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Town of Chapel Hill  
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City of Durham  
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NC Department of  
Transportation  
Town of Hillsborough

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

**AGENDA**

**November 16, 2011  
9:00 am**

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

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

**ACTION ITEMS**

**4. Approval of October 26, 2011 TCC Meeting Minutes  
Attachment 4**

A copy of the October 26, 2011 minutes is enclosed as Attachment 4.

**TCC Action:** Approve minutes of the October 26, 2011 TCC meeting.

**5. FHWA Presentation on Interstate Access Policy  
Attachment 5  
Joe Geigle, FHWA**

Joe Geigle will provide a presentation on FHWA's updated Interstate Access Policy.

**TCC Action:** Receive presentation.

**6. NC 54 Corridor Study  
Attachment 6, 6A  
Leta Huntsinger**

A presentation on the NC 54 Corridor Study will be given. The Executive Summary is Attachment 6. The TAC will be asked to release the draft report for public comment in December. The review and approval schedule is in Attachment 6A. The draft report will be posted on the NC 54 Corridor Study website <http://www.nc54-i40corridorstudy.com/> following the December 14 TAC meeting.

**TCC Action:** Recommend that the TAC release the NC 54 Corridor Study Draft Report for public comment.

## **7. 2040 Long Range Transportation Plan and Comprehensive Transportation Plan**

### **Attachment 7, 7A, 7B**

**Andy Henry, LPA Staff**

The TCC will receive an update on development of the 2040 Long Range Transportation Plan (2040 LRTP), Comprehensive Transportation Plan CTP) and MPO Collector Street Plan (CSP). Attachment 7 is a current schedule for these projects. The next steps include:

- TAC release Goals, Objectives and Targets, and Public Involvement Plan for public comment at December 2011 TAC meeting;
- TAC release Socioeconomic Data for public comment at January 2012 meeting (including 2010 and 2040 forecast values by TAZ);
- TAC review Deficiency Analysis at February 2012 TAC meeting; and,

The TCC will review the proposed Goals and Objectives (Attachment 7A) and Targets (Attachment 7B) and make a recommendation to the TAC to release these documents for public review at the December TAC meeting. The public involvement activities will include:

- Email, postal mail and public notices of the public review period and activities;
- Online survey, and;
- Public hearing at the January TAC meeting.

**TCC Action:** Review Goals and Objectives and Targets, provide comments and make recommendation to TAC.

## **8. FY 2012 UPWP – Amendment #1**

**Attachments** (*to be handed out during the meeting*)

**Maricia Brown, LPA Staff**

The TAC approved the 2011-2012 UPWP on May 11, 2011. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs.

Funds that would not be expended during the current fiscal year must be de-obligated through an amendment in order for the funds to be available for programming in subsequent fiscal years. Some changes also reflect changes in task activities that warrant a re-allocation between tasks that have no effect on the overall program amounts. The change in the LPA funding program reflects an increase of planning funds by way of shifting a portion of the STP-DA funds to be used for the planning phase of several bike/ped construction projects to the U-4727 UPWP planning activity project.

**TCC Action:** Recommend that the TAC approve the resolution adopting Amendment #1 to the FY 2011-2012 Unified Planning Work Program.

## **9. FY 2012-2018 MTIP – Amendment #1**

**Attachment 9**

**Ellen Beckmann, LPA Staff**

Amendment #1 to the FY 2012-2018 MTIP includes changes needed to add two projects:

- Triangle Ramp Metering Study
- Statewide Traffic Separation Study Implementation and Closure

And modify three projects:

- C-5230 Durham Traffic Signal Controller Upgrade - delay
- EL-2921E Durham American Tobacco Trail – delay and increase in funds to reflect TAC’s action from September
- EL-4999 Durham Acquisition of Rail Corridors and Construction – delay
- C-4928 Morreene Road Bike/Ped – decrease planning funding
- U-4724 Cornwallis Road Bike/Ped – decrease planning funding
- U-4726 – DCHC Bicycle and Pedestrian Allocation – decrease planning funding for Carpenter Fletcher Road (HO) and Hillandale Road (HK)
- U-4727 – DCHC Unified Work Program – increase funding

Some of the modifications are needed to move PE funding for four Durham bike/ped projects to U-4727. The City of Durham will use the funding to contract out functional designs for the projects. Moving the funds to U-4727 expedites the obligation and contracting process. After the functional designs are complete, the City will complete final designs and construction. For Cornwallis Road, Carpenter Fletcher Road, and Hillandale Road, the cost of functional design is lower than the programmed PE STPDA funding. The excess funds were moved to the construction phase. There is no net change in STPDA funding.

**TCC Action:** Recommend that the TAC approve Amendment #1 to the FY 2012-2018 MTIP.

### **10. FY 2014-2020 Transportation Improvement Program – Regional Priority List**

#### **Attachment 10, 10A, 10B**

**Ellen Beckmann, LPA Staff**

The DCHC MPO has begun creating our MPO Regional Priority List for the FY 2014-2020 Transportation Improvement Program. Attachment 10 is a memo describing the priority list, schedule, and TCC recommendation. The TCC’s recommendation is provided as Attachment 10A. Public comments that have been received are provided as Attachment 10B. The MPO’s project rankings are due December 16, 2011.

**TCC Action:** Review public comments. Consider changes to the TCC’s recommendation.

### **11. Triangle Regional Transit Program – Locally Preferred Alternative**

#### **No Attachment**

**Patrick McDonough, Triangle Transit**

LPA Staff anticipates the following schedule for the Locally Preferred Alternative:

- Public comment period closes – January 4 (one week before the public hearing)
- TAC conducts public hearing – January 11.
- TCC recommends Locally Preferred Alternative – January 25.
- TAC reviews and takes action on Locally Preferred Alternative – February 8.
- Deadline for providing Locally Preferred Alternative to Triangle Transit – February 15.

At this time, the following local reviews are scheduled:

- Town of Chapel Hill – 11/14/11 public forum;
- Orange Board of County Commissioners – 11/15/11 regular meeting;
- Durham Board of County Commissioners – 12/05/11 work session; and,
- Durham City Council – 12/08/11 work session.

The full set of Alternatives Analysis reports and information for obtaining electronic and printed copies is on the [www.ourtransitfuture.com](http://www.ourtransitfuture.com) Web site.

**TCC Action:** Review proposed schedule and any additional activities related to the regional rail effort, and make recommendations to TAC if appropriate.

### **REPORTS FROM STAFF:**

#### **12. Reports from Staff**

**Attachment 12**

**Felix Nwoko, LPA Staff**

**TCC Action:** Receive Report from staff

#### **13. Report from the Chair**

**No attachment**

**Mark Ahrendsen, TCC Chair**

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

#### **14. NCDOT Report**

**Attachment 14**

**Wally Bowman, Division 5 – NCDOT**

**Mike Mills, Division 7 – NCDOT**

### **INFORMATIONAL ITEMS:**

**Adjourn**

**Next meeting: December 21, 2011**

**\*\*\*\*\*Moved up one week due to the holidays\*\*\*\*\***



42 **PRELIMINARIES:**

43 **Adjustments to the Agenda**

44 David Bonk requested to move agenda item #12 up after the approval of the minutes.

45 **Public Comments**

46 There were no comments from the public.

47 **ACTION ITEMS:**

48 **Approval of September 26, 2011 TCC Meeting Minutes (Attachment 4)**

49 A motion was made by David Bonk and seconded by John Hodges-Copple for the approval of the  
50 September 26, 2011 TCC Meeting Minutes. The motion carried unanimously.

51 **FY 2014-2020 Transportation Improvement Program – Regional Priority List (Attachments 5 and 5A)**

52 Ellen Beckmann provided an introduction for the FY 2014-2020 Transportation Improvement  
53 Program – Regional Priority List, along with the attachments.

54 John Hodges-Copple asked the status of the special allocation for the Duke Beltline trail, and  
55 Mark Ahrendsen stated there was a federal earmark in the last federal authorization bill which to our  
56 knowledge hasn't been rescinded yet, but is subject to being rescinded. The amount included on the  
57 Priority List is over and above the earmark and would pay for the entire project. Dale McKeel stated the  
58 original idea was for the construction of the trail on the corridor once it was acquired. The earmark is  
59 probably not enough for the acquisition. Discussions are still ongoing.

60 David Bonk is concerned about the expansion of DATA vehicles. Pierre Osei-Owusu explained  
61 DATA's expansion plans. Mark Ahrendsen added that this would enable us to implement the transit  
62 plan after the referendum. Patrick McDonough and Chris Lukasina with CAMPO provided a clarification  
63 on the ranking of the transit projects.

64 Joey Hopkins is concerned that the TCC subcommittee didn't assign any points to the I-40  
65 managed lanes project. He is assuming this is a project that the MPO would support and if so, he is

66 concerned that not assigning any may send the wrong message. David Bonk asked where the funding  
67 would come from for this project and Mr. Hopkins stated it would be the same as funding for any  
68 project. Mr. Hopkins stated if it is not a priority to the MPO, it's no problem. But, if it is a priority, then  
69 we need to assign points so other projects don't rank higher because they received points.

70 Dale McKeel stated there is a modernization project on the first page of the highway, Old NC 86  
71 from I-40 to Eubanks Road. The description says widen the outside lanes. After discussion, it was  
72 decided the description should be clearer.

73 A motion was made by David Bonk and seconded by Scott Whiteman to endorse the  
74 recommendation of the TCC subcommittee with the clarification that Dale McKeel mentioned regarding  
75 the Old NC 86 project and removing Project 1370 from the transit sheet and to release this list for public  
76 comment. The motion carried with Joey Hopkins opposing.

77 **2040 Long Range Transportation Plan and Comprehensive Transportation Plan (Attachment 6)**

78 Andy Henry provided an update on the 2040 Long Range Transportation Plan and  
79 Comprehensive Transportation Plan, along with the attachment.

80 Margaret Hauth asked that staff receive a notification of the subcommittee meetings that are  
81 scheduled immediately after the TCC and TAC meetings.

82 Andy Henry stated there will not be a subcommittee meeting after the meeting today.  
83 However, Matt Noonkester will be available to discuss the Community Viz project.

84 **Imagine 2040 Scenario Planning (No Attachments)**

85 Matt Noonkester, with Seven Hills Town Planning Group, Inc., provided a PowerPoint  
86 Presentation on the Imagine 2040 Scenario Planning.

87 **New Freedom (FTA Section 5317) Grant Program – 2006-2009 POP Amendment (Attachments 8, 8A,**  
88 **and 8B)**

89

90 Maricia Brown provided an introduction for the New Freedom (FTA Section 5317) Grant  
91 Program – 2006-2009 POP Amendment, along with attachments.

92 Brian Litchfield provided an update and stated that the Town of Chapel Hill has the matching  
93 funds. A preliminary route and schedule has been designed and should be starting in January 2012.

94 Andy Henry stated if there is a delay please let staff know as soon as possible. Brian Litchfield  
95 stated it is a priority for the Town of Chapel Hill and we don't want the funds to lapse.

96 Maricia Brown stated all projects are supposed to be a one year turnaround unless there's an  
97 emergency.

98 A motion was made by Andy Henry and seconded by David Bonk to approve Option B and  
99 recommend TAC approval of the 2006-2009 programs of projects with the proposed adjustments. The  
100 motion carried unanimously.

101 **FY 2011 UPWP – Amendment #3 (Section 5307 grant funds only) (Attachment 9)**

102 Maricia Brown provided an introduction for the FY 2011 UPWP – Amendment #3 (Section 5307  
103 grant funds only), along with the attachment.

104 A motion was made by Pierre Osei-Owusu and seconded by Andy Henry to recommend TAC  
105 approval of the resolution and supporting documents for the FY 2011 UPWP Amendment #3. The  
106 motion carried unanimously.

107 **FY 2012 UPWP – Amendment Schedule (No Attachments)**

108 Maricia Brown provided an introduction for the FY 2012 UPWP – Amendment Schedule.

109 Brian Litchfield asked if there can be an amendment if we are awarded a project after the  
110 December deadline. Ms. Brown stated an amendment can be done at any time. The LPA staff is just  
111 trying to establish a normalcy for items.

112 **FY 2013 UPWP – Development Schedule (Attachment 11)**

113 Maricia Brown provided an introduction for the FY 2013 UPWP – Development Schedule, along  
114 with the attachment. The LPA staff needs to provide expectations to the local planners.

115 A change was made to the memo changing the date on item #2 to November 4, 2011.

116 A motion was made by Scott Whiteman and seconded by Margaret Hauth to recommend TAC  
117 approval of the schedule for development of the FY 2012-2013 UPWP with the one change noted above.  
118 The motion carried unanimously.

119 **Ephesus Church Road/Fordham Boulevard Small Area Planning and Traffic Analysis (Attachment 12)**

120 Dwight Bassett, Economic Development Officer with the Town of Chapel Hill, provided a  
121 PowerPoint presentation on the Ephesus Church Road/Fordham Boulevard Small Area Planning and  
122 Traffic Analysis. There was a discussion regarding the transit in this area.

123 **Triangle Regional Transit Program – Locally Preferred Alternative (No Attachment)**

124 Patrick McDonough provided an update on the Triangle Regional Transit Program – Locally  
125 Preferred Alternative. Meetings have been scheduled with the Town of Chapel Hill on November 14,  
126 2011 at 10:30 a.m., 1:00 p.m. and 3:00 p.m. Once a notice has been sent to the Town Council, one of  
127 the meetings may get canceled.

128 David Bonk will get with Mr. McDonough on the structure and documentation needed at the  
129 meetings. There will be a public forum on November 14, 2011 at 7:00 p.m. The Town of Chapel Hill  
130 Council will address the item at their January 9, 2012 City Council meeting.

131 Orange County has scheduled a staff meeting for November 15, 2011 with Triangle Transit and a  
132 work session on November 17, 2011.

133 **REPORTS FROM STAFF:**

134 **Reports from Staff (November 14)**

135 The Reports from Staff is attached for review.

136 **Report from the Chair (No Attachment)**

137 There was no report from the Chair.

138 **NCDOT Report (Attachment 16)**

139 Joey Hopkins, NCDOT Division 5, provided an update on projects. NCDOT was asked to revisit  
140 the Alston Avenue project and has agreed to make a change from Main Street north to Holloway Street.

141 Patrick Wilson, NCDOT Division 7, provided an update on projects.

142 **INFORMATIONAL ITEMS:**

143 **NCDOT Memo on CMAQ – October 21, 2011 (Attachment 17)**

144 The NCDOT Memo on CMAQ – October 21, 2011 is attached for review.

145 **Adjourned**

146 There being no further business before the Technical Coordinating Committee, the meeting was  
147 adjourned at 11:26 a.m.

# INTERSTATE ACCESS



Joseph P. Geigle, PE  
Congestion Management & ITS Engineer  
Federal Highway Administration

## INTERSTATE PURPOSE

- To provide high levels of service in terms of safety and mobility
- Move freight and people efficiently and safely over long distances.
- It is FHWA's responsibility to protect both the structural and operational integrity of the Interstate System

## UPDATE TO INTERSTATE ACCESS POLICY

- Inconsistencies from state to state led to an update of the Federal Regulations and Policy
- Policy and Guidance for Interstate Access can be found at the following location  
<http://www.fhwa.dot.gov/programadmin/interstate.cfm>

3

## APPLICATION OF POLICY

- Any new or revised access to the Interstate System regardless of funding source.
  - New Interchanges
  - Modification of Existing Interchanges
  - Special Use Access

4

## REQUESTS FOR ACCESS

- The request shall come from the NCDOT
- Must address and meet the requirements of all 8 Policy Points found in The Policy

5

## POLICY POINT 1

- Existing interchanges cannot accommodate, nor be improved to accommodate the design-year traffic demands.
- Local roads and streets cannot be improved to accommodate design year traffic demands.

6

## POLICY POINT 2

- The design-year traffic demands cannot be accommodated by Transportation Management
  - Ramp metering
  - Mass transit
  - HOV
  - Etc.

7

## POLICY POINT 3

- The proposed access does not have an adverse impact on Interstate operations (mainline, ramps, ramp intersections)
  - Calibrated base year, Design Year Build Alternatives, Design Year No-Build Alternative
- The proposed access does not have and adverse impact on the safety of the Interstate
  - Existing crash rate, Expected Impact, Mitigation

8

## POLICY POINT 4

- Shall connect to a public road only
- Shall provide for all traffic movements

9

## POLICY POINT 5

- Proposed interchange must included in:
  - Metropolitan Transportation Plan
  - Statewide Transportation Improvement Program
  - Congestion Management Plan (if located in a TMA)
- Considers and is consistent with local and regional land use plans

10

## POLICY POINT 6

- In corridors where the potential exists for future multiple interchange additions, a comprehensive network study must be completed with recommendations that address all of the proposed and desired access changes within the context of a longer-range network plan.

11

## POLICY POINT 7

- When new development is the driving force behind the need for access, it is expected that the appropriate coordination and analysis, between the development and any proposed transportation improvements, is performed to achieve mutual benefits with minimal adverse impact on Interstate travelers.

12

## POLICY POINT 8

- The Policy allows for a two-step approval process.
  - The first step is the determination of engineering and operational acceptability.
  - The final approval can be granted only after the National Environmental Policy Act (NEPA) process is completed.

13

## RE-EVALUATION OF PREVIOUSLY APPROVED ACCESS REQUEST

- A Re-evaluation may be required if:
  - The project must move to construction within 8 years of being deemed operationally acceptability by FHWA
  - The design or operations of a project that was previously accepted is significantly changed (e.g., land use, traffic volumes, roadway configuration or design, environmental commitments)

14

## REFERENCES

- 23 USC Section 111
- 49 CFR 1.48(b)(10)
- 23 USC 103(c)(4)(A)
- 23 CFR 752.5(d)
- <http://www.fhwa.dot.gov/programadmin/interstate.cfm>

15

## QUESTIONS?

Joseph Geigle, PE  
FHWA – North Carolina Division Office  
[joseph.geigle@dot.gov](mailto:joseph.geigle@dot.gov)  
(919) 747-7007

16



# NC 54 / I-40 CORRIDOR STUDY

TRANSPORTATION-LAND USE MASTER PLAN

## EXECUTIVE SUMMARY

OCTOBER 2011

Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization



# Executive Summary

## Overview

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

The NC 54/I-40 corridor is extremely important to the communities in both Durham and Chapel Hill, where it serves residential, commercial and institutional land uses, creating an eclectic mix of local and regional traffic competing for limited space. The corridor is fast becoming the most congested in the region, and has begun a transition from low-density suburban development with a semi-rural feel to a more urban pattern, with approved and pending development proposals expected to accelerate that transition as the economy rebounds. With more than 600 acres of vacant developable land surrounding it and likely development and infill of the future light rail station areas, NC 54 is poised for dramatic changes. As a result, the corridor is rising in statewide importance and regional prominence.

*“NC 54 is an extremely complex corridor, involving multiple travel markets with each having unique characteristics and needs.”*

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

## Study Objectives

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

Through a planning process that examined future land use-transportation scenarios, the NC 54/I-40 Corridor Study seeks to build upon various transportation and land use plans and engage corridor stakeholders and the public in finding solutions that are effective and find the right balance between mobility and accessibility for all users. Study recommendations in the final report offer a multimodal approach to meeting existing

and future transportation needs. They address the functional design for specific geometric improvements at intersections along NC 54 and at the interchanges with I-40 and US 15-501, the expansion and integration of various types of transit services to help more people reach their destinations as an alternative to driving, an interconnected network of bicycle and pedestrian facilities to provide a more comfortable environment with safe access along the corridor for walking and cycling, and a phased implementation plan for capital projects and service improvements.

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

## Study Partners and Process

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

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

Public engagement is critically important to the study. A part of the corridor's complexity is the multitude of interested stakeholders with diverse expectations about the future of the NC 54 corridor. These include landowners, institutions, businesses, neighborhood

residents, students and, of course, the commuting public. A vigorous public participation process was employed to guide the development of study recommendations. This entailed a series of in-depth focus group discussions with each of the key stakeholder groups (residents and non-residents alike) early in the project and again once initial recommendations were nearing completion. In addition, a series of three public workshops at key milestones defined priority issues and opportunities, provided the basis for creation and evaluation of scenarios, and enabled participants to react and suggest refinements to draft land use and transportation master plan recommendations.

These outreach activities were augmented through use of a project web site (<http://www.nc54-i40corridorstudy.com/>) to share information and provide additional opportunities for the community to review materials and weigh in with ideas or issues of concern. The DCHC MPO staff and consultant team also met informally with various individuals and groups throughout the study. The recommendations contained in this report are a direct reflection of the input provided over the entire public engagement process.

## Vision for the Corridor

Through the study process, analysis and broad-based feedback, a vision emerged for a regionally significant multimodal corridor that serves both regional and local travel through an expanded and more efficient network of streets, bus routes, bicycle facilities and pedestrian enhancements. The integrated land use and

*The NC 54 Corridor Master Plan promotes location-efficient decisions to help lower combined housing and transportation costs per household. It puts people together, served by a more efficient transportation system that enables more trips to be made by walking, bicycling and transit. The plan defines target growth areas that help reduce sprawl in outlying areas.*

transportation vision is to promote community livability by guiding future development into targeted mixed-use areas to reduce trip lengths, enable greater use of non-auto travel options and provide location-efficient choices for housing and transportation. These areas are within ¼ to ½ mile of the four planned light rail stations in the corridor. This will effectively support the investment in rail passenger service that will strengthen regional and local travel options between the UNC campus, Orange County, Durham County and elsewhere in the Triangle Region. Over time, the centers help transform the corridor from a drive-by strip into highly accessible, well-connected places that function as vibrant focal points serving local and regional needs.

## Land Use Strategy

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

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

The creation of highly developed mixed-use centers can help mitigate automobile travel demand by creating an environment where walking and access to transit is the priority. It also provides a mechanism to advance transportation funding opportunities that are unlikely to be available with the status quo or trend development pattern. For instance, more intense development at the planned Leigh Village station and other “nodes” along the corridor can provide incentive to obtain mitigation funding from future development to offset transportation costs for the roadway improvements that eventually will

# Recommended Corridor Land Use Concept

## LEGEND

- Mixed-Use 1
- Mixed-Use 2
- Residential 1
- Residential 2
- Employment
- Unchanged from Existing

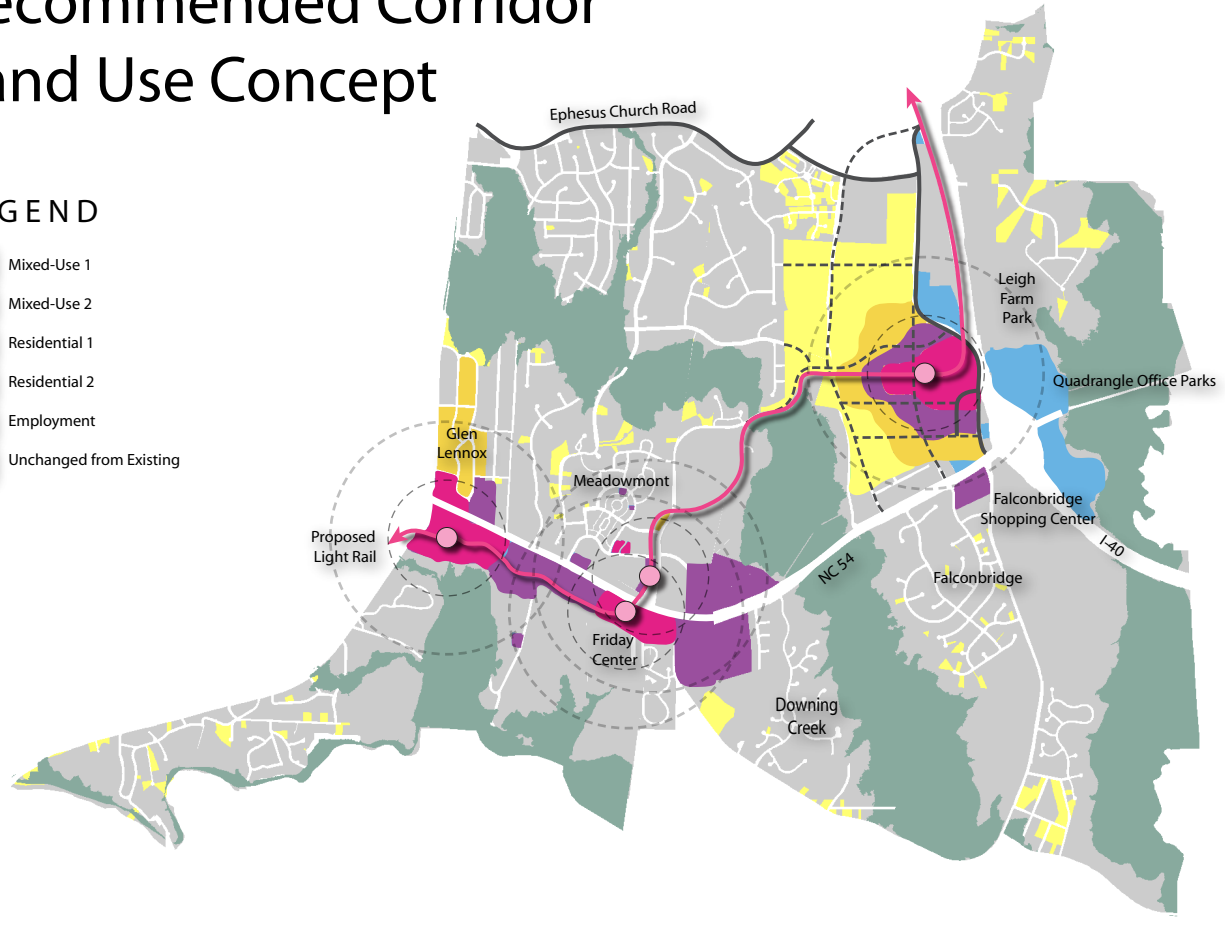


Figure ES-1: Recommended Corridor Land Use Concept

Table ES-1: Concept Land Uses

	Mixed Use 1	Mixed Use 2	Residential 1	Residential 2	Employment
No. of Stories	3 - 8	2 - 4	2 - 4	1 - 3	4 - 12
Floor-to-area ratios (non-residential)	1.25 - 2.25	1.0 - 1.5	-	-	0.5 - 1.0
Dwelling Units per Acre	35 - 60	25 - 35	15 - 35	6 - 10	-
Employees per Acre	45 - 90	25 - 50	9 - 15	6 - 12	35 - 175

be needed in the corridor even without the development. The traffic projections for the MPO's adopted 2035 Long Range Transportation Plan – without the nodal development plan in the NC 54 corridor – show that major capacity improvements to NC 54 and I-40 will be needed. Higher densities also enable developers to incorporate a greater percentage of workforce housing into the development program, helping to shorten trip lengths and creating more purchasing power for those residents who can effectively lower both housing and transportation costs.

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

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

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

## Transportation Strategy

**Table ES-2** presents the phased multimodal transportation recommendations associated with the recommended nodal development plan. The recommendations are divided into short-term, mid-term and long-term strategies. These are described in detail in the full report, with supporting data in a series of appendices. In general, the short-term roadway strategies consist of a series of local street connections including the collector streets to provide alternate routes for local trips and improve traffic flow and operational efficiency.

The interim components include reconstruction of the I-40 interchange, where the critical intersection of Farrington Road and NC 54 causes significant congestion due to its proximity to the I-40 interchange, grade separation to eliminate traffic signals at the most critical intersections, and unconventional intersection designs commonly referred to as “superstreets.” Together these strategies will reduce delay and support the anticipated traffic growth in the corridor through.

Longer term, with the recommended nodal development, a redesign of the US 15-501 interchange at NC 54 will be needed, and can enhance bicycle and pedestrian safety in the future Hamilton Road.

Transit is an integral part of this overall strategy. In addition to the planned light rail system, a network of premium Bus Rapid Transit lines, expanded local bus service, and additional park-and-ride lots are recommended for the corridor. The key park-and-ride strategy is the relocation of the existing commuter lot at the Friday Center to a parking structure near the I-

40/NC 54 interchange in the vicinity of the proposed Leigh Village development. This location would capture commuting trips entering the corridor at that location, and the parking garage would eventually support additional development capacity at the planned light rail station area in Leigh Village. This facility would become an intermodal hub, with transit, bicycle and pedestrian access in addition-to-park and ride.

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

recommendations are identified throughout the corridor, including along Barbee Chapel Road and at US 15-501.

The roadway improvements, especially the superstreet intersection design and partial cloverleaf interchange design at US 15-501, take advantage of existing infrastructure and will provide maximum capacity for the cost of construction. The transportation recommendations for other modes will help to manage demand in the corridor, further extending the life of the roadway improvements. The recommendations for each mode are linked to others, to support a well-balanced and interconnected mobility network. Each improvement is an investment in another, and together will build a stronger system for mobility than optimizing the network for one particular mode.

## Conclusion

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

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

The recommended phasing plan for the transportation network creates better mobility for the next 25 years through a series of improvements to enhance local street connectivity for alternate routes, relieve bottlenecks at key interchanges and intersections through grade separation, and increase operational efficiency through "superstreet" intersection treatments.

As indicated, due to traffic impacts, much of the potential future growth will need to wait until the light rail system is operational and can help moderate auto travel demand. However, the plan calls for expanded park-and-ride opportunities north and east of the NC 54/I-40 interchange to serve regional commuters, satellite parking for nearby employment centers, and future light rail transit station by capturing a reasonable share of single occupancy vehicles before they enter the corridor. Expanded local bus, Bus Rapid Transit, and commuter express routes are planned to meet the corridor's growing needs in the interim to light rail, and these services will complement the rail system when it is built.

A network of non-motorized transportation facilities, along with signage/markings for shared on-road use where appropriate, is needed to create a more accessible corridor and study area. This addresses travel along the

NC 54 corridor by bicyclists and pedestrians, as well as crossing the corridor safely and efficiently. Elsewhere in the study area, the network provides additional connections between residential areas, commercial destinations and regional facilities, such as the American Tobacco Trail.

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

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

Table ES-2: List of Transportation Recommendations

PARK-AND-RIDE					
Description	Location	Jurisdiction	Phase	O&M	Capital
Coordinate with retailers to designate 50 shared park-and-ride spaces. Enhance TTA 805 service through Woodcroft.	Retail Center at NC 751 / NC 54 Intersection <sup>1</sup>	Durham	Short Term (2012-2020)	\$565,000 <sup>2</sup>	n/a
Extend Danzier Drive and construct surface lot with 500 spaces. Implement a new CHT express route (or modify CHT Routes D and DX) to serve facility.	Gateway Center Future Light Rail Station	Durham	Short Term (2012-2020)	\$565,000 <sup>2</sup>	\$3,555,000 <sup>3,4</sup>
Coordinate with retailers to designate 300 shared park-and-ride spaces. Extend existing CHT DX route to serve facility.	Patterson Place	Durham	Short Term (2012-2020)	\$565,000 <sup>2</sup>	n/a
Coordinate with retailers to designate 100 park-and-ride spaces for carpool and vanpool.	Retail Center at Governors Village	Durham	Short Term (2012-2020)	n/a	n/a
Coordinate with retailers to designate 160 park-and-ride spaces. Add a stop along TTA Route 405 to serve facility.	Oak Creek Village	Durham	Mid Term (2020-2025)	\$565,000 <sup>2</sup>	n/a
Coordinate with retailer to replace or expand existing facilities in Southpoint Mall. Modify TTA and DATA routes as necessary.	Renaissance Parkway Target Store	Durham	Mid Term (2020-2025)	\$565,000 <sup>2</sup>	n/a
Construct small facility with up to 500 spaces after construction of I-40 interchange improvements. Provide express bus service if constructed before light rail.	Leigh Village Future Light Rail Station	Durham	Long Term (2025-2035)	\$565,000 <sup>2</sup>	\$10,000,000 <sup>5</sup>
Convert surface lot into structured facility with 1,000 spaces.	Gateway Center Future Light Rail Station	Durham	Long Term (2025-2035)	n/a	\$20,000,000 <sup>5</sup>
Construct structured parking facility with 1,000 spaces to service light rail station.	Patterson Place	Durham	Long Term (2025-2035)	n/a	\$20,000,000 <sup>5</sup>
Implement CHT express route	Retail Center at Governors Village	Durham	Long Term (2025-2035)	\$565,000 <sup>2</sup>	n/a

- 1 The pursuit of several locations for a park-and-ride facility along NC 751 is recommended, including Southpoint Auto Park Boulevard and the Renaissance Parkway Target Store. The retail center at the NC 751/NC 54 intersection represents an ideal location, but all three locations should be pursued.
- 2 Operating costs based on additional total annual hours multiplied by \$86, with 15 minute frequency during peak hours and 30 minute frequency during off-peak hours
- 3 Assumes \$5,000 per space, the average surface parking construction cost from the National Parking Association's 2009 study Parking in America: Annual Review of Parking Rates in the United States and Canada
- 4 Includes cost of two new buses based on a 50/50 split of \$400,000 non-hybrid buses and \$655,000 hybrid buses for an average of \$527,500 per bus
- 5 Includes cost of multi-level parking structure at \$20,000 per space.

TRANSIT					
Description	Location	Jurisdiction	Phase	O&M	Capital
Expanded Local Bus service with 30 minute frequency	North along Burning Tree Dr & Pinehurst Dr from NC 54 to Ephesus Church Road	Chapel Hill	Short Term (2012-2020)	\$1,355,400 <sup>1</sup>	\$700,000 (2 buses at \$350,000 each) <sup>2</sup>
Expanded Local Bus service with 30 minute frequency	Southeast along Barbee Chapel Rd and returning north back to NC 54 along Farrington Rd with transfer to regional service	Durham	Short Term (2012-2020)	\$1,355,400 <sup>1</sup>	\$700,000 (2 buses at \$350,000 each) <sup>2</sup>
Express Bus service along NC 54 from the NC 751 park-and-ride facilities	From NC 751 park-and-ride facilities to downtown Chapel Hill along NC 751 and NC 54	Durham & Chapel Hill	Short Term (2012-2020)	\$1,355,400 <sup>3</sup>	\$700,000 (2 buses at \$350,000 each) <sup>2</sup>
Express service us service along US 15-501 or Franklin St from the Gateway Center park-and-ride.	From Gateway Center at the I-40/US 15-501 interchange to downtown Chapel Hill along US 15-501 or Franklin St	Durham & Chapel Hill	Short Term (2012-2020)	\$1,355,400 <sup>3</sup>	\$700,000 (2 buses at \$350,000 each) <sup>2</sup>
Expanded Local Bus service with 30 minute frequency	North of NC 54 along Farrington Rd & SW Durham Dr to US 15-501 (Durham- Chapel Hill Blvd)	Durham	Mid-Term (2020-2025)	\$1,355,400 <sup>1</sup>	\$700,000 (2 buses at \$350,000 each) <sup>2</sup>
Bus Rapid Transit - Phase 1. Five minute frequency with daily peak vehicle need of six buses	From Meadowmont along NC 54 to downtown Chapel Hill	Chapel Hill	Mid-Term (2020-2025)	\$11,566,080 <sup>4</sup>	\$3,400,000
Bus Rapid Transit - Phase 2. Five minute frequency with daily peak vehicle need of six buses.	From NC 751 park-and-ride facilities along NC 54 towards Chapel Hill, aligning with Bus Rapid Transit - Phase 1	Durham	Long Term (2025-2035)	\$11,566,080 <sup>4</sup>	\$3,400,000
Flex Route service	General service north and south of study area along Barbee Chapel Rd, Pinehurst Dr, Farrington Rd, Ephesus Church Rd, serving the Falconbridge Community, Donwing Creek community, and Glen Lennox	Chapel Hill	Long Term (2025-2035)	\$4,066,200 <sup>5</sup>	\$307,200 (4 buses at \$76,800 each) <sup>2</sup>
Light Rail Transit (Preliminary Engineering and Design)	Durham to Chapel Hill	Durham & Chapel Hill	Long Term (2025-2035)	TBD <sup>6</sup>	\$2,750,000 <sup>2</sup>

- 1 Operating cost for normal fixed route service with 30 minute frequency is based on Long Range Transportation Plan.
- 2 Source of vehicle cost is 2011 Transportation Improvement Program.
- 3 Operating cost for express bus service is based on the operation of a fixed route service, but at a higher frequency.
- 4 Bus Rapid Transit costs are based on the 2009 Long Range Transit Plan study conducted by the Town of Chapel Hill. They include the cost of roadway improvements.
- 5 Flex Route costs are based on the normal operations of a fixed route service. Flex service is essentially the same type of service, only different in the method of delivery.
- 6 Operating cost estimates for the light rail project cannot be provided. The project has a more complete analysis and cost estimated being conducted by Triangle Transit. The current cost for this project is limited to an estimate of preliminary engineering and design.

PEDESTRIAN AND BICYCLE				
Description	Location	Jurisdiction	Phase	Cost <sup>1</sup>
Install crosswalks and pedestrian signals at signalized intersections with pedestrian refuge islands and street lighting for crossing NC 54. <sup>2</sup>	Burning Tree Dr/ Finley Golf Course Rd & NC 54	Chapel Hill	Short Term (2012-2020)	\$80,000
	W Barbee Chapel Rd & NC 54	Chapel Hill	Short Term (2012-2020)	
	Meadowmont Ln/ Friday Center Dr & NC 54	Chapel Hill	Short Term (2012-2020)	
	E Barbee Chapel Rd & NC 54	Chapel Hill	Short Term (2012-2020)	
	Huntingridge Rd & NC 54	Durham	Short Term (2012-2020)	
	Farrington Road (northern, southern and eastern approaches) & NC 54	Durham	Short Term (2012-2020)	
	Leigh Farm Rd/ Quadrangle Dr & NC 54	Durham	Short Term (2012-2020)	
Install crosswalks with pedestrian-activated flashers and expand refuge islands.	US 15-501 on/off ramps	Chapel Hill	Short Term (2012-2020)	\$40,000
Extend the solid marking designating the westbound exclusive right turn lane for US 15-501 on-ramps to minimize weaving movements at interchange and increase safety for on-road bicyclists.	From SB US 15-501 on ramp to 500 feet to the east	Chapel Hill	Short Term (2012-2020)	\$2,700,000
Provide a minimum 5-foot wide on-road bicycle lane by restriping travel lanes to be 11 feet wide and making minor median modifications.	NC 54 from Burning Tree Dr/ Finley Golf Course Rd to the west	Chapel Hill	Short Term (2012-2020)	
Modify sloped abutment wall to provide 8-foot wide sidewalk behind overpass structural piers.	NC 54 underneath US 15-501 overpass	Chapel Hill	Short Term (2012-2020)	
Pave road shoulders to accommodate bicyclists on select roads to provide connections to the American Tobacco Trail.	From NC 54 to the American Tobacco Trail via Barbee Chapel Rd, Farrington Rd, Stagecoach Rd, NC 751, and Massey Chapel Rd	Durham	Short Term (2012-2020)	\$4,000,000

PEDESTRIAN AND BICYCLE				
Description	Location	Jurisdiction	Phase	Cost <sup>1</sup>
Ensure adequate facilities for pedestrians and cyclists are available. Provide a 5-foot wide bicycle lane where possible, or provide "share the road" signage and a paved shoulder or sharrow markings for on-road bicycle travel. Many of the collector streets are designed with for low vehicular speeds with the intent for bicycles to share the travel lane. Fill in sidewalk gaps. <sup>3</sup>	Farrington Road through the study area (Old Chapel Hill Rd to Stagecoach Rd)	Durham	Short Term (2012-2020)	Variable cost. Paving five-foot wide bike lanes on both sides of the roadway would cost approximately \$1,200,000 per lane assuming medium duty pavement. Striping a bike lane without paving would cost approximately \$5,000 per mile. Installing signage would cost about \$1,500 per sign. Installing sidewalks would cost about \$265,000 per mile.
	Ephesus Church Rd from Farrington Rd to E Franklin St	Durham & Chapel Hill	Short Term (2012-2020)	
	George King Rd & Crossland Dr (proposed collector street) from Ephesus Church Rd to NC 54	Durham	Short Term (2012-2020)	
	SW Durham Dr from Ephesus Church Rd to NC 54	Durham & Chapel Hill	Short Term (2012-2020)	
	Lancaster Dr and E/W collector street from Farrington Rd to Pinehurst Dr	Durham & Chapel Hill	Short Term (2012-2020)	
	Pinehurst Dr from Ephesus Church Rd to Burning Tree Dr	Chapel Hill	Short Term (2012-2020)	
	Burning Tree Dr from Pinehurst Dr to NC 54	Chapel Hill	Short Term (2012-2020)	
	Hamilton Rd from NC 54 to Cleland Dr	Chapel Hill	Short Term (2012-2020)	
	Cleland Dr from Burning Tree Dr to US 15-501	Chapel Hill	Short Term (2012-2020)	
Construct Little Creek Trail to connect Meadowmont Trail to Lancaster Drive.	Meadowmont Trail at Rashkis Elementary School	Chapel Hill	Short Term (2012-2020)	TBD
Widen the existing bicycle path to a 15-foot wide shared use path.	Along the east side of US 15-501 from Cleland Rd to S Estes Dr	Chapel Hill	Short Term (2012-2020)	TBD
Construct the Bolin Creek Greenway connection to Pinehurst Dr.	Bolin Creek Greenway	Chapel Hill	Short Term (2012-2020)	TBD

PEDESTRIAN AND BICYCLE				
Description	Location	Jurisdiction	Phase	Cost <sup>1</sup>
Construct an off-road shared-use path, with a boardwalk bridge as an alternative solution in environmentally sensitive areas. Path should have minimum 10-foot width; ideally 15 feet if possible.	Along NC 54 from E Barbee Chapel Rd to I-40 overpass	Durham & Chapel Hill	Mid-Term (2020-2025)	The cost for these improvements is included in the roadway projects list under the item "Widen NC 54 to six lanes in the Durham section. Construct the multi-use path concurrent with the road project."
	Along the NC 54 frontage to connect to the existing multi-use path at Burning Tree Dr	Chapel Hill	Mid-Term (2020-2025)	
Construct pedestrian facilities with ramps at Falconbridge Rd and Farrington Rd bridges over NC 54	Falconbridge Rd & Farrington Rd	Durham	Mid-Term (2020-2025)	
Construct sidewalk on south side of NC 54 to connect to I-40 overpass.	South side of NC 54 from Huntingridge Rd east to I-40 overpass	Durham	Mid-Term (2020-2025)	
Construct a 10-foot wide shared use path on south side of overpass.	NC 54 bridge over I-40	Durham	Mid-Term (2020-2025)	
Implement crosswalks and landscaped median refuges at superstreet intersections.	Huntingridge Rd & NC 54	Chapel Hill	Mid-Term (2020-2025)	The cost for these improvements is included in the roadway projects list under the item "Construct EB NC 54 to EB I-40 flyover from Farrington Road to I-40 EB on-ramp."
	Meadowmont Ln/ Friday Center Dr & NC 54	Durham	Mid-Term (2020-2025)	
Design and construct light rail bridge over NC 54 to serve as an elevated pedestrian crossing.	Across NC 54 connecting Meadowmont and Friday Center	Chapel Hill	Long Term (2025-2035)	TBD
Construct Southwest Rail Trail along light rail alignment during light rail construction.	Along future light rail corridor	Durham & Chapel Hill	Long Term (2025-2035)	TBD
Construct US 15-501 underpass to connect Bolin Creek Greenway.	S Estes Dr & US 15-501	Chapel Hill	Long Term (2025-2035)	TBD
Continue to make regional connections with greenways	where possible	Durham & Chapel Hill	Long Term (2025-2035)	variable cost

1 Cost estimates do not include right-of-way, utilities or escalation.  
 2 Crosswalks, refuge islands, pedestrian signals and street lighting can be installed with developer mitigation funds. They may also be implemented concurrently with road maintenance projects such as resurfacing, or as part of more substantial road improvements (i.e., construction of the superstreet intersections)  
 3 Although it may not be feasible to provide bike lanes or paved shoulders and construct sidewalks on all of these roads within the next five years, these recommendations should remain a priority and should be constructed as soon as funds are available.

ROADWAY				
Description	Location	Jurisdiction	Phase	Cost <sup>1</sup>
Construct Farrington Rd slip ramp for northbound traffic on Farrington Rd to access eastbound I-40 directly. Modify on-ramp to allow for transition.	Farrington Rd	Durham	Short Term (2012-2020)	\$3,400,000
Construct collector street system including turn lanes on NC 54.	As specified in the adopted Southwest Durham – Southeast Chapel Hill Collector Street Plan	Durham	Short Term (2012-2020)	\$31,400,000
Construct access road behind the Farrington Road shopping center for connection between Farrington Rd and Falconbridge Rd.	Between Farrington Rd and Falconbridge Rd	Durham	Short Term (2012-2020)	\$400,000
Obtain Marriot Way, then upgrade to NCDOT standards and extend to Barbee Chapel Rd.	Between Friday Center Dr and E Barbee Chapel Rd	Chapel Hill	Short Term (2012-2020)	\$800,000
Construct other connections as opportunities arise through development proposals.	Through study area	Durham & Chapel Hill	Short to Long Term	Variable cost
Close Glenwood Square shopping center driveways along NC 54 and provide access via Hamilton Rd	Glenwood Square Shopping Center at US 15-501 interchange	Chapel Hill	Short Term (2012-2020)	\$100,000 <sup>3</sup>
Construct dual exit lanes for I-40 WB to NC 54 WB loop ramp plus two thru lanes on NC 54 WB. Widen bridge for four EB lanes, three WB lanes, and 10-foot sidewalk on south side.	I-40 Interchange with NC 54	Durham	Mid-Term (2020-2025)	\$6,100,000 <sup>4</sup>
Add new partial cloverleaf ramp for I-40 EB to NC 54 EB, remove existing signal and install yield sign at the I-40 EB to NC 54 WB ramp. Reconfigure EB approach at I-40 EB on-ramps for two free-flow lanes to EB I-40.	I-40 Interchange with NC 54	Durham	Mid-Term (2020-2025)	\$2,100,000
Widen NC 54 to six lanes east of Barbee Chapel Rd to match six lane section to the west. Construct the multiuse path concurrent with the road project.	Barbee Chapel Rd to I-40 Interchange	Durham	Mid-Term (2020-2025)	\$22,700,000
Implement superstreet configuration at Crossland Drive.	Future western collector street <sup>5</sup> & NC 54	Durham	Mid-Term (2020-2025)	\$3,900,000
Convert Farrington Rd intersection to an overpass over NC 54 with pedestrian facilities.	Farrington Rd at NC 54	Durham	Mid-Term (2020-2025)	\$6,500,000
Convert Falconbridge Rd intersection to a grade separated interchange with pedestrian facilities.	Falconbridge Rd at NC 54	Durham	Mid-Term (2020-2025)	\$9,800,000

ROADWAY				
Description	Location	Jurisdiction	Phase	Cost <sup>1</sup>
Implement superstreet configuration at Meadowmont Ln/ Friday Center Dr.	Meadowmont Ln/ Friday Center Dr & NC 54	Chapel Hill	Mid-Term (2020-2025)	\$4,300,000
Construct Barbee Chapel Rd Grade separation.	Barbee Chapel Rd & NC 54	Chapel Hill	Mid-Term (2020-2025)	\$9,200,000
Construct partial cloverleaf redesign of US 15-501 interchange.	US 15-501 & NC 54 interchange	Chapel Hill	Long Term (2025-2035)	\$17,300,000
Implement superstreet configurations at W Barbee Chapel Rd and Burning Tree Dr/ Finley Golf Course Rd.	NC 54 intersections with W Barbee Chapel Rd and Burning Tree Dr/ Finley Golf Course Rd	Chapel Hill	Long Term (2025-2035)	\$4,900,000

- 1 Cost estimates do not include right-of-way, utilities or escalation.
- 2 Cost estimates include fourth travel lane on eastbound I-40 to bridge across creek prior to NC 751 interchange. Recommended to extend travel lane to NC 751 interchange.
- 3 Cost estimates do not include right-of-way damages.
- 4 Cost estimate extends from I-40 ramps to Leigh Farm Rd/Quadrangle Dr.
- 5 Crossland Drive refers to the future western collector street. Throughout the study process, public citizens raised concerns over the Crossland Drive alignment and proposed George King as a future collector street. The superstreet configuration is recommended for whichever road alignment becomes the collector street.



## NC 54 Phase II Blueprint Review and Approval Process – *Draft November 10, 2011*

Date	Activity
Nov 16	Presentation to TCC
Nov 21	Request Chapel Hill Council to release report for advisory board review and comment
Dec 14	TAC releases final report for public review
Dec 14	Presentation to Durham-Chapel Hill-Orange work group
Dec 15	Final report posted to NC 54 project website
Dec – Feb	Chapel Hill Advisory Board Review
Jan 4	NC 54 status report to JCCPC [2nd Floor Committee Room]
<i>Jan 19 (Tentative)</i>	NC 54 Open House
Jan 17	BPAC
Feb 7	Report presented to Durham Planning Commission for review and comment.
<i>Feb 15 (Tentative)</i>	Presentation to Orange County Unified Transportation Board
Feb 21	Presentation to Orange County Commissioners
Feb 27	Comment on the report received at the Chapel Hill Public Forum.
Mar 5	Report with advisory board comments provided to Durham County Board of Commissioners at a work session for review and comment
Mar 8	Durham City Council receives the report at a work session for review and comment
Mar 12	Chapel Hill Council approves comments on report
Mar 14	<b>TAC Public Hearing</b>
Mar 16	Deadline for public comment
Mar 19 – Apr 9	MPO revises the report to incorporate comments and recommended changes.
Mar 28	TCC recommends NC 54 recommendations for approval by TAC.
Apr 11	TAC adoption of recommendations; TAC forwards the report and related recommendations to the governing boards for consideration.

## 2040 Long Range Transportation Plan (LRTP) Comprehensive Transportation Plan (CTP) Summarized Development Schedule

Public Involvement Activities	
W = Public Workshops/meetings	H = Public Hearings
N = LRTP Newsletter	O = Other Public Involvement Activities
M = Mailing List - flyers, information, materials	

<b>(bold/blue block)</b> = TAC task/action
<b>(light/blue crosshatch)</b> = First TAC review or action
<b>(light grey block)</b> = task/action

Task ID#	Plan Tasks	Pub. Involve.	2011					2012						2013											
			Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1	2040 LRTP Work Plan and Schedule -- develop, review and endorse																								
2	2040 LRTP Public Involvement Plan -- update, release for comment, conduct hearing and approve	M, H																							
3	Goals & Objectives and Targets -- develop, release for comment, conduct hearing, and adopt	M, H, O																							
4	Socio-economic Data (SE Data) -- develop, release for comment, conduct hearing and approve for use in 2040 LRTP	N, M, H, O																							
5	Triangle Regional Model (TRM) -- update model, complete Base Year validation, verify network, and TAC approve																								
6	Deficiency Analysis and Needs Assessment -- generate deficiency analysis, develop needs assessment, and TAC review and comment																								
7	Financial Plan -- Preliminary forecasts for Alts. Analysis; final forecasts for Preferred Option																								
8	Alternatives Analysis -- establish evaluation criteria, generate and evaluate alternatives, conduct workshops and public hearing, other agency and local review, TAC select Preferred Option	W, N, M, H, O																							
9	CTP Projects -- Same tasks as #8 (Alternatives Analysis) except most of CTP report will be drafted, and NC Bd. of Transportation needs to approve after TAC approval.	W, N, M, H, O																							
10	Incorporated Studies -- Freight; Purpose & Need; Environmental Justice; Resource agency review (4F); Planning Factors; and, Indirect & Cumulative																								
11	Adoption of 2040 LRTP -- release fiscally-constrained 2040 LRTP full report for public comment, conduct hearing, receive local review, and approve Plan	N, M, H, O																							
12	CTP Report -- Write full CTP report (includes purpose & need, etc.), release for public comment, conduct workshop, TAC adopt final CTP Report, NC BOT approves final CTP Maps.	N, M, H, O																							
13	AQ Conformity Determination -- prepare networks, conduct emissions analysis and prepare draft report	N, H, O																							
14	Final LRTP/AQ Conformity Adoption -- release full report for comment, conduct public hearing, TAC approve full report, and federal agency approval	M, H																							
▶	Conformity Lapse Date -- June 15, 2013																								

## Goals and Objectives.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's goals and objectives are:

### 1. Overall Transportation System

Goal: A safe, sustainable, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

Objectives:

- a) Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
- b) Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.
- c) Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.
- d) Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
- e) Conserve natural resources and reduce the rate of energy consumption.
- f) Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
- g) Use transportation funds based on the priority needs of the urban area, in keeping with community values.
- h) Seek additional funding and funding sources to ensure implementation of the long range plan.
- i) Monitor the implementation of the Plan and the targets through the biannual TIP process.
- j) Ensure that the transportation needs are met for all populations, especially for the youth and elderly, the mobility impaired, and the economically disadvantaged.
- k) Work cooperatively with the North Carolina Department of Transportation, neighboring Metropolitan Planning Organizations and Rural Planning Organizations and other transportation-related organizations to address the transportation issues of the broader region.

### 2. Multi-Modal Street and Highway System

Goal: An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the multi-modal street and highway system.
- b) Create multi-modal street patterns that: encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and ensure connectivity.
- c) Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.

- d) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.
- e) Identify and recommend design standards that: establish safe speeds; increase pedestrian and bicycle usage of streets; and enhance the attractiveness and appeal of the street and highway system.

### 3. Public Transportation System

**Goal:** A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the public transportation system.
- b) Increase public transit ridership by enlarging the service area and increasing the frequency of service within the urban area.
- c) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- d) Expand ridesharing, carpool, and vanpool services and opportunities.
- e) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- f) Develop and implement the Regional Transit Plan.
- g) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.

### 4. Pedestrian and Bicycle System

**Goal:** A pedestrian and bicycle system that: provides a safe alternative means of transportation; allows greater access to public transit; supports recreational opportunities; and includes off-road trails

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.
- b) Maintain and implement a Regional Pedestrian Plan and a Regional Bicycle Plan.
- c) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
- d) Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
- e) Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of every roadway and development project, including the connection to external transportation facilities, in accordance with bicycle and pedestrian plans and local ordinances.
- f) Increase education about the benefits of pedestrian and bicycle alternatives.
- g) Support the enforcement of pedestrian and bicycle regulations.
- h) Pursue strong funding commitment for building both pedestrian and bicycle facilities.
- i) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.

- j) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.

## 5. Integration of Land Use and Transportation

**Goal:** A Transportation Plan that is integrated with local land use plans and development policies.

**Objectives:**

- a) Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.
- b) Create transportation systems that enhance the livability of all communities.
- c) Identify the impacts of different land use patterns and site designs on travel behavior.
- d) Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
- e) Identify and recommend land use patterns, parking requirements and development policies that increase overall mobility and that improve and support transportation efficiency, and compact, mixed-use, transit-friendly, and walkable development

## 6. Protection of Natural Environment and Social Systems

**Goal:** A multi-modal transportation system which provides access and mobility to all residents, while protecting the public health, natural environment, cultural resources, and social systems.

**Objectives:**

- a) Establish performance standards and report on transportation impacts on the public health, natural environment, cultural resources, and social systems.
- b) Protect and preserve archaeological, historic, and culturally valuable areas.
- c) Identify and protect environmentally sensitive areas early in the planning process.
- d) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).
- e) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.
- f) Minimize the noise and dust generated by transportation facilities in neighborhoods and the urban area.
- g) Ensure that transportation facilities do not negatively affect disadvantaged populations disproportionately.
- h) Develop and implement a transportation system that supports the reduction of greenhouse gases and carbon production and is coordinated with local greenhouse gas and carbon reduction plans.

## 7. Public Involvement

**Goal:** An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

**Objective:**

- a) Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.

- b) Encourage a broad cross section of citizens to take a proactive role in the transportation policy and planning process.
- c) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- d) Determine the public's knowledge of the metropolitan transportation system, and public values, attitudes and concerns regarding transportation.
- e) Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle.

## 8. Safety and Security

Goal: Continue to improve transportation safety and ensure the security of the transportation system.

Objective:

- a) Reduce fatality, injury, and crash/incident rates on all modes.
- b) Reduce vulnerability of transportation facilities/users to terrorists, natural disasters and risks by implementing and monitoring an evacuation plan, and working with the regional emergency management team.
- c) Reduce economic losses due to transportation crashes and incidents.
- d) Improve the ability to identify high accident locations, and evaluate their impacts in TIP project prioritization.
- e) Provide a safe environment for transportation users through the "3 Es" (Engineering, Enforcement and Education).
- f) Increase transit safety and security for riders and employees.

## 9. Freight Transportation and Urban Goods Movement

Goal: Improve mobility and accessibility of freight and urban goods movement.

Objective:

- a) Relieve congestion on heavily-traveled truck routes.
- b) Improve mobility and access to intermodal operations and facilities.
- c) Establish and designate truck routes consistent with federal, state and local regulations.

## Performance Targets and Measures of Effectiveness.

As part of the same process for creating the Goals and Objectives, the DCHC MPO develops a set of performance targets to provide a set of broadly based quantitative measures that evaluate the transportation plan from several different perspectives. The targets mostly use measurements from the Triangle Regional Model (the region's travel demand model), such as the miles traveled, trips taken, congestion levels, and mode split (between automobiles, transit, bicycling and walking).

These measures and the targets the MPO seeks to achieve with its investments are shown in the tables below. Table 1 shows the measures and targets from the 2035 LRTP report and Table 2 has the proposed targets for the 2040 LRTP. These proposed targets were calculated by applying the change between the 2005 and 2010 value to the target. For example, the 2010 VMT per Capita (28.2) is 99% of the 2005 value (28.5). Thus, the targets used for the 2035 LRTP (29.1, 27.5 and 24.5 in this case) were multiplied by 99% to produce the proposed 2040 LRTP targets. The final measures from the adopted 2040 LRTP will be compared to these targets in the final 2040 LRTP report.

It should be noted that at this time the MPO staff only has the requisite data to complete 2010 and 2035 models for use in creating a context to set up the Targets. The 2040 E+C is not yet available because the draft 2040 Socioeconomic Data (SE Data) will not be ready until January 2012.

Comparison Data – this information provides contextual values for comparing the 2035 LRTP and Target values:

- 2005 and 2010– This is the current condition. It is the 2005 or 2010 population and employment using the 2005 or 2010 transportation network (e.g., highways and transit service).
- 2035 E+C – This is the no-build condition, or “Existing plus Committed” (E+C). It is the 2035 SE Data using the existing transportation network.
- 2035 Data – This is the 2035 SE Data using the 2035 LRTP network. In the first table, these are the values from the final 2035 LRTP report. In the second table, it is the same network and SE Data but has been run on a new model, called TRM 5.0.

Targets – There are three Target values, Good, Better and Best. The use of more than one Target value helps to set a range of values that can be used for comparison.

Table 1 – Targets from 2035 LRTP

No.	Mobility Targets	Comparison Data		2035 LRTP	Targets		
		2005	2035 E+C		Good	Better	Best
1	VMT Per Capita (daily miles)	28.5	31.6	32.0	29.1	27.5	24.5
2	Percent of Peak Period VMT at Congestion (V/C > 1)	3.0%	10.4%	3.7%	12%	8%	4%
3	Average Travel Time: all peak trips (daily minutes)	16.6	20.5	18.3	19	17	15
4	Transit Mode Share: all trips	2.4%	2.3%	3.3%	3.0%	5.0%	8.0%
5	Percent SOV Trip Share: work trips	81.8%	82.3%	81.2%	78.4%	74.3%	66.0%
6	Percent Non-motorized Trip Share: all trips	7.1%	6.8%	6.8%	9%	11%	15%
7	Greenhouse Gas Change (community target)			+49%	-10%	-20%	-30%
8	Cost of Congestion (in million \$)	\$351	\$1,211	\$496	1,030	848	666
9	Percent of EJ Population within 1/4 mile of transit	58%	59%	85%	65%	75%	85%

In Table 2 below, several measures will likely change as staff has time to check and reconsider the model output that was used to develop these Targets:

- Percent of Peak Period VMT at Congestion – The precipitous climb from 2010 (2.6%) to 2035 (6.7%) appears unusual when compared values in the 2035 LRTP table.
- Average Travel Time – The decrease from 2010 (14.3) to 2035 (14.1) runs counter to the large increase in congestion, and does not match the increase in the 2035 LRTP table.
- Cost of Congestion – These values are currently expressed in 2008 dollars. Staff will adjust these values to account for inflation.
- Percent of EJ Population within ¼ mile of transit – It might not be possible to calculate this target for 2010. EJ (Environmental Justice) population includes minority population and households in poverty. The US Census did not use a so-called long form, and as a result, income data is only available through the American Community Survey (ACS) process. ACS sampling size does not permit income reporting below the Census tract or block group geography, which are much larger than Census block geography and too large for a reliable calculation of this value.

Table 2 – Proposed Targets for 2040 LRTP

No.	Mobility Targets	Comparison Data			Targets		
		2010	2040 E+C	2035 LRTP	Good	Better	Best
1	VMT Per Capita (daily miles)	28.2	N/A	32.7	28.9	27.3	24.3
2	Percent of Peak Period VMT at Congestion (V/C > 1)	2.6%	N/A	6.7%	10%	7%	3%
3	Average Travel Time: all peak trips (daily minutes)	14.3	N/A	14.1	16	15	13
4	Transit Mode Share: all trips	2.9%	N/A	3.1%	3.6%	6.1%	9.7%
5	Percent SOV Trip Share: work trips	80.2%	N/A	79.5%	76.9%	72.9%	64.7%
6	Percent Non-motorized Trip Share: all trips	10.0%	N/A	11.0%	13%	16%	21%
7	Greenhouse Gas Change (community target)			<b>+49%</b>	<b>-10%</b>	<b>-20%</b>	<b>-30%</b>
8	Cost of Congestion (in million \$)	\$291	N/A	\$411	852	702	551
9	Percent of EJ Population within 1/4 mile of transit	<b>58%</b>	N/A	<b>85%</b>	<b>65%</b>	<b>75%</b>	<b>85%</b>

N/A indicates that the value is not yet available.

Bold indicates that the value is the same as that used in the 2035 LRTP process.

**RESOLUTION TO MODIFY THE  
2012-2018 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**AMENDMENT #1  
December 14, 2011**

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**, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

**WHEREAS**, the document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

**WHEREAS**, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

**WHEREAS**, the procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

**WHEREAS**, projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

**WHEREAS**, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2012-2018 Metropolitan Transportation Improvement Program as described in the attached sheet; and

**WHEREAS**, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on September 14, 2011; and

**WHEREAS**, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2035 LRTP; and

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2012-2018 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on September 14, 2011, and as described in the “Attachment to Resolution for Amendment #1 to DCHC 2012-2018 MTIP” provided here on this, the 14th day of December, 2011.

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Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: December 14, 2011

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

**Attachment to Resolution for Amendment #1 to DCHC 2012-2018 MTIP**

Amendments:

- 1. M-0446 Triangle Ramp Metering Study, Wake and Durham Counties. Programmed for Feasibility Study Only
- 1. Y-5500 Traffic separation Study Implementation and Closure. Right of way FFY 12 - \$150,000 (RR)  
*(Statewide project)* Construction FFY 12 - \$250,000 (RR)  
 Total Cost ----- \$400,000 (RR)

Administrative modifications:

- 2. C-5230 Durham, Durham County. Traffic Signal Controller upgrade. Delayed construction, FFY 11 to FFY 13. City needs additional time to acquire right of way. Construction FFY 13 - \$480,000 (CMAQ)
- 5. EL-4999 Durham, Bicycle and Pedestrian Trails, Durham County. Acquisition of Rail Corridors and construction in Durham and Durham County. Delayed right of way, FFY 11 to FFY 12. Rail Division needs additional time to complete negotiations with Norfolk Southern Railway Corporation on corridor acquisition. Right of way FFY 12 - \$2,002,950 (HP)  
 Right of way FFY 12 - \$ 500,738 (L)  
 Total Cost ----- \$2,503,688 (HP/L)

EL-2921	Durham, American Tobacco Trail, NC 54 to Chatham County Line, Durham County. Construct a multi-purpose trail. Delayed construction, FFY 11 to FFY 12. <i>City to review project scope and revise plans. Increase in STPDA and City funding.</i>	C	FY 2012	DP	481,968		
		C	FY 2012	HP	3,201,720		
		C	FY 2012	STPDA	4,135,377		
		C	FY 2012	C	1,753,764		
					<b>Original</b>	<b>Change</b>	<b>New</b>
U-4724	SR 1158 (Cornwallis Road) Bicycle and Pedestrian <i>PE funding moved to U-4727. Increased construction funding.</i>	PE	FY 2012	STPDA	255,000	-255,000	0
		PE	FY 2012	C	64,000	-64,000	0
		C	FY 2014	STPDA	1,661,000	+114,200	1,725,200
		C	FY 2014	C	415,000	+28,550	443,550
C-4928	Morreene Road Bicycle and Pedestrian <i>PE funding moved to U-4727.</i>	PE	FY 2012	STPDA	100,000	-100,000	0
		PE	FY 2012	C	25,000	-25,000	0
		C	FY 2014	CMAQ	444,000		444,000
		C	FY 2014	STPDA	1,148,000		1,148,000
		C	FY 2014	C	398,000		398,000

U-4726	DCHC Bicycle and Pedestrian Allocation <i>PE funding moved to U-4727. Increased construction funding.</i>	C	FY 2012	STPDA	2,073,000	- 412,858	1,660,142
		C	FY 2012	C	518,000	- 103,215	414,785
		C	FY 2013	STPDA	817,000		817,000
		C	FY 2013	C	204,000		204,000
		C	FY 2014	STPDA	1,705,000	+ 240,858	1,945,858
		C	FY 2014	C	436,000	+ 60,215	496,215
U-4727	DCHC Unified Work Program <i>Increased PE funding.</i>	PE	FY 2012	STPDA	1,624,000	+412,800	2,036,800
		PE	FY 2012	L	406,000	+103,200	509,200
		PE	FY 2013	STPDA	1,150,000		1,150,000
		PE	FY 2013	L	287,000		287,000
		PE	FY 2014	STPDA	720,000		720,000
		PE	FY 2014	L	180,000		180,000
		PE	FY 2015	STPDA	742,000		742,000
		PE	FY 2015	L	185,000		185,000

## MEMORANDUM

**To:** Transportation Advisory Committee  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

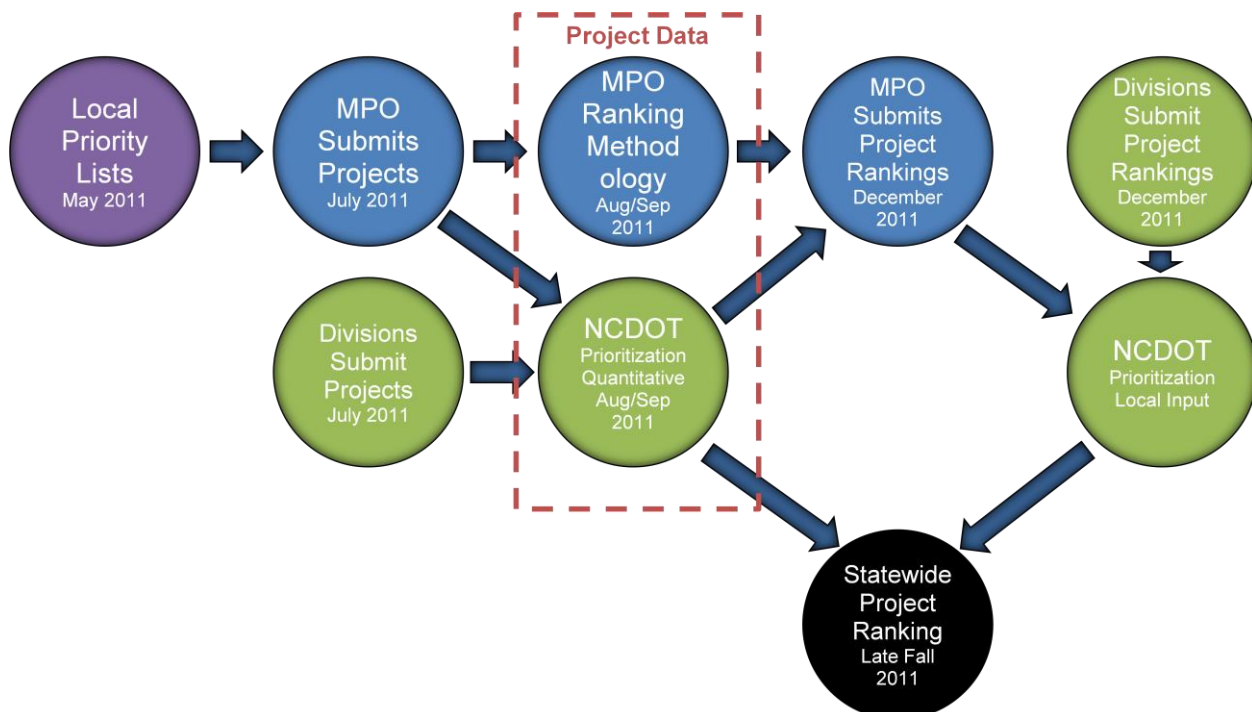
**Date:** November 9, 2011

**Subject:** **FY 2014-2020 Transportation Improvement Program – MPO Regional Priority List**

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The DCHC MPO has begun creating our MPO Regional Priority List for the FY 2014-2020 Transportation Improvement Program. In June 2011, the TAC approved the submission of highway, bicycle, pedestrian, and transit projects to the NCDOT Strategic Planning Office of Transportation (SPOT) for consideration in the State's prioritization process. LPA staff submitted our list of projects through SPOT's online database in July.

In August and September, SPOT and the modal divisions at NCDOT scored projects across the State based on a variety of different quantifiable metrics. SPOT released the quantitative scores for all projects on September 29, 2011. In early October, LPA Staff applied our MPO ranking methodology. The TAC approved the MPO ranking methodology in June. In order to simplify data collection and maintain some consistency with NCDOT on criteria that are common to both ranking methodologies, the MPO ranking methodology uses SPOT's data for several criteria. As a result, LPA staff could not complete the MPO ranking until we received all of the scores from SPOT. The TCC and TAC should consider the results of the MPO ranking methodology and NCDOT methodology in developing our project rankings. The MPO's ranking, Division's ranking, and NCDOT quantitative score feed into the final statewide project ranking. A flow chart of the process is shown below.



SPOT has asked that MPOs submit their local rankings by December 16, 2011 (they extended the deadline from November 30, 2011 on September 14, 2011). The TAC sent a letter requesting an extension to January and other MPOs/RPOs have also requested extensions. SPOT staff has told LPA staff that they cannot extend this deadline beyond December 16, 2011.

In order for the MPO to meet the SPOT deadline, the MPO will have to review and approve the rankings quickly.

September 29, 2011	NCDOT released scores for highway projects
Late September	LPA Staff applied the MPO ranking methodology
October 5, 2011	TCC subcommittee reviewed the application of the MPO ranking methodology and recommended a draft priority list for release for public comment
October 12, 2011	TAC releases the draft priority list for public comment and schedules a public hearing at the November 9, 2011 meeting
October 26, 2011	TCC recommends distribution of the highway and transit ranking points and the bicycle and pedestrian top five rankings
Oct 30-Dec 13	MPO minimum 21-day public comment period
November 9, 2011	TAC holds public hearing
December 14, 2011	TAC approves final priority list
December 16, 2011	SPOT deadline for submission of MPO rankings

The tables in the attachment display the results of the MPO's ranking methodology. There are four tables: Highway, Bicycle, Pedestrian, and Transit. The criteria used in the methodology are not shown in the tables to make the tables easier to read. The detailed tables are on the MPO website.

## Highway

The table of highway projects includes projects carried over from the last prioritization, new projects submitted by the MPO, new projects submitted by the Division, and projects that may have been submitted by a neighboring RPO or MPO that cross over into part of the DCHC MPO. The list includes both capacity widening projects and modernization projects. Many modernization projects are for adding bicycle facilities, sidewalks, transit amenities, shoulders, and/or curb-and-gutter to two-lane roads (over \$1 million cost).

For the MPO ranking methodology, the maximum total score is 100. The quantitative portion of the State Score is provided for reference. For the quantitative portion of the State Score, the maximum total score is 70 for Statewide tier projects, 50 for Regional tier projects, and 30 for Subregional tier projects.

The MPO has 1,300 points to distribute to highway projects. Each project can have a maximum of 100 points and a minimum of 4 points (projects can have 0 points). For projects that span MPOs/RPOs, the maximum points each organization can submit is equal to the percentage of the project in the organization (if it is a high priority, DCHC would submit 28 points for a project 28% in DCHC). Organizations can donate points to a neighboring MPO/RPO for a project outside of their area that is a high priority. Projects that are partially funded in FY 2019 or 2020 in the current work program should still be considered for points if they are high priorities. NCDOT considers these not committed projects. This applies to projects 531- 534 (the four phases of the NC 54 widening in south Durham) and 527 (modernization on US 15-501 in Chapel Hill).

NCDOT's methodology includes a weighting of the MPO's and Division's points by tier. The MPO's ranking points will contribute more towards a project's final score on the subregional tier than the regional tier and statewide tier. The table below displays the contribution towards the final score for the NCDOT's quantitative data, Division points, and MPO/RPO points.

Tier	Quantitative Data	Division Ranking Points	MPO/RPO Ranking Points
Statewide	70%	20%	10%
Regional	50%	25%	25%
Subregional	30%	30%	40%

The TCC has developed a recommendation for the distribution of ranking points. Generally, the TCC recommends concentrating the MPO's points among a smaller number of projects to give these projects a better chance of getting funding. The TCC's recommendation is as follows:

1. Assign 100 points to the highest project by state score in each of the six tier/goals. This will maximize the scores for these projects in the final statewide ranking and ensure that the MPO's points are distributed among all tiers and goals. (600 points)
  - a. Statewide Mobility - #1144 US 15-501, East Lakeview Dr to Sage Rd, upgrade road to superstreet
    - i. The MPO noted that this project was requested by Division 7 and was not on the MPO's priority list. Member jurisdictions will be asked to consider if they are supportive of this project during the public comment period.
    - ii. As an operational intersection improvement, it is included in the 2035 LRTP as a Traffic Systems Management project.
  - b. Statewide Infrastructure Health - #527 US 15-501, NC 86 to Ephesus Church Rd, sidewalks, wide outside lanes, and transit accommodations
  - c. Regional Mobility – #650 NC 54, I-40 to Barbee Chapel Rd, widen to 6-lane divided with bicycle, pedestrian, and transit facilities.
  - d. Regional Infrastructure Health - #961 NC 86, US 70A to I-40, wide outside lanes
  - e. Subregional Mobility - #637 Fayetteville Rd, Woodcroft Pkwy to Riddle Rd, widen to 4-lane divided with bike lanes and sidewalks.
    - i. The MPO noted that the City of Durham is considering funding all or part of this project. However, City funding may be insufficient to complete the entire project.
  - f. Subregional Infrastructure Health - #945 Barbee Chapel Rd/Farrington Rd, NC 54 to Stagecoach Rd, bike lanes and sidewalks
    - i. The MPO noted that the result of the NC 54 corridor study and Hillmont project may influence the design at the northern end of this project.
2. Assign 100 points to projects requested by the MPO that are scheduled for funding in FY 2019 or 2020 in the current work program to help ensure that the project schedules for these projects are maintained. (400 points)
  - a. #531-534, NC 54, I-40 to NC 55 (split into four phases). This project was requested by the MPO and has funding in FY 2020 in the current work plan.
  - b. The only other project that this applies to is #527 US 15-501, NC 86 to Ephesus Church Rd, sidewalks, wide outside lanes, and transit accommodations. #527 already would receive 100 points since it is the highest statewide infrastructure health project in the MPO by state score.
  - c. Projects #10, I-40 widening in Orange County, and #6-7, I-85 widening in Orange County, also have funding in the current work plan. However, these were not on the MPO's priority list. These projects do not score very well. In addition, as statewide tier projects, the MPO's points only contribute 10 percent to the final score.
3. Assign the remaining points to subregional modernization projects according to the MPO score. Assign 50 points to the top three projects and 25 points to the next six projects. The top nine projects have the highest state scores for this tier/goal. Do not assign points to the two projects shared with TARPO and request that TARPO dedicate points to these projects and/or donate points to the DCHC MPO for these projects. (300 points)

- a. #632 Jack Bennett Rd, US 15-501 to Lystra Rd, safety improvements
- b. #375 Estes Dr, Greensboro St to NC 86, bike lanes, sidewalks and transit accommodations
- c. #659 Dearborn Dr, East Club Blvd to Old Oxford Rd, bike lanes and sidewalks
- d. #660 W. Cornwallis Rd, Erwin Rd to Chapel Hill Rd, bike lanes and sidewalks
- e. #950 Old NC 86, Homestead Rd to Eubanks Rd, bike lanes, sidewalks, and transit accommodations
- f. #951 Eubanks Rd, Old NC 86 to Rogers Rd, bike lanes, sidewalks, and transit accommodations
- g. #1096 Eubanks Rd, Rogers Rd to NC 86, bike lanes, sidewalks, and transit accommodations
- h. #952 Mount Carmel Church Rd, US 15-501 to Chatham County line, bike lanes
- i. #949 Old Mason Farm Rd, NC 54 to Fordham Blvd, bike lanes and sidewalks

## Bicycle and Trail

The table of bicycle and trail projects includes multi-use paths and on-road bicycle facility projects (under \$1 million cost). Projects on this list include new projects and projects carried over from the last prioritization. For the MPO ranking methodology, the maximum total score is 100. The quantitative portion of the State Score is provided for reference. The maximum quantitative State Score is 65.

For this mode, the MPO simply ranks its top five bicycle projects. NCDOT's methodology uses quantitative scores for 65% of the final score and the MPO/RPO ranking for 35% of the final score. The MPO/RPO ranking is converted into points as shown:

- #1 = 35 points
- #2 = 28 points
- #3 = 21 points
- #4 = 14 points
- #5 = 7 points

The TCC's recommendation is to rank projects by MPO score.

1. #1493 Rocky Creek Greenway Trail Extension, R. Kelly Bryant Bridge to NC 55
2. #1501 Greensboro Street, Weaver to Shelton
  - The TCC noted that the road will be resurfaced next year and sharrows will be requested. The remainder of the project (median, bicycle signal detection) may be able to be funded through Division, safety or local funds. Carrboro's longer term vision is to add bike lanes. The project description should be changed to reflect a new scope.
3. #1524 Mount Carmel Church Rd, US 15-501 to Bennett Rd
  - The MPO noted that this project is also part of #952 on the highway list. This project is shorter and less expensive and may be more likely to get funding than the highway project.
4. #1497 Campus to Campus Connector, Broad to Seawell School Rd
5. #2054 Morgan Creek Phase 3 in Chapel Hill

## Pedestrian

The table of pedestrian projects includes sidewalks and streetscape projects. Projects on this list include new projects and projects carried over from the last prioritization. For the MPO ranking methodology, the maximum total score is 100. The quantitative portion of the State Score is provided for reference. The maximum quantitative State Score is 65.

There are four Durham streetscape projects in this list that are carried over from the previous prioritization: #1514 Fayetteville Street, #1517 Main Street, #1515 Chapel Hill Street, and #1519 Mangum Street. Since sidewalks already exist along much of these routes, they may not be as high of a priority as projects with no

existing sidewalks. Streetscape projects like these are better suited for Enhancement TIP funding than Pedestrian TIP funding. Unfortunately, NCDOT has not held a call for projects for Enhancement projects since 2004 and has not set up Prioritization 2.0 to consider these types of projects in their own category. The NCDOT Bike/Ped Division stated that they would be unlikely to fund a streetscape project with Pedestrian TIP funding if sidewalks already exist.

For this mode, the MPO simply ranks its top five pedestrian projects. NCDOT's methodology uses quantitative scores for 65% of the final score and the MPO/RPO ranking for 35% of the final score. The MPO/RPO ranking is converted into points as shown:

- #1 = 35 points
- #2 = 28 points
- #3 = 21 points
- #4 = 14 points
- #5 = 7 points

The TCC's recommendation is to rank projects by MPO score, skipping streetscape projects and #1502 NC 54, NC 55 to RTP. Durham staff would prefer pursuing STPDA or CMAQ funding for the NC 54 project due to its smaller size.

1. #1505 Duke St, Murray Ave to Roxboro Rd
2. #1503 Roxboro Rd, Murray Ave to Pacific Ave
3. #1520 Holloway St, Junction Rd to Chandler Rd
4. #1506 Horton Rd, Guess Rd to Roxboro Rd
5. #1504 Cook Rd, Fayetteville Rd to MLK Pkwy

## Transit

The table of transit projects includes project submitted by each transit agency and a park-and-ride lot submitted by Orange County (#1370). These projects are only for years FY 2013-2015. For the MPO's ranking methodology, the maximum total score is 100. The quantitative portion of the State Score is provided for reference. The maximum State Score is 100.

The TCC had several concerns about NCDOT's methodology for awarding points and how these scores were included in the MPO's ranking methodology. An alternative MPO ranking methodology was developed that uses the data that the State Scores are based on and meets the intention of the adopted MPO methodology. The alternative MPO score is displayed in the table. The alternate scoring methodology produces a list that logically groups similar projects with replacement vehicles at the top of the list.

The MPO has 550 points to distribute to transit projects. Each project can have a maximum of 100 points and a minimum 10 points. For Triangle Transit projects, whatever DCHC allocates will be added to whatever CAMPO allocates on a 50/50 split.

NCDOT's methodology includes a weighting of the MPO's points by tier and goal. The table below displays the contribution towards the final score for the NCDOT's quantitative data and MPO/RPO points.

Tier	Goal	Quantitative Data	MPO/RPO Ranking Points
Statewide	All	75%	25%
Regional	Mobility	25%	75%
Regional	Infrastructure Health	10%	90%

Regional	Safety and Security	25%	75%
Subregional	Mobility	10%	90%
Subregional	Infrastructure Health	10%	90%
Subregional	Safety and Security	25%	75%

The TCC's recommendation is to score projects by project type and assign Triangle Transit half as many points as DATA and CHT projects since Triangle Transit will also receive points from CAMPO.

1. Replacement vehicles: 56/28 points each
2. Expansion vehicles and rail transit design phases: 44/22 points each
3. Park and ride lots, technology, bus rapid transit, bus on shoulder: 31/15 points each

This is the first year NCDOT has attempted to prioritize transit projects and staff have acknowledged that they need to continue to refine their prioritization methodology. NCDOT staff members say that NCDOT plans to continue to provide a 10 percent state match to transit capital projects that receive federal grant funds (typically projects are funded 80 percent federal, 10 percent state, and 10 percent local). In theory, if the state funding runs low, they would use the prioritization results to determine which projects to provide a match to. However, in past years, the local governments' ability to provide a 10 percent match for federal funding has been the limiting factor that determines which projects are funded. Thus the results of the state prioritization methodology are unlikely to have an effect on which transit projects move forward. The transit agencies and local governments will continue to largely determine how federal grant funds are used.

**TCC Recommendation:** That the TAC approve the distribution of ranking points for highway and transit projects and the ranking of bicycle/trail and pedestrian projects.

**TAC Action:** Hold a public hearing on the MPO project rankings and points.

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	MPO Score	highest state score in tier/goal	Notes	Recommended Points	Reason/Notes
											State Score			
945	Subregional	Infrastructure Health	Modernization		SR1110	Barbee Chapel Road/Farrington Road	NC 54	SR 1107 (Stagecoach Road)	Construct bike lanes and sidewalks.	85.339	26.044		100	Top Subregional Infrastructure Health project by State Score
1013	Statewide	Mobility	Capacity		092 I-040		NC 147	Wade Avenue	Construct Managed Lanes	83.201	42.465	Submitted by Division 5. Part in CAMPO, DCHC 37%	0	MPO score only contributes 10% to final score for the Statewide tier and project is only 37% in DCHC. Division 5 to award 85 points to the project.
632	Subregional	Infrastructure Health	Modernization		SR1717	Jack Bennett Road	US 15/501	SR 1721 (Lystra Rd)	Jack Bennett Rd (SR 1717) (US 15/501 to Lystra Rd (SR 1721) safety improvements.	82.742	23.871		50	By MPO Score
375	Subregional	Infrastructure Health	Modernization	U-2909	SR1780	Estes Drive	SR 1772 (Greensboro Street)	NC 86	SR 1772 (Greensboro Street) to NC 86. Widen to add bike lanes, sidewalks, and transit accommodations.	82.557	24.653		50	By MPO Score
659	Subregional	Infrastructure Health	Modernization		SR1666	Dearborn Drive	SR 1669 (East Club Boulevard)	SR 1004 (Old Oxford Road)	Construct Bicycle Lanes and Sidewalks	82.274	25.762		50	By MPO Score
660	Subregional	Infrastructure Health	Modernization		SR1158	West Cornwallis Road	SR 1306 (Erwin Road)	SR 1127 (Chapel Hill Road)	Construct Bicycle Lanes and Sidewalks	81.307	24.653		25	By MPO Score
950	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1777 (Homestead Road)	SR 1727 (Eubanks Road)	Construct bike lanes and sidewalks and transit accommodations.	81.307	24.653		25	By MPO Score
951	Subregional	Infrastructure Health	Modernization		SR1727	Eubanks Road	SR 1009 (Old NC 86)	Rogers Road	Construct bike lanes and sidewalks and transit accommodations.	81.307	24.653		25	By MPO Score
1096	Subregional	Infrastructure Health	Modernization		068 SR1727	Eubanks Road	SR 1729 (Rogers Road)	NC 86	Construct bicycle lanes, sidewalks, safety and intersection improvements.	80.339	23.544		25	By MPO Score
952	Subregional	Infrastructure Health	Modernization		SR1008	Mount Carmel Church Road	US 15-501	Chatham County Line	Construct bike lanes.	80.057	24.653		25	By MPO Score
1162	Subregional	Infrastructure Health	Modernization		068 SR1005	Old Greensboro Rd.	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-foot paved shoulders	78.807	24.653	Part in TARPO, DCHC 22%	0	TARPO will award 100 points to this project. They are donating 22 points to DCHC.
949	Subregional	Infrastructure Health	Modernization		SR1900	Old Mason Farm Road/Finley Golf Course Road	NC 54	NC 54/US 15-501 (Fordham Blvd.)	Construct bike lanes and sidewalks.	78.121	22.436		25	By MPO Score
958	Subregional	Infrastructure Health	Modernization		SR1006, SR1102	Orange Grove Road, Dodsons Cross Road	I-40	SR 1177 (Dairyland Road)	Add 4' Paved shoulders to accommodate bicycles. This route is designated as North Carolina Bike Route #2.	77.742	23.871	Part in TARPO, DCHC 28%	0	TARPO will award 100 points to this project. They are donating 28 points to DCHC.
1100	Subregional	Infrastructure Health	Modernization		068 SR1927	Merritt Mill Road	1010 (Franklin Street)	1919 (South Greensboro Street)	Construct bicycle lanes and sidewalks.	76.307	22.153		0	
948	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1009 (Hillsborough Road)	SR 1777 (Homestead Road)	Construct bike lanes and sidewalks and transit accommodations.	74.653	21.327		0	
408	Subregional	Infrastructure Health	Modernization	U-3436	SR1148, SR1192	Eno Mountain Road, Mayo Street	SR 1006 (Orange Grove Road)		SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road). Realign Intersection and Make Safety Improvements. include bicycle lanes and sidewalks.	72.839	21.044		0	
953	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen outside lanes.	72.557	22.153		0	
961	Regional	Infrastructure Health	Modernization		NC086		US 70A	I-40	Add 4' Paved shoulders to accommodate bicycles.	72.016	30.489		100	Top Regional Infrastructure Health project by State Score.
365	Subregional	Infrastructure Health	Modernization	U-2805	SR1777	Homestead Road	SR 1009 (Old NC 86)	NC 86	SR 1009 (Old NC 86) to NC 86. Widen to include bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length).	71.871	19.936		0	
1103	Statewide	Infrastructure Health	Modernization		019 US015, 019 US501		400 ft south of SR 1532 (Mann's Chapel Road)	North of SR 1919 (Smith Level Road) at the Orange County Line	Construct either 15' wide outside lanes or 6' bicycle lanes.	71.463	34.683		0	

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	MPO Score	highest	state score in tier/goal		Recommended Points	Reason/Notes
											State Score	Notes	Notes		
1095	Subregional	Infrastructure Health	Modernization		068 SR1104	Dairyland Road	SR 1111 (Union Grove Church Road)	SR 1006 (Orange Grove Road)	Construct 4-foot paved shoulders on Dairyland Road	70.339	21.044	Part in TARPO, DCHC 44%	0		
658	Subregional	Infrastructure Health	Modernization		SR1669	Club Boulevard	Ambridge Street	SR 1670 (East Geer Street)	Construct Bicycle Lanes and Sidewalks	70.057	19.653		0		
663	Regional	Infrastructure Health	Modernization		NC086	Martin Luther King, Jr. Boulevard	I-40	North Street	Construct Bicycle Lanes and Sidewalks	68.895	27.672		0		
826	Subregional	Infrastructure Health	Modernization		SR1843	Seawell School Road	SR 1780 (Estes)	SR 1777 (Homestead)	Seawell School Road (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and Intersection safety improvements (design may vary along length)	68.403	18.827		0		
641	Subregional	Infrastructure Health	Modernization		SR1780	Estes Drive	NC 86	Caswell Road	Estes Drive (NC 86 to Caswell Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	67.557	19.653		0		
653	Subregional	Infrastructure Health	Modernization		SR1721	Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Safety improvements.	66.653	15.827		0		
944	Regional	Infrastructure Health	Modernization		NC751	Hope Valley Road	SR 1146 (South Roxboro Road)	Martin Luther King, Jr. Parkway	Construct bike lanes and sidewalks.	66.155	26.932		0		
637	Subregional	Mobility	Capacity		SR1118	Fayetteville Road	Woodcroft Pkwy	SR 1171 (Riddle Road)	SR 1118 (Fayetteville Road) (Woodcroft Pkwy to Riddle Road (SR 1171)) widen to 4-lane divided, bikelanes and sidewalks.	65.719	19.901	Durham is considering funding this project but may not have enough funding to construct all of it.	100	Top Subregional Mobility project by State Score.	
533	Regional	Mobility	Capacity	U-5324C	NC054		SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section C: SR 1118 (Fayetteville Road) to SR 1106 (Barbee Road).	65.369	26.746	Funded for feasibility study and R/W in 2020 in 12-18 TIP	100	To maintain schedule/funding in 12-18 TIP. Division 5 to award 90 points to this project.	
666	Regional	Infrastructure Health	Modernization		NC054		US 15/501	SR 1110 (Barbee Chapel Road)	Construct Bicycle Lanes and Sidewalks	65.296	27.133		0		
650	Regional	Mobility	Capacity		NC054		I-40	Barbee Chapel Road	NC 54 (I-40 west to Barbee Chapel Rd) widen to 6-lane divided, bicycle, pedestrian, and transit facilities.	64.531	30.732		100	Top Regional Mobility project by State Score.	
527	Statewide	Infrastructure Health	Modernization	U-5304	US015, US501		NC 86 (Columbia Street)	SR 1742 (Ephesus Church Road)	(US 15/501) Fordham Boulevard (NC 86 (Columbia Street)/US 15/501 South to SR 1742 (Ephesus Church Road)) sidewalks, wide-outside lanes, and transit accommodations.	64.251	38.032	Funded for Construction in FY2019 in 12-18 TIP	100	Top Statewide Infrastructure Health project by State Score. Also to maintain schedule/funding in 12-18 TIP.	
534	Regional	Mobility	Capacity	U-5324D	NC054		SR 1106 (Barbee Road)	NC 55	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section D: SR 1106 (Barbee Road) to NC 55).	64.116	27.286	Funded for feasibility study and R/W in 2020 in 12-18 TIP	100	To maintain schedule/funding in 12-18 TIP. Division 5 to award 90 points to this project.	
532	Regional	Mobility	Capacity	U-5324B	NC054		NC 751	SR 1118 (Fayetteville Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section B: NC 751 to SR 1118 (Fayetteville Road).	63.801	25.707	Funded for feasibility study and R/W in 2020 in 12-18 TIP	100	To maintain schedule/funding in 12-18 TIP.	
647	Subregional	Mobility	Capacity		SR1006	New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with sidewalks and bicycle lanes	63.082	16.673		0		
366	Statewide	Mobility	Capacity	U-2807	US015, US501		I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade.	62.572	28.802		0		
947	Subregional	Infrastructure Health	Modernization		SR1102, SR 1977	Sedwick Road	SR 1100 (Grandale Drive)	SR 1945 (South Alston Avenue)	Construct bike lanes and sidewalks.	62.153	16.327		0		
200	Subregional	Mobility	Capacity	R-2825	SR1009	South Churton Street	I-40	Eno River	I-40 to Bridge over Southern Railroad. Widen to Multi-Lanes with landscaped median, bicycle lanes, and sidewalks, widen Bridge No. 240 over Southern Railroad.	60.961	18.809		0		
1131	Statewide	Mobility	Capacity		032 I-040		NC 147	US 15/501	Construct 1 Managed Lane per direction (additional 16ft of pavement - 12ft lanes + 4ft pavement for separation with general purpose lanes)	60.831	42.339	Submitted by Division 5.	0		
631	Subregional	Infrastructure Health	Modernization		SR1734	Erwin Road	US 15/501	NC 751	US 15/501 to NC 751, bike lanes, sidewalks, and safety improvements (design may vary along length).	60.621	17.436		0		

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	MPO Score	highest	state score in tier/goal	Recommended Points	Reason/Notes
											State Score	Notes		
1143	Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	SR 1742 (Ephesus Church Road)	SR 1902 (Manning Drive)	Upgrade road to "Superstreet" with possible interchange at Manning Drive	60.356	43.627	Submitted by Division 7. An interchange at US 15-501/Manning Drive is not in the 2035 LRTP.	0	
1305	Subregional	Infrastructure Health	Modernization		086 SR2008	Carmichael Street	US 15/501	Northern Terminus of Roadway	Repave and with bicycle accommodations	59.25	15.5		0	
1144	Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade road to "Superstreet"	58.878	49.924	Submitted by Division 7.	100	Top Statewide Mobility project by State Score. Chapel Hill Council will provide comments on this project.
652	Regional	Mobility	Capacity		NC751	Hope Valley Road	South Roxboro Road	NC 54	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks.	58.759	23.521	Durham is considering funding this project.	0	
946	Subregional	Infrastructure Health	Modernization		SR1113	Ephesus Church Road/Pope Road	SR 2220 (Old Durham-Chapel Hill Road)	Orange County Line	Construct bike lanes and sidewalks.	58.686	15.218		0	
1033	Subregional	Mobility	Capacity		032 SR1118	Fayetteville Road	Renaissance Parkway	NC 751	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	58.106	15.588		0	
1014	Statewide	Mobility	Capacity		092 I-540		I-40	US 64 Bypass	Convert Freeway to Tolled Facility and widen to 8 lanes	57.87	21.993	Part in CAMPO, DCHC 2%	0	
859	Subregional	Mobility	Capacity			New Route - T.W. Alexander Drive Extension	West of Brier Creek Pkwy	Leesville Road	Extension of TW Alexander Drive (4 lanes new location)	57.337	8.0627	Part in CAMPO, DCHC 46%	0	
1036	Statewide	Mobility	Capacity		068 NC086		US 70 Bypass	North of NC 57	Widen roadway to four lanes with a median and improve intersections at US 70 Bypass and NC 57 .	57.186	28.738		0	
997	Statewide	Mobility	Capacity		032 NC147	Durham Freeway	I-40	East End Connector	Widen roadway to 6 lanes and rehabilitate pavement	56.822	25.192		0	Division 5 to award 85 points to this project.
531	Regional	Mobility	Capacity	U-5324A	NC054		I-40	NC 751	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section A: I-40 to NC 751.	56.723	21.901	Funded for feasibility study and R/W in 2020 in 12-18 TIP	100	To maintain schedule/funding in 12-18 TIP.
649	Subregional	Infrastructure Health	Modernization		SR1762	Jeremiah Drive	SR 1721 (Lystra Road)	End of Road	Elevate road for flood control.	56.25	12.5		0	
655	Subregional	Mobility	Interchange/Intersection		SR1780	Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) construct roundabout.	55.115	17.81		0	
1005	Subregional	Mobility	Capacity		032 SR1940	Glover Road	NC 147	SR 1926 (Angier Avenue)	Convert existing grade separation at NC 147 to an interchange and widen roadway to four lanes with a median and bicycle, pedestrian, and transit facilities as appropriate.	54.428	10.186		0	
937	Statewide	Mobility	Interchange/Intersection		US015, US501		SR 1742 (Ephesus Church Road)		Intersection Improvements	54.202	24.065		0	
239	Subregional	Mobility	Capacity	R-3438		New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.	53.647	11.603	Not in 2035 LRTP	0	
654	Subregional	Mobility	Interchange/Intersection		SR1010	Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street Intersection improvements.	52.907	14.638		0	
651	Subregional	Mobility	Capacity		SR1004	Old Oxford Highway	29000501 (Roxboro Road)	Hamlin Road	Old Oxford Highway (Roxboro Road to Hamlin Road) expand capacity, bike lanes, and sidewalks.	52.598	15.716		0	
372	Subregional	Mobility	Capacity	U-2831B		New Route - Briggs Avenue Extension	Riddle Road	SR 1951 (So-Hi Drive)	Riddle Road to SR 1951 (So-Hi Drive). Two Lanes on Multi-Lane Right of Way.	51.742	10.163		0	
1034	Subregional	Mobility	Capacity		032 SR1146	S. Roxboro St.	SR 1158 (Cornwallis Rd)	Martin Luther King, Jr. Parkway	Widen existing roadway to multi-lanes and construct on new location multi-lane roadway with bicycle, pedestrian	51.217	18.02	Durham is considering funding this project but may not have enough funding to construct all of it.	0	

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	highest state score in tier/goal		Recommended Points	Reason/Notes
										MPO Score	State Score		
326	Regional	Mobility	Capacity	U-2405		New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, bicycle, and transit facilities.	50.605	16.338	0	
1011	Regional	Mobility	Capacity		032 NC751		NC 54	Renaissance Parkway	Widen roadway to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate.	49.251	17.212	0	
10	Statewide	Mobility	Capacity	I-3306A	I-040		I-85	US 15/501	I-85 in Orange County to NC 147 (Buck Dean Freeway) in Durham County. Add Additional Lanes. Section A: I-85 to US 15/501.	49.014	29.426	0	MPO score only contributes 10% to final score for the Statewide tier. Low MPO and state score.
487	Subregional	Mobility	Capacity	U-4716D	SR1978	Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to multi-lanes.	48.757	10.373	0	
1056	Subregional	Mobility	Interchange/Intersection		068 SR1771		1008 (Mount Carmel Church Road)	1913 (Bennett Road)	Construct roundabout and related safety improvements at the existing intersection of Mount Carmel Church Road and Bennett Road.	47.574	10.216	0	
558	Regional	Mobility	Capacity			I-85/US 70 Connector	US 70		Reconstruct interchange to allow for full movements	46.314	10.528	0	DCHC 98%
7	Statewide	Mobility	Capacity	I-0305B	I-085		East of SR 1709	Durham County Line	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section B: East of SR 1709 to Durham County Line.	45.827	21.122	0	MPO score only contributes 10% to final score for the Statewide tier. Low MPO and state score.
555	Regional	Mobility	Capacity		NC751		US 64	Durham County Line	Widen to 4 lanes with bicycle lanes on existing location.	40.588	15.643	0	Not in 2035 LRTP, part in TARPO, DCHC 60%
1018	Regional	Mobility	Capacity		032 NC751		Renaissance Parkway	1118 (Fayetteville Road)	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	37.648	13.147	0	
1097	Statewide	Infrastructure Health	Modernization		032 NC147		East End Connector	US 15/501	Modernization, pavement Rehabilitation and ramp consolidations/interchange upgrades	35.862	12.671	0	
6	Statewide	Mobility	Capacity	I-0305A	I-085		SR 1006 near Hillsborough	East of SR 1709	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section A: SR 1006 near Hillsborough to East of SR 1709.	31.773	15.229	0	MPO score only contributes 10% to final score for the Statewide tier. Low MPO and state score.

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	MPO Score	MPO Rank	State Score	Notes	Recommended Rank
1493	Rocky Creek Greenway Trail Extension	Current trail terminus at NC 55	Kelly Bryant Bridge over NC 147 (Durham Freeway)	Rocky Creek Trail (NC 55 to Kelly Bryant Bridge) – Shared Use Path	Rocky Creek Greenway Trail Extension - (NC 55 to Kelly Bryant Bridge) – Shared Use Path	Durham	\$1,785,000	92.8	1	52	Used v/c on NC 55	1
1501	1919 (Greensboro Street)	Weaver Street	Shelton Street	N. Greensboro St. corridor from Weaver St. to Shelton St. – bicycle and pedestrian improvements (paint, median, sharrows, bicycle signal detection, etc.)	1919 - N. Greensboro St. corridor from Weaver St. to Shelton St. – bicycle and pedestrian improvements (paint, median, sharrows, bicycle signal detection, etc.)	Orange	\$200,000	73.3	2	60	This project was originally envisioned as a highway safety project. The road will be resurfaced next year and sharrows will be requested. Description should be changed to add bike lanes, median, and bicycle signal detection.	2
1524	1008 (Mount Carmel Church Road)	US 15-501	1913 (Bennett Road)	SR 1008 (Mount Carmel Church Rd) (US 15-501 to Bennett Rd) sidewalks and bicycle lanes.	SR 1008 (Mount Carmel Church Rd) (US 15-501 to Bennett Rd) sidewalks and bicycle lanes.	Orange	\$375,000	65.0	3	60	Overlaps with highway project #952. Subcommittee recommends ranking this project since the longer/more expensive highway project is unfunded.	3
1497	Campus to Campus Connector	Broad Street	1843 (Seawell School Road)	Campus to Campus Connector (Broad St. to Seawell School	Campus to Campus Connector (Broad St. to Seawell School	Orange	\$900,000	64.7	4	52	Used v/c on Estes	4
2054	Morgan Creek Phase 3 in Chapel Hill	End of Phase 2	Carrboro Town Limits	Morgan Creek Phase II (from the end of Phase I to Carrboro	Morgan Creek Phase 3 in Chapel Hill - from the end of	Orange	\$3,700,000	61.7	5	35	Used v/c on Fordham	5
1530	Bolin Creek Greenway Trail Phase IV	Umstead Park	Carolina North	Bolin Creek Phase IV (Umstead Park to Carolina North, follow	Bolin Creek Greenway Trail Phase IV - (from Umstead Park	Orange	\$3,100,000	61.4	6	52	used v/c on Estes	
1498	Horace Williams Greenway	1777 (Homestead Road) and Carolina North	Chapel Watch Village	Horace Williams Greenway: Chapel Watch Village to	Horace Williams Greenway - Chapel Watch Village to	Orange	\$3,000,000	60.8	7	56	Used v/c on NC 86	
1500	Morgan Creek Greenway Trail - Carrboro Section	University Lake	Existing Trail	Morgan Creek Greenway in Carrboro - Construct a multi-	Morgan Creek Greenway in Carrboro - Construct a multi-	Orange	\$3,120,000	58.9	8	48	Used v/c on Fordham	
1494	Duke Beltline Rail-Trail	1127 (Chapel Hill Street)	Y east of NC 55 (Avondale Drive)	Duke Beltline Trail – Shared Use Path	Duke Beltline Rail-Trail - Shared Use Path	Durham	\$2,750,000	57.5	9	42	used v/c on Mangum/Roxboro	
1522	NC 54 Sidepath	James Street	Anderson Park Entrance	NC 54 Sidepath (James St to Anderson Prk) multi-use path.	NC 54 Sidepath (James St to Anderson Prk) multi-use path.	Orange	\$700,000	56.7	10	58		
1529	US 15-501 (Fordham Boulevard) Overpass /	1902 (Manning Drive)	Old Mason Farm Road	US 15-501 (Fordham Blvd) pedestrian and bicycle	US 15-501 (Fordham Blvd) pedestrian and bicycle	Orange	\$2,300,000	55.0	11	42	Overlaps with highway project #1143.	
1531	Bolin Creek/Little Creek Greenway Trail	Estes Drive Extension at Chapel Hill Community Center	Pinehurst Drive	Bolin Creek/Little Creek Greenway (Chapel Hill	Bolin Creek/Little Creek Greenway Trail (Chapel Hill	Orange	\$3,200,000	54.7	12	52	Used v/c on Estes	
1525	1727 (Eubanks Road)	1729 (Rogers Road)	NC 86 (Martin Luther King Boulevard)	SR 1727 (Eubanks Rd) (Rogers Rd to NC 86) bicycle lanes.	SR 1727 (Eubanks Rd) (Rogers Rd to NC 86) bicycle lanes.	Orange	\$824,000	51.7	13	54	Same as highway project #1096.	
1492	1103 (Scott King Road)	1118 (Fayetteville Road)	1100 (Grandale Road)	Scott King Road (Fayetteville Rd. to Grandale Rd.) – On-road	1103 - Scott King Road (Fayetteville Rd. to Grandale	Durham	\$630,000	50.6	14	46		
1495	NC 751	1307 (Erwin Road)	US 70 Business (Hillsborough Road)	NC 751 (Erwin Rd. roundabout to Hillsborough Rd./US 70) –	NC 751 - Erwin Rd. roundabout to Hillsborough Rd./US 70 – On-	Durham, Orange	\$860,000	49.7	15	48		
1496	1401 (Cole Mill Road)	1404 (Rose of Sharon Road)	Orange County Line	Cole Mill Road (Rose of Sharon Rd. to Orange County line) –	1401 - Cole Mill Road (Rose of Sharon Rd. to Orange County	Durham	\$725,000	43.1	16	46		
1919	SR 1006 (Orange Grove Road)	I-40	SR 1102 (Dodsons Cross Road)	Orange Grove Rd (SR1006), Orange County, Bicycle 4'	SR 1006 (Orange Grove Road) - Orange County, Bicycle 4'	Orange	\$40,920	37.5	17	50	Part in TARPO	
1499	Dry Creek Trail Phase 1	Perry Creek Road	1734 (Erwin Road)	Dry Creek Trail: Phase 1 Perry Creek Road to Erwin Road	Dry Creek Trail Phase 1 - Perry Creek Road to Erwin Road	Orange	\$1,250,000	37.5	18	48	Used v/c on Erwin	

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	MPO Score	MPO Rank	State Score	Notes	Recommended Rank
1885	Buckhorn Rd (SR 1114)	US 70	SR 1146 (Old Ten Road)	Buckhorn Rd Bike Lane Widening (SR 1114) 4' Paved	Buckhorn Rd (SR 1114) - Bike Lane Widening - (SR 1114) - 4'	Orange	\$470,085	35.8	19	35	Part in TARPO and BGMPO	
1905	SR 1102 (Dodsons Cross Road)	SR 1177 (Dairyland Road)	SR 1006 (Orange Grove Road)	Dodson's Crossroads Road; add 4' paved shoulders.	SR 1102 (Dodsons Cross Road) - add 4' paved shoulders.	Orange	\$364,320	32.5	20	50	Part in TARPO	

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	MPO Score	Rank	State Score	Notes	Recommended Rank
1505	US 501 Bypass (Duke Street)	Murray Avenue	US 501 Business (Roxboro Road)	Duke Street (Murray Ave. to Roxboro Rd.) – Sidewalks	US 501 Bypass - Duke Street (Murray Ave. to Roxboro Rd.) –	Durham	\$1,150,000	85.6	1	57		1
1502	NC 54	NC 55	City Limits (Research Triangle Park)	NC 54 (NC 55 to RTP) – Sidewalks	NC 54 (NC 55 to RTP) – Sidewalks	Durham	\$380,000	83.9	2	57	Only a short portion is within the City limits. Suggest pursuing STPDA or CMAQ funding instead of Bike/Ped Division Funds.	
1503	US 501 Business (Roxboro Road)	Murray Avenue	Pacific Avenue	Roxboro Road (Pacific Ave. to Murray Ave.) – Sidewalks	US 501 Business - Roxboro Road (Pacific Ave. to Murray	Durham	\$350,000	83.1	3	55		2
1514	1118 (Fayetteville Street)	1158 (Cornwallis Road)	NC 147 (Durham Freeway)	SR 1118 (Fayetteville St) (SR 1158 (W Cornwallis Rd) to NC 147) sidewalks and streetscape enhancements	SR 1118 (Fayetteville St) from SR 1158 (W Cornwallis Rd) to NC 147 sidewalks and streetscape enhancements	Durham	\$775,000	80.6	4	57	Streetscape project; Since sidewalks mostly already exist, NCDOT Bike/Ped Division would not fund this project. Subcommittee recommends withdrawing the project.	
1520	NC 98 (Holloway Street)	1838 (Junction Road)	1919 (Chandler Road)	NC 98 (Holloway St) (SR 1838 (Junction Rd) to SR 1919	NC 98 (Holloway St) (SR 1838 (Junction Rd) to SR 1919	Durham	\$810,000	78.9	5	57		3
1506	1443 (Horton Road)	NC 157 (Guess Road)	US 501 (Roxboro Road)	Horton Road (Guess Rd. to Roxboro Rd.) – Sidewalks	1443 - Horton Road (Guess Rd. to Roxboro Rd.) – Sidewalks	Durham	\$525,000	77.2	6	57		4
1515	1127 (Chapel Hill Street)	1127 (Kent Street)	Buchanan Boulevard	W Chapel Hill Street (Kent St to Buchanan Blvd) sidewalks and streetscape enhancements	1127 - W Chapel Hill Street (Kent St to Buchanan Blvd) sidewalks and streetscape enhancements	Durham	\$80,000	75.6	7	52	Streetscape project; Since sidewalks mostly already exist, NCDOT Bike/Ped Division would not fund this project. Subcommittee recommends withdrawing the project.	
1517	Main Street	Commerce Street	NC 55 (Alston Avenue)	E Main St (Hood St to NC 55 (Alston Ave)) sidewalks and streetscape enhancements	E Main St from Hood St to NC 55 (Alston Ave) sidewalks and streetscape enhancements	Durham	\$150,000	70.6	8	57	Streetscape project; Since sidewalks mostly already exist, NCDOT Bike/Ped Division would not fund this project. Subcommittee recommends withdrawing the project.	
1504	Cook Road	1118 (Fayetteville Road), near Hillside High School	Martin Luther King Jr. Parkway	Cook Road (Fayetteville Rd. near Hillside High to Martin	Cook Road (Fayetteville Rd. near Hillside High to Martin	Durham	\$420,000	68.9	9	57		5
1523	US 15-501 (Fordham Boulevard)	1742 (Ephesus Church Road)	Elliott Road	US 15-501 (Fordham Boulevard) (SR 1742 (Ephesus Church Rd) to Elliott Rd) sidewalks.	US 15-501 (Fordham Boulevard) (SR 1742 (Ephesus Church Rd) to Elliott Rd) sidewalks.	Orange	\$175,000	68.3	10	60	Overlaps with highway project #527 which is funded in FY 2019 in the 12-18 TIP. Subcommittee recommends pursuing sidewalk through this project.	
1507	1010 (Main Street)	1009 (Hillsborough Road)	1005 (Jones Ferry Road)	W. Main St. – Install improved pedestrian crossings and	1010 - W. Main St. – Install improved pedestrian crossings	Orange	\$132,480	67.2	11	57		
1527	1919 (Greensboro Street)	Old Pittsboro Road	1771 (Merritt Mill Road)	SR 1919 (S Greensboro St) (Old Pittsboro Rd to SR 1771	SR 1919 (S Greensboro St) from Old Pittsboro Rd to SR	Orange	\$635,000	62.2	12	52		
1519	US 15-501 (Mangum Street)	Broadway Street	Miosha Street	US 15-501 Business (N Mangum St)-Corporation St intersection sidewalks and streetscape enhancements in Old Five Points area	US 15-501 Business (N Mangum St)-Corporation St intersection sidewalks and streetscape enhancements in Old Five Points area	Durham	\$80,000	60.6	13	52	Streetscape project; Since sidewalks mostly already exist, NCDOT Bike/Ped Division would not fund this project. Subcommittee recommends withdrawing the project.	
1521	Main Street	Gary Street	Driver Street	E Main St (Gary St to S Driver St) sidewalks.	E Main St (Gary St to S Driver St) sidewalks.	Durham	\$275,000	55.6	14	52	Existing sidewalks on one side of street. Used AADT on Main in downtown	

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	MPO Score	Rank	State Score	Notes	Recommended Rank
1511	US 15-501	1532 (Mann's Chapel Road)	N/A	US 15-501 at Mann's Chapel Rd. - Add pedestrian refuge	US 15-501 at Mann's Chapel Rd. - Add pedestrian refuge	Chatham	\$300,000	54.2	15	43		
1528	Cleland Drive / Burning Tree Drive	US 15-501	NC 54	Cleland Dr/Burning Tree Dr (Cleland Dr and Burning Tree	Cleland Drive / Burning Tree Drive - sidewalks.	Orange	\$440,000	50.6	16	48		
1508	1782 (Estes Drive)	1772 (Greensboro Street)	Town Limits	Estes Dr. – Construct a sidewalk on the south side of	1782 - Estes Dr. – Construct a sidewalk on the south side of	Orange	\$550,000	49.7	17	42		
1509	1009 (Old NC 86)	1777 (Homestead Road)	1727 (Eubanks Road)	Old NC 86 – Construct a sidewalk on the east side of the	1009 - Old NC 86 – Construct a sidewalk on the east side of the	Orange	\$520,670	36.4	18	42		
1510	1006 (Orange Grove Road)	1221 (New Grady Brown School Road)	Timbers Drive	SR 1006, Orange Grove Road, at Interstate 40: Construct a	SR 1006, Orange Grove Road, at Interstate 40: Construct a	Orange	\$1,010,000	27.2	19	32		

SPOT ID	GOAL	TIER	Transit Partners and Providers	STIP#	DESCRIPTION	Alternative MPO Methodology			Recommended Points	Notes
						MPO Score	MPO Rank	State Score		
1410	health	sub regional	CHAPEL HILL TRANSIT	TA-4748	Replacement Van - Paratransit	62.18	1	27.0	56	
1411	health	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-5019A	Replacement Van - Paratransit	45.79	2	5.0	56	
1400	health	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4923	Replacement Bus - fixed route	41.70	3	26.7	56	
1394	health	regional	TRIANGLE TRANSIT	TA-4818	Replacement Bus	40.50	4	3.1	28	
1415	health	regional	TRIANGLE TRANSIT	TA-5107	Replacement Van - vanpool	37.50	5	7.9	28	
1391	health	sub regional	CHAPEL HILL TRANSIT	TA-4726A	Replacement Bus	35.66	6	19.6	56	
1342	mobility	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4755	Expansion Bus	33.41	7	35.4	44	
1385	mobility	regional	TRIANGLE TRANSIT	TE-4903A	Fixed Guideway - Raleigh-Rtp-Durham Design Phase 1	30.67	8	5.2	22	
1384	mobility	regional	TRIANGLE TRANSIT	TE-4903B	Fixed Guideway - Chapel Hill-Durham Design Phase 1	30.06	9	5.2	44	
1344	mobility	regional	TRIANGLE TRANSIT	TA-5123	Expansion Bus	29.49	10	19.6	22	
1373	mobility	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TD-5267	Facility - Park & Ride, 2 Lots	24.85	11	12.3	31	
1372	mobility	regional	TRIANGLE TRANSIT	TD-4941	Facility - Park & Ride Regional Expansion	22.57	12	4.3	15	
1368	mobility	sub regional	CHAPEL HILL TRANSIT	TD-4710	Facility - Park & Ride	22.35	13	17.8	31	
1370	mobility	regional	PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION	TD-5268	Facility - Park & Ride in Buckhorn Economic Development District in Orange County	18.93	14	11.2	0	The TCC recommends no points for this project because (1) it is unlikely to be ready by FY 2015 and (2) park and ride lots in Mebane and Hillsborough are higher priorities.
1418	mobility	regional	TRIANGLE TRANSIT	TT-5213	Technology - Regional Fare System Upgrade	18.75	15	12.7	15	
1383	mobility	sub regional	CHAPEL HILL TRANSIT	TE-5203	Fixed Guideway - Bus Rapid Transit Operational Improvements (plan 2013, con 2014)U-5119	14.84	16	14.3	31	
1354	mobility	regional	TRIANGLE TRANSIT	TD-4944	Facility - I-40 Bus Bypass Shoulder Project.	13.01	17	7.3	15	

total points

550

**Public Comments on the FY 2014-2020 Transportation Improvement Program – Regional Priority List – As of November 8, 2011**

From: Dave Connelly [drpconnelly@gmail.com]  
Sent: Monday, November 07, 2011 3:09 PM  
To: Beckmann, Ellen; Ahrendsen, Mark  
Cc: Edward Harrison; McKeel, Dale  
Subject: Re: Notice: Public Comment Period and Public Hearing on DCHC MPO Transportation Priority List

Hi all,

I live in Durham County and am a fan of trails, greenways, and cycling accommodations. But I'm not a professional planner, so I may mis-interpret the numbers on page 5 (Bicycle & Trail Projects) of the current draft MPO Priority List.

First, here's the 2010 census population.

<<http://censtats.census.gov/usa/usa.shtml>>

- Durham County 267,587
- Orange County 133,801
- Chatham County 63,505

Bike/Trail funding proposed, top 8 MPO-ranked projects:

- Durham County \$1,785,000 = \$6.67 per capita
- Orange County \$14,395,000 = \$107.58 per capita
- Chatham County \$0

On the other hand, Durham County is to receive the lion's share of pedestrian projects (\$4,640,000 for the 1st 9 items). But that doesn't make up for the \$14M assigned to Orange bike projects. As for highway projects, I don't see \$ amounts, so they're harder to compare.

Are our Durham TAC and TCC representatives thinking that we need to focus funding efforts on pedestrian facilities? Or are we focusing funding in general on Orange County?

Thanks for clarifying, Dave.

"A little knowledge is a dangerous thing."

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From: Toby [toby.berla@gmail.com]  
Sent: Monday, November 07, 2011 3:20 PM  
To: Durham BPAC  
Cc: Beckmann, Ellen  
Subject: DCHC-MPO Draft Priority List for 2014-2020

The Durham-Chapel Hill-Carrboro MPO recently announced public sessions to discuss their Draft Priority List for 2014-2020. I've included the announcement from the below. My question about the Bicycle, Trail, and Pedestrian Projects is this:

The proposed spending priorities for bicycle, trail, and pedestrian projects seem seriously out of balance. How is the concept of equity reflected in the draft priority list?

Here are the numbers I found in the draft priority list (pages 5-8):  
(<http://www.dchcmpo.org/dmdocuments/1218PriorityList.pdf>)

Of the 20 ranked bicycle and trail projects, four are in Durham County, one is in both Durham and Orange Counties, and 15 projects are in Orange County. (None of the projects are in Chatham County, although the MPO includes a slice of rural northern Chatham County.)

The total estimated cost of the Durham-only projects is \$5,890,000. The Orange-only project costs total around \$23,544,000. The single project that is in both counties (NC 751 from the Erwin roundabout to US-70) has an estimated cost of \$860,000. It appears that about 2/3 of that project will be in Durham County, and 1/3 in Orange County. So let's allocate \$575,000 to Durham, and \$285,000 to Orange. That results in the following totals:

Durham County projects: \$6,465,000.  
Orange County projects: \$23,829,000.

Per the 2010 US Census (<http://quickfacts.census.gov/qfd/states/37000.html>), here are the county population figures:

Durham County: 267,587 people  
Orange County: 133,801 people

So it appears that the MPO is proposing to spend around \$178 per person for bike and trail projects in Orange County, and around \$24 per person in Durham County. That's more than SEVEN TIMES as much per capita spending proposed for bike and trail projects for Orange County than for Durham County!

Looking at the proposed pedestrian projects (pages 7-8) for 2014-2020, there are 19 projects listed. 11 are in Durham County, 7 in Orange County, and one is in Chatham. The total estimated cost of the 11 Durham projects is \$4,995,000, or about \$19 per resident. For the Orange County projects, the total estimated cost is \$3,463,000, or about \$26 per resident. (The single Chatham project is for \$300,000.)

The MPO is proposing pedestrian projects in Orange County that will cost 35% more per capita than the projects proposed for Durham County.

Am I missing something?

Regards,

Toby Berla  
Durham BPAC and DOST Member

## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** November 9, 2011

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

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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.

### **FY 2011/FY 2012 Unified Planning Work Program (UPWP) – Projects**

#### **Town of Carrboro Transportation Study/Main Street Road Diet**

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

#### **Town of Hillsborough Downtown Transportation Study**

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

#### **2040 Long Range Transportation Plan LRTP**

- ✓ LRTP Schedule/Timeline TAC Approval – August 2011
- ✓ Socio-economic and demographic data analysis completed
- LRTP Public Involvement plan – Nov/December 2011
- LRTP Goals and Objectives – January 2012
- Approval of LRTP Targets January/February 2012
- Deficiency Analysis – April 2012
- Socio-economic Forecasts – January 2012
- Land use Scenario – January 2012
- Alternative Analysis – May –July 2010
- Draft LRTP Recommendation September 2012
- Air Quality analysis and Conformity Adopted -October 2012 - February 2013
- Approval of LRTP and Conformity determination April/may 2013
- Technical report and implementation

#### **Comprehensive Transportation Plan (CTP)**

- Draft CTP – December 2011 – Depends on NCDOT Schedule
- Public Input

- Recommended CTP
- Adopted CTP - September 2012
- 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
- Additional study to address issues raised during public comment
- Phase 2 - ongoing
- Study completion – June 2012

#### **GIS/Data Integration and Automation**

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase I deployment
- Database development – ongoing.
- Phase 2 – underway

#### **Land-use Model Development**

- ✓ Multi-year project in progress
- ✓ Phase 1 completed
- ✓ Sensitivity analysis and testing in progress
- ✓ Data development in on-going
- Phase 2- Parcel level model for DCHC
  - Initial database – TBD
  - Initial model estimation – TBD
  - Initial calibration – TBD

#### **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 – completed
- ✓ Data collection – completed
- ✓ Build Scenario Planning Tool
- ✓ Develop and approve Place Typology – Place Type Palette – completed
- ✓ Focus Group Meetings – completed
- ✓ Trend Forecasts
- ✓ Partnering Strategy
- ✓ Build Development Strategy
- Rationalize Scenarios
- Land use and Transportation MOEs
- Documentation/Protocol Report

#### **MPO Congestion Management Process CMP**

- ✓ CMP Procedure Plan approval – completed
- ✓ FHWA Approval of CMP procedure plan – August 2011
- ✓ CMP data requirement collection plan – Fall of 2011
- ✓ CMP Data collection and monitoring – ongoing
- ✓ CMP implementation – ongoing
- State-of Systems Report – December 2012
- Evaluation of effective of CMP projects and funded projects - ongoing

#### **MPO Safety and Security Plan**

- ✓ Action Plan and schedule to be completed in September 2011

#### **Update of the MPO Public Involvement consistent with Federal Certification Review**

- ✓ Action Plan and schedule completed in September 2011

#### **MPO Title VI/Environmental Justice (EJ)/Limited English Proficiency (LEP) Plan**

- ✓ Action Plan and schedule completed in September 2011

#### **MPO Climate Change (Sustainability Adaptation) Plan/ Update of Greenhouse Emissions Plan**

- ✓ Action Plan and schedule completed in September 2011

#### **MPO Freight Plan and Integration**

- ✓ Action Plan and schedule completed in September 2011

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

<b>Contract Number:</b> C202064	<b>Route:</b> SR-2028
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> U-3309A
<b>Length:</b> 1.165 miles	<b>Federal Aid Number:</b> STP-2028(4)
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM.	
<b>Type of Work:</b> WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS.	
<b>Contractor Name:</b> GELDER AND ASSOCIATES, INC.	
<b>Contract Amount:</b> \$6,502,648.68	<b>Cost Overrun/Underrun:</b> 1.37%
<b>Availability Date:</b> 2/1/2010	<b>Letting Date:</b> 12/15/2009
<b>Completion Date:</b> 8/15/2011	<b>Work Began:</b> 2/8/2010
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 12/30/2011
<b>Last Estimate Thru:</b> 9/30/2011	<b>Scheduled Progress:</b> 100%
<b>Last Estimate Paid:</b> 10/10/2011	<b>Actual Progress:</b> 75.63%

<b>Contract Number:</b> C202164	<b>Route:</b> SR-1959
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> U-4011
<b>Length:</b> 0.767 miles	<b>Federal Aid Number:</b> STP-1959(3)
<b>Resident Engineer:</b> Mark W. Luther, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> SR-1959 (S MIAMI BLVD) FROM SOUTH OF SR-2112 (METHODIST ST) TO NORTH OF SR-1960 (BETHESDA AVE).	
<b>Type of Work:</b> GRADING, DRAINAGE, PAVING & SIGNALS.	
<b>Contractor Name:</b> TRIANGLE GRADING & PAVING, INC	
<b>Contract Amount:</b> \$4,666,751.41	<b>Cost Overrun/Underrun:</b> 0.32%
<b>Availability Date:</b> 6/27/2011	<b>Letting Date:</b> 5/17/2011
<b>Completion Date:</b> 7/13/2012	<b>Work Began:</b> 7/13/2011
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 7/13/2012
<b>Last Estimate Thru:</b> 10/15/2011	<b>Scheduled Progress:</b> 25.3%
<b>Last Estimate Paid:</b> 10/25/2011	<b>Actual Progress:</b> 10.75%

<b>Contract Number:</b> C202340	<b>Route:</b> SR-1321
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> U-3804
<b>Length:</b> 1.07 miles	<b>Federal Aid Number:</b> STM-0505(50)
<b>Resident Engineer:</b> Mark W. Luther, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> SR-1321 (HILLDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE).	
<b>Type of Work:</b> GRADING, DRAINAGE, PAVING, AND SIGNAL.	
<b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT	
<b>Contract Amount:</b> \$4,222,625.78	<b>Cost Overrun/Underrun:</b> 0%
<b>Availability Date:</b> 8/30/2010	<b>Letting Date:</b> 7/20/2010
<b>Completion Date:</b> 6/15/2012	<b>Work Began:</b> 9/30/2010
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 6/15/2012
<b>Last Estimate Thru:</b> 10/7/2011	<b>Scheduled Progress:</b> 54%
<b>Last Estimate Paid:</b> 10/18/2011	<b>Actual Progress:</b> 37.72%

<b>Contract Number:</b> C202507	<b>Route:</b> -
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 15	<b>TIP Number:</b> R-2635, U-4763B
<b>Length:</b> 18.8 miles	<b>Federal Aid Number:</b> TIFIA-540(2)
<b>Resident Engineer:</b> Jason R. Peterson, PE	<b>RE Phone Number:</b> (919)571-3000
<b>Location Description:</b> NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO	

NC-540. <b>Type of Work:</b> DESIGN-BUILD LANDSCAPING. <b>Contractor Name:</b> SOUTHERN GARDEN, INC. <b>Contract Amount:</b> \$4,800,000.00 <b>Cost Overrun/Underrun:</b> <b>Availability Date:</b> 8/15/2011 <b>Letting Date:</b> 4/21/2011 <b>Completion Date:</b> 7/1/2015 <b>Work Began:</b> <b>Revised Completion Date:</b> <b>Estimated Completion:</b> <b>Last Estimate Thru:</b> <b>Scheduled Progress:</b> <b>Last Estimate Paid:</b> <b>Actual Progress:</b>	
<b>Contract Number:</b> C202538  <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 22.96 miles <b>Resident Engineer:</b> Cadmus Capehart, PE <b>Location Description:</b> 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. <b>Type of Work:</b> MILLING, RESURFACING & SHOULDER RECONSTRUCTION. <b>Contractor Name:</b> TRIANGLE GRADING & PAVING, INC <b>Contract Amount:</b> \$4,474,348.51 <b>Cost Overrun/Underrun:</b> 1.58% <b>Availability Date:</b> 3/15/2010 <b>Letting Date:</b> 1/19/2010 <b>Completion Date:</b> 12/16/2010 <b>Work Began:</b> 4/5/2010 <b>Revised Completion Date:</b> <b>Estimated Completion:</b> 9/15/2011 <b>Last Estimate Thru:</b> 6/22/2011 <b>Scheduled Progress:</b> 100% <b>Last Estimate Paid:</b> 7/7/2011 <b>Actual Progress:</b> 98.01%	<b>Route:</b> 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  <b>County:</b> Durham  <b>TIP Number:</b> <b>Federal Aid Number:</b> <b>RE Phone Number:</b> (919)840-0914
<b>Contract Number:</b> C202610 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 6.8 miles <b>Resident Engineer:</b> Cadmus Capehart, PE <b>Location Description:</b> NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD). <b>Type of Work:</b> DIAMOND GRINDING, CONC PVT SLAB REMOVAL & SHOULDER RECONST. <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY <b>Contract Amount:</b> \$4,274,880.20 <b>Cost Overrun/Underrun:</b> 4.35% <b>Availability Date:</b> 3/15/2011 <b>Letting Date:</b> 9/21/2010 <b>Completion Date:</b> 11/1/2011 <b>Work Began:</b> 3/15/2011 <b>Revised Completion Date:</b> <b>Estimated Completion:</b> 12/31/2011 <b>Last Estimate Thru:</b> 10/7/2011 <b>Scheduled Progress:</b> 88% <b>Last Estimate Paid:</b> 11/1/2011 <b>Actual Progress:</b> 66.38%	<b>Route:</b> NC-147 <b>County:</b> Durham <b>TIP Number:</b> R-5164D <b>Federal Aid Number:</b> STM-0147(3) <b>RE Phone Number:</b> (919)840-0914
<b>Contract Number:</b> C202613 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 7.59 miles <b>Resident Engineer:</b> Mark W. Luther, PE <b>Location Description:</b> 1 SECTION OF US-70 BUS, 13 SECTIONS OF US-15/501 BUS, 1 SECTION OF NC-751 AND 4 SECTIONS OF SECONDARY ROADS. <b>Type of Work:</b> MILLING, RESURFACING & SHOULDER RECONSTRUCTION. <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY <b>Contract Amount:</b> \$1,844,694.96 <b>Cost Overrun/Underrun:</b> 0.48% <b>Availability Date:</b> 3/15/2011 <b>Letting Date:</b> 9/21/2010 <b>Completion Date:</b> 9/2/2011 <b>Work Began:</b> 4/1/2011 <b>Revised Completion Date:</b> <b>Estimated Completion:</b> 11/18/2011 <b>Last Estimate Thru:</b> 10/7/2011 <b>Scheduled Progress:</b> 100% <b>Last Estimate Paid:</b> 10/18/2011 <b>Actual Progress:</b> 78.4%	<b>Route:</b> US-15501 <b>County:</b> Durham <b>TIP Number:</b> R-5164E <b>Federal Aid Number:</b> STM-0070(140) <b>RE Phone Number:</b> (919)220-4680
<b>Contract Number:</b> C202620 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 12.6 miles <b>Resident Engineer:</b> Cadmus Capehart, PE <b>Location Description:</b> I-85 FROM NORTH OF US-70 IN DURHAM COUNTY TO NORTH OF NC-56 IN	<b>Route:</b> I-85 <b>County:</b> Durham <b>TIP Number:</b> I-5145 <b>Federal Aid Number:</b> IMS-085-4(118)178 <b>RE Phone Number:</b> (919)840-0914

GRANVILLE COUNTY.	
<b>Type of Work:</b> PAVEMENT REHABILITATION AND BRIDGE REPAIR OVERLAYS.	
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY	
<b>Contract Amount:</b> \$8,098,211.15	<b>Cost Overrun/Underrun:</b> 0.13%
<b>Availability Date:</b> 6/1/2011	<b>Letting Date:</b> 4/19/2011
<b>Completion Date:</b> 7/15/2012	<b>Work Began:</b> 6/10/2011
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 7/15/2012
<b>Last Estimate Thru:</b> 10/15/2011	<b>Scheduled Progress:</b> 33%
<b>Last Estimate Paid:</b> 10/24/2011	<b>Actual Progress:</b> 46.96%

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<b>Contract Number:</b> C202712	<b>Route:</b> NC-751, SR-1811, SR-1903 SR-1905, SR-1919, SR-1921 SR-1959
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 13.04 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> NC-751 FROM 3 LANE SECTION TO THE CHATHAM COUNTY LINE & 6 SECTIONS OF SECONDARY ROADS.	
<b>Type of Work:</b> WIDENING, RESURFACING & SHOULDER RECONSTRUCTION.	
<b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT	
<b>Contract Amount:</b> \$2,700,860.68	<b>Cost Overrun/Underrun:</b> 10.12%
<b>Availability Date:</b> 4/4/2011	<b>Letting Date:</b> 2/15/2011
<b>Completion Date:</b> 9/30/2011	<b>Work Began:</b> 5/5/2011
<b>Revised Completion Date:</b> 11/28/2011	<b>Estimated Completion:</b> 10/30/2011
<b>Last Estimate Thru:</b> 9/30/2011	<b>Scheduled Progress:</b> 100%
<b>Last Estimate Paid:</b> 10/6/2011	<b>Actual Progress:</b> 95.62%

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<b>Contract Number:</b> DE00010	<b>Route:</b> SR-1357
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 0.17 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Mark W. Luther, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> INTERSECTION OF SR-1357 (AVONDALE DR) AND SR-1670 (GEER ST).	
<b>Type of Work:</b> INSTALL ROUNDABOUT.	
<b>Contractor Name:</b> BARRETT, IRVIN & JORDAN CONTRACTORS INC	
<b>Contract Amount:</b> \$497,421.60	<b>Cost Overrun/Underrun:</b> 2.05%
<b>Availability Date:</b> 8/15/2011	<b>Letting Date:</b> 7/26/2011
<b>Completion Date:</b> 11/15/2011	<b>Work Began:</b> 8/15/2011
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 11/15/2011
<b>Last Estimate Thru:</b> 9/30/2011	<b>Scheduled Progress:</b> 53%
<b>Last Estimate Paid:</b> 10/10/2011	<b>Actual Progress:</b> 40.89%

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<b>Contract Number:</b> DE00011	<b>Route:</b> SR-1308
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 4 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Mark W. Luther, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> SR-1308 (CORNWALLIS RD) IN DURHAM COUNTY AND SR-1717 (WOOD- LAND RD) IN GRANVILLE COUNTY.	
<b>Type of Work:</b> STRENGTHENING, RESURFACING, AND PAVEMEN MARKINGS.	
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY	
<b>Contract Amount:</b> \$1,102,907.60	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b> 9/6/2011	<b>Letting Date:</b> 7/26/2011
<b>Completion Date:</b> 11/30/2011	<b>Work Began:</b> 9/6/2011
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

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<b>Contract Number:</b> DE00012	<b>Route:</b>
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 0.6 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> W B UMSTEAD PARK IN WAKE COUNTY AND ROLLING VIEW PARK IN DURHAM COUNTY.	
<b>Type of Work:</b> PARK IMPROVEMENTS.	
<b>Contractor Name:</b> TRIANGLE GRADING & PAVING, INC	
<b>Contract Amount:</b> \$597,864.70	<b>Cost Overrun/Underrun:</b> 0.24%

<p><b>Availability Date:</b> 9/19/2011  <b>Completion Date:</b> 12/23/2011  <b>Revised Completion Date:</b> 12/30/2011  <b>Last Estimate Thru:</b> 10/7/2011  <b>Last Estimate Paid:</b> 10/24/2011</p>	<p><b>Letting Date:</b> 8/30/2011  <b>Work Began:</b> 9/23/2011  <b>Estimated Completion:</b> 12/23/2011  <b>Scheduled Progress:</b> 12%  <b>Actual Progress:</b> 8.05%</p>
<p><b>Contract Number:</b> DO00069  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0 miles  <b>Resident Engineer:</b> Cadmus Capehart, PE  <b>Location Description:</b> BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.  <b>Type of Work:</b> BRIDGE PAINTING.  <b>Contractor Name:</b> S &amp; D INDUSTRIAL PAINTING, INC.  <b>Contract Amount:</b> \$922,562.15  <b>Availability Date:</b> 7/11/2011  <b>Completion Date:</b> 11/7/2011  <b>Revised Completion Date:</b> 8/28/2012  <b>Last Estimate Thru:</b>  <b>Last Estimate Paid:</b></p>	<p><b>Route:</b> NC-147  <b>County:</b> Durham  <b>TIP Number:</b> BK-5102G  <b>Federal Aid Number:</b> BRNHS-0147(4)  <b>RE Phone Number:</b> (919)840-0914  <b>Cost Overrun/Underrun:</b>  <b>Letting Date:</b> 8/19/2010  <b>Work Began:</b> 7/11/2011  <b>Estimated Completion:</b>  <b>Scheduled Progress:</b>  <b>Actual Progress:</b></p>
<p><b>Contract Number:</b> DO00070  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0 miles  <b>Resident Engineer:</b> Cadmus Capehart, PE  <b>Location Description:</b> BRIDGES #194 ON SR-1940, #202 ON SR-2080, #206 ON SR-1121, AND #212 ON NC-147.  <b>Type of Work:</b> BRIDGE PAINTING.  <b>Contractor Name:</b> ASTRON GENERAL CONTRACTING COMPANY INC  <b>Contract Amount:</b> \$1,079,557.80  <b>Availability Date:</b> 5/2/2011  <b>Completion Date:</b> 8/29/2011  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b> 9/15/2011  <b>Last Estimate Paid:</b> 9/26/2011</p>	<p><b>Route:</b> NC-147  <b>County:</b> Durham  <b>TIP Number:</b> BK-5102E  <b>Federal Aid Number:</b> BRZ-1940(2)  <b>RE Phone Number:</b> (919)840-0914  <b>Cost Overrun/Underrun:</b> 0%  <b>Letting Date:</b> 8/19/2010  <b>Work Began:</b> 6/24/2011  <b>Estimated Completion:</b> 9/23/2011  <b>Scheduled Progress:</b> 100%  <b>Actual Progress:</b> 94.64%</p>
<p><b>Contract Number:</b> DO00076  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0 miles  <b>Resident Engineer:</b> Chad D. Hinnant  <b>Location Description:</b> BRIDGES #228 ON SR-1959, #224 ON SR-1999, AND #100 ON SR-2028.  <b>Type of Work:</b> BRIDGE PAINTING.  <b>Contractor Name:</b> SAFFO CONTRACTORS INC  <b>Contract Amount:</b> \$1,138,000.00  <b>Availability Date:</b> 6/6/2011  <b>Completion Date:</b> 10/18/2011  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b> 9/30/2011  <b>Last Estimate Paid:</b> 11/1/2011</p>	<p><b>Route:</b> I-40  <b>County:</b> Durham  <b>TIP Number:</b> BK-5102F  <b>Federal Aid Number:</b> BRSTP-1959(5)  <b>RE Phone Number:</b> (919)733-9499  <b>Cost Overrun/Underrun:</b> 0%  <b>Letting Date:</b> 9/2/2010  <b>Work Began:</b> 7/21/2011  <b>Estimated Completion:</b> 10/28/2011  <b>Scheduled Progress:</b> 80%  <b>Actual Progress:</b> 73.79%</p>

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	ER-5100 GE	Landscape planting on US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	11/24/2009	4/30/2012	on schedule	\$65,000	ARRA
Orange	U-3306 34913.3.ST1 STM-1733 (16)	Grading, drainage, paving, signals, curb and gutter, and retaining wall on SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	7/20/2010	6/15/2013	behind schedule	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	8/1/2012	behind schedule	\$5.175 million	ARRA
Orange	U-4726 JA	Construct sidewalks in Hillsborough	11/19/2009	9/17/2011	final field inspection held 9/1/11; <b>punchlist completed 10/1/11</b>	\$1,034,110.00	ARRA, STP-DA & Contingency; M.A. w/ City
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	36945	Upgrade traffic signal with mast arm and install pedestrian signal heads on SR 1010 (Franklin St.) @ Mallette St.	11/4/2010	Rev. compl. 10/15/11	<b>work has not begun</b>	\$140,000.00	Small Construction
Orange	42502	Replace deteriorated curb and gutter at several locations on both sides of SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.			Awaiting execution of M.A. by Town	\$30,000	Small Construction
Orange	43346	Extend the westbound turn lane and install curb and gutter and storm drainage on SR 1900 (Old Mason Farm Road) at US 15-501 (Fordham Blvd.)		12/1/2011	F.A. construction <b>underway</b>	\$115,000	Small Construction
Orange	43426	Construct a left turn lane at the entrance to the new expansion of AKG, North America, Inc. on SR 1146 (Mattress Factory Road)		<b>12/31/2011</b>	<b>F.A. construction pending</b>	\$90,000	Public Access
Orange	C-4932 A	Construct a Transit Shelter at the Park and Ride Lot for DTCC in Hillsborough and install bike racks on Orange Public Transportation buses	5/17/2011		<b>Bike racks ordered by County and bus shelter ordered by Contractor</b>	\$20,275	CMAQ
Orange	ER-2971 G 3607.3.09	Widen roadway, install curb and gutter and construct sidewalk along SR 1750 (Estes Drive) between Burlage Circle and SR 1010 (Franklin Street)		<b>10/3/2012</b>	<b>MA with Town executed</b>	<b>\$200,000.00</b>	Small Construction/ STP-Division Enhancement
Orange	ER-2973 G 3707.3.16	Rehabilitation of landscape plantings on I-40/I-85 at SR 1114 (Buckhorn Rd.) and installation of landscape plantings at the Hillsborough Maintenance Yard on SR 1009 (Old NC 86)	10/13/2011	3/15/2012	<b>Bids opened and pending NTP</b>	\$137,500.00	STP-Division Enhancement
Orange	I-5142	Mill, resurface and install pavement markers and rumble strips on I-85/I-40 from west of SR 1114 (Buckhorn Road) to the I-85/I-40 interchange	3/16/2010	estimated completion revised 10/10/11	<b>99.7% complete</b>	\$8.60 million	TIP (IM)
Orange	SR-5000 S 40922.1.18 PE	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School	N/A	N/A	Municipal Agreement with Town; program underway	\$12,865	Safe Routes to Schools
Orange	SR-5001 AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in Carrboro	Advertisement pending	4/21/2012	<b>Letting delayed due to soil contamination</b>	\$300,000.00	SRTS

Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobleridge Rd. in Chapel Hill and Rosburn Rd. in Carrboro	After construction authorization is approved	7/22/2012	<b>Division has requested Construction Authorization</b>	\$50,000 \$108,000	SRTS/STP-DA
Orange	SS-4907 U 42205.2 42205.1 42171	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection of SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	N/A	12/1/2011	<b>FA construction underway</b>	\$320,000	Spot Safety-State
Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	SFY 2013	SFY 2013	Design pending scope revision	\$198,000	Spot Safety-State
Orange	SS-4907 AG 07- 09-1320	Widen radii and install 4-way stop on US 70 Bus./Alt. and SR 1709 (Lawrence Road)	N/A	11/1/2011	<b>F.A. widening complete</b>	\$1000 R/W/U \$24,000 C	Spot Safety-State
Orange	SS-4907 AI 43404.1.1	Revise signals on US 70 at SR 1561/1709 (Lawrence Rd.) and at SR 1002 (St. Mary's Rd.) near Hillsborough			<b>Signal design underway</b>	\$7000 PE	Spot Safety-State
Orange	U-4726 DC	Wilson Park Multi-Use Path	11/1/2011		Municipal Agreement with Town of Carrboro; Division has reviewed PS&E; waiting for design letter from Town	\$21,085 PE \$210,855 C	STPDA
Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	SFY 2012		Municipal Agreement with Town of Carrboro; Design underway	\$67,025 PE \$469,175 C	STPDA
Orange	U-4726 DE	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School	SFY 2012		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994) Design underway	<b>\$59,000 PE</b>	STPDA
Orange	U-4726 DF	Bicycle detection at Signalized Intersections		FFY 2013	Municipal Agreement with Town of Carrboro pending	\$36,000	STP-DA

Orange	U-4726 IF	Construct stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail			Municipal Agreement with Town of Chapel Hill; CLOMR & CE pending	\$20,000	STPDA
Orange	U-4726 IG	Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I	11/15/2011		Municipal Agreement with Town of Chapel Hill; structure designs in review	\$700,000	STPDA
Orange	W-5207 E 45337.1.5 PE	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	Revised to 7/31/2012	12/31/2012	Consultant design <b>underway</b>	\$450,000	High Hazard Safety
<b>County</b>	<b>TIP #</b>	<b>Location Description</b>	<b>Est. Let Date</b>	<b>Completion Date</b>	<b>Status</b>	<b>Cost</b>	<b>Comments</b>
<b><i>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</i></b>							
Durham/ Orange	EB-4707	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County	Dec. 2012			\$4.0 million	
Orange	U-0624	Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	Nov. 15, 2011			\$4.85 million	