodard commended the staff's effort.

81 Ed Harrison requested a pdf of the presentation and suggested putting it on the website.

82 A motion was made by Alice Gordon and seconded by Mark Kleinschmidt to authorize staff to
83 release the draft report for local government and public review. The motion carried unanimously.

84 **Congestion Mitigation Air Quality Program for FY 2013-2015 (Attachments 7, 7A, and 7B)**

85 Ellen Beckmann provided an introduction for the Congestion Mitigation Air Quality Program for
86 FY 2013-2015, along with the attachments.

87 NCDOT has changed the process and developed some new rules. Attachment 7 from NCDOT
88 staff discusses the changes to the CMAQ program. The main change is they have created three tiers of
89 projects: statewide, regional, and sub-regional. The statewide projects are for NCDOT administered
90 projects of larger scale. The regional projects are locally administered but span over more than one air
91 quality region. The sub-regional projects are the locally administered that the TAC approves.

92 Since the approval last August, the rescission affected the CMAQ program. However, NCDOT
93 has concluded that there was a high enough unobligated balance of CMAQ funds that it did not affect
94 any of our previously programmed projects.

95 In 2009, the TAC approved funding for 2013-2017 and NCDOT is changing that to 2013-2015 so
96 there will only be three years of funding. NCDOT has provided us new targets for each year and there is
97 a \$3.4 million increase per year for our MPO. The total over three years is \$10.3 million which is pretty
98 close to what we were supposed to get over the five years.

99 NCDOT has requested that MPO's and RPO's resubmit their projects by the end of September
100 2010. The TCC has reviewed what the TAC approved last year to see how it could be modified to meet
101 the new requirements. Ellen Beckmann discussed the changes and stated the TCC has recommended to
102 fully fund all of the projects that were previously approved. The TCC gave each applicant an opportunity
103 to review their applications and cost estimates for needed revisions in the past year. We received new
104 cost estimates which Ms. Beckmann reviewed with the TAC. The TCC recommendation is to fully fund
105 the twelve projects.

106 Sally Kost asked if there was anything that was not on the original list that should have been
107 considered and Ellen Beckmann stated this is everything. Originally the TAC only approved funding for
108 the top twelve.

109 A motion was made by Diane Catotti and seconded by Sally Kost to approve a resolution
 110 adopting the schedule and program for Congestion Mitigation Air Quality funds for FY 2013-2015. The
 111 motion carried unanimously.

112 **FY 2009-2015 MTIP Amendment #16 – Purchase of Automatic Passenger Counters (APC) with STP-DA**
 113 **Funds (Attachments 8, 8A, and 8B)**

114
 115 Ellen Beckmann provided an introduction for FY 2009-2015 MTIP Amendment #16 – Purchase of
 116 Automatic Passenger Counters (APC) with STP-DA Funds, along with the attachments.

117 A motion was made by Bill Bell and seconded by Alice Gordon to approve the resolution
 118 adopting FY 2009-2015 MTIP Amendment #16 for the purchase of Automatic Passenger Counters (APC),
 119 amend the STP-DA table, and authorize the TAC Chair to request that the funds be flexed to the Federal
 120 Transit Administration. The motion carried unanimously.

121 **HUD Sustainable Communities Regional Planning Grant (Attachments 9, 9A, and 9B)**

122 John Hodges-Copple provided an introduction for the HUD Sustainable Communities Regional
 123 Planning Grant, along with the attachments.

124 Mr. Hodges-Copple stated that Triangle J COG is applying for a grant under their regional
 125 sustainable development plan grant program. Applications are due a week from next Monday, so things
 126 are moving quickly. This solicitation is about creating regional sustainable development that will bring
 127 together transportation planning, housing planning, and environmental planning. There is a Triangle
 128 Development and Infrastructure Partnership that has been meeting since September of 2008 and they
 129 will be the consortium upon which we will apply for the grant. They are asking for the MPO to be a
 130 committed partner in the grant, and a resolution of support has been included in the agenda packet.
 131 We need to use leveraged resources from the DCHC MPO if successful. One is a fund already devoted to
 132 work that ties into the grant; second is staff participation in the project; and the third is to change the
 133 Urban Planning Work Program to allocate \$10,000 per year over a three year period to use for this
 134 grant.

135 Three key benefits are: (1) the scope a housing assessment would be written that would fulfill
136 the requirement of Intermodal Bill requires to draw down transit funding from the state; (2) the region
137 would have a lot more enhanced data and analysis that could feed into the 2040 LRTP; and (3) all the
138 grant applicants that meet some minimum threshold score would receive a preferred sustainability
139 designation status which could be a benefit for future grant applications.

140 John Hodges-Copple stated we will be applying for \$4 - \$4.5 million. UNC and NC State will likely
141 be major partners/sub-recipients.

142 Bill Bell asked what the point areas are and where are we the strongest and the weakest. John
143 Hodges-Copple stated we are not going to get points in the regions that have income levels higher than
144 the national average, and we are only going to get about three points in the leveraged resources. The
145 rest which are scope oriented, we should be able to get the maximum. You get more points if you use
146 some federal money for your match. We are setting aside some funds for consultant funding if UNC or
147 NC State cannot complete. Using universities will help build capacity.

148 Bill Bell asked who will do the evaluation and Mr. Hodges-Copple stated they will work with the
149 partnership to develop. Mr. Bell stated the evaluation piece could be critical.

150 Sally Kost stated it is a highly competitive grant and she wants to make sure by supporting this
151 request that she is not hindering Chatham County's application. Mr. Hodges-Copple stated that
152 Chatham County is applying for a grant through Community Challenge and this is a Regional Sustainable
153 Development grant application.

154 Alice Gordon asked who the members are. Mr. Hodges-Copple stated Tar-Kerr, TJCOG, Triangle
155 Transit, Research Triangle Foundation, Research Triangle Regional Partnership, the two MPOs, all
156 counties, the largest cities and the four largest universities.

157 A motion was made by Bill Bell and seconded by Mark Kleinschmidt to approve a resolution in
158 support of the HUD Sustainable Communities Regional Planning Grant application. The motion carried
159 unanimously.

160 **TIGER II Discretionary Grants and USDOT TIGER II-HUD Community Challenge Planning Grants**
161 **(Attachments 10, 10A, 10B, 10C, 10D, 10E, and 10F)**

162
163 Ellen Beckmann provided an introduction for the TIGER II Discretionary Grants and USDOT TIGER
164 II-HUD Community Challenge Planning Grants, along with the attachments.

165 There is concern over the City of Raleigh application. Members would like to have more
166 information. Bill Bell asked if Durham is providing matching funds and Joey Hopkins stated no. Joey
167 Hopkins stated the project is a regional project. Mr. Hopkins' understanding is that they are not asking
168 for any financial assistance from any of the local governments in our MPO. They are asking for support
169 to show partnership. The City of Raleigh is the manager and they have the matching funds. They are
170 trying to use private funds as leverage to show support.

171 Bill Bell stated this is a very competitive process and he would like to see the budget for this
172 project.

173 Alice Gordon stated there is not much information on this project. It is in direct conflict with the
174 Town of Hillsborough.

175 Mike Woodard suggested pulling the resolution for the City of Raleigh – 10B as members are not
176 comfortable with approving the resolution primarily because there is not enough information.

177 A motion was made by Sally Kost and seconded by Bill Bell to approve attachments 10C, 10D,
178 10E, and 10F in support of the grant applications for TIGER II Discretionary and Planning Grants. The
179 motion carried unanimously.

180 Sally Kost suggested sending a letter supporting the concept of a regional project. Alice Gordon
181 stated it is more complex because it is very competitive process. Mark Kleinschmidt stated it doesn't

182 seem proper to endorse the project. Alice Gordon wanted to make it clear that there is not enough
183 information for the TAC to take action at this time on the City of Raleigh project.

184 **Draft FY 2012-2018 State Transportation Improvement Program and Urban Loop Schedule**
185 **(Attachment 11)**

186
187 Mark Ahrendsen provided an introduction for the Draft FY 2012-2018 State Transportation
188 Improvement Program and Urban Loop Schedule, along with the attachment.

189 The East End Connector project ranked relatively well. There were three other loop projects
190 that ranked well: Roxboro Road from Duke Street to Goodwin Road, I-85 from US 70 to Red Mill; US 70
191 from Lynn Road to the Wake County line; and the North Durham Parkway. The TAC will need to
192 consider this in making comments on the TIP. Mike Woodard commended the staff effort.

193 Mark Ahrendsen stated staff hasn't had much time to review the draft STIP in detail and
194 compare it to the regional priority list. Joey Hopkins said it is scheduled for approval in August 2011.
195 Mark Ahrendsen stated staff will have an initial meeting with NCDOT mid to late September.

196 A motion was made by Alice Gordon and seconded by Diane Catotti to receive the draft FY 2012-
197 2018 State Transportation Improvement Program and Urban Loop Schedule. The motion carried
198 unanimously.

199 **Regional Transit Planning – Update (No attachments)**

200 Patrick McDonough provided an update on the Regional Transit Planning process. There were
201 six meetings region-wide in June and July. Generally, the comments have been supportive of the effort
202 to bring fixed-guideway investment and increase bus service to the region. Concerns have been
203 expressed as to how the transit system will interface with the airport and the bike plans. The analysis
204 for the corridor is based on the MPO Long-Range Transportation Plans. They have received some
205 comments from areas not served. County plans are being developed by Orange and Durham County.
206 Triangle Transit is working on the financial forecasts for the three counties. The next round of meetings

207 is set for September. Mark Kleinschmidt has received concerns from the disabled community. Mr.
208 Kleinschmidt suggested providing an outreach to this community.

209 Mark Ahrendsen stated the report will be presented at the September 29, 2010 Joint TAC
210 meeting and it will be discussed further at the October TAC meeting. Mike Woodard thanked the
211 Triangle Transit staff for their work.

212 Ed Harrison suggested having a meeting at the Friday Center near the station area.

213 **REPORTS:**

214 **Report from the TAC Chair**

215 Mike Woodard stated there will be a Joint TAC meeting on September 29, 2010 at RDU Airport.
216 DCHC has suggested reconvening the STAC; however CAMPO has reservations. Members of STAC may
217 be invited to the joint TAC meeting. Mark Ahrendsen stated that CAMPO desired a later involvement by
218 STAC.

219 **Report from Staff (Attachment 14)**

220 The Report from Staff is attached for review.

221 **Report from the TCC Chair**

222 Mark Ahrendsen stated the Durham Bike and Hike map was distributed at the beginning of the
223 meeting and is now available to the public. Durham and Chapel Hill completed applications to be
224 designated as bicycle friendly communities.

225 A version of the NC Mobility Fund was passed by the General Assembly. NCDOT will be
226 developing a process for selection of future projects. The TAC is asked to submit comments by
227 September 9, 2010;; draft commented will be provided at the September 8, 2010 TAC meeting.

228 Mark Ahrendsen stated the Senate approved another rescission in the amount of \$2.2 billion
229 slated to come from FHWA and if approved by both Houses there will be a \$65 million dollar reduction

230 in funding from FHWA for North Carolina. There is more flexibility as to where it will come from. Staff
231 will work with NCDOT.

232 The Bull City Connector starts on August 16, 2010 at 9:15 a.m. It connects Duke to Downtown
233 and East Durham Golden Belt. It is a free service.

234 **NCDOT Report (Attachment 16)**

235 Joey Hopkins, NCDOT Division 5 Engineer provided an update on projects. Mr. Hopkins stated
236 the TAC needs to provide comments on the NC Mobility Fund. US 15-501 between Durham and I-40 is
237 about 12% behind schedule and the new estimated completion date is October 31, 2010. The T.W.
238 Alexander project is ahead of schedule and is scheduled to be complete by August 2011. The project at
239 I-40 and 540, which includes some resurfacing, is slightly behind schedule; but is still scheduled to be
240 complete by the end of the year.

241 Mr. Hopkins stated there are a number of resurfacing projects going on Durham streets. They
242 are having problems with sink holes, adequate base, water lines, and gas lines. There are encroachment
243 problems with the Durham County justice building. Hopefully, they were able to complete the
244 Lakewood resurfacing project last night. NCDOT has been working with the City on road diets and
245 Lakewood is one. There is some confusion in regards to losing a lane of traffic coming into Durham.
246 NCDOT is working with City staff to provide advance notice.

247 Diane Catotti asked when the Durham resurfacing projects are projected to be complete. Joey
248 Hopkins stated it is still projected to be complete by September 15, 2010 for the downtown streets.
249 Chapel Hill Street is scheduled to be completed next. There are issues with Mangum and Roxboro Street
250 pricing. Diane Catotti suggested letting the public know that the end is in sight by using the downtown
251 listserv and PAC 5. Mr. Hopkins will have his communications staff work with the Public Affairs office to
252 get something out to update the public.

253 Joey Hopkins stated there are five new interstate maintenance projects in Durham County in the
254 draft STIP. The top priority is the NC 54 improvements between I-40 and NC 751 which is funded as a
255 feasibility study; but it is not funded for right of way or construction. Mark Ahrendsen stated one of our
256 comments could be we would like to see a placeholder for funding in the STIP. Joey Hopkins stated we
257 need to submit projects for the next TIP cycle by July 2011.

258 On August 28, 2010 from 9 a.m. to 11 a.m. at the University Mall in Orange County there will be
259 a Pedal to the Metal Bike Fest sponsored by the DWM Foundation that is supporting the Triangle
260 Commuter Bike Initiative in Durham and Wake County.

261 Patrick Wilson, NCDOT Division 7 Engineer provided an update on projects. The Weaver Dairy
262 Road project has been awarded and is scheduled to begin August 30 and is expected to be complete
263 June 15, 2013. The resurfacing project on I-85 around the I-40 split has been completed. The
264 resurfacing project in Chapel Hill on Columbia Street should start this weekend and it should be done
265 before the move-in date for students.

266 **INFORMATIONAL ITEMS:**

267 **Recent News Articles and Updates (Attachment 17)**

268 The recent news articles and updates are attached for review.

269 **Letter from Governor Perdue re Mobility Fund – June 28, 2010 (Attachment 18)**

270 The letter from Governor Perdue re Mobility Fund – June 28, 2010 is attached for review.

271 **Letter from NCDOT re East End Connector – July 8, 2010 (Attachment 19)**

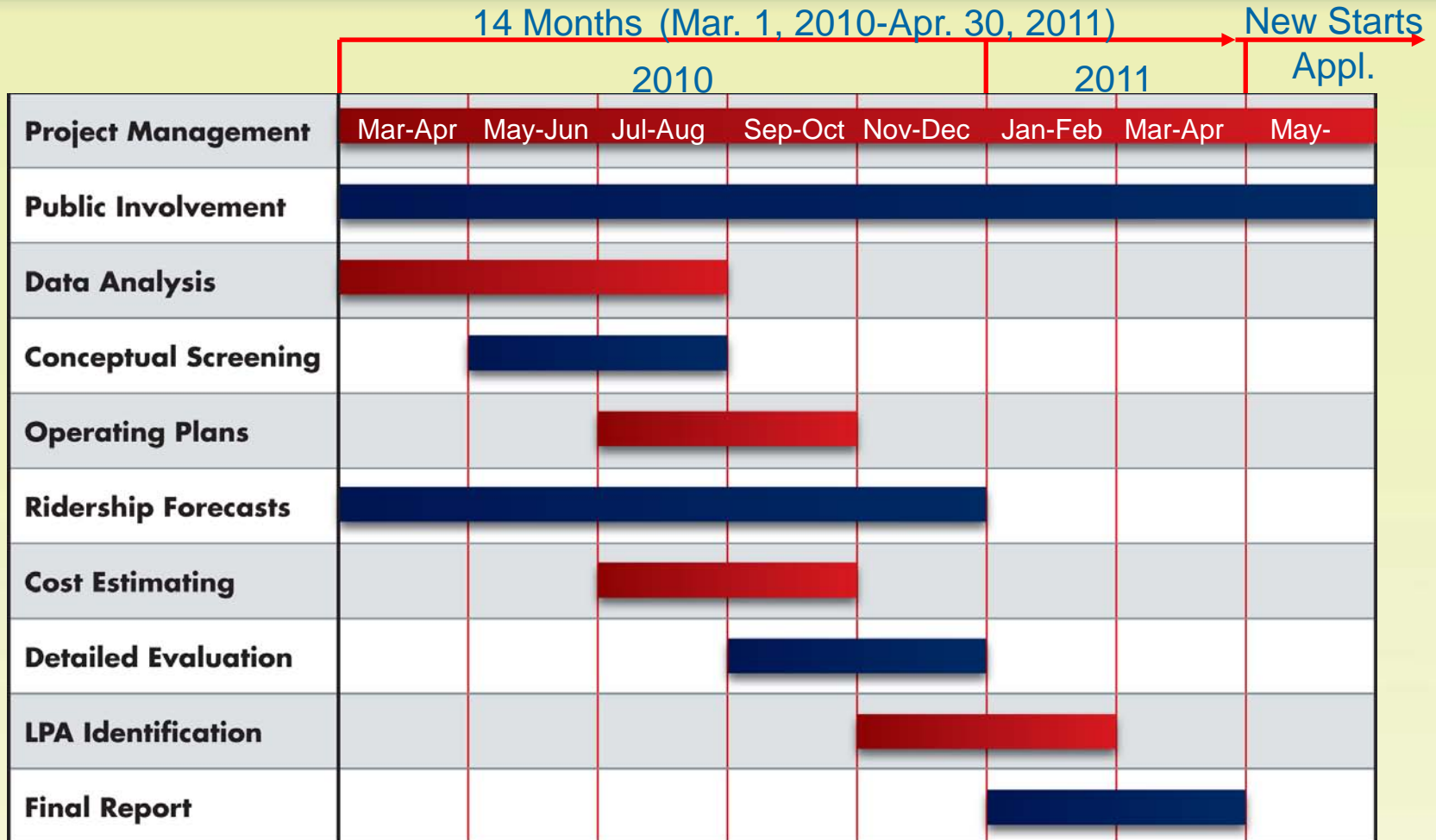
272 The letter from NCDOT re East End Connect – July 8, 2010 is attached for review.

273 **Adjournment**

274 There being no further business before the Transportation Advisory Committee, the meeting
275 was adjourned at 11:54 a.m.

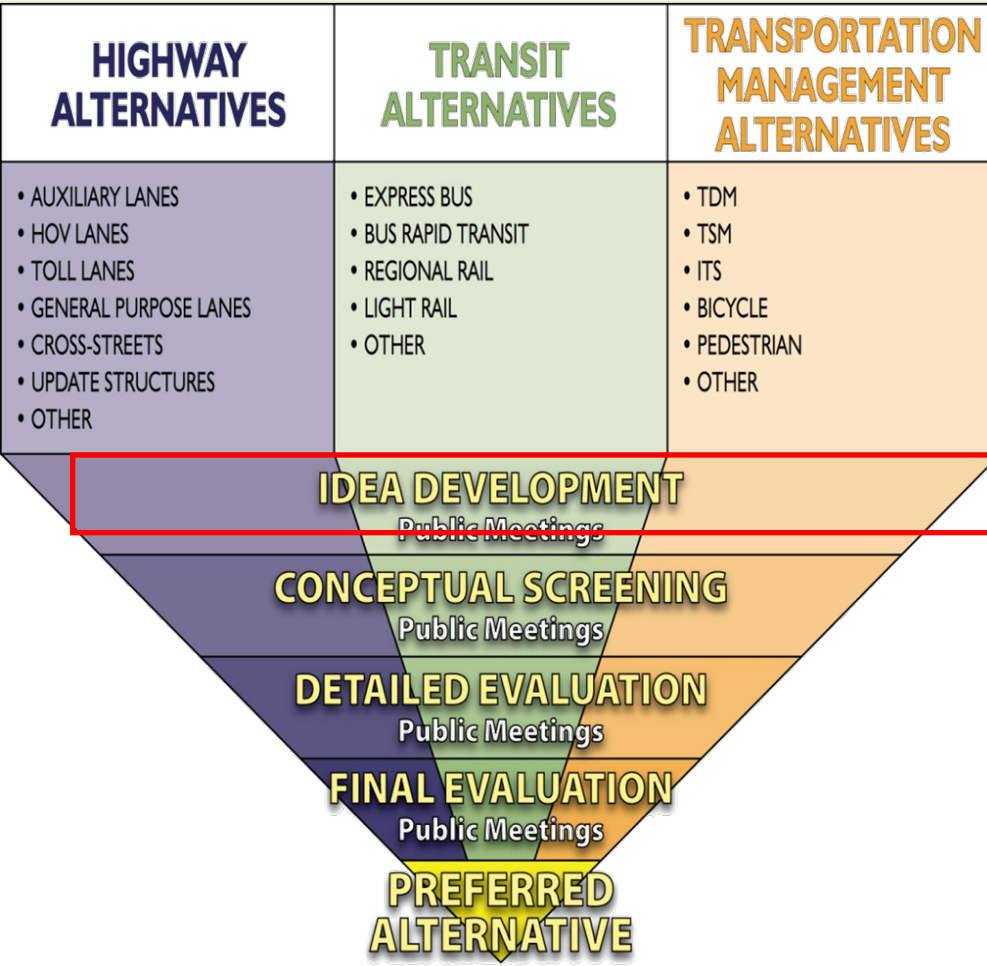
Alternatives Analysis Schedule

Triangle Regional Transit Program





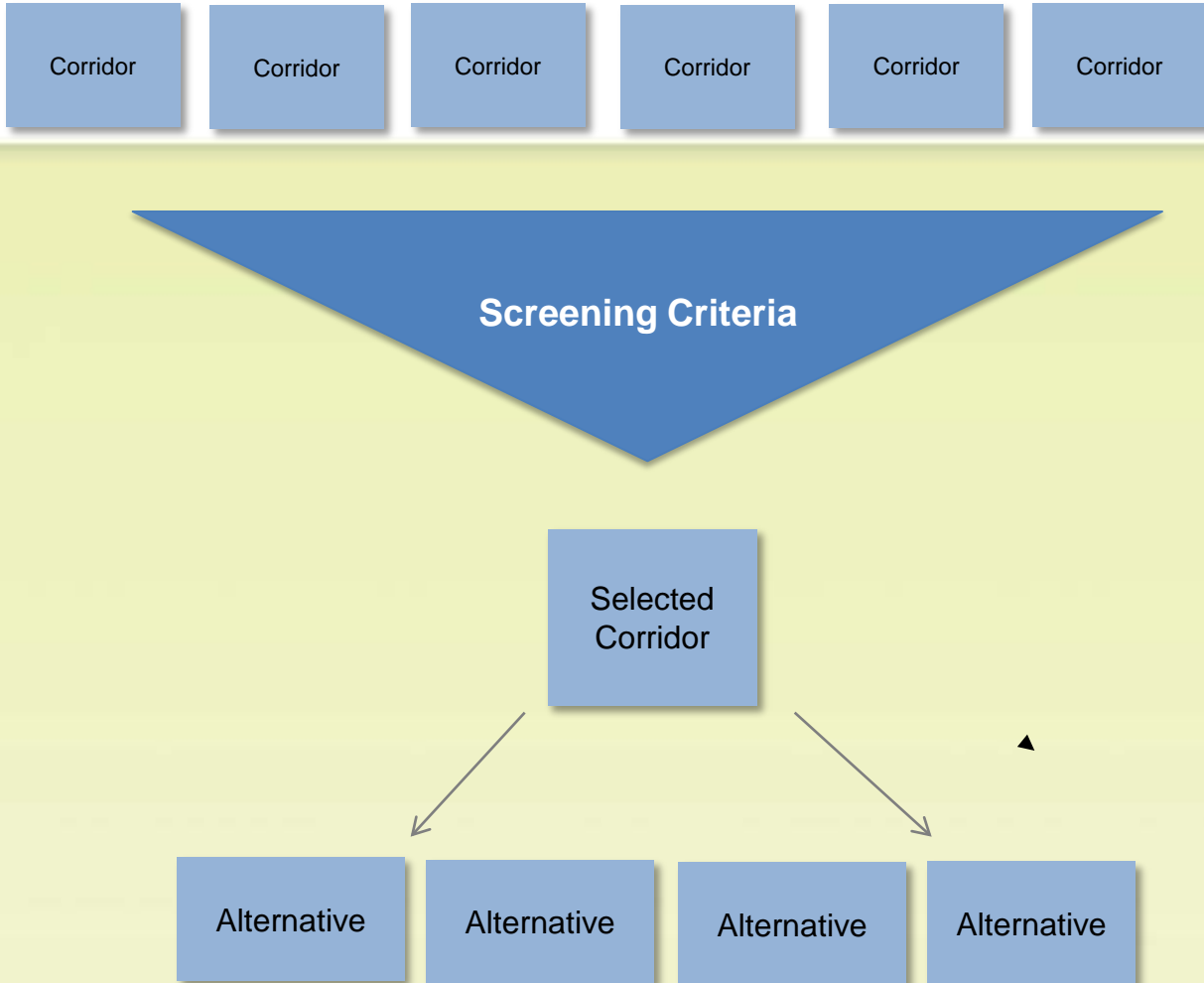
Alternatives Analysis Recap



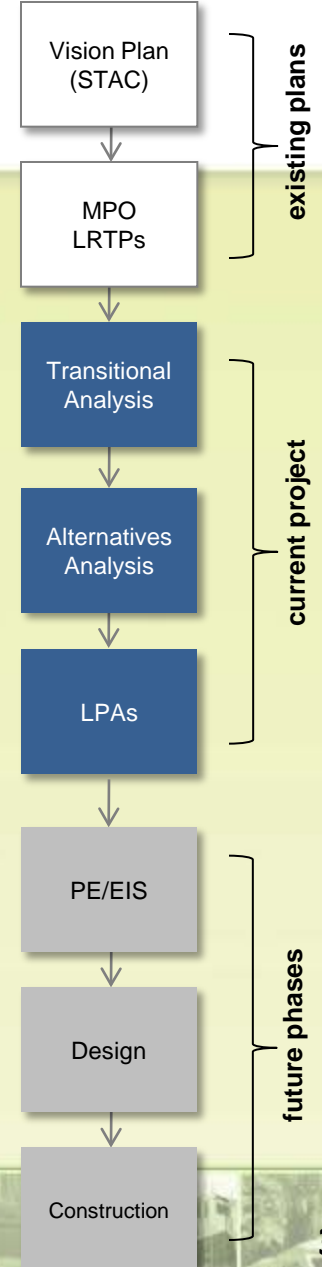
1st Round Public Meetings, June/July 2010

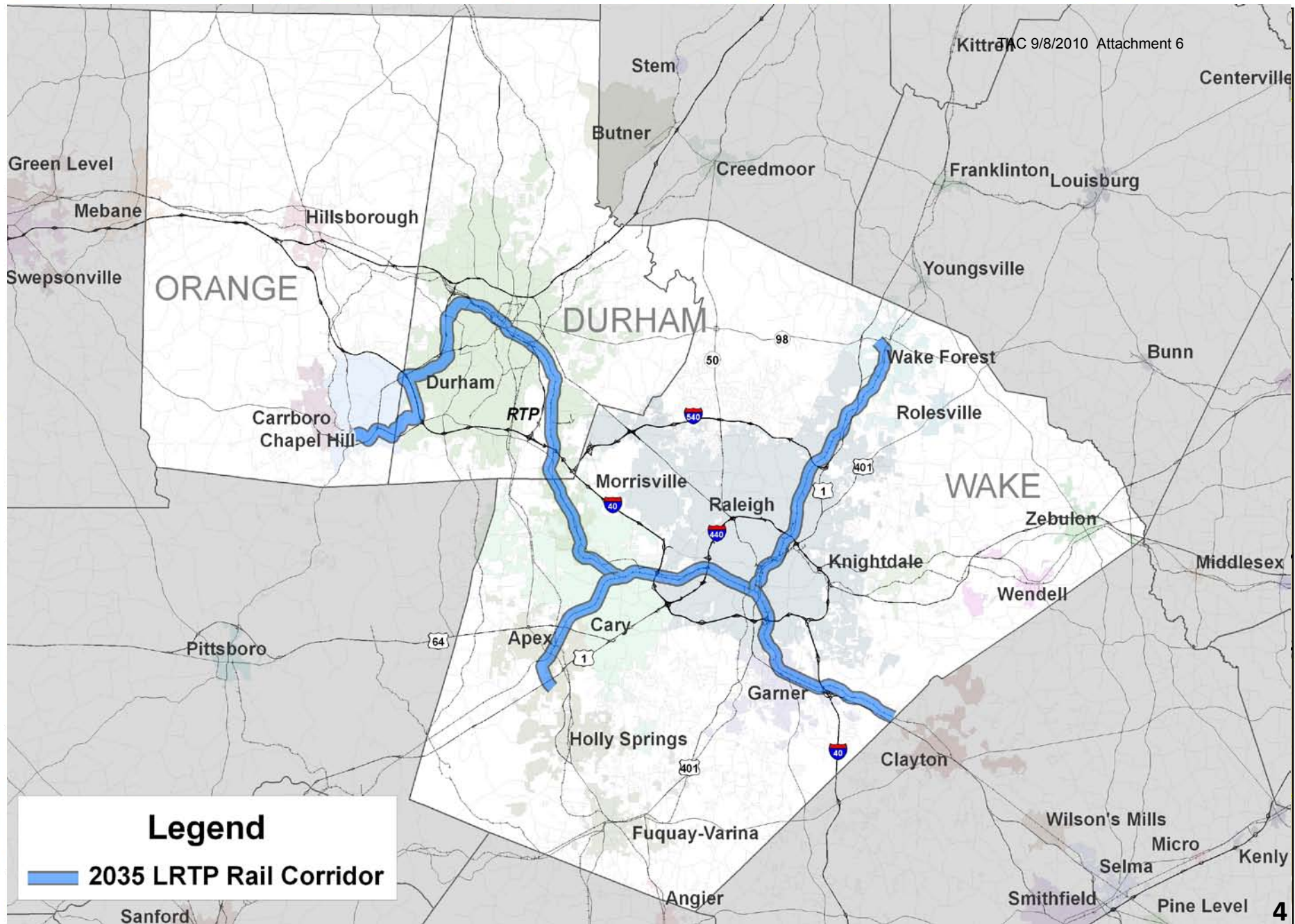


Typical Alternatives Analysis Process for One Project



TAC 9/8/2010 Attachment 6



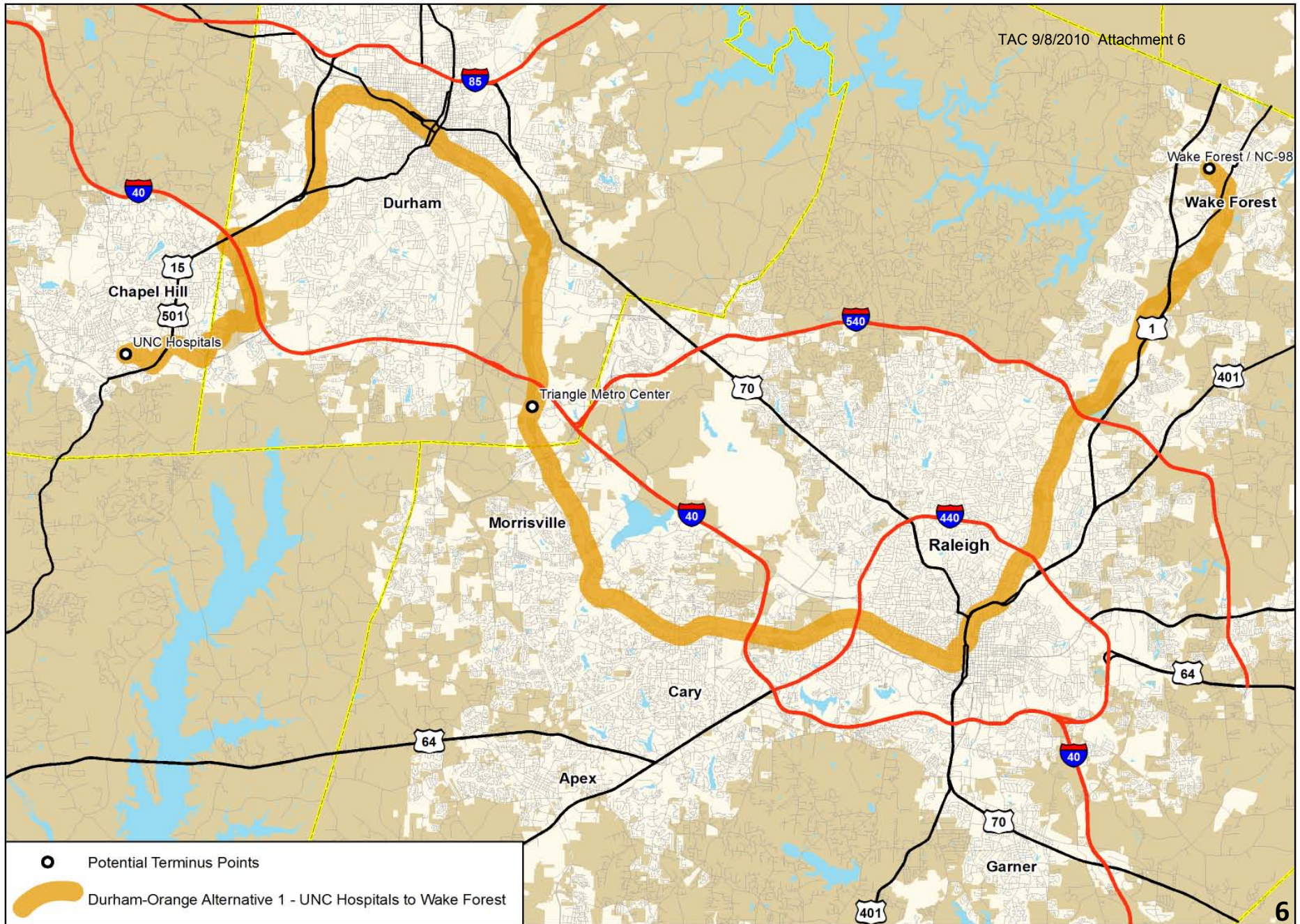


Legend
 2035 LRTP Rail Corridor

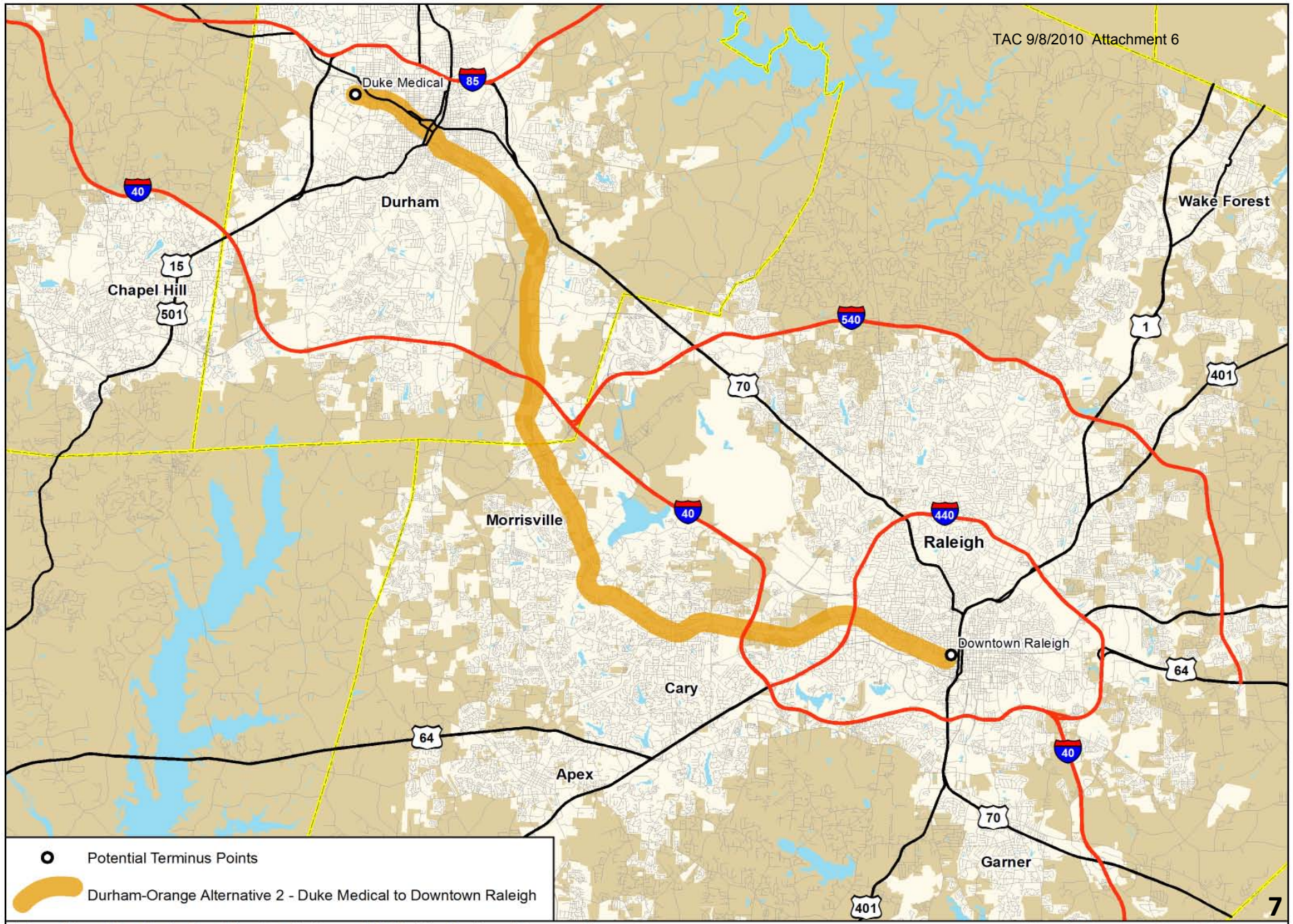


Durham-Orange Corridors

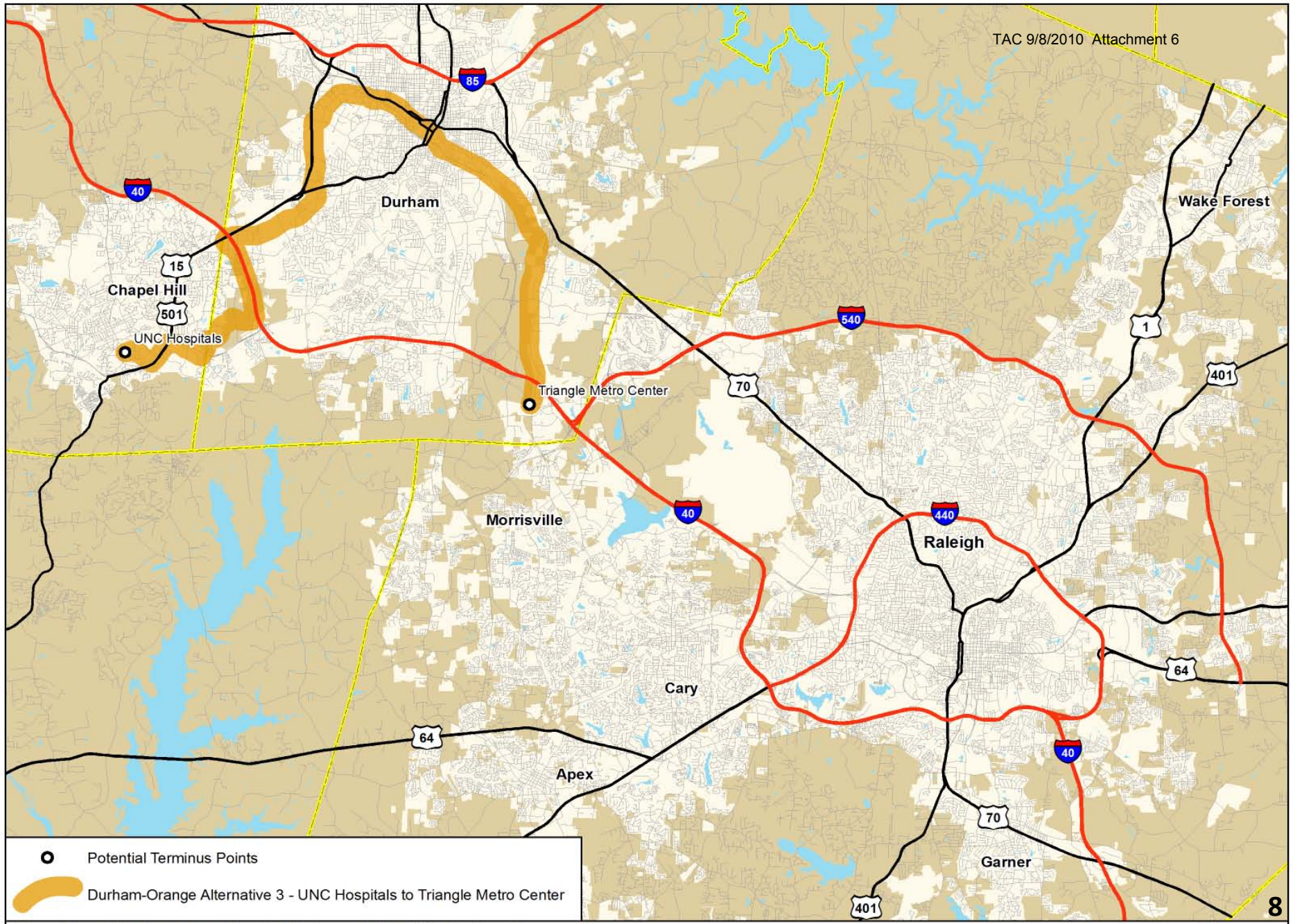




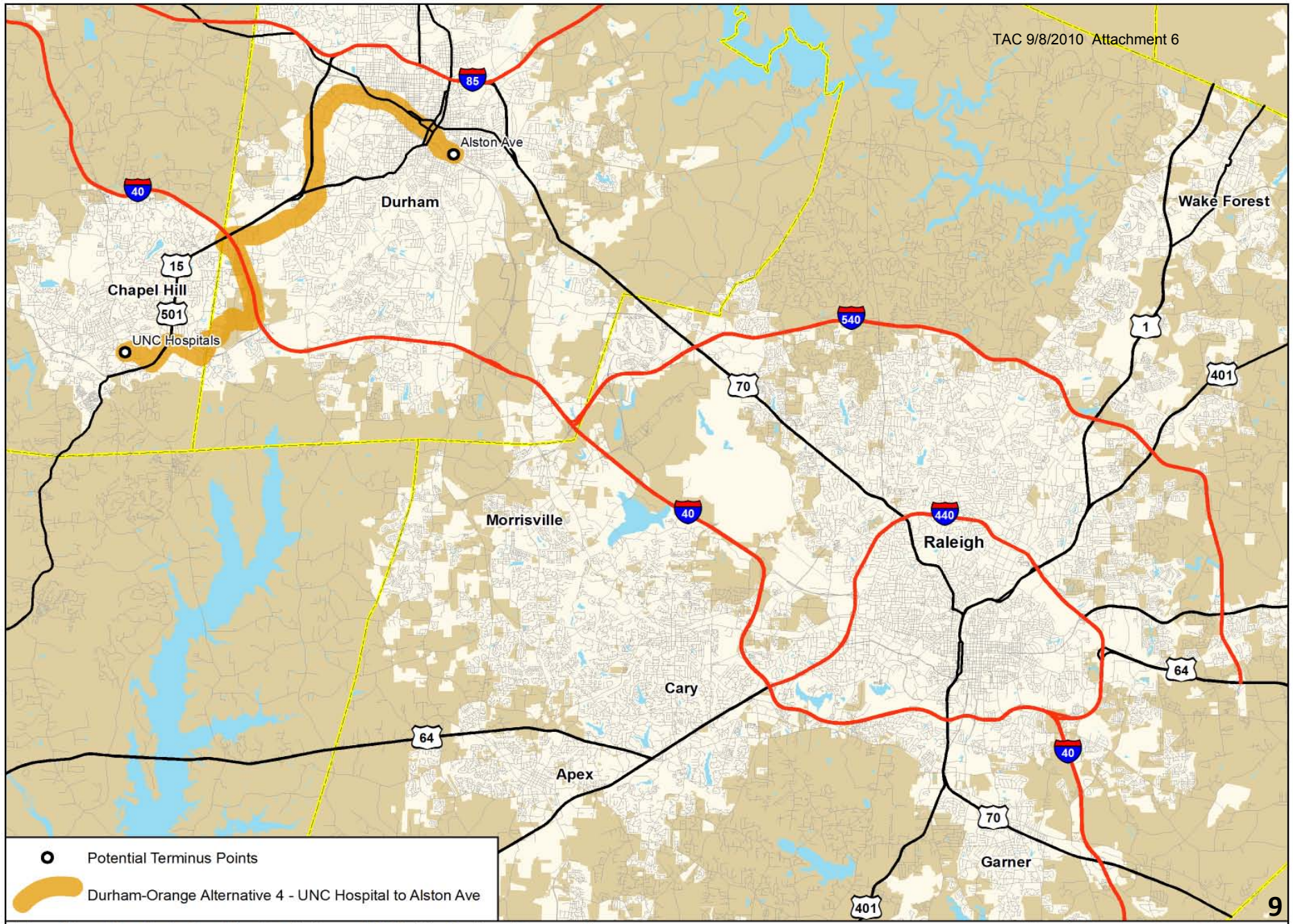
- Potential Terminus Points
- Durham-Orange Alternative 1 - UNC Hospitals to Wake Forest



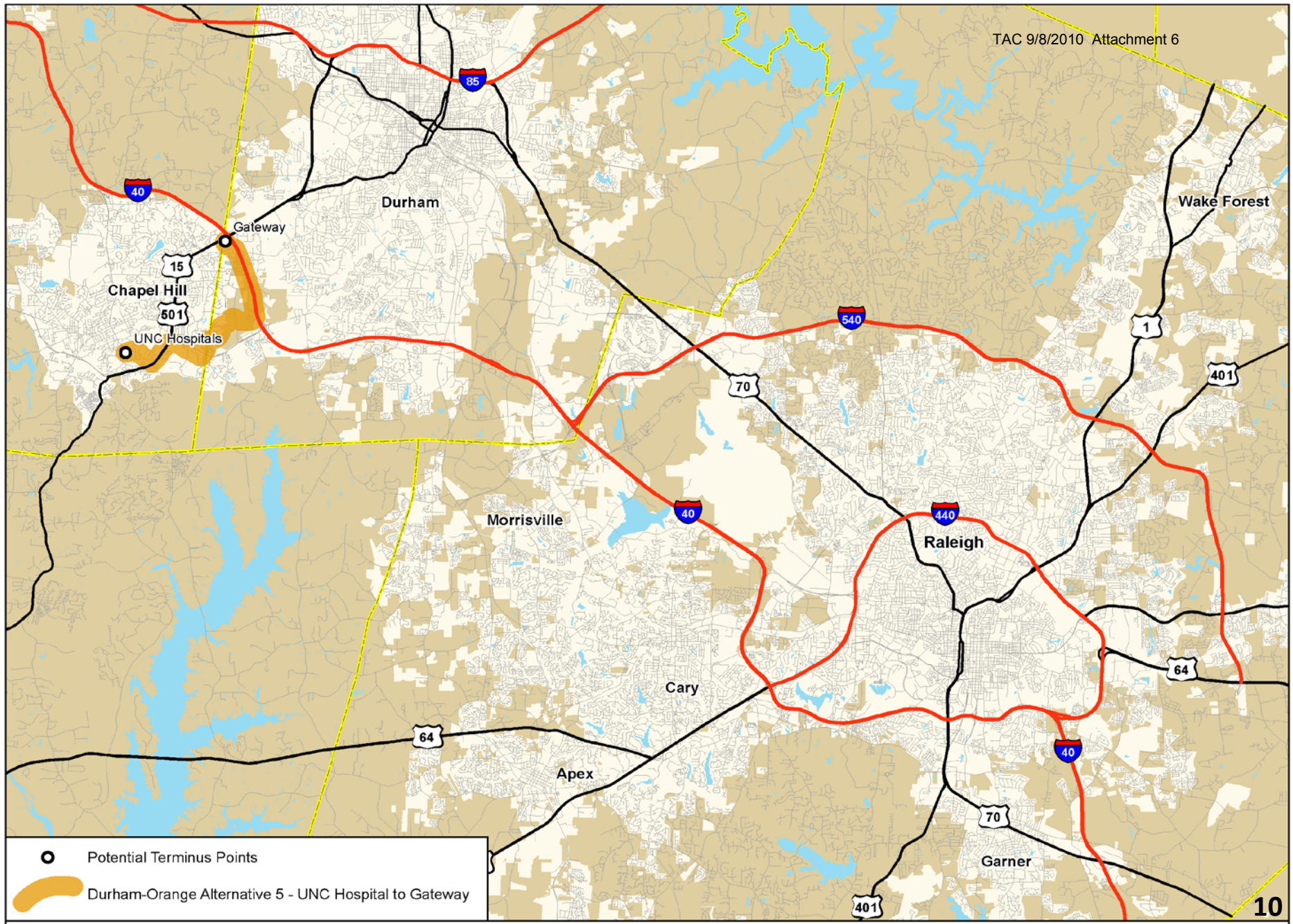
- Potential Terminus Points
- Durham-Orange Alternative 2 - Duke Medical to Downtown Raleigh




- Potential Terminus Points
- Durham-Orange Alternative 3 - UNC Hospitals to Triangle Metro Center

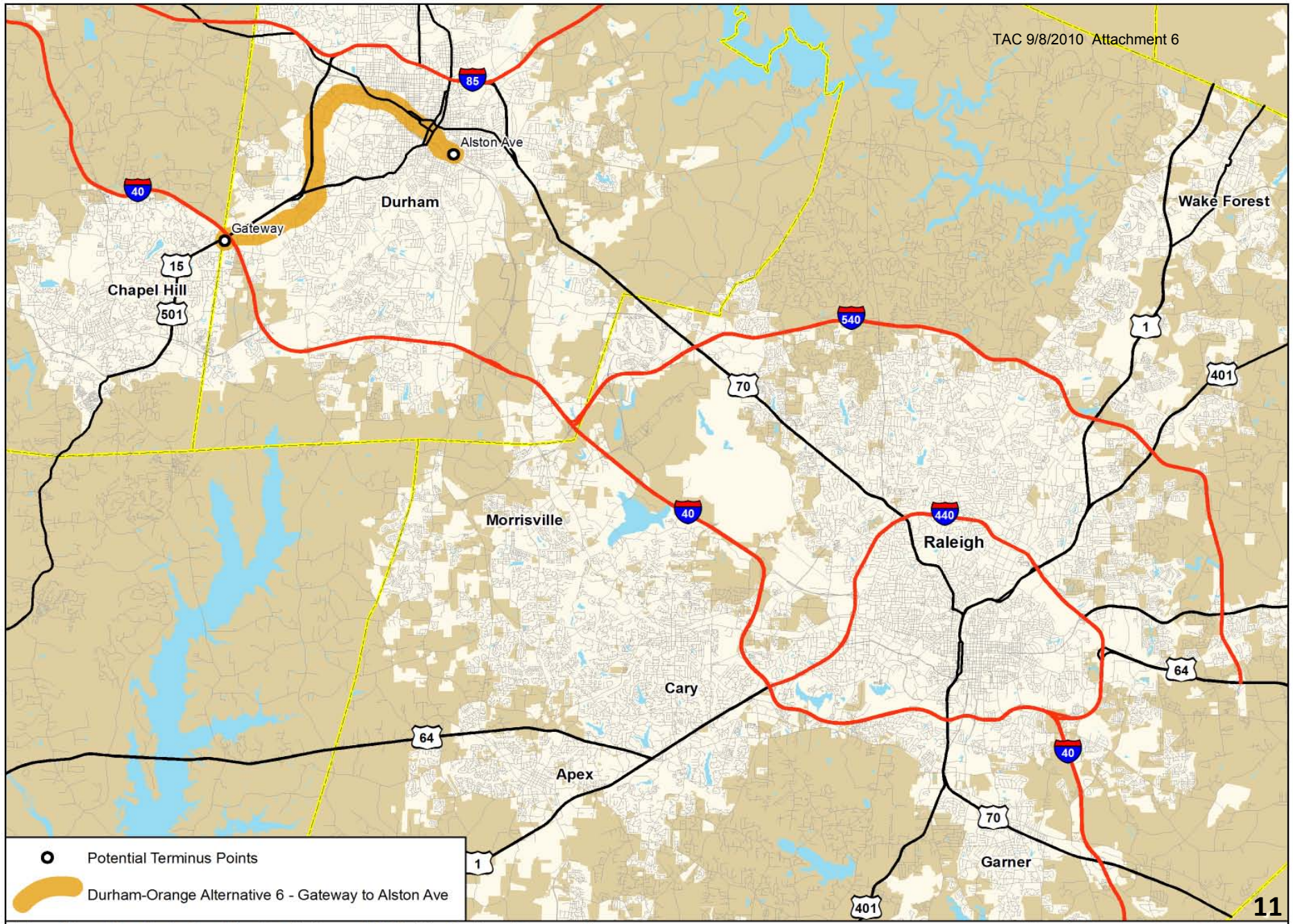


- Potential Terminus Points
- Orange line Durham-Orange Alternative 4 - UNC Hospital to Alston Ave



○ Potential Terminus Points

 Durham-Orange Alternative 5 - UNC Hospital to Gateway

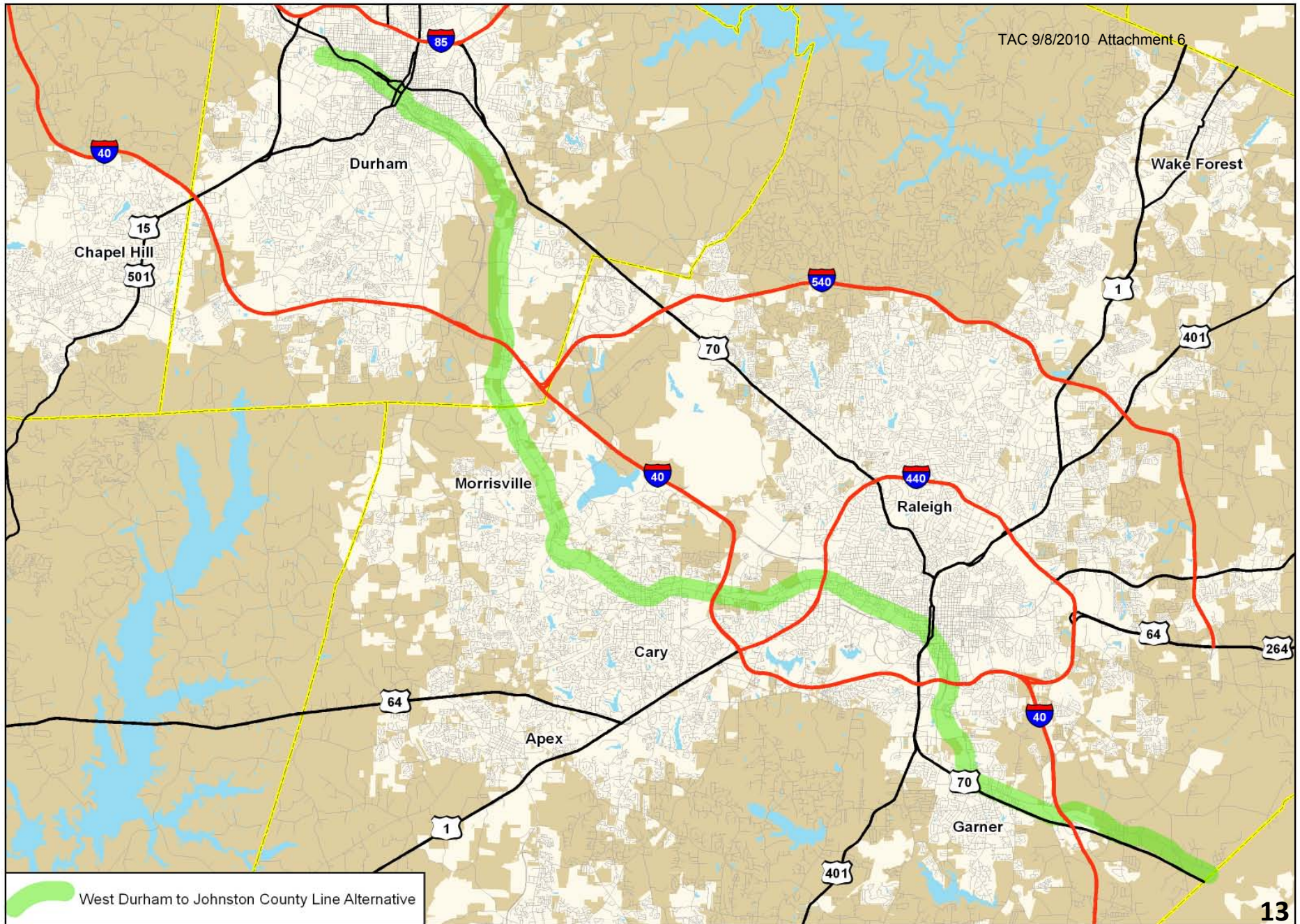


- Potential Terminus Points
- Orange line Durham-Orange Alternative 6 - Gateway to Alston Ave



Regional Corridor





 West Durham to Johnston County Line Alternative

August 10, 2010

Mr. Ed Johnson
CAMPO
127 W. Hargett Street
Suite 800
Raleigh, NC 27601

Mr. Mark Ahrendsen
DCHC MPO
101 City Hall Plaza 4th Floor
Durham, NC 27701

Dear Ed/Mark:

As you know, in coordination with our partners and stakeholders, Triangle Transit began the federally mandated Alternatives Analysis phase on March 1, 2010 to determine the most competitive transit infrastructure investments in the region. In so doing, we are strictly following the MPO charter and using the 2035 Long Range Transportation Plan (LRTP) as our study baseline.

That baseline, in addition to enhanced fixed route bus service, clearly identifies the study corridors for fixed guideway (rail) investments. Although the Alternatives Analysis effort may include studying alternatives within the LRTP corridors, at this advanced stage of this work there must be a compelling reason to study alternatives that deviate from the agreed upon corridors. Our approach appropriately does not entertain creating new system plans, investments outside the 3-county area, or alignment deviations that clearly diverge from the study area.

Our ongoing process is nearing the halfway point, and we are preparing the technical alignment alternatives for public review in the next round of open house workshops in September. This process also includes giving presentations to the MPOs in October as an interim update. These activities require a very clear definition of the corridors and alternative alignments that are under consideration, and that definition needs to be finalized now. As we meet with various stakeholders, though, it is quite clear that some suggestions may be accommodated within the work plan and timetable and some cannot. It is for this reason that Triangle Transit is requesting your input regarding whether or not Triangle Transit should deviate from the approved 2035 LRTP.

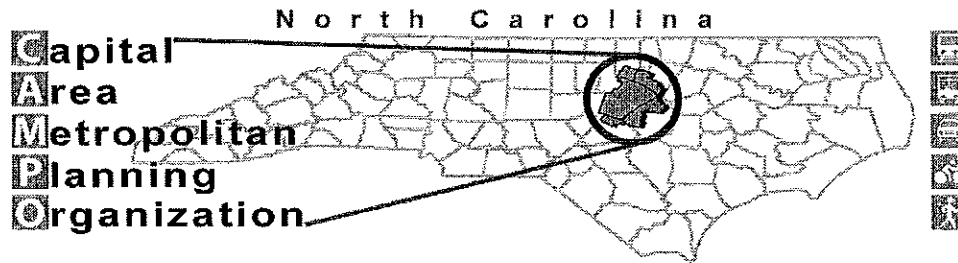
Therefore, we request that you identify any new fixed guideway alternatives that the MPO deems necessary as part of this initial phase. Additionally, please detail the justification for any alternative and the compelling need for its consideration as a deviation from the adopted LRTP. As we are working with both a constrained budget and timetable for this work, please specify those portions of the existing AA work for your MPO jurisdiction that should be dropped in order to study the alternatives that you propose. We will review your suggested additions, evaluating the effect on the current (tight) timetable we have jointly established, as well as their effect on the project budget. We are particularly conscious of the need to complete this work in time to allow for proper consideration of and preparation for a transit sales tax referendum in the fall of 2011. We are assuming that any deviations from the LRTP will have to be at the direction of the MPO TAC.

Let me know your position as soon as possible. We are fearful that we are too far into this work to absorb changes which are significant deviations from the 2035 LRTP without making our schedule unachievable.

Sincerely,

A handwritten signature in black ink that reads "David". The signature is stylized with a large, sweeping initial 'D'.

David D. King
General Manager



August 19, 2010

Mr. David D. King, General Manager
 Triangle Transit
 Post Office Box 13787
 Research Triangle Park, NC 27709

Re: Triangle Regional Transit Program - Alternatives Analysis

Dear David:

In response to your letter of August 10, requesting that the Capital Area and DCHC Metropolitan Planning Organizations (MPO) provide input on any fixed guideway alternatives that are desired to be included in the initial phase of this study's technical analysis; at its meeting on August 18, 2010, the Capital Area MPO's Transportation Advisory Committee unanimously agreed to submit the following:

Based on the first round of public review of alternatives to be evaluated, the following are requested to be included:

- 1.) Express Rail (shared track) Option (currently shown between Durham and Garner on NCRR only),
 - expand evaluation to include express rail service to Apex and Wake Forest,
 - evaluate service frequencies similar to LRT (15-30 minutes all day and evening) with shared track expansion as needed to accommodate the additional rail traffic.
- 2.) Fixed Guideway (separate track) Option
 - add evaluation of LRT service to Garner
 - add evaluation of LRT service to NCSU Carter-Finley / RBC Arena Sports Complex.

- 3.) Evaluate a regional bus-only transit system alternative, including:
- aggressive expansion of regional bus services,
 - utilization of High-Occupancy Toll (HOT) lanes on regional freeways and turnpikes for express bus service,
 - signal preemption on major arterials, and other strategies intended to optimize bus transit services.

The MPO is aware that the alternatives analysis work is progressing with both a constrained budget and timetable but we believe these additional study requests will add much value to the results of this important study and will hopefully help lead us to a broad consensus on our best next steps forward in implementing a regional rail transit system.

Thank you for the opportunity to provide input on the options being evaluated as part of the Triangle Regional Transit Program Alternative Analysis as well as for attending our meeting yesterday. We also greatly appreciate your expressed support for seeing that these study requests will be addressed. If you need any additional information or assistance, please let me know.

Sincerely,



Edison Johnson, Director
NC Capital Area MPO

**RESOLUTION TO REQUEST THE TRANSFER OF
FFY 2011 SURFACE TRANSPORTATION PROGRAM – DIRECT ATTRIBUTABLE
(STPDA) FUNDS FROM FHWA TO FTA
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

September 8, 2010

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

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

WHEREAS, the DCHC MPO approved FFY 2011 STP-DA funds for TG-4731 (Chapel Hill Transit – Misc. Capital) and TT-5109 (FCC Radio Communications);

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

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

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby requests that the Federal Highway Administration transfer the Surface Transportation Program Direct Attributable (STPDA) funds for FFY 2011 to the Federal Transit Administration for projects TG-4731 (Chapel Hill Transit – Misc. Capital) and TT-5109 (FCC Radio Communications) as described on the attached table as soon as it is authorized to do so provided here on this, the 8th day of September 2010

J. Michael Woodard, TAC Chair

Durham County, North Carolina

I certify that J. Michael Woodard personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: September 8, 2010

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

Table: FFY 2011 STPDA funds that need to be transferred from FHWA to FTA.

TIP#	Project Description:	FFY 11 (federal funds)	Funding Source
TG-4731	Chapel Hill - Routine Capital: Preventative maintenance-vehicles and shelters.	\$ 204,332	STPDA
TT-5109	Technology: FCC radio upgrade	\$ 1,325,000	STPDA



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Member Governments

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

September 8, 2010

Ms. Miriam Perry, Director
 Public Transportation Division
 N.C. Department of Transportation
 1550 Mail Service Center
 Raleigh, NC 27699-1550

Dear Ms. Perry:

The Durham-Chapel Hill-Carrboro MPO requests the transfer of STPDA funds for FFY 2011 from the Federal Highway Administration to the Federal Transit Administration for the two STPDA projects listed below. The DCHC MPO funding is as follows:

TIP#	Project Description:	FFY 11 (federal funds)	Funding Source
TG-4731	Chapel Hill - Routine Capital: Preventative maintenance-vehicles and shelters.	\$ 204,332	STPDA
TT-5109	Chapel Hill - Technology: FCC radio upgrade	\$ 1,325,000	STPDA

This request was approved by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee at its meeting on September 8, 2010 (see attached resolution). Your assistance with these projects is greatly appreciated.

Sincerely,

J. Michael Woodard, Chair
 Transportation Advisory Committee

- cc: Bill Barlow, NCDOT - Public Transportation Division
- Brian Litchfield, Chapel Hill Transit
- Carmen Cole, Chapel Hill Transit
- Felix Nwoko, DCHC MPO

North Carolina Mobility Fund

The North Carolina General Assembly included in the 2010 Appropriations Act the creation of the Mobility Fund and appropriated new transportation dollars to fund it.

The Mission

According to § 136-188:

(a) The Department of Transportation shall use the Mobility Fund to fund transportation projects, selected by the Department, of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation. The Department of Transportation shall establish project selection criteria based on the provisions of this Article.

When developing the project criteria and selection process, the Department shall involve the public and other stakeholders, including, but not limited to, the North Carolina Association of Municipal Planning Organizations, the North Carolina Association of Rural Planning Organizations, the North Carolina League of Municipalities, the North Carolina Association of County Commissioners, the North Carolina Metropolitan Mayors Coalition, and the North Carolina Council of Regional Governments.

The Process

A preliminary report on the project selection criteria is due to the Joint Legislative Transportation Oversight Committee (JLTOC) by October 1, 2010. A final report is due to the JLTOC by December 15, 2010.

The Timeline

- August 9 – September 9: First round of public input
- September 13 - September 30: Preliminary report is prepared.
- October 1 – October 29: Preliminary report is released. Second round of public input
- November 1- November 30: Final report is prepared.
- December 2: Final report presented to Board of Transportation (BOT).
- December 15: Final report presented to JLTOC

Key Questions

The following questions are meant to stimulate comments and discussion. These questions do not reflect the departmental policy or goals for this process or the Mobility Fund. Again, the questions listed below are for discussion purposes only.

- What should the selection criteria consist of? For example, should it consider travel time savings; current and future volume-to-capacity ratios; economic development; economic distressed counties; connections to intermodal terminals (airports, seaports, etc.), military bases, major hospitals, and universities/community colleges; major employment centers; current and future freight volumes; ability to leverage other funds (bonds, tolls, etc.); safety needs.
- How should projects that qualify for to receive state grants from the Congestion Relief and Intermodal Transportation 21st Century Fund receive “preferential consideration as stated in the law?”
- Should a benefit-cost methodology or some other methodology be used to rank candidate projects? What would be factored into such a methodology?

Comments, concerns and proposals are being solicited on these and any other items associated with the Mobility Fund. Comments on the weighting of selection criteria, selection process and scoring matrix are also welcome.

Providing Input

You and your stakeholders have a variety of options to submit comments. For the first comment period (August 9 – September 9) you can:

- Email comments to DJVOELKER@ncdot.gov
- Visit NCDOT's website at <http://www.ncdot.org/> and use the “**Contact Us**” button to comment.
- Visit our “**Citizen Connect Forum**” site at <http://ncdot.newkind.com/> this is a new social media site which allows for continuous comments to be posted via forums and threads. You can comment on others’ comments and further engage in the input process.
- Mail in your comments to:
 Don Voelker
 Director, Strategic Planning Office of Transportation
 North Carolina Department of Transportation
 1501 Mail Service Center
 Raleigh, NC 27699-1501

Please share this information with your stakeholders and partners so that everyone who wants to partake in this process has the opportunity to do so. **Remember, the deadline for the first round of public comments is September 9.**

Thank you for your time and participation. Together, we can ensure that the Mobility Fund has a positive and lasting effect on North Carolina’s transportation network. Please feel free to contact the Department at 1-877-DOT-4YOU or visit www.ncdot.gov if you have more questions.



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

DRAFT -- recommended by DCHC TCC on 8/25/2010

September 8, 2010

Mr. Don Voelker
 Director, Strategic Planning Office of Transportation
 N.C. Department of Transportation
 1501 Mail Service Center
 Raleigh, NC 27699-1501

Dear Mr. Voelker:

Thank you for the opportunity to provide comments on the prioritization of N.C. Mobility Fund Projects.

The legislation creating the N.C. Mobility Fund indicates that the purpose of the fund is finance transportation projects of statewide and regional significance that relieve congestion and enhance mobility across the state.

It is significant that the N.C. Mobility Fund differs from other state highway funding sources in that the funds are not subject to the equity formula and the legislation does not specify the projects to be funded (with the exception of I-85 widening near the Yadkin River Bridge).

Therefore, due to the discretionary nature of the N.C. Mobility Fund, the project selection criteria provide an opportunity to support other state goals, such as reduction of VMT and greenhouse gas emissions, land use and transportation integration, and the encouragement of transportation best practices.

Here are suggestions regarding the project selection criteria:

1. Set aside a large percentage of the Mobility Fund for the Intermodal Fund to provide the State's share of transit project funded by local options taxes under the HB 148 Congestion Relief and Intermodal bill.
2. Only allow large projects to qualify for funding through the Mobility Fund. This new source of funding should be reserved for costly projects, such as the Yadkin River bridge, that would be difficult or impossible to fund through the equity formula and would create a financial burden by programming the majority of a

Division's equity funds into a single project, leaving little funding available for other needed projects. Less costly projects should not be eligible because they can be funded through equity formula funding.

3. Ensure that transit projects receive equal consideration for funding through the Mobility Fund.
4. Proposed N.C. Mobility Fund projects should be scored on the degree to which they:
 - Facilitate compact growth, and livable, walkable, and bikeable communities.
 - Encourage redevelopment of brownfields and other sites with existing infrastructure.
 - Expand mobility choices by promoting multi-modal transportation systems.
 - Reduce congestion and promote safe and efficient system operation.
 - Enhance connectivity and accessibility of the transportation system.
 - Manage access in order to maintain desired traffic flow.
 - Support economic development, productivity, and competitiveness.
 - Protect critical resources and environmentally sensitive areas.
 - Enhance community appearance and incorporate context-sensitive solutions.
 - Maintain safe levels of air quality, noise, and other transportation impacts.
 - Promote energy conservation, VMT reduction, and greenhouse gas reduction goals.
5. Jurisdictions or regions applying for funding should be evaluated on the degree to which their transportation plans and implemented policies/programs achieve the following goals. The application of these criteria should be sensitive to the differences between urban and rural areas and municipalities of different sizes:
 - Define planned growth areas and encourage development in brownfields and other sites with existing infrastructure.
 - Coordinate transportation systems and future land-use patterns.
 - Expand mobility choices by promoting multi-modal transportation systems, including the adoption of pedestrian, bicycle, and transit plans and local "complete streets" policies.
 - Reduce congestion and promote safe and efficient system operation.
 - Enhance street connectivity and accessibility of the transportation system, including the use of efficient median, turn lane, and other access management tools.
 - Design collector road systems to guide growth in developing areas.
 - Support economic development, productivity, and competitiveness.
 - Protect critical resources and environmentally sensitive areas
 - Maintain safe levels of air quality, noise, and other transportation impacts.
 - Promote energy conservation, VMT reduction, and greenhouse gas reduction goals.

Page 3 of 3
September 8, 2010

- Reduce driver distraction through education, enforcement, and sign control.
 - Develop comprehensive action plans for highway safety that include enforcement, education, and pedestrian and bicycle safety components.
 - Are consistent with other local, regional, and state transportation and land-use plans.
6. Due to the inherent difficulty of selecting projects solely through a scoring system, consideration should be given to the creation of a N.C. Mobility Fund Committee that reviews projects based on the above criteria and makes project selection recommendations to NCDOT staff and the Board of Transportation. NCDOT has had a positive experience with similar committees in selecting Enhancement projects and in awarding bicycle and pedestrian planning grants.

We commend NCDOT for its work developing prioritization process/criteria for TIP and loop projects. The prioritization process for Mobility Fund projects can use elements of the TIP and loop processes.

Please note that some of these ideas are based on recommendations in the 2001 final report of the Commission on Smart Growth, Growth Management and Development and the 2009 report of the 21st Century Transportation Committee. Other insights may be gained by reviewing the criteria being used for recent federal grant programs, such as TIGER II, and other associated with both the USDOT/HUD/EPA Sustainable Communities Partnership and the N.C. Sustainable Communities Task Force.

Please contact Mark Ahrendsen (mark.ahrendsen@durhamnc.gov) or Dale McKeel (dale.mckeel@durhamnc.gov) to discuss these comments further.

Sincerely,

J. Michael Woodard, Chair
Transportation Advisory Committee

cc: DCHC MPO TAC
Mark Ahrendsen, City of Durham/DCHC MPO
Joe Milazzo, Regional Transportation Alliance

Division 5 One-on-One Meeting FY 2008-2015 Transportation Improvement Program

Agenda

1. **2008-2015 TIP Items for Discussion**
 - a. **General Funding and Design Issues**
 - b. **Major Project Schedules and Funding**
 - c. **Project Design**
 - d. **Project Study and Project Management Requests**
-

1. 2008-2015 TIP Items for Discussion

The DCHC MPO has reviewed the 2008-2015 Draft STIP and developed the following list of issues for discussion. The MPO is developing the 2008-2015 MTIP which will be approved in late spring 2008.

a. General Funding and Design Issues

1. Need additional funding for transportation

The DCHC MPO has only two new highway or bicycle/pedestrian projects in Division 5 funded in the draft FY 2008-2015 STIP (I-5104 and B-4943, neither of which is in our Regional Priority List) while population and employment continue to grow. It is imperative the NCDOT and the General Assembly work to increase transportation funding for the State's urban areas.

Final STIP: I-4903 (pavement repair on I-85) added. P-3802 (Durham train station) funded.

2. Prioritize funding for bicycle, pedestrian, and transit projects

The DCHC MPO strongly supports multi-modal transportation. Many of the MPO's top priorities are bicycle, pedestrian, and transit projects (see Regional Priority List). Many of the traditional funding sources for these projects have disproportionately been the target for rescissions. We understand that recent federal legislation now requires that rescissions be proportionately distributed among funding programs. In addition to the traditional funding sources for these projects, the DCHC MPO would like these projects to receive funds traditionally used for highway projects such as STP funds. Bicycle/pedestrian projects are typically far less costly than highway projects. With so little revenue available for new projects, it would be a good opportunity to use limited resources on more less expensive bicycle/pedestrian projects.

Final STIP: No new bicycle/pedestrian projects added other than STP-DA funded projects.

3. All highway projects

NCDOT has changed its approach to highway design from accommodating motor vehicles only to providing for a multi-modal transportation system. However, on roadway projects that include widening and multi-modal facilities, the project descriptions in the TIP continue to say “widen to multi-lanes” with no mention of multi-modal facilities. The DCHC MPO continues to believe that the TIP would better communicate to the public and to NCDOT departments the actual project scope if the project descriptions said “widen to multi-lanes and include bicycle, pedestrian, and transit facilities” where appropriate.

Final STIP: Description on highway projects has not been changed. NCDOT said that it would consider this during the one-on-one meetings and in subsequent staff conversations. The DCHC MPO will continue to work with NCDOT to include this language in the FY 2011-2017 TIP.

b. Major Project Schedules and Funding

4. U-0071 (East End Connector)

The DCHC MPO is concerned about the schedule delay and unfunded cost increase for U-0071. The project cost increased from \$99,292,000 in the FY 2007-2013 STIP to \$161,792,000 in the draft FY 2008-2015 STIP. None of the \$62,500,000 cost increase is funded. In addition, the first year for construction was delayed two years from 2012 to 2014. This project is Durham’s highest priority and would greatly improve safety, congestion, and access through Durham. The environmental document for U-0071 is on schedule to be complete in 2008. Public awareness of the project is high due to several well-attended community meetings and the formation of the Ad Hoc Committee. The DCHC MPO requests that construction for this project not be delayed and that it be fully funded in the final STIP.

Final STIP: Funding added in response to DCHC MPO, City of Durham, and Durham County request. Construction accelerated from FY 2014 to FY 2013. One year of construction funding added \$33,250,000 using STP funding (subject to the equity formula). Mitigation delayed from FY 2011 to FY 2012.

5. U-3808 (NC 55/Alston Avenue, NC 147 to Holloway St.)

The DCHC MPO is concerned about the design of U-3808. A recommendation is pending Durham City Council action.

Final STIP: Cost decreased slightly. Durham City Council and staff continue to discuss the design issues with NCDOT.

6. New Project (Fayetteville Road, Woodcroft Parkway to Riddle Rd.)

A recommendation is pending Durham City Council action.

Final STIP: This project was not added based on response from DCHC MPO, City of Durham, and Durham County. Instead STP funding was added to U-0071.

7. I-5104/R-2000 (I-540/I-40 Interchange Improvements)

The DCHC MPO would like the bottleneck at the ramp from NC 147 south to I-40 east addressed in addition to this project. U-5104, which primarily serves commuters from Wake County to RTP, is the only new highway project funded in Durham County and it is not on the MPO's Regional Priority List.

Final STIP: No change.

8. DATA Buses

DATA has recently had difficulty meeting its peak bus pullout due to mechanical problems with its bus fleet. The draft FY 2008-2015 STIP includes 11 replacement buses for DATA in FY 2011. DATA requests that the replacement schedule be accelerated and the number of replacement buses be increased.

DATA requested 12 expansion buses in 2009 and 31 replacement buses in 2012 in the MPO's Regional Priority List.

Final STIP: Additional CMAQ funding for replacement and expansion buses has been provided in the final STIP and in the Administrative Modification #3 to the FY 2007-2013 MTIP/STIP.

9. U-4763B (Triangle Parkway)

The DCHC MPO continues to be concerned about the provision of gap funding for the Triangle Parkway and the design of the project. The Triangle Parkway is not the MPO's highest priority highway project and thus the MPO objects to any diversion of funds from any higher priority projects to the Triangle Parkway. The DCHC MPO urges the NCTA and the General Assembly to identify new sources of revenue to fill the funding gap. In addition, the DCHC MPO urges the NCTA to include transit facilities in the design of the project and consider free use of the facility by buses, vanpools, and carpools (3+). Planned and existing bicycle and pedestrian facilities on all Y-lines should be accommodated by the project design. Other local access issues related to the Triangle Parkway have also been raised by citizens.

Final STIP: Cost increased. The NC General Assembly is currently considering options for providing gap funding to the Triangle Parkway. The NCTA has made some design changes to reflect the DCHC MPO and citizen concerns.

10. U-4011 (S. Miami Blvd., Methodist St. to Bethesda St.)

The draft STIP incorrectly shows \$2,861,000 in STP-DA funding for this project in FY 2008. The DCHC MPO has only approved the use of \$1,874,000 in STP-DA funding for this project. The DCHC MPO objects to this increase in STP-DA

funding that has not been approved by the MPO. The DCHC MPO is in the process of deciding how to allocate its STP-DA funds for FY 2008-2015. Increasing the STP-DA funding for U-4011 is not being considered. STP-DA funding will be approved by the MPO in April 2008 and forwarded to NCDOT for inclusion in the final STIP.

Final STIP: FY 2008 is not shown in the final STIP. NCDOT staff has said that the error in the STP-DA funding in FY 2008 was fixed to reflect what the MPO has approved.

c. Project Design

11. U-3804 (Hillandale Rd., I-85 to Carver St.)

A letter was sent to NCDOT outlining the DCHC MPO's concerns regarding the design of this project in January 2008. The DCHC MPO requests that NCDOT work with the adjoining property and business owners to develop a solution which safely accommodates traffic traveling along Hillandale Road, provides good access to properties in the area, and addresses other concerns that have been raised.

Final STIP: Right-of-way delayed from FY 2008 to FY 2009. NCDOT has revised the design to address the DCHC MPO's concerns.

d. Planning Study and Project Management Requests

12. U-4720 (US 70) and U-4721 (Northern Durham Parkway)

With the East End Connector (U-71) included in the draft FY 2008-2015 TIP, it is important to initiate the planning process for the next priority Highway Trust Fund projects in Durham – US 70 and the Northern Durham Parkway. Because the design of one of these Highway Trust Fund projects could affect the design of the other, it is important that the planning process study these two projects together.

Final STIP: No change.

13. C-4402 (NC 54 Bicycle Improvements)

NCDOT previously agreed to manage EB-4707 (Old Durham-Chapel Hill Road Bicycle and Pedestrian Improvements) if the City of Durham would agree to manage C-4402. However, the DCHC MPO requests that NCDOT reconsider managing C-4402. NC 54 is a major State route. The MPO and the City of Durham do not have the resources to manage a project of this magnitude on the State system.

Final STIP: No change in project management. Right-of-way delayed from FY 2008 to FY 2009. Construction delayed from FY 2009 to FY 2010.

14. U-2405 (M. L. King Jr. Parkway and NC 55 Interchange)

With the completion of M. L. King Jr. Parkway from US 15-501 to NC 55, it is appropriate to complete the last link of this important project from NC 55 to Cornwallis Road to serve Research Triangle Park. The TAC would like to consider lower cost alternatives to the \$25.8 million unfunded interchange identified in the draft FY 2008-2015 STIP. The DCHC MPO requests that NCDOT provide information regarding the feasibility study re-evaluation in progress.

Final STIP: No change. NCDOT informed at the one-on-one meeting that the feasibility study re-evaluation will be complete in fall 2008.

15. U-4724 (Cornwallis Rd., S. Roxboro Rd. to Chapel Hill Rd.)

This project is currently funded using the MPO's STP-DA funds. Additional funding may be needed depending on a revised cost estimate.

Final STIP: No change.

Division 7 One-on-One Meeting FY 2008-2015 Transportation Improvement Program

Agenda

FY 2008-2015 TIP Items for Discussion

- a. General Funding and Design Issues**
 - b. Project Schedules and Funding**
 - c. Funding for Transit Planning**
-

FY 2008-2015 TIP Items for Discussion

The DCHC MPO has reviewed the FY 2008-2015 Draft STIP and developed the following list of issues for discussion. The MPO is developing the FY 2008-2015 MTIP which will be approved in late spring/early summer 2008.

a. General Funding and Design Issues

1. Need additional funding for transportation

The DCHC MPO is pleased that many of the cost increases on previously funded projects in Division 7 were funded in the draft FY 2008-2015 STIP and that several priority projects were accelerated (U-4704 – Chapel Hill/Carrboro Signal System, U-0624 – NC 86/South Columbia Street). However, the DCHC MPO has no new highway or bicycle/pedestrian projects in Division 7 funded in the draft FY 2008-2015 STIP while population and employment continue to grow. It is imperative the NCDOT and the General Assembly work to increase transportation funding for the State's urban areas.

Final STIP: Construction funding added for B-4962 (US 70 Bypass bridge over the Eno River)

2. Prioritize funding for bicycle, pedestrian, and transit projects

The DCHC MPO strongly supports multi-modal transportation. Many of the MPO's top priorities are bicycle, pedestrian, and transit projects (see Regional Priority List). In addition, the Town of Chapel Hill recently updated its long range transit plan. This document recommends a significant expansion of service for which additional funding is needed. The DCHC MPO is concerned that many of the traditional funding sources for bicycle, pedestrian, and transit projects have disproportionately been the target for rescissions. In fact, we understand that recent federal legislation now requires that rescissions be proportionately distributed among funding programs. Therefore, the DCHC MPO has two requests to increase the resources for multi-modal projects. First, in addition to the traditional funding sources, the DCHC MPO would like these projects to

receive funds traditionally used for highway projects such as STP funds. Second, bicycle/pedestrian projects are typically far less costly than highway projects. Thus, with so little revenue available for new projects, we believe that the limited resources should be used to fund a greater number of the less expensive bicycle/pedestrian projects.

Final STIP: EB-5108 (Feasibility study for wide paved shoulders on Dairyland Road) added. EB-5110 (Feasibility study for Bolin Creek Greenway) added.

- 3. All highway projects (especially R-2825, U-2803, U-3306, U-2805, U-2909)**
 NCDOT has changed its approach to highway design from accommodating motor vehicles only to providing for a multi-modal transportation system. However, on roadway projects that include widening and multi-modal facilities, the project descriptions in the TIP continue to say “widen to multi-lanes” with no mention of multi-modal facilities. The DCHC MPO continues to believe that the TIP would better communicate to the public and to NCDOT departments the actual project scope if the project descriptions said “widen to multi-lanes and include bicycle, pedestrian, and transit facilities” where appropriate.

Final STIP: Description on highway projects has not been changed. NCDOT said that it would consider this during the one-on-one meetings and in subsequent staff conversations. The DCHC MPO will continue to work with NCDOT to include this language in the FY 2011-2017 TIP.

b. Project Schedules and Funding

- 4. FS-0307A (Mason Farm Rd. Relocation)**
 Neither the DCHC MPO nor the Town of Chapel Hill requested this project. The Town requests that the project be removed from the FY 2008-2015 TIP. This project should be reviewed by the Town and the DCHC MPO and have more public input before it is programmed in the TIP.

Final STIP: Project has been deleted.

- 5. Bolin Creek Greenway (NC 86 to Umstead Park in Chapel Hill)**
 The DCHC MPO requests that this project be programmed in the FY 2008-2015 TIP. It is estimated to cost \$1,500,000. This is the Chapel Hill section of the Bolin Creek Greenway. The Carrboro section of the Bolin Creek Greenway is already programmed in the FY 2008-2015 TIP (EL-4994).

Final STIP: EB-5110 (Feasibility study for Bolin Creek Greenway) added.

- 6. I-0305 (I-85 widening)**
 The DCHC MPO would like to change the phase descriptions to prioritize the rebuilding of interchanges at NC 86, SR 1009 (Old NC 86), and US 70.
 Phase A: Rebuild interchanges at NC 86, SR 1009 (Old NC 86), and US 70.

Phase B: Widening

We also request a status report on the environmental study for this project.

Final STIP: Right-of-way funding moved to future years (was 250 in FY 2013 and 960 in FY 2015). Cost increase.

7. U-3306 (Weaver Dairy Road improvements)

The DCHC MPO requests that NCDOT fully fund this project with STP funds due to a change in the purpose of the project. A previous version of the Weaver Dairy Road project was focused on increasing capacity. For this previous version, the DCHC MPO had earmarked \$566,000 of STP-DA funds for specific bicycle, pedestrian, and transit enhancements. The current design of the project is less focused on increasing capacity and is now primarily a bicycle, pedestrian, and transit improvement. Since the bicycle, pedestrian, and transit improvements are now the primary purpose of the project, the DCHC MPO's STP-DA funds should not be needed. The 2007-2013 TIP reflected this with all of the \$10,800,000 for construction funded with STP funds. In the draft FY 2008-2015 STIP, this project is funded with \$10,092,000 of STP, \$566,000 STP-DA, and \$142,000 from the Town of Chapel Hill for construction, but we believe that all of the resources should come from STP funds.

Final STIP: All funding has been changed to STP.

8. B-4218 (Bridge No. 108 over New Hope Creek on SR 1730 Turkey Farm Rd.)

The DCHC MPO and Orange County request that NCDOT proceed with this bridge project with the utmost attention to the environmentally sensitive nature of this location. This reach of New Hope Creek is home to six species listed with the North Carolina Natural Heritage Program, three of which are designated as endangered. In addition, it is adjacent to conservation land in Duke Forest and land owned by the Triangle Land Conservancy. NCDOT has previously responded to concerns of the local jurisdictions and citizens regarding the design of the US 15-501 bridge over New Hope Creek in Durham County based on the uniqueness of the corridor.

Final STIP: No change.

9. EB-5021 (Estes Dr., Greensboro St. to Seawell School Rd.)

The FY 2007-2013 STIP programmed \$650,000 for this project. The draft FY 2008-2015 STIP programs \$480,000. The DCHC MPO and the Town of Chapel Hill request that the difference, \$170,000, be reserved for other DCHC MPO projects such as the Bolin Creek Greenway or potential cost overruns on EB-4707 (Old Durham-Chapel Hill Road).

Final STIP: EB-5110 (Feasibility study for Bolin Creek Greenway) added.

10. U-3100B (Old Fayetteville Rd., NC 54 to Stroud Lane)

The draft FY 2008-2015 STIP programs \$300,000 for right-of-way acquisition in 2012. The DCHC MPO and the Town of Carrboro request that this project be accelerated and that construction be fully funded. This project is ranked high on the DCHC MPO's Regional Priority List and is a top priority for the Town of Carrboro.

Final STIP: No change.

c. Funding for Transit Planning**11. Special Transit Advisory Commission (STAC) Recommendations**

The Special Transit Advisory Commission (STAC) is a citizens' advisory committee established by the DCHC MPO and the Capital Area MPO to make recommendations concerning major transit investments in the Triangle. The STAC will soon be forwarding its recommendations to the DCHC MPO and the Capital Area MPO so that they may be considered for inclusion in the 2035 Long Range Transportation Plans for the two MPOs. Any major transit investment will require extensive planning and design work. There are two placeholders for alternatives analysis, engineering, and design for major transit investments in the draft FY 2008-2015 TIP (TE-4903 and TE-4706B). The DCHC MPO requests that NCDOT revise these projects as needed for the final FY 2008-2015 TIP based on the forthcoming STAC recommendation. DCHC MPO staff will provide specific details on these revisions in late March.

Final STIP: Since the STAC report was not finalized until late April, there was not adequate time to revise the placeholders for alternatives analysis, engineering, and design for major transit investments (TE-4903 and TE-4706B) in the final STIP. These placeholders are unchanged from the draft STIP. The DCHC MPO and Capital Area MPO will need to amend the STIP/MTIP as these activities become funded.

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

Draft Development Schedule

FY 2011-2020 Metropolitan Transportation Improvement Program - MTIP

No.	Due Date	Task
1	10-Aug-10	NCDOT releases Draft 2011-2020 State Transportation Improvement Program (STIP)
2	11-Aug-10	TAC receives the MPO supplement to the draft 2011-2020 STIP
3	25-Aug-10	TCC reviews the MPO supplement to the draft 2011-2020 STIP, including analysis & comparison with the 2009-2015 MTIP and 2011-2020 Regional Priority List.
4	8-Sept-10	TAC reviews the MPO supplement to the draft 2011-2020 STIP, including analysis & comparison with the 2009-2015 MTIP and 2011-2020 Regional Priority List.
5	Sept -TBD	TCC subcommittee develops One-on-One document (discussion points and list of flagged issues) for TCC consideration.
6	22-Sept-10	TCC recommends One-on-One document for TAC consideration.
7	13-Oct-10	TAC receives One-on-One document and provides feedback. TAC endorses One-on-One document.
8	Oct	NCDOT holds Division 5 and Division 7 One-on-One sessions with the DCHC-MPO.
9	Sept - Feb	Development of the 2011-2020 MTIP.
10	27-Oct-10	TCC reviews preliminary Draft of the 2011-2020 MTIP.
11	10-Nov-10	TAC receives Draft of the 2011-2020 MTIP and offers feedback to the TCC.
12	15-Nov-10	TCC recommends to the TAC the release of the Draft 2011-2020 MTIP.
13	8-Dec-10	TAC receives Draft 2011-2020 MTIP and considers its release for public comment.
14	12-Jan-11	TAC authorizes the release of the Draft 2011-2020 MTIP for public comment consistent with the MPO Public Involvement Policy.
15	9-Feb-11	TAC holds Public Hearing on the Draft 2011-2020 MTIP (evening meeting) & provides direction to the TCC.
16	Dec-Feb	Local agencies review and comment on the Draft 2011-2020 MTIP.
17	23-Feb-11	TCC considers public comments and recommends approval of 2011-2020 MTIP.
18	9-Mar-11	TAC considers approval of Final 2011-2020 MTIP and Air quality conformity Determination
19	13-Apr-11	TAC approves final 2011-2020 MTIP and Air Quality Conformity Determination
20	20-Apr-11	MPO transmits 2011-2020 to NCDOT Secretary of Transportation

No.	Due Date	Task
21	Apr-May	Reconciliation of 2011-2020 MTIP and 2011-2020 STIP
22	July 11	Board of Transportation approves FY 2011-2020 STIP
23	1-Oct-11	Federal Approval of TIP

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 8, 2010

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

This memorandum provides a summary status of tasks for projects in the FY 2010-2011 Unified Planning Work Program.

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

2010-2011 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- Draft CTP – December 2010/January 2011 – Depends on NCDOT Schedule
- 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
- Local agency review - ongoing
- Study completion – March 2011

Commercial Vehicle/Freight Survey (TRM Service Bureau Project)

- ✓ Project near completion
- Final Report/Draft Dataset – December 2010

GIS/Data Integration and Automation

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase 2 to commence in January 2011

Land-use Model Development

- ✓ Multi-year project in progress
- ✓ Phase 1 completed
- ✓ Sensitivity analysis and testing in progress
- Phase 2- Parcel level model for DCHC – To commence in January 2011
 - Initial database – TBD
 - Initial model estimation – TBD
 - Initial calibration – TBD

Non-Motorized Model Development

- ✓ Phase 1 completed.
- ✓ Phase 2 completed
- Sensitivity analysis and testing in progress

MPO Parking Survey and Study (postponed)

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

MPO Community Viz. Scenarios Planning and Visualization

- Project kick- off in November 2010

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:** 9/17/2010
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:** 4.79%
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:** 10/15/2010
Last Estimate Thru: 7/31/2010 **Scheduled Progress:** 99.9%
Last Estimate Paid: 8/16/2010 **Actual Progress:** 87.67%

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:** 0.31%
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: 7/31/2010 **Scheduled Progress:** 18.3%
Last Estimate Paid: 8/16/2010 **Actual Progress:** 23.32%

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:** 0.86%
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: 8/7/2010 **Scheduled Progress:** 47.75%
Last Estimate Paid: 8/13/2010 **Actual Progress:** 40.93%

Contract Number: C202340 **Route:** SR-1321
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-3804
Length: 1.07 miles **Federal Aid Number:** STM-0505(50)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: SR-1321 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE).
Type of Work: GRADING, DRAINAGE, PAVING, AND SIGNAL.
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT
Contract Amount: \$4,222,625.78 **Cost Overrun/Underrun:**
Availability Date: 8/30/2010 **Letting Date:** 7/20/2010
Completion Date: 6/15/2012 **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

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:** 9.68%
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:** 9/15/2010
Last Estimate Thru: 7/15/2010 **Scheduled Progress:** 100%
Last Estimate Paid: 8/2/2010 **Actual Progress:** 97.15%

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:** 0.64%
Availability Date: 3/15/2010 **Letting Date:** 1/19/2010
Completion Date: 12/16/2010 **Work Began:** 8/4/2010
Revised Completion Date: **Estimated Completion:** 12/16/2010
Last Estimate Thru: 8/7/2010 **Scheduled Progress:** 3.87%
Last Estimate Paid: 8/12/2010 **Actual Progress:** 6.82%

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:** 0%
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: 8/7/2010 Last Estimate Paid: 8/24/2010	Estimated Completion: 9/15/2010 Scheduled Progress: 100% Actual Progress: 26.77%
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: 8/22/2010 Last Estimate Paid: 8/26/2010	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: 21% Actual Progress: 21.23%
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: 8/4/2010 Last Estimate Paid: 8/9/2010	Route: NC-147 County: Durham TIP Number: B-4700AD Federal Aid Number: BRNHS-000S(370) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 0% Letting Date: 3/18/2010 Work Began: 6/15/2010 Estimated Completion: 9/12/2010 Scheduled Progress: 7% Actual Progress: 38.81%
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	EL-4601	Morgan Creek Greenway	Construct Greenway	\$940,000	ARRA- Sullivan Eastern =16.5% compl.Invoice #1 reimbursed 5/18/10; Inv. #2 app. for reimbursement
Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	ARRA- WC Construction =100% compl.; M.A. compl. 7/14/10-revised to 9/14/10; invoice reimbursement pending final inspection
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- =100% compl.-rev. compl. 7/30/10
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; 94.89% 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= 65% compl.
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.- vehicles have been received by C.H. Transit
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= 50% compl.

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

Orange	U-3306 34913.3.ST1 STM-1733 (16)	SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	Grading, drainage, paving, signals, curb and gutter, retaining wall	\$13.4 million	Yates Construction Co., Inc. to be compl. by 6/15/13; pre-con 8/27/10
Orange	U-4704	Chapel Hill- Carrboro	Computerized Traffic Signal System	\$5.175 million	ARRA-Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga. =13.04% 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.= 100% compl. ; reimbursement #1 on 6/15/10; M.A. compl. 7/2/10-rev. to 9/2/10; inv. reimbursement pending final inspection
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; =100% compl. ;reimburse ment #1 on 6/15/10;; M.A. compl. 7/2/10-rev. to 9/2/10; inv. reimbursement pending final inspection
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 =36.5% compl. ; structure design has made recommendation s ; M.A. compl. 1/16/11; inv. reimbursed
Orange	U-4726 IA	Chapel Hill	ADA ramps at selected locations	\$53,924.00	ARRA- Econ International =100% compl. ; M.A. compl. 7/16/10-rev. to 8/31/10; inv. reimbursement pending

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

Orange	U-4726 IB	Chapel Hill	Raised crosswalks/traffic calming	\$65,189.00	ARRA -Turner Asphalt =100% compl.; M.A. compl. 7/16/10-rev. to 8/31/10; inv. reimbursement pending
Orange	U-4726 IC	Chapel Hill	Pedestrian safety improvements (refuge islands @ 7 locations)	\$370,014.80	ARRA-Econ International=100% compl.-M.A. compl. 7/16/10-rev. to 8/31/10; inv. reimbursement pending
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=100% compl. - Supplemental construction agreement to be paid by Town; Final insp. held 4/30/10; Final 5/27/10; M.A. compl. 7/16/10-rev. to 8/31/10; inv. reimbursement pending
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA, STP-DA, & Contingency - S.T. Wooten Corp.=21.06% compl.; Inv. #1 reimbursement on 6/3/10; Inv. #2 app. for reimbursement; M.A. compl. 7/24/11-rev. to 9/17/11
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date

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	Design by District- F.A. const. to begin after U-4726 IE and M.A. w/UNC/Town for crosswalks, WCR, & ped heads- staking by District underway
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 sent to Town for execution 3/9/10; Const. FY '10-'11
Orange	43030	SR 1843 (Seawell School Rd.)	Safety improvements near railroad crossing #736157R (signing, tree removal, grading for visibility, paved shoulders, wedging, short overlay & snow-plowable pavement markers)	\$45,000	F.A. construction to be co- ordinated w/ 2011 resurfacing
Orange	7CR.10681.16 7CR.20681.16	NC 54 from 560' west of Greenwood Dr. to County line and 11 sections of secondary roads	Milling, resurfacing and shoulder reconstruction	\$3.028 million	S.T. Wooten Corp. = 55.2% compl.
Orange	B-4216	SR 1002 (St. Mary's Road)	Replacement of Bridge # 66 over Stroud's Creek	\$800,000	Dane Const. Inc.= 69.69% 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 - =42.91% compl.; grinding compl.- joint sealing underway
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 8/9/10 and compl. all lanes in one direction by Dec.-lanes in other direction will be compl. by 7/15/11

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

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	JP env. field review 4/21/10; DPOC pending signal design ; R/W compl.-final utility & signal meeting 7/30/10; signal plans being revised -multi-use pole
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
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
Orange	SS-4907AC 43040.1.1 PE 07-10-727	SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	Installation of a left turn lane on Erwin Rd. and a traffic signal		Survey pending
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

**TARPO TCC/TAC Meeting
Division 8 Project Report**

COUNTY	WBS #	ROUTE	DESCRIPTION	TOTAL FUNDING ALLOCATION	CONTRACT BID AMOUNT	STATUS
Chatham	8CR.20191.12	6 sections of secondary roads	Contract resurfacing	\$2,600,000.00	\$2,155,954.37	Riley Paving, Inc. began work on 6/28/10; Currently at 46.1% complete; Sceduled completion is 8/13/10;
Chatham	42221	NC 87 from south of SR 1516 to north of SR 1516	Construct elliptical roundabout near CCCC in Pittsboro	\$399,750.00	\$584,478.20	Sanford Contractors, Inc began work on 4/19/10; Currently at 84.2% complete; Scheduled completion date is 8/13/10; Economic Stimulus Project
Chatham	41848.3 SS-4908K	US 64 and SR 2229 (Treatment Plant Road)/SR 1363 (Pearlman Teague Road)	Island construction and improvements to accommodate U-turns	PE: \$28,708.28 ROW: \$11,000.00 CONST: \$346,600.00	\$237,788.60	Let on 5/27/10; Awarded to S.T. Wooten Corp.; Availability date is 6/28/10; Scheduled completion date is October 29, 2010
Chatham	33710.3.1 4459	B NC 42	Structure replacement of #56 over Buckhorn Creek and approaches	PE: \$76,000.00 ROW: \$55,000.00 CONST: \$1,600,000.00	\$1,307,174.12	APAC-Thompson Arthur began work on 8/5/10; Currently at 0% complete; Scheduled completion date is 12/31/11.
Chatham	8CR.10191.14	US 1 from the Lee Co. line to Wake County and 3 sect of Secondary Roads	Contract Resurfacing	\$2,900,000.00		Letting scheduled for 8/17/10. Rescheduled for special letting on 9/7/10.
Chatham	45127.3.1 C-5116	NC 87	Curb & gutter and sidewalk installation in Town of Pittsboro	PE: \$21,521 CONST: \$210,479		Anticipated letting in September 2010.

DOT will start work on \$9.6 million upgrade for Weaver Dairy Road

Submitted by Bruce Siceloff on 08/04/2010 - 12:02

NCDOT is expected to award a contract this week for a three-year, \$9.6 million project ([see map](#)) to upgrade Weaver Dairy Road on the north side of Chapel Hill.

It features a new roadway that will extend Sage Road west from Old Erwin Road, connecting with Weaver Dairy near East Chapel Hill High School. The connection to Sage will turn Weaver Dairy Road into a direct link between N.C. 86 and to U.S. 15-501, paralleling Interstate 40.

The project runs 2.8 miles from N.C. 86 to Old Sterling Drive. Yates Construction Co. of Stokesdale is the apparent low bidder, at \$9.6 million for a job DOT had estimated at \$10.8 million. Construction could begin as soon as Aug. 30, with work to be completed by June 2013.

Published Thu, Aug 05, 2010 05:22 AM

Modified Thu, Aug 05, 2010 12:40 AM

Triangle road projects shifted

bruce.siceloff@newsobserver.com Published Thu, Aug 05, 2010 05:22 AM

New projects to widen parts of Triangle interstates, U.S. highways and the Beltline in Raleigh have been added to a 10-year work plan released Wednesday by the state Department of Transportation.

The statewide work plan is based on Gov. Bev Perdue's promise to replace political influence with open, objective criteria in deciding which projects should be built first.

"She pledged that we would be open, transparent and data-driven in our transportation planning," Jim Trogdon, DOT's chief operating officer, said Wednesday at a meeting of the Board of Transportation.

The new plan will be distributed for public comment statewide before its formal adoption in August 2011.

Transportation officials made few scheduling changes in roadwork lined up for the next five years, but they added new projects or adjusted the timetables for old ones between 2015 and 2020.

Federal aid legislation will cost state \$61.5M in road funding

08.12.10 - 10:22 pm

But bill will bring in \$347M in Medicaid subsidies

By Ray Gronberg

gronberg@heraldsun.com; 419-6648

DURHAM -- A federal aid bill passed Tuesday to help states pay for Medicaid and education jobs will cost North Carolina some of its road-construction subsidies, thanks to efforts by Congress to avoid adding to the federal deficit.

The \$26 billion aid package included a number of so-called "offsets" that covered its costs by cutting other programs or raising revenue.

They included a \$2.2 billion nationwide "rescission" of previously authorized but so-far unspent highway aid.

North Carolina's share of that is \$61.5 million -- and to absorb the loss, officials at the N.C. Department of Transportation have already passed the word to local governments that they'll be looking for moribund projects to take off the books.

The good news in that, city Transportation Director Mark Ahrendsen said, is that the feds are giving states room to make their own decisions about how to absorb the cut.

Unlike previously threatened rescissions, "this one is allowing the state DOTs a little more flex in how they distribute that cut among the different [highway funding] programs," Ahrendsen said.

He was alluding to a rescission threatened last year that would have taken nearly \$7 million away from projects in the Durham, Chapel Hill and Carrboro areas.

That cut never took hold, as Congress this spring resolved an \$8.7 billion highway-funding dispute that had split House and Senate, and Democrats and Republicans, for months.

But Ahrendsen said local officials will be keeping an eye on how the new rescission plays out, as the last one had seemed likely to fall disproportionately on the state's major cities.

This time, they hope to work with DOT to "spread [these] cuts evenly across the state," he said.

Meanwhile, a key state legislator said the new aid bill was a plus for North Carolina because of the \$347 million in Medicaid subsidies it'll bring here.

General Assembly budget-writers had hoped the feds would provide nearly \$519 million in Medicaid assistance, but they made contingency plans for a smaller allocation, said state Rep. Mickey Michaux, D-Durham, senior chairman of the House Appropriations Committee.

The \$172 million gap between what they expected and what the bill provided will force the state to balance the budget by drawing money from disaster relief and lottery funds, by taking interest revenue from departments and other savings, and by reducing Medicaid provider rates.

Nonetheless, "we'll take what we can get," Michaux said.

He added that state legislators next spring will likely need to figure out how to close about a \$3 billion gap in the fiscal 2011-12 budget.

About \$1.2 billion of that comes from the scheduled expiration of an assortment of temporary taxes and the rest from the burn-off of aid from the 2009 federal economic-stimulus bill.

Because the economy continues to lag, "there's nothing pretty in this whole thing," Michaux said.

Thursday, August 19, 2010, 11:25am EDT

New site gives citizens chance to lobby NCDOT for major roadwork

Triangle Business Journal – August 19, 2010 by [Chris Baysden](#)

Tired of the Triangle not having enough road construction money to reduce congestion on your morning commute? Now you can do something about it.

The North Carolina Department of Transportation has set up a “**Citizen Connect**” **online forum** to gather feedback on how money from a new mobility fund should be spent. The fund, which was created this year, is designed to pay for major transportation projects of statewide significance that are so expensive that it’s difficult to fund them using current methods.

Secretary of Transportation Gene Conti says that the fund will have \$173 million in it over the next three years. About \$130 million of that already is slated to help pay for a Yadkin River bridge project in Cabarrus and Rowan counties. But that leaves \$40 million or so – no small chunk of change – that the department doesn’t yet know how it will spend. NCDOT is asking North Carolina residents to tell it what criteria should be used in deciding how the money is spent – giving Triangle drivers a chance to lobby for the money.

Or you can e-mail comments to Don Voelker, director of NCDOT’s Strategic Planning Office of Transportation, at djvoelker@ncdot.gov.

The mobility fund’s funding comes from unused gap funds and reductions in the amount of money transferred from the Highway Trust Fund to the General Fund. Citizens have until Sept. 9 to share their comments.

The Citizen Connect web address is: <http://ncdot.newkind.com/>

Reporter e-mail: cbaysden@bizjournals.com

Board unhappy with pace of paving projects

08.23.10 - 09:49 pm

By Ray Gronberg gronberg@heraldsun.com; 419-6648

DURHAM -- County Commissioners voiced unhappiness Monday with the pace of the N.C. Department of Transportation’s street-paving work on Mangum and Roxboro streets.

Pavers milled down the asphalt on the two roads in June, leaving a bumpy passage for motorists. Work has slowed since, DOT engineers say, because they found sinkholes and other subsurface problems that have to be fixed before new pavement goes down.

DOT is still pushing contractors to finish the job by Sept. 16, but it likely will take the pavers "a little" extra time to wrap things up, Division 5 Engineer Wally Bowman told county officials on Monday.

But County Commissioner Joe Bowser said the delay motorists have already seen isn't going down well, especially when paving work in neighboring communities like Chapel Hill seems to be moving quickly.

"For DOT to mill roads like that and leave them for months at a time is not right," Bowser said.

He added that he decided to pipe up after hearing from one woman that an exposed manhole had knocked a hole in her vehicle's fuel tank.

Another commissioner, Ellen Reckhow, said she thought DOT could have done a better job of announcing its plans and then, after discovering the problems, warning residents that the job might take longer than engineers first thought.

"Citizens are more tolerant when they know what's going on," she said. "Better communication would have been more helpful."

Bowman's appearance Monday was his second this month before an elected board in Durham.

He's previously addressed the issue at the City Council's Aug. 2 meeting, at the request of administrators who said they'd fielded a number of complaints about the paving project.

Bowman stressed Monday that surprises, some unpleasant, are inevitable when the agency and its contractors open up the pavement of major urban streets, and paving contractors like the one DOT hired for the downtown job aren't normally expected to deal with problems like sinkholes, he said.

Once they turned up, engineers from DOT's Raleigh headquarters had to study the situation and suggest repairs.

Durham's problems actually aren't even the worst pavers in the area have run into, Bowman said, noting that a similar project on Glenwood Avenue in Raleigh went awry after part of its concrete foundation crumbled. The agency is now rebuilding a third of a mile of that road.

Bowman also stressed that Triangle cities are fortunate that the agency received federal stimulus dollars that officials in the Division 5 office chose to invest in maintenance instead of road widening or new construction.

A DOT spokesman, Steve Abbott, said earlier that the agency in January let contracts for \$6 million in state-paid paving work in Durham, roughly \$1.1 million more than the year before.

The countywide paving effort was supposed to hit 23.3 miles of streets, a mile less than in 2009, but the stimulus bill is funding an extra \$12.1 million of work in Durham County this year, targeting 15.9 miles.

Abbott said the per-mile cost of the stimulus work here this year is higher because much of it targets interstate and divided highways.

The agency also spent \$4.7 million in stimulus money on paving in Durham last year, repairing 16.6 miles of roads.

City officials ask chamber to back \$20M paving bond

08.25.10 - 09:01 pm

By Ray Gronberg gronberg@heraldsun.com; 419-6648

DURHAM -- Key chamber leaders met recently with City Manager Tom Bonfield to discuss the request, and two of their committees will hear the city's pitch on Sept. 7, chamber President Casey Steinbacher said.

That schedule would put the chamber on track to weigh in later that month, she said.

City officials are planning similar outreach to Durham's Partners Against Crime groups, the Inter-Neighborhood Council and the community's three main political-action committees.

Public Affairs Director Beverly Thompson is coordinating the preparatory work.

"They're going to put me on the road for a couple months after Labor Day," City Manager Tom Bonfield said, signaling that his meeting with the chamber would be the first of many with community organizations to discuss the bond.

Mayor Bill Bell and other elected officials are urging the staff on.

"We're going to try to be as informative as we can be in terms of getting information out to the general public [about] what the need is," Bell said, adding that he's convinced the bond issue is "the best way" to deal with the city's paving backlog.

Chamber officials, however, said they prodded Bonfield to explain why officials want to float another bond just three years after they last put one for streets on the ballot.

Lawyer Bill Brian, chairman of the chamber's local-government committee, noted that he and other leaders of the business group had thought city officials would backstop the 2007 bond with larger cash allocations for maintenance.

But that hasn't happened yet. Former City Manager Patrick Baker's lame-duck budget request for fiscal 2008-09 didn't push the issue, and Bonfield's two budgets have focused on containing the lagging economy's potential to damage city operations.

Bonfield, however, has signaled that he intends to address paving head-on in fiscal 2011-12.

In a Herald-Sun op-ed published earlier this month, he noted that administrators intend to "build ongoing street repaving funds, about \$5 million a year, into the budget."

Brian said he was pleased to hear that Bonfield and his staff are developing a long-lead, five-year financial plan, and added that paving and other maintenance suffered in the 1990s when city officials' desire to hold the line on taxes led to penny-pinching.

The present lack of a cash backstop for the 2007 bond "doesn't necessarily mean somebody screwed up," particularly in light of the economic slowdown, Brian said.

Now, "we can defer the maintenance further or go out and try to do something about it," he added.

The city's bond drive would mostly target neighborhood-level streets. The N.C. Department of Transportation, meanwhile, has stepped up repaving efforts on the major state-owned roads it's responsible for in Durham.

Part of that effort, the resurfacing of Roxboro and Mangum streets downtown, has drawn criticism from some residents and elected officials because it bogged down in June after contractors removed the top-most layers of asphalt.

DOT officials have said the asphalt removal uncovered problems with the foundations of the two roads. After studying the situation and negotiating with pavers, they're in the midst of signing deals that should allow work to resume later this week.

Once it does, pavers would likely need a week or two to remove waterlogged soil and reinforce the roadbed with fabric and rocks, Division 5 Engineer Wally Bowman said.

They can then begin laying down new asphalt, which will take another week or two, depending on the weather.

Engineers still hope the work can wrap up by Sept. 16, the project's original completion deadline, but are willing to give pavers extra time if need be, Bowman said.

DOT's explanations haven't satisfied County Commissioner Joe Bowser.

Late Tuesday, he e-mailed a constituent to say he thought local officials were "not getting the truth from DOT" but didn't "have the leadership that will force them to treat us as they do other communities."

City officials, however, have prodded the agency to move things along.

Bell said their own experience with streetscape projects has taught them there are plenty of surprises under downtown Durham's streets that can trip up anyone who takes on a major road rehab there.

The mayor also noted that he and other officials had urged DOT to do more paving in the city, and are pleased that federal stimulus dollars allowed the agency to widen its efforts.

For now, "I'll just wait to see where we are on Sept. 16," Bell said.

Connector ridership hits 1,026 in a day

08.29.10 - 10:09 pm

By Ray Gronberg gronberg@heraldsun.com; 419-6648

DURHAM -- Weekday runs of the Bull City Connector served anywhere from 370 to 1,026 passengers during the new downtown shuttle's first week and a half of operation, city figures show.

The daily trend does appear on its way up, which has city officials feeling encouraged that the connector will eventually meet its ridership targets.

"We're on track," Transportation Director Mark Ahrendsen said.

Ahrendsen said officials have assumed ridership on the Duke University/Golden Belt shuttle would build over time, rising as more people find out about it.

They figured it would be serving 25 riders an hour after a month, 35 an hour after six months and 45 an hour after a year, Ahrendsen said.

Because it takes more than one bus to operate the service, those figures translate into daily targets of 1,125 riders after a month, 1,575 riders after six months and 2,025 after a year.

The connector carried only 370 riders on Aug. 16, the day of its launch, but by mid-week daily boardings had risen into the 600s. The early peak of 1,026 passengers came on Aug. 20, a Friday.

The Bull City Connector also runs on Saturday. Its initial weekend runs on Aug. 21, served 304 riders.

Ridership was up again early this week, with 758 boardings occurring on Monday, 828 on Tuesday and 863 on Wednesday. Figures from Thursday and Friday weren't available yet.

The eventual 45-passenger-an-hour target for the route would clock in well above the system-wide average for the Durham Area Transit Authority, which Ahrendson said as a whole serves between 28 and 30 riders an hour.

The Aug. 20 peak was partly fueled by nighttime boardings. About 30 percent of the date's passengers rode the connector after 6 p.m.

The connector's selling points to riders are that it's fare-free, and that a bus serving the route will be along every 15 minutes during the day and every 20 minutes at night and on Saturday.

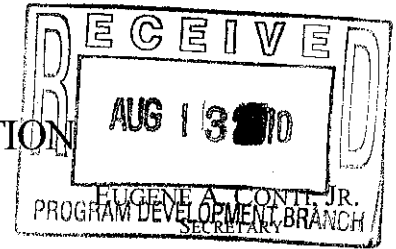
A parallel move to offer free boardings on DATA's Route 5 from Cecil Street to downtown to people affiliated with N.C. Central University has also shown some signs of success.

Anywhere from 13 to 162 people took advantage of that offer during the opening days of operation. The peak again came on Aug. 20, the first Friday of the new service.

Officials are hoping the connector and the Route 5 offer will make it easier for people to get to and from jobs at Duke, N.C. Central and downtown, and encourage them to patronize businesses in the area.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION



BEVERLY EAVES PERDUE
GOVERNOR

August 11, 2010

Craig N. Benedict, AICP
Planning Director
Orange County Planning Department
P. O. Box 8181
Hillsborough, NC 27278

Subject: TIP Project EB-4980, Orange Grove Road Pedestrian Bridge

Dear Mr. Benedict:

The Division of Bicycle and Pedestrian Transportation is updating its current five-year work plan. This letter is to advise the County that we have conducted a study of the proposed Orange Grove Road Pedestrian Bridge (EB-4980) and recommend removing it from the TIP Schedule. The attached study found the cost could not be justified due to a lack of necessary supporting pedestrian facilities along Orange Grove Road, along Oakdale Drive and along New Grady Brown School Road. The absence of sidewalks and sparse residential development seem to be reasons why few pedestrians are currently walking along Orange Grove Road to the schools on New Grady Brown School Road.

If a project to provide a sidewalk system or a multi-use trail between the schools and Oakdale Drive gains support with funding, the Orange Grove Road Pedestrian Bridge Project can be submitted to NCDOT through the MPO as a future TIP project.

If you do not agree with our intention to remove Project EB-4980 from the current five-year work plan, please contact us in writing within thirty days. If you need additional assistance, feel free to contact Mr. Kumar Trivedi, P.E., Senior Facilities Design Engineer at 919-807-0779.

Sincerely,

Thomas P. Norman
Thomas P. Norman
Director

TPN/kat

Attachment

cc: Mr. Mike Stanley, PE, TIP Development Unit
Ms. Margaret Hauth, Director of Planning, Town of Hillsborough

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
DIVISION OF BICYCLE & PEDESTRIAN TRANSPORTATION
1552 MAIL SERVICE CENTER
RALEIGH NC 27699-1552

TELEPHONE: 919-807-0777
FAX: 919-807-0768

WEBSITE: WWW.DOT.STATE.NC.US/TRANSIT/BICYCLE/
EMAIL: TNORMAN@DOT.STATE.NC.US

LOCATION:
401 OBERLIN ROAD
SUITE 250
RALEIGH NC 27605