

The table and paragraph on this and the next page show Amendment #1 to the 2040 MTP.

2040 Metropolitan Transportation Plan (MTP)

Amendment 1 (September 9, 2015)

Changes to Appendix 1: Roadway Project List

Sorted by Project Name. **Bold font** denotes additions.

~~Strikethrough~~ denotes deletions.

TIP #	MPO Project ID	Route / Facility Name	From	To	Existing # of Lanes	Proposed # of Lanes	Project Length (miles)	Regionally Significant	Exempt from AQ	Total Cost	MTP Analysis Year
none	9	Carver St Extension	Armfield St	Old Oxford Rd	0	4	1.00	No	No	\$ 10,110,000	2014 2020
U-0071	15	East End Connector (EEC)	NC 147	US 70 E; NC 98	0	4	3.20	Yes	No	\$ 153,981,250 140,997,000	2017 2020
U-5304B	211	Fordham Blvd (superstreet)	Sage Rd	E Lakeview Dr	4	4	0.65	Yes	No	\$ 2,178,000 2,052,000	Post- 2040 2030
U-5304	73.1 (a)	Fordham Blvd (NC 54/NC 86 interchange) (add lane on US 15/501 northbound ramp)	US 15-501	NC 54	1	2	0.43	Yes	No	\$ 2,175,000	2030
I-3306A	43	I-40	US 15-501 Durham and Orange County line	NC 86	4	6	4.10	Yes	No	\$ 43,457,093 31,641,439	2019 2030
I-3306A	44	I-40	NC 86	I-85	4	6	7.32	Yes	No	\$ 46,342,907 56,491,552	2019 2030
FS-1205A I-5702A	45.2	I-40 Managed Lanes	NC 147	US 15-501	0	2	8.55	Yes	No	\$ 240,408,762 526,780,000	2040 2030
I-5707	45.3	I-40 (westbound auxiliary lane)	NC 147	NC 55	6	7	1.2	Yes	No	\$ 15,969,000	2030
U-5517	70.4 (b)	I-40/ NC 54 ramp	Farrington Rd.	I-40	0	1	0.20	No	Yes	\$ 1,600,000	2014 2030
none	223	Legion Rd Ext	Legion Rd	Fordham Blvd	0	2	0.10	No	No	\$ 567,876	2020 2030
U-5774B	208	NC 54/Barbee Ch Rd (interchange) (intersection improvements)	NC 54	Barbee Chapel Rd	0	2 4	0.20	No	No	\$ 9,200,000	Post- 2040 2030
U-3308	75.1	NC 55 (Alston Ave)	NC 147	Main St	2	4	0.42	No	No	\$ 14,010,839 13,098,120	2017 2020
U-3308	75.2	NC 55 (Alston Ave)	Main St	NC 98	2	2	0.58	No	No	\$ 17,013,161 18,087,880	2017 2020
none	86 (c)	Old NC 86	I-40	Lafayette Dr	2	4	0.80	No	No	\$ 7,735,728	2040

TIP #	MPO Project ID	Route / Facility Name	From	To	Existing # of Lanes	Proposed # of Lanes	Project Length (miles)	Regionally Significant	Exempt from AQ	Total Cost	MTP Analysis Year
none U-5845	87 (c)	Old NC 86 S Churton St	Lafayette Dr I-40	US 70 Business Eno River	2	4	1.70 2.60	No	No	\$ 16,438,422 26,240,000	2040 2030
U-5848	89.3	Orange Grove Connector	Orange Grove Rd	US 70	0	2	0.40	No	No	\$ 4,950,000 5,300,000	2030
none	220	Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	0.60	No	No	\$ 3,407,255	2020 2030
U-5516	92.1	Roxboro/Latta/Infinity (intersection)	Latta Rd.	Infinity Rd.	4	6	0.50	Yes	No	\$ 4,100,000	2014 2020
none	221	S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	0.25	No	No	\$ 2,231,819	2020 2030
U-5717	113.1 (d)	US 15-501 Interchange	US 15-501	Garrett Rd	0	6	0.25	Yes	No	\$ 23,870,000	2030
U-5823	123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	0.27 0.2	No	No	\$ 2,504,002 2,219,000	2030

These footnotes are to clarify the reasoning for particular roadway amendments and will not be part of the amended 2040 MTP:

- (a) New MTP project #73.1 is a part of the current MTP project #73, Fordham Blvd, from NC 54 (Raleigh Rd) to US 15/501/NC 86, proposed six-lane cross-section, 2030 horizon year.
- (b) MTP project #70.4 was deleted from the FY 12-18 STIP as a stand-alone project, but will likely be needed for proper functioning of the NC 54/Farrington Rd grade separation.
- (c) Project #86 and #87 have been combined into a single MTP project.
- (d) Project #113.1 is a part of the current MTP project #113, US 15-501 (freeway conversion), US 15-501 bypass to I-40, 2040 horizon year.

Addition to Section 7.9: Rail Investments

The following paragraph shall be inserted after the third paragraph of Section 7.9, on page 61:

The 2040 MTP assumes support for the preservation and purchase, should the opportunity present itself, of any existing or dormant rail corridors in the DCHC MPO or CAMPO planning area. These rail corridors represent an invaluable assemblage of rights-of-way that can be used for future bicycle/pedestrian paths, passenger rail service or other transportation facilities.

This table shows the math behind the \$62 million funding assumption for Amendment #2 (Chapel Hill BRT) to the 2040 MTP.

Preferred Local Alternative

2040 MTP had \$44m; thus need ~\$62m additional funding.

How does it differ from 2040 MTP?

	6-1	6-2	6-3
Capital Cost	\$ 96.8 M	\$ 105.9 M	\$ 105.4 M
<i>Federal</i>	\$ 77.4 M	\$ 84.7 M	\$ 84.3 M
<i>Non-Federal</i>	\$ 19.4 M	\$ 21.2 M	\$ 21.1 M
O&M Cost		\$ 3.4 M	
Travel Time		33:10	
Travel Times Savings		03:51	
Draft Ridership – <i>subject to change</i>		8,575	
Average Peak-Hour Traffic Delay	02:28	00:23	00:49
Hours of operation	5:00 am – 11:00 pm during the week 8:00 am – 11:00 pm on the weekend		
Days of operation	7 days a week		
Frequency of service	Every 7.5 minutes during the day Every 10-20 minutes early morning and at night		