

Highway Projects

| Route | From | To | Description | Jurisdiction | MTP Prioritization | Methodology Criteria | | | | TOTAL | Cascading Project? | SPOT Score | Points Assigned | Notes |
|--------------------------------|--|-------------------------------------|--|--------------|--------------------|----------------------|---------------|-------------------------|----|-------|--------------------|------------|-----------------|---|
| | | | | | | Local Tax Revenues | Local Funding | Complements Non-Highway | EJ | | | | | |
| US 501 (Roxboro Road) | US 501 Bypass (Duke Street) | Omega Road | Construct median, access management facilities, safety improvements, bicycle and pedestrian facilities, and transit stop improvements. | Durham | 2 | 0 | 1 | 1 | 1 | 5 | N | 47.45 | 100 | |
| US 501 Business (Roxboro Road) | NC 55 (Avondale Drive) | SR 1004 (Old Oxford Road) | Construct median along section with potential turn lanes at Lavender Avenue, Bon Air Avenue, and Murray Avenue. Fill in sidewalk gaps and provide streetscape amenities. | Durham | 2 | 0 | 1 | 1 | 1 | 5 | N | 45.93 | 100 | |
| NC 98 (Holloway Street) | SR 1838 (Junction Road) | SR 1919 (Lynn Road) | Construct safety improvements and widen to add median, bicycle lanes, sidewalks, transit stop improvements, and traffic signals where needed. | Durham | 2 | 0 | 1 | 1 | 1 | 5 | N | 45.76 | 100 | |
| US 15, US 501 | US 15-501 / NC 54 interchange (Raleigh Road) | SR 1742 (Ephesus Church Road) | Construct capacity improvements and add sidewalks, wide-outside lanes, and transit accommodations. | Chapel Hill | 1 | 0 | 1 | 1 | 1 | 4 | Y | 47.70 | 0 | Does not meet threshold for cascading project |
| US 501 Business (Roxboro Road) | SR 1443 (Horton Road) | | Install turn lanes on US 501 Business (Roxboro Road) at Horton Road. | Durham | 2 | 0 | 1 | 0 | 1 | 4 | N | 44.75 | 100 | |
| NC 147 (Durham Freeway) | Elba Street/Trent Drive | | Improve ramps by tying them into a roundabout with Elba Street and Trent Drive. | Durham | 2 | 0 | 0 | 1 | 1 | 4 | Y | 37.94 | 100 | Meets <\$5M threshold for cascading project |
| NC 54 | NC 751 | SR 1118 (Fayetteville Road) | Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations | Durham | 1 | 0 | 1 | 1 | 0 | 3 | N | 40.30 | 100 | |
| US 15, US 501 | NC 147 (Durham Freeway) | US 70 Business (Hillsborough Road) | Signalize collector-distributor ramp intersections to improve safety. | Durham | 2 | 0 | 0 | 0 | 1 | 3 | Y | 37.85 | 100 | Meets <\$5M threshold for cascading project |
| NC 54 | I-40 | NC 751 | Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations | Durham | 1 | 0 | 1 | 1 | 0 | 3 | N | 37.11 | 100 | |
| NC 54 | SR 1118 (Fayetteville Road) | SR 1106 (Barbee Road) | Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations | Durham | 1 | 0 | 1 | 1 | 0 | 3 | N | 31.65 | 100 | |
| NC 54 | SR 1106 (Barbee Road) | NC 55 | Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations | Durham | 1 | 0 | 1 | 1 | 0 | 3 | N | 31.05 | 100 | |
| NC 751 (Hope Valley Road) | South Roxboro Road | Woodcroft Parkway | Widen to four lanes with bike lanes and sidewalks. Improve the NC 751 & South Roxboro Road intersection. | Durham | 1 | 0 | 1 | 1 | 0 | 3 | N | 25.62 | 100 | |
| NC 751 (Hope Valley Road) | NC 54 | Southpoint Auto Park Blvd | Widen to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate. | Durham | 1 | 0 | 1 | 1 | 0 | 3 | N | 25.56 | 66 | |
| US 70 Business | US 15-501 Business (Roxboro Street) | US 15/501 Business (Roxboro Street) | Convert the Downtown Loop from one-way to two-way traffic | Durham | 0 | 0 | 1 | 1 | 1 | 3 | N | 19.51 | 0 | |

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|---|---|--|--|----------------|---|---|---|---|---|---|---|-------|---|
| US 15 Business (Roxboro Street) | Pettigrew Street | East Main Street | Improve the crossing at US 15/501 Business (Roxboro Street) in Downtown Durham. Make the bridge higher to reduce truck conflict, make the span wider to facilitate a future two-way of Roxboro Street, and make the bridge wider to be able to accommodate four tracks. Potentially create an intersection at Ramseur and Roxboro. | Durham | 0 | 0 | 1 | 1 | 1 | 3 | N | 19.07 | 0 |
| NC 55 | I-40 | | Add third SB lane on NC 55 from Meridian to I-40 EB on-ramp and improve ramp terminals. Also add bike/ped facilities. | Durham | 0 | 0 | 1 | 1 | 0 | 2 | N | 51.65 | 0 |
| US 15, US 501 | I-40 | US 15/501 Business | I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade to Expressway | Durham | 1 | 0 | 0 | 0 | 1 | 2 | Y | 43.41 | 0 |
| NC 54 | SR 1937/SR 1107 Old Fayetteville Road | | Improve intersection | Orange County | 2 | 0 | 0 | 0 | 0 | 2 | N | 42.92 | 0 |
| NC 54 | Neville Road | | Improve intersection | Orange County | 2 | 0 | 0 | 0 | 0 | 2 | N | 32.60 | 0 |
| Division 5 Non-Municipal Divisionwide Signal System | | | Add cameras and fiber to signals in division 5 which are outside of municipal systems and upgrade software and add equipment to enable monitoring of signals by Division staff. Division wide project. Will provide the list of signals. | Division 5 | 2 | 0 | 0 | 0 | 0 | 2 | N | 22.94 | 0 |
| US 70 | SR 1959 (South Miami Blvd) / SR 1811 (Sherron Road) | Page Road Extension / New Leesville Road | Upgrade Roadway to Freeway. | Durham | 1 | 0 | 0 | 0 | 0 | 1 | Y | 49.32 | 0 |
| I-40 | NC 147 | Wade Avenue | Construct Managed Lanes. | Durham | 1 | 0 | 0 | 0 | 0 | 1 | Y | 45.37 | 0 |
| US 70 | Page Road Extension | Alexander Drive in Wake County | Upgrade Roadway to Freeway | Durham | 1 | 0 | 0 | 0 | 0 | 1 | Y | 38.25 | 0 |
| NC 86 | US 70 Bypass | North of NC 57 | Widen to four lanes with a median and Improve intersections at US 70 Bypass and NC 57. | Orange County | 0 | 0 | 0 | 0 | 1 | 1 | N | 36.02 | 0 |
| NC 751 | SR 1740 (Lewter Shop Road) | O'Kelly Chapel Road | Widen road to 4 Lanes with bicycle lanes on existing location. | Chatham County | 0 | 0 | 0 | 1 | 0 | 1 | N | 32.77 | 0 |
| NC 54 | US 15-501 | | Improve Interchange | Chapel Hill | 1 | 0 | 0 | 0 | 0 | 1 | N | 30.44 | 0 |
| US 70 | US 70 Connector | | Reconstruct interchange to an at-grade intersection. | Orange County | 0 | 0 | 0 | 0 | 1 | 1 | N | 18.43 | 0 |
| I-40 | NC 54 | NC 751 | Construct auxiliary lane between ramps | Durham | 0 | 0 | 0 | 0 | 0 | 0 | Y | 47.78 | 0 |
| NC 54 | SR 1006 (Orange Grove Rd) | SR 1937 / SR 1107 (Old Fayetteville Rd) | Widen to a four-lane boulevard | Orange County | 0 | 0 | 0 | 0 | 0 | 0 | N | 46.80 | 0 |
| US 15, US 501 | NC 751 | Pickett Road Overpass | Widen section of 15-501 bypass between Tower and NC 751 to 6 lanes | Durham | 0 | 0 | 0 | 0 | 0 | 0 | Y | 45.65 | 0 |
| I-540 | I-40 | I-87 | Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total). | Wake County | 0 | 0 | 0 | 0 | 0 | 0 | Y | 41.66 | 0 |

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|---------------|--------------------------|------------------------|---|----------------|---|---|---|---|---|---|---|-------|------|
| US 15, US 501 | SR 1919 (Smith Level Rd) | US 64 Pittsboro Bypass | Convert remaining non-synchronized sections of US 15-501 to synchronized between the Orange County Line and the US 64 Pittsboro Bypass | Chatham County | 0 | 0 | 0 | 0 | 0 | 0 | N | 32.26 | 0 |
| I-540 | I-40 | US 1 | Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total). | Wake County | 0 | 0 | 0 | 0 | 0 | 0 | Y | 26.60 | 0 |
| TOTAL | | | | | | | | | | | | | 1166 |

*Per the adopted Methodology, a minimum of 800 points will go towards highway projects.
An additional 366 points are assigned to highway projects due to a lack of eligible non-highway projects.*

Non-Highway Projects

| Mode | Project | Description | Jurisdiction | Methodology Criteria | | | | | | | Statewide Cascade? | SPOT Score | Points Assigned | Notes |
|---------|---|--|----------------------|----------------------|-------------|-----------|-------------|-------------|---|-------|-----------------------|------------|---|-------|
| | | | | Plan | | Local Tax | | Complements | | TOTAL | | | | |
| | | | | Consistency | Engineering | Revenues | Non-Highway | EJ | | | | | | |
| Transit | Durham-Orange Light Rail Transit | Construct a 17.7 mile light rail transit line from North Carolina Central University in Durham to UNC Hospitals in Chapel Hill. The entire alignment will be dedicated light rail tracks, with portions in downtown Durham and Chapel Hill that will be accessible to bus traffic (but not automobile traffic). All service provided for this project will utilize light rail vehicles. On weekdays, peak services will operate at 10 minute intervals, and off-peak at 20 minutes. Weekend services will operate at 20-30 minute intervals. | Durham, Chapel Hill | 2 | 1 | 1 | 1 | 1 | 6 | N | 53.33 | 100 | | |
| Transit | Commuter Rail from Durham to Garner | Construct commuter rail service and infrastructure. Project includes 4 locomotives and 8 coaches. | Durham, Wake | 2 | 1 | 1 | 1 | 1 | 6 | N | 46.67 | 34 | One-third of the project is within DCHC; remainder of points to come from CAMPO | |
| Transit | Durham to Raleigh Commuter Rail Service | Construct infrastructure and service for commuter rail service from Durham to Raleigh. Project includes 4 locomotives and 8 coaches. | Durham, Wake | 2 | 1 | 1 | 1 | 1 | 6 | N | 43.89 | 0 | Only one viable commuter rail project | |
| Transit | Durham to Wake Forest Commuter Rail | Construct infrastructure and service for commuter rail service from Durham to Wake Forest. Project includes 6 locomotives and 12 coaches. | Durham, Wake | 2 | 1 | 1 | 1 | 1 | 6 | N | 40.19 | 0 | Only one viable commuter rail project | |
| Transit | Durham to Raleigh to Garner/Wake Forest commuter rail | Construct infrastructure and service for 8-2,8-2 service to Raleigh and 4-1,4-1 service to Wake Forest and Garner. Project includes 6 locomotives and 12 coaches. | Durham, Wake | 2 | 1 | 1 | 1 | 1 | 6 | N | 39.45 | 0 | Only one viable commuter rail project | |
| Transit | Commuter Rail Transit, West Durham to Garner | Construct commuter-rail transit service adjacent to and/or within the existing North Carolina Railroad Corridor extending from West Durham to Greenfield station in Garner via RTP, Cary, and Raleigh. Provide four trains each direction during the morning rush hour, four in the evening rush hour, and one train each direction in the off-peak AM and PM (a total of ten trains each direction). The peak services will operate at one-hour intervals (e.g. leave origin station at 6:00 am, 7:00 am, 8:00 am, etc.). | Durham, Wake | 2 | 1 | 1 | 1 | 1 | 6 | N | 34.63 | 0 | Only one viable commuter rail project | |
| Transit | GoTriangle DRX Route bus service expansion FY 19 | Purchase 3 additional vehicles in FY 19 to support headway reduction on DRX route. | Durham, Wake | 2 | 1 | 1 | 1 | 1 | 6 | N | 29.63 | 100 | | |
| Transit | GoTriangle ODX Route bus service expansion FY23 | Purchase one additional vehicle in FY23 to support headway reduction on the ODX route. | Durham, Hillsborough | 2 | 1 | 1 | 1 | 1 | 6 | N | 20.56 | 100 | | |
| Transit | Mebane to Selma Commuter Rail Service | Construct infrastructure and service for commuter rail service from Mebane to Selma. Project includes 12 locomotives and 24 coaches. | Durham, Wake | 2 | 1 | 0 | 1 | 1 | 5 | N | 31.48 | 0 | Only one viable commuter rail project | |
| Rail | NS/NCRR H Line | Construction of grade separation at SR 1954 (W. Ellis Road) and closure of existing at-grade crossing (Crossing # 735 236Y) in Durham. | Durham | 2 | 1 | 0 | 1 | 0 | 4 | Y | 49.33 | 0 | Does not meet threshold for cascading project | |
| Rail | NS/NCRR H Line | Construction of at-grade crossing improvements at Blackwell Street (Crossing # 735 229N), US 15 (Mangum Street) (Crossing # 735 231P), and SR 1118 (Fayetteville Street) (Crossing # 910 605Y) per Durham TSS in Durham. | Durham | 2 | 1 | 0 | 1 | 0 | 4 | Y | 45.78 | 100 | Meets <\$5M threshold for cascading project | |
| Rail | NS/NCRR H Line | Construction of grade separation at SR 1317 (Neal Road) and closure of existing at-grade crossing (Crossing # 735 202E) in Durham. | Durham | 2 | 1 | 0 | 1 | 0 | 4 | Y | 42.13 | 0 | Does not meet threshold for cascading project | |
| Rail | NS/NCRR H Line | Construction of second main track from East Durham Yard (MP 58.5) to Nelson (MP 63.5) in Durham. | Durham | 2 | 1 | 0 | 1 | 0 | 4 | Y | 34.22 | 0 | Does not meet threshold for cascading project | |

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|--------------|-----------------------------------|---|---------------|---|---|---|---|---|---|---|-------|------------|---|
| Rail | NS/NCRR H Line | Construction of grade separation at Dimmocks Mill Road (Crossing # 735 154S) and closure of Bellvue Street existing at-grade crossing (Crossing # 735 152D) and West Hill Avenue existing at-grade crossing (Crossing # 735 151W). Project includes a pedestrian tunnel at Hill Avenue. | Hillsborough | 2 | 1 | 0 | 1 | 0 | 4 | Y | 33.08 | 0 | Does not meet threshold for cascading project |
| Rail | I-40 Rail Bridge in Durham County | Construct triple track bridge over I-40 in Durham County. | Durham | 2 | 0 | 1 | 1 | 0 | 4 | Y | 4.91 | 0 | Does not meet threshold for cascading project |
| Rail | NS/NCRR H Line | Construction of second main track from Control Point Funston (MP 49.8) to East Durham Yard (MP 56) in Durham. | Durham | 2 | 0 | 0 | 1 | 0 | 3 | Y | 8.21 | 0 | Does not meet threshold for cascading project |
| Rail | NCRR/NS H line | Construction of curve radius improvements from MP H 44.5 to MP H 48 near Hillsborough. | Orange County | 0 | 1 | 0 | 1 | 0 | 2 | Y | 31.97 | 100 | Meets <\$5M threshold for cascading project |
| Rail | NCRR/NS H line | Construction of curve radius improvements from MP H 38 to MP H 40.4 near Efland. | Orange County | 0 | 1 | 0 | 1 | 0 | 2 | Y | 18.90 | 100 | Meets <\$5M threshold for cascading project |
| Rail | NS/NCRR H Line | Construction of new railroad bridge, or other railroad approved method, over Exchange Park Lane (Crossing #735 158U) to accommodate pedestrian traffic within the structure. | Hillsborough | 0 | 0 | 0 | 1 | 1 | 2 | Y | 16.56 | 0 | Does not meet threshold for cascading project |
| TOTAL | | | | | | | | | | | | 634 | |

66 points remaining from transit set aside due to lack of projects.

366 points remaining from non-highway projects due to lack of projects that meet established thresholds.