

**Member Governments**

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

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

**AGENDA**

**July 25, 2012  
9:00 am**

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

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

**ACTION ITEMS**

**4. Approval of May 23, 2012 TCC Meeting Minutes  
Attachment 4**

A copy of the May 23, 2012 minutes is enclosed as Attachment 4.

**TCC Action:** Approve minutes of the May 23, 2012 TCC meeting.

**5. EB-4707 Old Durham-Chapel Hill Road  
Attachment 5  
Dale McKeel, LPA Staff  
Ellen Beckmann, LPA Staff**

EB-4707, Old Durham-Chapel Hill Road bicycle and pedestrian facilities, requires additional funding to proceed. The project spans Durham and Chapel Hill and both jurisdictions are proposed to share the local match. The City of Durham has decided to proceed with the Durham portion of the project and will provide the local match. The Town of Chapel Hill is considering if it will proceed with the Chapel Hill portion of the project. The City of Durham requests additional STPDA funding for its portion of the project.

**TCC Action:** Recommend that the TAC approve an additional \$3,000,000 STP-DA for the Old Durham-Chapel Hill Road project.

**6. 2040 Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP) and MPO Collector Street Plan (CSP)**

**Attachment 6, 6A, 6B, 6C, 6D  
Andy Henry, LPA Staff  
Yanping Zhang, LPA Staff**

At their June 2012 meeting, the TAC: approved updated Goals, Objectives and Targets; received the Deficiency Analysis; and, reviewed updated Socio-economic Data (SE Data). The next step in the process to develop the MTP and CTP will be to review and release the Alternatives Analysis and complete a series of public input events. Attachment 6 is a copy of the MTP/CTP schedule and Attachment 6A is a presentation on the MTP/CTP process, Alternatives Analysis and Collector Street Plan (CSP).

At the time that this agenda was distributed, the Alternatives were not completed. The Lead Planning Agency (LPA) staff will distribute Alternatives results at the TCC meeting to help meet the tight schedule. In the event that all the Alternatives are not ready for the August TAC meeting, the LPA staff will ask that the TCC recommend that the TAC provide authority to the LPA staff to release the full set of Alternatives for public comment.

The LPA staff also recommends releasing the MPO-wide CSP for public review. This review would be integrated with that for the MTP and CTP. Attachment 6B is a poster-sized copy of the CSP map and Attachment 6C is four letter-sized close-up maps of areas where most of the new collector streets are designated. Attachment 6D is a technical memorandum provided by the consultant that assisted in drafting the CSP – this memorandum will be updated for release of the CSP.

**TCC Action:** Recommend release of the Alternatives Analysis and MPO Collector Street Plan.

## **7. Strategic Highway Corridors Revisions**

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

**Andy Henry, LPA Staff**

**Ellen Beckmann, LPA Staff**

**Scott Walston, NCDOT**

NCDOT's Strategic Highway Corridors (SHC) Initiative is intended to better improve, protect, and plan for critical highway facilities in the State. A map of the SHC in the DCHC MPO is provided as Attachment 7. The definition of facility types is provided as Attachment 7A.

NCDOT's policy is that the CTP should be consistent with the corridor's facility type in the SHC Initiative. LPA Staff would like the TCC to review the current SHC map and facility types and consider if any changes are necessary. NCDOT's process for changing the SHC is provided as Attachment 7B. The process may take about six months to complete so LPA staff recommend that the TCC makes a recommendation to the TAC by this fall to allow the CTP to be adopted by spring 2013.

**TCC Action:** Discuss the Strategic Highway Corridors in the MPO, identify any potential changes, and request additional information necessary to make a recommendation to the TAC at the next meeting.

## **8. MPO Boundary and Organization**

**Attachment 8, 8A, 8B, 8C, 8D, 8E, 8F**

**Ellen Beckmann, LPA Staff**

With the release of the 2010 Census, the DCHC MPO has to revise or revisit several items related to the MPO's organization and planning area. Attachment 8 is a memo describing these

items. Attachment 8A is a map showing the urbanized area and proposed smoothed urbanized area. Attachment 8B is a map showing the Mebane/Efland/Hillsborough area. Attachment 8C is the current MOU. Attachment 8D and 8E are DCHC MPO – Capital Area MPO agreements. Attachment 8F is a proposed DCHC MPO – Capital Area MPO agreement.

**TCC Action:** Receive information on the MPO boundary and organization. The TCC should discuss and provide guidance on which of the issues require further study and future action by the TAC. If further study is needed, the TCC should refer items to the TCC Administrative Subcommittee.

**9. Triangle Regional Transit Program – New Starts Application and Implementation Agreement Updates**

**Attachment 9**

**Jonathan Parker, Triangle Transit**

**Ellen Beckmann, LPA Staff**

Triangle Transit will provide an update on the New Starts application for the Durham-Orange transit corridor.

The Orange County Transit Plan must be adopted by the county, DCHC MPO, Burlington-Graham MPO, and Triangle Transit. The TCC recommended TAC approval of the draft Orange County Plan at the May TCC meeting. Subsequent to the May TCC meeting, the Orange Board of Commissioners approved the plan contingent on the approval of the Implementation Agreement and subject to certain conditions. At the June TAC meeting, LPA staff presented a recommendation for approval of the plan that incorporated the Board of Commissioners' conditional approval and required that the MPO be a party to the Implementation Agreement. The TAC's action was to approve the plan in concept and stated that the MPO must have a role in the Implementation Agreement. The TAC Chair sent a letter describing the TAC's position after the meeting (Attachment 9). LPA, Orange County, and Triangle Transit staff will provide an update on the development of the Implementation Agreement.

**TCC Action:** Receive updates on the New Starts application and Implementation Agreement.

**10. Watch For Me NC**

**Attachment 10**

**Dale McKeel, LPA Staff**

The Watch for Me NC pedestrian safety campaign will run from August to October of 2012. The goal of the campaign is to improve pedestrian safety in the Triangle region by using educational safety messaging and enforcement to influence the behaviors of drivers and pedestrians. Each year in the Triangle, more than 400 pedestrians are hit or injured by cars and trucks.

**TCC Action:** Receive a report on the campaign.

**REPORTS FROM STAFF:**

**11. Reports from Staff**

**Attachment 11**

**Felix Nwoko, LPA Staff**

**TCC Action:** Receive Report from staff

**12. Report from the Chair**

**No attachment**

**Mark Ahrendsen, TCC Chair**

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

**13. NCDOT Report**

**Attachment 13**

**Wally Bowman, Division 5 – NCDOT**

**Mike Mills, Division 7 – NCDOT**

**Julie Bollinger, Transportation Planning Branch – NCDOT**

**David Bender, Public Transportation Division – NCDOT**

**Kelly Becker, Traffic Operations – NCDOT**

**INFORMATIONAL ITEMS:**

**Adjourn**

**Next meeting: August 22, 2012**



48 **PRELIMINARIES:**49 **Adjustments to the Agenda**

50 Mark Ahrendsen introduced handouts that were distributed at the beginning of the meeting which will  
51 be discussed during the appropriate agenda item.

52 **Public Comments**

53 There were no public comments.

54 **ACTION ITEMS:**55 **Approval of April 25, 2012 TCC Meeting Minutes (Attachment 4)**

56 A motion was made by Scott Whiteman and seconded by Joey Hopkins to approve the April 25, 2012  
57 TCC Meeting Minutes. The motion carried unanimously.

58 **Triangle Regional Transit Program (Attachments 5 and 5A)**

59 Mark Ahrendsen stated the Orange County Transit Plan is scheduled to go to the TAC in June 2012.

60 Patrick McDonough provided an update on the Triangle Regional Transit Program, along with the  
61 attachments.

62 The Orange County Transit Plan went to the BOCC last week and most are in agreement with the plan.  
63 Triangle Transit is working with the BOCC to modify the appendix providing clarity. There is a "Do Not Levy"  
64 agreement. Hopefully the Implementation Agreement should be ready soon. We still need to clarify how  
65 decisions are made to modify the plan. David Bonk asked if the details will be shared with the MPO. Mark  
66 Ahrendsen stated the MPO will adopt the plan which stands on its own. Various agreements are in the process  
67 of being developed; (1) Do Not Levy; (2) Implementation; and (3) Cost Share agreement.

68 David Bonk stated the plan needs to include how it will be updated. The levy is also relevant to the  
69 MPO because we are counting on the revenue stream as part of our plan. Patrick McDonough stated the Do  
70 Not Levy Agreement is designed to give the BOCC some additional control. There is an interest to resolve the  
71 agreements before the vote.

72 Patrick McDonough described the content of the plan. Mr. McDonough stated there has been mostly  
73 positive feedback on the plan. Costs include stations but not station area improvements. Station area costs  
74 reduce the effectiveness of the project.

75 Mr. McDonough described the revenue sources and the cost sharing agreement details. David Bonk  
76 asked what happens if the costs go down. Mr. McDonough stated there is no decision on where the funds will  
77 go. The local costs are firmer after the Federal Funding Grant Agreement with FTA. Greg Northcutt stated we  
78 will be submitting a New Start request to the federal government in August along with a budget. David Bonk  
79 asked what if the costs go up. Mr. McDonough stated they have been very conservative.

80 Jeff Brubaker asked if the New Starts application will be reviewed under the new rules, and Mr.  
81 McDonough stated Triangle Transit is not sure when the new rules will be in effect. Jeff Brubaker asked if there  
82 is enough flexibility for small capital projects and Mr. McDonough stated they could add more language to  
83 document it.

84 John Hodges-Copple asked if we are only including the enhanced scenario and Patrick McDonough  
85 stated the plan details what we do with federal funding. If we don't get it, we will need to do an extensive  
86 rethinking of the plan. Mr. Hodges-Copple suggested recognizing the risks in the plan.

87 A motion was made by Andy Henry and seconded by David Bonk to recommend the TAC approve the  
88 Orange County Transit Plan with the small capital project improvements at bus stops. David Bonk added a  
89 caveat that there needs to be a statement that a process for making changes needs to be added. Andy Henry  
90 did not agree to the caveat. David Bonk stated without the caveat, he can't second the motion or recommend  
91 approval.

92 A motion was made by Andy Henry and seconded by Jeff Brubaker to recommend TAC approve the  
93 Orange County Transit Plan with the sidewalk small capital projects improvements. The motion carried  
94 unanimously.

95 A motion was made by David Bonk and seconded by Tom Altieri to recommend that an agreement  
96 needs to be developed to monitor and change the plan. The motion carried unanimously.

97 Ellen Beckmann provided an introduction for the Resolution to Clarify the Locally-Preferred Alternative  
98 (LPA) for the Durham-Orange County Transit Corridor. Jill Stark asked if Myra Immings has reviewed it, and  
99 Mark Ahrendsen stated she deferred to FTA Headquarters staff.

100 A motion was made by David Bonk and seconded by Andy Henry to authorize staff to make minor  
101 changes and to recommend TAC approval. The motion carried unanimously.

102 **2040 Long Range Transportation Plan and Comprehensive Transportation Plan (Attachments 6 through 6E)**

103  
104 Andy Henry provided an update on the 2040 Long Range Transportation Plan and Comprehensive  
105 Transportation Plan, along with the attachments.

106 David Bonk asked if the Greenhouse Gas (GHG) target is redundant with Vehicle Miles Traveled (VMT)  
107 and Andy Henry stated yes it is, but many targets overlap in some way or are related.

108 David Bonk stated the transit and non-motorized mode share is corridor specific. He suggested  
109 identifying major corridors where there will be major investment in transit and other modes where we can  
110 better track the impact. Andy Henry stated there is a problem with many targets; as global targets don't  
111 change much. We can look at this in the deficiency analysis.

112 Joey Hopkins stated it appears that reducing congestion is in competition with reducing VMT. Mr.  
113 Hopkins thinks it needs to look at all modes.

114 A motion was made by Scott Whiteman and seconded by Ellen Beckmann to receive Goals and  
115 Objectives and Targets, and recommend to the TAC for approval. The motion carried unanimously.

116 **2040 Long Range Transportation Plan and Comprehensive Transportation Plan – SE Data and Deficiency**  
117 **Analysis (Attachments 7 and 7A)**

118  
119 Andy Henry provided an introduction for the 2040 Long Range Transportation Plan and  
120 Comprehensive Transportation Plan – SE Data and Deficiency Analysis, along with the attachments.

121 David Bonk is concerned about the outdated information that will be used for the deficiency analysis.  
122 Jeff Brubaker stated the SE data maps need to be updated. David Bonk suggested sub-area maps and  
123 suggested changing the colors.

124 Mark Ahrendsen suggested not releasing it until the information is updated. Andy Henry stated they  
125 will use the most recent model as David Bonk suggested.

126 A motion was made by David Bonk and seconded by Jeff Brubaker to authorize the TCC subcommittee  
127 to review and provide a deficiency analysis and presentation on the current SE data to the TAC at their June  
128 meeting. The motion carried unanimously.

129 **Pickett Road (Attachments 8 through 8F)**

130 Andy Henry provided an introduction for Pickett Road, along with the attachments. At the public  
131 meeting, there was opposition to closing Pickett Road. Some wanted a traffic signal at Erwin/Randolph which  
132 is not funded or a high priority. Pickett Road and Randolph Road are both state maintained roads. The LPA  
133 staff recommends not closing the road.

134 Jane Korest stated there are different objectives among the public and TAC in this area. Andy Henry  
135 stated NCDOT has improved sight lines at Pickett Road. The Durham Fire Department said closing Pickett Road  
136 doesn't change the emergency response time, but would change time for back-up volunteers. NCDOT Division  
137 7 and Orange County are against closing Pickett Road. Tom Altieri was at the meeting and discussed the  
138 concerns and options for Orange County. Orange County hasn't made a decision yet. They want to know how  
139 a traffic light could be done at Randolph Road and Erwin Road. John Hodges-Copple stated it is not a MPO  
140 issue. It is not regionally significant and there is no technical reason to support it or not support it.

141 A motion was made by Kumar Neppalli and seconded by Ellen Beckmann to oppose the closing of  
142 Pickett Road with the reasoning that we are limiting ourselves to the transportation issues. The motion passed  
143 with Scott Whiteman opposing.

144 Mark Ahrendsen asked if Pickett Road could be taken off of NCDOT maintenance. Joey Hopkins stated  
145 it is a two part process; if Orange County approves the request – it would not be for NCDOT to close the road;  
146 but for NCDOT to abandon maintenance and then Orange County decides what to do with the public right-of-  
147 way. Mark Ahrendsen stated it is possible to keep the road open but take it off of NCDOT maintenance and  
148 allow Orange County to take over maintenance and allow different traffic calming designs.

149 **STP-DA Funding Requests (Attachment 9 and 9A)**

150 Ellen Beckmann provided an introduction for the STP-DA Funding Requests, along with the  
151 attachments.

152 David Bonk stated the Town of Chapel Hill will make a decision on the Old Durham-Chapel Hill Road  
153 project by July 1, 2012.

154 Jeff Brubaker stated the cost increase is due to a change in the alignment, construction engineering  
155 and inspection. Maricia Brown asked about the schedule for other projects and Jeff Brubaker stated they are  
156 moving forward.

157 A motion was made by David Bonk and seconded by Margaret Hauth to recommend that the TAC  
158 direct staff to amend the STPDA database to add \$25,303 federal STPDA to U-4726DC. The motion carried  
159 unanimously.

160 Ellen Beckmann described the next call for projects. Everyone asked for as much notice as possible of  
161 the deadline.

162 **FY 2012 UPWP Amendment #5 (Attachment 10)**

163 Maricia Brown provided an introduction for the FY 2012 UPWP Amendment #5, along with the  
164 attachment.

165 A motion was made by Scott Whiteman and seconded by Jeff Brubaker to recommend approval of the  
166 resolution and supporting documents for the FY 2012 UPWP Amendment #5. The motion carried unanimously.

167 **Carrboro Downtown Traffic Studies (Attachment 11 and 11A)**

168 Jeff Brubaker provided a PowerPoint presentation on the Carrboro Downtown Traffic Studies, along  
169 with the attachment.

170 **REPORTS FROM STAFF:**

171 **Reports from Staff (Attachment 12)**

172 The Reports from Staff is attached for review.

173 **Report from the Chair (No attachment)**

174 There was not a Report from the Chair.

175 **NCDOT Report (Attachment 14)**

176 Joey Hopkins, Division 5, and Patrick Wilson, Division 7, provided an update on projects.

177 **INFORMATIONAL ITEMS:**

178 **TIP Administrative Modification for June 2012 (Attachment 15 and 15A)**

179 The TIP Administrative Modification for June 2012 is attached for review.

180 **Letter from NCDOT re Use of NC 147 by Trucks with Twin Trailers (Attachment 16)**

181 The letter from NCDOT re Use of NC 147 by trucks with twin trailers is attached for review.

182 **Adjournment**

183            There being no further business before the Technical Coordinating Committee, the meeting adjourned  
184    at 11:52 a.m.

**MEMORANDUM**

**To:** Transportation Advisory Committee  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** July 25, 2012

**Subject:** **STPDA Request for EB-4707, Old Durham-Chapel Hill Road**

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The DCHC MPO has previously allocated \$3,711,200 in STPDA funds to project EB-4707 to make bicycle, pedestrian, and other improvements to Old Durham-Chapel Hill Road. In the spring and summer of 2011, as final design plans were completed, detailed right-of-way and construction cost estimates were prepared for the project. It became clear that additional funds were needed in order to move forward with utility relocation, right-of-way acquisition, and construction.

Due to the overall cost increase, the local match requirement for Chapel Hill and Durham has also increased. The Town of Chapel Hill is currently considering how it wishes to proceed with the project. The Chapel Hill Town Council has asked NCDOT and MPO staff to review ways to decrease the Town's local match obligation by modifying the project design and seeking funding to augment the local match.

The City of Durham has identified a local match funding source and is ready for NCDOT to move forward with right-of-way acquisition and construction for the portion of the project between Garrett Road and Pope Road, including the construction of the Pope Road roundabout. In addition to the STPDA funds previously allocated to the project, an additional \$2,981,291 is needed to move forward on the Durham portion of the project.

The last STPDA Call for Projects was done in 2009, and allocated estimated funding through 2015. However, some funding was held in reserve for future programming. In late 2011, some of these reserved funds were allocated to the American Tobacco Trail cost over-run and some funds were recently allocated to a Carrboro project. While LPA staff prefer to hold a general Call for Projects for STPDA funding in 2014 or 2015 for projects to be obligated in FY 2016 and 2017 and include revisions to our STPDA allocation formula at that time, LPA staff also want to provide a response to the current request for funding to allow an already designed project to move forward. The TCC should make a recommendation to the TAC to respond to Durham's request for additional funding.

**Background**

The Old Durham Road/Old Chapel Hill Road Project will make improvements to a 2.7 mile corridor linking Durham and Chapel Hill. The project will add sidewalks and an on-road striped bike lane on both

sides of the road, pedestrian signals at two signalized intersections (US 15-501 and Farrington Road), a new pedestrian signal at a crosswalk in front of Githens Middle School, bus stop improvements, intersection lighting, and a roundabout at the intersection with Pope Road.

In 2005 and 2006, the Old Durham/Chapel Hill Road Bicycle and Pedestrian Feasibility Study was prepared. This study included an extensive public outreach component and provided cost estimates and constructability drawings for improvement to the corridor. The feasibility study was adopted by the DCHC MPO in 2006. The study can be downloaded at:

[www.dchcmmpo.org/index.php?option=com\\_content&task=view&id=27&Itemid=35](http://www.dchcmmpo.org/index.php?option=com_content&task=view&id=27&Itemid=35)

In February 2008, the City of Durham, the Town of Chapel Hill, and the N.C. Department Transportation (NCDOT) approved an inter-governmental agreement to jointly participate in the planning and construction of bicycle and pedestrian facilities along Old Durham/Chapel Hill Road. NCDOT's Division 5 Office, based in Durham, agreed to manage the project design and construction. Consultant Kimley-Horn and Associates was selected to develop project designs. The project was placed in the State Transportation Improvement Program (STIP) as project number EB-4707.

On August 24, 2010, NCDOT held an open house and public information session on the Old Durham/Chapel Hill Road improvement project. The purpose of this meeting was to provide the public and businesses the opportunity to review the preliminary engineering design plans, provide feedback on the improvements, and discuss project specifics with NCDOT, the consultant, and staff from Durham and Chapel Hill.

During 2010 and 2011, meetings occurred with one major employer and two neighborhood associations in the corridor to modify the design to address specific concerns. On February 4, 2011, the Categorical Exclusion for the project was approved by the Division Administrator of the Federal Highway Administration.

In 2011, a cost estimate of \$13,111,929 for utility relocation, right-of-way acquisition, and construction was provided by NCDOT and the consultant. In order to address these unanticipated higher costs, MPO staff applied for funding through the TIGER III grant program and the FY 2012 Transportation Community and System Preservation (TCSP) grant program. The TIGER III grant was unsuccessful. While we have not heard back about the TCSP grant, it is a very competitive program and the MPO would like to identify an alternative funding source should the grant not be approved.

#### Funding Expended for Preliminary Engineering

Funding has already been expended for preliminary engineering, as follows:

- NCDOT Bike/Ped Division      \$400,000
- Previous STPDA Allocation      \$333,456
- City of Durham Match      \$ 54,187

- Town of Chapel Hill Match      \$ 29,177
- Total                                      \$816,820

#### Funding Needed for the Durham Portion of Project

The total estimated cost for utility relocation, right-of-way acquisition, and construction on the Durham portion of the project is \$7,948,794. Proposed funding is as follows:

- Previous STPDA Allocation      \$3,377,744
- Additional STPDA Funding      \$ 2,981,291
- City of Durham Match              \$1,339,759
- NCDOT (Pope Road Rdbt)      \$ 250,000
- Total                                      \$7,948,794

#### Funding Needed for the Chapel Hill Portion of Project

The total estimated cost for utility relocation, right-of-way acquisition, and construction on the Chapel Hill portion of the project is \$5,163,135. The local match funds needed for the Chapel Hill portion are \$1,032,627. At such time that the Chapel Hill portion of the project is ready to move forward, the MPO will need to allocate STPDA funds to replace those used for the Durham portion of the project plus an additional amount.

#### Recommended Funding for the Durham Portion of the Project

LPA Staff recommend allocating \$3,000,000 of STPDA funding for the Durham portion of the project. The MPO currently has an unobligated STPDA balance of \$7,415,648 and we expect to receive approximately \$4.5 million annually in STPDA. While the MPO has already programmed much of our STPDA funding through FY 2015, there are some funds that are unprogrammed due to the restoration of the 2009 rescission. LPA staff estimate that approximately \$3 million of the restored funding is currently unprogrammed. This is an approximate amount since the programming of funds is done based on estimated costs and estimated STPDA allocations. The unobligated balance is a more accurate accounting of how much STPDA funding is currently available and is based on actual obligations and allocations.

The MPO is allowed to over-program and over-obligate funding. NCDOT staff report that we can obligate all of the funding on our current STPDA programming table and the additional funding for Old Durham-Chapel Hill Road. No projects will need to be delayed or cancelled.

The recommended funding will help decrease the MPO's high unobligated balance of STPDA funding helping to shield it from potential rescissions. It also helps advance a project that the MPO has long supported and rated as a high priority. The project is a regional-scale project that connects multiple jurisdictions in the MPO. It will provide regional connectivity benefits and is an appropriate use of federal funding. Furthermore, this project has already met all of the requirements for federally funded

projects and will be administered by NCDOT. As many local jurisdictions have recently experienced, administering these federally funded projects requires a lot of local staff resources. In many cases, NCDOT may be able to administer these projects more efficiently than local governments because of their greater resources and experience with the federal requirements.

#### Future STPDA Call for Projects

Programming and obligating the additional funds for Old Durham-Chapel Hill Road will affect the amount of funds available for a future STPDA call for projects. Typically, the MPO programs STPDA for a set number of future years (last time it was for FY 2009-2015) based on our unobligated balance and estimated future allocations. If the MPO obligates more funding now, the unobligated balance will decrease and thus there will be fewer funds to allocate to future projects. Based on our adopted STPDA distribution formula, the impact will be distributed proportionately across all funding categories and jurisdictions.

While LPA Staff have previously discussed holding our call for projects for FY 2016 through 2020 in the spring of 2012, we are now recommending that we delay this until potentially 2014. The MPO has 26 projects programmed for obligation in FY 2012 through 2015. Nine of these projects have been delayed one year, and six of these projects have been delayed more than one year. With so many projects currently behind schedule, the MPO would like our member jurisdictions to focus on obligating projects over the next couple of years before we start to program future funding. By 2014, the MPO will have a better idea of which projects have been able to move forward and which projects may need to be cancelled due to inactivity. In addition, with the changes in the local programs management process, member jurisdictions are learning which projects are best to pursue with federal funding and which are better done with local funds. Delaying the call for projects will allow local jurisdictions more time to consider which of their priorities are better suited for federal funding and which are better done with local funding.

Furthermore, an issue with the current STPDA program and allocation process is that local jurisdictions have difficulty anticipating their needs far out into the future. This has resulted in many projects being delayed, cancelled, or funding reassigned. It increases the amount of TIP amendments necessary and LPA Staff oversight to track funding. For the next call for projects, the MPO may want to limit the allocation to a shorter, more immediate time period (maybe two years only) so jurisdictions only program projects that are able to meet their anticipated schedules. Similarly, some STPDA funding is allocated to routine and special planning projects. The LPA is also better able to anticipate our planning needs on a shorter term basis.

In addition, with the recent passage of MAP-21, the MPO will be receiving "Transportation Alternatives" funding directly. This program replaces the Transportation Enhancements program. Thus the MPO expects to have additional funding for bicycle and pedestrian projects starting in FFY 2013.

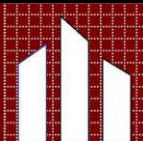
**TCC Action:** Recommend that the TAC approve an additional \$3,000,000 STPDA for the Old Durham-Chapel Hill Road project (EB-4707).



# 2040 Metropolitan Transportation Plan (LRTP) and Comprehensive Transportation Plan (CTP)

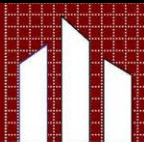
## Alternatives Analysis and Collector Street Plan

Transportation Coordinating Committee  
July 25, 2012

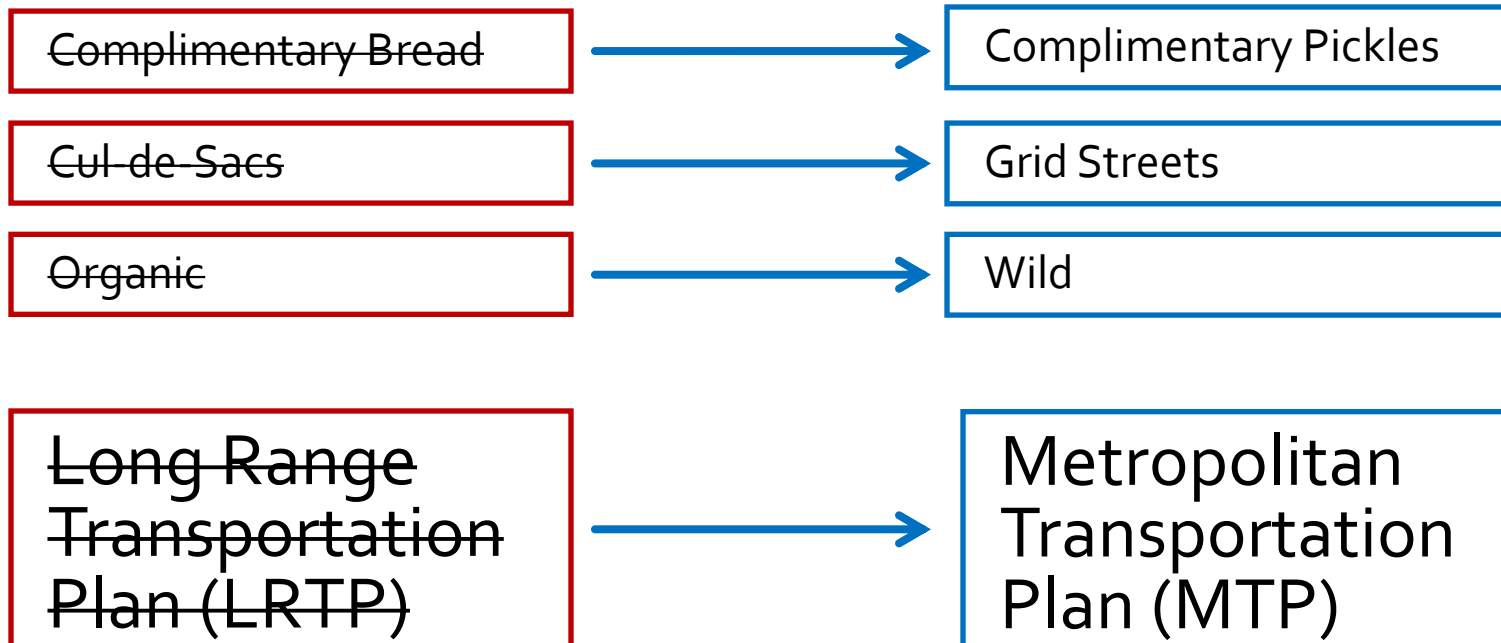


# Presentation Outline

- Relationship of the Plans
- Review what we have done
- Review and release Alternatives Analysis
- Review and release Collector Street Plan
- Present public input
- Next steps and overall schedule



# But first...

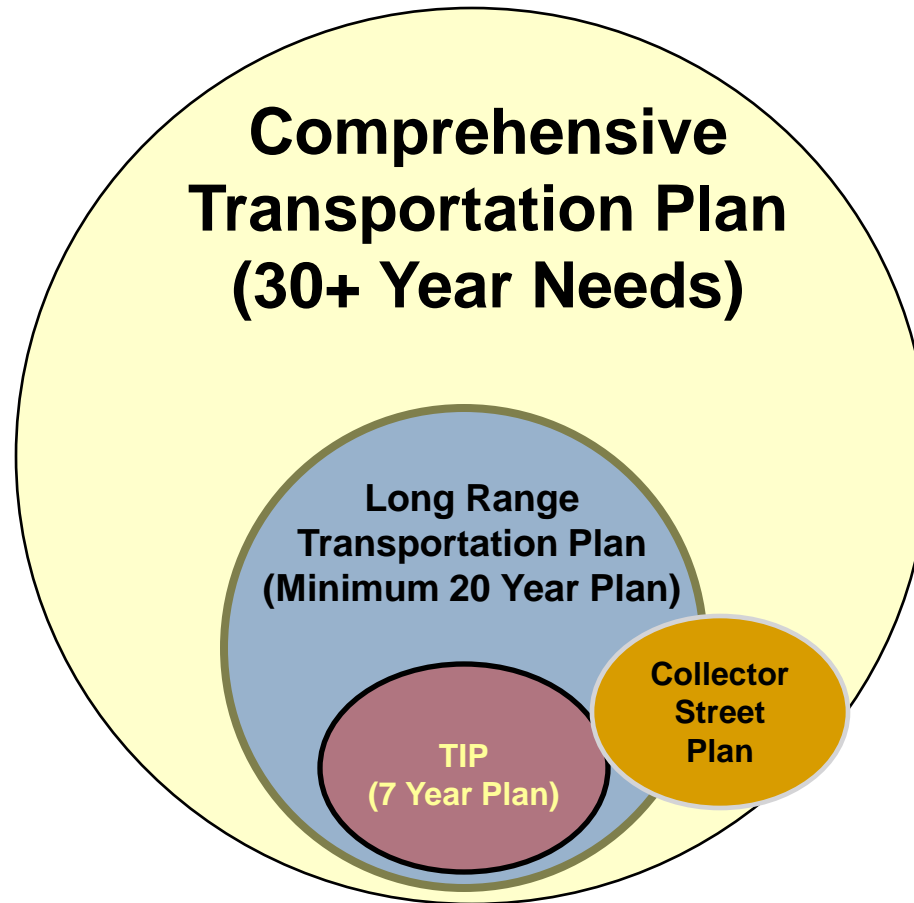


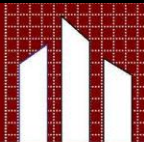
- Part of federal legislation
- Name change won't be easy to remember
- But, have to do it sometime, so let's get started.



# Relationship Between Plans

Let's review the plans one more time...





# DCHC Thoroughfare Plans

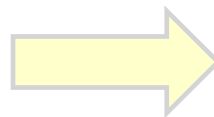
**Thoroughfare  
Plan**



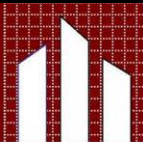
**Comprehensive  
Transportation  
Plan**

**Previous Thoroughfare plans:**

- Durham, 1992
- Chapel Hill, 1994
- Carrboro, 1994
- Orange County, 1990  
(not adopted)

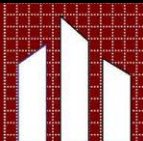


**These plans are no  
longer valid after  
adoption of DCHC  
Comprehensive  
Transportation  
Plan**



# Plan Comparison

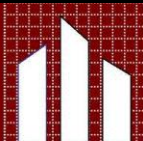
	<b>Approximate Plan Horizon</b>	<b>Identifies?</b>	<b>Fiscally Constrained</b>	<b>Report Required</b>
<b>Comprehensive Transportation Plan</b>	30+ Years	Existing and planned facilities	No	Yes
<b>Long Range Transportation Plan</b>	20 Year Minimum	Planned facilities	Yes	Yes
<b>Transportation Improvement Program</b>	7 Years	Planned facilities	Yes	No
<b>Collector Street Plan</b>	30+ Years	Existing and planned facilities	No	No



# Plan Comparison (continued)

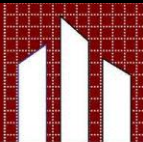
	<b>Who Requires?</b>	<b>Update Requirement</b>	<b>Adopted by</b>	<b>A/Q Conformity Required</b>
<b>Comprehensive Transportation Plan</b>	State Statute	No requirement	TAC and NCDOT BOT	No
<b>Long Range Transportation Plan</b>	Federal legislation	Every 4 years	TAC	Yes, for non-attainment areas
<b>Transportation Improvement Program</b>	Federal legislation	Every 2 years	TAC and NCDOT BOT	Yes, for non-attainment areas
<b>Collector Street Plan</b>	No requirement	No requirement	TAC (local ordinance reference)	No

- MTP and CTP will be single document
- MTP and CTP will have separate state and federal approval processes



# Tasks Completed

- Goals Objectives and Targets: (guide decisions)
  - Released March 2012
  - Adopted June 2012
- Socioeconomic Data: (drives travel demand)
  - Released March 2012
  - Updated June 2012 (with Deficiency Analysis)
- Deficiency Analysis: (identifies needs and deficiencies)
  - Presented June 2012
- Detailed tables, maps, etc. for releases on Web site



# Alternatives Analysis

## ■ What –

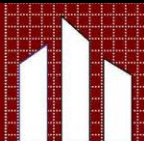
- Set of highway and transit projects, and land use assumptions that produce transportation scenario for year 2030

## ■ Why –

- Compare impact of different projects and sets of projects on meeting transportation demand.
- Inform development of final MTP and CTP

## ■ When –

- Release in August 2012
- Public input (e.g., workshops, public hearing) in August and September 2012

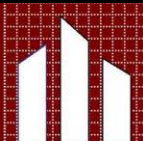


# Alternatives Analysis (cont.)

- We will compare **4** different Alternatives
- Each Alternative:



Land Use/Network	Highway Intensive	Transit Intensive	Moderate
CommPlan	Yes	Yes	Yes
All-in-Transit	No	Yes	No

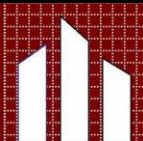


# Alternatives Analysis

## -- Land Use Scenarios

- Community Plan
  - Based on local comprehensive plans
  - Used in Deficiency Analysis (June 2012)
- All-in-Transit
  - Based on local comprehensive plans, plus...
  - Additional and enhanced transit oriented developments
  - Additional development attraction to rail and premium transit

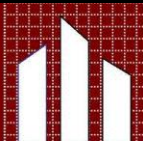
Community Visualization land use model creates data for these land use scenarios.



# Alternatives Analysis

## -- Transportation Networks

	Highway Intensive	Transit Intensive	Moderate
Highway	<ul style="list-style-type: none"> <li>• 2035 LRTP</li> <li>• CTP highway projects</li> </ul>	<ul style="list-style-type: none"> <li>• Basically, 2015 and 2025 tier</li> <li>• No 2035 tier or CTP highway projects</li> </ul>	<ul style="list-style-type: none"> <li>• Basically, 2035 LRTP (minus some minor highway projects)</li> </ul>
Transit	<ul style="list-style-type: none"> <li>• Current bus transit</li> <li>• No rail transit</li> </ul>	<ul style="list-style-type: none"> <li>• Current bus transit</li> <li>• County plans (based on 1/2 cent sales tax)</li> <li>• LRT and CRT (based on Locally Preferred Alternative)</li> <li>• LRT and CRT extensions in Orange County</li> <li>• Bus Rapid Transit (BRT) in Chapel Hill</li> </ul>	<ul style="list-style-type: none"> <li>• Current bus transit</li> <li>• County plans (based on 1/2 cent sales tax)</li> <li>• LRT and CRT (based on Locally Preferred Alternative)</li> </ul>



# Alternatives Analysis

## -- Output for Analysis

- Highway and transit project lists and maps
- Triangle Regional Model output for each Alternative
- Compare four Alternatives and E+C (from Deficiency Analysis)
- Powerpoint Presentation of results
- Detailed tables and maps on MPO Web site
- Short study on Southwest Durham Drive



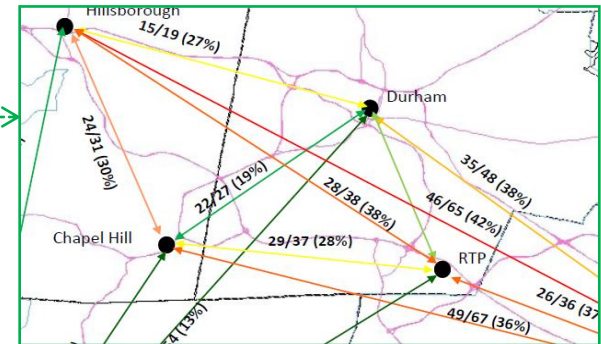
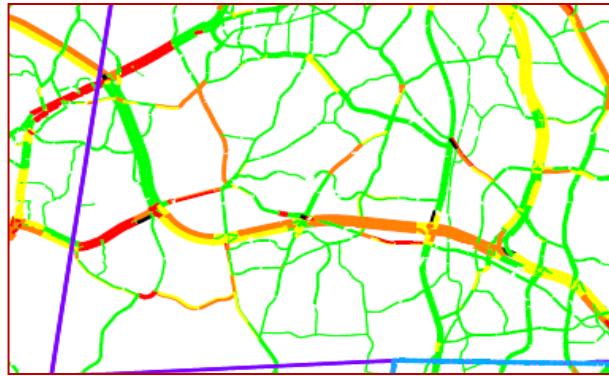
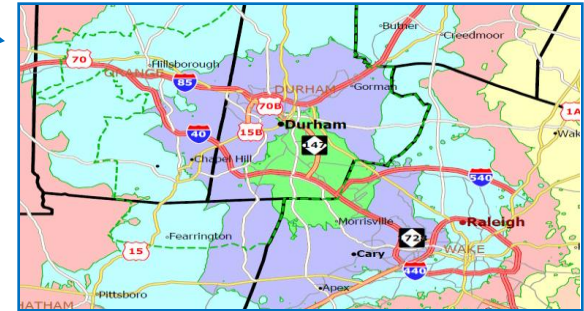
# Alternatives Analysis

## -- Triangle Regional Model Output

Performance Measures -- DCHC MPO					
		SE Data	2010	2040	2040
		Transportation Network	2010	E+C	2035
<b>1</b>	<b>Performance Measures</b>				
1.1.1	Total Vehicle Miles Traveled (VMT-daily)		13,217,550	20,368,697	20,581,822
1.1.1a	Total Vehicle Miles Traveled (VMT-per capit)		33	32	33
1.2.1	Total Vehicle Hours Traveled (VHT-daily)		312,669	581,776	536,746
1.2.1a	Total Vehicle Hours Traveled (VHT-per capit)		0.77	0.92	0.85
<b>1.3</b>	<b>Average Speed by Facility (miles/hour)</b>				
1.3.1	- Freeway		63	57	61
1.3.2	- Arterial		42	38	39
1.3.3	- All Facility		51	47	50

### Triangle Regional Model Output

- Performance Measures
- Travel Isochrones
- Travel Time
- Congestion Maps (V/C)



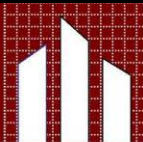
Travel isochrones and travel time by TAZ presented only if results are informative.



# Alternatives Analysis

## -- Public Input

- Period – From August release to October 10 (TAC public hearing)
- Notice – newspaper, email lists, public service announcements
- Workshops – Durham (2), Chapel Hill and Hillsborough
- Hearing – At October 10 TAC meeting
- Community – Presentation and comments at local boards and commissions (elected and appointed)
- Newsletter – sent to mailing list
- Agency – request comments from environmental and resource agencies



# Alternatives Analysis

## -- Next Steps

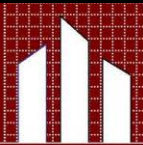
1. Finish TRM model runs for Alternatives
2. MTP/CTP subcommittee review Alternatives
3. Present Alternatives at August TAC meeting
4. If all Alternatives not ready, request that TAC authorize LPA to release.



# MPO Collector Street Plan

- First developed in 2009 and 2010 – left dormant
- Very little land development in interim
- Method:
  - Classified existing roads in MPO
  - Consolidated existing local collector street plans
  - Filled the gaps where development expected but no planned collector street
- Includes memorandum from consultant (attachment 6D)





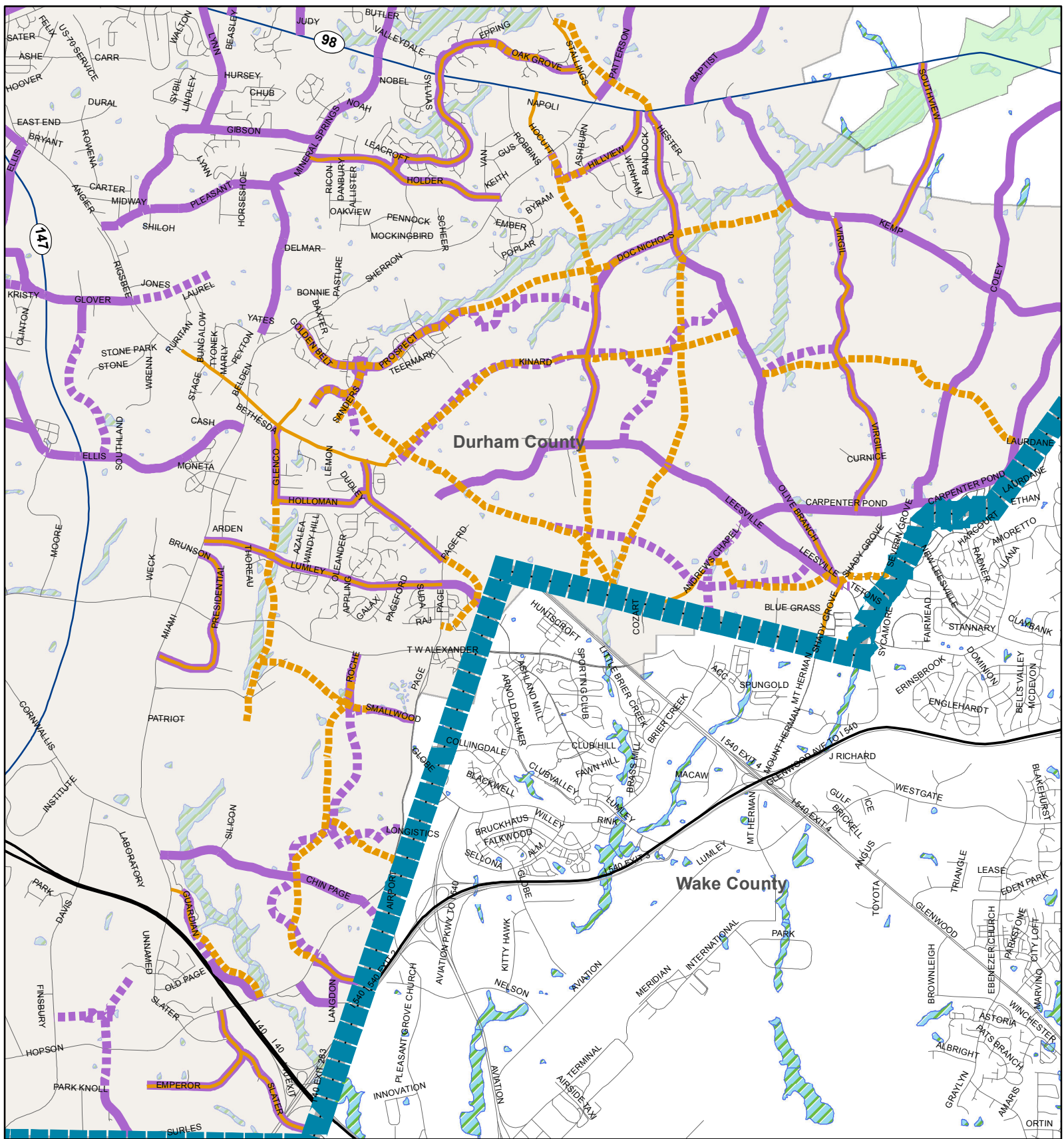
## -- Process

- Public review with MTP/CTP process
- Adopt separately but in same timeframe as MTP/CTP.
- Considerations:
  - Local workshop needed in any area besides southeast Durham County?
  - Mail notices for property owners adjacent to new collectors?
  - What does collector street designation mean, especially for existing roadway?

# Durham - Chapel Hill - Carrboro MPO

TCC 7/25/2012 Attachment 6C

## Draft Collector Street Plan -- Southeast Durham County

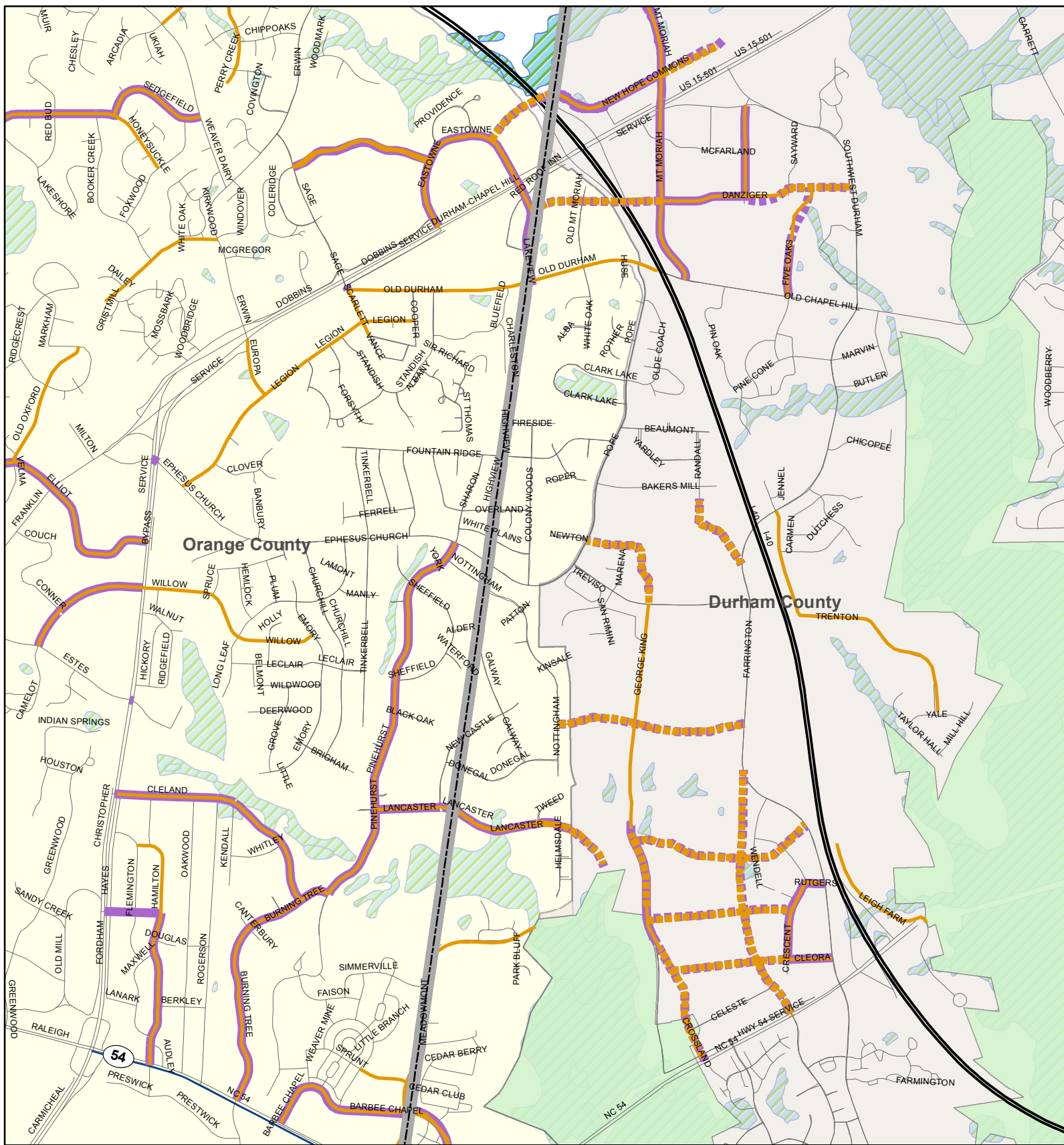


- |   |   |  |  |
|---|---|--|--|
| <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #d3d3d3; border: 1px solid black; margin-right: 5px;"></span> Durham Urban Growth Area</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #fff2cc; border: 1px solid black; margin-right: 5px;"></span> Carrboro Town Limits</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #fff2cc; border: 1px solid black; margin-right: 5px;"></span> Chapel Hill Town Limits</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #cfe2f3; border: 1px solid black; margin-right: 5px;"></span> Hillsborough Town Limits</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> Army Crop of Engineers</li> <li><span style="display: inline-block; width: 20px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, #81c784 2px, #81c784 4px); border: 1px solid black; margin-right: 5px;"></span> Wetlands</li> </ul> | <p><b>Existing Local Collector Street Plan</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 2px; background-color: #ff9800; border: 1px solid black; margin-right: 5px;"></span> Existing Collector Streets</li> <li><span style="display: inline-block; width: 20px; height: 2px; background-color: #ff9800; border: 1px dashed black; margin-right: 5px;"></span> Proposed Collector Streets</li> </ul> | <p><b>DCHC Collector Street Plan</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 2px; background-color: #9c27b0; border: 1px solid black; margin-right: 5px;"></span> Collector Street</li> <li><span style="display: inline-block; width: 20px; height: 2px; background-color: #9c27b0; border: 1px dashed black; margin-right: 5px;"></span> Proposed Collectors Street</li> </ul> |
|---|---|--|--|

# Durham - Chapel Hill - Carrboro MPO

## Draft Collector Street Plan -- Southwest Durham County

TCC 7/25/2012 Attachment 6C

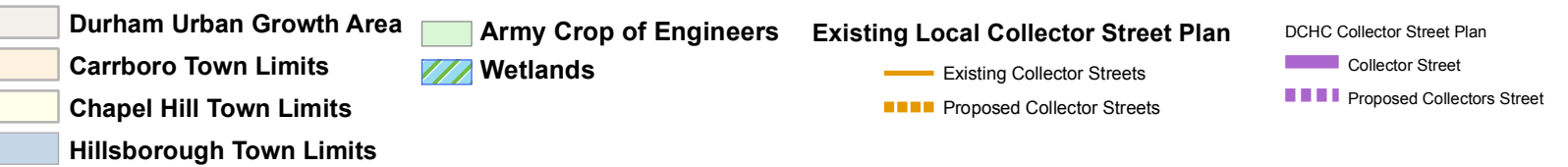
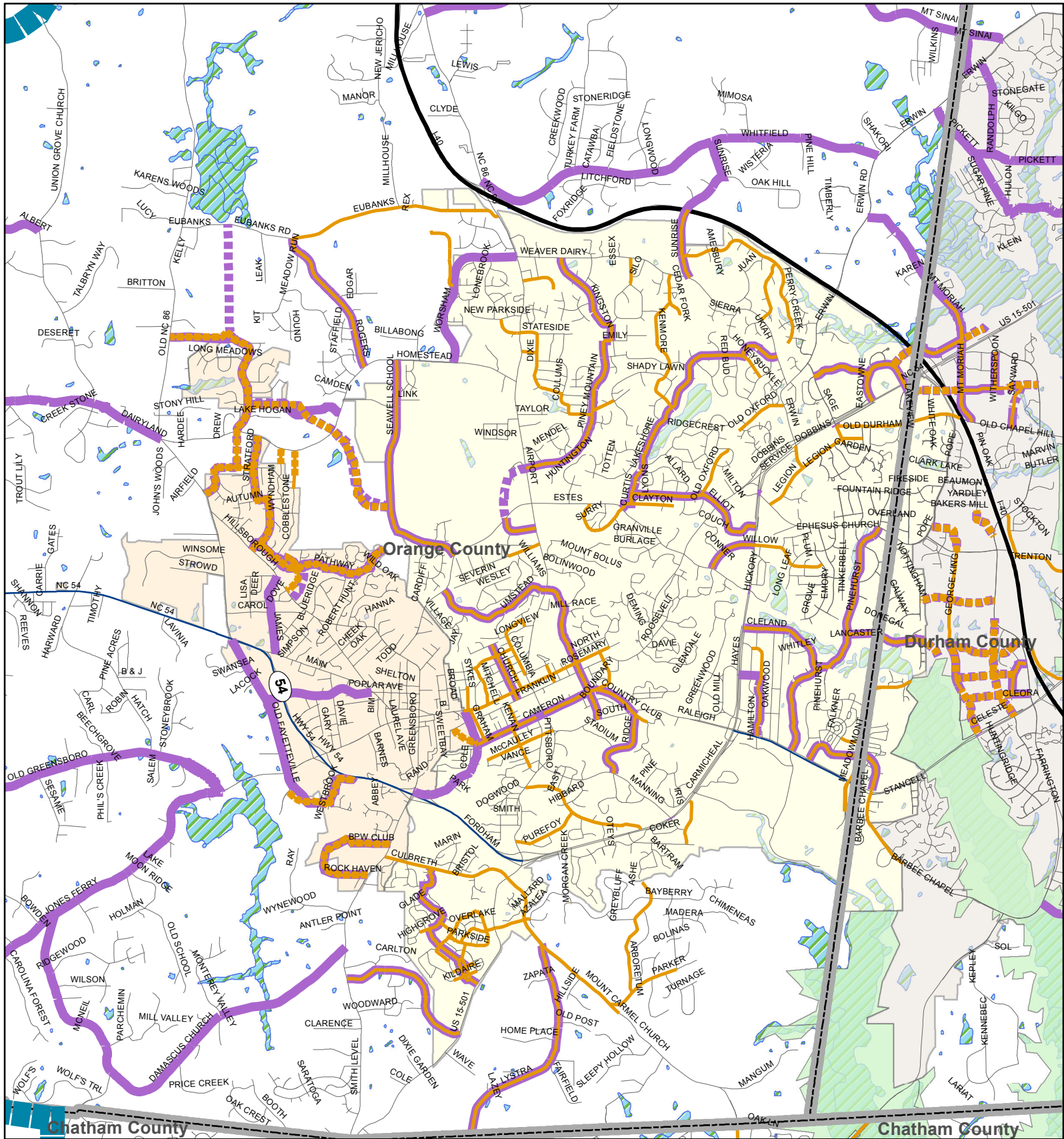


Durham Urban Growth Area	Army Crop of Engineers	<b>Existing Local Collector Street Plan</b>	<b>DCHC Collector Street Plan</b>
Carrboro Town Limits	Wetlands	Existing Collector Streets	Collector Street
Chapel Hill Town Limits		Proposed Collector Streets	Proposed Collectors Street
Hillsborough Town Limits			

# Durham - Chapel Hill - Carrboro MPO

## Draft Collector Street Plan -- Chapel Hill/Carrboro

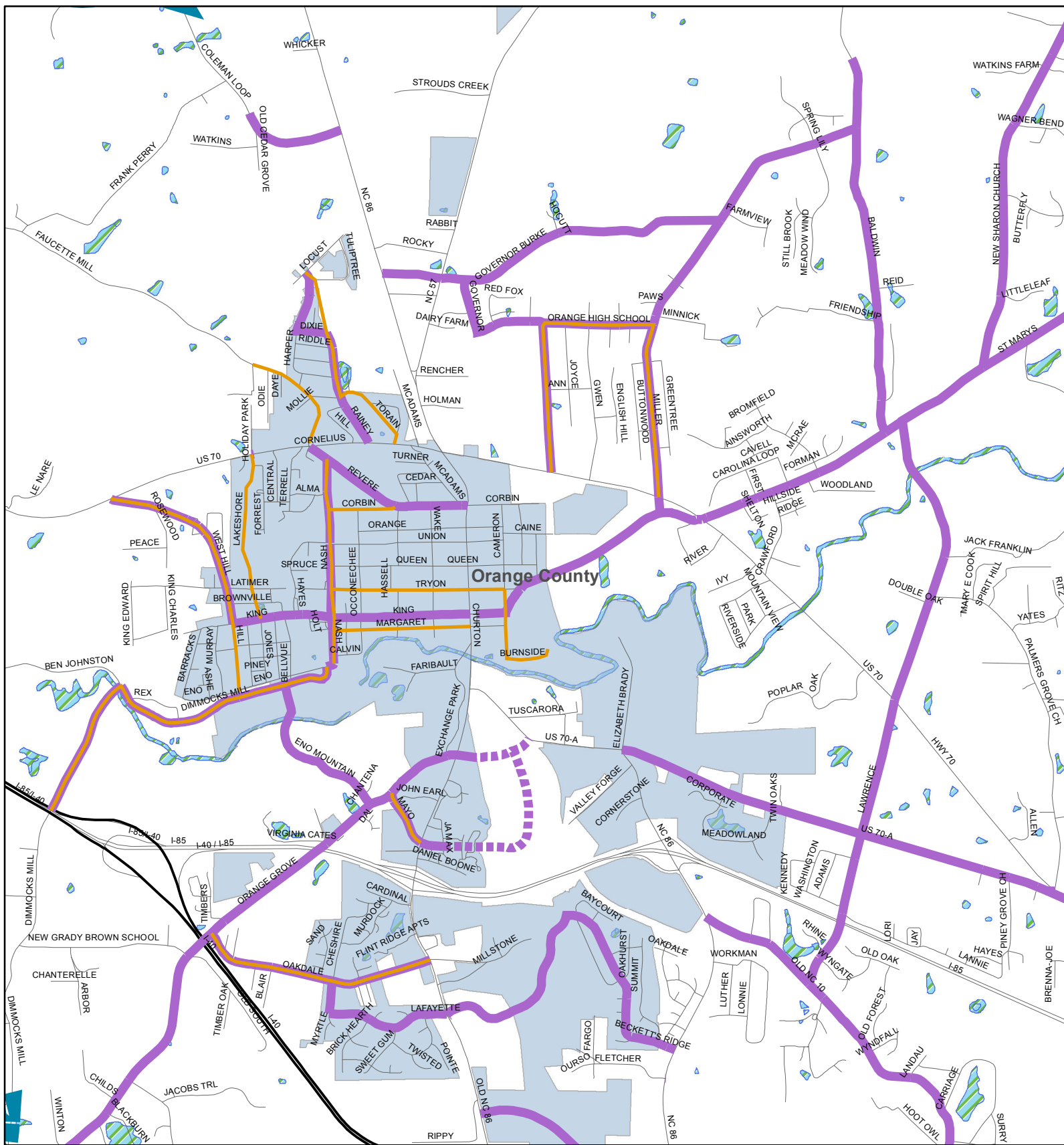
TCC 7/25/2012 Attachment 6C



# Durham - Chapel Hill - Carrboro MPO

TCC 7/25/2012 Attachment 6C

## Draft Collector Street Plan -- Hillsborough



Durham Urban Growth Area	Army Crop of Engineers	<b>Existing Local Collector Street Plan</b>	DCHC Collector Street Plan
Carrboro Town Limits	Wetlands	Existing Collector Streets	Collector Street
Chapel Hill Town Limits		Proposed Collector Streets	Proposed Collectors Street
Hillsborough Town Limits			



Kimley-Horn  
and Associates, Inc.

**Memorandum**

To: Andy Henry  
DCHC MPO

From: Natalie Smusz Mengelkoch, P.E.  
Kimley-Horn and Associates, Inc.

Date: October 27, 2009

Subject: Defining Collector Streets for DCHC MPO

---

■  
P.O. Box 33068  
Raleigh, North Carolina  
27636-3068

Kimley-Horn and Associates, Inc. has worked with DCHC MPO to identify existing and future collector streets. This memorandum is intended to present the methodology used to define the ***Draft DCHC MPO Collector Street Plan***.

**Draft DCHC MPO Collector Street Plan**

Collector streets are not typically considered in long range transportation plans which are oriented toward “regional” transportation. However, in many situations collector streets serve as the backbone for local mobility, property access, and non-vehicular transportation modes. Without adequate interconnected collector streets, regional routes bear the burden of both access and mobility, becoming overcrowded with the combination of local and regional traffic. The ***Draft DCHC MPO Collector Street Plan*** looks holistically at the hierarchy of streets within the community and identifies recommendations for reinforcing the community vision with the collector street system – taming traffic, providing mobility options, and reinforcing community character.

Following the adoption of this collector street plan, local governments will have the opportunity to make sure that an interconnected system of collector streets is built incrementally as development occurs. This strategy has the added advantage of timing the transportation infrastructure so that it coincides with the creation of transportation demand. This collector street plan recommends specific connections be made to improve connectivity and congestion. *It is important to note that the maps in this plan address potential connections but do not reflect the exact location or alignment of a proposed facility. The exact location will be decided during the development review process based on development design, traffic impacts, and environmental factors.*



In addition, it is important to note that the collector street network is to be built using private funding. Thus, new collector streets will be built as new residential, commercial and other types of development occur and the timing of new collector streets is unknown at this time.

### *Collector Street Planning Process*

The *Draft DCHC MPO Collector Street Plan* was developed by using the Functional classification GIS Interface (FCGI) to produce the first draft of the collector street network based on quantitative analysis and then adjusting this network through a series of work-sessions and individual meetings with staff from local jurisdictions. Planners relied upon the FCGI, existing federal functional classifications, currently adopted plans within and adjacent to MPO boundaries, and multiple resource maps which displayed recent aerials, environmental features, proposed development, and activity nodes.

In the first step to develop the draft collector street plan and functional classification, Kimley-Horn developed the FCGI for current and future use by DCHC MPO. The interface is a versatile tool capable of classifying current and future facilities according to a series of technical criteria that were developed based on local, state, and federal functional classification definitions. The technical criteria for collector streets are shown in **Table 1**.

The DCHC MPO street network shapefile was appended with Triangle Regional Model (TRM) attributes to create the base network in which the FCGI operates. The FCGI considers the attributes of the network and, through its algorithm, populates a field in the network shapefile with the computed functional classification for each segment of roadway in the network. Additional streets can be added to the network with their corresponding attributes—creating the ability to classify future facilities as the network evolves. Streets classified by the FCGI as collectors served as a starting point for existing collector street designation by displaying which links meet the normal standards for collector streets.

As an essential part of the Long Range Transportation Plan (LRTP) process, the Federal Functional Classification is used to determine how roads will be considered for planning, funding, and air quality purposes. As such, the Federal Functional Classification designations were considered while defining the proposed collector street network.

There are several existing sub-areas in which collector street networks have already been designated by local planning agencies within or adjacent to the DCHC MPO planning boundary. These existing plans include:

- *Southwest Durham-Southeast Chapel Hill Collector Street Plan*
- *Wake-Durham Collector Street Plan*
- *Chatham County Thoroughfare Plan*



- *Cary Thoroughfare Plan*
- *Carrboro Connector Roads Policy*
- *Town of Chapel Hill Collector Street Plan*
- *Wake County Collector Street Plan*

Those facilities designated by the FCGI as collector streets were overlaid with the federally classified collector streets and the existing collector street plans for review.

<b>Table 1: Collector Street Attributes</b>	
<b>Speed Limit*</b>	25 - 45 mph
<b>Median</b>	Median possible
<b>Access</b>	Limited as desired
<b>Lane Widths/Shoulder Widths</b>	Average
<b>Parking</b>	Parking possible
<b>Bike Lanes</b>	Bike facilities possible
<b>Sidewalks</b>	Pedestrian facilities likely
<b>Volume/VMT*</b>	2,500 - 8,000
<b>Function**</b>	Distributing traffic between residential/non-residential and arterial streets
<b>Surrounding Land Use Density</b>	Typically residential, local commercial, or local industrial
<b>Route Numbering*</b>	SR or local
<b>Lanes*</b>	Generally two lanes
<b>Regional Significance Designation</b>	Never regionally significant
<b>At-Grade Intersections</b>	Signals or stop controlled with priority over locals and yield control to minor arterials
<b>Transit Service</b>	Allowed
<b>Corridor Length</b>	Typically less than two miles
<b>Centroid Connections from Travel Demand Model</b>	Possible

\* These quantitative criteria were weighted more heavily by the FCGI, however, all attributes were considered by planning staff during the collector street planning work-sessions and meetings.

\*\* The "Function" attribute allows subjective input to help guide classification on particular links.



### Planning Resources

Street spacing and access also are critical to collector street designation. Local officials should consider street spacing guidelines to promote efficient development of an expanding transportation system. Ultimately, these street spacing guidelines were used as “rules of thumb” during the development review process. Spacing guidelines recommended for collector streets are summarized in **Table 2**.

### Environmental Features

**Table 2 - Street Spacing Guidelines**

<b>Land Use/ Type of Collector Street</b>	<b>Intensity</b>	<b>Access Function</b>	<b>Approximate Street Spacing</b>
Very Low Intensity Residential	Less than 2 dwelling units per acre	High	3,000 to 6,000 ft apart
Low Intensity Residential	2 to 4 dwelling units per acre	High	1,500 to 3,000 ft apart
Medium and High Intensity Residential	More than 4 dwelling units per acre	High	750 to 1,500 ft apart
Activity Center	Mixed-use residential/commercial	Medium	750 to 1,500 ft apart

*Note: Street spacing guidelines were developed through research performed by Kimley-Horn and Associates, Inc. for the Wake County Collector Street Plan.*

Because the land within the study area will continue to develop, awareness regarding the impacts to the surrounding environment has become heightened. It is imperative to manage and minimize these impacts to continue to serve this area with clean air and water as well as unpolluted land. The **Draft Collector Street Plan Map** illustrates important environmental resources within the study area. Wetlands and U.S. Army Corps of Engineers land in the southern and eastern portions of the study area have limited street planning activities to the edges of these environmental resource areas. The collector street network was developed in a way to minimize potential impacts to the wetlands. The shortest crossing length should be recommended for potential wetland crossings. **Table 3** gives general “rules of thumb” that were used as a guide when it was appropriate to cross natural or manufactured barriers. It was extremely important to be sensitive to the natural environment while developing this plan so that the potential impacts would be minimal, while making sure that the plan would be reasonable and feasible.

**Table 3 - Crossing Barriers - Rules of Thumb**

Freeway Considerations	Consider grade separated crossings between interchanges Collectors may need to parallel the facility
Stream Crossings	Parallel the stream at a distance sufficient to avoid water quality impacts When necessary, space a minimum of 2,500-3,000 feet apart
Railroad	Must close 3 existing at-grade crossings to build 1 new at grade crossing Design at 90 degrees to reduce roadway footprint. Request a NCDOT railroad crossing closure study be conducted to determine which crossing to close A parallel arterial system supports good circulation

**Proposed Development**

It is expected that parcels throughout the study area will continue to be developed, with specific areas known to have upcoming development. These areas were given additional consideration and, where possible, potential site plans were referenced to incorporate the proposed networks. The site plans that were considered include:

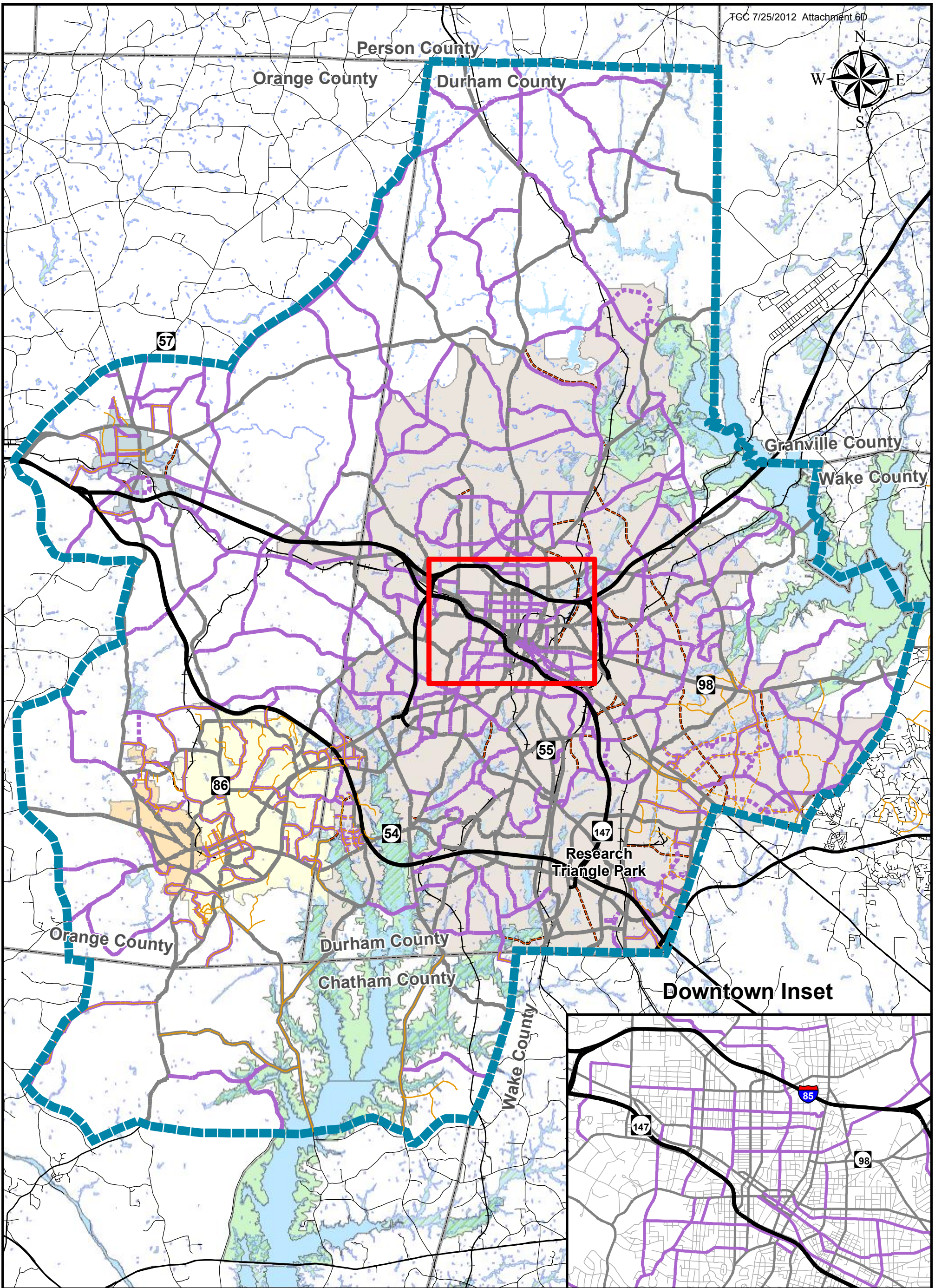
- Falls Village The Crossings at Grove Park
- Grove Park
- Ravenstone
- Brightleaf
- Sauternes
- Egypt
- Alexander Place
- Future MacGregor developments
- Horton Grove
- Triple Crown Farms
- Village Creek
- Regency at Brier Creek Country Club
- Davis Park
- Keystone East office development
- Joven – Northeast Creek
- Chesapeake
- Fayetteville Road assemblage
- Four Seasons
- Beth Page



Kimley-Horn held two work-sessions with DCHC MPO staff to validate the proposed collector street network. Additional meetings with staff from the local jurisdictions involved also were held to gain perspective as to the validity of the collector streets. Finally, after the proposed collector streets were confirmed with local jurisdiction planning staff, a *Draft DCHC MPO Collector Street Plan Map* was developed (see **Figure 1**). This map shows the collector streets designated by current local plans in dark gold and the proposed existing and future MPO collector streets in purple.

### **Summary**

The purpose of this study was to define existing collector streets and develop potential locations for future collector streets. The methodology in this memorandum outlined a process that drove the development of a draft plan by considering existing designations, output from the newly developed Functional Classification GIS Interface, environmental constraints, and future development concerns. The *Draft DCHC MPO Collector Street Plan* will be an invaluable resource when directing development and making policy considerations.



**Durham - Chapel Hill - Carrboro MPO Collector Street Plan**  
**Figure 1: Draft Collector Street Plan - October 27, 2009**

DCHC

- Durham Urban Growth Area
- Lakes, Rivers, Streams and Creeks
- Hillsborough Town Limits
- Wetlands
- Carrboro Town Limits
- Army Corp of Engineers Land
- Chapel Hill Town Limits
- 2035 LRTP Proposed Roadways

- DCHC Higher Classified Facilities**
- Freeway or Interstate
- Minor or Principal Arterials

- Local Collector Street Plans\*\***
- Existing Collector Street
- Proposed Collector Street
- DCHC Collector Street Plan**
- Collector Street
- Proposed Collector Streets

\*\*Local Adopted Collector Street Plans include:  
 Wake-Durham Comprehensive Street System Plan,  
 Chatham County Thoroughfare Plan, Wake  
 County Collector Street Plan, Town of Cary  
 Comprehensive Transportation Plan Thoroughfare  
 Map, Town of Carrboro Connector Roads Policy,  
 Southwest Durham - Southeast Chapel Hill  
 Collector Street Plan, Town of Chapel Hill Street  
 Classification Map

Kimley-Horn  
and Associates, Inc.

0 1 2  
 Miles

# VIRGINIA

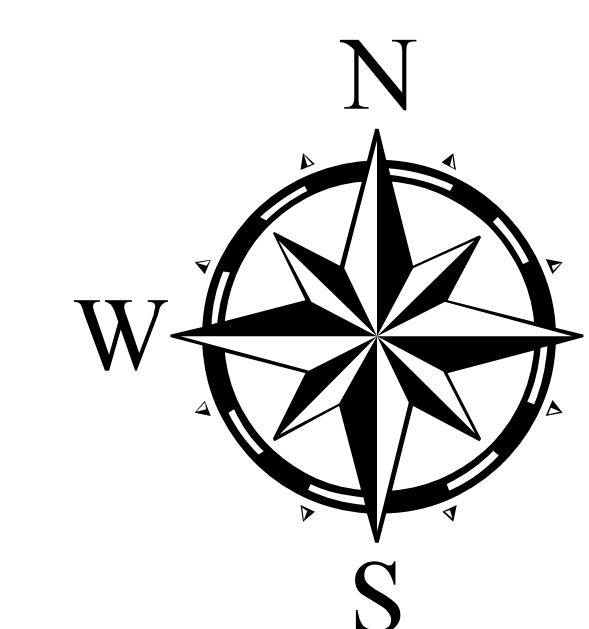


## Vision Plan Division 5

Adopted by The North Carolina  
Board of Transportation

Plan Date: September 2, 2004

Revised: July 10, 2008



### LEGEND

#### Strategic Highway Corridors

##### Freeways

- Existing
- Needs Upgrade
- Recommended

##### Expressways

- Existing
- Needs Upgrade
- Recommended

##### Boulevards

- Existing
- Needs Upgrade
- Recommended

##### Thoroughfares

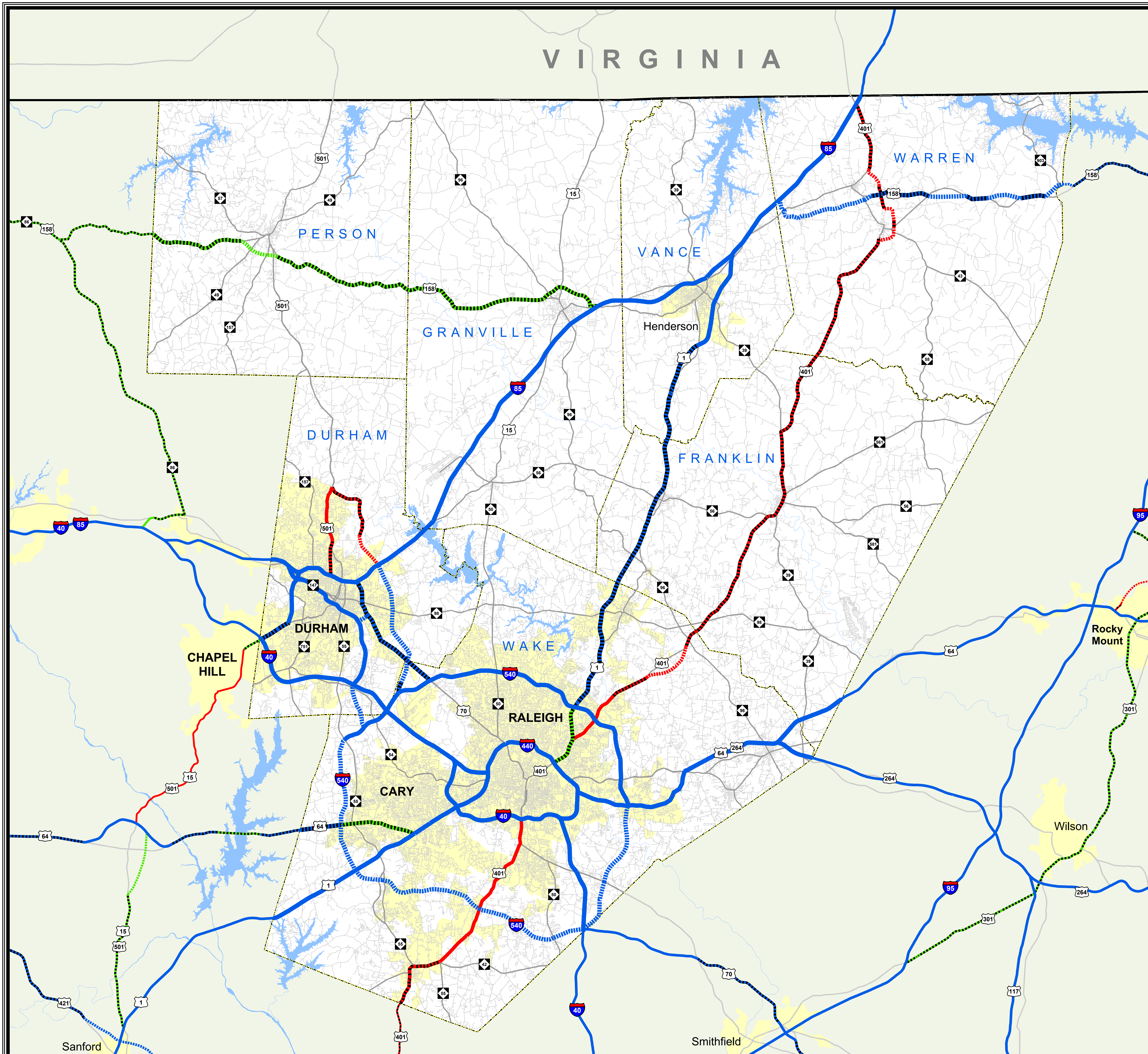
- Existing
- Needs Upgrade
- Recommended

- US/Other Major Route
- Division Primary Routes
- Division Secondary Routes
- State Port
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- County Boundaries
- Water Features



Prepared By:  
The North Carolina Department of Transportation  
Transportation Planning Branch

Map Date: March 29, 2004



Sanford

Smithfield

Wilson

Rocky Mount

Henderson

# **FACILITY TYPE & CONTROL OF ACCESS DEFINITIONS**



**AUGUST 2005**

## INTRODUCTION

The NCDOT Facility Types and Control of Access Definitions document was prepared to create a set of easy to understand and consistent definitions for all roadways for NCDOT and its partners to use in the planning, design, and operations processes. The definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians. These definitions were developed from a committee comprised of members from the Federal Highway Administration and the following NCDOT branches: Traffic Engineering, Highway Design, Project Development, and Transportation Planning. The North Carolina Board of Transportation adopted these definitions on September 2, 2004 as a part of the Statewide Transportation Plan.

The facility type definitions are identical to those used in a Comprehensive Transportation Plan (CTP), with the exception of Thoroughfares. In a CTP, Thoroughfares are further broken down to Major Thoroughfares and Minor Thoroughfares. In this document, both Major and Minor Thoroughfares fall into the general Thoroughfares description.

The first section this document provides descriptions of the different facility types with examples as they exist at the time this document was created. The facility types are listed in order of the level of mobility provided (highest to lowest). This is followed by the definitions of the different types of control of access and a comparison chart. The second section of this document provides illustrative examples that show various elements of each of the different facility types. These illustrations are not drawn to any particular scale.

This document was revised in August 2005 in order to simplify the facility type definitions. The original Expressway Type I and Type II definitions were consolidated into one Expressway definition. Similarly, the Boulevard Type I and Type II definitions were consolidated into one Boulevard definition.

An electronic version of this document is available at [http://www.ncdot.org/doh/preconstruct/tpb/shc/pdf/NCDOT\\_Facility\\_Types.pdf](http://www.ncdot.org/doh/preconstruct/tpb/shc/pdf/NCDOT_Facility_Types.pdf) (Acrobat Reader required).

Document Prepared by:  
NCDOT-Transportation Planning Branch  
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Illustrative Examples Prepared by:  
NCDOT-Highway Design Branch  
Visualization Unit  
Raleigh, NC 27699-1582  
(919) 250-4016

# NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

## FACILITY TYPES

TCC 7/25/2012 Attachment 7A

Listed in Order of Mobility Function

Adopted by the North Carolina Board of Transportation  
September 2, 2004

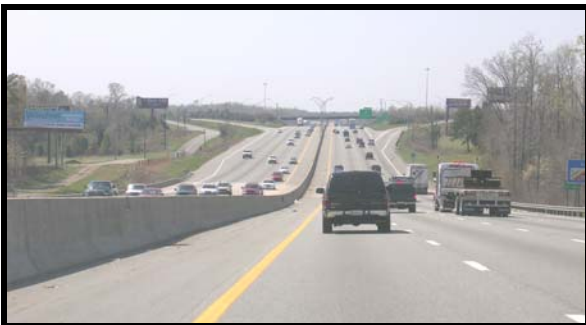
### Freeways



US 74 in Waynesville



US 264 east of I-95 (Wilson Bypass)



I-40/85 in Orange County



US 64 in Rocky Mount

- **Functional Purpose:** High Mobility, Low Access
- **AASHTO Design Classification:** Interstate or Freeway
- **Posted Speed Limit:** 55 mph or greater
- **Control of Access:** Full
- **Traffic Signals:** Not Allowed
- **Driveways:** Not Allowed
- **Cross-Section:** Minimum 4 Lanes with a Median
- **Connections:** Provided only at Interchanges; All Cross Streets are Grade-Separated
- **Median Crossovers:** Public-use Crossovers Not Allowed; U-turn Median Openings for Use by Authorized Vehicles Only when Need is Justified
- **Examples:** I-40, I-95, US 64 between Rocky Mount and Williamston, US 52 between Lexington and Mount Airy, US 70 between Kinston and New Bern, US 74 near Waynesville, US 264 east of I-95 (Wilson Bypass), US 1 between Raleigh and Sanford

# NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

## FACILITY TYPES

Listed in Order of Mobility Function

Adopted by the North Carolina Board of Transportation  
September 2, 2004

### Expressways



US 221 (Marion Bypass)



US 117 north of I-40



US 74 west of Waynesville



US 64 in Apex

- **Functional Purpose:** High Mobility, Low to Moderate Access
- **AASHTO Design Classification:** Arterial
- **Posted Speed Limit:** 45 mph to 60 mph
- **Control of Access:** Limited or Partial
- **Traffic Signals:** Not Allowed
- **Driveways:**
  - Limited Control of Access** - Not Allowed
  - Partial Control of Access** - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out
- **Cross-Section:** Minimum 4 Lanes with a Median
- **Connections:** Provided only at Interchanges for Major Cross Streets and At-Grade Intersections for Minor Cross Streets; Use of Acceleration and Deceleration Lanes for At-Grade Intersections
- **Median Crossovers:** Allowed; Alternatives to All-Movement Crossovers Encouraged; Minimum Spacing between All-Movement Crossovers is 2000 feet (posted speed limit of greater than 45 mph) or 1200 feet (posted speed limit of 45 mph or less)
- **Examples:** *US 221 (Marion Bypass), US 220 in Rockingham County, US 321 south of Lenoir, US 117 north of I-40; US 74 (Independence Blvd) just east of I-277 in Charlotte, US 74 west of Waynesville, US 29 in Guilford County, US 301 north of Wilson, US 64 in Apex*

# NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

## FACILITY TYPES

*Listed in Order of Mobility Function*

Adopted by the North Carolina Board of Transportation  
September 2, 2004

### Boulevards



US 70 east of Clayton



NC 24 (Harris Boulevard) in Charlotte



US 74 near Ranger



Cary Parkway

- **Functional Purpose:** Moderate Mobility, Low to Moderate Access
- **AASHTO Design Classification:** Arterial or Collector
- **Posted Speed Limit:** 30 mph to 55 mph
- **Control of Access:** Limited, Partial, or None
- **Traffic Signals:** Allowed
- **Driveways:**
  - Limited Control of Access** - Not Allowed
  - Partial Control of Access** - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out
- **Cross-Section:** Minimum 2 Lanes with a Median
- **Connections:** At-Grade Intersections for Major and Minor Cross Streets (Occasional Interchange at Major Crossing); Use of Acceleration and Deceleration Lanes
- **Median Crossovers:** Allowed; Minimum Spacing between All-Movement Crossovers is 2000 feet (posted speed limit of greater than 45 mph) or 1200 feet (posted speed limit of 45 mph or less)
- **Examples:** *US 70 between Clayton and Smithfield, NC 55 (Holly Springs Bypass), NC 11 (Kenansville Bypass), NC 87 (Elizabethtown Bypass), US 158 (Murfreesboro Bypass), US 70 near Havelock, NC 24 (Harris Boulevard) in Charlotte, US 1 (Capital Blvd) in Raleigh, US 74 through Monroe, US 117 south of Goldsboro, US 70 east of Goldsboro, Cary Parkway, NC 132 (College Road) in Wilmington, Lochmere Drive in Cary, US 74 in Ranger*

TCC 7/25/2012 Attachment 7A

# NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

## FACILITY TYPES

*Listed in Order of Mobility Function*

Adopted by the North Carolina Board of Transportation  
September 2, 2004

### Thoroughfares



Old Concord Road in Charlotte



Hillsborough Street in Raleigh



Shamrock Road in Charlotte



Trinity Road in Raleigh

- **Functional Purpose:** Moderate to Low Mobility, High Access
- **AASHTO Design Classification:** Collector or Local
- **Posted Speed Limit:** 25 mph to 55 mph
- **Control of Access:** None
- **Traffic Signals:** Allowed
- **Driveways:** Allowed with Full Movements; Consolidate or Share Connections, if possible
- **Cross-Section:** Minimum 2 Lanes; No Median; Includes All Facilities with a Two Way Left Turn Lane
- **Connections:** Primarily At-Grade Intersections
- **Median Crossovers:** Not Applicable
- **Examples:** *Old Concord Road in Charlotte, Hillsborough Street in Raleigh, Shamrock Road in Charlotte, Trinity Road in Raleigh*

# NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

## CONTROL OF ACCESS DEFINITIONS

*Listed in Order of Mobility Function*

Adopted by the North Carolina Board of Transportation  
September 2, 2004

### **Full Control of Access**

Connections to a facility provided only via ramps at interchanges. All cross-streets are grade-separated. No private driveway connections allowed. A control of access fence is placed along the entire length of the facility and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).

### **Limited Control of Access**

Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed. A control of access fence is placed along the entire length of the facility, except at intersections, and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).

### **Partial Control of Access**

Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections are normally defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. The use of shared or consolidated connections is highly encouraged. Connections may be restricted or prohibited if alternate access is available through other adjacent public facilities. A control of access fence is placed along the entire length of the facility, except at intersections and driveways, and at a minimum of 1000 feet beyond the ramp terminals on the minor facility at interchanges (if possible).

### **No Control of Access**

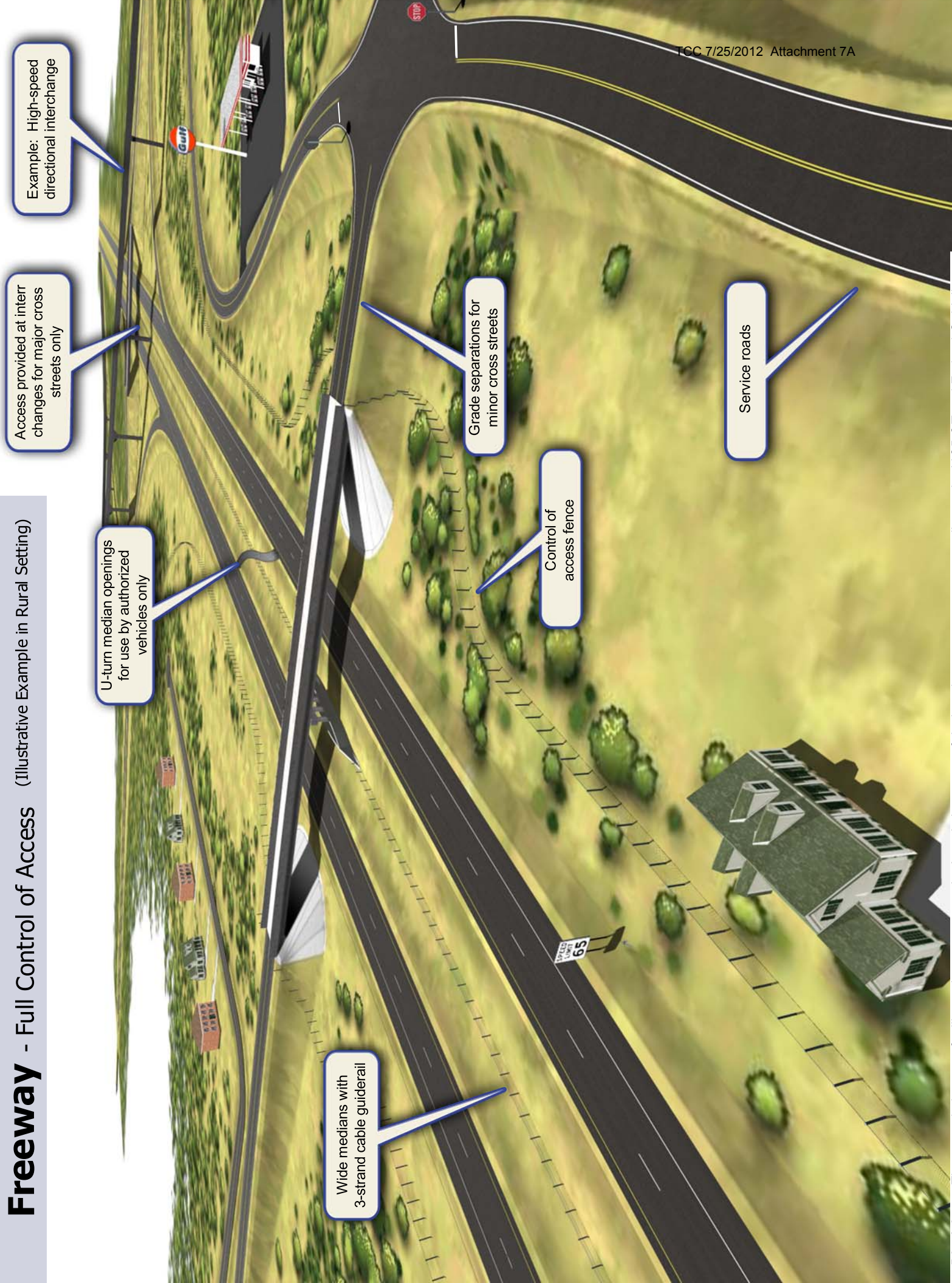
Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. No physical restrictions, i.e., a control of access fence, exist. Normally, private driveway connections are defined as one connection per parcel. Additional connections may be considered if they are justified and if such connections do not negatively impact traffic operations and public safety.

## NCDOT FACILITY TYPES COMPARISON CHART

	<b>Freeways</b>	<b>Expressways</b>	<b>Boulevards</b>	<b>Thoroughfares</b>
<b>Functional Purpose</b>	High Mobility, Low Access	High Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate to Low Mobility, High Access
<b>AASHTO Design Classification</b>	Interstate or Freeway	Arterial	Arterial or Collector	Collector or Local
<b>Posted Speed Limit</b>	55 mph or greater	45 mph to 60 mph	30 mph to 55 mph	25mph to 55 mph
<b>Control of Access</b>	Full	Limited or Partial	Limited or Partial	None
<b>Traffic Signals</b>	Not Allowed	Not Allowed	Allowed	Allowed
<b>Driveways</b>	Not Allowed	Limited Control of Access - Not Allowed	Limited Control of Access - Not Allowed	Allowed with Full Movements; Consolidate or Share Connections, if possible
<b>Cross-Section</b>	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 2 Lanes with a Median	Minimum 2 Lanes; No Median; Includes Facilities with Two Way Left Turn Lane
<b>Connections</b>	Provided only at Interchanges; All Cross Streets are Grade-Separated	Provided only at Interchanges for Major Cross Streets and At-Grade Intersections for Minor Cross Streets; Use of Acceleration and Deceleration Lanes for At-Grade Intersections	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing); Use of Acceleration and Deceleration Lanes	Primarily At-Grade Intersections
<b>Median Crossovers</b>	Public-use Crossovers Not Allowed; U-turn Median Openings for Use by Authorized Vehicles Only when Need is Justified	Allowed; Alternatives to All-Movement Crossovers Encouraged; Minimum Spacing between All-Movement Crossovers is 2000 feet (posted speed limit of greater than 45 mph) or 1200 feet (posted speed limit of 45 mph or less)	Allowed; Minimum Spacing between All-Movement Crossovers is 2000 feet (posted speed limit of greater than 45 mph) or 1200 feet (posted speed limit of 45 mph or less)	Not Applicable

# Freeway - Full Control of Access

(Illustrative Example in Rural Setting)



Example: High-speed directional interchange

Access provided at interchanges for major cross streets only

U-turn median openings for use by authorized vehicles only

Wide medians with 3-strand cable guiderail

Grade separations for minor cross streets

Control of access fence

Service roads

Disclaimer: These renderings are for illustrative purposes only. Actual placement of design elements may vary according to the NCDOT and Federal Guidelines.

# Freeway - Full Control of Access (Illustrative Example in Urban Setting)

Access provided at interchanges for major cross-streets only  
Example: Single Point Urban Interchange

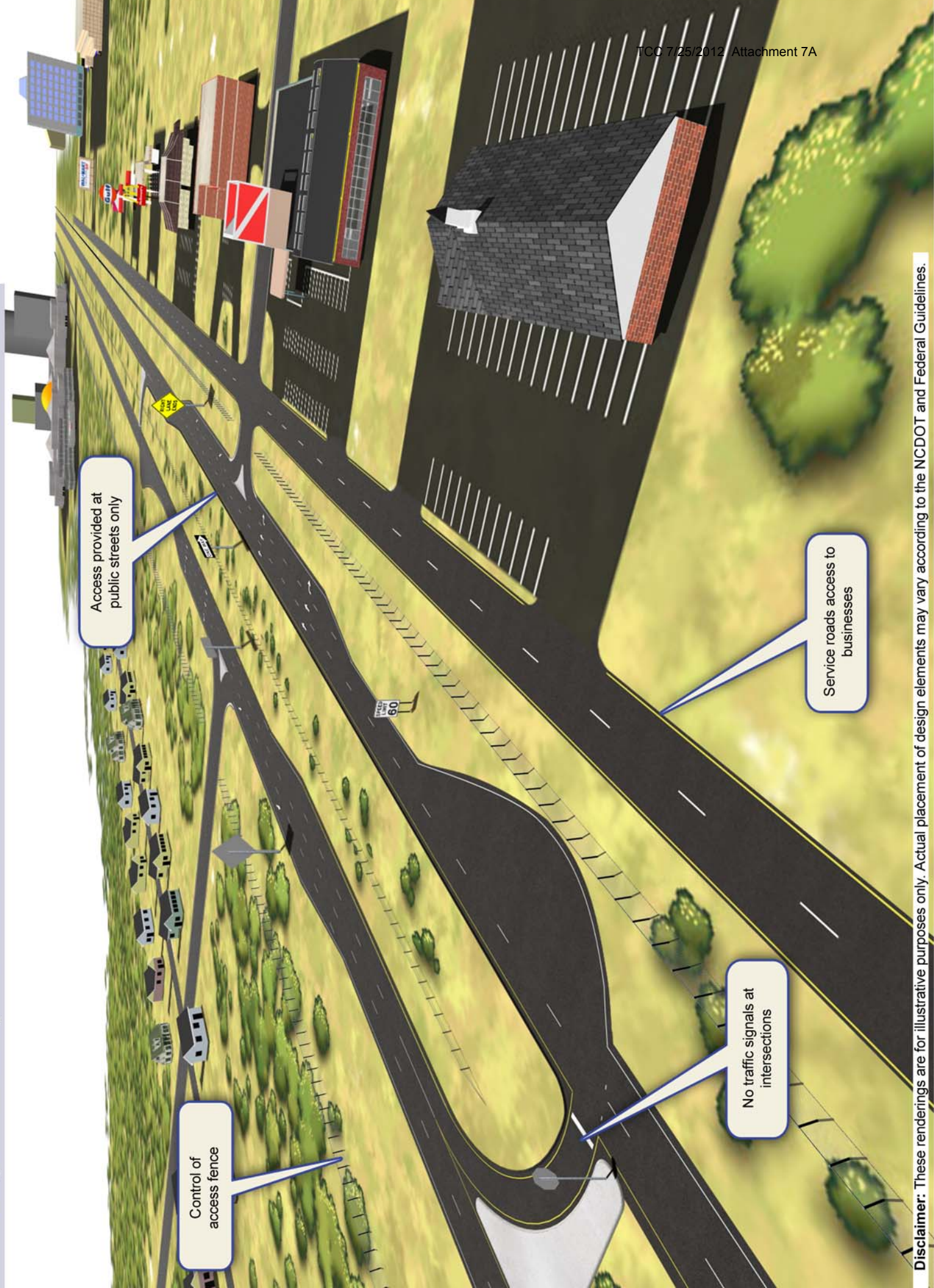
Grade separations at minor cross-streets

Concrete barrier

Control of access fence

# Expressway - Limited Control of Access

(Illustrative Example in Urban Setting)



Access provided at public streets only

Control of access fence

No traffic signals at intersections

Service roads access to businesses

# Expressway - Partial Control of Access

(Illustrative Example in Rural Setting)

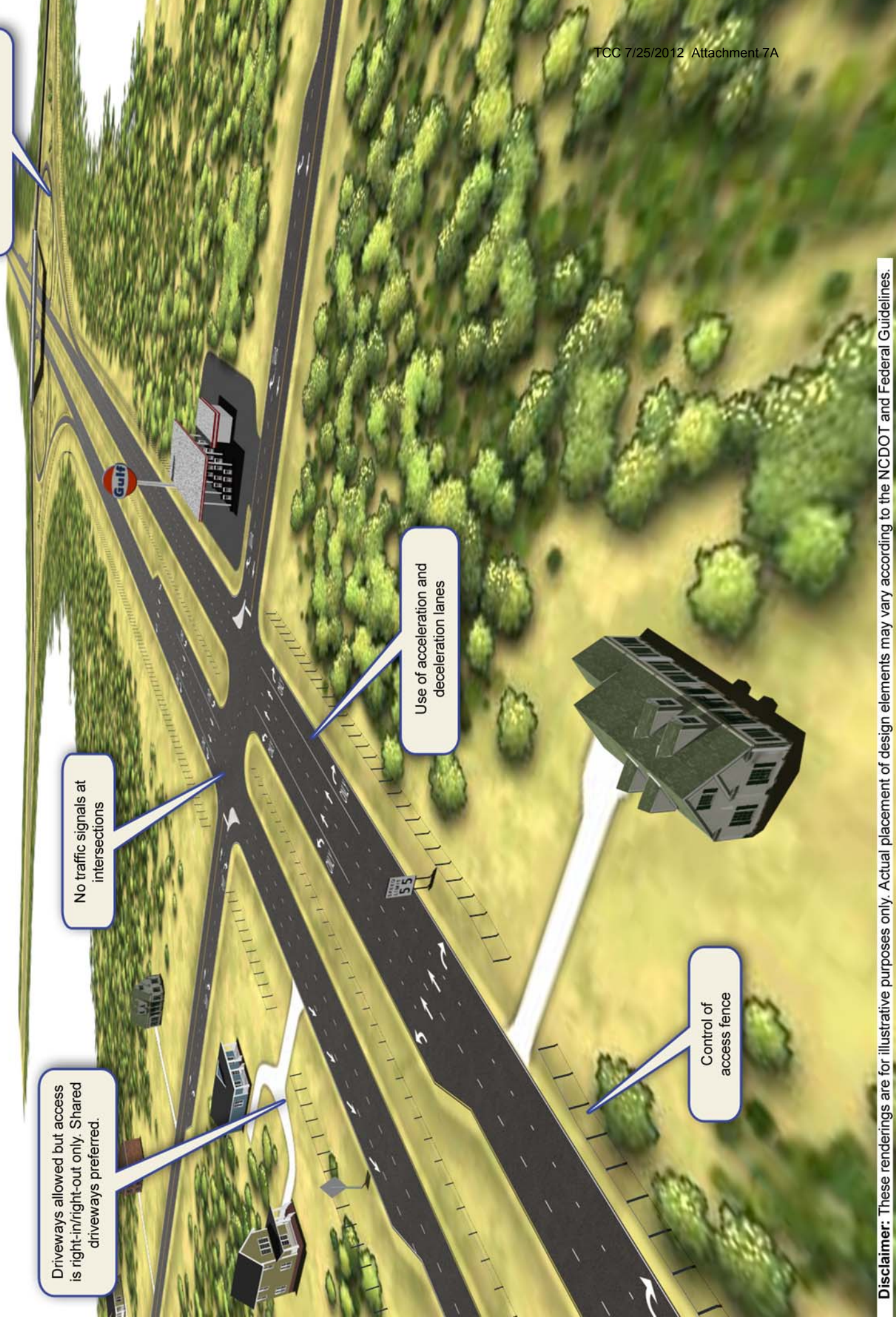
Driveways allowed but access is right-in/right-out only. Shared driveways preferred.

No traffic signals at intersections

Access provided at interchanges for major cross streets, at-grade intersections for minor cross streets

Use of acceleration and deceleration lanes

Control of access fence



# Boulevard - Limited Control of Access

(Illustrative Example in Rural Setting)

Access provided at public streets only.

Use of medians

Use of traffic signals

Control of access fence

# Boulevard - Partial Control of Access

(Illustrative Example in Urban Setting)



Traffic signals  
at intersections

Private driveway  
access allowed.  
Right-in and right-out  
only.

# Thoroughfare - No Control of Access

(Illustrative Example in Urban Setting)



Traffic signals at intersections

Center turn lane

# Thoroughfare - No Control of Access

(Illustrative Example in Rural Setting)



## REFERENCES

1. American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 4<sup>th</sup> Edition, 2001
2. North Carolina Department of Transportation (NCDOT), *Design Manual*, 2002
3. North Carolina Department of Transportation (NCDOT), *Policy on Street and Driveway Access to North Carolina Highways*, 2003
4. North Carolina Department of Transportation (NCDOT), *Median Crossover Guidelines*, 2004



# Process to Modify the Strategic Highway Corridors Vision Plan

*Revised July 2008*

The Strategic Highway Corridors (SHC) initiative represents a timely effort to protect and maximize the mobility and connectivity on a core set of highway corridors, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods. The initiative offers the North Carolina Department of Transportation (NCDOT) and its stakeholders an opportunity to consider a long-term vision when making land use decisions and design and operational decisions on the highway system. This vision is accomplished through the identification of a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare) for each corridor.

The primary purpose of the SHC initiative is to provide a safe, reliable, and high-speed network of highways that connect travel destinations throughout and just outside North Carolina. The network will be developed by planning and implementing improvements that maintain and increase statewide and regional mobility and connectivity.

The SHC Vision Plan (Vision Plan), developed as a part of the SHC initiative, is similar to other plans and needs to be updated on occasion. NCDOT will consider requests submitted only by a Metropolitan Planning Organization (MPO), a Rural Planning Organization (RPO), or an internal business unit to revise the Vision Plan using the process below.

Revision requests may fall in one of the following categories:

- Addition of a new Strategic Highway Corridor (Corridor)
- Modification of an existing Corridor
- Partial or full deletion of an existing Corridor
- Changes to a proposed facility type

## Addition of a New Corridor

An addition is defined as a new Corridor that is currently not designated as a Strategic Highway Corridor. Requests for new a Corridor designation must include:

- Route name/number(s)
- Begin location (activity center and route)
- End Location (activity center and route)
- Corridor length (miles)
- Traffic volumes (most recent year available)
- Existing facility type(s) and cross-section
- Proposed facility type(s) with justification

- Cost of achieving proposed facility type (must include construction, right-of-way, and utility relocation estimates)
- Justification for addition of corridor (to include description of how the Corridor is consistent with the criteria below)
- Current tier

A new Corridor added to SHC Vision Plan **must** meet the following three criteria:

- The Corridor serves statewide and/or regional travel
- The Corridor connects two or more activity centers (as defined in SHC Concept Development Report)
- The Corridor is a logical addition to the SHC network (i.e., does not parallel existing/nearby designated Corridors)

Additional criteria to include in the request, if applicable:

- The Corridor provides a connection between existing and/or planned interstates
- The Corridor currently serves, or has the potential to serve, as a reliever route to an existing interstate facility
- The Corridor is identified as a major hurricane evacuation route
- The Corridor is designated as part of national, statewide, or military highway system

“Spurs” of a Corridor can also be added to the SHC Vision Plan. Spurs include interstate loops and spurs, business interstates, and other major facilities that connect the “parent” corridor to the activity center or destination. This includes connections to the central business districts of major cities, airports, military bases, and state ports. Spurs **must** meet the following criteria:

- The Spur is a logical addition to the SHC network
- The Spur provides a connection from the parent Corridor to a major activity center
- The Spur is an existing or proposed Freeway or Expressway
- The Spur must connect to a Corridor on at least one end

Requests for new a Spur must include the same information as required for a new Corridor (see above).

## Modification of an Existing Corridor

The modification of an existing Corridor (or Spur) is defined as a change in the routing of the Corridor where the Activity Centers at the beginning and end of the Corridor remain unchanged. The modification to the Corridor can involve a segment or the entire route. For example, this may include a new route providing access to a state port, which replaces an existing route.

A request to modify the routing of a corridor must include:

- Corridor number
- Route name/number(s)
- Begin location (activity center and route)
- End location (activity center and route)
- Net change in length (miles)
- Routing change requested and justification
- Current tier

- Recommended tier designation of proposed segment to be removed from the Corridor (i.e. the segment to be bypassed)

A modification of an existing corridor also includes new location segments (i.e. a bypass) identified as part of a planning study (i.e. a corridor study or a comprehensive transportation planning study), which will function as part of the Corridor in the future. Only segments recommended from a Department-sponsored study will be considered.

Also note that an existing segment of a Corridor which is proposed to be bypassed (and the bypass has been approved by the BOT), will be considered to function as part of the Corridor until the bypass is open to traffic.

## Partial or Full Deletion of an Existing Corridor

A deletion is defined as the removal of a Corridor (or Spur) from the SHC Vision Plan. A request to remove a designated Corridor must include:

- Corridor number
- Route name/number(s)
- Begin location (activity center and route)
- End location (activity center and route)
- Justification for removal
- How travel between the activity centers will be served in lieu of the Corridor
- Recommended tier designation of proposed Corridor or segment to be removed
- 

## Changes to a Proposed Facility Type

A change to the proposed facility type for a Corridor (or Spur) is defined as a change from the designated facility type (Freeway, Expressway, Boulevard, or Thoroughfare) to another facility type. A request to change the proposed facility type for a Corridor must include:

- Corridor number
- Route name/number(s)
- Begin location (activity center and route)
- End location (activity center and route)
- Existing facility type(s)
- Currently proposed facility type(s)
- New proposed facility type(s) with justification for change
- Cost implications of proposed facility type change

## Other

Future updates to the Vision Plan will automatically reflect the following changes:

- “Recommended” or proposed new location facilities which have been constructed

- Facilities which need to be upgraded or improved (to either meet the desired facility type and/or to enhance mobility) and have been improved
- Facilities which need to be upgraded or improved as identified as part of a planning study, such as corridor study or a comprehensive transportation planning study, which will function as part of the Corridor in the future. Only segments recommended from a Department-sponsored study will be considered.
- New interstate routes approved by Congress, which are not already designated Corridors (all interstate routes are designated as Corridors)
- New routes added to the North Carolina Intrastate System or changes to the routing of Intrastate System routes (all Intrastate System routes are designated as Corridors)

Each update of the SHC Vision Plan will include a *complete* list of all changes from the previous version.

## Revision Request Procedures

A MPO, RPO, or internal business unit desiring a SHC Vision Plan revision (“the requestor”) should obtain the SHC Revision Request Form (Form). The Form is available on the SHC website ([www.ncdot.org/~shc](http://www.ncdot.org/~shc)) on the Questions and Comments page, or by contacting the engineer responsible for coordinating the SHC initiative (SHC Engineer). The requestor should complete the Form and submit it as indicated, along with any resolutions supporting the requested revision (see contact at end).

Requestors must understand the importance of a Corridor designation. With a Corridor designation, NCDOT will closely monitor access to the corridor and may limit future driveway connections and traffic signals in order to maintain and/or enhance mobility along the facility.

Upon receipt of the Form, the SHC Engineer will document the revision request and write a letter to the requestor indicating receipt of the request. This letter will state that the request will be given full consideration at a future NCDOT Strategic Management Committee (SMC) meeting. Prior to the SMC meeting at which the request will be discussed, the SHC Engineer will thoroughly review the request with other NCDOT staff (including Division Engineers) and provide a staff-level recommendation. The SMC will then make a recommendation as to whether to approve or deny the request. If approved, the request will be provided to the BOT Statewide Plan Committee for consideration. If approved by the BOT Statewide Plan Committee, the request will then be submitted to the BOT for approval. If the BOT approves the request, the change will then be reflected in the next revision of the SHC Vision Plan. The SMC, BOT Statewide Plan Committee, and the BOT can each deny a request, while only the BOT can provide official approval.

The SHC Engineer will maintain a complete list of all requests and will respond to the requestor as to whether the request has been approved or denied.

All questions or comments about the SHC Vision Plan revision process should be directed to the SHC Engineer, listed below:

Tyler Bray, P.E.  
NCDOT-Transportation Planning Branch  
1554 Mail Service Center  
Raleigh, NC 27699-1554  
(919) 715-5482 ext. 382  
tbray@ncdot.gov

## Terms

**Strategic Highway Corridors initiative (SHC initiative):** The overarching umbrella of activities and documents related to Strategic Highway Corridors. The SHC initiative was created during the update of the Statewide Transportation Plan between 2002 and 2004.

**Strategic Highway Corridors Vision Plan (SHC Vision Plan):** The official map adopted by the Board of Transportation as a part of the Statewide Transportation Plan in September 2004. This map illustrates the designated Strategic Highway Corridors and the proposed facility type for each.

**Strategic Highway Corridor (Corridor):** A highway corridor, designated by the Board of Transportation, that exemplifies the long-term potential to serve passenger and freight movement in a high-speed manner, primarily between Activity Centers.

**Recommended by the Senior Management Team: February 13, 2007**

**Recommended by the Statewide Plan Committee: February 28, 2007**

**Approval by the Board of Transportation: March 1, 2007**

**Revised by the Board of Transportation: July 10, 2008**

## MEMORANDUM

**TO:** Technical Coordinating Committee (TCC)

**FROM:** Lead Planning Agency

**DATE:** July 25, 2012

**RE:** MPO Boundary and Organization

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With the release of the 2010 Census, the DCHC MPO has to revise or revisit several items related to the MPO's organization and planning area. This includes:

- Smoothed urbanized area – smooth the Census-defined boundary
- Federal Functional Classification – determine federal functional classification for highways within the MPO area
- Metropolitan Area Boundary – review the current boundary and consider expansions or adjustments
  - Mebane-Orange County
  - Roxboro-Person County
  - Butner-Granville County
  - Chatham County
- Memorandum of Understanding – review the current MOU, consider changes, and have all members execute a new MOU
- Memoranda of Agreement with neighboring MPOs and Jurisdictions
  - DCHC MPO – CAMPO agreements – renew existing agreements
  - DCHC MPO – BGMPO agreement – consider new agreement
  - DCHC MPO – KTRPO agreement and/or DCHC MPO – Person County/Roxboro/Granville County/Butner agreement

### **Smoothed Urbanized Area**

The 2010 Census released new urban area boundaries in the spring of 2012. Durham's Urbanized Area included a modest expansion. The new Urbanized Area boundary is fully contained within the DCHC MPO boundary approved in 2009 so MPO expansion is not required. Federal law requires that MPO boundaries include the entire Urbanized Area boundary.

For the 2010 Census, MPOs were given the option to create a Smoothed Urbanized Area. Previously, this step was required because the Federal Functional Classification system distinguished between rural and urban roads and it was helpful to smooth the Urbanized Area to correspond to road alignments. The Federal Functional Classification systems have since been merged with no distinction between rural and urban roads. As a result, MPOs are not

required to create a Smoothed Urbanized Area in 2010. The Smoothed Urbanized Area has no effect on planning or funding.

LPA staff created a Smoothed Urbanized Area to make it more clear which roads effectively define the area of urban traffic and to pick up urban areas missed by the Census (for example, the Treyburn Industrial Park). The LPA staff's proposal generally makes the irregular Census-defined boundary better fit road alignments, geographic features, and neighborhood boundaries while taking in urban land uses. LPA Staff reviewed the proposed boundary with NCDOT and FHWA staff in June. See Attachment 8A for a map.

### **Federal Functional Classification**

The DCHC MPO will coordinate with NCDOT on the determination of the Federal Functional Classification of roads within the MPO's Smoothed Urbanized Boundary. Factors to be considered include traffic volume, land use, connectivity, and fit with the class type definition. More information on this will be brought to the TCC at a future meeting.

### **Metropolitan Area Boundary**

Federal legislation requires that an MPO's metropolitan area boundary (MAB) contain, at a minimum, the entire Urbanized Area, as defined by the U.S. Census. The legislation also states that the MAB should contain the area beyond the Urbanized Area that is expected to be urbanized within the next twenty years or that is affected by urban policies and influence. Inclusion of the area that is expected to be urbanized within the next twenty years or that is influenced by urban policies is up to the MPO and the local governments' discretion.

The DCHC MPO does not need to expand the MPO Metropolitan Area Boundary following the 2010 Census because the Census-defined Urbanized Area is fully contained within the MPO's current boundary. However, the MPO has the option to expand or make adjustments as needed to ensure that our boundary includes all areas expected to be urbanized over the next 20 years or influenced by urban policies. There are four areas where the MPO may want to consider adjusting or expanding the MAB.

### ***Mebane-Orange County***

In 2009, the MPO expanded the MAB to include areas along the I-85/I-40 corridor in western Orange County up to the Burlington-Graham MPO MAB. This expansion was supported by the Orange County Commissioners and was approved by the Governor (through NCDOT) as required by federal legislation. The justification for this expansion was that the area was in the Orange County Economic Development Zone so it is expected to become urbanized, and that Orange County desired to have their jurisdiction in this area represented by the DCHC MPO. At the time, Orange County did not have membership in the BGMPO although the BGMPO did

include portions of Mebane and Orange County. The boundaries of the expansion were drawn to follow Traffic Analysis Zones (TAZs) which are large in this part of the county.

In 2010, DCHC MPO and NCDOT staff were surprised to learn that the BGMPO MAB used for mapping for our 2009 expansion was not their officially approved boundary. Several years ago, LPA staff received a GIS file from the BGMPO that was not their officially approved boundary. This had been inadvertently used by the MPO and NCDOT to represent the BGMPO boundary. Due to this discrepancy, there is currently some overlap between the BGMPO's boundary and the DCHC MPO's boundary (Attachment 8B). This overlap must be corrected.

During discussions with the BGMPO, Orange County, Mebane, and NCDOT, other issues related to this area have risen to attention. The Economic Development Zone along I-85/I-40 will receive utility services from Mebane according to a recently adopted water-sewer agreement, and Mebane is expected to annex the area as it develops. Mebane has expressed an interest in only being a member of one MPO.

In addition, the 2010 Census Urbanized Area boundary for Burlington was extended north and east into the DCHC MPO's MAB. Federal regulations require that this area be included in a MPO. It could be in a neighboring MPO as long as there is agreement between the two MPOs on the planning jurisdiction for this area (this situation also applies to the Durham and Raleigh Urbanized Areas that cross the Durham-Wake county line and Chatham-Wake county line).

LPA staff, BGMPO, Orange County, Mebane, and NCDOT are continuing discussions on the appropriate boundaries in this area. LPA staff has taken the position that we will support a boundary that is mutually acceptable to Mebane and Orange County as it is their jurisdictions. NCDOT's policy is that they will only approve MAB expansions outside of the Census Urbanized Area if the local jurisdiction is supportive.

The MAB could also be adjusted in the remainder of Orange County outside of the Mebane area as all of Orange County could be considered to be influenced by urban policies. However, Orange County staff has not expressed an interest in any changes in the rest of the county. It does not appear that any areas outside of the MAB are expected to urbanize over the next 20 years according to current land use plans and socio-economic forecasts.

### ***Roxboro-Person County***

The City of Roxboro and southern Person County could also be considered as a potential MPO expansion area. While there is a geographic gap between the Durham urbanized area and the denser more urban area of Person County in Roxboro, there are many commuters from Person County to the Durham urbanized area and expansion could be justified by the reasoning that the area is influenced by urban policies. In addition, some urbanization of the area between Durham and Roxboro may occur over the next 20 years. Durham County and Person County are considering joint development of an industrial park near the airport in southern Person

County. In addition, Roxboro is considering extending utilities to the Rougemont area in northern Durham County.

The managers of the City of Roxboro and Person County have been contacted by LPA staff and notified that the DCHC MPO is considering expansion but has not taken a position at this time. Both managers were open to further discussing joining the MPO. If the TCC and TAC have an interest in pursuing expansion, a meeting with Roxboro and Person County will be scheduled.

This area is currently in the Triangle Regional Model and Triangle non-attainment area. Thus, the MPO is already highly involved in the development of socio-economic forecasts, transportation modeling, and air quality conformity for the area. Expanding to this area would necessitate additional responsibilities for LPA staff in developing the MTP, TIP, coordination with NCDOT on construction projects, etc. The MPO would not receive any additional federal funding if it expanded to this area.

If expansion is not desired, LPA staff recommend developing a memorandum of agreement with Roxboro and Person County or the Kerr-Tar RPO that formally identifies how we will coordinate the development of socio-economic forecasts, transportation modeling, and air quality conformity.

### ***Butner-Granville County***

The Butner and Creedmoor area is a Census defined Urban Cluster. The boundary of this Urban Cluster partially abuts the Durham-Granville county line and I-85 bisects it. I-85 and the Tar River mark the Capital Area MPO's northern boundary. Creedmoor is currently a member of the Capital Area MPO and has expressed a desire to remain a member of CAMPO. Butner and Creedmoor do not necessarily need to be included in a MPO or need to be included in the same MPO/RPO. Butner is currently considering if they would like to join a MPO or remain a member of the Kerr-Tar RPO. LPA staff, CAMPO staff, Kerr-Tar RPO staff, NCDOT, FHWA have met with Butner, Creedmoor, and Granville County to discuss their options. The Town has not taken a position on this yet and plans to bring it to their Town Council later this fall. If Butner were to join the DCHC MPO, Granville County would also need to join the MPO.

Geographically, Butner is close to the Durham Urbanized Area. Parts of the Durham Urbanized Area and Butner Urban Cluster are less than four miles apart – with much of the distance separated by Falls Lake. Due to Falls Lake, much of the area in between likely will not become urbanized over the next 20 years. However, MPO expansion could be justified because the area is influenced by urban policies. There are many commuters between Durham and Butner. Butner has several federal and state institutions with many employees.

This area is currently in the Triangle Regional Model and Triangle non-attainment area. Thus, the MPO is already highly involved in the development of socio-economic forecasts, transportation modeling, and air quality conformity for the area. Since Granville County and Creedmoor are already members of CAMPO, CAMPO has been more involved than DCHC MPO

in coordinating with Granville County. Expanding to this area would necessitate additional responsibilities for LPA staff in developing the MTP, TIP, coordination with NCDOT on construction projects, etc. The MPO would not receive any additional federal funding if it expanded to this area.

If expansion is not desired, LPA staff recommend developing a memorandum of agreement with Butner and Granville County or the Kerr-Tar RPO that formally identifies how we will coordinate the development of socio-economic forecasts, transportation modeling, and air quality conformity.

### ***Chatham County***

The MAB could be adjusted in Chatham County if desired. In 2009, the MPO approved a modest expansion to have the boundary follow TAZs. However, the Governor (through NCDOT) did not approve this expansion since the Chatham County Board of Commissioners was not supportive. If expansion/adjustment is desired in this area, LPA staff recommend working closely with Chatham County to develop a mutually acceptable proposal.

### ***Issues and Analysis***

Much of the information below was compiled for the previous MPO expansion done in 2009. A few updates have been provided to reflect changes since then. LPA staff can gather additional information as requested for the TCC and TAC's review.

### ***Regional Planning***

Expanding the MPO's MAB would entail a geographic expansion of the MPO's planning responsibilities. The geographic boundary of the MPO affects several of the MPO's routine planning activities. The MTP, TIP, and CMS must include the entire MAB. The MPO would need to participate in the NEPA review process for projects in the expansion area. The expansion area may or may not affect the MPO's special projects. Some of these projects are MPO-wide, while others are subarea plans that only include part of the MPO. For the MTP, staff anticipates that MAB expansion would require additional work for the development of the socio-economic data. It is expected that local staff will provide assistance in this area.

Many of the residents of the expansion areas commute into the current MAB for access to jobs, schools, and commercial areas. The increased coordination may result in better consideration of regional trip-making patterns in the identification and development of transportation projects. It may also provide more opportunities for staff and elected officials to discuss the growth patterns and land use decisions that impact regional trip-making patterns. This may result in better decision-making and planning.

### *Financial Resources*

Currently, federal funding for the MPO is based on the population of the Urbanized Area. As a result, if the DCHC MPO decides to expand, the MPO would not receive any additional funding. In 2004, NCAMPO considered recommending a change to the allocation formula for MPO planning funds. The proposed change was to base the allocation on the population within the MAB boundary instead of the UZA. Ultimately, this proposal was not endorsed by NCAMPO. However, if this idea were to be endorsed, there would be financial benefits for MAB expansion.

The DCHC MPO will begin charging member jurisdictions fees in January 2013. Additional planning area would increase the MPO's population and thus the per capita local match fee would decrease. Roxboro, Person County, Butner, and Granville County staffs are aware that the MPO plans to begin charging fees.

All of the new member candidate jurisdictions are part of the Triangle area ozone non-attainment area so the MPO would receive more CMAQ funds if it expands. The additional CMAQ funds that the MPO would receive are not completely "new" funds; rather they are funds that the new member candidate jurisdictions currently receive from NCDOT for CMAQ projects in their areas.

If the DCHC MPO expands by taking in parts of the Triangle Area RPO (TARPO) or the Kerr-Tar RPO, the RPO funding would be reduced. NCDOT uses the following formula for determining RPO funding:

$$Q = \$65,000 + (n - 3) * \$5,000 + (p - 50,000)/10,000 * \$1,000$$

Add 4 years of 3% inflation to this amount.

Base Amount = \$65,000

n = number of counties in the RPO

p = population of the RPO excluding the MPO

Minimum DOT Rural Planning Funding = \$90,000

Maximum DOT Rural Planning Funding = \$112,500

The NCDOT funding requires a 20% local match. This local match is provided by the RPO's county member governments proportional to their population in the RPO. If the MAB expansion included an entire county, such as Orange County, TARPO would have their NCDOT funding reduced and the other county member governments would need to make up for Orange County's share of the local match.

### *Air Quality Conformity*

All of the new member candidate jurisdictions are part of the Triangle area ozone non-attainment area. Thus, the jurisdictions and the MPO are already tied together in terms of air quality planning and budgets. Currently, plan or budget lapses in the DCHC MPO or CAMPO affect transportation funding in the other MPO when federal approval is

sought on a new TIP or MTP. If Granville County joins the DCHC MPO, plan or budget lapses in either DCHC MPO or CAMPO would immediately affect transportation funding for the other MPO because the two MPOs would share a member county government.

#### *MPO Governance*

The Memorandum of Understanding for the DCHC MPO and the bylaws of the TCC and TAC would need to be revised if the MPO expanded to include new member jurisdictions. The MOU and bylaws include the number of TAC and TCC members, rules for weighted voting for the TAC, and planning responsibilities for each MPO member jurisdiction. The MOU must be approved by the board of each member jurisdiction.

#### Current TAC membership and weighted voting:

Jurisdiction	Number of Members	Weighted Votes
City of Durham	2	6
Town of Chapel Hill	1	2
Town of Carrboro	1	1
Town of Hillsborough	1	1
Durham County	1	2
Orange County	1	1
Chatham County	1	1
NC BOT	1	1

#### Current TCC membership:

Member	Number of Members
City of Durham	5
Town of Chapel Hill	3
Town of Carrboro	2
Town of Hillsborough	1
Durham County	3
Orange County	2
Chatham County	1
NCDOT	5
Triangle J COG	1
Duke University	1
North Carolina Central University	1
University of North Carolina	1
Raleigh-Durham Airport Authority	1
Triangle Transit	1
Research Triangle Park Foundation	1
Carolina Trailways (now Greyhound)	1

If the MPO expanded its MAB but did not expand to include any new members, the MOU and bylaws may not need to be revised. However, due to the additional

population in the MPO area of Orange or Chatham County, the MPO may elect to revise the weighted voting procedures.

### ***Next Steps***

The decision whether or not to expand the MPO to the above areas has many technical and political implications. If there is an interest in pursuing expansion, the Administrative Subcommittee should meet to review information and make a recommendation to the TCC. LPA staff suggest getting TAC approval of the concept of expansion before entering detailed discussions with potential new members. Per NCDOT, any expansion must be approved by the local jurisdiction in areas outside of the Urbanized Area. Thus, the MPO cannot expand without local approval.

### **Memorandum of Understanding**

The DCHC MPO's current MOU was signed in 1993 (Attachment 8C). It includes many references to outdated state and federal legislation. While it is not necessary to revise the MOU every time legislation is passed, it would be appropriate to occasionally update the document to reflect current practices and requirements. In addition, if any new members are added to the MPO, updating the MOU is required.

There are aspects of the MOU that there may be a desire to revise including:

- TAC/TCC membership
- Weighted voting to reflect current population figures
- Responsibilities of member agencies (may want to add the payment of local match fees)

If changes are desired, the Administrative Subcommittee should review and make a recommendation to the TCC at a future meeting.

### **Memoranda of Agreement**

#### *DCHC MPO – CAMPO agreement – renew existing agreement(s)*

The DCHC MPO and CAMPO have two agreements. One agreement was approved in 2005 for the division of planning responsibilities for the portions of the Durham and Raleigh Urbanized Areas that cross the county line (Attachment 8D). The second agreement was approved in 2006 that established how the two MPOs will coordinate and hold joint meetings (Attachment 8E).

NCDOT has requested that MPOs renew agreements regarding the transfer of planning responsibilities for urbanized areas. A sample resolution has been provided by NCDOT for this (Attachment 8F). If desired, the agreement establishing how the MPOs will coordinate and hold joint meetings may also be revised and approved. If changes are desired, the Administrative Subcommittee should review and make a recommendation to the TCC at a future meeting.

*DCHC MPO – BGMPO agreement – consider new agreement*

Pending the outcome of the discussions with the BGMPO regarding the MPO boundaries in Orange County, it may be appropriate to create an agreement with BGMPO to establish how the MPOs will coordinate and handle socio-economic forecasting, modeling, common projects, and air quality conformity for Orange County.

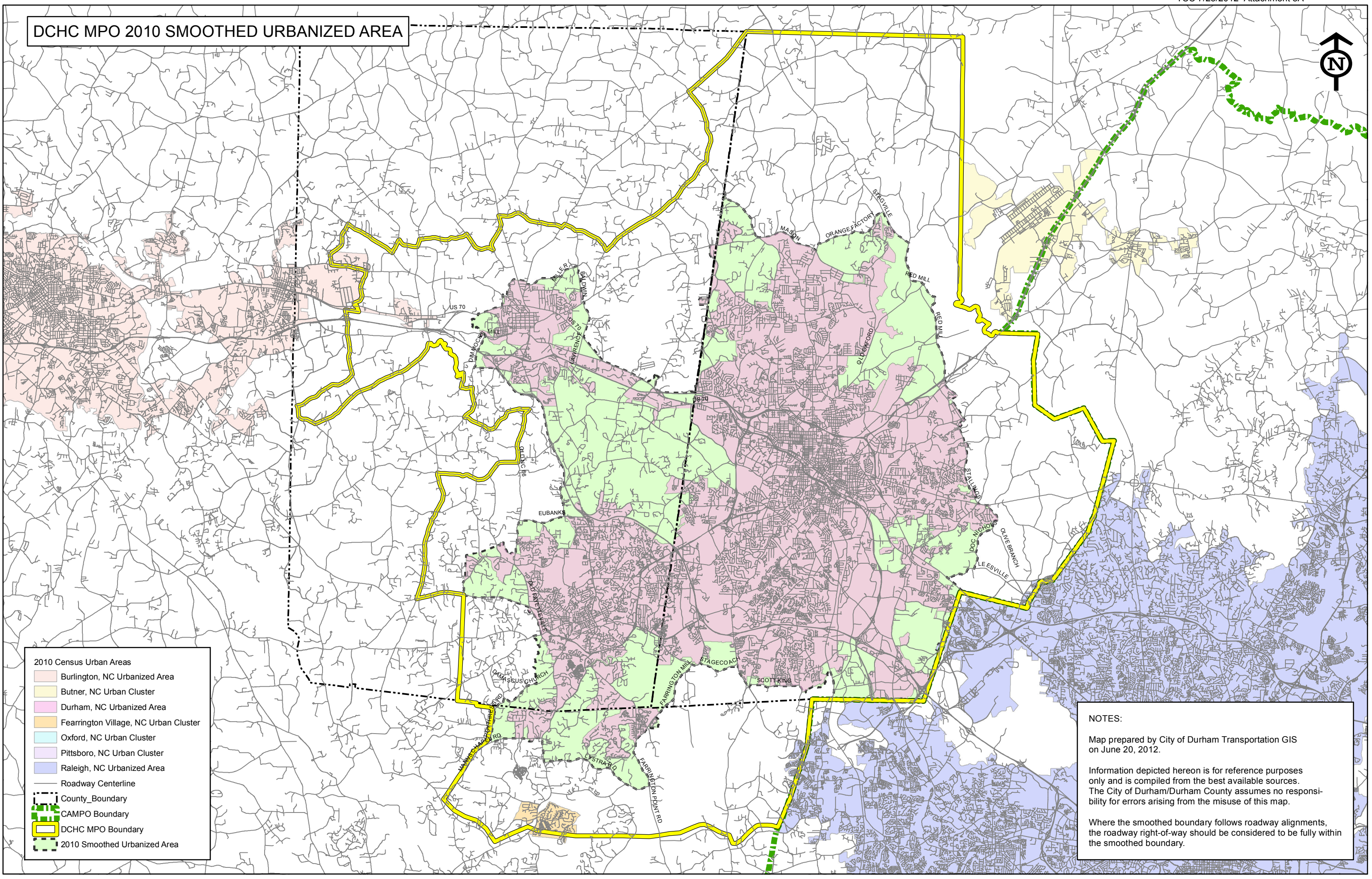
*DCHC MPO – KTRPO agreement and/or DCHC MPO – Person County/Roxboro/Granville County/Butner agreement*

The DCHC MPO may want to create a new agreement with the Kerr-Tar RPO and/or Person County, Roxboro, Granville County, and Butner to establish how the MPO will coordinate and handle socio-economic forecasting, modeling, common projects, and air quality conformity.

**TCC Action**

The TCC should discuss and provide guidance on which of the above issues require further study and future action by the TAC. If further study is needed, the TCC should refer items to the TCC Administrative Subcommittee.

# DCHC MPO 2010 SMOOTHED URBANIZED AREA



**2010 Census Urban Areas**

- Burlington, NC Urbanized Area
- Butner, NC Urban Cluster
- Durham, NC Urbanized Area
- Fearington Village, NC Urban Cluster
- Oxford, NC Urban Cluster
- Pittsboro, NC Urban Cluster
- Raleigh, NC Urbanized Area
- Roadway Centerline
- County\_Boundary
- CAMPO Boundary
- DCHC MPO Boundary
- 2010 Smoothed Urbanized Area

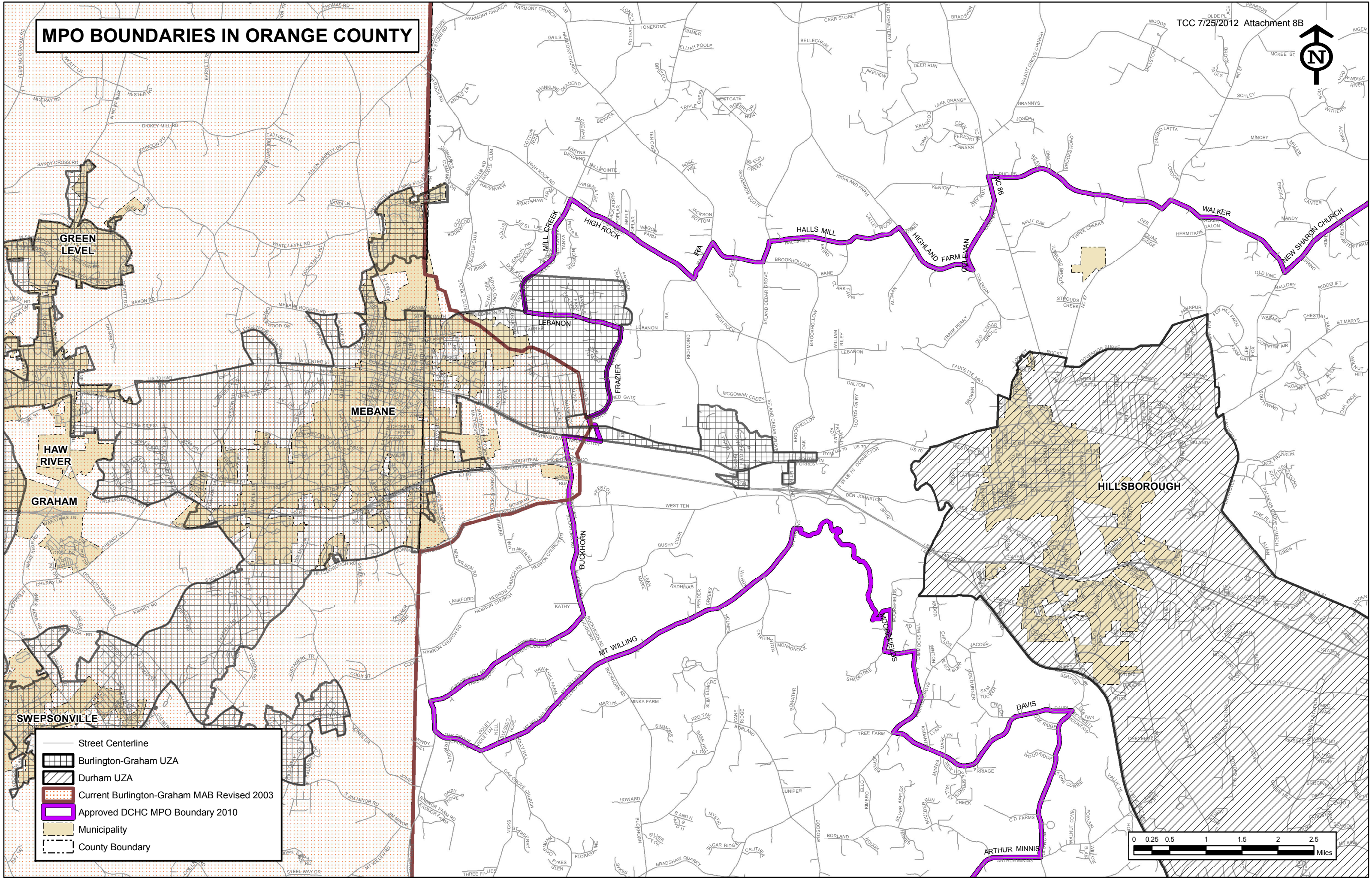
**NOTES:**

Map prepared by City of Durham Transportation GIS on June 20, 2012.

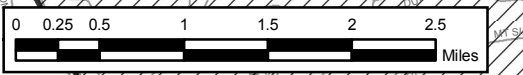
Information depicted hereon is for reference purposes only and is compiled from the best available sources. The City of Durham/Durham County assumes no responsibility for errors arising from the misuse of this map.

Where the smoothed boundary follows roadway alignments, the roadway right-of-way should be considered to be fully within the smoothed boundary.

# MPO BOUNDARIES IN ORANGE COUNTY



	Street Centerline
	Burlington-Graham UZA
	Durham UZA
	Current Burlington-Graham MAB Revised 2003
	Approved DCHC MPO Boundary 2010
	Municipality
	County Boundary



NORTH CAROLINA

DURHAM-CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING ORGANIZATION

MEMORANDUM OF UNDERSTANDING

for

CONTINUING, COOPERATIVE, AND COMPREHENSIVE  
TRANSPORTATION PLANNING

between

THE GOVERNOR OF THE STATE OF NORTH CAROLINA,  
CITY OF DURHAM, TOWN OF CHAPEL HILL, TOWN OF CARRBORO,  
TOWN OF HILLSBOROUGH, COUNTY OF DURHAM,  
COUNTY OF ORANGE, COUNTY OF CHATHAM, AND  
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

in cooperation with

THE UNITED STATES DEPARTMENT OF TRANSPORTATION

September 10, 1993

WITNESSETH THAT

WHEREAS, Chapter 136, Article 3A, Section 136-66.2(a) of the General Statutes of North Carolina require that:

*"Each municipality with the cooperation of the Department of Transportation, shall develop a comprehensive plan for a street system that will serve present and anticipated volumes of vehicular traffic in and around the municipality. The plan shall be based on the best information available including, but not limited to, population growth, economic conditions and prospects, and patterns of land development in and around the municipality and shall provide for the safe and effective use of streets and highways through such means as parking regulations, signal systems, and traffic signs, markings, and other devices. The Department of Transportation may provide financial and technical assistance in the preparation of such plans."; and,*

WHEREAS, the said Chapter 136, Article 3A, Section 136-66.2(b) provides that:

"After completion and analysis of the plan, the plan may be adopted by both the governing body of the municipality and the Department of Transportation as the basis for future street and highway improvements in and around the municipality. As a part of the plan, the governing body of the municipality and the Department of Transportation shall reach an agreement as to which of the existing and proposed streets and highways included in the plan will be a part of the State highway system and which streets will be part of the Municipal street system. As used in this article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within municipalities."; and,

WHEREAS, the said Chapter 136, Article 3A, Section 136.66.2(d) provides that:

"Either the municipality or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the municipal governing board."; and,

WHEREAS, Section 134(a) of Title 23 United States Code states:

"It is in the national interest to encourage and promote the development of transportation systems, embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and through urbanized areas and minimize transportation-related fuel consumption and air pollution. To accomplish this objective, metropolitan planning organizations, in cooperation with the State, shall develop transportation plans and programs for urbanized areas of the State. Such plans and programs shall provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an inter-modal transportation system for the State, the metropolitan areas, and the Nation. The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems."; and,

DCHC MOU  
Page 3

WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long-range transportation plans are soundly conceived and developed and continuously evaluated in a manner that will:

1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and,
2. Guide private individuals and groups in planning their decisions which can be important factors in the pattern of future development and redevelopment of the area; and,

WHEREAS, it is the desire of these agencies that a continuing, cooperative, and comprehensive transportation planning process, be established for the DURHAM-CHAPEL HILL-CARRBORO Urban Area to comply with Title 23 U.S.C. 134; and Sections 3(a)(2), 4(a), 5(g)(1), and 5(1) of the Federal Transit Act of 1991, and the Intermodal Surface Transportation Efficiency Act of 1991 {49 U.S.C. 1602(a)(2), 1603(a), 1604(g)(1), and 1604(1)}. NOW THEREFORE the following MEMORANDUM OF UNDERSTANDING is made:

#### Section I.

It is hereby agreed that the CITY OF DURHAM, TOWN OF CHAPEL HILL, TOWN OF CARRBORO, TOWN OF HILLSBOROUGH, COUNTY OF DURHAM, COUNTY OF ORANGE, COUNTY OF CHATHAM, AND THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION in cooperation with the UNITED STATES DEPARTMENT OF TRANSPORTATION, will participate in a continuing transportation planning process with responsibilities and undertakings as related in the following paragraphs:

1. The Durham-Chapel Hill-Carrboro Planning Area (as defined by the Metropolitan Area Boundary) will be the Durham-Chapel Hill-Carrboro Urbanized Area, as defined by the United States Department of Commerce, Bureau of the Census, plus that area beyond the existing urbanized area boundary that is expected to become urbanized or be affected by urban policies within a twenty year planning period.
2. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) for the Durham-Chapel Hill-Carrboro Urban Area shall include the boards of general purpose local government -- the Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners; the North Carolina Department of Transportation; a Transportation Advisory Committee hereinafter defined; a Technical Coordinating Committee

hereinafter defined; and the various agencies and units of local, State, and federal government participating in transportation planning for the area.

3. The Metropolitan Area Boundary (MAB) will be periodically reviewed and revised in light of new developments, basic data projections for the current planning period, and as may otherwise be required by federal and State laws.
4. The continuing transportation planning process will be a cooperative one and all planning discussions will be reflective of and responsive to the programs of the North Carolina Department of Transportation, and to the comprehensive plans for growth and development of the Municipalities of Durham, Chapel Hill, Carrboro, and Hillsborough; and the Counties of Durham, Orange, and Chatham. Attention will be given to cooperative planning with the Capital Area Metropolitan Planning Organization (CAMPO).
5. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.
6. Transportation policy decisions within the Planning Area are the shared responsibility of the Transportation Advisory Committee, the N. C. Board of Transportation, and participating local governments.
7. Transportation plans and programs, and land use policies and programs, for the planning area, having regional impacts, will be coordinated with the Triangle Transit Authority (TTA), the Capital Area Metropolitan Planning Organization (CAMPO), and the Triangle J Council of Governments.
8. A TRANSPORTATION ADVISORY COMMITTEE (TAC) is hereby established with the responsibility for cooperative transportation planning decision making for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). The Transportation Advisory Committee shall have the responsibility for keeping the policy boards informed of the status and requirements of the transportation planning process; assisting in the dissemination and clarification of the decisions, inclinations, and policies of the policy boards; and for providing opportunities for citizen participation in the transportation planning process.

The TRANSPORTATION ADVISORY COMMITTEE will be responsible for carrying out the provisions of 23 U.S.C. 134; and Sections 5(1) and 8(a) and 8(c) of the Urban Mass Transportation Act of 1964 as amended {49 U.S.C. 1604(1) and 1607(a) and

1607(c)); including, but not limited to:

- a. Establishment of goals and objectives for the transportation planning process;
- b. Review and approval of a *Prospectus* for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process;
- c. Review and recommendation of changes to the National Highway System, Functional Classification, Urban Area Boundary, and Metropolitan Area Boundary;
- d. Review and approval of the transportation *Unified Planning Work Program* (UPWP);
- e. Review and approval of the comprehensive transportation plan and any changes to the Plan. (The Thoroughfare Plan is an element of the comprehensive transportation plan, and as required by General Statutes' Section 136-66.2(d) revisions in the Thoroughfare Plan must be jointly approved by the local governing boards and the North Carolina Department of Transportation);
- f. Review and approval of the *Transportation Improvement Program* and changes to the *Transportation Improvement Program* for multi-modal capital and operating expenditures and to insure coordination between local and State capital and operating improvement programs;
- g. Revision in membership of the Technical Coordinating Committee hereinafter defined; and
- h. Development and approval of committee bylaws for the purpose of establishing operating policies and procedures.

The membership of the TRANSPORTATION ADVISORY COMMITTEE shall include:

- a. Two members of the Durham City Council;
- b. One member of the Chapel Hill Town Council;
- c. One member of the Carrboro Board of Aldermen;
- d. One member of the Hillsborough Board of Commissioners;
- e. One member of the Durham County Board of Commissioners;
- f. One member of the Orange County Board of Commissioners;

- g. One member of the Chatham County Board of Commissioners; and
- h. One member of the North Carolina Board of Transportation.

It shall be the responsibility of each member jurisdiction to appoint a representative(s) and an alternate(s) to the Transportation Advisory Committee.

A quorum of the Transportation Advisory Committee shall consist of a majority of the voting members whose votes together represent a majority of the total possible weighted votes identified in the weighted vote schedule below. A majority vote shall be sufficient for approval of matters coming before the committee with the exception that a committee member may invoke the following weighted vote provisions on any matter:

<u>Governmental Body</u>	<u>Votes</u>
City of Durham	6*
Town of Chapel Hill	2
Durham County	2
Town of Carrboro	1
Town of Hillsborough	1
Orange County	1
Chatham County	1
N. C. Board of Transportation	1
Total	15

\* Three (3) votes per representative

Representatives from each of the following bodies will serve as non-voting members of the Transportation Advisory Committee:

- A Division Administrator(s) of the Federal Highway Administration and/or the Federal Transit Administration, or their representative(s);
- A member of the Triangle Transit Authority (TTA) Board of Trustees; and
- Other local, regional, State, or federal agencies impacting transportation in the planning area at the invitation of the TAC.

The Transportation Advisory Committee will meet as often as it is deemed appropriate and advisable. On the basis of a majority vote, the Transportation Advisory Committee may appoint members of the Committee to act as Chair and Vice-Chair with the responsibility for coordination of the Committee's activities. A member of the staff of the City of Durham Department of Transportation will serve as Secretary to the Committee and will work cooperatively with the staff of other jurisdictions.

9. A TECHNICAL COORDINATING COMMITTEE (TCC) shall be established with the responsibility of general review, guidance, and coordination of the transportation planning process for the Planning Area and with the responsibility for making recommendations to the respective local, State, and federal governmental agencies and the Transportation Advisory Committee regarding any necessary actions relating to the continuing transportation planning process. The TCC shall be responsible for development, review, and recommendation for approval and changes to the *Prospectus, Unified Planning Work Program, Transportation Improvement Program, National Highway System, Functional Classification, Urban Area Boundary, the Metropolitan Area Boundary, and the Comprehensive Transportation Plan*, for planning citizen participation, and for documenting reports of the transportation study.

Membership of the Technical Coordinating Committee shall include technical representatives from local and State agencies directly related to and concerned with the transportation planning process for the Planning Area. Representatives will be designated by the chief executive officer of each represented agency. Initially, the membership shall include, but not be limited to, the following:

- |  |                     |
|--|---------------------|
| a. The City of Durham                        | (5 representatives) |
| b. The Town of Chapel Hill                   | (3 representatives) |
| c. The Town of Carrboro                      | (2 representatives) |
| d. The Town of Hillsborough                  | (1 representative)  |
| e. Durham County                             | (3 representatives) |
| f. Orange County                             | (2 representatives) |
| g. Chatham County                            | (1 representative)  |
| h. The N. C. Department<br>of Transportation | (5 representatives) |

- i. Triangle "J" Council of Governments (1 representative)
- j. Duke University (1 representative)
- k. N. C. Central University (1 representative)
- l. The University of North Carolina (1 representative)
- m. The Raleigh-Durham Airport Authority (1 representative)
- n. The Triangle Transit Authority (1 representative)
- o. The Research Triangle Park Foundation (1 representative)

In addition to voting membership, the U. S. Department of Transportation shall have two (2) non-voting representatives.

The Technical Coordinating Committee shall meet when it is deemed appropriate and advisable. On the basis of majority vote of its membership, the Technical Coordinating Committee may appoint voting members of the Committee to act as Chair and Vice-Chair with the responsibility for coordination of the Committee's activities.

10. The Durham City Council, Chapel Hill Town Council, Carrboro Board of Alderman, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners shall serve as the primary means for citizen input to the continuing transportation planning process. During the comprehensive transportation plan reevaluation, citizen involvement in the planning process shall be encouraged during re-analysis of goals and objectives and plan formation. This citizen involvement will be obtained through goals and objectives surveys, neighborhood forums, and public hearings in accordance with procedures outlined in the "North Carolina Highway Action Plan."

The Transportation Advisory Committee may also receive public input or hold public hearings as may also be required by federal or State law.

Section II.

It is further agreed that the subscribing agencies will have the following responsibilities, these responsibilities being those most logically assumed by the several agencies:

City of Durham

The Department of Transportation of the City of Durham will serve as the LEAD PLANNING AGENCY for the transportation planning process in the Planning Area and will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the *Prospectus*. Additionally, the City shall coordinate zoning and subdivision approvals within its jurisdiction in accordance with the adopted Comprehensive Transportation Plan and the mutually adopted Thoroughfare Plan.

Town of Chapel Hill

The Town of Chapel Hill will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the *Prospectus*. Additionally, the Town shall, coordinate zoning and subdivision approval within its jurisdiction in accordance with the adopted Comprehensive Transportation Plan and the mutually adopted Thoroughfare Plan.

Town of Carrboro

The Town of Carrboro will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the *Prospectus*. Additionally, the Town shall, coordinate zoning and subdivision approval within its jurisdiction in accordance with the adopted Comprehensive Transportation Plan and the mutually adopted Thoroughfare Plan.

Town of Hillsborough

The Town of Hillsborough will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the *Prospectus*. Additionally, the Town shall, coordinate zoning and subdivision approval within its jurisdiction in accordance with the adopted Comprehensive Transportation Plan and the mutually adopted Thoroughfare Plan.

Durham County

Durham County will assist in the transportation planning process by providing planning assistance, data, and inventories in

accordance with the *Prospectus*. Additionally, Durham County shall, coordinate zoning and subdivision approval within its jurisdiction in accordance with the adopted Comprehensive Transportation Plan and the mutually adopted Thoroughfare Plan.

#### Orange County

Orange County will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the *Prospectus*. Additionally, Orange County shall, coordinate zoning and subdivision approval within its jurisdiction in accordance with the adopted Comprehensive Transportation Plan and the mutually adopted Thoroughfare Plan.

#### Chatham County

Chatham County will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the *Prospectus*. Additionally, Chatham County shall coordinate zoning and subdivision approval within its jurisdiction in accordance with the adopted Comprehensive Transportation Plan and the mutually adopted Transportation Plan.

#### North Carolina Department of Transportation

The Department will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the *Prospectus*. The Department, to the fullest extent possible and as permitted by existing State and federal regulations, will provide assistance in the protection of necessary rights-of-way for those thoroughfares designated in the adopted Comprehensive Transportation Plan and the mutually adopted Thoroughfare Plan.

#### Section III.

Parties to this Memorandum of Understanding may terminate their participation in the continuing transportation planning process by giving 30 days written notice to the other parties prior to the date of termination. If any party should terminate participation, this Memorandum of Understanding shall remain in force and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization shall continue to operate as long as 75% or more of the population within the Metropolitan Area Boundary is represented by the remaining members. For the purpose of determining 75% representation, the populations within incorporated areas are represented by the respective municipal governments and the populations within the unincorporated areas are represented by the respective county governments.

Section IV.

In witness whereof, the Secretary of Transportation, on behalf of the Governor of the State of North Carolina has signed this Memorandum of Agreement and the parties of this Memorandum of Understanding have been authorized by appropriate and proper resolutions to sign the same, the City of Durham by its City Manager, the Town of Chapel Hill by its Mayor, the Town of Carrboro by its Mayor, the Town of Hillsborough by its Mayor, Durham County by its Chair, Orange County by its Chair, Chatham County by its Chair, and the North Carolina Department of Transportation by the Secretary of Transportation, this 25th day of January, 1994.

(Seal)

Margaret M Bowers  
Clerk

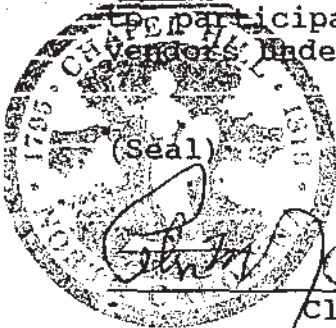


CITY OF DURHAM

John Lowell  
City Manager

Policy of City of Durham. (a) THE CITY OF DURHAM OPPOSES THE PRACTICE OF APARTHEID IN THE REPUBLIC OF SOUTH AFRICA AND URGES EACH OF ITS CONTRACTORS TO REFRAIN FROM INVESTING OR DOING BUSINESS IN THE REPUBLIC OF SOUTH AFRICA. (b) The City of Durham opposes discrimination on the basis of race and sex and urges all its contractors to provide a fair opportunity for minorities and women to participate in their work force and as subcontractors and vendors under City contracts.

(Seal)



John J. Williams  
Clerk

TOWN OF CHAPEL HILL

By Kenneth S. Brown  
Mayor

(Seal)



Paul C. Williams  
Clerk

TOWN OF CARRBORO

By Deen J. Kinross  
Mayor

This Instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

(Seal)

TOWN OF HILLSBOROUGH

*Ronny Ray*  
Clerk

By *Harvey H. Johnson*  
Mayor

(Seal)

COUNTY OF DURHAM

*Henry E. Winstead*  
Clerk

By *[Signature]*  
Chair

(Seal)

COUNTY OF ORANGE

*Kathleen Baker*  
Deputy Clerk

By *Moses Carey*  
Chair

(Seal)

COUNTY OF CHATHAM

*Sandra B. Cape*  
Clerk

By *Henry W. Dunlap*  
Chair

GOVERNOR OF THE STATE OF  
NORTH CAROLINA AND THE  
NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

By *[Signature]*  
Secretary of Transportation

Approved for Execution for Michael Easley, Attorney General

1/21/94  
date

By *James E. Maguire Jr.*  
Assistant Attorney General

**Member****Governments**

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

January 21, 2005

Mr. John Sullivan  
 Federal Highway Administration  
 310 New Bern Avenue  
 Raleigh, North Carolina 27601-1442

Re: Planning Area Agreement

Dear Mr. Sullivan:

Federal regulations require that MABs include, at a minimum, all of the urbanized area as defined by the Census Bureau. A small portion of the Durham UZA falls within the Capital Area MPO MAB. Likewise, a small portion of the Raleigh Urbanized area falls within the DCHC MPO MAB. A map showing these areas is attached for your reference.

In an effort to provide continuing, cooperative and comprehensive transportation planning for these areas, it is felt that the prudent course of action is a letter of agreement between the two MPOs.

In November of 2004, these two Metropolitan Planning Organizations entered into a Memorandum of Agreement to “participate in a continuing, cooperative and comprehensive (3-C) transportation planning process in an entity known as the Triangle Metropolitan Planning Organizations Coordinating Council (TMPOCC).” TMPOCC being an advisory group to the two MPOs that will encourage cooperation and joint work efforts while recognizing and allowing the MPOs to remain autonomous and thus able to concentrate as needed on issues and projects of local interest which have profound impacts on the overall transportation systems.

This letter of agreement shall serve to fulfill federal requirements relative to the planning for that portion of the Durham UZA that lies within the CAMPO MAB and likewise that portion of the Raleigh UZA that lies within the DCHC MPO MAB.

By signature below it is agreed that:

1. planning activities for that portion of the Durham UZA that lies within Wake County and thus within the planning boundary of the Capital Area Metropolitan Planning Organization, shall be provided by the Capital Area Metropolitan Planning Organization in cooperation with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and

2. planning activities for that portion of the Raleigh UZA that lies within Durham County and thus within the planning boundary of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, shall be provided by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization in cooperation with the Capital Area Metropolitan Planning Organization.

**SIGNATURES OF AGREEMENT**

\_\_\_\_\_  
**Joe Bryan, Chair**  
**Capital Area**  
**Metropolitan Planning Organization**

\_\_\_\_\_  
**William "Bill" Bell**  
**Durham-Chapel Hill-Carrboro**  
**Metropolitan Planning Organization**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Date**

cc: Mike Bruff, NCDOT Transportation Planning Branch  
TAC Members

**MEMORANDUM OF AGREEMENT**

**Between**

**THE CAPITAL AREA  
METROPOLITAN  
PLANNING ORGANIZATION**

**AND THE**

**DURHAM –CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING  
ORGANIZATION**

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**MEMORANDUM OF AGREEMENT**  
**Between**  
**THE CAPITAL AREA METROPOLITAN PLANNING**  
**ORGANIZATION AND THE**  
**DURHAM –CHAPEL HILL-CARRBORO**  
**METROPOLITAN PLANNING ORGANIZATION**

It is hereby agreed that the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) shall participate in a continuing, cooperative and comprehensive (3-C) transportation planning process in an entity known as the Triangle Metropolitan Planning Organizations Coordinating Council (TMPOCC). The TMPOCC shall be an advisory group to the two MPOs that will encourage cooperation and joint work efforts while recognizing and allowing the MPOs to remain autonomous and thus able to concentrate as needed on issues and projects of local interest which have profound impacts on the overall transportation systems. As stated in 23 U.S.C. 134, metropolitan planning organizations shall engage in a 3-C planning process to “provide for the development of transportation facilities...which will function as an intermodal transportation system for the State, the metropolitan areas, and the Nation.” The role of TMPOCC shall be to integrate the 3-C concept into the transportation planning process for those projects and programs of a regional scope. The parties to this agreement shall endeavor to ensure that regional transportation planning in the Triangle region is conducted in such a manner that is beneficial to the public good. Participation of a metropolitan planning organization shall commence upon the signature of this document by its designated representative.

**Section 1 Executive Committee**

The primary governing board of TMPOCC shall consist of the following members, or their designees:

- a. The Chair of the Transportation Advisory Committee of CAMPO;
- b. The Chair of the Transportation Advisory Committee of DCHC MPO;
- c. The Vice-Chair of the Transportation Advisory Committee of CAMPO;
- d. The Vice-Chair of the Transportation Advisory Committee of DCHC MPO;
- e. An at-large elected official representative of the TAC of CAMPO;
- f. An at-large elected official representative of the TAC of DCHC MPO;
- g. Up to two members of the North Carolina Board of Transportation who also serve on the TAC of CAMPO and DCHC MPO;
- h. One “non-voting” representative from the Triangle Transit Authority Board of Trustees.

This governing board shall be known as the Executive Committee. A Chair and Vice-Chair shall be elected from among the Chairs and Vice-Chairs of the individual MPO policy boards as listed above in items a through d, with the Chair from one MPO and the Vice-Chair from the other MPO. The Chair and Vice-Chair shall hold office for no more than two (2) consecutive years. The presence of four (4) members including at least one elected official member of each MPO shall constitute a quorum of the Executive Committee. The designees of each elected

official representative on the Executive Committee shall also be an elected official serving on the Transportation Advisory Committee on each metropolitan planning organization. The Executive Committee shall meet no less than three times during the calendar year. A joint meeting of the Transportation Advisory Committee of the two MPOs may substitute for meetings of the Executive Committee.

## **Section 2 Executive Committee Responsibilities**

The primary task of the Executive Committee shall be to consider matters of regional importance previously or to be discussed individually by the two MPOs and provide information on decisions reached by the Executive Committee to the two MPOs for MPO action. Prior to action by the Executive Committee, all matters requiring action shall be placed on the agendas of the Transportation Advisory Committee of CAMPO and DCHC MPO. On matters that require a vote of the Executive Committee, the Executive Committee members shall consult with the policy board they represent. The North Carolina Board of Transportation member(s) shall vote in a manner consistent with the policies of the Department of Transportation. If in the event an individual Executive Committee member has not had a reasonable opportunity to consult with the policy board he/she represents, that member shall be permitted to exercise judgment on the matter at hand. In the spirit of cooperation, every effort will be made to reach consensus on matters coming before the Executive Committee.

## **Section 3 Executive Committee Meetings**

All meetings of the Executive Committee shall be open to all members of the Transportation Advisory Committees of CAMPO and DCHC MPO. These members shall have an opportunity to address the Executive Committee, at the discretion of the presiding officer. Also, members of the Technical Committee (addressed in Section 5 of this document) and staff shall be permitted to attend meetings of the Executive Committee. Meeting locations shall be determined by the Executive Committee. The inaugural meeting of the Executive Committee shall set the times, dates, and locations for the meetings to be held during the remainder of the year. During the final meeting of the Executive Committee during a given year, a calendar that sets forth the times, dates, and locations of meetings for the following year shall be approved.

## **Section 4 General Meetings**

A joint meeting of the Transportation Advisory Committees of CAMPO and DCHC MPO may be called at the discretion of the Executive Committee and may substitute for a meeting of the Executive Committee. The purpose of the joint meetings shall be to provide a forum for the discussion of transportation and related issues that affect the region.

## **Section 5 Technical Committee**

In addition to the Executive Committee, there shall be established a Technical Committee. The responsibility of the Technical Committee shall be to provide general review, guidance and coordination of the transportation planning process in the Triangle region, and to make recommendations to the Executive Committee.

The Technical Committee shall consist of, but not limited to, the following members, or their designees:

- \*Senior staff member of the lead planning agency of each metropolitan planning organization;
- \*NCDOT local area coordinators;
- \*The Chairs and Vice-Chairs of the Technical Coordinating Committees of CAMPO and DCHC-MPO;
- \*A representative of the Public Transportation Division of NCDOT;
- \*A representative of the bicycle and pedestrian planning staff of NCDOT;
- \*The Executive Director of the Raleigh-Durham Airport Authority;
- \*A representative of North Carolina's Department of Natural and Environmental Resources, Division of Air Quality
- \*A representative of the Triangle Transit Authority

The Technical Committee shall meet no less than three times a year. The meetings shall be scheduled at least three weeks prior to meetings of the Executive Committee (or joint TAC meetings) so as to allow for sufficient time for members of the Executive Committee to adequately review the findings and recommendations of the Technical Committee. Meeting locations shall rotate between CAMPO and DCHC MPO. At the inaugural meeting of the Technical Committee, a Chair and a Vice-Chair shall be selected with the Chair from one MPO and the Vice-Chair from the other MPO. The term of office shall not exceed two (2) years.


### **Section 6 Amendment**

This Memorandum of Agreement may be amended by mutual agreement of the two MPOs. To amend the agreement, either MPO may propose an amendment in writing at least 30 days prior to each Transportation Advisory Committee meeting at which the amendment is to be discussed. Then the procedure specified in Section 2 for Executive Committee action shall be followed.

### **Section 7 Termination**

This Memorandum of Agreement may be terminated by either MPO by providing written notice to the other MPO at least 30 days prior to the date of termination.

  
 Joe Bryan  
 Capital Area Metropolitan Planning  
 Organization

  
 Alex Zaffron  
 Durham-Chapel Hill-Carrboro Metropolitan  
 Planning Organization

**MEMORANDUM OF AGREEMENT BETWEEN THE  
DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING  
ORGANIZATION  
AND THE NORTH CAROLINA CAPITAL AREA METROPOLITAN PLANNING  
ORGANIZATION  
FOR THE TRANSFER OF THE PLANNING RESPONSIBILITY AND AUTHORITY OF  
THE PORTION OF THE DURHAM URBANIZED AREA LOCATED WITHIN THE  
WAKE COUNTY LIMITS  
AND THE PORTIONS OF THE RALEIGH URBANIZED AREA LOCATED WITHIN  
THE DURHAM AND CHATHAM COUNTY LIMITS**

**WHEREAS**, 23 U.S.C. 134 and Section 8 of the Federal Transit Act requires that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that the boundaries of the MPO be expanded after each decennial census to cover the census defined urbanized area; and

**WHEREAS**, the U.S. Census has defined a portion of the Durham Urbanized Area as being within the Wake County limits; and

**WHEREAS**, this area is currently within the North Carolina Capital Area MPO Boundary; and

**WHEREAS**, the U.S. Census has defined portions of the Raleigh Urbanized Area as being within the Durham and Chatham county limits; and

**WHEREAS**, these areas are currently within the Durham-Chapel Hill-Carrboro MPO Boundary; and

**WHEREAS**, the Durham-Chapel Hill-Carrboro MPO and the North Carolina Capital Area MPO have agreed to maintain the current boundary between the two MPOs at the Durham-Wake county line and the Chatham-Wake county line; and

**WHEREAS**, all federal transportation planning requirements for the transferred portions of the urbanized areas will be carried out by the respective MPO as defined in 23 C.F.R. Part 450; and

**WHEREAS**, all requirements related to a Transportation Management Area (TMA) designation will be fulfilled including a Congestion Management System (CMS) and obtaining federal certification every three years by the respective MPOs; and

**WHEREAS**, funding allocations will be based upon the urbanized areas for Durham and Raleigh as defined by the 2010 U.S. Census; and

**WHEREAS**, the Durham-Chapel Hill-Carrboro MPO and the North Carolina Capital Area MPO will continue to develop and maintain, both with personnel and funding, the regional travel demand model;

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro MPO hereby transfers and the North Carolina Capital Area MPO hereby accepts the portion of the Durham Urbanized Area within the Wake County limits and all transportation planning responsibility and authority over said area; and that the North Carolina Capital Area MPO hereby transfers and the Durham-Chapel Hill-Carrboro MPO hereby accepts the portions of the Raleigh Urbanized Area within the Durham and Chatham county limits and all transportation planning responsibility and authority over said areas.

\_\_\_\_\_  
Lydia E. Lavelle, TAC Chair  
Durham-Chapel Hill-Carrboro MPO  
Date: \_\_\_\_\_

\_\_\_\_\_  
Vivian Jones, TAC Chair  
North Carolina Capital Area MPO  
Date: \_\_\_\_\_

**Member Organizations:** Town of Carrboro • Town of Chapel Hill • County of Chatham • City of Durham  
Durham County • Town of Hillsborough • NC Department of Transportation • Orange County

June 25, 2012

Bernadette Pelissier  
Chair  
Orange County Board of Commissioners  
4516 Mystic Lane  
Hillsborough, NC 27278

Dear Ms. ~~Pelissier~~: *Bernadette*

As you know, on June 13, 2012, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee (TAC) approved the Orange County Bus and Rail Investment Plan in concept, stating that the MPO must have a role in the Implementation Agreement. While the TAC is supportive of the Bus and Rail Investment Plan and Orange County's decision to hold the sales tax referendum this fall, the TAC deferred final approval of the plan until there is clarification of the MPO's role in the Implementation Agreement. We directed MPO staff to work with Orange County and Triangle Transit to bring the agreement and final plan back to the TAC as soon as possible.

As the alternate member for Orange County on the TAC, you participated in the TAC's discussion on this matter. MPO staff and every TAC member who spoke recommended that the MPO be a party to the agreement. You were supportive of this concern as well. You will recall that the motion that was passed was a compromise to the opinion expressed by Alice Gordon (Orange County's member on the TAC) that the MPO not be a party to the agreement. Other than this issue, no TAC members expressed any objections to adopting the plan.

There are overwhelming, compelling reasons why the MPO should be a party to this agreement. It should first be noted that the Bus and Rail Investment Plan speaks to this very important issue. It states that the Implementation Agreement will detail the following areas:

- “(a) Annual review presentations of the activities and progress made in implementation of the Plan by Triangle Transit to the County and the MPO;
- (b) The process for review and vote by the County, the MPO and Triangle Transit's Board of Trustees or the role of the operating agency regarding any significant or substantial revisions to the Plan required by changes experienced in revenues received, capital costs, operating expenses, or other substantial issues affecting the Plan;
- (c) A recognition and preservation of decision making responsibilities of the operating agencies;

- (d) Responsibility of Triangle Transit for direct disbursement of funds from the revenues received per Section V (above) to the public agency responsible for implementing the bus services set forth in the Plan; and
- (e) Other necessary provisions regarding implementation of this Plan as agreed to by the County, the MPO, and Triangle Transit.”

Items a, b, and e directly affect the MPO and items c and d are critical to the implementation of the plan and the MPO’s Long Range Transportation Plan (LRTP). The DCHC MPO is clearly affected by the agreement, and therefore we believe it should be a full party to the agreement.

Of primary concern to the MPO is the process for review and vote by the County, MPO, and Triangle Transit on any changes to the plan. The Durham-Orange rail transit corridor project is the most costly single project in the MPO’s LRTP, and it cannot be implemented without the local, state, and federal funding as outlined in the Orange County Bus and Rail Investment Plan. Further, the Bus and Rail Investment Plan also includes funding for future local and regional bus services that are commitments in our LRTP, important to the MPO’s member agencies, and critical to the success of the rail system. The MPO has a high degree of interest in making sure that these bus and rail projects are implemented. Any changes to the Bus and Rail Investment Plan must be approved by the MPO, must be consistent with our LRTP, and must also be included in the MPO’s Transportation Improvement Program (TIP) as they are funded. As such, the MPO must be a part of developing the language in the Implementation Agreement that describes the process for changing the plan and this language must require Orange County and Triangle Transit to coordinate with the MPO. In short, we believe that the DCHC MPO needs to be a full party to the Implementation Agreement for the Orange County Bus and Rail Investment Plan. This would best ensure that the MPO’s interests are protected.

We understand that Orange County has concerns that if the MPO were a party to the agreement, the MPO may be able to change the Bus and Rail Investment Plan without Orange County’s approval. This is not the case. *The Congestion Relief and Intermodal Transport Fund Act (HB 148) requires that the plan be approved by the County, Triangle Transit, and the MPO. None of the parties can adopt or change the plan unilaterally. North Carolina House Bill 148 required approval by all three because each has an important role in transit planning and implementation.* We believe that the development of the plan has benefitted from close collaboration between the three parties and we believe that continuing this close collaboration will only serve to improve the plan and successfully implement the bus and rail projects in the plan.

We are competing with other regions across the country for limited federal transit funding. *It is critical to be able to demonstrate to the federal government that our plan was developed collaboratively and is supported by local jurisdictions and transit operators.* The DCHC MPO TAC is a forum for regional collaboration between counties, municipalities, Triangle Transit, and state and federal agencies. We have had a history of collegial discussion on issues of regional importance at TAC meetings. Including the DCHC MPO as a party to the Implementation Agreement will help continue the successful regional

collaboration we have had on transit planning issues and demonstrate to the federal government that we are unified in our support for the rail and bus projects in the plan.

You mentioned at the TAC meeting on June 13 that perhaps the Orange County Board of Commissioners needed to have a better understanding of exactly how the MPO operates. In this letter, we have attempted to explain how very important it is that the MPO be a full party to this agreement. Based on the discussion at our June meeting and in accordance with the aforementioned comments, a majority of the TAC members may insist that the MPO be a party to the agreement as a condition of approving the plan. If you need further explanation from any of us about why we believe this is necessary, please do not hesitate to ask.

As stated, we have directed MPO staff to work with Orange County and Triangle Transit staff on the Implementation Agreement and to bring back a recommendation to the TAC later this summer. At that time, we will also consider final approval of the Orange County Bus and Rail Investment Plan. The TAC will carefully consider how the Implementation Agreement accommodates the MPO's interests when we consider final approval of the plan. TAC members and MPO staff look forward to working with Orange County and Triangle Transit on developing an Implementation Agreement that satisfactorily protects the interests of the County, Triangle Transit, and the MPO. Again, please feel free to contact me or DCHC MPO staff with any questions you have on the MPO's position.

Sincerely,



Lydia Lavelle, Chair  
Transportation Advisory Committee

CC: DCHC MPO TAC  
Orange County Commissioners  
Frank Clifton, Orange County  
John Roberts, Orange County  
Craig Benedict, Orange County  
David King, Triangle Transit  
Wib Gulley, Triangle Transit  
Damien Graham, Triangle Transit  
Patrick McDonough, Triangle Transit  
Mark Ahrendsen, City of Durham/TCC Chair



# A Pedestrian Safety Campaign for the Triangle Region

August–October, 2012

The goal of the Watch for Me NC campaign is to improve pedestrian safety in the Triangle region by using educational safety messaging and enforcement to influence the behaviors of drivers and pedestrians. Each year in the Triangle, more than 400 pedestrians are hit or injured by cars and trucks.

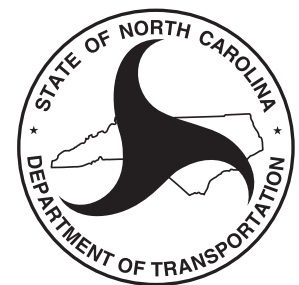
“Yield to People in Crosswalks” is a key message of the campaign. Drivers are unaware of or are ignoring laws requiring them to yield to pedestrians at crosswalks, and pedestrians are failing to use them. Other messages emphasize safe behaviors in identified problem areas where accidents are occurring, such as at bus stops, at night, in parking lots and at intersections.

## CAMPAIGN COMPONENTS

- Media/Advertising
  - Radio spots
  - Earned media on TV/radio
  - Transit advertising
  - Print materials, including posters and bumper stickers
- Enforcement
- Program evaluation

## PARTNERS

- North Carolina Department of Transportation
- UNC Highway Safety Research Center, Pedestrian Bicycle Information Center
- City of Raleigh, Raleigh Police
- City of Durham, Durham Police
- Town of Chapel Hill, Chapel Hill Police
- Town of Carrboro, Carrboro Police
- Capital Area Metropolitan Planning Organization
- Durham Chapel Hill Carrboro Metropolitan Planning Organization
- Triangle J Council of Governments
- North Carolina State University
- University of North Carolina, Chapel Hill
- Duke University



## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** July 25, 2012

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

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This memorandum provides a summary status of tasks for projects in the FY 2011-2012 Unified Planning Work Program.

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

### **FY 2011- 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 – March/April/May 2012
- ✓ LRTP Goals and Objectives – March/April/May 2012
- ✓ Approval of LRTP Targets - March/April/May 2012
- ✓ Deficiency Analysis – June 2012
- Socio-economic Forecasts – June 2012
- Land use Scenario – August 2012
- Alternative Analysis – May –July 2012
- 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 –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 – Draft plan completed
- ✓ 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

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

**Contract Number:** C202064 **Route:** SR-2028  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** U-3309A  
**Length:** 1.165 miles **Federal Aid Number:** STP-2028(4)  
**Resident Engineer:** Cadmus Capehart, PE **RE Phone Number:** (919)840-0914  
**Location Description:** SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM.  
**Type of Work:** WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS.  
**Contractor Name:** GELDER AND ASSOCIATES, INC.  
**Contract Amount:** \$6,502,648.68 **Cost Overrun/Underrun:** 13.45%  
**Availability Date:** 2/1/2010 **Letting Date:** 12/15/2009  
**Completion Date:** 8/15/2011 **Work Began:** 2/8/2010  
**Revised Completion Date:** **Estimated Completion:** 7/10/2012  
**Last Estimate Thru:** 6/30/2012 **Scheduled Progress:** 100%  
**Last Estimate Paid:** 7/10/2012 **Actual Progress:** 99.53%

**Contract Number:** C202164 **Route:** SR-1959  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** U-4011  
**Length:** 0.767 miles **Federal Aid Number:** STP-1959(3)  
**Resident Engineer:** Mark W. Luther, PE **RE Phone Number:** (919)220-4680  
**Location Description:** SR-1959 (S MIAMI BLVD) FROM SOUTH OF SR-2112 (METHODIST ST) TO NORTH OF SR-1960 (BETHESDA AVE).  
**Type of Work:** GRADING, DRAINAGE, PAVING & SIGNALS.  
**Contractor Name:** TRIANGLE GRADING & PAVING, INC  
**Contract Amount:** \$4,666,751.41 **Cost Overrun/Underrun:** 6.21%  
**Availability Date:** 6/27/2011 **Letting Date:** 5/17/2011  
**Completion Date:** 7/13/2012 **Work Began:** 7/13/2011  
**Revised Completion Date:** **Estimated Completion:** 8/1/2012  
**Last Estimate Thru:** 7/15/2012 **Scheduled Progress:** 100%  
**Last Estimate Paid:** **Actual Progress:** 80.82%

**Contract Number:** C202340 **Route:** SR-1321  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** U-3804  
**Length:** 1.07 miles **Federal Aid Number:** STM-0505(50)  
**Resident Engineer:** Mark W. Luther, PE **RE Phone Number:** (919)220-4680  
**Location Description:** SR-1321 (HILLDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE).  
**Type of Work:** GRADING, DRAINAGE, PAVING, AND SIGNAL.  
**Contractor Name:** REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT  
**Contract Amount:** \$4,222,625.78 **Cost Overrun/Underrun:** 20.61%  
**Availability Date:** 8/30/2010 **Letting Date:** 7/20/2010  
**Completion Date:** 6/15/2012 **Work Began:** 9/30/2010  
**Revised Completion Date:** **Estimated Completion:** 9/14/2012  
**Last Estimate Thru:** 7/7/2012 **Scheduled Progress:** 100%  
**Last Estimate Paid:** 7/16/2012 **Actual Progress:** 76.33%

**Contract Number:** C202507 **Route:** I-540  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 15 **TIP Number:** R-2635, U-4763B  
**Length:** 18.8 miles **Federal Aid Number:** TIFIA-540(2)  
**Resident Engineer:** Jason R. Peterson, PE **RE Phone Number:** (919)571-3000  
**Location Description:** 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> 3/30/2012 <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> 33.34% <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> 7/30/2012 <b>Last Estimate Thru:</b> 7/7/2012 <b>Scheduled Progress:</b> 100% <b>Last Estimate Paid:</b> 7/19/2012 <b>Actual Progress:</b> 94.15%	<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> 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 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> 5.83% <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> 7/30/2012 <b>Last Estimate Thru:</b> 7/15/2012 <b>Scheduled Progress:</b> 100% <b>Last Estimate Paid:</b> 7/19/2012 <b>Actual Progress:</b> 99.93%	<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
<b>Contract Number:</b> C202875 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 17.133 miles <b>Resident Engineer:</b> Cadmus Capehart, PE <b>Location Description:</b> I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN	<b>Route:</b> I-540 <b>County:</b> Durham <b>TIP Number:</b> I-5307, I-5310 <b>Federal Aid Number:</b> IM-0540(23) <b>RE Phone Number:</b> (919)840-0914



<p><b>Contract Amount:</b> \$615,467.55  <b>Availability Date:</b> 5/1/2012  <b>Completion Date:</b> 8/1/2012  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b> 6/30/2012  <b>Last Estimate Paid:</b> 7/10/2012</p>	<p><b>Cost Overrun/Underrun:</b> 0.28%  <b>Letting Date:</b> 3/28/2012  <b>Work Began:</b> 5/1/2012  <b>Estimated Completion:</b> 8/1/2012  <b>Scheduled Progress:</b> 53%  <b>Actual Progress:</b> 62.06%</p>
<p><b>Contract Number:</b> DE00030  <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> I-40 AND I-85  <b>Type of Work:</b> Dynamic Message Sign Replacement  <b>Contractor Name:</b> ALS OF NORTH CAROLINA, INC.  <b>Contract Amount:</b> \$641,917.55  <b>Availability Date:</b> 6/4/2012  <b>Completion Date:</b> 2/28/2013  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b>  <b>Last Estimate Paid:</b></p>	<p><b>Route:</b> I-40  <b>County:</b> Durham  <b>TIP Number:</b> R-4049R  <b>Federal Aid Number:</b> STP-000S(416)  <b>RE Phone Number:</b> (919)840-0914  <b>Cost Overrun/Underrun:</b>  <b>Letting Date:</b> 5/9/2012  <b>Work Began:</b>  <b>Estimated Completion:</b>  <b>Scheduled Progress:</b>  <b>Actual Progress:</b></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>

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

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	<b>All work complete; final inspection held</b>	\$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	on schedule	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	Revised completion 9/30/12	<b>95% complete</b>	\$5.175 million	ARRA
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

TCC 7/25/2012 Attachment 13

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	TBD	Work delayed; numerous utilities interfere with boring under road; contractor has requested meeting to resolve; <b>Town has submitted check for \$33,000</b>	\$173,000.00	Small Construction/ Town of Chapel Hill
ALAMANCE/ ORANGE	17BP.7.P.2	Bridge Deck Preservation - BRIDGES 38, 41, 51, 52, 121, AND 293 IN ALAMANCE COUNTY; BRIDGE #6 on US 70 Bus.,#59 on NC 86, and #81, & #82 on I-85 in ORANGE COUNTY	5/15/2012	6/30/2013	Available 6/25/12	\$2.3 million	Bridge Preservation
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		Bike racks installed and reimbursed ; bus shelter installed; Field inspection 5/23/12 and punchlist sent to County 5/30/12	\$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)		10/3/2012	MA with Town executed; plans & proposal received from Town; <b>revisions made by NCDOT and incorporated by Town 6/29/12</b>	\$200,000.00	Small Construction/ STP-Division Enhancement
Orange	ER-2971 G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road			M.A. with Town	\$30,000.00	Division Enhancement
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

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

TCC 7/25/2012 Attachment 13

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	2/21/2012	120 days after Notice to Proceed	<b>Const. =48% compl.; CEI proposal approved</b>	\$300,000.00	SRTS
Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in Carrboro	4/12/2012	8/10/2012	Town rejected bids from 4/12/12; re-bid 5/31/12- <b>Concurrence in Award pending Town resolution</b>	\$55,000 SRTS/\$108,000 STPDA	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	<b>6/28/2012</b>	<b>FA construction complete</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.)	<b>Let 12/20/12</b>		<b>Plans to R/W 7/2/12</b>	\$198,000	Spot Safety-State
Orange	U-4726 DC	Wilson Park Multi-Use Path	<b>6/7/2012</b>	<b>105 days from Notice to Proceed</b>	Municipal Agreement with Town of Carrboro; CEI approved; Town rejected bids from 3/13/12; bid opening 6/7/12- <b>req. for Concurrence in Award rec'd. 6/28/12</b>	\$39,262.65 PE \$129,431.35 C	STPDA
Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	<b>5/1/2013</b>		Municipal Agreement with Town of Carrboro; Design underway-need to coordinate with District for developer project at Purefoy Rd.	\$67,025 PE \$469,175 C	STPDA

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

TCC 7/25/2012 Attachment 13

Orange	U-4726 DE	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School	1/1/2013		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994) Design underway	\$59,000 PE	STPDA
Orange	U-4726 DF	Bicycle detection at Signalized Intersections	10/18/2012	FFY 2013	Municipal Agreement with Town of Carrboro	\$36,000	STP-DA
Orange	U-4726 IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail	N/A	N/A	Supplemental agreement to remove construction; Town to pay for construction	\$20,000 PE	STPDA
Orange	U-4726 IG	Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I	7/24/2012		Municipal Agreement with Town of Chapel Hill; requested construction funds 5/25/12; Supplemental to add \$100,000 pending	\$1,310,000	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 8/2012	12/31/2012- to be revised	Consultant design- <b>R/W staking complete for acquisition</b>	\$450,000	High Hazard Safety
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
<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>
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				\$4.0 million	<b>Delayed R/W to 8/12 and Construction to 9/13 to allow City to secure increased funding</b>

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

TCC 7/25/2012 Attachment 13

Orange	U-0624	Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	10/16/2012			\$4.2 million	STP
Orange	U-2803	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge# 88 over Morgan Creek	12/18/2012			\$3,7 million	
Orange	W-5318	GRADE, DRAIN, AND PAVE NC 86 FROM NC 57 TO CASWELL COUNTY LINE GEOMETRIC IMPROVEMENT, PAVED SHOULDERS AND RUMBLE STRIPS; Resurfacing	1/15/2013			\$4.75 million	Remove centerline rumble strpes per JMM