



## **Technical Committee Meeting Agenda**

Wednesday, July 25, 2018

9:00 AM

Committee Room 2nd Floor  
Durham City Hall 101 City Hall Plaza  
Durham, NC 27701

1. Roll Call
2. Adjustments to the Agenda
3. Public Comment

### **CONSENT AGENDA**

4. **Approval of the May 23, 2018 TC Meeting Minutes** [18-158](#)

A copy of the May 23, 2018 minutes is enclosed.

**TC Action:** Approve the minutes of the May 23, 2018 TC meeting.

**Attachments:** [2018-07-25 \(18-158\) 5.23.18 TC Meeting Minutes\\_LPA2.pdf](#)

### **ACTION ITEMS**

5. **STBG Funding Swap Proposal (20 minutes)** [18-157](#)

**Van Argabright, NCDOT**

**Mike Stanley, NCDOT**

**Aaron Cain, LPA Staff**

Due to a federal redistribution of unused obligation authority, North Carolina has an opportunity to receive over \$100 million in additional obligation authority for projects across the state. In order to receive the maximum amount of funding for the state, NCDOT proposes to utilize approximately \$9.2 million in unobligated DCHC STBGDA funds for a current project already under construction (Alston Avenue, U-3308). Projects that have programmed STBGDA funding would have that funding replaced with STBG-Any Area funds. Further details are outlined in the attached letter.

There would be no net gain or loss for DCHC projects under this proposal, and no timetables would change due to the funding swap. Funds utilized now for U-3308 would be replaced with STBG funds, which will be available when they are needed for the designated projects. Several other MPOs are also considering or have approved a similar funding swap.

**TC Action:** Recommend that the Board approve the STBG-STBGDA funding swap as outlined.

**Attachments:** [2018-07-25 \(18-157\) STBG Funding Swap Memo - Unsigned.pdf](#)

**6. Upcoming Federal Rescission (15 minutes)**[18-156](#)**Aaron Cain, LPA Staff**

As part of the FAST Act, one of the federal legislative acts authorizing transportation funding, a rescission of federal transportation funds is scheduled in 2019. Any CMAQ or TAP-DA funds that are unobligated as of September 30, 2019 are potentially subject to rescission. At this time, STBG and STBGDA funds are not subject to the rescission, though that could change should any congressional action take place in that regard. Additional information is included in the attachments.

The purpose of this item is to make sure all jurisdictions are aware of the upcoming rescission. LPA staff will be working with each jurisdiction and NCDOT to identify strategies to avoid having funds rescinded.

**TC Action:** This item is for informational purposes only, no action is required at this time.

**Attachments:**[2018-07-25 \(18-156\) Q&A - FAST Act Rescission.pdf](#)[2018-07-25 \(18-156\) FHWA Updates Estimates on FY 2020 FAST Act Highway](#)**7. NC 98 Corridor Study (25 minutes)**[18-145](#)**Will Letchworth, P.E., WSP****Andy Henry, MPO Staff**

In late 2016, the DCHC MPO and Capital Area MPO hired the consulting firm WSP to conduct a multimodal corridor study of NC 98 in Durham and Wake counties. The study is complete and the draft report is available. The consultant will present the study background, process and recommendations at today's meeting. Staff recommends that the MPO Board release the draft report for a 30-day public comment period at their August meeting, and then conduct a public hearing and approve the report at their September meeting. The approved report would then provide projects for inclusion in the MPO's multimodal long-range transportation plans as they are updated.

The attached document is a copy of today's presentation. The full report, dated 06-20-18, is available from the WSP Web site: <http://www.nc98corridor.com/library/>. The report provides the area context, public engagement process, roadway, bicycle and pedestrian recommendations, and an implementation plan.

The consultant and staff will also present the NC 98 Corridor Study to Durham City Council and the Durham Board of County Commissioners on August 23 and September 4, respectively, to receive local government comments.

**TC Action:** Receive the presentation, review the report, provide comments, and recommend that the MPO Board release the report for a 30-day public comment period.

**Attachments:**[2018-07-25 \(18-145\) NC98Study.pdf](#)

8. **Quarterly Update on the Durham-Orange Light Rail Transit Project**  
**(15 minutes)**

[18-154](#)

**Geoff Green, GoTriangle**

On April 28, 2017, the DCHC MPO Policy Board adopted the Orange County Transit Plan and the Durham County Transit Plan (the “Transit Plans”), as well as the Interlocal Agreement for Cost-Sharing for the Durham-Orange Light Rail Transit (D-O LRT) Project. GoTriangle is presenting its quarterly report on the status of the D-O LRT Project as contemplated in the Transit Plans and the Interlocal Agreement.

**TC Action:** Receive information regarding the status of the Durham-Orange Light Rail Transit Project.

9. **D-O LRT Project Request for Design Change Input (20 minutes)**

[18-155](#)

**Geoff Green, GoTriangle**

GoTriangle requests that the TC provide comment regarding two proposed design changes to the Durham-Orange Light Rail Transit (D-O LRT) Project: modification of the Martin Luther King Jr. Parkway Station park-and-ride, and modification of the Erwin Road alignment. Under the Design Change Approval Policy for the D-O LRT Project, adopted by the GoTriangle Board on July 26, 2017, and because of the scope of the proposed Erwin Road alignment modifications, these changes require approval by the GoTriangle Board of Trustees with review and input from the MPO Board.

Memos and maps explaining the proposed changes are attached.

**TC Action:** Provide comment on the proposed changes to the D-O LRT project to GoTriangle.

**Attachments:**

[2018-07-25 \(18-155\) D-O LRT Project Design Change Map for Erwin Road - Ba](#)  
[2018-07-25 \(18-155\) D-O LRT Project Design Change Map for Erwin Road - Re](#)  
[2018-07-25 \(18-155\) D-O LRT Project Design Change Map for MLK Park-and-F](#)  
[2018-07-25 \(18-155\) D-O LRT Project Design Change Memo for Erwin Road.pc](#)  
[2018-07-25 \(18-155\) D-O LRT Project Design Change Memo for MLK Park-and](#)



**10. Allocation of Local Input Points for Regional Impact Projects (10 minutes)** [18-133](#)

**Aaron Cain, LPA Staff**

On June 13, 2018, the DCHC MPO Board approved local input points for Regional Impact projects for Prioritization 5.0, subject to further discussions with MPOs, RPOs, and NCDOT, with any adjustments to be approved by the DCHC MPO Board Chair and Vice Chair. After discussions with NCDOT and other POs, a final allocation of local input points for Regional Impact projects has been developed. The final allocation will be provided for the TC's review prior to the meeting. The deadline for submission of local input points for Regional Impact projects is July 27, 2018.

**TC Action:** No action is necessary on this item, it is for informational purposes only.

**11. Initial Allocation of Local Input Points for Division Needs Projects in Prioritization 5.0 (15 minutes)** [18-153](#)

**Aaron Cain, LPA Staff**

As with the process for Regional Impact projects, the first step in allocating local input points for Division Needs projects is to apply all eligible projects to the Methodology, adopted by the DCHC MPO Board on March 14, 2018. Based on the mode and ranking of projects under the methodology, an initial allocation has been developed for review. The initial allocation is attached.

Per the DCHC MPO Public Involvement Policy, this initial allocation must be released for a minimum 21-day public comment period and a public hearing held to receive comment on the initial allocation. LPA staff plans to bring the initial allocation to the MPO Board to release for public comment in August, hold a public hearing on the initial allocation in September, and then vote on a final allocation in October. The deadline for submittal of local input points for Division Needs projects is October 30, 2018.

The MPO will hold a TC Subcommittee meeting to discuss the initial allocation of local input points and begin to develop a final allocation on August 14, 2018, at 2:00 pm in the fourth floor conference room of Durham City Hall.

**TC Action:** Recommend that the MPO Board release the initial allocation of local input points for Division Needs projects for Prioritization 5.0 for public review and comment, and hold a public hearing at its September 12, 2018 meeting.

**Attachments:** [2018-07-25 \(18-153\) Initial Local Points Allocation for Division Needs Projects.p](#)

**12. Amendment #4 to the FY2018-2027 TIP (5 minutes)**[18-152](#)**Aaron Cain, LPA Staff**

Amendment #4 to the FY2018-2027 TIP includes two local requests. One is from the Town of Carrboro to add STBGDA funds to U-4726 DE, Bolin Creek Greenway. The second is from Carrboro and Chapel Hill, to split EB-5886, Estes Road Bike/Ped, into two sections split at the municipal boundary in order to allow for each jurisdiction to move forward at an appropriate delivery schedule. The remaining modifications and additions, shown in the attachments, are requests from NCDOT to be consistent with the STIP. The full report, summary sheet, and resolution are attached.

**TC Action:** Recommend approval of Amendment #4 to the FY2018-2027 TIP.

**Attachments:**      [2018-07-25 \(18-152\) TIP Amendment #4 Full Report.pdf](#)  
                              [2018-07-25 \(18-152\) TIP Amendment #4 Summary Sheet.pdf](#)  
                              [2018-07-25 \(18-152\) TIP Amendment #4 Resolution.pdf](#)

**REPORTS FROM STAFF:****13. Report from Staff**[18-107](#)**Felix Nwoko, LPA Staff**

**TC Action:** Receive report from Staff.

**Attachments:**      [2018-07-25 \(18-107\) LPA staff report.pdf](#)

**14. Report from the Chair**[18-108](#)**Ellen Beckmann, TC Chair**

**TC Action:** Receive report from the TC Chair.

**15. NCDOT Reports**[18-109](#)**Joey Hopkins (David Keilson/Richard Hancock), Division 5 - NCDOT****Mike Mills (Pat Wilson/Ed Lewis), Division 7 - NCDOT****Brandon Jones (Bryan Kluchar, Jen Britt), Division 8 - NCDOT****Julie Bogle, Transportation Planning Division - NCDOT****John Grant, Traffic Operations - NCDOT**

**TC Action:** Receive reports from NCDOT.

**Attachments:**      [2018-07-25 \(18-109\) NCDOT Progress Report.pdf](#)

**INFORMATIONAL ITEMS:**

**Adjourn**

**Next meeting: August 22, 9 a.m., Committee Room**

**Dates of Upcoming Transportation-Related Meetings:  
RTA Tri-Map Meeting, 10 a.m., September 19, 2018 at RTP Headquarters**

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

**TECHNICAL COMMITTEE**

**May 23, 2018**

**MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Technical Committee met on May 23, 2018, at 9:00 a.m. in the City Council Committee Room, located on the second floor of Durham City Hall. The following people were in attendance:

|                             |  |
|-----------------------------|--|
| Ellen Beckmann (Chair)      | City of Durham Transportation            |
| Margaret Hauth (Vice Chair) | Hillsborough Planning                    |
| Kayla Seibel (Member)       | Chapel Hill Planning                     |
| Pierre Osei-Owusu (Member)  | City of Durham Transportation/GoTriangle |
| Hannah Jacobson (Member)    | City of Durham Planning                  |
| Tasha Johnson (Member)      | City of Durham Public Works              |
| Tina Moon (Member)          | Carrboro Planning                        |
| Zach Hallock (Member)       | Carrboro Planning                        |
| Bergen Watterson (Member)   | Chapel Hill Planning                     |
| Evan Tenenbaum (Member)     | Durham County Planning                   |
| Scott Whiteman (Member)     | Durham County Planning                   |
| Nishith Trivedi (Member)    | Orange County Planning                   |
| Chance Mullis (Member)      | Chatham County Planning                  |
| John Hodges-Copple (Member) | Triangle J Council of Governments        |
| Geoff Green (Member)        | GoTriangle                               |
| Julie Bogle (Member)        | NCDOT, TPD                               |
| Kurt Stolka (Member)        | UNC                                      |
| David Keilson (Alternate)   | NCDOT, Division 5                        |
| Richard Hancock (Alternate) | NCDOT, Division 5                        |
| Ed Lewis (Alternate)        | NCDOT, Division 7                        |
| Bryan Kluchar (Member)      | NCDOT, Division 8                        |
| Ellis Cayton (Alternate)    | RDUAA                                    |
| Eddie Dancausse             | Federal Highway Administration           |
| Dale McKeel                 | City of Durham/DCHC MPO                  |
| Felix Nwoko                 | DCHC MPO                                 |
| Andy Henry                  | DCHC MPO                                 |
| Meg Scully                  | DCHC MPO                                 |
| Brian Rhodes                | DCHC MPO                                 |
| Aaron Cain                  | DCHC MPO                                 |
| Mo Devlin                   | DCHC MPO                                 |
| Anne Phillips               | City of Durham Transportation            |
| Rachel Flemming             | MBP                                      |
| Rachel Star                 | RDUAA                                    |

Quorum Count: 22 of 31 Voting Members

Chair Ellen Beckmann called the meeting to order at 9:02 a.m. A roll call was performed. The

Voting Members and Alternate Voting Members of the DCHC MPO Technical Committee (TC) were identified and are indicated above. Chair Ellen Beckmann reminded everyone to sign-in using the sign-in sheet that was being circulated.

Chance Mullis, the new Transportation Planner from Chatham County, was introduced.

**PRELIMINARIES:**

**2. Adjustments to the Agenda**

Aaron Cain introduced the Air Quality Conformity item as the new Action Item #9 to the TC Agenda.

**3. Public Comments**

There were no members of the public signed up to speak.

**CONSENT AGENDA:**

**4. Approval of April 25, 2018 TC Meeting Minutes**

Ed Lewis stated that on line 74 of the April 25, 2018, TC Meeting Minutes, the sentence should reflect that the Statewide tier cascades to the Regional tier. Geoff Green made a motion to approve the April 25, 2018, minutes as amended. Nishith Trivedi seconded the motion. The motion passed unanimously.

**ACTION ITEMS:**

**5. FY2018 Q3 Durham and Orange Transit Tax Quarterly Report**  
Mo Devlin, LPA Staff

Mo Devlin stated that GoTriangle prepared a memorandum describing the financial activity of the Durham-Orange Tax District and the Special Tax District through the third quarter of FY2018. Mo Devlin stated that the expenditures are going to improvements in service. Mo Devlin discussed the funding for transit in Durham County and Orange County and listed the transit services for both

counties. Mo Devlin discussed the number of busses that have been or will be received by Chapel Hill Transit, Orange Public Transportation (OPT), GoTriangle, and GoDurham. Mo Devlin referred the TC Board to the attached memorandum for further detailed analysis.

Andy Henry asked about the scale of these numbers relative to previous years, and about efficiency of current routes. Mo Devlin responded that average passenger size would be found in the Work Plan and referenced GoTriangle for further information regarding average passenger size. Mo Devlin discussed that the Quarterly Report shows how funding is supporting mobility within the region. John Hodges-Copple cautioned about using average trips per hour as a metric for average load.

Tina Moon stated that she would like to see graphic information comparing funding and expenditures before and after 2017 in order to better demonstrate the recent increases in service. Mo Devlin added that through March 31, 2018, there has been increased service and bus acquisition, but no expenditures for bus stops. John Hodges-Copple stated that funding and expenditures can be represented, but outcomes cannot yet be measured.

Chair Ellen Beckmann and Mo Devlin discussed that a modified presentation based on the received comments will be given to the MPO Board.

## **6. Quarterly Update on the Durham-Orange Light Rail Transit Project** Geoff Green, GoTriangle

Geoff Green stated that GoTriangle is presenting its quarterly report on the status of the Durham-Orange Light Rail (D-O LRT) Project as contemplated in the Transit Plans and the Interlocal Agreement. He added that he will be presenting the quarterly update to the MPO Board, Durham County, Orange County, and the GoTriangle Board. Geoff Green stated that the project would still be receiving over \$1B in federal funding. Geoff Green added that GoTriangle is still in the process of receiving critical commitments from various regional entities.

Chair Ellen Beckmann and Geoff Green discussed the changing contingency funding for the D-O LRT project. John Hodges-Copple and Geoff Green discussed the joint development funding.

Evan Tenenbaum and Geoff Green discussed the allocation of funding used to move D-O LRT stations. Geoff Green discussed the challenges at the proposed Erwin Road Station near the Duke Medical Center, including a power source utility issue, which may result in changes in alignment. Bergen Watterson and Geoff Green discussed the increased cost of the Erwin Road Station realignment, but Geoff Green stated that the change would also mitigate the cost of moving the utilities and lessen the cost to widen Erwin Road. Geoff Green added that GoTriangle is working on a risk management workshop with the Federal Transit Administration (FTA). Geoff Green stated that GoTriangle is working with Duke Medical Center on the Erwin Road Station issue. Geoff Green added that GoTriangle is performing a supplemental assessment of all the station updates that will be released to the public in mid to late summer.

Geoff Green stated that the D-O LRT project would have a beneficial economic impact throughout North Carolina. Geoff Green also stated that the 50% design review is completed for the project, except the Erwin Road section, and the 50% cost estimates will be finalized by the end of summer 2018.

There was discussion about the congruency of the infographic concerning funding sources. Geoff Green stated that the message of the two graphs was meant to demonstrate how funding has changed from the beginning of the D-O LRT project.

Pierre Osei-Owusu and Geoff Green discussed that headquarters for the rumored Apple building would not significantly impact the project. John Hodges-Copple asked about the downtown Durham crossing locations for the D-O LRT. Geoff Green stated that the crossing locations may change, and critical agreements are needed for downtown Durham by the end of 2018. Chair Ellen Beckmann stated the MPO Board would be interested in more information about how the D-O LRT would impact infrastructure and cost in downtown Durham.

**7. Durham and Orange FY2019 Annual Transit Plan Work Plan**  
Mo Devlin, LPA Staff

Mo Devlin stated that the Durham and Orange FY2019 Annual Transit Plan Work Plan was adopted late the previous night, and she will send a link to the TC Board as soon as possible. Mo Devlin added that she will present the Work Plan to the Orange and Durham County Boards, and they will be part of the public comments. Mo Devlin further added that following the comment period, the Work Plan is finalized and incorporated into the budget for GoTriangle. Mo Devlin stated that the difference between the 2018 and 2019 Work Plan is that the latter incorporates more mapping into the document, which visually demonstrates where the services would be provided. Mo Devlin stated that the maps are separated by county because Orange and Durham Counties each have their own Transit Plan. Mo Devlin further stated that the Work Plans were approved separately and were released for public comment separately as well. Mo Devlin stated that there are three main levels of the transit plan; transit service, vehicle purchase, and capital purchase.

John Hodges-Copple and Mo Devlin discussed who provides funding for Briar Creek transit service. Chair Ellen Beckman stated that she would like the map to be able to show only the transit lines. Mo Devlin confirmed that the Work Plan includes all Strategic Transportation Improvement Planning projects.

There was discussion about the structure of approving the Work Plan. The MPO Board along with MPO staff may provide comment, but the GoTriangle Board adopts the plan. Chair Ellen Beckmann stated that the action is for the TC members to provide comments to the MPO staff by June 4, 2018.

Felix Nwoko asked about the authorization for the Work Plan's release. Aaron Cain responded that the staff working group is authorized to release the document, and that there is a 21-day public comment period.

## **8. Allocation of Local Input Points for Regional Impact Projects**

Aaron Cain, LPA Staff

Aaron Cain stated that the TC subcommittee made changes to the Local Input Point Allocation for Regional Impact Projects from the initial list that was published for public review. Aaron Cain stated the NC 55 project in Durham could be decreased from 100 to 92 points, but would still reach the



minimum score for funding. Andy Henry stated that there is risk in not allocating the full 100 points for that project. Andy Henry added that the points from the rail project on Neal Road could be redistributed because that project would be unlikely to receive funding.

Aaron Cain stated that after discussions with Division 8 neither DCHC nor Division 8 will allocate points to the NC 751 widening project in Chatham County. Aaron Cain added that for the US 15-501 Synchronized Street Project, the DCHC MPO would allocate 47 points, Triangle Area Rural Transportation Planning Organization (TARPO) will allocate 53 points, and Division 8 will tentatively allocate 100 points.

Aaron Cain stated the GoTriangle Orange-Durham Express (ODX) bus route service expansion for FY23 project would be increased to 90 points. Aaron Cain added that Burlington-Graham MPO declined to put points on this project. Aaron Cain stated that 34 points remain on the Commuter Rail project from Durham to Garner. The Capital Area Metropolitan Planning Organization (CAMPO) has not yet allocated points for that project.

Aaron Cain stated that 37 points would be allocated to the Neal Road Grade Separation project in Durham due to no longer allocating points to NC 751. Ed Lewis asked if points from the Neal Road project would be moved to whichever commuter rail project would be chosen by CAMPO. Aaron Cain responded that the Neal Road project would most likely have its points moved to other projects as necessary.

Aaron Cain stated that Divisions 5, 7, and 8 are not required to finalize their initial list until May 31. Aaron Cain added that he is coordinating efforts with each Division. David Keilson and Aaron Cain discussed the possibility of funding projects that cascaded to the Regional tier.

Nishith Trivedi made a motion for the TC to recommend that the MPO Board approve the point allocation with amendments and with authorization for the subcommittee to make adjustments. Vice Chair Margaret Hauth seconded the motion. The motion passed unanimously.

**9. Air Quality Conformity**

John Hodges-Copple, Triangle J Council of Governments

John Hodges-Copple stated that the Air Quality Conformity must be added to the 2045

Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP), and that

future amendment to these documents must also go through Air Quality Conformity. John Hodges-Copple

stated that after an interagency consultation meeting is conducted, a Conformity Determination Report

would be drafted to demonstrate that the MTP and TIP meet emissions requirements. John Hodges-

Copple further added that the MPO Board would vote to adopt the report and then the federal

government would approve the document.

John Hodges-Copple made a motion to recommend that the MPO Board authorize the release of

the Draft Conformity Determination Report for public comment when the report is ready. Nishith Trivedi

seconded the motion. The motion passed unanimously.

**10. Comprehensive Transportation Plan (CTP) Amendment #1**

Andy Henry, LPA Staff

Andy Henry stated that The TC requested that the DCHC MPO and North Carolina Department of

Transportation (NCDOT) amend the Comprehensive Transportation Plan (CTP) to change the proposed

future configuration of the portion of Farrington Road between Southwest Durham Drive and the

Falconbridge Road Extension from a four-lane divided to a two-lane cross-section. Andy Henry added

that when he originally released the amendment it was meant for a two-lane roadway, but currently LPA

staff recommends that it be a two lane divided roadway. Andy Henry further added that there would be

a 42-day public involvement period. Andy Henry discussed the forecasted volume on nearby roadways.

Andy Henry stated that he previously discussed the topic with Julie Bogle from NCDOT Planning and

members of Division 5. Vice-Chair Margaret Hauth and Andy Henry discussed the benefits of making

Farrington Road into a two-lane divided roadway. Andy Henry discussed how the Rail Operations and

Maintenance Facility (ROMF) would not be significantly impacted by the change.

Chair Ellen Beckman and Andy Henry discussed the appearance and accuracy of the map for the Comprehensive Transportation Plan (CTP) for the future Leigh Village area. Andy Henry stated that he will discuss the two-lane divided roadway at the June MPO Board meeting, and it would not be necessary for the TC to vote at this time. Chair Ellen Beckmann stated that there will not be a motion until the TC Board meets in July.

**11. FY19 Unified Planning Work Program (UPWP) Amendment #1**

Meg Scully, LPA Staff

Meg Scully stated that Amendment #1 of the FY2019 UPWP proposes to allocate Surface Transportation Block Grant-Direct Attributable (STBG-DA) funds among various task codes for the LPA. Meg Scully added that the MPO Board approved the FY19 Unified Planning Work Program (UPWP) in February 2018, but changes to the UPWP budget require an amendment approved by the MPO Board.

Meg Scully stated that the UPWP identifies MPO planning tasks to be performed with the use of federal transportation funds. Chair Ellen Beckman, Meg Scully, and Felix Nwoko discussed from where the funding is coming and where the funding is being allocated. Nish Trivedi and Felix Nwoko discussed the role of Environmental Justice (EJ) work as it pertains to the UPWP. Chair Ellen Beckman and Felix Nwoko further discussed the TC's role in EJ.

Nishith Trivedi made a motion to recommend that the MPO Board approve the FY19 UPWP Amendment #1. Geoff Green seconded the motion. The motion passed unanimously.

**12. FFY18 Section 5307/5340 FULL Apportionment Split Letter**

Meg Scully, LPA Staff

Meg Scully stated that Section 5307/5340 funds are allocated to urbanized areas for transit capital and operating assistance, and for transportation-related planning. Meg Scully stated that DCHC MPO full apportionment for FY18 for each program was released by the FTA and the LPA staff, in consultation with the four fixed-route transit operators and MPO policy, developed a recommended distribution of this funding. Meg Scully added that a 'split letter' to FTA regarding the allocation of these funds among transit

operators must be approved by the MPO Board to authorize the transit operators to seek applications for funding.

Pierre Osei-Owusu made the motion to recommend that the MPO Board approve the distribution and endorse the FY18 FULL apportionment split letter. Geoff Green seconded the motion. The motion passed unanimously.

### **13. FFY17 and FFY18 Section 5339 Full Apportionment Split Letter**

Meg Scully, LPA Staff

Meg Scully stated that the Section 5339 Buses and Bus Facilities program makes Federal resources available to states and designated recipients to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Meg Scully added that the DCHC MPO is the designated recipient for the Durham Urbanized Area (UZA). Meg Scully stated FTA allocates the funding to the UZAs based upon population, vehicle revenue miles, and passenger miles. Meg Scully added that the split letter, as developed by LPA staff in conjunction with fixed-route operators and according to MPO policy, defines the intended allocation for FY17 and FY18.

Pierre Osei-Owusu made a motion to recommend that the MPO Board approve the FY17 and FY18 Section 5339 distribution and endorse the full apportionment split letter. Vice Chair Margaret Hauth seconded the motion. The motion passed unanimously.

### **14. Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Grant - FY17 and FY18 Call for Projects**

Meg Scully, LPA Staff

Meg Scully stated that Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities provides funds to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Meg Scully added that the DCHC MPO is the designated recipient of these funds for the Durham UZA and distributes the funds to eligible sub-recipients through a competitive selection process. Meg Scully stated that a Call for Projects is conducted every other year. Meg Scully stated that approximately \$500,000 was apportioned

to the Durham UZA for FY2017 and FY2018, and will be available for the 2018 Call for Projects. Meg Scully identified the four previous recipients of the grant funding.

Tina Moon, Zach Hallock, and Meg Scully discussed guidance and consideration for eligible projects and programs as mentioned in the application packet. Meg Scully continued that any projects under the grant must be derived from a locally approved coordinated plan. Meg Scully shared the schedule for the call for projects. This item was for informational purposes. No action was taken.

## **REPORTS:**

### **15. Reports from the LPA Staff**

Dale McKeel, DCHC MPO

Dale McKeel stated that the Transportation Demand Management (TDM) Funding Committee is reviewing applications for the next fiscal year. Dale McKeel listed the current programs that are funded, and added that there are two new applicants; the City of Durham and North Carolina Central University. Dale McKeel added that during the next Congestion Mitigation and Air Quality (CMAQ) Funding Review, the TC may want to consider making adjustments to the funding for TDM. Chair Ellen Beckman, Felix Nwoko, and Dale McKeel discussed the TDM Oversight Committee and the applicant process. Chair Ellen Beckman, Felix Nwoko, and Dale McKeel discussed funding requests and the possibility of increasing funding.

Dale McKeel stated that NCDOT released a report last week on their grant initiative program, which has historically been used for comparison by the municipalities within the MPO.

### **16. Report from the DCHC MPO TC Chair**

Ellen Beckmann, DCHC MPO TC Chair

Chair Ellen Beckmann stated that she attending the NCDOT Bicycle and Pedestrian Stakeholders Committee where the policies under evaluation were discussed. Chair Ellen Beckman and Felix Nwoko discussed the successful North Carolina Association of Metropolitan Planning Organization (NCAMPO) conference in April 2018.

274 **17. NCDOT Reports**

275 Richard Hancock, NCDOT Division 5, noted the upcoming meeting for local points for the current  
276 Prioritization Process in Division 5 on June 19 from 4-6pm.

277 Ed Lewis, NCDOT Division 7, noted that there will be an upcoming public meeting for local points  
278 for the current prioritization process in Division 7 on June 11 at the Division Office.

279 Bryan Kluchar, NCDOT Division 8, noted that there will be an upcoming public meeting for local  
280 points for the current prioritization process in Division 8 on June 7 in Aberdeen, NC.

281 There was no report from Julie Bogle, NCDOT Transportation Planning Division.

282 **ADJOURNMENT:**

283 There being no further business before the DCHC MPO Technical Committee, the meeting was  
284 adjourned at 10:56 a.m.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

July 19, 2018

MEMO TO: Damon Seils, Transportation Advisory Committee (TAC) Chair  
Durham / Chapel Hill / Carrboro Metropolitan Planning Organization

FROM: Bobby Lewis, Chief Operating Officer  
North Carolina Department of Transportation

SUBJECT: Switching funding sources for selected projects in the  
Durham / Chapel Hill / Carrboro Metropolitan Planning Organization area

I appreciate your taking time to meet with Van Argabright and Mike Stanley to discuss a funds swap that could potentially secure additional federal funding for North Carolina and the spirit of cooperation that was exhibited. The funding swap involves switching Durham / Chapel Hill / Carrboro MPO (DCHCMPO) Direct Attributable federal funds with flexible federal funds. There is no impact to schedules, local matches, or project management requirements resulting from the proposed swap.

Our proposal is to use \$9,157,119 of the DCHCMPO's Surface Transportation Block Grant-Direct Attributable (STBG-DA) funds in fiscal year (FY) 2018 on the following project in place of the Federal STBG – Flex funds that we had initially intended to use:

|                                   |             |
|-----------------------------------|-------------|
| U-3308 (Alston Avenue widening) - | \$9,157,119 |
|-----------------------------------|-------------|

We then propose to program \$9,157,119 of federal STBG – Flex funds in place of the currently planned STBG-DA funds that are directly attributable to the DCHCMPO area. The STBG – Flex funding will applied toward the DCHC projects listed in the enclosed table.

The proposal would not require Board of Transportation approval, it is an administrative modification. We consider this action administrative on the part of DCHCMPO as well. If you have any questions or need additional information about this proposal, please contact me at (919) 707-2820 or Van Argabright at (919) 707-4622. Thank you.

RWL/va/mts

Attachment

cc: Terry Bellamy, Transportation Director, City of Durham  
Ellen Beckmann, City of Durham  
Aaron Cain, DCHCMPO  
Amy Clawson – NCDOT Federal Funds Management Unit  
Sheila Gibbs – NCDOT Local Programs Management Unit

| <b><u>TIP #</u></b> | <b><u>Project Name</u></b>            | <b><u>STBGDA Amount</u></b> | <b><u>Construction FY</u></b> |
|---------------------|---------------------------------------|-----------------------------|-------------------------------|
| C-4928              | SR 1317 (Morreene Road)               | \$2,146,000                 | 2020                          |
| C-5650              | South Greensboro Street Sidewalks     | \$714,104                   | 2021                          |
| EB-4707 A           | Old Chapel Hill Rd / Old Durham Rd    | \$523,353                   | 2020                          |
| EL-4828             | Morgan Creek Greenway (West)          | \$671,912                   | 2019                          |
| U-4724              | SR 1158 (Cornwallis Road)             | \$3,854,000                 | 2020                          |
| U-4726 IK           | Homestead Road Sidewalks              | \$428,750                   | 2019                          |
| U-5543              | Variable Message Signs in Chapel Hill | \$819,000                   | 2018                          |
| <b>TOTAL</b>        |                                       | <b>\$9,157,119</b>          |                               |



# Questions & Answers - Fixing America's Surface Transportation (FAST) Act Rescission

**Question 1:** What is a rescission?

**Answer 1:** A rescission is legislation enacted by Congress that cancels the availability of budget authority (*e.g.*, contract authority) before that authority would otherwise expire. Note that a rescission of funds (contract authority) does not affect obligation limitation.

**Question 2:** How much is the FAST Act rescission and when will it take effect?

**Answer 2:** Section 1438 of the FAST Act contains a \$7.569 billion rescission that will take effect in FY 2020. The actual rescission will take place on July 1, 2020.

**Question 3:** What funding is subject to the FAST Act rescission?

**Answer 3:** The FAST Act rescission applies to unobligated balances of contract authority that is apportioned under chapter 1 of title 23, United States Code, with the exceptions described in Question 5. A more detailed breakdown of the contract authority subject to the rescission will be provided in a future update to these Q&As.

**Question 4:** Will the FAST Act rescission apply to any contract authority that is either exempt from the obligation limitation or associated with special no-year obligation limitation?

**Answer 4:** Yes, some programs exempt from the obligation limitation or associated with special no-year obligation limitation, such as the portion of the National Highway Performance Program (NHPP) funding that is exempt from the obligation limitation, are subject to the FAST Act rescission. A State may generally obligate these funds without regard to the State's overall obligation limitation for that fiscal year. Please note that any rescission of these special funds will result in an actual reduction to the total amount of funding that a State is able to obligate, which is not the case with funds subject to the formula obligation limitation that are in excess of available formula obligation limitation. A more detailed listing of such programs subject to the rescission will be provided in the future in an update to these Q&As.

**Question 5:** What funding is not subject to the FAST Act rescission?

**Answer 5:** The following funding is not subject to the FAST Act rescission:

- Contract authority apportioned under chapter 1 of title 23 that is specifically excluded from the rescission by section 1438 of the FAST Act:
  - Safety programs, such as the Highway Safety Improvement Program (HSIP), High Risk Rural Roads set-aside, section 154 and 164 penalty funding, Railway-Highway Grade Crossing Program, and some older pre-HSIP safety funding.

- Funding sub-allocated by population under the Surface Transportation Program/ Surface Transportation Block Grant Program.
- Programs that were not apportioned under chapter 1 of title 23. This includes several SAFETEA-LU programs such as Safe Routes to School, Coordinated Border Infrastructure Program, and Appalachian Development Highway System Program.
- Any allocated funding (non-apportioned), such as funding for earmarks, Federal Lands programs, research programs, ferry boats, territorial and Puerto Rico highway programs, TIFIA, emergency relief, discretionary freight program awards, and administrative expenses.

**Question 6:** What data will FHWA use to calculate the FAST Act rescission?

**Answer 6:** As specified in the FAST Act, the rescission calculations will be based on unobligated balances of contract authority for apportioned programs (excluding those funds not subject to the rescission, as discussed in Question 5) as of September 30, 2019.

**Question 7:** What is the overall methodology for calculating the State and program rescission amounts?

**Answer 7:** The total rescission amount will be applied proportionally among the States and then to each program within a State in a two-step process as described in Questions 8 and 9.

**Question 8:** How will the FAST Act rescission be calculated and applied among the States?

**Answer 8:** The rescission will be calculated based on each State's overall share of the unobligated balances of contract authority subject to the rescission as of September 30, 2019, relative to all States. This share will determine the proportional amount of the rescission applied to each State.

For example, assume that the total unobligated balances subject to rescission for all States as of September 30, 2019, are \$10,000,000,000 and State X has an unobligated balance subject to rescission of \$500,000,000. State X's share of the unobligated balances is calculated to be 5 percent ( $\$500,000,000 / \$10,000,000,000$ ); thus, 5 percent of the rescission ( $\$7,569,000,000 \times 5\% = \$378,450,000$ ) would be applied to State X.

**Question 9:** How will the FAST Act rescission be calculated and applied among programs within each State?

**Answer 9:** Each State's total rescission amount will be applied by program by multiplying the State's total rescission amount by the share of that State's unobligated balance for each program as it relates to that State's total unobligated balance for all programs subject to the rescission.

This proportional programmatic calculation will be done at the fund source level of each program. Note that the fund source refers to the Fiscal Management Information System (FMIS) program codes that are grouped together based on similar program components. When a more detailed breakdown of contract authority subject to the rescission is provided under Question 3, it

will show the programs broken down by fund source and the program codes within each fund source.

For example, the Congestion Mitigation & Air Quality Improvement (CMAQ) program consists of the CMAQ Main fund source (program codes 3200, Q400, H400, L400, L40E, L40R, M400, M40E, Z400) and the CMAQ PM 2.5 set-aside fund source (program codes M003, M0E3, Z003). Continuing with the example from Question 8, suppose that of State X's unobligated balances subject to rescission of \$500,000,000, the CMAQ Main fund source and the CMAQ PM 2.5 fund source have unobligated balances of \$50,000,000 and \$15,000,000, respectively. Based on these unobligated balances, the CMAQ Main fund source and the CMAQ PM 2.5 fund source will comprise 10 percent ( $\$50,000,000/\$500,000,000$ ) and 3 percent ( $\$15,000,000/\$500,000,000$ ), respectively, of State X's unobligated balances subject to rescission. Therefore, the rescission amounts for State X would be \$37,845,000 ( $\$378,450,000 \times 10\%$ ) from the CMAQ Main fund source and \$11,353,500 ( $\$378,450,000 \times 3\%$ ) from the CMAQ PM 2.5 set-aside fund source.

**Question 10:** Do States have any flexibility to determine how the rescission will be implemented at the program level?

**Answer 10:** No, States do not have the flexibility to determine the programs and amounts by program from which the rescission is taken. Section 1438 of the FAST Act provides specific language as to how the rescission is to be calculated at the State and program levels. This language requires the use of a proportional formula and does not allow for flexibility.

**Question 11:** How will the FAST Act rescission be applied in the FMIS to the program codes within each fund source?

**Answer 11:** Each State's rescission amount will be applied within each fund source in a chronological manner by rescinding funds first from the oldest program codes to the newest program codes.

Continuing with the CMAQ example from Questions 8 and 9, suppose that the CMAQ PM 2.5 set-aside fund source program codes M003, M0E3, and Z003 contain unobligated balances of \$4,000,000, \$8,500,000, and \$10,000,000, respectively, for State X. Of the required \$11,353,500 CMAQ PM 2.5 set-aside rescission, \$4,000,000 would be rescinded from M003 since it is the oldest of the three program codes, and the remaining \$7,353,500 would be rescinded from M0E3. Thus, M0E3 would retain an unobligated balance of \$1,146,500 and Z003, the newest of the program codes, would retain its full unobligated balance of \$10,000,000.

**Question 12:** What is the overall process/timeline for the implementation of the FAST Act rescission?

**Answer 12:** The process/timeline for implementation is as follows:

- October 2019 – The Office of the Chief Financial Officer (HCF) will calculate the rescission by State and program/fund source once final unobligated balances as of September 30, 2019, are available.

- October 2019 – The FHWA will issue a Notice signed by the FHWA Administrator outlining the FAST Act rescission and including preliminary rescission amounts by State and program/fund source.
- June 2020 – The HCF will provide updated preliminary rescission amounts (note that these amounts still may not be final as the final rescission amounts will be drawn from the unobligated balances available on July 1, 2020).
- July 1, 2020 – The HCF will withdraw funds from FMIS based on the rescission amounts.
- July 1, 2020 – The HCF will rescind apportioned funding equal to the total rescission amount in the Delphi accounting system.
- July 2020 – The HCF provides (via e-mail and web posting) tables showing final rescission amounts.

**Question 13:** How will the rescission be implemented if one or more States do not have sufficient unobligated balances on July 1, 2020, from which to take the calculated rescission amount?

**Answer 13:** Although HCF doesn't anticipate that any State will have insufficient unobligated balances to meet the requisite rescission, HCF is currently working with the Office of Chief Counsel and Office of Policy to develop procedures to address a State shortfall should it occur. Further information will be provided as it becomes available in a future update to these Q&As.

**Question 14:** How will the rescission be implemented if one or more fund sources within a State do not have sufficient unobligated balances on July 1, 2020, from which to take the calculated rescission amount?

**Answer 14:** HCF is currently working with the Office of Chief Counsel and Office of Policy to develop procedures to address any fund source shortfalls within a State. Further information will be provided as it becomes available in a future update to these Q&As.

**Question 15:** Is a State required to maintain sufficient unobligated balances in each fund source for the calculated rescission amounts based on unobligated balances as of September 30, 2019, even though the withdrawal of the rescinded funds does not occur until July 1, 2020?

**Answer 15:** As discussed in Question 14, HCF is currently working with the Office of Chief Counsel and Office of Policy to develop procedures to address any fund source shortfalls within a State. Further information will be provided as it becomes available in a future update to these Q&As.

**Question 16:** Will the FAST Act rescission have any impact on how States complete their annual responses to August Redistribution for additional obligation limitation?

**Answer 16:** No. States do not need to consider or factor in the FAST Act rescission when completing their August Redistribution responses.

**Question 17:** What information will FHWA provide in the future regarding the FAST Act rescission?

**Answer 17:** At the beginning of each fiscal year, HCF plans to distribute an updated table of unobligated balances subject to the rescission to help States plan for the FAST Act rescission. The table of unobligated balances as of September 30, 2016, subject to the FAST Act rescission is located at: [https://www.fhwa.dot.gov/cfo/fastact\\_rescission\\_balances\\_20160930.cfm](https://www.fhwa.dot.gov/cfo/fastact_rescission_balances_20160930.cfm). In addition, these Q&As will be updated as additional information becomes available, additional questions arise, or additional issues need to be addressed.

**Question 18:** How does the rescission in the Department of Transportation Appropriations Act, 2017, compare to the FAST Act rescission?

**Answer 18:** The Department of Transportation Appropriations Act, 2017 (Division K of Public Law 115-31), contains an \$857 million rescission of apportioned contract authority that is effective as of June 30, 2017. This rescission excludes the same programs as the FAST Act rescission, but it also excludes programs subject to special no-year limitation or exempt from the limitation.

The rescission amounts for each State and program are determined proportionally based on unobligated balances as of May 31, 2017. As with the FAST Act rescission, States are not provided any flexibility in the application of this rescission; within each State, the share of the rescission applied to each program will be proportional based on the unobligated balances of funds subject to the rescission as of May 31, 2017.

**Question 19:** What is the impact of the rescission in the Department of Transportation Appropriations Act, 2017, on the FAST Act rescission?

**Answer 19:** The rescission in the Department of Transportation Appropriations Act, 2017, will reduce the unobligated balances of excess contract authority available for the FAST Act rescission. However, based on the relatively modest amount of the FY 2017 rescission, it is anticipated that there will remain sufficient unobligated balances to absorb the FAST Act rescission.

**Question 20:** If any other rescissions are enacted, such as a rescission contained in an appropriations act between FY 2018 and FY 2020, would such rescission of funding be in addition to the funding rescinded in the FAST Act? What impact would any other enacted rescissions have on the FAST Act rescission?

**Answer 20:** Unless otherwise specified in law, any additional rescissions enacted via an appropriations act or another legislative vehicle would be in addition to the FY 2017 rescission and the FAST Act rescission. Any additional rescissions that are enacted and implemented prior to the FAST Act rescission will affect the amount of States' remaining unobligated balances, resulting in a reduction to the amount of excess contract authority that States have available to absorb the FAST Act rescission. As with the FY 2017 rescission, if any additional rescissions are enacted into law, HCF, along with the Office of the Chief Counsel and the Office of Policy, will assess the rescission and provide Division Offices and States the information necessary to plan accordingly.

# Eno Transportation Weekly

## FHWA Updates Estimates on FY 2020 FAST Act Highway Rescission



By [Jeff Davis](#)

*Senior Fellow and Editor, Eno Transportation Weekly*

**November 16, 2016**

In an attempt to make the budget totals of the legislation balance, section 1438 of the [FAST Act of 2015](#) orders that, on July 1, 2020, \$7.569 billion in unobligated balances of highway contract authority apportioned to states via formula will be rescinded (canceled).

The Federal Highway Administration has updated its “what if” forecast to help states plan for the rescission. While no one can know with certainty exactly how much unobligated money states will have lying around at the end of June 2020, FHWA knows exactly how much each state held on September 30, 2016 (the close of fiscal year 2016). FHWA has sent a table to states showing how the \$7.569 billion would have been implemented had it been executed on October 1, 2016.

(A few caveats – not all apportioned highway funding is subject to the rescission. Funds sub-allocated by population to metropolitan areas are exempt from the rescission, as are safety programs and the \$639 million per year of National Highway Performance Program funding that is outside the annual obligation limitation.)

FHWA says that states collectively had \$9.354 billion in unobligated balances subject to the rescission as of the close of business on September 30, 2016. But how would that rescission be applied?

The FAST Act requires that the rescission be applied to each state (and the District of Columbia) based that state’s share of the unobligated balances, so it rewards states that are more efficient spenders of the money. For example, under the FAST Act, Alabama gets 1.94 percent of all the new highway formula money, but they only had 1.07 percent of total balances held by states as of September 30, so they would only feel 1.07 percent of a rescission implemented on October 1. Conversely, New Jersey’s fiscal crisis slowed their spending rate, so even though the state only gets 2.55 percent of new money under the FAST Act, they would take 4.51 percent of the brunt of an October 1 rescission. (Hawaii is even slower for some reason – they get 0.43 percent of highway apportionments but would get 1.36 percent of the rescission.)

Once each state is given a total rescission amount, the FAST Act then requires that the rescission be applied proportionately across all programs with balances held by states as of the date of the rescission. But just as states spend their total apportionments at different rates, so too do different states spend from different programs at different rates.

In particular, many states have difficulty spending all of their Transportation Alternatives money (called Transportation Enhancements prior to the MAP-21 law). This program is primarily about bicycle paths, pedestrian walkways, rail-to-trail, beautification, and environmental mitigation (full list of eligible activities [here](#)). This program has received between \$800 million and \$850 million in new money for many years.

FHWA says that as of October 1, states and D.C. collectively held \$1.69 billion in unobligated Transportation Alternatives money – two full years of the program. Even though the T.A. program is only 2.1 percent of the total highway program, state slowness to spend this money means that 18.1 percent of an October 1, 2016 rescission would be taken from the T.A. program. (This would suit most Republicans just fine, since they have historically opposed the T.A. program.)

This varies widely by state – Kentucky, for example, would see 37.7 percent of its rescission taken out of T.A. whereas Oregon would only see 4.3 percent of its rescission taken from T.A.

There is a similar divergence between states in the Congestion Mitigation and Air Quality program. Maine, for example, had almost two full years worth of CMAQ apportionments sitting around unobligated on September 30, meaning that CMAQ would take a disproportionate share of Maine's rescission. Conversely, North and South Dakota and Washington State managed to obligate every dime of their cumulative CMAQ apportionments by September 30.

Put another way, the National Highway Performance Program gives out over \$22 billion per year in new money, and states only had \$2.5 billion of it unobligated as of September 30, or a little over ten percent of one year's new apportionment. CMAQ gives out \$2.3 billion per year, but states collectively had \$1.7 billion unobligated as of September 30, or about 75 percent of a full year's apportionment.

States are allowed under [23 U.S.C. §126](#) to transfer money between programs, subject to some limitations, most particularly a restriction that no more than 50 percent of each year's apportionment for each program can be transferred to another program. Some states routinely max out their transfers from the CMAQ program to easier-to-spend programs.

FY 2016 was the first year that the new National Highway Freight Program was in existence. A total of 18 states (Alabama, Arkansas, Georgia, Indiana, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nevada, New Jersey, New Mexico, New York, North Dakota, Pennsylvania, Rhode Island, South Carolina and West Virginia) managed to obligate or transfer every dime of their FY 2016 freight apportionment and had zero left over on September 30. Oddly, California appears to have obligated almost none of its 2016 freight money yet (they received \$106.3 million and had \$104.2 million of it left unobligated at the end of the fiscal year).

The tables below show tables that indicate how much money (subject to the rescission) that each state had remaining, unobligated, at the close of business on September 30 and how a hypothetical October 1, 2016 rescission would be applied to each state and to each highway program within that state.

# UNOBLIGATED BALANCES OF FEDERAL-AID HIGHWAY CONTRACT AUTHORITY SUBJECT TO THE FAST ACT 2020 RESCISSION AND HELD BY STATES AT THE END OF FISCAL YEAR 2016

Technical Committee 7/25/2018 Item

(Millions of dollars. "Subject to the rescission" means this table does not include STP/STBGP money suballocated by population, does not include safety programs, and does not include NHPP exempt from limitation.)

|                | NHPP           | T. Alt.        | STBGP          | CMAQ           | MP           | Bridge       | Trails       | SPR          | Freight      | Other       | TOTAL          |
|----------------|----------------|----------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|-------------|----------------|
| ALABAMA        | 30.4           | 36.0           | 10.4           | 13.2           | 4.1          | 4.4          | 0.0          | 0.2          | 0.0          | 1.0         | 99.7           |
| ALASKA         | 0.0            | 17.8           | 29.2           | 13.0           | 1.7          | 0.0          | 1.8          | 6.7          | 14.4         | 0.0         | 84.7           |
| ARIZONA        | 34.3           | 31.6           | 7.5            | 6.0            | 2.4          | 11.9         | 6.2          | 8.1          | 20.9         | 0.0         | 128.8          |
| ARKANSAS       | 56.0           | 27.1           | 4.8            | 9.2            | 0.2          | 29.4         | 4.4          | 2.1          | 0.0          | 0.0         | 133.1          |
| CALIFORNIA     | 295.7          | 148.5          | 39.7           | 182.4          | 17.9         | 0.0          | 13.2         | 9.5          | 104.2        | 0.0         | 811.2          |
| COLORADO       | 0.0            | 17.9           | 0.0            | 31.5           | 8.1          | 5.8          | 4.7          | 19.4         | 15.2         | 0.0         | 102.6          |
| CONNECTICUT    | 68.1           | 10.4           | 22.8           | 7.2            | 0.7          | 43.6         | 0.0          | 0.8          | 0.0          | 0.0         | 153.7          |
| DELAWARE       | 17.7           | 4.0            | 16.1           | 14.7           | 1.8          | 0.4          | 1.8          | 3.6          | 4.8          | 0.0         | 64.9           |
| DIST. OF COL.  | 4.0            | 6.6            | 4.5            | 12.4           | 0.3          | 15.3         | 0.0          | 3.5          | 4.5          | 0.0         | 51.1           |
| FLORIDA        | 182.6          | 25.0           | 2.5            | 2.0            | 2.3          | 25.8         | 0.0          | 7.3          | 53.9         | 0.0         | 301.5          |
| GEORGIA        | 30.8           | 71.5           | 2.0            | 58.7           | 14.2         | 42.6         | 4.5          | 25.6         | 0.0          | 1.0         | 250.8          |
| HAWAII         | 56.3           | 20.0           | 12.9           | 8.4            | 4.1          | 17.8         | 0.2          | 2.6          | 4.8          | 0.0         | 127.1          |
| IDAHO          | 11.3           | 7.8            | 1.5            | 12.3           | 0.0          | 1.5          | 0.4          | 1.9          | 2.9          | 0.0         | 39.7           |
| ILLINOIS       | 145.1          | 107.1          | 3.8            | 139.6          | 25.5         | 11.2         | 4.5          | 45.6         | 0.3          | 1.2         | 483.8          |
| INDIANA        | 58.6           | 27.8           | 24.1           | 19.8           | 0.9          | 6.7          | 3.1          | 49.0         | 0.0          | 0.1         | 190.0          |
| IOWA           | 22.1           | 27.4           | 24.1           | 13.0           | 0.0          | 1.4          | 4.1          | 11.9         | 2.1          | 0.0         | 106.2          |
| KANSAS         | 33.9           | 23.5           | 14.9           | 13.1           | 0.5          | 0.3          | 0.4          | 0.8          | 10.8         | 0.0         | 98.3           |
| KENTUCKY       | 11.6           | 44.2           | 25.9           | 20.1           | 3.3          | 0.2          | 4.2          | 5.8          | 0.0          | 1.8         | 117.1          |
| LOUISIANA      | 37.4           | 16.2           | 5.3            | 11.0           | 4.4          | 59.1         | 4.2          | 0.6          | 0.0          | 0.0         | 138.2          |
| MAINE          | 3.6            | 5.6            | 16.4           | 19.0           | 4.0          | 2.6          | 2.1          | 2.3          | 5.3          | 0.0         | 60.9           |
| MARYLAND       | 7.0            | 49.5           | 18.8           | 22.9           | 13.5         | 58.5         | 0.0          | 3.0          | 5.1          | 0.1         | 178.4          |
| MASSACHUSETTS  | 0.5            | 30.1           | 10.6           | 11.3           | 13.4         | 64.6         | 3.5          | 32.8         | 8.7          | 0.0         | 175.5          |
| MICHIGAN       | 154.0          | 25.5           | 35.6           | 65.6           | 20.2         | 7.1          | 1.9          | 6.0          | 0.0          | 0.0         | 315.9          |
| MINNESOTA      | 30.6           | 13.6           | 27.9           | 0.9            | 6.7          | 21.8         | 0.6          | 9.2          | 0.0          | 0.2         | 111.6          |
| MISSISSIPPI    | 2.1            | 38.2           | 5.8            | 4.6            | 0.0          | 5.9          | 1.9          | 5.8          | 0.0          | 0.1         | 64.4           |
| MISSOURI       | 115.1          | 35.2           | 38.2           | 16.8           | 0.0          | 12.9         | 2.8          | 21.9         | 0.0          | 0.1         | 243.1          |
| MONTANA        | 51.3           | 9.2            | 12.7           | 21.8           | 3.3          | 0.4          | 0.4          | 4.9          | 7.9          | 0.0         | 111.9          |
| NEBRASKA       | 17.7           | 3.3            | 6.6            | 1.8            | 0.5          | 6.6          | 3.0          | 5.9          | 8.3          | 0.0         | 53.7           |
| NEVADA         | 25.6           | 12.8           | 18.2           | 20.4           | 0.0          | 0.7          | 0.7          | 0.0          | 0.0          | 0.0         | 78.4           |
| NEW HAMPSHIRE  | 7.0            | 9.5            | 0.0            | 17.0           | 0.3          | 4.6          | 2.4          | 3.2          | 4.7          | 0.0         | 48.6           |
| NEW JERSEY     | 24.6           | 83.1           | 34.0           | 114.4          | 2.7          | 130.1        | 2.3          | 29.5         | 0.0          | 1.1         | 421.7          |
| NEW MEXICO     | 13.7           | 15.1           | 0.5            | 12.1           | 1.3          | 0.0          | 4.0          | 5.2          | 0.0          | 0.0         | 52.0           |
| NEW YORK       | 32.5           | 114.3          | 2.4            | 195.6          | 16.1         | 97.7         | 6.6          | 5.7          | 0.0          | 0.6         | 471.5          |
| NORTH CAROLINA | 29.3           | 51.6           | 15.0           | 63.8           | 4.5          | 8.5          | 3.0          | 18.1         | 13.3         | 0.7         | 207.8          |
| NORTH DAKOTA   | 40.2           | 4.1            | 23.7           | 0.0            | 2.1          | 0.0          | 1.1          | 2.3          | 0.0          | 0.0         | 73.5           |
| OHIO           | 156.9          | 22.0           | 109.1          | 47.1           | 0.0          | 0.0          | 2.7          | 31.9         | 38.2         | 0.0         | 407.9          |
| OKLAHOMA       | 28.2           | 31.9           | 5.1            | 11.5           | 2.1          | 6.9          | 0.6          | 2.1          | 18.0         | 3.5         | 109.9          |
| OREGON         | 14.1           | 4.0            | 44.2           | 4.6            | 6.9          | 2.3          | 4.0          | 0.4          | 11.7         | 0.0         | 92.4           |
| PENNSYLVANIA   | 35.4           | 71.4           | 129.0          | 71.3           | 3.7          | 41.7         | 3.3          | 68.8         | 0.0          | 0.2         | 424.9          |
| RHODE ISLAND   | 0.7            | 7.6            | 0.1            | 1.2            | 1.2          | 42.4         | 1.9          | 1.9          | 0.0          | 0.0         | 57.0           |
| SOUTH CAROLINA | 56.5           | 31.6           | 55.4           | 11.0           | 6.6          | 23.9         | 3.6          | 4.3          | 0.0          | 0.0         | 192.9          |
| SOUTH DAKOTA   | 20.8           | 10.2           | 8.4            | 0.0            | 3.4          | 1.3          | 0.1          | 4.2          | 8.1          | 0.0         | 56.5           |
| TENNESSEE      | 7.5            | 72.1           | 7.6            | 32.6           | 3.1          | 9.6          | 3.5          | 8.6          | 2.3          | 1.8         | 148.7          |
| TEXAS          | 371.4          | 128.5          | 32.4           | 274.3          | 0.0          | 1.8          | 8.7          | 136.9        | 38.9         | 0.0         | 992.8          |
| UTAH           | 16.2           | 10.6           | 3.7            | 20.0           | 3.3          | 3.2          | 1.2          | 2.0          | 9.3          | 0.0         | 69.5           |
| VERMONT        | 11.0           | 9.9            | 17.5           | 2.3            | 0.1          | 7.6          | 0.3          | 0.6          | 5.8          | 0.0         | 55.2           |
| VIRGINIA       | 28.1           | 60.0           | 0.4            | 28.6           | 4.5          | 3.2          | 2.4          | 43.5         | 0.7          | 0.0         | 171.4          |
| WASHINGTON     | 5.6            | 7.6            | 82.6           | 0.0            | 0.0          | 27.7         | 0.0          | 0.0          | 12.3         | 0.0         | 135.9          |
| WEST VIRGINIA  | 16.4           | 16.0           | 0.4            | 12.4           | 1.1          | 12.9         | 3.4          | 8.1          | 0.0          | 0.0         | 70.6           |
| WISCONSIN      | 56.7           | 29.1           | 11.3           | 28.8           | 13.1         | 0.1          | 2.1          | 20.3         | 1.0          | 1.5         | 164.1          |
| WYOMING        | 17.5           | 6.0            | 17.3           | 6.1            | 1.4          | 1.7          | 0.5          | 0.3          | 2.5          | 0.0         | 53.3           |
| <b>TOTAL</b>   | <b>2,493.7</b> | <b>1,689.6</b> | <b>1,042.9</b> | <b>1,727.5</b> | <b>231.4</b> | <b>885.6</b> | <b>132.2</b> | <b>694.7</b> | <b>441.0</b> | <b>15.2</b> | <b>9,353.9</b> |



# If the FAST Act's July 1, 2020 Highway Rescission Took Place on Oct 1, 2016, How Much Would Each State Lose From Each Formula Program?

Technical Committee 7/25/2018 Item

(Millions of dollars of contract authority)

|                | <u>NHPP</u>    | <u>T. Alt.</u> | <u>STBGP</u> | <u>CMAQ</u>    | <u>MP</u>    | <u>Bridge</u> | <u>Trails</u> | <u>SPR</u>   | <u>Freight</u> | <u>Other</u> | <u>TOTAL</u>   |
|----------------|----------------|----------------|--------------|----------------|--------------|---------------|---------------|--------------|----------------|--------------|----------------|
| ALABAMA        | 24.6           | 29.1           | 8.4          | 10.7           | 3.3          | 3.6           | 0.0           | 0.2          | 0.0            | 0.8          | 80.7           |
| ALASKA         | 0.0            | 14.4           | 23.7         | 10.5           | 1.3          | 0.0           | 1.5           | 5.4          | 11.6           | 0.0          | 68.5           |
| ARIZONA        | 27.8           | 25.6           | 6.0          | 4.8            | 1.9          | 9.6           | 5.0           | 6.6          | 16.9           | 0.0          | 104.2          |
| ARKANSAS       | 45.3           | 21.9           | 3.9          | 7.4            | 0.1          | 23.8          | 3.6           | 1.7          | 0.0            | 0.0          | 107.7          |
| CALIFORNIA     | 239.3          | 120.2          | 32.1         | 147.6          | 14.5         | 0.0           | 10.7          | 7.7          | 84.3           | 0.0          | 656.4          |
| COLORADO       | 0.0            | 14.5           | 0.0          | 25.5           | 6.6          | 4.7           | 3.8           | 15.7         | 12.3           | 0.0          | 83.0           |
| CONNECTICUT    | 55.1           | 8.4            | 18.4         | 5.8            | 0.6          | 35.3          | 0.0           | 0.7          | 0.0            | 0.0          | 124.4          |
| DELAWARE       | 14.3           | 3.2            | 13.0         | 11.9           | 1.4          | 0.3           | 1.5           | 2.9          | 3.9            | 0.0          | 52.5           |
| DIST. OF COL.  | 3.2            | 5.3            | 3.6          | 10.0           | 0.2          | 12.4          | 0.0           | 2.8          | 3.7            | 0.0          | 41.4           |
| FLORIDA        | 147.7          | 20.3           | 2.0          | 1.6            | 1.9          | 20.9          | 0.0           | 5.9          | 43.6           | 0.0          | 244.0          |
| GEORGIA        | 24.9           | 57.8           | 1.6          | 47.5           | 11.5         | 34.5          | 3.7           | 20.7         | 0.0            | 0.8          | 202.9          |
| HAWAII         | 45.5           | 16.2           | 10.4         | 6.8            | 3.4          | 14.4          | 0.2           | 2.1          | 3.9            | 0.0          | 102.9          |
| IDAHO          | 9.2            | 6.3            | 1.2          | 10.0           | 0.0          | 1.2           | 0.3           | 1.6          | 2.4            | 0.0          | 32.1           |
| ILLINOIS       | 117.4          | 86.6           | 3.1          | 113.0          | 20.6         | 9.1           | 3.7           | 36.9         | 0.2            | 1.0          | 391.5          |
| INDIANA        | 47.4           | 22.5           | 19.5         | 16.0           | 0.7          | 5.4           | 2.5           | 39.6         | 0.0            | 0.1          | 153.8          |
| IOWA           | 17.9           | 22.2           | 19.5         | 10.5           | 0.0          | 1.1           | 3.3           | 9.6          | 1.7            | 0.0          | 85.9           |
| KANSAS         | 27.4           | 19.0           | 12.0         | 10.6           | 0.4          | 0.3           | 0.3           | 0.6          | 8.8            | 0.0          | 79.5           |
| KENTUCKY       | 9.4            | 35.7           | 21.0         | 16.2           | 2.7          | 0.2           | 3.4           | 4.7          | 0.0            | 1.5          | 94.8           |
| LOUISIANA      | 30.3           | 13.1           | 4.3          | 8.9            | 3.6          | 47.8          | 3.4           | 0.5          | 0.0            | 0.0          | 111.8          |
| MAINE          | 2.9            | 4.5            | 13.2         | 15.4           | 3.2          | 2.1           | 1.7           | 1.8          | 4.3            | 0.0          | 49.2           |
| MARYLAND       | 5.7            | 40.1           | 15.2         | 18.6           | 10.9         | 47.3          | 0.0           | 2.4          | 4.1            | 0.1          | 144.4          |
| MASSACHUSETTS  | 0.4            | 24.4           | 8.5          | 9.1            | 10.8         | 52.3          | 2.9           | 26.5         | 7.1            | 0.0          | 142.0          |
| MICHIGAN       | 124.6          | 20.6           | 28.8         | 53.1           | 16.4         | 5.7           | 1.5           | 4.9          | 0.0            | 0.0          | 255.6          |
| MINNESOTA      | 24.8           | 11.0           | 22.6         | 0.8            | 5.5          | 17.6          | 0.5           | 7.5          | 0.0            | 0.2          | 90.3           |
| MISSISSIPPI    | 1.7            | 31.0           | 4.7          | 3.7            | 0.0          | 4.8           | 1.5           | 4.7          | 0.0            | 0.1          | 52.1           |
| MISSOURI       | 93.2           | 28.5           | 30.9         | 13.6           | 0.0          | 10.5          | 2.3           | 17.8         | 0.0            | 0.0          | 196.7          |
| MONTANA        | 41.5           | 7.4            | 10.3         | 17.7           | 2.6          | 0.3           | 0.3           | 4.0          | 6.4            | 0.0          | 90.6           |
| NEBRASKA       | 14.3           | 2.7            | 5.3          | 1.5            | 0.4          | 5.3           | 2.4           | 4.8          | 6.7            | 0.0          | 43.4           |
| NEVADA         | 20.7           | 10.4           | 14.7         | 16.5           | 0.0          | 0.5           | 0.6           | 0.0          | 0.0            | 0.0          | 63.4           |
| NEW HAMPSHIRE  | 5.7            | 7.7            | 0.0          | 13.7           | 0.2          | 3.7           | 1.9           | 2.6          | 3.8            | 0.0          | 39.3           |
| NEW JERSEY     | 19.9           | 67.2           | 27.5         | 92.5           | 2.2          | 105.3         | 1.8           | 23.8         | 0.0            | 0.9          | 341.2          |
| NEW MEXICO     | 11.1           | 12.2           | 0.4          | 9.8            | 1.1          | 0.0           | 3.2           | 4.2          | 0.0            | 0.0          | 42.1           |
| NEW YORK       | 26.3           | 92.5           | 2.0          | 158.3          | 13.0         | 79.1          | 5.3           | 4.6          | 0.0            | 0.5          | 381.5          |
| NORTH CAROLINA | 23.7           | 41.8           | 12.1         | 51.6           | 3.6          | 6.9           | 2.4           | 14.6         | 10.8           | 0.6          | 168.1          |
| NORTH DAKOTA   | 32.5           | 3.3            | 19.1         | 0.0            | 1.7          | 0.0           | 0.9           | 1.9          | 0.0            | 0.0          | 59.4           |
| OHIO           | 126.9          | 17.8           | 88.3         | 38.1           | 0.0          | 0.0           | 2.2           | 25.8         | 30.9           | 0.0          | 330.1          |
| OKLAHOMA       | 22.8           | 25.8           | 4.1          | 9.3            | 1.7          | 5.6           | 0.5           | 1.7          | 14.5           | 2.8          | 89.0           |
| OREGON         | 11.4           | 3.2            | 35.8         | 3.7            | 5.6          | 1.9           | 3.2           | 0.4          | 9.5            | 0.0          | 74.8           |
| PENNSYLVANIA   | 28.6           | 57.8           | 104.3        | 57.7           | 3.0          | 33.7          | 2.7           | 55.7         | 0.0            | 0.2          | 343.8          |
| RHODE ISLAND   | 0.5            | 6.2            | 0.1          | 0.9            | 1.0          | 34.3          | 1.6           | 1.5          | 0.0            | 0.0          | 46.1           |
| SOUTH CAROLINA | 45.7           | 25.6           | 44.9         | 8.9            | 5.3          | 19.3          | 2.9           | 3.5          | 0.0            | 0.0          | 156.1          |
| SOUTH DAKOTA   | 16.8           | 8.3            | 6.8          | 0.0            | 2.8          | 1.1           | 0.1           | 3.4          | 6.5            | 0.0          | 45.7           |
| TENNESSEE      | 6.1            | 58.3           | 6.2          | 26.4           | 2.5          | 7.8           | 2.8           | 6.9          | 1.9            | 1.4          | 120.3          |
| TEXAS          | 300.5          | 104.0          | 26.2         | 222.0          | 0.0          | 1.5           | 7.0           | 110.8        | 31.5           | 0.0          | 803.4          |
| UTAH           | 13.1           | 8.6            | 3.0          | 16.2           | 2.6          | 2.6           | 0.9           | 1.6          | 7.6            | 0.0          | 56.2           |
| VERMONT        | 8.9            | 8.0            | 14.2         | 1.9            | 0.1          | 6.2           | 0.2           | 0.5          | 4.7            | 0.0          | 44.6           |
| VIRGINIA       | 22.7           | 48.6           | 0.3          | 23.1           | 3.6          | 2.6           | 1.9           | 35.2         | 0.5            | 0.0          | 138.7          |
| WASHINGTON     | 4.6            | 6.1            | 66.8         | 0.0            | 0.0          | 22.4          | 0.0           | 0.0          | 10.0           | 0.0          | 110.0          |
| WEST VIRGINIA  | 13.3           | 12.9           | 0.3          | 10.1           | 0.9          | 10.4          | 2.7           | 6.5          | 0.0            | 0.0          | 57.1           |
| WISCONSIN      | 45.9           | 23.6           | 9.2          | 23.3           | 10.6         | 0.1           | 1.7           | 16.4         | 0.8            | 1.2          | 132.8          |
| WYOMING        | 14.2           | 4.9            | 14.0         | 5.0            | 1.1          | 1.4           | 0.4           | 0.2          | 2.1            | 0.0          | 43.1           |
| <b>TOTAL</b>   | <b>2,017.8</b> | <b>1,367.2</b> | <b>843.9</b> | <b>1,397.9</b> | <b>187.2</b> | <b>716.6</b>  | <b>107.0</b>  | <b>562.1</b> | <b>356.9</b>   | <b>12.3</b>  | <b>7,569.0</b> |





# NC 98 CORRIDOR STUDY REPORT



[www.nc98corridor.com](http://www.nc98corridor.com)



# WHERE & WHAT

## Project Study Area:

- 27-miles from U.S. 70 in Durham Co. through Wake Co. to U.S. 401 in Franklin Co. (approximately a quarter mile (1/4) on either side of N.C. 98)

## This study will evaluate:



Safety & Mobility



Planned & Existing  
Roads



Transit



Bicycle/ Pedestrian  
Facilities

# N.C. 98 STUDY SCHEDULE

Project  
Kick-Off



DEC 16 | JAN 17 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN 18 | FEB | MAR | APR | MAY | JUN | JUL

REVIEW EXISTING INVENTORY & PLANS

TRANSPORTATION ANALYSIS

CONCEPTUAL DESIGN

IMPLEMENTATION PLAN

SOT



PUBLIC INVOLVEMENT

SOT



Conceptual Design  
Preference Public Events  
Public Meetings  
Pop-up Events

SOT



Informational Session on  
Recommendations  
Public Meetings

Visioning Public Events  
Public Meetings  
Pop-up Events

★ Study Oversight  
Team (SOT) Meeting



# EXISTING CONDITIONS

## Environmentally Sensitive Areas



- Falls Lake, Little River, & Neuse River Watersheds
- Shinleaf Recreation Area
- Parks
- Trails

## Several Types of Land Uses



- Transportation
- Recreational
- Agricultural
- Residential
- Educational Institutions
- Natural Environment
- Commercial

## Traffic Generating Facilities



- Schools
- Churches
- Shopping centers
- Activities

## Recreation

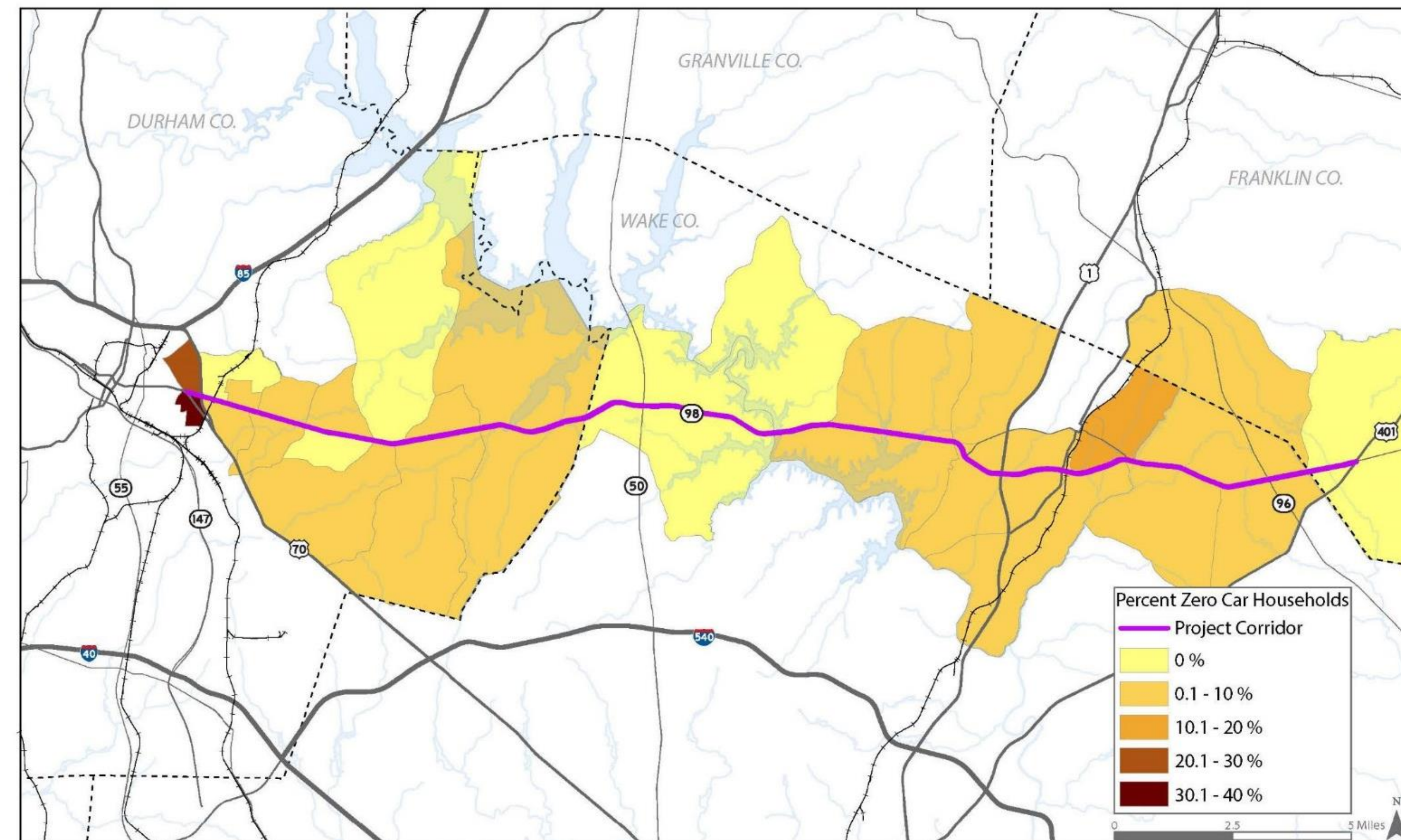


- Cycling
- Boating
- Camping
- Parks & Trails
- Golf

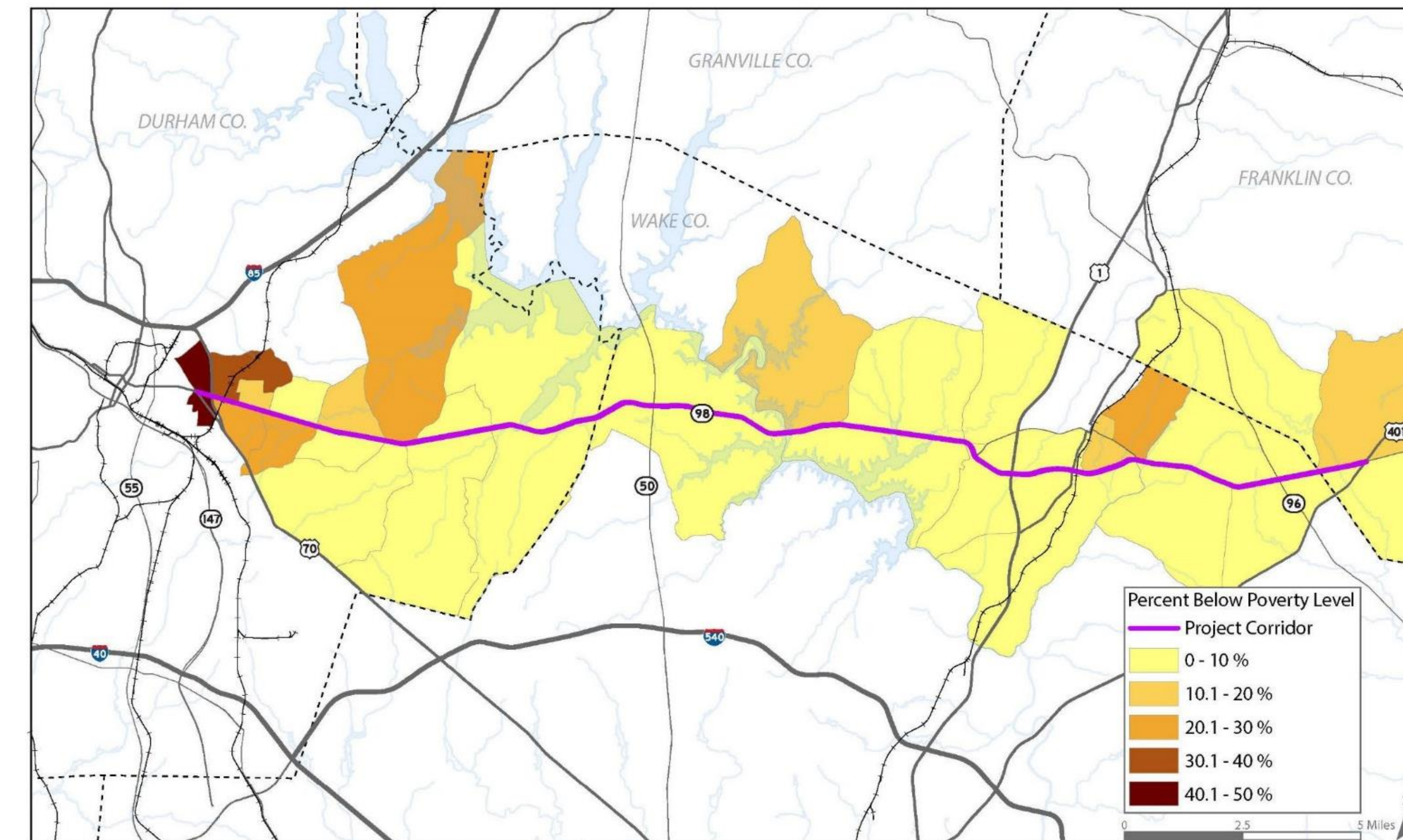


# Demographics

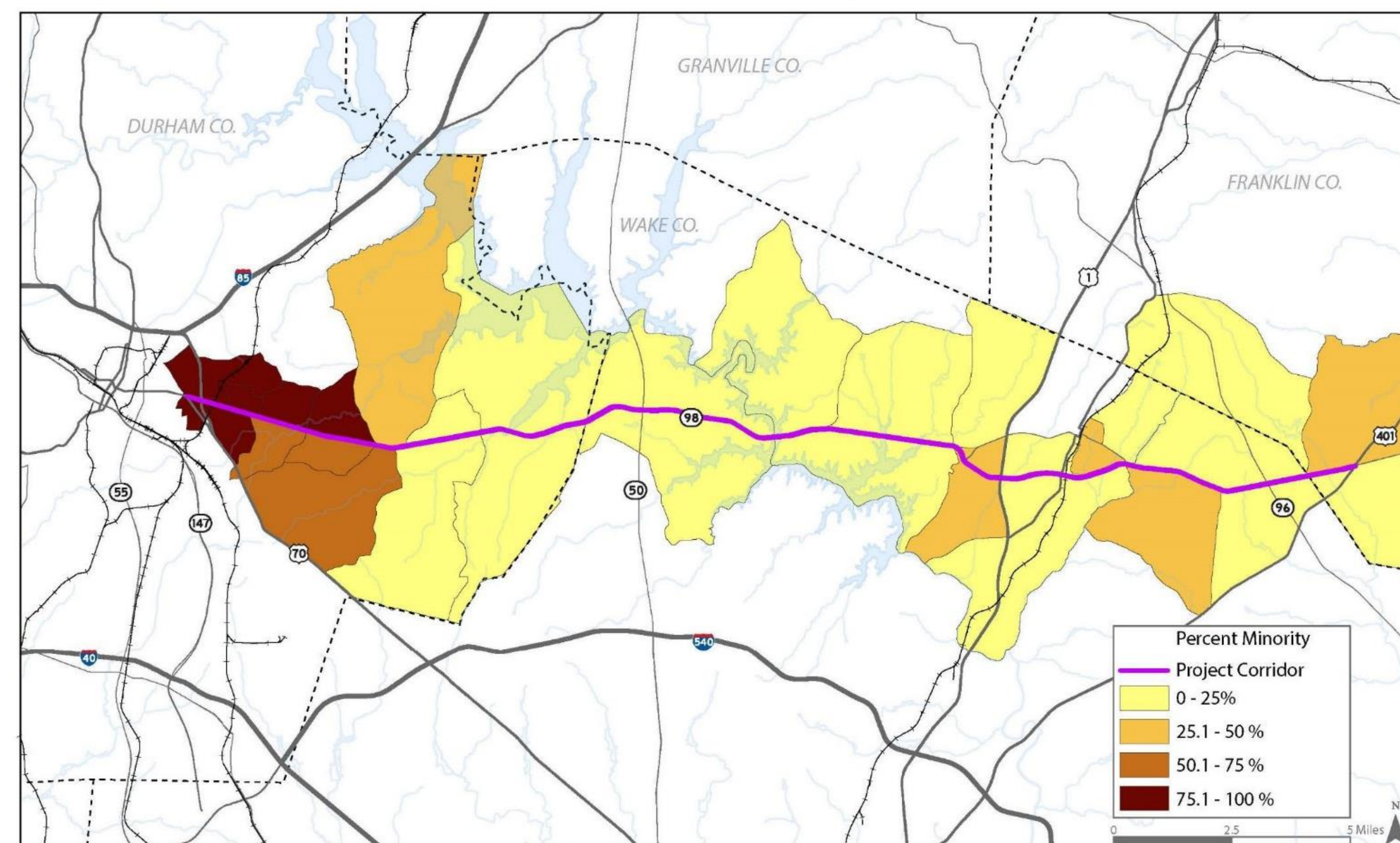
Percent Zero Car Households



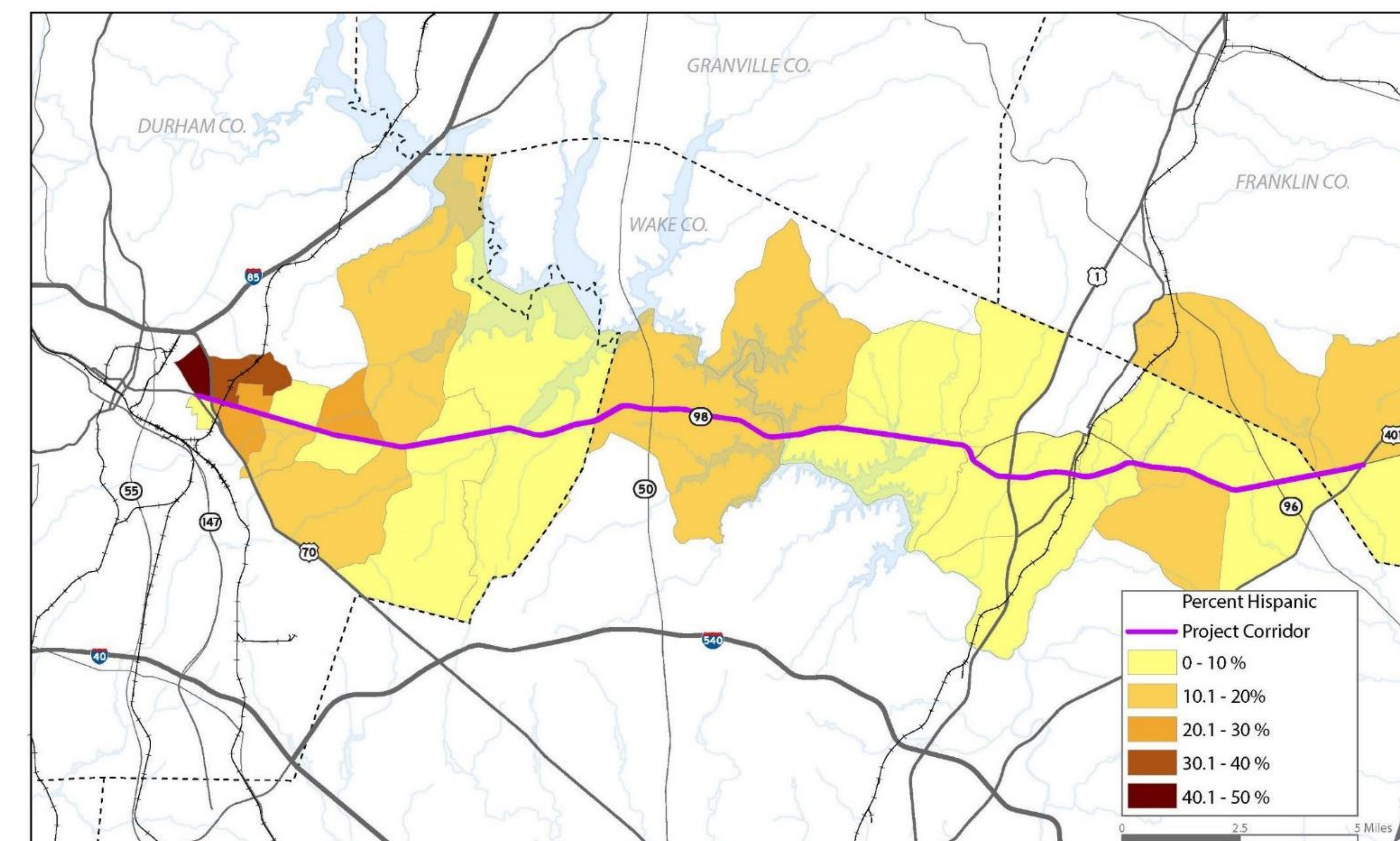
Percent Below Poverty Level



Percent Minority

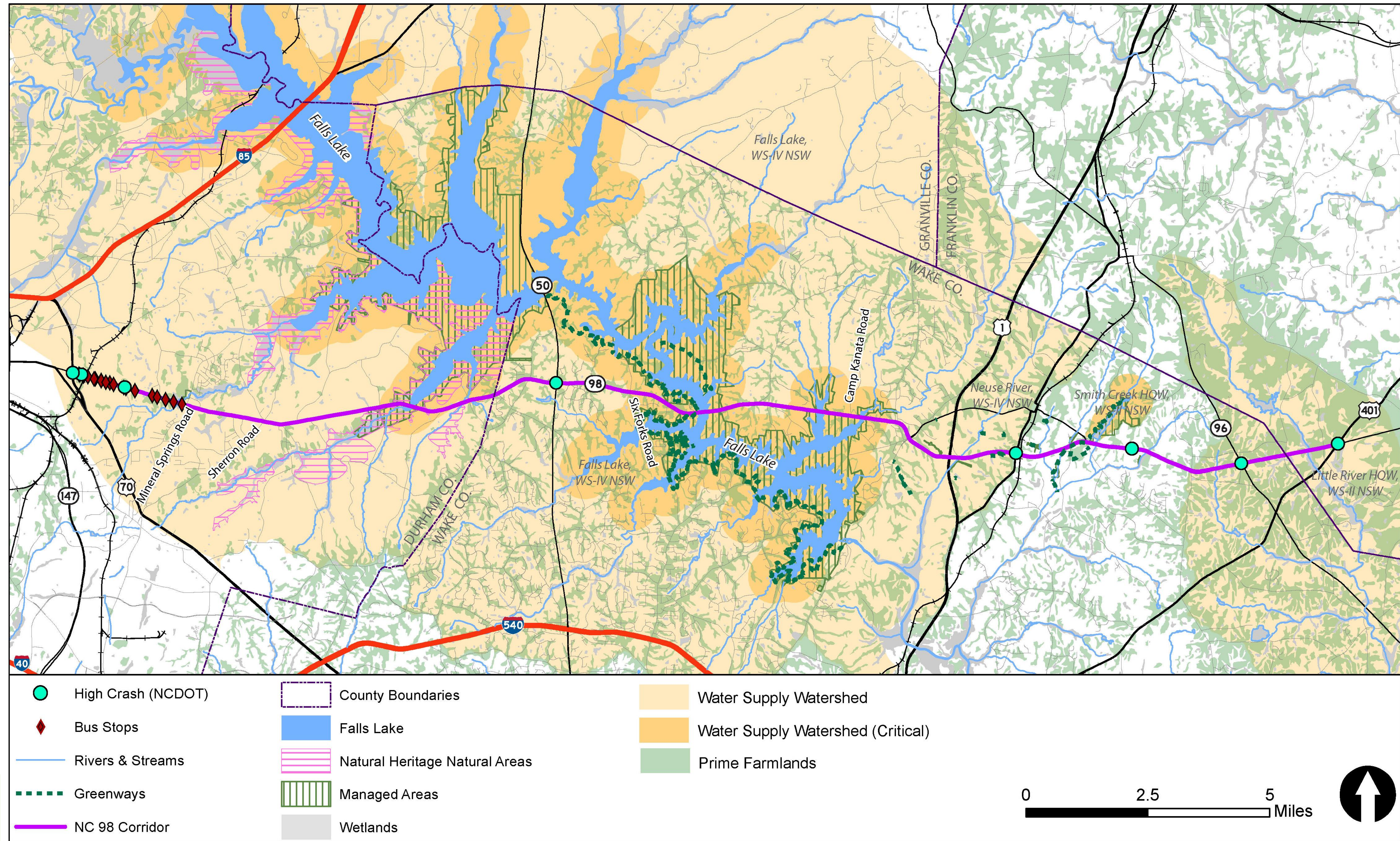


Percent Hispanic



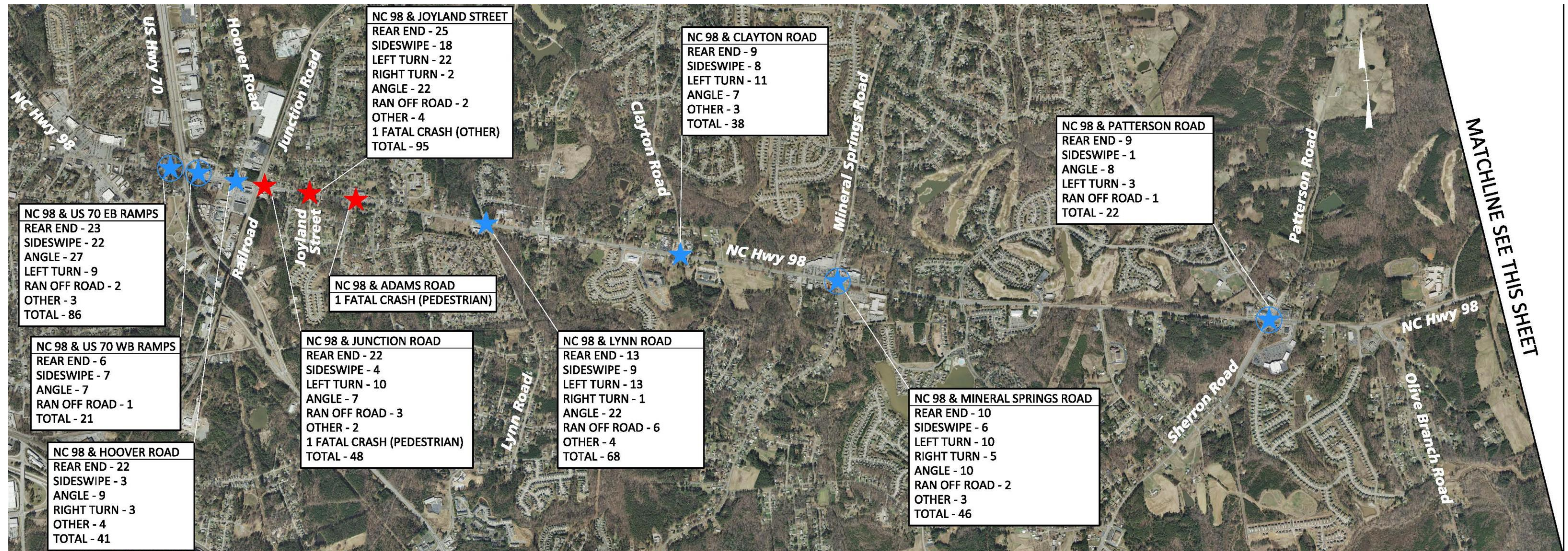


# Environmental Constraints








# CRASH DATA

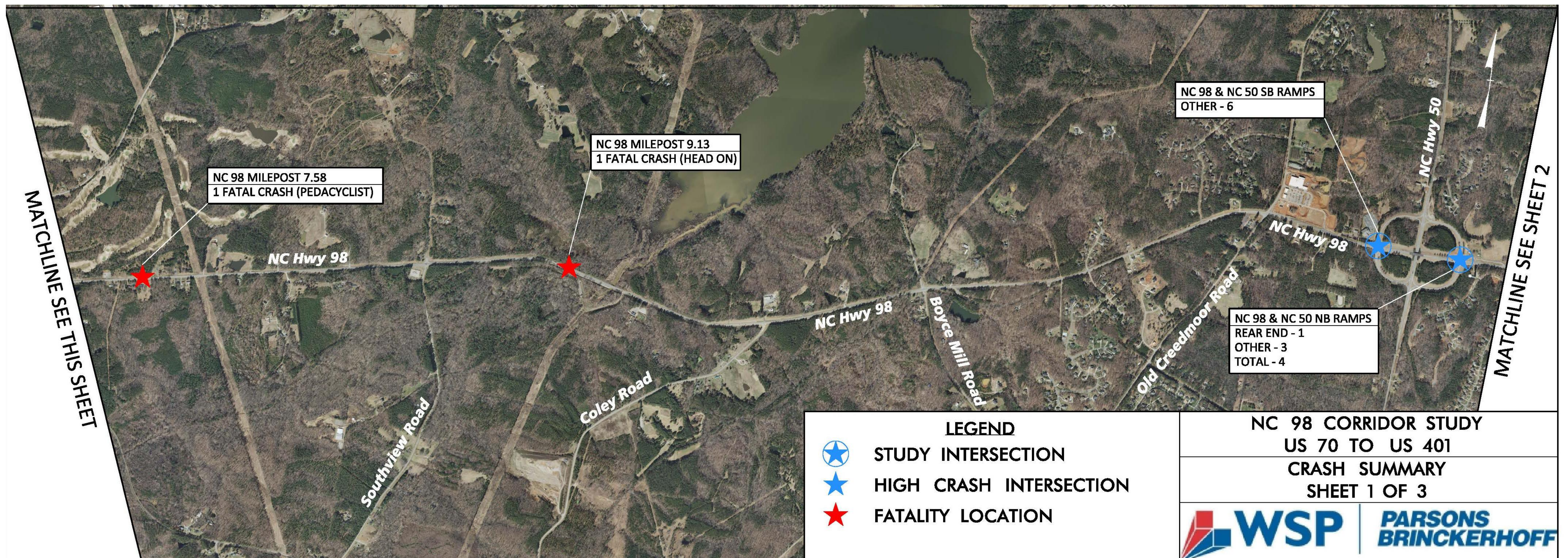


## LEGEND

-  STUDY INTERSECTION
-  HIGH CRASH INTERSECTION
-  FATALITY LOCATION

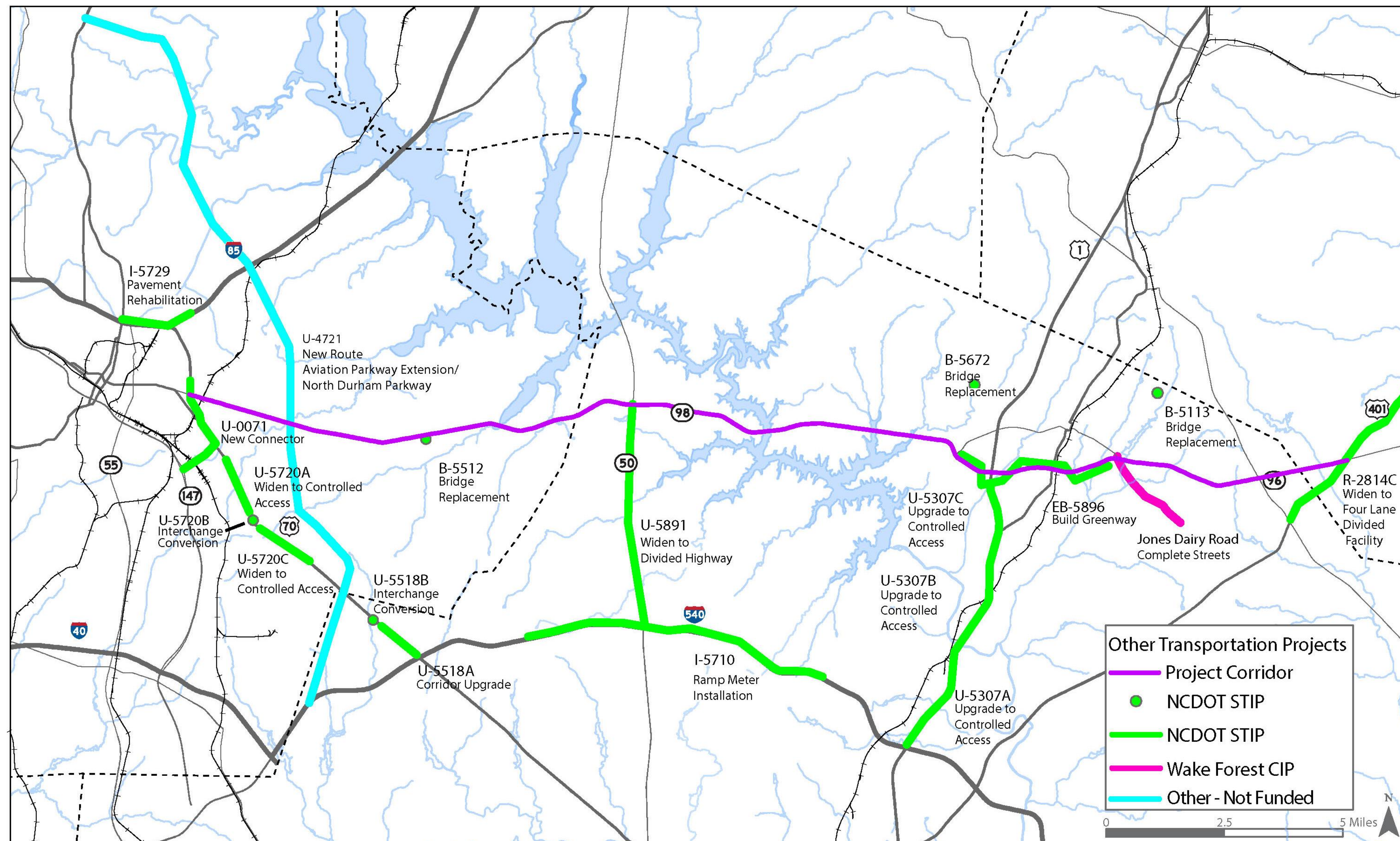


# CRASH DATA





# AREA PROJECTS ALONG NC 98



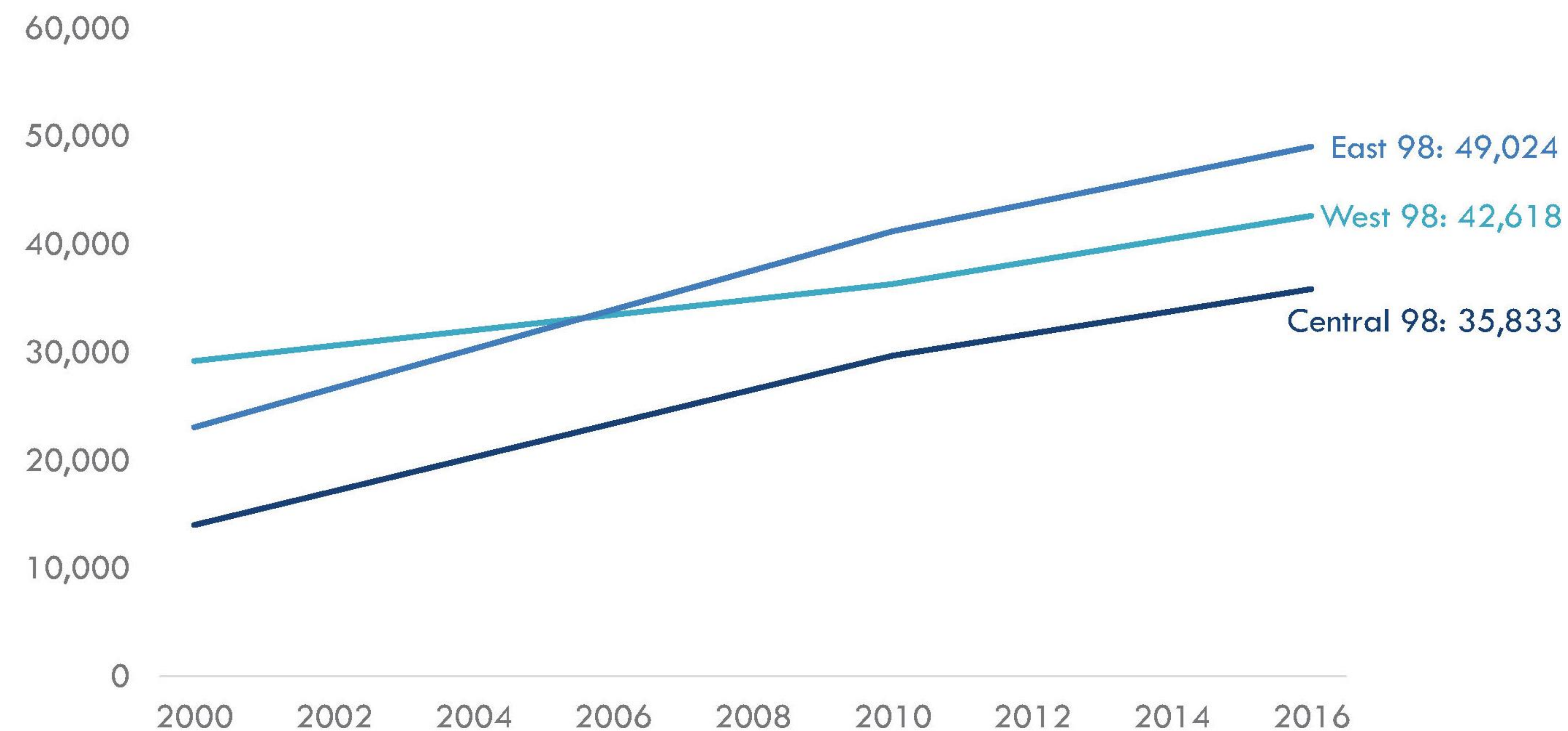


# ECONOMIC ANALYSIS

## POPULATION GROWTH

The NC 98 Corridor has seen significant growth since 2000, most notably in the Central and East sections.

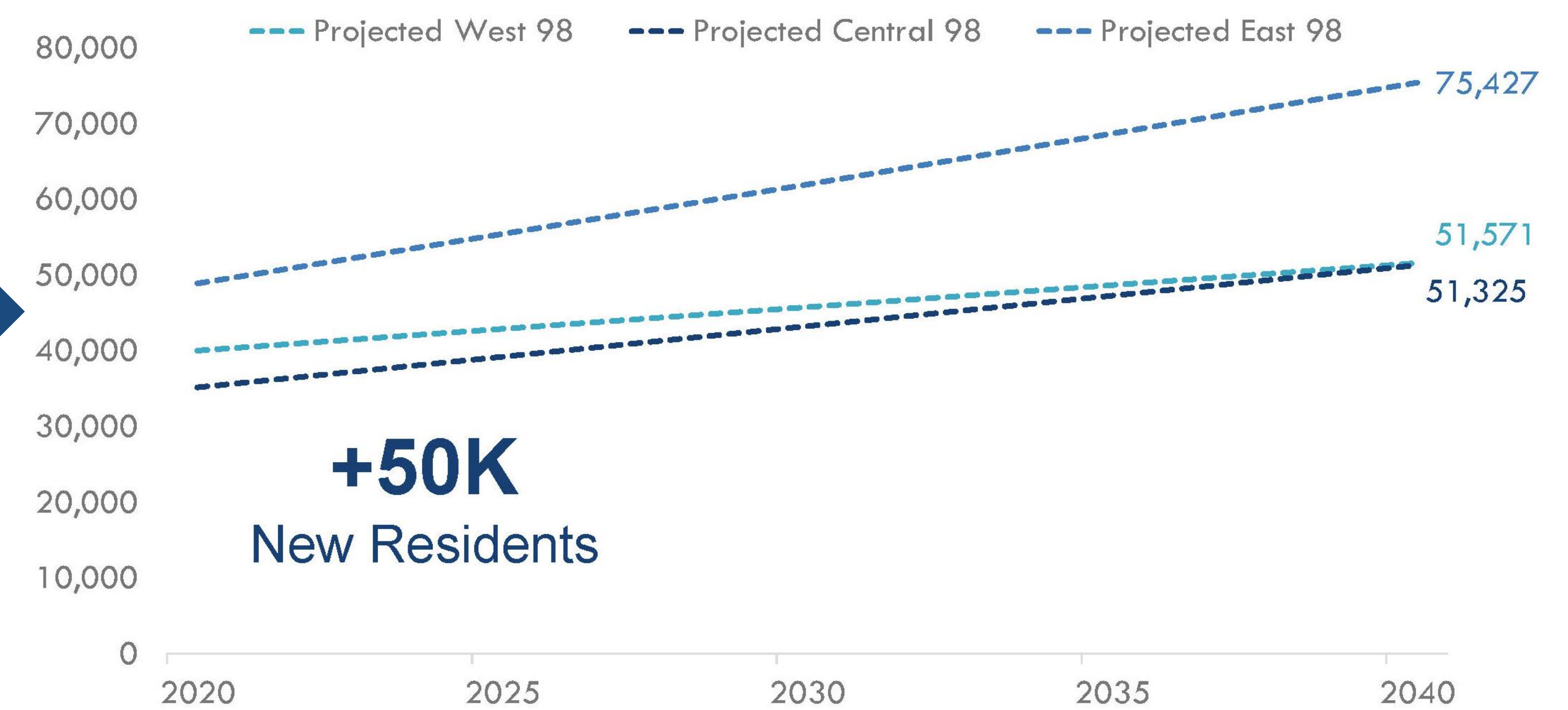
Total Population, 2000-2016



Source: ESRI Business Analyst

Based on CAMPO projections, the corridor is expected to add over 50,000 people by 2040.

Projected Population, 2015-2040



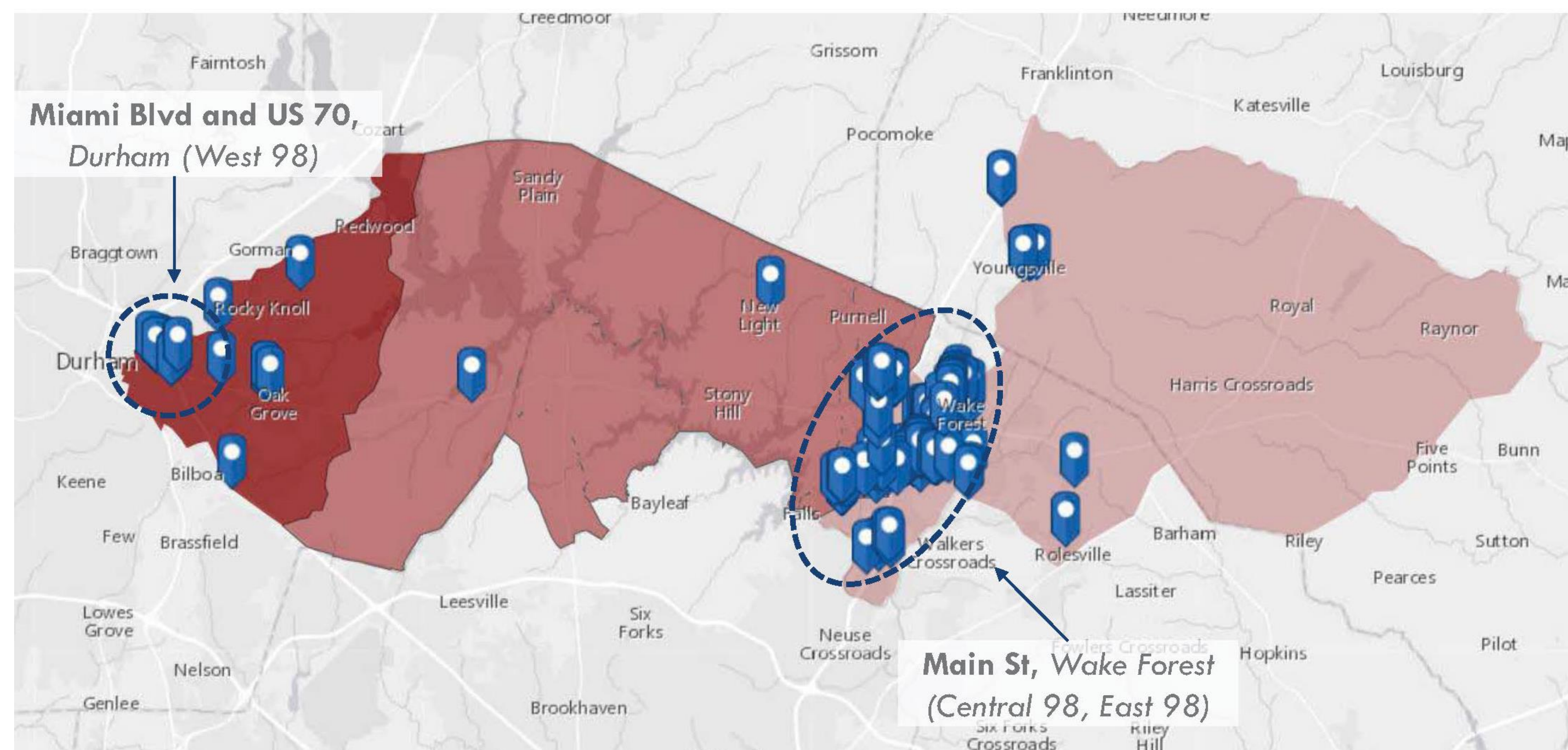
Source: ESRI Business Analyst, CAMPO, DCHC



# ECONOMIC ANALYSIS

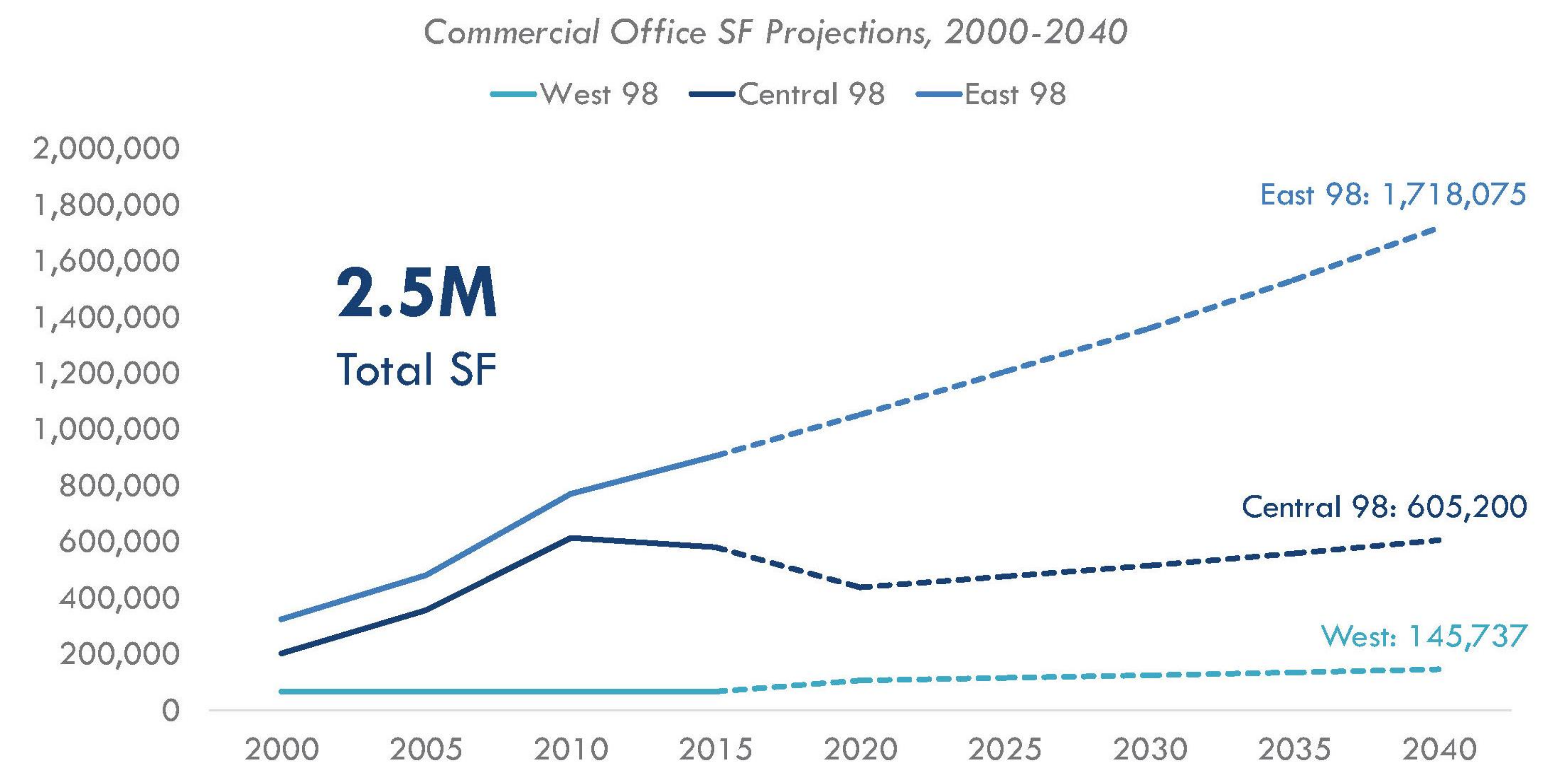
## COMMERCIAL GROWTH

Existing commercial office buildings have clustered along Miami Boulevard in Durham and Main Street in Wake Forest.



Source: CoStar, ESRI

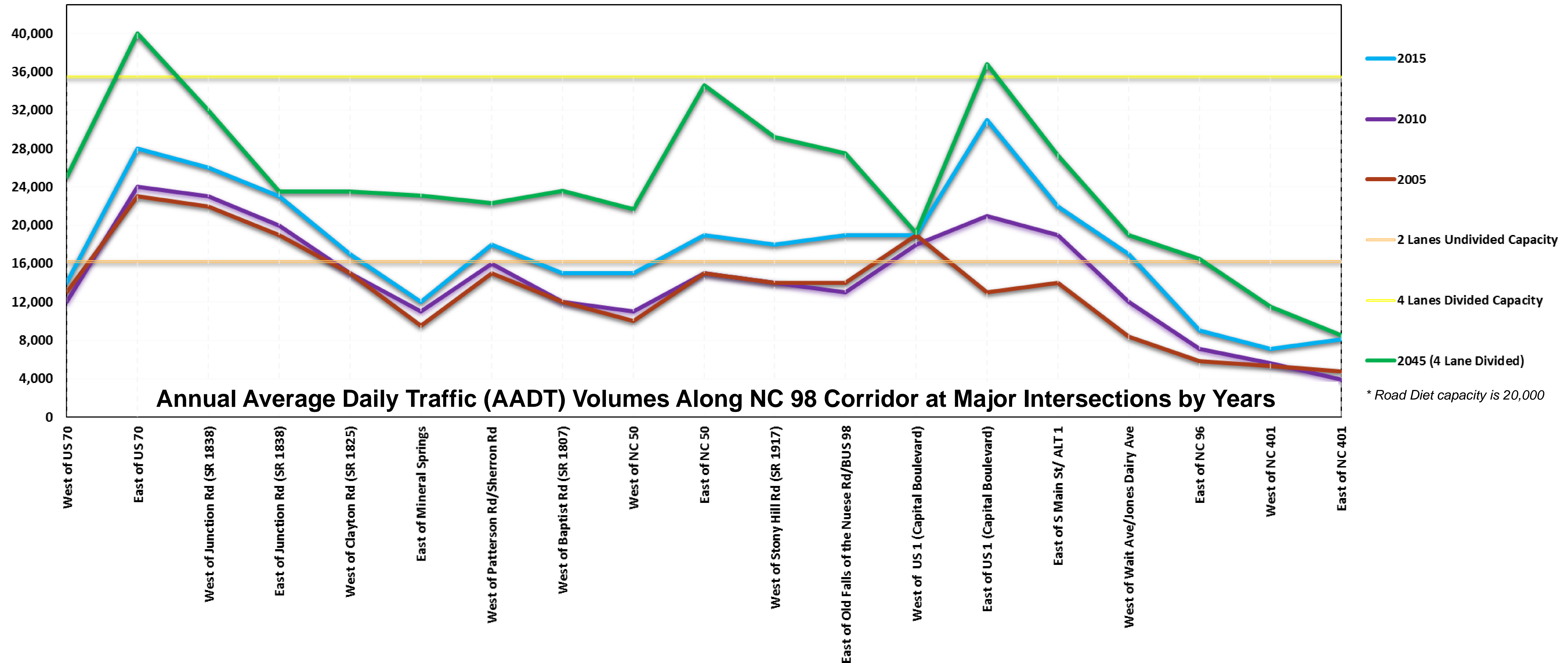
The Study Area could add an additional 1 million SF in commercial office space by 2040, primarily owing to growth in East 98.



Source: CoStar, CAMPO



# TRAFFIC ANALYSIS



# PUBLIC PARTICIPATION



**5** pop-up events



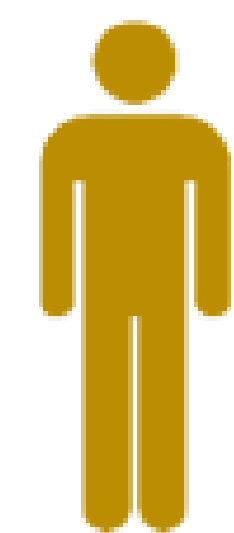
**558** crowdsourced comments



**6** public meetings



**168** comment forms/online surveys



**221** attendees



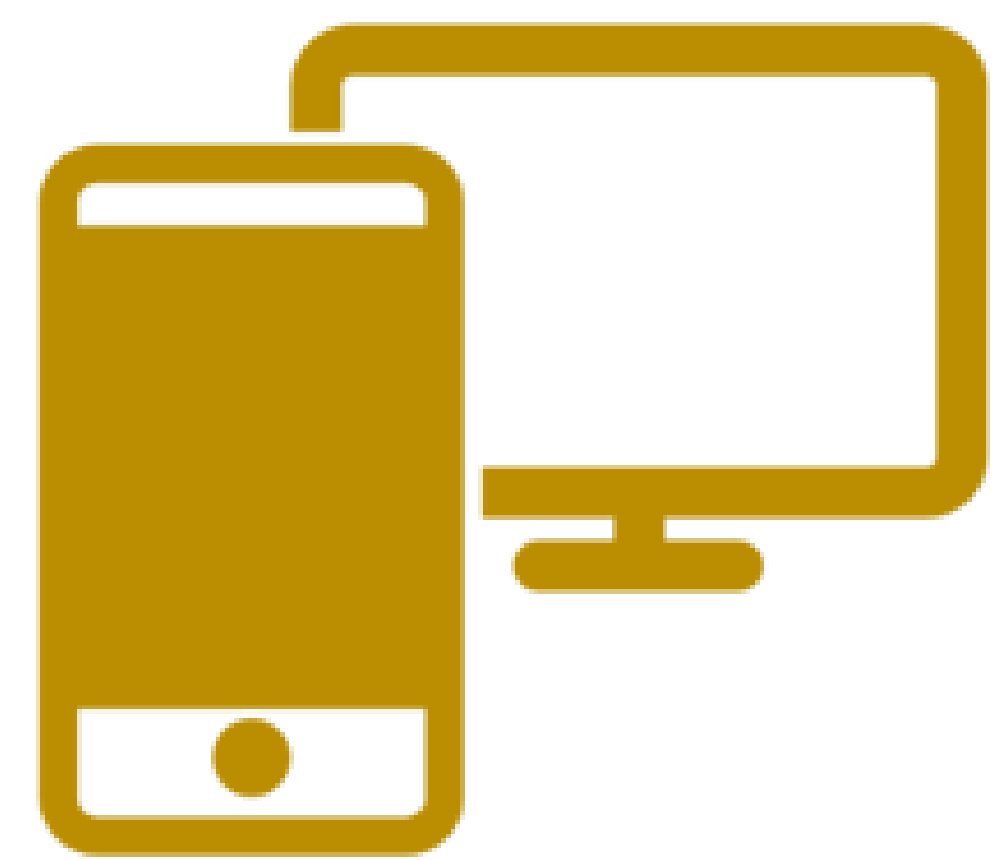
**121** online comment submissions/web sign-ups



## Corridor Outreach

(Durham Southern High School Football Game, Businesses and Churches along the corridor)

# PUBLIC PARTICIPATION



8,017 sessions



6,496 Users (10.6%  
returning users)



16,473 Impressions

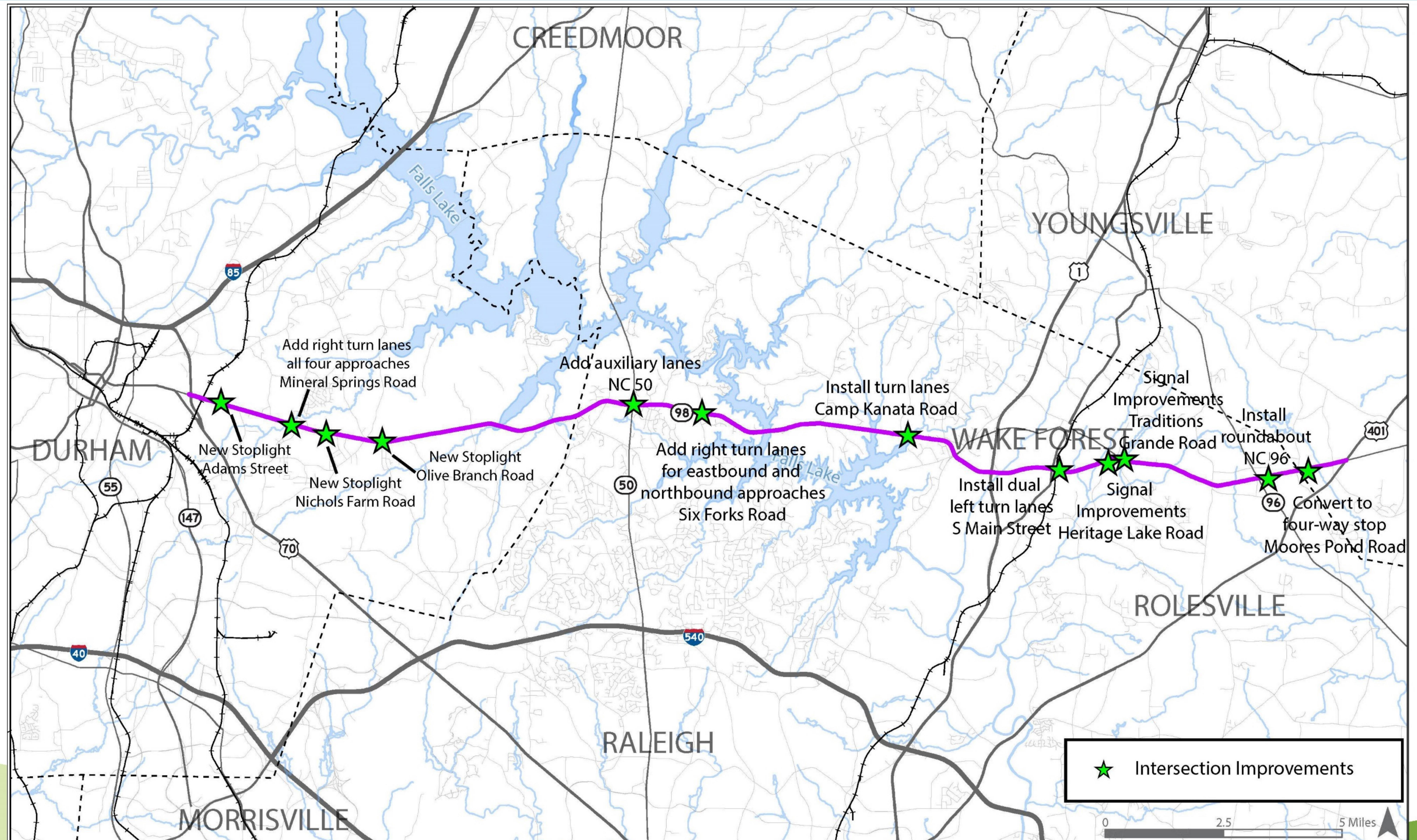


3,206 Reaches

## NC98Corridor.com



# SHORT-TERM IMPROVEMENTS



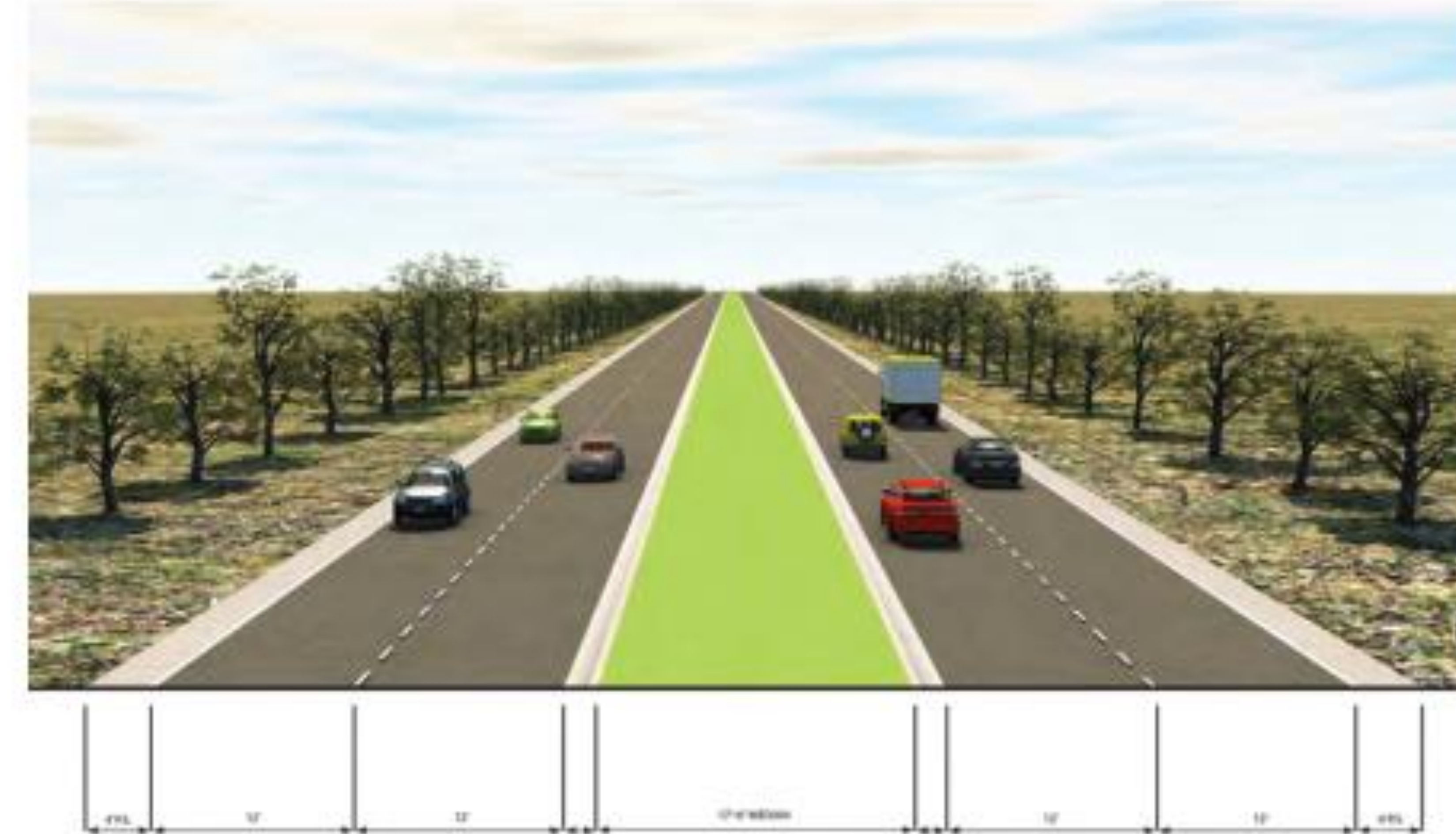


# LONG-TERM IMPROVEMENTS



***Junction to Sherron – Access Management***

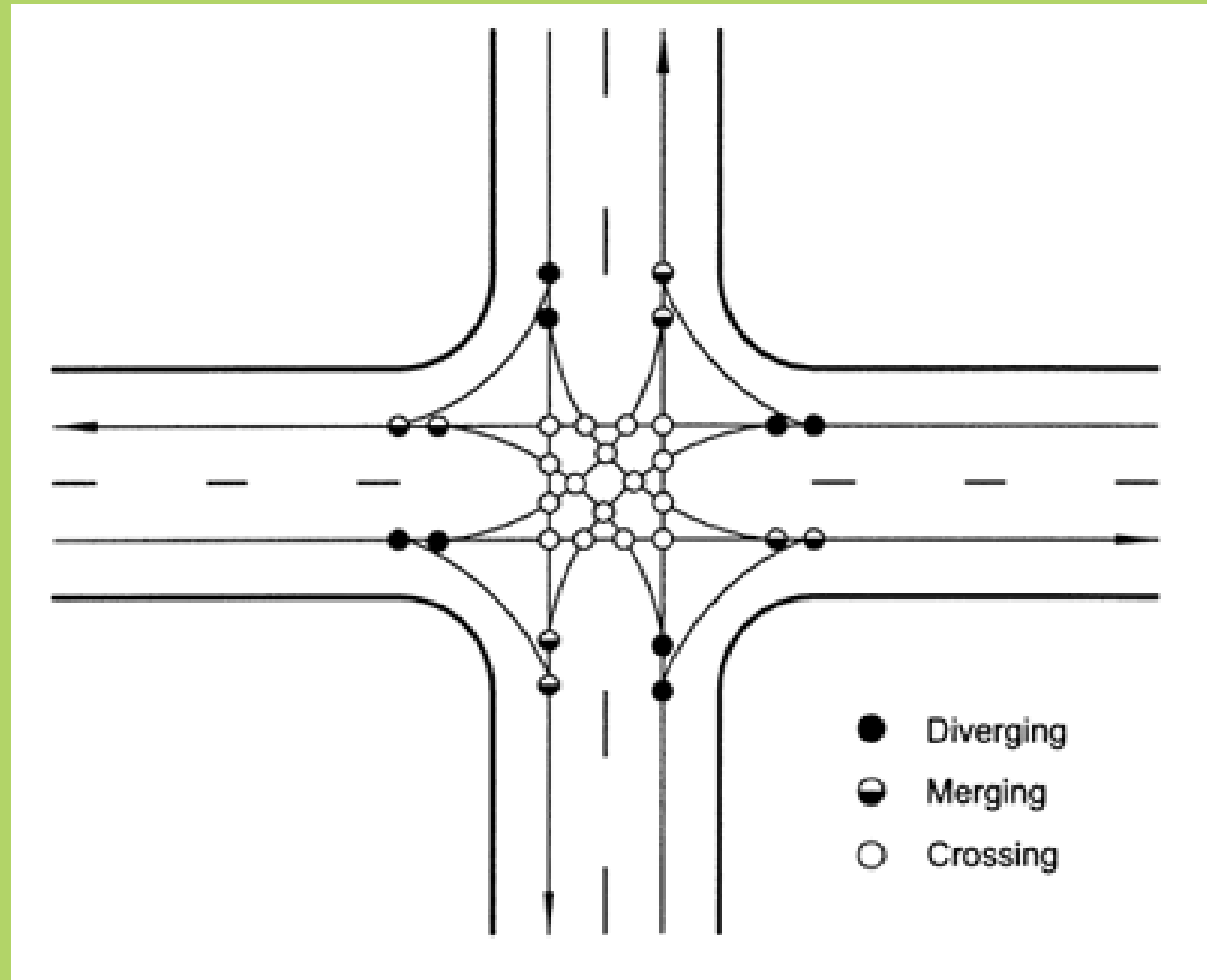
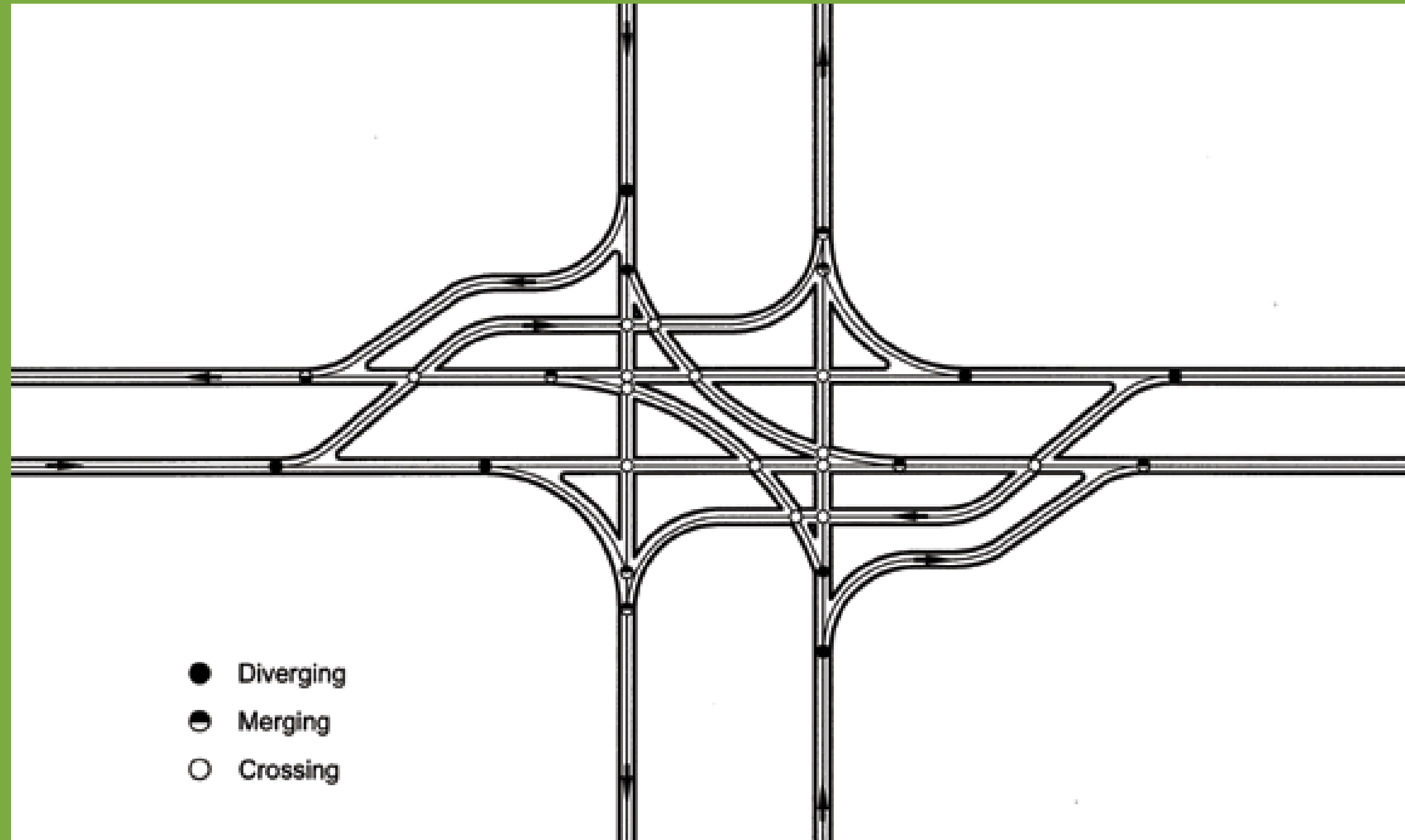
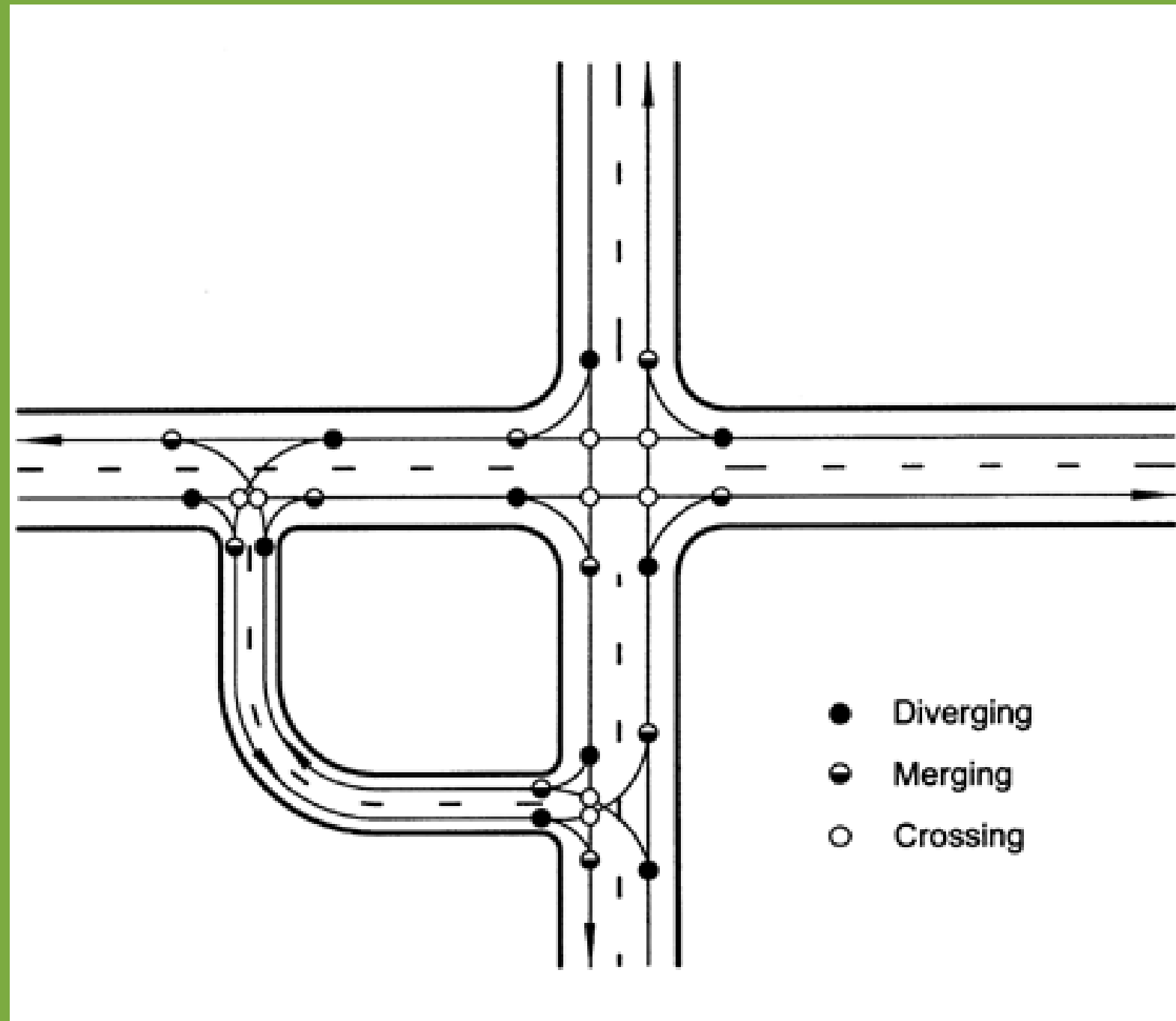
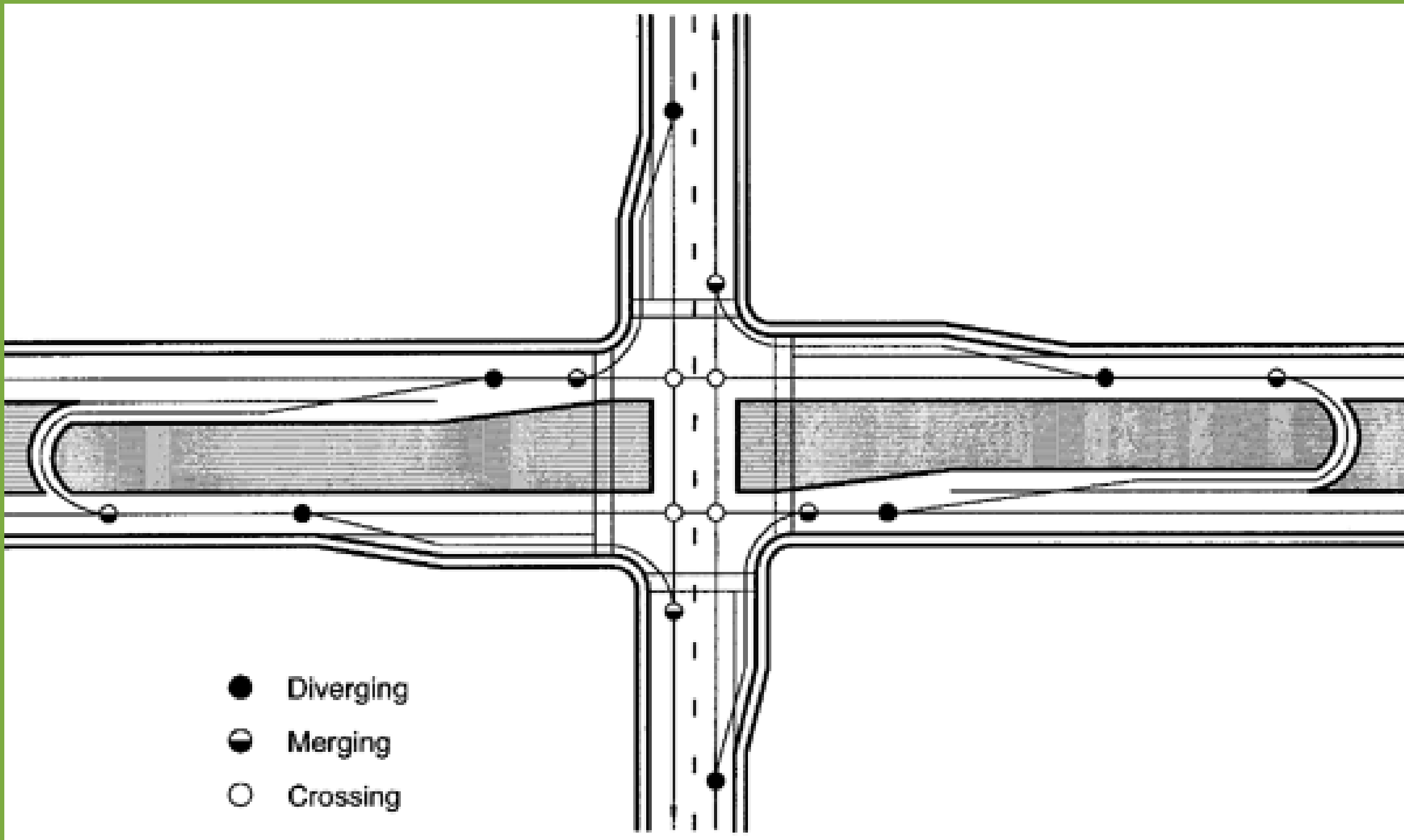
***4 Lane Widening – Potential Cross Section***





# INTERSECTION TREATMENTS

## INTERSECTION CONFLICT POINTS

|                              |   |  |   |   |
|------------------------------|---|--|---|---|
|                              |  |  |  |  |
|                              | <b>Traditional Intersection</b>   | <b>Continuous Flow Intersection</b>  | <b>Quadrant Intersection</b>  | <b>Median U-turn</b>  |
| <b>Total Conflict Points</b> | 32  | 30   | 28  | 16  |

### Indirect Left-Turn Treatments:

- Remove the left-turning vehicles from the flow of traffic without causing them to stop in a through-traffic lane (as a traditional intersection may)
- Improve safety by reducing the number of conflict points as shown above
- Reduce the number of signal phases to provide more green time for traffic
- Increase capacity



# PEDESTRIAN & BICYCLE

## POTENTIAL BICYCLE AND PEDESTRIAN FACILITIES

### Facility Type

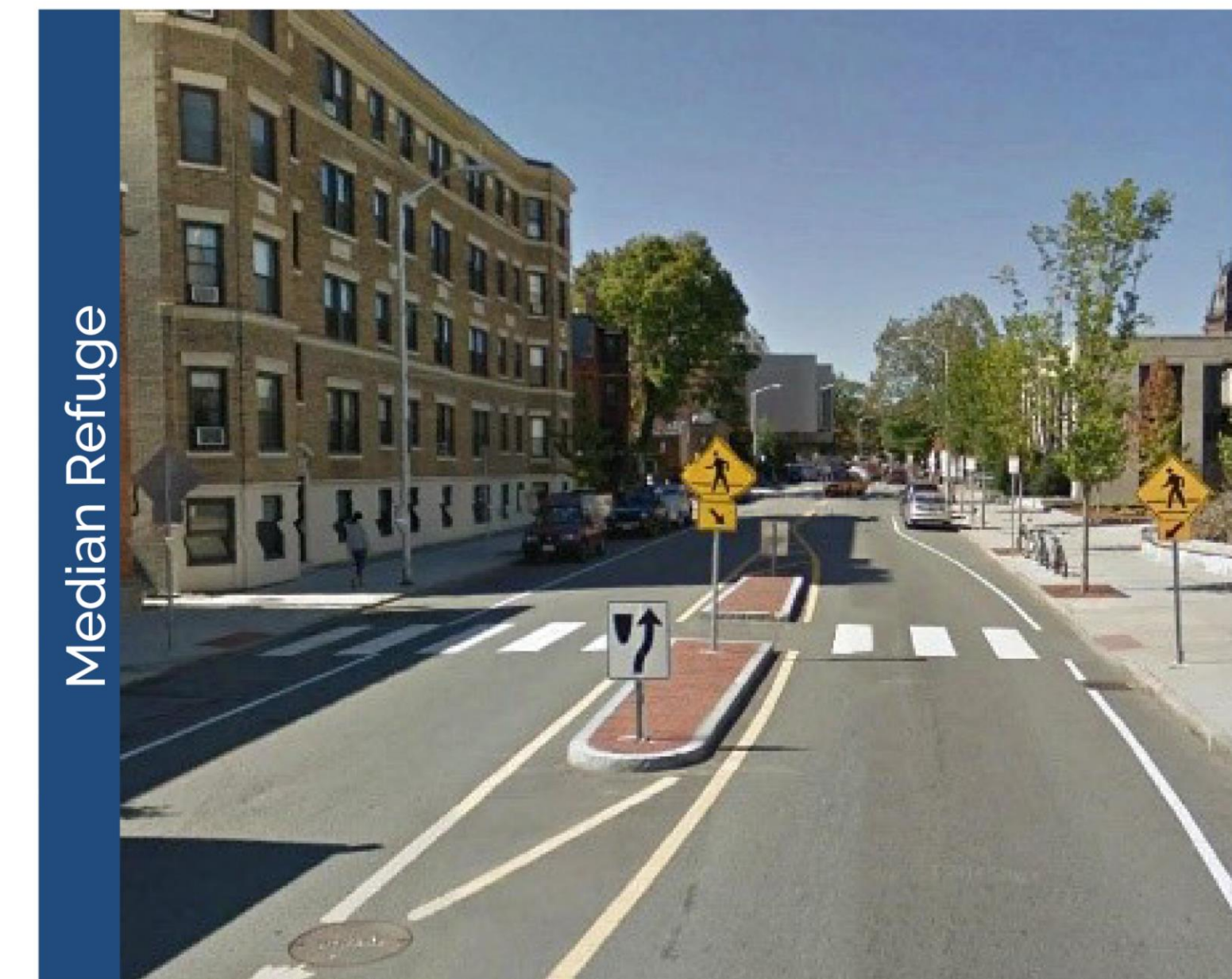


Shared-Use Path

### Description

- A shared-use path is defined as a trail permitting more than one type of user. Paths serve as part of a transportation circulation system and support multiple recreation opportunities, such as walking, bicycling, and inline skating. A shared-use path is physically separated from motor vehicular traffic with an open space or barrier.

### Facility Type



Median Refuge

### Description

- A median refuge or island provides in-street refuge along the route of a pedestrian crossing.
- The refuge width is ideally 7'+ to fit bicycles.
- The approach to vehicle travel lanes must be ADA-compliant.



Bike Lane

- Bike lanes designate an exclusive space for bicyclists through the use of pavement markings, striping, and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street. Benefits include providing obvious space on the road for cyclists and sending a message to other road users to expect cyclists.



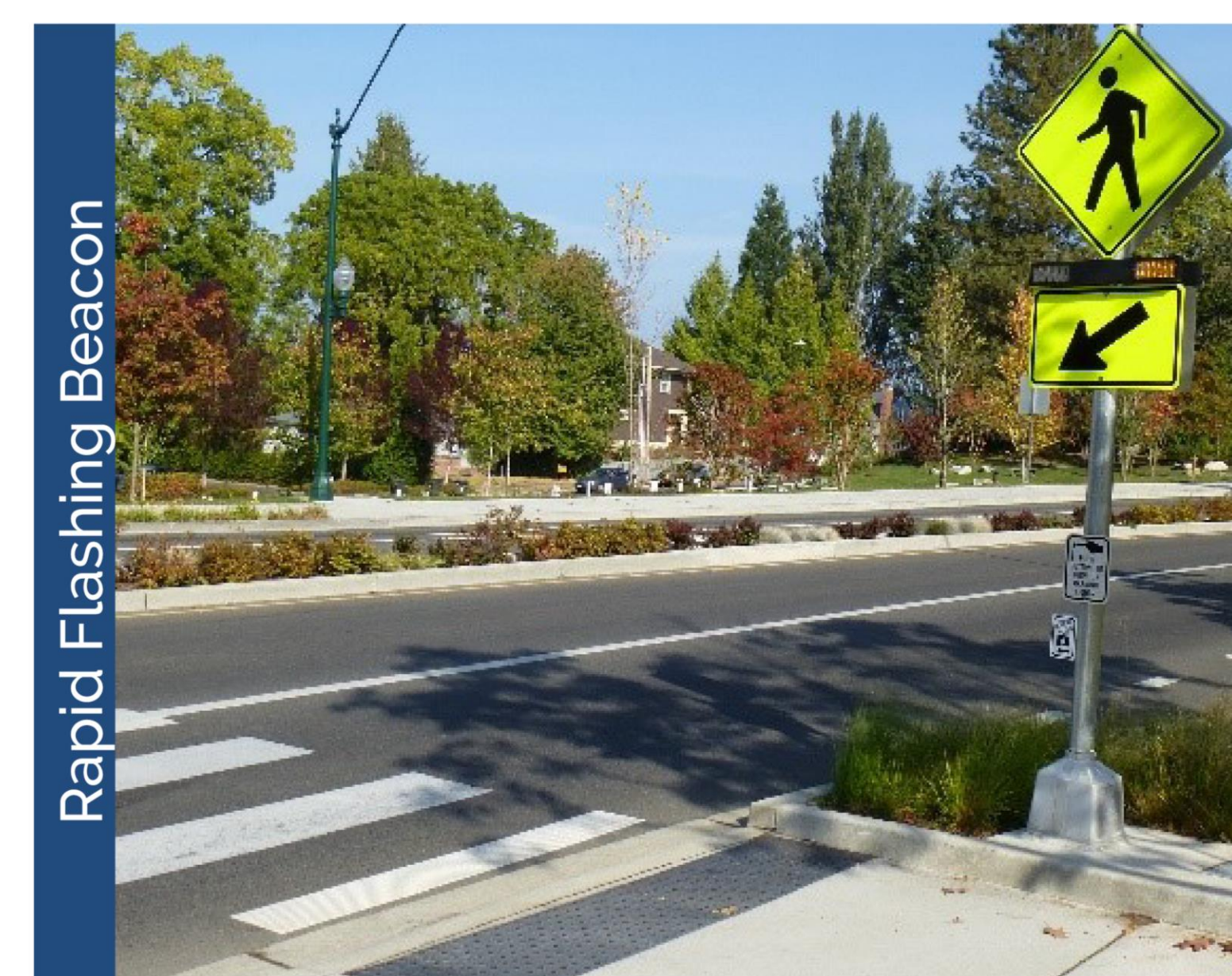
ADA Compliant Crossing

- High visibility striping should be used at crossing areas.
- A 4' minimum width should be used for ADA-accessible curb ramps.
- A push button with audible status should be present at the crossing.
- A pedestrian countdown signal should be present.



Buffered Bike Lane

- A buffered bicycle lane is a bike lane with additional striping or hatching (buffer) adjacent to it.
- The buffer may separate the bicycle lane from motor vehicle travel, parking, or both.
- The buffer width is typically 2'-3'.

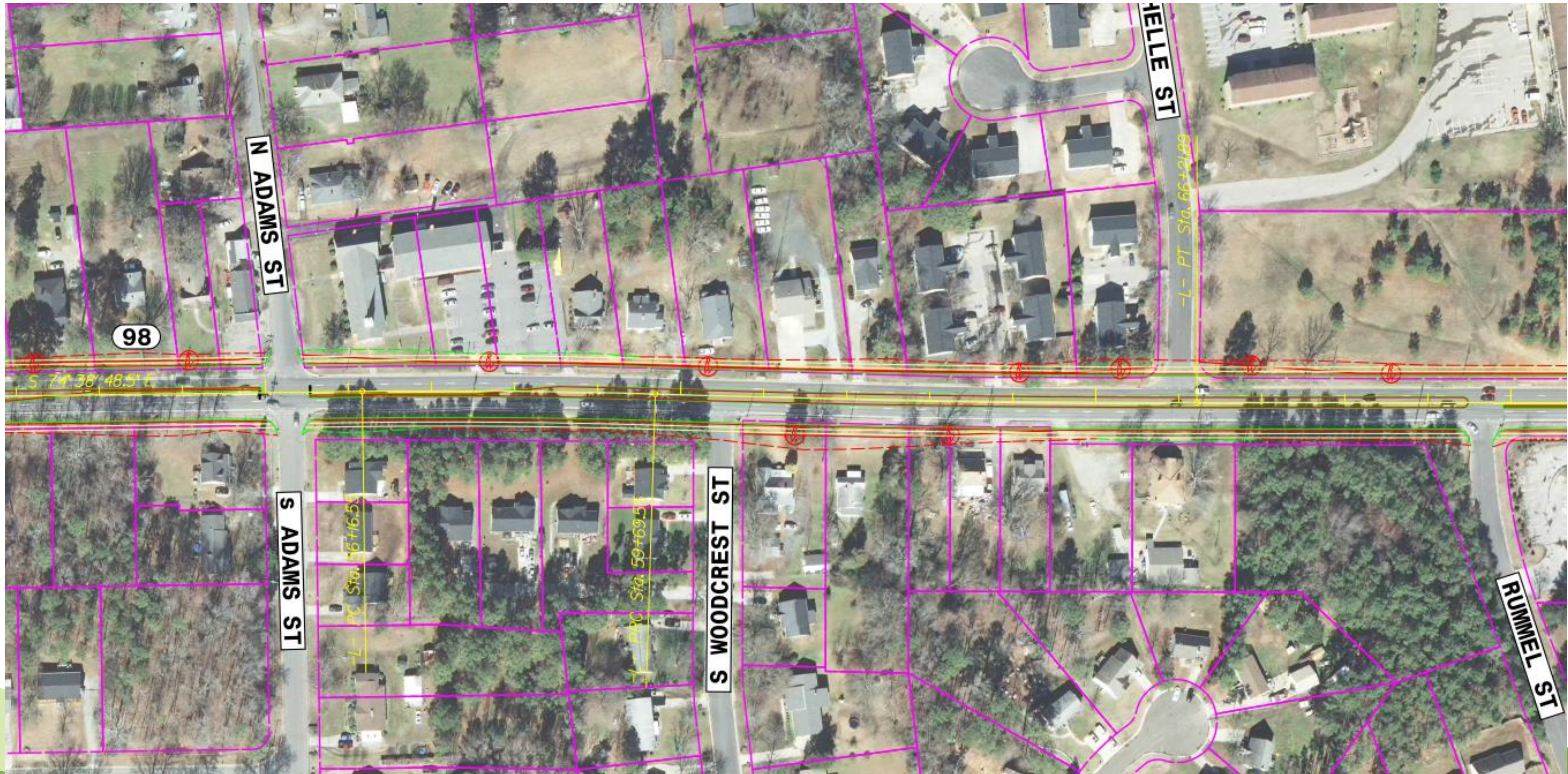


Rapid Flashing Beacon

- Rapid flashing beacons are used to increase visibility of pedestrians as they cross the roadway at uncontrolled crosswalks.
- This beacon is pedestrian-activated (i.e., the signal will only flash if a pedestrian has pushed a button, indicating that they need to cross the street).



# Conceptual Designs

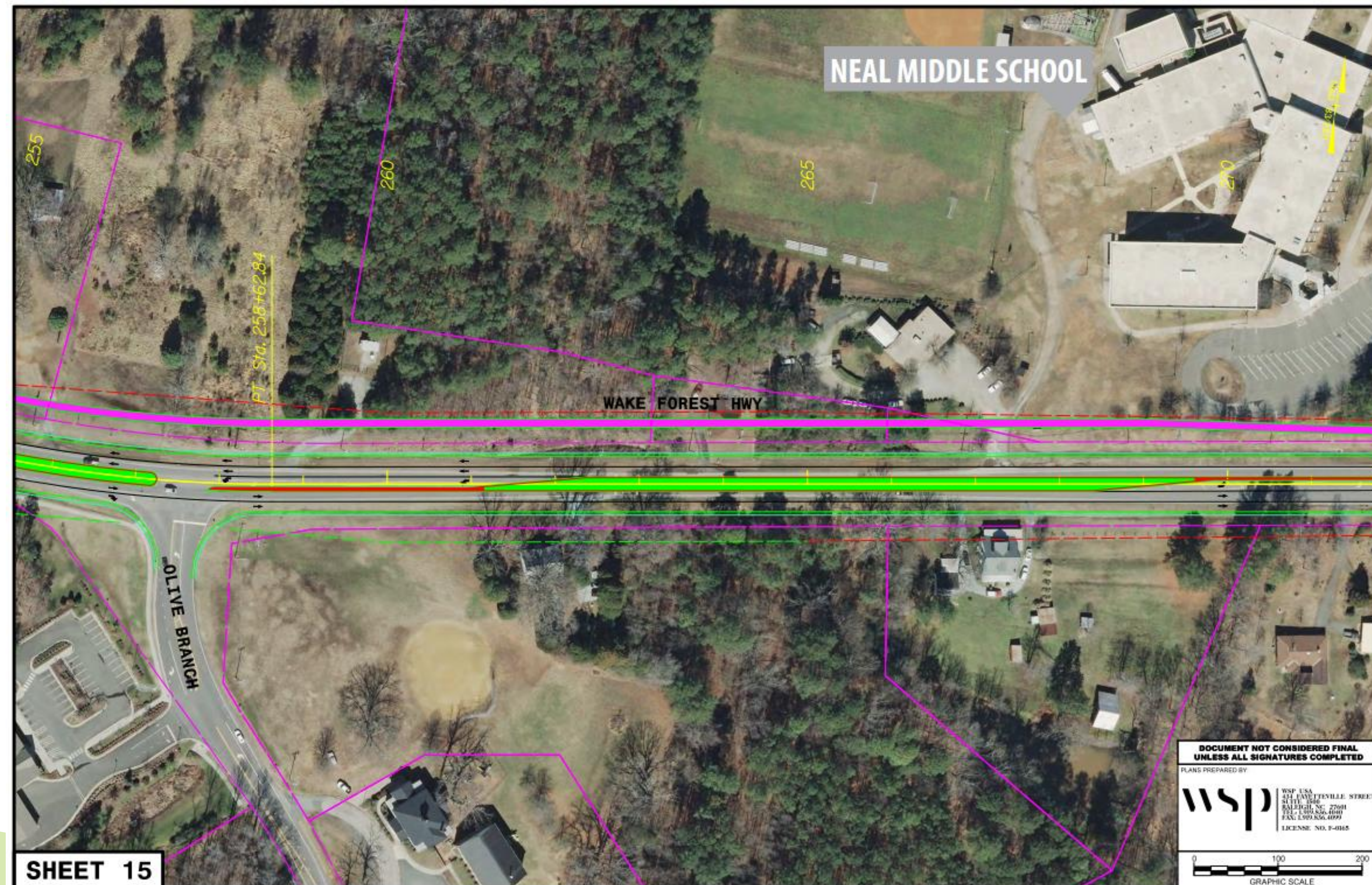








# Conceptual Designs





# POTENTIAL FUNDING SOURCES

| NCDOT Transportation Improvement Program  | Other NCDOT Funds  | MPO Local Project Funds   | Municipal Funds  | Grants  | Developer  |
|---|--|---|--|---|--|
| <ul style="list-style-type: none"> <li>Sherron Road to Old Falls of Neuse Widening</li> <li>Old Falls of Neuse Road to Jones Dairy Road Intersection Upgrades</li> <li>Jones Dairy Road to US 401 Widening</li> <li>Sherron Road Widening NC 98 to US 70 (needed for road diet)</li> <li>Northern Durham Parkway NC 98 to US 70 (needed for road diet)</li> </ul> | <ul style="list-style-type: none"> <li>Left turn lanes at Camp Kanata</li> <li>Left turn lanes at Six Forks Road</li> <li>Turn lanes at Mineral Springs Road</li> <li>Traffic signal at Adams Street</li> <li>Auxiliary Lanes on NC 98 at NC 50</li> </ul> | <ul style="list-style-type: none"> <li>Sidewalk improvements from US 70 to Sherron Road</li> <li>Sherron Road to Neal Middle School Multi-use Path</li> <li>Intersection improvements at S. Main Street</li> <li>Intersection improvements at Jones Dairy Road and Traditions Grande</li> <li>Intersection improvements at Old Falls of Neuse Road</li> <li>Turn lanes at Six Forks Road</li> </ul> | <ul style="list-style-type: none"> <li>US 70 to Sherron Road road diet option</li> <li>Signal improvements at Heritage Lake Road and Traditions Grande</li> <li>Pedestrian bridge over NC 98</li> <li>Oak Grove Elementary School Sidewalk Gap</li> <li>Transit stop improvements</li> </ul> | <ul style="list-style-type: none"> <li>Pedestrian bridge over NC 98</li> <li>Sidewalk improvements from US 70 to Sherron Road</li> <li>Transit stop improvements</li> </ul> | <ul style="list-style-type: none"> <li>Quadrant Roadway at Sherron Road</li> <li>Turn lanes at Camp Kanata Road</li> <li>Intersection improvements from Old Falls of Neuse Road to Jones Dairy Road</li> <li>Friendship Chapel Road extension</li> </ul> |

\* Projects may be funded via a variety of sources and/or led by varying agencies

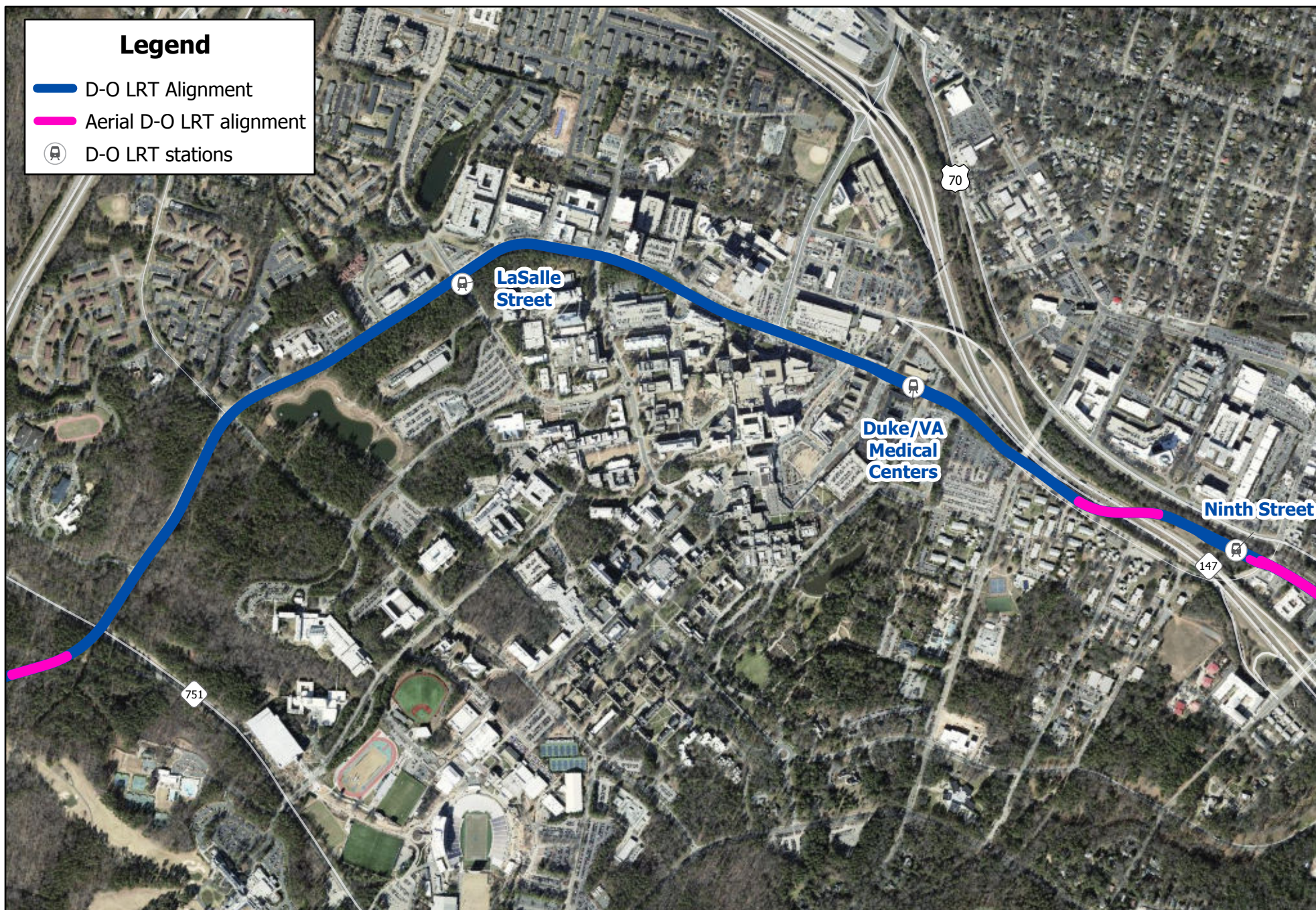
# Questions

Will.Letchworth@WSP.com

[www.NC98corridor.com](http://www.NC98corridor.com)

#NC98study





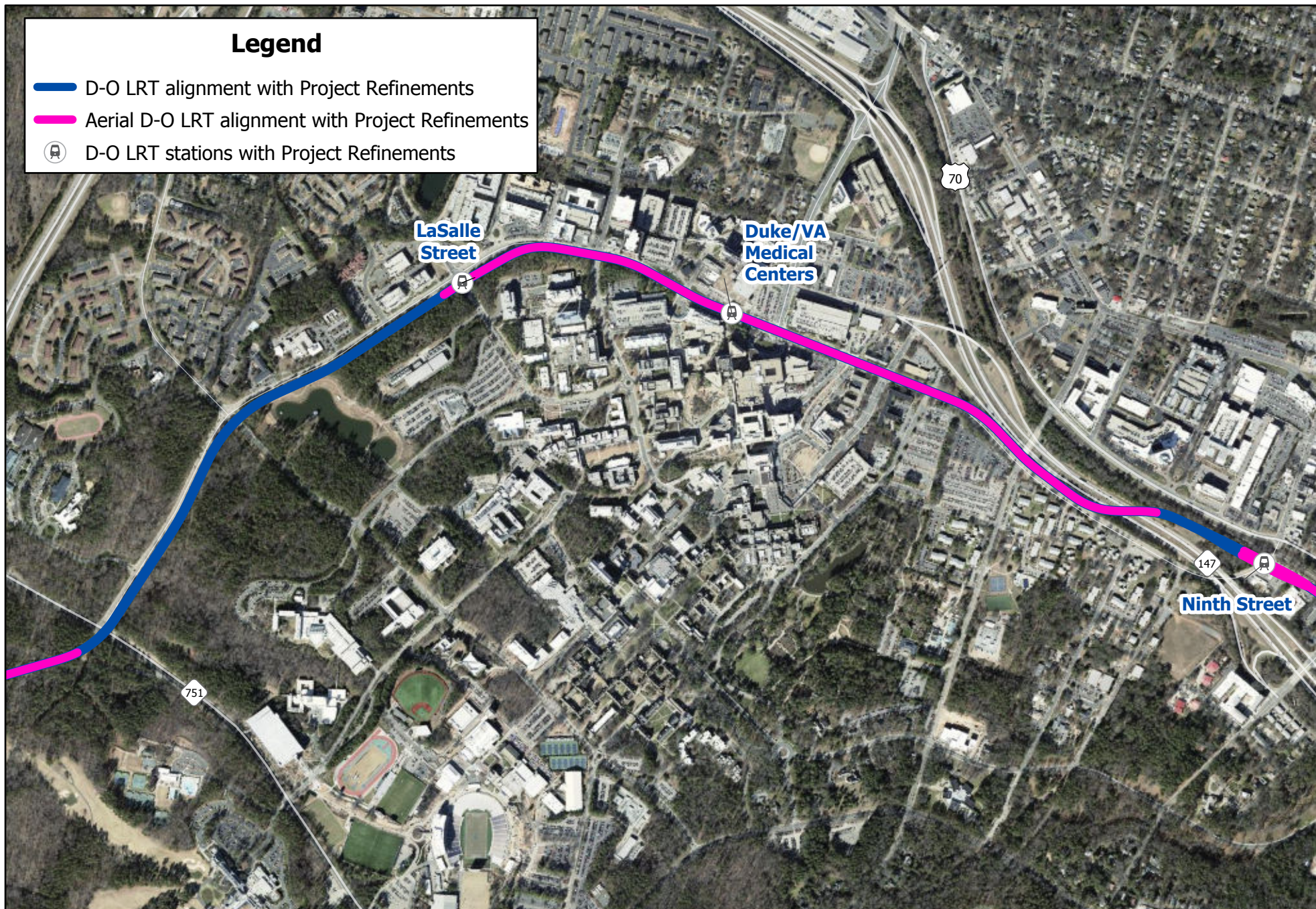
## D-O LRT Project baseline scope Erwin Road segment

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Feet





## D-O LRT Project with Proposed Refinements Erwin Road segment

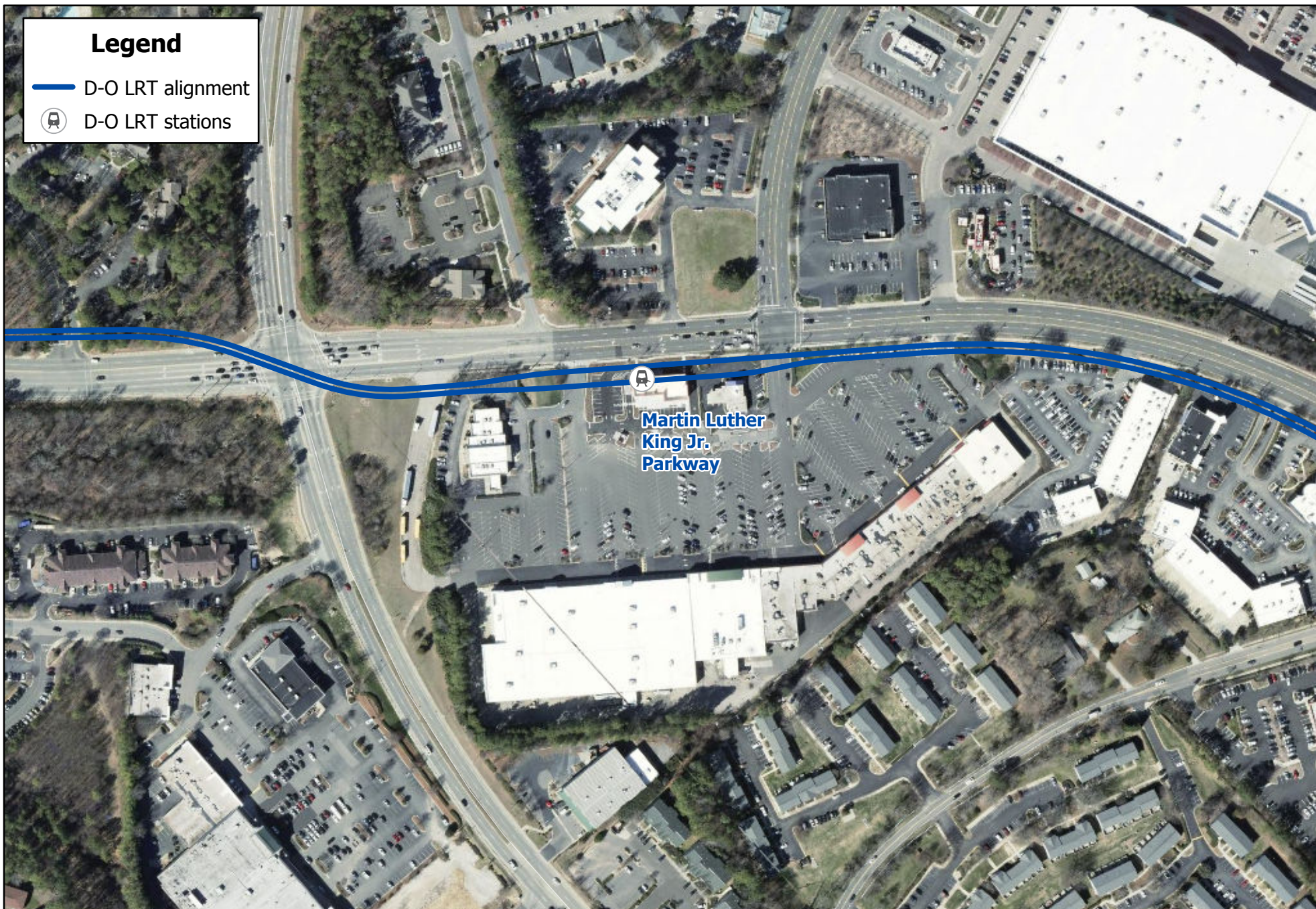


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Technical Committee 7/25/2018 Item 9  
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## D-O LRT Project with Proposed Refinements MLK Jr. Parkway Station

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## MEMORANDUM

**TO:** GoTriangle Board of Trustees Planning and Legislative Committee  
**FROM:** Capital Development: D-O LRT Project Team  
**DATE:** June 13, 2018  
**SUBJECT:** **D-O LRT Project Request for Design Change Approval:  
Modification of the Erwin Road Alignment**

### Strategic Objective or Initiative Supported

This item supports Strategic Objective 1.1: Increase number of customers served with Sustainable Transportation Services.

### Action Requested

Staff requests that the Planning and Legislative Committee recommend the proposed change to the Erwin Road alignment to the GoTriangle Board of Trustees for approval at their July meeting.

### Background and Purpose

At the July 26, 2017 meeting, the Board of Trustees approved the Design Change Approval Policy (Policy) for the D-O LRT Project. The Policy established three Categories of changes:

- Category 1 includes changes which would require approval by each signatory board of the Transit Plans: the Durham Board of County Commissioners, the Orange Board of County Commissioners, the DCHC-MPO Policy Board, and the GoTriangle Board of Trustees.
- Category 2, includes changes which would require approval by the GoTriangle Board of Trustees. For changes in this category, GoTriangle staff will provide the Durham and Orange Boards of County Commissioners and the DCHC-MPO Policy Board with the opportunity to review and provide input on the change prior to bringing the change to the GoTriangle Board of Trustees for final approval.
- Category 3, generally includes all other proposed design changes and establishes that the D-O LRT Project Director has approval authority for design changes within this Category. However, the D-O LRT Project Director and/or Executive Oversight Team may choose to recommend that design changes in Category 3 should be elevated to the GoTriangle Board of Trustees for approval.



### **Request to Modify the Erwin Road Alignment.**

In the baseline scope of the D-O LRT Project as defined in the Record of Decision (ROD) and Amended ROD issued by the Federal Transit Administration (FTA) in February 2016 and December 2016, respectively, the light rail alignment is median-running at-grade in Erwin Road. The proposed change would shift the alignment to side-running at-grade between Cameron Boulevard and LaSalle Street, and a mix of side-running and median-running aerial alignment between LaSalle Street and NC 147.

Because this design change is substantial, GoTriangle staff recommends that the change be elevated from Category 3 to Category 2 which requires approval by the GoTriangle Board of Trustees. As part of the Board review and approval process, GoTriangle staff will solicit input regarding the modification from the Durham County Board of Commissioners, the Orange County Board of Commissioners, and the DCHC MPO Policy Board.

Following are some of the key issues related to this proposed change.

#### Why is staff recommending this change?

- Unique utilities beneath Erwin Road present challenges for the median at-grade design. In particular, coordination with key 3<sup>rd</sup> party stakeholders has revealed underground 44kv power cables that must be avoided due to their strategic importance to Duke University Hospital. An aerial guideway would significantly minimize the impacts to this critical power source.
- Emergency access to Duke University Hospital is a top priority. An aerial guideway would help ensure that access to Duke's Level 1 Trauma Center remains unimpeded during and after construction.
- Coordination with Duke University, Duke University Health System, and the Durham VA Medical Center revealed concerns regarding impacts related to the magnitude of the road-widening required by an at-grade median alignment along Erwin Road. For instance, with the median at-grade alignment Duke University's John Hope Franklin Building would have to be relocated – that is no longer needed due to the proposed alignment change. An aerial guideway would reduce impacts related to road-widening.
- Coordination with key 3<sup>rd</sup> party stakeholders exhibited concerns with traffic impacts due to an at-grade median alignment along Erwin Road. Elevating the light rail alignment in the median decreases the impacts to traffic. One of the traffic mitigation measures in the initial design included a roundabout at the Elba Street interchange off of NC 147. Due to the aerial structure alignment that mitigation is no longer needed as part of the D-O LRT Project.



- Duke University Health System expressed significant concerns with the impacts to the Global Health Research Building on the south side of Erwin Road due to the magnitude of the road-widening caused by an at-grade median alignment along Erwin Road. This facility is part of Duke University's collaboration with the National Institutes of Health, and is under strict grant requirements. Changing to an aerial structure in the median decreases the required widening of the roadway, minimizing the impacts to this important research facility.

GoTriangle staff has submitted an environmental re-evaluation to the FTA to compare the environmental effects of the proposed refinement to the effects previously disclosed in the Draft Environmental Impact Statement (DEIS) and determine if the commitments outlined in the Amended Record of Decision mitigate the effects. FTA directed GoTriangle to prepare a Supplemental EA including this and other proposed project refinements for public review.

### Financial Impact

The cost estimate for the proposed change is approximately \$90,000,000 more than the baseline design.

As part of FTA-required cost management practices, changes to the base cost estimate (both savings and increases) associated with changes in the project design are tracked throughout Engineering (final design) and considered together. Although the overall project budget is set at entry into Engineering at \$2.476 billion, it is typical to shift expenditures between FTA cost categories to meet the needs of the project. In other words, savings in one area can cover for additional expenditures in another area. This allows the agency and the project team to use the final design process to better align spending with goals and values.

### Attachments

- Map showing the Previous Design
- Map showing the Proposed Project Refinements

### Staff Contact

- Danny Rogers, 919-485-7579, [drogers@gotriangle.org](mailto:drogers@gotriangle.org)





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## MEMORANDUM

**To** GoTriangle Board of Trustees Planning and Legislative Committee  
**FROM:** Capital Development: D-O LRT Project Team  
**DATE:** June 13, 2018  
**SUBJECT:** **D-O LRT Project Request for Design Change Approval:  
Modification of the Martin Luther King Jr. Parkway Station Park-and-Ride**

### Strategic Objective or Initiative Supported

This item supports Strategic Objective 1.1: Increase number of customers served with Sustainable Transportation Services.

### Action Requested

Staff requests that the Planning and Legislative Committee recommend the proposed change to the Martin Luther King Jr. Parkway D-O LRT Station park-and-ride lot to the GoTriangle Board of Trustees for approval at their July meeting.

### Background and Purpose

At the July 26, 2017 meeting, the Board of Trustees approved the Design Change Approval Policy (Policy) for the D-O LRT Project. The Policy established three Categories of changes:

- Category 1, includes changes which would require approval by each signatory board of the Transit Plans: the Durham Board of County Commissioners, the Orange Board of County Commissioners, the DCHC-MPO Policy Board, and the GoTriangle Board of Trustees.
- Category 2, includes changes which would require approval by the GoTriangle Board of Trustees. For changes in this category, GoTriangle staff will provide the Durham and Orange Boards of County Commissioners and the DCHC-MPO Policy Board with the opportunity to review and provide input on the change prior to bringing the change to the GoTriangle Board of Trustees for final approval.
- Category 3, generally includes all other proposed design changes and establishes that the D-O LRT Project Director has approval authority for design changes within this Category. However, the D-O LRT Project Director and/or Executive Oversight Team may choose to recommend that design changes in Category 3 should be elevated to the GoTriangle Board of Trustees for approval.



### **Request to Modify the Martin Luther King Jr. Parkway D-O LRT Station Park-and-Ride.**

In the baseline scope of the D-O LRT Project as defined in the Record of Decision (ROD) and Amended ROD issued by the Federal Transit Administration (FTA) in February 2016 and December 2016, respectively, the Martin Luther King Jr. Parkway D-O LRT Station park-and-ride site requires acquisition of a portion of the Parkway Plaza development including the At Home store. The proposed change would rework the layout of the park-and-ride facility to avoid acquisition of the store.

Because this design change entails modification of right-of-way it falls within Category 2 which requires approval by the GoTriangle Board of Trustees. As part of the Board review and approval process, GoTriangle staff will solicit input regarding the modification from the Durham County Board of Commissioners, the Orange County Board of Commissioners, and the DCHC MPO Policy Board.

Following are some of the key issues related to this proposed change.

#### Why is staff recommending this change?

- When this site was initially selected, the commercial development on the site was vacant.
- With the recent up-fit (including the At Home store) and adjacent active retail businesses, the cost of acquiring the real estate required for the original park-and-ride site is significantly more than the real estate cost for other park-and-ride sites.
- It was determined that a reconfiguration of the park-and-ride site would result in significant real estate cost savings.

The proposed changes to the park-and-ride site would convert several smaller parcels near the station area into parking spaces. One parcel would need to be acquired from the NCDOT, one parcel that includes the SunTrust bank and previously a partial acquisition would need to be fully acquired, and a third parcel that is unoccupied would need to be fully acquired. Currently, the conceptual change results in an approximate loss of 250 spaces from the original design. The park and ride lot at the South Square Station is being refined to increase by approximately 350 spaces.

If the Board approves this refinement, GoTriangle staff will submit an environmental re-evaluation to the FTA to compare the environmental effects of the proposed refinement to the effects previously disclosed in the Draft Environmental Impact Statement (DEIS) and determine if the commitments outlined in the Amended Record of Decision mitigate the effects. FTA will then determine if additional environmental documentation is needed (e.g., NCCU Supplemental Environmental Assessment) or if the existing environmental documentation is sufficient.





## Financial Impact

The cost estimate for the proposed change is approximately \$8-\$10 million less than the original design.

- As part of FTA-required cost management practices, changes to the base cost estimate (both savings and increases) associated with changes in the project design are tracked throughout Engineering (final design) and considered together. Although the overall project budget is set at entry into Engineering at \$2.476 billion, it is typical to shift expenditures between FTA cost categories to meet the needs of the project.

In other words, savings in one area can cover for additional expenditures in another area. This allows the agency and the project team to use the final design process to better align spending with goals and values.

## Attachments

- Map showing the existing park-and-ride site

## Staff Contact

- Danny Rogers, 919-485-7579, [drogers@gotriangle.org](mailto:drogers@gotriangle.org)



# Highway Projects

## Methodology Criteria

| SPOT ID   | Route  | From                                  | To                                 | Description  | Jurisdiction   | MTP<br>Prioritization | Local Tax<br>Revenues | Local Funding | Complements<br>Non-Highway | EJ | Methodology<br>Points | Cascading<br>Project? | SPOT<br>Score | DCHC Points<br>Assigned | Notes   |
|-----------|--|---------------------------------------|------------------------------------|--|----------------|-----------------------|-----------------------|---------------|----------------------------|----|-----------------------|-----------------------|---------------|-------------------------|---|
| H170312   | US 501 Business (Roxboro Road)   | SR 1443 (Horton Road)                 |                                    | Install turn lanes on US 501 Business (Roxboro Road) at Horton Road.   | Durham         | 2                     | 0                     | 0             | 0                          | 1  | 3                     | Y                     | 40.51         | 100                     |   |
| H170122   | SR 1321 (Hillandale Road)  | SR 1443 (Horton Road)                 |                                    | Construct roundabout   | Durham         | 2                     | 0                     | 0             | 0                          | 1  | 3                     | N                     | 35.45         | 100                     |   |
| H170805   | 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                     | 34.08         | 100                     |   |
| H140374-E | NC 54  | SR 1937/SR 1107 Old Fayetteville Road |                                    | Improve intersection   | Carrboro       | 2                     | 0                     | 0             | 1                          | 0  | 3                     | Y                     | 31.70         | 0                       |   |
| H170117   | SR 1171 (Riddle Road)  | SR 2100 (South Alston Avenue)         |                                    | Construct roundabout   | Durham         | 2                     | 0                     | 0             | 0                          | 1  | 3                     | N                     | 31.25         | 0                       |   |
| H170785   | 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             | 0                          | 1  | 3                     | Y                     | 31.17         | 0                       |   |
| H111162   | SR 1005 (Old Greensboro Road)  | SR 1942 (Jones Ferry Rd)              | NC 87 in Alamance County           | Modernize and add 4-foot Paved Shoulders   | Orange County  | 2                     | 0                     | 0             | 1                          | 0  | 3                     | N                     | 22.36         | 0                       | 22 points from DCHC; 54 points from TARPO; 24 points from BGMPO |
| H150280   | SR 1148 (Eno Mountain Road), SR 1192 (Mayo Street)   | SR 1006 (Orange Grove Road)           |                                    | Construct new section of SR 1192 (Mayo Street) to align with SR 1148 (Eno Mountain Road) and install signal.                 | Hillsborough   | 2                     | 0                     | 1             | 0                          | 0  | 3                     | N                     | 14.36         | 0                       |   |
| H170038   | SR 1116 (Garrett Road)   | NC 751 (Hope Valley Road)             | SR 2220 (Old Chapel Hill Road)     | Upgrade roadway corridor to increase capacity and construct bicycle and pedestrian facilities and transit stop improvements. | Durham         | 1                     | 0                     | 0             | 1                          | 0  | 2                     | N                     | 33.37         | 0                       |   |
| H140374-D | NC 54  | Neville Road                          |                                    | Improve intersection   | Orange County  | 2                     | 0                     | 0             | 0                          | 0  | 2                     | Y                     | 25.22         | 0                       | Could be addressed by R-5821A                                   |
| H170372   | SR 1008 (Farrington Point Road), SR 1726 (Old Farrington Point Road), SR 1109 (Farrington Mill Road) | SR 1110 (Farrington Road)             | SR 1717 (Lystra Road)              | Modernize roadway to current standards.  | Chatham County | 2                     | 0                     | 0             | 0                          | 0  | 2                     | N                     | 23.99         | 0                       |   |
| H170127   | New Route - Northern Durham Parkway  | I-85                                  | SR 1004 (Old Oxford Road)          | Construct multi-lane roadway on new location.  | Durham         | 0                     | 0                     | 0             | 0                          | 1  | 1                     | N                     | 33.85         | 0                       |   |
| H170037   | SR 1978 (Hopson Road)  | NC 54                                 | Distribution Drive                 | Widen to a four lane divided roadway with bicycle and pedestrian facilities.   | Durham         | 0                     | 0                     | 0             | 1                          | 0  | 1                     | N                     | 24.40         | 0                       |   |
| H170114   | SR 1731 (O'Kelly-Chapel Road)  | NC 751                                | Yates Store Road                   | Widen existing road to four lanes and include bicycle accommodations.  | Chatham County | 0                     | 0                     | 0             | 1                          | 0  | 1                     | N                     | 20.88         | 0                       |   |

|         |                                     |                               |                                 |  |               |   |   |   |   |   |   |   |       |     |  |
|---------|-------------------------------------|-------------------------------|---------------------------------|--|---------------|---|---|---|---|---|---|---|-------|-----|--|
| H170399 | SR 1009 (Old NC 86)                 | SR 1777 (Homestead Road)      | SR 1107 (Old Fayetteville Road) | Upgrade roadway corridor and intersection with Homestead Road to improve the safety of users. Construct two-lane improvements on Old NC 86 with left turn lanes at appropriate locations, such as John's Woods Road, and on-road bicycle facilities and sidewalks. Improve intersection at Calvander (Old NC 86/Homestead/Dairyland) for all modes. Intersection improvement could include a roundabout. Design of roadway and facilities may vary along the corridor. | Orange County | 0 | 0 | 0 | 1 | 0 | 1 | N | 19.99 | 0   |  |
| H140638 | Elliott Road                        | US 15-501 (Fordham Boulevard) | Ephesus Church Road             | Construct extension of existing roadway (Elliott Rd) on new location between Ephesus Church Rd and US 15/501.  | Chapel Hill   | 0 | 0 | 1 | 0 | 0 | 1 | N | 15.44 | 0   |  |
| H171433 | New Route - Northern Durham Parkway | US 70                         | SR 1811 (Sherron Road)          | Construct roadway on new location.   | Durham        | 0 | 0 | 0 | 0 | 0 | 0 | N | 24.65 | 0   |  |
| TOTAL   |                                     |                               |                                 |  |               |   |   |   |   |   |   |   |       | 300 |  |

## Non-Highway Projects

## Methodology Criteria

| <u>SPOT ID</u> | <u>Mode</u> | <u>Route</u>                                     | <u>From</u>  | <u>To</u>                   | <u>Description</u>  | <u>Jurisdiction</u>               | <u>Plan Consistency</u> | <u>Engineering</u> | <u>Local Tax Revenues</u> | <u>Complements Non-Highway</u> | <u>EJ</u> | <u>Methodology Points</u> | <u>Cascading Project?</u> | <u>SPOT Score</u> | <u>DCHC Points Assigned</u> | <u>Notes</u>                              |
|----------------|-------------|--|--------------|-----------------------------|---|-----------------------------------|-------------------------|--------------------|---------------------------|--------------------------------|-----------|---------------------------|---------------------------|-------------------|-----------------------------|---|
| T171711        | Transit     | GoTriangle DRX Route bus service expansion FY 19 |              |                             | Purchase 3 additional vehicles in FY 19 to support headway reduction on DRX route.  | Durham/Raleigh                    | 2                       | 1                  | 1                         | 1                              | 1         | 6                         | Y                         | 22.59             | 40                          | 40 points from DCHC; 60 points from CAMPO |
| T171722        | Transit     | GoTriangle ODX Route bus service expansion FY23  |              |                             | Purchase one additional vehicle in FY23 to support headway reduction on the ODX route.  | Durham/Hillsborough/Orange County | 2                       | 1                  | 1                         | 1                              | 1         | 6                         | Y                         | 15.93             | 90                          | 90 points from DCHC; 10 points from BGMPO |
| T150453        | Transit     | Fayetteville St Transit Corridor Improvements    |              |                             | Construct sidewalks, bus stop improvements (including shelters), and better access to stops along Fayetteville Street in Durham. This corridor includes GoDurham routes 5, 5K, 7, 14 and GoTriangle routes 800, 805.  | Durham                            | 2                       | 0                  | 1                         | 1                              | 1         | 5                         | N                         | 41.35             | 100                         |   |
| B150607        | BikePed     | US 15/501 (Fordham Blvd)                         | Willow Drive | Old Durham Chapel Hill Road | Construct multi-use side paths paralleling US 15/501 (Fordham Blvd) on both sides from Willow Drive to Ephesus Church Road and just the east side from Ephesus Church Road to Old Durham Chapel Hill Road. Construct enhanced pedestrian and bicyclist crossing accommodations at intersections and crossing locations. | Chapel Hill                       | 2                       | 1                  | 0                         | 1                              | 1         | 5                         | N                         | 35.77             | 100                         |   |
| T150449        | Transit     | Village Neighborhood Transit Center              |              |                             | Design and Construction of Village Neighborhood Transit Center.   | Durham                            | 2                       | 0                  | 1                         | 1                              | 1         | 5                         | N                         | 35.10             | 100                         |   |
| R150325        | 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                              | 1         | 5                         | Y                         | 32.96             | 100                         |   |
| B170480        | BikePed     | NC 54  | RTP Trail    | American Tobacco Trail      | Construct a shared use path along one side of the roadway and pedestrian intersection improvements and sidewalk connections to bus stops on both sides of the road.   | Durham                            | 2                       | 1                  | 0                         | 1                              | 0         | 4                         | N                         | 39.90             | 100                         |   |

|         |         |   |                                |                                       |   |                       |   |   |   |   |   |   |   |       |     |  |
|---------|---------|---|--------------------------------|---------------------------------------|---|-----------------------|---|---|---|---|---|---|---|-------|-----|--|
| B170481 | BikePed | NC 55 (Apex Highway)                                | American Tobacco Trail Spur    | Cornwallis Road                       | Construct shared use path on one side of roadway and make intersection improvements.  | Durham                | 2 | 0 | 0 | 1 | 1 | 4 | N | 39.80 | 100 |  |
| B170469 | BikePed | SR 1183 (University Drive) and Old Chapel Hill Road | SR 1116 (Garrett Road)         | Martin Luther King Jr. Parkway        | Construct shared use path along one side of the roadway.  | Durham                | 2 | 0 | 0 | 1 | 1 | 4 | N | 39.04 | 100 |  |
| B141106 | BikePed | Horton Road   | US 501 Business (Roxboro Road) | NC 157 (Guess Road)                   | Construct a sidewalk on one side of the road, sidepath on the other side.   | Durham                | 2 | 0 | 0 | 1 | 1 | 4 | N | 38.93 | 100 |  |
| B170468 | BikePed | SR 1669 (Club Boulevard)                            | SR 1332 (Broad Street)         | Washington Street/Elberbe Creek Trail | Construct bicycle lanes on both sides of the street and improve intersections for bicycle and pedestrian crossings.   | Durham                | 2 | 0 | 0 | 1 | 1 | 4 | N | 38.72 | 100 |  |
| B170479 | BikePed | SR 1959 (Miami Boulevard)                           | SR 1954 (Ellis Road)           | Cornwallis Road                       | Construct a multi-use pathway along east side of Miami Boulevard.   | Durham                | 2 | 0 | 0 | 1 | 1 | 4 | N | 38.22 | 100 |  |
| B170526 | BikePed | Warren Creek Trail Phase II                         | Warren Creek Trail/Horton Road | US 501                                | Construct a shared use trail through and outside the boundary of West Point on the Eno Park.  | Durham                | 2 | 0 | 0 | 1 | 1 | 4 | N | 37.98 | 100 |  |
| B170466 | BikePed | NC 98 (Holloway Street)                             | US-70 Bypass                   | Ganyard Farm Way                      | Construct sidewalks on both sides of the road and include intersection improvements.  | Durham                | 2 | 0 | 0 | 1 | 1 | 4 | N | 35.96 | 61  |  |
| T171420 | Transit | Chatham Transit additional vehicles                 |                                |                                       | Purchase three new ramp-equipped minivans   | Chatham County        | 0 | 1 | 1 | 1 | 1 | 4 | N | 33.52 | 9   | 9 points from DCHC; 91 points from TARPO |
| T171696 | Transit | GoTriangle Rougemont Park & Ride and service        |                                |                                       | Construct park-and-ride and additional vehicle to provide new service between Rougemont and central Durham.   | Durham                | 2 | 0 | 1 | 1 | 0 | 4 | N | 32.59 | 100 |  |
| B170402 | BikePed | NC 86 (Martin Luther King, Jr. Parkway)             | SR 1770 (Estes Drive)          | SR 1777 (Homestead Road)              | Construct bicycle lanes and upgrade sidewalks along NC 86.  | Chapel Hill           | 2 | 0 | 1 | 1 | 0 | 4 | N | 31.46 | 0   |  |
| B141356 | BikePed | Hardee St/SR 1800 (Cheek Road)                      | NC 98 (Holloway St)            | SR 1800 (Cheek Rd/Sherwood Park)      | Construct sidewalks and bike lanes on Hardee Street, construct sidewalks on Cheek Road.   | Durham                | 2 | 0 | 0 | 1 | 1 | 4 | N | 30.19 | 0   |  |
| B171963 | BikePed | SR 1010 (West Franklin Street)                      | SR 1010 (East Main Street)     | Merritt Mill Street/Brewer Lane       | Construct pedestrian improvements, such as crosswalks, improved signage, and pedestrian signals, at the West Franklin/East Main/Merritt Mill/Brewer intersection on the border of Chapel Hill and Carrboro. | Chapel Hill, Carrboro | 2 | 1 | 0 | 1 | 0 | 4 | N | 29.45 | 0   |  |
| T150993 | Transit | Regional Transit Center                             |                                |                                       | An improved location to increase the efficiency of the overall regional system. The project includes 10 bus bays and 150 parking spaces in a structured facility.   | Durham                | 2 | 0 | 1 | 1 | 0 | 4 | N | 25.58 | 100 |  |

|         |         |   |                                 |  |   |                         |   |   |   |   |   |   |   |       |   |                                    |
|---------|---------|---|---------------------------------|--|---|-------------------------|---|---|---|---|---|---|---|-------|---|------------------------------------|
| B170403 | BikePed | SR 1008 (Mt. Carmel Church Road)                    | US 15/501                       | SR 1913 (Bennett Road)                   | Construct a multi-use path on one side of Mt. Carmel Church Road.   | Chapel Hill             | 2 | 0 | 0 | 1 | 1 | 4 | N | 23.01 | 0 |                                    |
| B140789 | BikePed | NC 54   | James Street                    | Anderson Park                            | Construct sidepath on the north side of the road to accommodate two-direction bicycle transportation.   | Carrboro                | 2 | 0 | 0 | 1 | 0 | 3 | N | 40.43 | 0 |                                    |
| B150143 | BikePed | Sandy Creek Trail                                   | Pickett Rd                      | Al Buehler Trail at Cornwallis Rd        | Construct a shared use trail.   | Durham                  | 2 | 0 | 0 | 1 | 0 | 3 | N | 40.06 | 0 |                                    |
| B170470 | BikePed | US 501 (Roxboro Road)                               | SR 1456 (Milton Road)           | Fairfield Road                           | Construct sidewalks on both sides of the road.  | Durham                  | 2 | 0 | 0 | 1 | 0 | 3 | N | 38.40 | 0 |                                    |
| B170467 | BikePed | NC 55 (Apex Highway)                                | NC 54                           | Carpenter Fletcher Road                  | Construct pedestrian facilities on both sides of the road.  | Durham                  | 2 | 0 | 0 | 1 | 0 | 3 | N | 37.95 | 0 |                                    |
| B150258 | BikePed | Campus to Campus Connector/Tanyard Branch Extension | Broad Street                    | Village Drive and Tanyard Branch Greenwa | Construct an off-road multi-use path providing bicycle and pedestrian safety.   | Chapel Hill             | 2 | 0 | 0 | 1 | 0 | 3 | N | 30.42 | 0 |                                    |
| B171175 | BikePed | SR 1843 (Seawell School Road)                       | SR 1780 (Estes Drive Extension) | SR 1777 (Homestead Road)                 | Construct a sidepath along the entire corridor from Estes Drive to Homestead Road.  | Chapel Hill, Carrboro   | 2 | 0 | 0 | 1 | 0 | 3 | N | 29.16 | 0 |                                    |
| B141103 | BikePed | Finley Golf Course Road                             | US 15-501/NC 54                 | NC 54                                    | Construct sidepath on one side or bicycle lanes.  | Chapel Hill             | 2 | 0 | 0 | 1 | 0 | 3 | N | 28.60 | 0 |                                    |
| B171147 | BikePed | American Tobacco Trail                              | American Tobacco Trail          | American Tobacco Trail                   | Construct a tunnel or bridge across O'Kelly Chapel Road.  | Chatham County          | 2 | 0 | 0 | 1 | 0 | 3 | N | 25.63 | 0 |                                    |
| T171425 | Transit | Orange Public Transit additional vehicles           |                                 |  | Purchase two light transit vehicles   | Orange County           | 0 | 1 | 0 | 1 | 1 | 3 | N | 24.81 | 0 | 49 points from DCHC; 51 from TARPO |
| B150456 | BikePed | SR 1843 (Seawell School Road)                       | SR 1780 (Estes Drive Extension) | SR 1777 (Homestead Road)                 | Improve bicycle and pedestrian facilities along the entire corridor from Estes Drive to Homestead Road. Construct bike lanes and sidewalks to fill-in gaps. | Chapel Hill, Carrboro   | 2 |   |   | 1 | 0 | 3 | N | 24.54 | 0 |                                    |
| B150435 | BikePed | Old NC 86 - Hillsborough Road                       | SR 1777 (Homestead Road)        | Farm House Road                          | Construct bicycle lanes on both sides of roadway  | Carrboro, Orange County | 2 | 0 | 0 | 1 | 0 | 3 | N | 19.20 | 0 |                                    |
| B170485 | BikePed | American Tobacco Trail                              | US 70 Business (Ramseur Street) | American Tobacco Trail                   | Construct tunnel underneath NCRR. Extend path to connect American Tobacco Trail to Downtown Durham and future Duke Belt Line Trail.                         | Durham                  | 0 | 0 | 0 | 1 | 1 | 2 | N | 40.22 | 0 |                                    |
| B150405 | BikePed | Cook Rd   | American Tobacco Trail          | Martin Luther King Jr Parkway            | Construct buffered bike lanes and sidewalks on both sides of the road.  | Durham                  | 0 | 0 | 0 | 1 | 1 | 2 | N | 38.73 | 0 |                                    |
| B150104 | BikePed | NC 751 (Academy Road), Cornwallis Road              | Duke University Rd              | Chapel Hill Rd                           | Construct on road bicycle lanes and sidewalks for the entire length of the route.   | Durham                  | 0 | 0 | 0 | 1 | 1 | 2 | N | 34.78 | 0 |                                    |
| B170483 | BikePed | NC 54, Alston Avenue                                | Cornwallis Road                 | RTP Trail                                | Construct bicycle lanes and sidewalks.  | Durham                  | 0 | 1 | 0 | 1 | 0 | 2 | N | 30.51 | 0 |                                    |



|         |         |   |                               |                                       |   |                |   |   |   |   |   |   |   |       |      |   |
|---------|---------|---|-------------------------------|---------------------------------------|---|----------------|---|---|---|---|---|---|---|-------|------|---|
| B170482 | BikePed | US 15/501 Business (University Drive)             | Woodridge Drive               | US 15/501 Business Lakewood Avenue    | Construct sidewalks along entire length and bicycle lanes where needed.   | Durham         | 0 | 0 | 0 | 1 | 0 | 1 | N | 38.78 | 0    |   |
| B170484 | BikePed | US 15/501 Business (Durham-Chapel Hill Boulevard) | Nation Avenue                 | US 15/501 Business (University Drive) | Construct sidewalks, improve bicycle lanes, and install intersection improvements.  | Durham         | 0 | 0 | 0 | 1 | 0 | 1 | N | 37.66 | 0    |   |
| B172002 | BikePed | Briar Creek Loop Trail & Connector                | Briar Creek Parkway/Lumley Rd | Little Briar Creek                    | Construct 10' multi-use path along Little Briar Creek to connect to the Briarcreek Loop Trail   | Durham/Raleigh | 0 | 0 | 0 | 1 | 0 | 1 | N | 35.01 | 0    | 10 points from DCHC; 90 points from CAMPO |
| B170478 | BikePed | Old Durham-Chapel Hill Road                       | SR 1113 (Pope Road)           | Mount Moriah Road                     | Construct a bicycle and pedestrian bridge along Old Durham-Chapel Hill Road across I-40. Facility may not be required to be the full length of the road segment.  | Durham         | 0 | 0 | 0 | 1 | 0 | 1 | N | 31.82 | 0    |   |
| B171043 | BikePed | US 15-501 (Fordham Boulevard)                     | Legion Road (future)          | Service Road                          | Construct a bicycle/pedestrian bridge over US 15-501 (Fordham Boulevard) in Chapel Hill from where the future Legion Road extension will be on the east side of Fordham Boulevard to the service road on the west side. | Chapel Hill    | 0 | 0 | 0 | 1 | 0 | 1 | N | 31.13 | 0    |   |
| B150122 | BikePed | SR 1669 (Club Boulevard)                          | Ambridge St                   | SR 1666 (Dearborn Dr)                 | Construct on road bicycle lanes and sidewalks for the entire length of the route.   | Durham         | 0 | 0 | 0 | 1 | 0 | 1 | N | 24.79 | 0    |   |
| R170032 | Rail    | NCRR/NS H line                                    |                               |                                       | Construction of curve radius improvements from MP H 44.5 to MP H 48 near Hillsborough.  | Orange County  | 0 | 0 | 0 | 1 | 0 | 1 | Y | 21.97 | 0    |   |
| R170033 | Rail    | NCRR/NS H line                                    |                               |                                       | Construction of curve radius improvements from MP H 38 to MP H 40.4 near Efland.  | Orange County  | 0 | 0 | 0 | 1 | 0 | 1 | Y | 17.16 | 0    |   |
|         |         |   |                               |                                       |   |                |   |   |   |   |   |   |   |       | 1500 |   |

## TIP Amendment Request - Revise An Existing Project

### Amendment Request Details



**TIP Amendment**  
(change in funding  
greater than \$1M)



**TIP Modification**  
(change in funding  
less than \$1M)



There are previous  
amendments to  
this project.

Date: 6-11-18

Amendment Requested By: Town of Carrboro

### Existing Project Details

Project Name: Estes Road Bike/Ped - Carrboro

STIP/TIP #: EB-5886 A

Jurisdiction/Agency: Carrboro

WBS or Local ID or Federal Aid #:

MUNIS #:

### Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: [bitly.com/mpoprojects](http://bitly.com/mpoprojects)

| FY              | Phase/Work   | Funding Source | Federal Share | State Share | Local Share | Total       |
|-----------------|--------------|----------------|---------------|-------------|-------------|-------------|
| 2018            | PE/Design    | TAP            | \$562,000     | \$0         | \$141,000   | \$703,000   |
| 2020            | ROW          | TAP            | \$154,000     | \$0         | \$38,000    | \$192,000   |
| 2021            | Construction | TAP            | \$2,812,000   | \$0         | \$703,000   | \$3,515,000 |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
| Funding Totals: |              |                | \$3,528,000   | \$0         | \$882,000   | \$4,410,000 |

Total Project  
Cost

### Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

| FY              | Phase/Work   | Funding Source | Federal Share | State Share | Local Share | Total       |
|-----------------|--------------|----------------|---------------|-------------|-------------|-------------|
| 2018            | PE/Design    | TAP            | \$135,655     | \$0         | \$33,914    | \$169,569   |
| 2020            | ROW          | TAP            | \$37,114      | \$0         | \$9,279     | \$46,393    |
| 2021            | Construction | TAP            | \$851,042     | \$0         | \$212,761   | \$1,063,803 |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
| Funding Totals: |              |                | \$1,023,811   | \$0         | \$255,954   | \$1,279,765 |

Total Project  
Cost

## **TIP Amendment Request - Revise An Existing Project**

### **Project Details - Continued**

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable): Previously EB-5886

If this amendment has already been reflected in the NCDOT STIP,  
please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

New project termini are from North Greensboro Street to south of the railroad tracks in Carrboro.

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

A project split is being created for project EB-5886 to help in project delivery. EB-5886 A is within the town limits of Carrboro and is along Estes Drive from North Greensboro Street to south of the railroad tracks. EB-5886 B is within the town limits of Chapel Hill and will be from south of the railroad tracks to NC 86.

**Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.**

## TIP Amendment Request - Revise An Existing Project

### Amendment Request Details



**TIP Amendment**  
(change in funding  
greater than \$1M)



**TIP Modification**  
(change in funding  
less than \$1M)



There are previous  
amendments to  
this project.

Date: 6-11-18

Amendment Requested By: Town of Chapel Hill

### Existing Project Details

Project Name: Estes Road Bike/Ped - Chapel Hill

STIP/TIP #: EB-5886 B

Jurisdiction/Agency: Chapel Hill

WBS or Local ID or Federal Aid #:

MUNIS #:

**Existing Project Schedule and Funding:** Enter the most current project information.

Use the MPO database: [bitly.com/mpoprojects](http://bitly.com/mpoprojects)

| FY              | Phase/Work   | Funding Source | Federal Share | State Share | Local Share | Total       |
|-----------------|--------------|----------------|---------------|-------------|-------------|-------------|
| 2018            | PE/Design    | TAP            | \$562,000     | \$0         | \$141,000   | \$703,000   |
| 2020            | ROW          | TAP            | \$154,000     | \$0         | \$38,000    | \$192,000   |
| 2021            | Construction | TAP            | \$2,812,000   | \$0         | \$703,000   | \$3,515,000 |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
| Funding Totals: |              |                | \$3,528,000   | \$0         | \$882,000   | \$4,410,000 |

Total Project  
Cost

**Proposed Project Schedule and Funding:** Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

| FY              | Phase/Work   | Funding Source | Federal Share | State Share | Local Share | Total       |
|-----------------|--------------|----------------|---------------|-------------|-------------|-------------|
| 2018            | PE/Design    | TAP            | \$426,816     | \$0         | \$106,704   | \$533,520   |
| 2020            | ROW          | TAP            | \$116,886     | \$0         | \$29,222    | \$146,108   |
| 2021            | Construction | TAP            | \$2,134,081   | \$0         | \$533,520   | \$2,667,601 |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
| Funding Totals: |              |                | \$2,677,783   | \$0         | \$669,446   | \$3,347,229 |

Total Project  
Cost

## **TIP Amendment Request - Revise An Existing Project**

### **Project Details - Continued**

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable): Previously EB-5886

If this amendment has already been reflected in the NCDOT STIP,  
please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

New project termini are from NC 86 to south of the railroad tracks in Chapel Hill.

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

A project split is being created for project EB-5886 to help in project delivery. EB-5886 A is within the town limits of Carrboro and is along Estes Drive from North Greensboro Street to south of the railroad tracks. EB-5886 B is within the town limits of Chapel Hill and will be from south of the railroad tracks to NC 86.

**Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.**

## TIP Amendment Request - Revise An Existing Project

### Amendment Request Details



**TIP Amendment**  
(change in funding  
greater than \$1M)



**TIP Modification**  
(change in funding  
less than \$1M)



There are previous  
amendments to  
this project.

Date: 7-5-18

Amendment Requested By: Town of Carrboro

### Existing Project Details

Project Name: Bolin Creek Greenway

STIP/TIP #: U-4726 DE

Jurisdiction/Agency: Carrboro

WBS or Local ID or Federal Aid #:

MUNIS #:

### Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: [bitly.com/mpoprojects](http://bitly.com/mpoprojects)

| FY              | Phase/Work   | Funding Source | Federal Share | State Share | Local Share | Total       |
|-----------------|--------------|----------------|---------------|-------------|-------------|-------------|
| Prior Year      | PE/Design    | STBGDA         | \$104,388     | \$0         | \$26,097    | \$130,485   |
| 2016            | Construction | STBGDA         | \$723,184     | \$0         | \$180,796   | \$903,980   |
| 2017            | Construction | STBGDA         | \$212,000     | \$0         | \$53,000    | \$265,000   |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
| Funding Totals: |              |                | \$1,039,572   | \$0         | \$259,893   | \$1,299,465 |

Total Project  
Cost

### Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

| FY              | Phase/Work   | Funding Source | Federal Share | State Share | Local Share | Total       |
|-----------------|--------------|----------------|---------------|-------------|-------------|-------------|
| Prior Year      | PE/Design    | STBGDA         | \$104,388     | \$0         | \$26,097    | \$130,485   |
| 2018            | PE/Design    | STBGDA         | \$39,450      | \$0         | \$9,863     | \$49,313    |
| 2018            | Construction | STBGDA         | \$1,051,462   | \$0         | \$262,866   | \$1,314,328 |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
|                 |              |                | \$0           | \$0         | \$0         | \$0         |
| Funding Totals: |              |                | \$1,195,300   | \$0         | \$298,826   | \$1,494,126 |

Total Project  
Cost



## **TIP Amendment Request - Revise An Existing Project**

### **Project Details - Continued**

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP,  
please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Adding STBGDA funds and requisite local match. Project construction moved to FY18 to better match project delivery schedule.

**Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.**

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP ADDITIONS**

|   |   |  |              |           |                                   |         |
|---|---|--|--------------|-----------|-----------------------------------|---------|
| * I-5993<br>DURHAM<br><b>PROJ.CATEGORY</b><br>STATEWIDE         | - DURHAM-CHAPEL HILL-CARRBORO<br>METROPOLITAN PLANNING ORGANIZATION   | I-40, US 15 / US 501 TO EAST OF NC 147. PAVEMENT<br>REHABILITATION.<br><b><u>ADD NEW PROJECT BASED ON INTERSTATE<br/>MAINTENANCE PRIORITIZATION PROCESS.</u></b>                     | CONSTRUCTION | FY 2020 - | <u>\$4,900,000</u><br>\$4,900,000 | (NHPIM) |
| * I-5994<br>DURHAM<br><b>PROJ.CATEGORY</b><br>STATEWIDE         | - DURHAM-CHAPEL HILL-CARRBORO<br>METROPOLITAN PLANNING ORGANIZATION   | I-40, US 15 / US 501 TO EAST OF NC 147. BRIDGE<br>REHABILITATION - MULTIPLE STRUCTURES.<br><b><u>ADD NEW PROJECT BASED ON INTERSTATE<br/>MAINTENANCE PRIORITIZATION PROCESS.</u></b> | CONSTRUCTION | FY 2019 - | <u>\$6,652,000</u><br>\$6,652,000 | (NHPIM) |
| * I-5995<br>DURHAM<br>WAKE<br><b>PROJ.CATEGORY</b><br>STATEWIDE | - CAPITAL AREA METROPOLITAN PLANNING<br>ORGANIZATION<br>- DURHAM-CHAPEL HILL-CARRBORO<br>METROPOLITAN PLANNING ORGANIZATION | I-40, EAST OF NC 147 TO SR 3015 (AIRPORT<br>BOULEVARD). PAVEMENT REHABILITATION.<br><b><u>ADD NEW PROJECT BASED ON INTERSTATE<br/>MAINTENANCE PRIORITIZATION PROCESS.</u></b>        | CONSTRUCTION | FY 2019 - | <u>\$5,272,000</u><br>\$5,272,000 | (NHPIM) |
| * I-5998<br>DURHAM<br>WAKE<br><b>PROJ.CATEGORY</b><br>STATEWIDE | - DURHAM-CHAPEL HILL-CARRBORO<br>METROPOLITAN PLANNING ORGANIZATION<br>- CAPITAL AREA METROPOLITAN PLANNING<br>ORGANIZATION | I-540, I-40 IN DURHAM TO US 70 IN RALEIGH.<br>PAVEMENT REHABILITATION.<br><b><u>ADD NEW PROJECT BASED ON INTERSTATE<br/>MAINTENANCE PRIORITIZATION PROCESS.</u></b>                  | CONSTRUCTION | FY 2023 - | <u>\$3,800,000</u><br>\$3,800,000 | (NHPIM) |

\* INDICATES FEDERAL AMENDMENT

Thursday, May 31, 2018

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP ADDITIONS**

|   |   |   |              |           |                            |         |
|---|---|---|--------------|-----------|----------------------------|---------|
| * I-6000<br>DURHAM<br>WAKE<br><b>PROJ.CATEGORY</b><br>STATEWIDE | - DURHAM-CHAPEL HILL-CARRBORO<br>METROPOLITAN PLANNING ORGANIZATION<br>- CAPITAL AREA METROPOLITAN PLANNING<br>ORGANIZATION | I-540, I-40 IN DURHAM TO US 1 IN RALEIGH. BRIDGE<br>PRESERVATION / REHABILITATION.<br><b><u>ADD NEW PROJECT BASED ON INTERSTATE<br/>MAINTENANCE PRIORITIZATION PROCESS.</u></b> | CONSTRUCTION | FY 2022 - | \$4,541,000<br>\$4,541,000 | (NHPIM) |
|---|---|---|--------------|-----------|----------------------------|---------|

\* INDICATES FEDERAL AMENDMENT

Thursday, May 31, 2018

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

|               |                                    |   |                |           |             |        |
|---------------|------------------------------------|---|----------------|-----------|-------------|--------|
| * C-5605      | - DURHAM-CHAPEL HILL-CARRBORO      | VARIOUS, PROJECTS TO IMPROVE CONGESTION AND         | ENGINEERING    | FY 2018 - | \$119,000   | (CMAQ) |
| CHATHAM       | METROPOLITAN PLANNING ORGANIZATION | AIR QUALITY IN THE DURHAM / CHAPEL HILL /           |                | FY 2018 - | \$29,000    | (L)    |
| DURHAM        |                                    | CARRBORO MPO.                                       |                | FY 2019 - | \$242,000   | (CMAQ) |
| ORANGE        |                                    | <u>ADD ENGINEERING, RIGHT-OF-WAY, CONSTRUCTION,</u> |                | FY 2019 - | \$61,000    | (L)    |
| PROJ.CATEGORY |                                    | <u>OPERATIONS AND IMPLEMENTATION IN FY 20 NOT</u>   |                | FY 2020 - | \$119,000   | (CMAQ) |
| EXEMPT        |                                    | <u>PREVIOUSLY PROGRAMMED, AT REQUEST OF</u>         |                | FY 2020 - | \$30,000    | (L)    |
|               |                                    | <u>TRANSPORTATION PLANNING BRANCH.</u>              | RIGHT-OF-WAY   | FY 2018 - | \$119,000   | (CMAQ) |
|               |                                    |   |                | FY 2018 - | \$29,000    | (L)    |
|               |                                    |   |                | FY 2019 - | \$242,000   | (CMAQ) |
|               |                                    |   |                | FY 2019 - | \$61,000    | (L)    |
|               |                                    |   |                | FY 2020 - | \$119,000   | (CMAQ) |
|               |                                    |   |                | FY 2020 - | \$30,000    | (L)    |
|               |                                    |   | CONSTRUCTION   | FY 2018 - | \$713,000   | (CMAQ) |
|               |                                    |   |                | FY 2018 - | \$178,000   | (L)    |
|               |                                    |   |                | FY 2019 - | \$1,453,000 | (CMAQ) |
|               |                                    |   |                | FY 2019 - | \$363,000   | (L)    |
|               |                                    |   |                | FY 2020 - | \$714,000   | (CMAQ) |
|               |                                    |   |                | FY 2020 - | \$179,000   | (L)    |
|               |                                    |   | IMPLEMENTATION | FY 2018 - | \$119,000   | (CMAQ) |
|               |                                    |   |                | FY 2018 - | \$29,000    | (L)    |
|               |                                    |   |                | FY 2019 - | \$242,000   | (CMAQ) |
|               |                                    |   |                | FY 2019 - | \$61,000    | (L)    |
|               |                                    |   |                | FY 2020 - | \$119,000   | (CMAQ) |
|               |                                    |   |                | FY 2020 - | \$30,000    | (L)    |
|               |                                    |   | OPERATIONS     | FY 2018 - | \$119,000   | (CMAQ) |
|               |                                    |   |                | FY 2018 - | \$29,000    | (L)    |
|               |                                    |   |                | FY 2019 - | \$242,000   | (CMAQ) |
|               |                                    |   |                | FY 2019 - | \$61,000    | (L)    |
|               |                                    |   |                | FY 2020 - | \$119,000   | (CMAQ) |
|               |                                    |   |                | FY 2020 - | \$30,000    | (L)    |
|               |                                    |   |                |           | \$6,000,000 |        |

\* INDICATES FEDERAL AMENDMENT

Thursday, May 31, 2018

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

|                      |                                    |   |              |           |             |     |
|----------------------|------------------------------------|---|--------------|-----------|-------------|-----|
| U-5745               | - DURHAM-CHAPEL HILL-CARRBORO      | NC 751 (HOPE VALLEY ROAD), SR 1183 (UNIVERSITY          | CONSTRUCTION | FY 2019 - | \$1,300,000 | (T) |
| DURHAM               | METROPOLITAN PLANNING ORGANIZATION | DRIVE) INTERSECTION IN DURHAM. CONSTRUCT                |              |           | \$1,300,000 |     |
| <b>PROJ.CATEGORY</b> |                                    | ROUNDBOUT.  |              |           |             |     |
| REGIONAL             |                                    | <u><b>TO ALLOW ADDITIONAL TIME FOR RIGHT OF WAY</b></u> |              |           |             |     |
|                      |                                    | <u><b>DELAY CONSTRUCTION FROM FY 18 TO FY 19.</b></u>   |              |           |             |     |

\* INDICATES FEDERAL AMENDMENT

Thursday, May 31, 2018

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

STATEWIDE PROJECT

**STIP MODIFICATIONS**

\* C-5600 - STATEWIDE PROJECT  
STATEWIDE  
**PROJ.CATEGORY**  
EXEMPT

VARIOUS, STATEWIDE CMAQ PROJECTS TO IMPROVE  
AIR QUALITY WITHIN NONATTAINMENT AND  
MAINTENANCE AREAS.

**ADD ENGINEERING, RIGHT OF WAY, CONSTRUCTION,  
OPERATIONS AND IMPLEMENTATION IN FY 20 NOT  
PREVIOUSLY PROGRAMMED, AT REQUEST OF  
TRANSPORTATION PLANNING BRANCH.**

|              |                |             |                    |
|--------------|----------------|-------------|--------------------|
| ENGINEERING  | FY 2018 -      | \$817,000   | (CMAQ)             |
|              | FY 2018 -      | \$204,000   | (S(M))             |
|              | FY 2019 -      | \$1,664,000 | (CMAQ)             |
|              | FY 2019 -      | \$416,000   | (S(M))             |
|              | FY 2020 -      | \$817,000   | (CMAQ)             |
|              | FY 2020 -      | \$204,000   | (S(M))             |
|              | RIGHT-OF-WAY   | FY 2018 -   | \$817,000 (CMAQ)   |
|              |                | FY 2018 -   | \$204,000 (S(M))   |
|              |                | FY 2019 -   | \$1,664,000 (CMAQ) |
|              |                | FY 2019 -   | \$416,000 (S(M))   |
|              |                | FY 2020 -   | \$817,000 (CMAQ)   |
| CONSTRUCTION | FY 2020 -      | \$204,000   | (S(M))             |
|              | FY 2018 -      | \$4,902,000 | (CMAQ)             |
|              | FY 2018 -      | \$1,225,000 | (S(M))             |
|              | FY 2019 -      | \$9,983,000 | (CMAQ)             |
|              | FY 2019 -      | \$2,496,000 | (S(M))             |
|              | FY 2020 -      | \$4,901,000 | (CMAQ)             |
|              | FY 2020 -      | \$1,226,000 | (S(M))             |
|              | IMPLEMENTATION | FY 2018 -   | \$817,000 (CMAQ)   |
|              |                | FY 2018 -   | \$204,000 (S(M))   |
|              |                | FY 2019 -   | \$1,664,000 (CMAQ) |
|              |                | FY 2019 -   | \$416,000 (S(M))   |
|              |                | FY 2020 -   | \$817,000 (CMAQ)   |
| OPERATIONS   | FY 2020 -      | \$204,000   | (S(M))             |
|              | FY 2018 -      | \$817,000   | (CMAQ)             |
|              | FY 2018 -      | \$204,000   | (S(M))             |
|              | FY 2019 -      | \$1,664,000 | (CMAQ)             |
|              | FY 2019 -      | \$416,000   | (S(M))             |
|              | FY 2020 -      | \$817,000   | (CMAQ)             |
|              | FY 2020 -      | \$204,000   | (S(M))             |
|              |                |             | \$41,221,000       |

\* INDICATES FEDERAL AMENDMENT

Thursday, May 31, 2018

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

STATEWIDE PROJECT

**STIP MODIFICATIONS**

|                      |                     |  |                |           |             |        |
|----------------------|---------------------|--|----------------|-----------|-------------|--------|
| * C-5601             | - STATEWIDE PROJECT | VARIOUS, CMAQ PROJECTS TO IMPROVE AIR QUALITY              | ENGINEERING    | FY 2018 - | \$117,000   | (CMAQ) |
| STATEWIDE            |                     | ACROSS MULTIPLE NONATTAINMENT AND                          |                | FY 2018 - | \$30,000    | (L)    |
| <b>PROJ.CATEGORY</b> |                     | MAINTENANCE AREAS.   |                | FY 2019 - | \$239,000   | (CMAQ) |
| EXEMPT               |                     | <u><b>ADD ENGINEERING, RIGHT OF WAY, CONSTRUCTION,</b></u> |                | FY 2019 - | \$60,000    | (L)    |
|                      |                     | <u><b>OPERATIONS AND IMPLEMENTATION IN FY 20 NOT</b></u>   |                | FY 2020 - | \$118,000   | (CMAQ) |
|                      |                     | <u><b>PREVIOUSLY PROGRAMMED, AT REQUEST OF</b></u>         |                | FY 2020 - | \$29,000    | (L)    |
|                      |                     | <u><b>TRANSPORTATION PLANNING BRANCH.</b></u>              | RIGHT-OF-WAY   | FY 2018 - | \$117,000   | (CMAQ) |
|                      |                     |  |                | FY 2018 - | \$30,000    | (L)    |
|                      |                     |  |                | FY 2019 - | \$239,000   | (CMAQ) |
|                      |                     |  |                | FY 2019 - | \$60,000    | (L)    |
|                      |                     |  |                | FY 2020 - | \$118,000   | (CMAQ) |
|                      |                     |  |                | FY 2020 - | \$29,000    | (L)    |
|                      |                     |  | CONSTRUCTION   | FY 2018 - | \$703,000   | (CMAQ) |
|                      |                     |  |                | FY 2018 - | \$176,000   | (L)    |
|                      |                     |  |                | FY 2019 - | \$1,433,000 | (CMAQ) |
|                      |                     |  |                | FY 2019 - | \$358,000   | (L)    |
|                      |                     |  |                | FY 2020 - | \$704,000   | (CMAQ) |
|                      |                     |  |                | FY 2020 - | \$176,000   | (L)    |
|                      |                     |  | IMPLEMENTATION | FY 2018 - | \$117,000   | (CMAQ) |
|                      |                     |  |                | FY 2018 - | \$30,000    | (L)    |
|                      |                     |  |                | FY 2019 - | \$239,000   | (CMAQ) |
|                      |                     |  |                | FY 2019 - | \$60,000    | (L)    |
|                      |                     |  |                | FY 2020 - | \$118,000   | (CMAQ) |
|                      |                     |  |                | FY 2020 - | \$29,000    | (L)    |
|                      |                     |  | OPERATIONS     | FY 2018 - | \$117,000   | (CMAQ) |
|                      |                     |  |                | FY 2018 - | \$30,000    | (L)    |
|                      |                     |  |                | FY 2019 - | \$239,000   | (CMAQ) |
|                      |                     |  |                | FY 2019 - | \$60,000    | (L)    |
|                      |                     |  |                | FY 2020 - | \$118,000   | (CMAQ) |
|                      |                     |  |                | FY 2020 - | \$29,000    | (L)    |
|                      |                     |  |                |           | \$5,922,000 |        |

\* INDICATES FEDERAL AMENDMENT

Thursday, May 31, 2018



**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

|                      |                                    |  |              |           |             |        |
|----------------------|------------------------------------|--|--------------|-----------|-------------|--------|
| * B-5674             | - DURHAM-CHAPEL HILL-CARRBORO      | US 15 / US 501 NORTHBOUND, REPLACE BRIDGE  | RIGHT-OF-WAY | FY 2019 - | \$110,000   | (NHPB) |
| DURHAM               | METROPOLITAN PLANNING ORGANIZATION | 310080 OVER SR 1308 (CORNWALLIS ROAD) IN   | CONSTRUCTION | FY 2021 - | \$2,209,000 | (NHPB) |
| <b>PROJ.CATEGORY</b> |                                    | DURHAM.  |              |           | \$2,319,000 |        |
| REGIONAL             |                                    | <u><b>ACCELERATE RIGHT-OF-WAY FROM FY 23 TO FY 19<br/> AND CONSTRUCTION FROM FY 24 TO FY 21 AT<br/> REQUEST OF STRUCTURES MANAGEMENT UNIT FOR<br/> STRATEGIC LETTING PURPOSES.</b></u> |              |           |             |        |

\* INDICATES FEDERAL AMENDMENT

Thursday, June 28, 2018



Durham - Chapel Hill - Carrboro  
Metropolitan Planning Organization Technical Committee  
July 25, 2018

#### **FY 2018-2027 TIP Amendment #4 Summary Sheet**

*See full report for additional information on each project.*

- **B-5674 US 15/501 Bridge:** Accelerate ROW from FY23 to FY19 and Construction from FY24 to FY21.
- **C-5600 Statewide CMAQ:** Add funding not previously programmed.
- **C-5601 Statewide CMAQ:** Add funding not previously programmed.
- **C-5605 DCHC CMAQ:** Add funding not previously programmed.
- **EB-5886 Estes Drive Bike/Ped:** Split project into Breaks A & B at the town line to better meet municipal schedules.
- **I-5993 I-40 Pavement Rehabilitation:** Add new project based on interstate maintenance prioritization process.
- **I-5994 I-40 Pavement Rehabilitation:** Add new project based on interstate maintenance prioritization process.
- **I-5995 I-40 Pavement Rehabilitation:** Add new project based on interstate maintenance prioritization process.
- **I-5998 I-540 Pavement Rehabilitation:** Add new project based on interstate maintenance prioritization process.
- **I-6000 I-540 Pavement Rehabilitation:** Add new project based on interstate maintenance prioritization process.
- **U-4726 DE Bolin Creek Greenway:** Add STBGDA funds and delay construction to FY18.
- **U-5745 NC 751 (Hope Valley Road):** Delay construction from FY18 to FY19 to allow additional time for ROW.

**RESOLUTION TO MODIFY THE 2018-2027 TRANSPORTATION  
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING AREA**

**AMENDMENT #4  
August 8, 2018**

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

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

**WHEREAS**, the document provides the mechanism for official endorsement of the program of projects by the MPO Board; and

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

**WHEREAS**, the procedures for developing the TIP have been modified in accordance with certain provisions of the MAP-21 Federal Transportation Act, Fixing America's Surface Transportation (FAST) Act, and guidance provided by the State; and

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

**WHEREAS**, the North Carolina Department of Transportation and the MPO Board have determined it to be in the best interest of the Urban Area to amend the FY 2018-2027 Transportation Improvement Program as described in the attached sheets; and

**WHEREAS**, the United States Environmental Protection Agency Designated the DCHC MPO from nonattainment to attainment under the prior 1997 Ozone Standard on December 26, 2007; and

**WHEREAS**, the DCHC MPO certifies that this TIP amendment is consistent with the intent of the DCHC MPO 2040 Metropolitan Transportation Plan (MTP); and

**WHEREAS**, in accordance with 23 CFR 450.326 (d), the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby approves Amendment #4 to the FY 2018-2027 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on August 8, 2018, and as described in the "FY 2018-2027 TIP Amendment #4 Summary Sheet" on this, the 8<sup>th</sup> day of August, 2018.

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Damon Seils, MPO Board Chair

Durham County, North Carolina

I certify that Damon Seils personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: August 8, 2018

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Frederick Brian Rhodes, Notary Public  
My commission expires: May 10, 2020

## MEMORANDUM

**To:** DCHC MPO Board

**From:** DCHC MPO Lead Planning Agency

**Date:** August 8, 2018

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

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This memorandum provides a summary status of tasks for major DCHC MPO projects in the Unified Planning Work Program (UPWP).

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

### **Major UPWP – Projects**

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

- ✓ Completed
- Minor update is proposed to address ROMF

#### **2045 Metropolitan Transportation Plan (MTP)**

- ✓ MTP Schedule/Timeline & development process Approval – January 2016
- ✓ MTP Public Involvement plan – January 2016
- ✓ MTP Goals, Objectives and Performance Measures – In progress
- ✓ Deficiency Analysis & Needs Assessment– May 2017
- ✓ Socioeconomic Forecasts – May 2017
- ✓ Land use Scenarios – May 2017
- ✓ Alternative Analysis – August 2017
- ✓ Preferred Option – October 2017
- ✓ Air Quality analysis and Conformity (not required)
- ✓ Adopt 2045 MTP – March 2018
- ✓ Technical report and implementation – December 2017

#### **MPO Community Viz. Scenarios Planning and Visualization -2.0 (Connect 2025)**

- ✓ Field verification – Complete
- ✓ Focus Groups/Delphi Process – FY 2015
- ✓ Model update and testing – September 2016
- ✓ Model/Scenario Building – May 2017
- ✓ Adopted SE Data – December 2017

#### **2016/2017 MPO Data Collection & Surveillance of Change (Traffic/Travel Time/Crash/Transit)**

- ✓ Data collection (Volume/Trucks/Travel Time/Speed/Bike/Ped) – ongoing –continuous data collection
- ✓ Data collection (AirSage, INRIX, HERE data)
- ✓ Transit data collection – ongoing –continuous data collection

### **GIS Online (AGOL)/Data Management**

- ✓ MPO Interactive GIS/Mapping – Continuous/On-going
- ✓ Development of public portals for MPO applications – Continuous/On-going
- ✓ Maintenance and updates – Continuous/On-going
- ✓ Development of open data – Continuous/On-going

### **MPO Website Update and Maintenance**

- ✓ Post Launch Services – Continuous/On-going
- ✓ Interactive GIS – Continuous/On-going
- ✓ Facebook/Twitter management – Continuous/On-going
- ✓ Enhancement of Portals – Continuous/On-going

### **Triangle Regional Model Update**

- ✓ Completed
- Work Commences on the Rolling Household Survey

### **Prioritization 5.0/STI/FY 2020-2029 TIP Development**

- ✓ Summarize MPO P4 projects not funded (“Holding Tank” for P5) –February 2017
- ✓ Board approves existing projects revisions/modifications projects to be submitted for SPOT-5 – May 10, 2017 (deadline July 30, 2017)
- ✓ Preparation and ranking of new projects (23 for each mode) –February to June 2017
- ✓ Existing project revision/modification/deletion due to NCDOT for receiving extra new submittals (one out, one in) – July 30, 2017
- ✓ SPOT-5 Online opens for entering new P5 projects July 5 (deadline September 29, 2017)
- ✓ Board approves new projects to be submitted for SPOT-5 – September 13, 2017
- ✓ MPO submits new SPOT-5 projects to NCDOT – September 29, 2017
- ✓ LPA updates local ranking methodology – December 2017
- ✓ TCC makes recommendation on local ranking methodology – January 2018
- ✓ Board approves local ranking methodology – March 2018
- ✓ MPO applies local ranking methodology for Regional projects – April 2018
- ✓ Board releases MPO initial Regional points list for local input/public comments – May 9, 2018
- ✓ LPA addresses public comments and makes draft recommendation on local points for Regional category – June 2018
- ✓ Approval of Regional Impact points – June-July 2018
- Submission of Regional Impact points to NCDOT – July 2018
- Board releases MPO initial Division points list for local input/public comments – August 8, 2018
- Board holds public hearing for local points for Division category and addresses public comments – September 12, 2018
- Approval of Division Impact points – October 10, 2018
- Submission of Regional Impact points to NCDOT – November 2018
- Draft STIP Released – January 2019

### **Regional Freight Plan**

- ✓ Consultant Selection/Contract Approval Complete
- ✓ Kick-Off Meeting – Conducted in July 2015
- ✓ Stakeholder outreach and engagement – October 2015
- ✓ Formation of the freight advisory committee – October 2015
- ✓ Data collection, analysis and assessment – November 2015
- ✓ Freight goals & objectives and performance measures – February 2016

- ✓ Analysis of freight existing conditions and trends – TBD
- ✓ Forecasts of future demands (2035 and 2045) – TBD
- ✓ Evaluation of future conditions – TBD
- ✓ Strategic freight corridors and zones – TBD
- ✓ Recommendation & implementation strategies – TBD
- Final report and presentation – TBD

#### **MPO ADA Transition Plan**

- ✓ Update self-assessment – Underway
- ✓ Draft MPO Transition Plan – August 2015
- ✓ Local reviews – September 2015
- ✓ FHWA review – September 2015
- ✓ Public comments – October-December 2015
- ✓ Stakeholder outreach – February 2017
- ✓ Roundtable discussion – May 11, 2017
- ✓ Self-assessment Data Analysis – July 2017-December 2017
- ✓ FHWA/NCDOT Final Review – February 2018
- ✓ Final approval – December 2017
- Implementation and self-evaluation – Ongoing

#### **NC 98 Corridor Study**

- ✓ Project kick-off and initial public engagement – February 2017
- ✓ Transportation analysis (and public engagement) – June 2017
- ✓ Conceptual designs and options (and public engagement) – September/October 2017
- ✓ Draft Final plan – February 2018
- ✓ Recommendation/Public workshop – April 2018

#### **NC 54 West Corridor Study**

- ✓ Select consultant – February 2017
- ✓ Project kick-off and initial public engagement – September 2017
- ✓ Inventory and Existing Conditions – November 2017
- ✓ Transportation analysis (and public engagement) – January 2018
- ✓ Conceptual designs and options (and public engagement) – May 2018
- Final plan – August 2018

#### **US 15-501 Corridor Study**

- ✓ Funding approved by NCDOT
- ✓ Project Management Plan
- ✓ Public engagement plan
- ✓ Technical Kick-off meeting
- ✓ Development of corridor vision goals and performance measures
- ✓ Development of corridor profile
- Prepare summary of existing plans
- Prepare community profile report
- Develop and forecast travel profile/multi modal analysis
- ITS Screening
- Accessibility evaluation
- Evaluation of alternative strategies
- Implementation plan and final report

- Plan adoption
- SPOT submittal

### **Regional Intelligent Transportation System**

- ✓ Project management plan
- Development of public involvement strategy and communication plan
- Conduct stakeholder workshops
- Analysis of existing conditions
- Assessment of need and gaps
- Review existing deployments and evaluate technologies
- Identification of ITS strategies
- Update Triangle Regional Architecture
- Develop Regional Architecture Use and maintenance
- Develop project prioritization methodology
- Prepare Regional ITS Deployment Plan and Recommendation
- 

### **Regional Toll Study**

- ✓ Prepare project management and coordination plan
- ✓ Project initiation
- Survey and questionnaire/education
- Data preparation /data collection/screening
- Review state of the practice
- Analysis of market characteristics
- Screening
- Tolling and managed lane strategies
- Recommendations
- Project prioritization

### **Project Development/NEPA**

- US 70 Freeway Conversion
- NC 54 Widening
- NC 147 Interchange Reconstruction
- I-85
- I-40

### **DOLRT-Engineering**

- Administration of the Staff Working Group
- Review of engineering plans
- Stakeholder participation

### **Safety Performance Measures Target Setting**

- ✓ Data mining and analysis
- ✓ Development of rolling averages and baseline
- ✓ Development of targets setting framework
- ✓ Estimates of achievements
- Forecast of data and measures



Up Coming Projects

- Mobility Report Card
- Congestion Management Process (CMP)
- State of Systems Report

|  |  |   |  |
|--|--|---|--|
| <b>Contract Number:</b> C203394  |  | <b>Route:</b> I-885, NC-147, NC-98<br>US-70 |  |
| <b>Division:</b> 5   |  | <b>County:</b> Durham                       |  |
| <b>TIP Number:</b> U-0071  |  |   |  |
| <b>Length:</b> 4.009 miles   |  | <b>Federal Aid Number:</b>                  |  |
| <b>NCDOT Contact:</b> Cameron D. Richards  |  | <b>NCDOT Contact No:</b> (919)835-8200      |  |
| <b>Location Description:</b> EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM. |  |   |  |
| <b>Contractor Name:</b> DRAGADOS USA INC   |  |   |  |
| <b>Contract Amount:</b> \$141,949,500.00   |  | <b>Cost Overrun/Underrun:</b> 7.9%          |  |
| <b>Work Began:</b> 02/26/2015  |  | <b>Letting Date:</b> 11/18/2014             |  |
| <b>Original Completion Date:</b> 05/10/2020  |  | <b>Revised Completion Date:</b>             |  |
| <b>Latest Payment Thru:</b> 06/22/2018   |  | <b>Scheduled Progress:</b> 65.86%           |  |
| <b>Latest Payment Date:</b> 06/29/2018   |  | <b>Actual Progress:</b> 66.52%              |  |

|   |  |   |  |
|---|--|---|--|
| <b>Contract Number:</b> C203492   |  | <b>Route:</b> SR-2220                     |  |
| <b>Division:</b> 5  |  | <b>County:</b> Durham                     |  |
| <b>TIP Number:</b> EB-4707B   |  |   |  |
| <b>Length:</b> 1.756 miles  |  | <b>Federal Aid Number:</b> STPDA-0505(64) |  |
| <b>NCDOT Contact:</b> James M. Nordan, PE   |  | <b>NCDOT Contact No:</b> (919)220-4680    |  |
| <b>Location Description:</b> SR-2220 (OLD CHAPEL HILL ROAD) FROM SR-1113 (POPE ROAD) TO SR-1116 (GARRETT ROAD). |  |   |  |
| <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY   |  |   |  |
| <b>Contract Amount:</b> \$7,295,544.75  |  | <b>Cost Overrun/Underrun:</b> 4.12%       |  |
| <b>Work Began:</b> 06/26/2017   |  | <b>Letting Date:</b> 05/16/2017           |  |
| <b>Original Completion Date:</b> 05/14/2019   |  | <b>Revised Completion Date:</b>           |  |
| <b>Latest Payment Thru:</b> 06/30/2018  |  | <b>Scheduled Progress:</b> 59.3%          |  |
| <b>Latest Payment Date:</b> 07/12/2018  |  | <b>Actual Progress:</b> 52.03%            |  |

|   |  |  |  |
|---|--|--|--|
| <b>Contract Number:</b> C203567   |  | <b>Route:</b> NC-55                        |  |
| <b>Division:</b> 5  |  | <b>County:</b> Durham                      |  |
| <b>TIP Number:</b> U-3308   |  |  |  |
| <b>Length:</b> 1.134 miles  |  | <b>Federal Aid Number:</b> STP-55(20)      |  |
| <b>NCDOT Contact:</b> James M. Nordan, PE   |  | <b>NCDOT Contact No:</b> (919)220-4680     |  |
| <b>Location Description:</b> NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST). |  |  |  |
| <b>Contractor Name:</b> ZACHRY CONSTRUCTION CORPORATION   |  |  |  |
| <b>Contract Amount:</b> \$39,756,916.81   |  | <b>Cost Overrun/Underrun:</b> 3.07%        |  |
| <b>Work Began:</b> 10/05/2016   |  | <b>Letting Date:</b> 07/19/2016            |  |
| <b>Original Completion Date:</b> 03/30/2020   |  | <b>Revised Completion Date:</b> 07/16/2020 |  |
| <b>Latest Payment Thru:</b> 06/15/2018  |  | <b>Scheduled Progress:</b> 32.1%           |  |
| <b>Latest Payment Date:</b> 06/25/2018  |  | <b>Actual Progress:</b> 27.33%             |  |

|   |  |  |  |
|---|--|--|--|
| <b>Contract Number:</b> C203987                                     |  | <b>Route:</b> SR-1616                      |  |
| <b>Division:</b> 5  |  | <b>County:</b> Durham                      |  |
| <b>TIP Number:</b> B-4943   |  |  |  |
| <b>Length:</b> 0.18 miles   |  | <b>Federal Aid Number:</b> BRZ-1616(10)    |  |
| <b>NCDOT Contact:</b> James M. Nordan, PE                           |  | <b>NCDOT Contact No:</b> (919)220-4680     |  |
| <b>Location Description:</b> BRIDGE #20 OVER DIAL CREEK ON SR-1616. |  |  |  |
| <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY           |  |  |  |
| <b>Contract Amount:</b> \$1,475,475.00                              |  | <b>Cost Overrun/Underrun:</b> 0%           |  |
| <b>Work Began:</b> 05/07/2018                                       |  | <b>Letting Date:</b> 01/16/2018            |  |
| <b>Original Completion Date:</b> 04/30/2019                         |  | <b>Revised Completion Date:</b> 05/14/2019 |  |
| <b>Latest Payment Thru:</b> 06/30/2018                              |  | <b>Scheduled Progress:</b> 15%             |  |
| <b>Latest Payment Date:</b> 07/10/2018                              |  | <b>Actual Progress:</b> 17.72%             |  |

|  |  |  |  |
|--|--|--|--|
| <b>Contract Number:</b> C204087  |  | <b>Route:</b> US-70                    |  |
| <b>Division:</b> 5   |  | <b>County:</b> Durham                  |  |
| <b>TIP Number:</b>   |  |  |  |
| <b>Length:</b> 44.124 miles  |  | <b>Federal Aid Number:</b>             |  |
| <b>NCDOT Contact:</b> Cameron D. Richards  |  | <b>NCDOT Contact No:</b> (919)835-8200 |  |
| <b>Location Description:</b> 1 SECTION OF US-70 AND 106 SECTIONS OF SECONDARY ROADS. |  |  |  |
| <b>Contractor Name:</b> CAROLINA SUNROCK LLC   |  |  |  |
| <b>Contract Amount:</b> \$7,054,264.20   |  | <b>Cost Overrun/Underrun:</b> 0.21%    |  |
| <b>Work Began:</b> 01/16/2018  |  | <b>Letting Date:</b> 09/19/2017        |  |
| <b>Original Completion Date:</b> 11/15/2018  |  | <b>Revised Completion Date:</b>        |  |
| <b>Latest Payment Thru:</b> 04/30/2018   |  | <b>Scheduled Progress:</b> 26%         |  |
| <b>Latest Payment Date:</b> 05/08/2018   |  | <b>Actual Progress:</b> 23.67%         |  |

|   |  |  |  |
|---|--|--|--|
| <b>Contract Number:</b> C204167<br><b>Division:</b> 5<br><b>TIP Number:</b><br><b>Length:</b> 24.77 miles<br><b>NCDOT Contact:</b> James M. Nordan, PE<br><b>Location Description:</b> 51 SECTIONS OF SECONDARY ROADS.<br><b>Contractor Name:</b> CAROLINA SUNROCK LLC<br><b>Contract Amount:</b> \$0.00<br><b>Work Began:</b><br><b>Original Completion Date:</b> 11/30/2019<br><b>Latest Payment Thru:</b><br><b>Latest Payment Date:</b>   |  | <b>Route:</b> -<br><b>County:</b> Durham<br><b>Federal Aid Number:</b><br><b>NCDOT Contact No:</b> (919)220-4680<br><b>Cost Overrun/Underrun:</b> 0%<br><b>Letting Date:</b> 05/15/2018<br><b>Revised Completion Date:</b><br><b>Scheduled Progress:</b> 0%<br><b>Actual Progress:</b> 0%  |  |
| <b>Contract Number:</b> C204168<br><b>Division:</b> 5<br><b>TIP Number:</b><br><b>Length:</b> 15.188 miles<br><b>NCDOT Contact:</b> Cameron D. Richards<br><b>Location Description:</b> 14 SECTIONS OF SECONDARY ROADS.<br><b>Contractor Name:</b> CAROLINA SUNROCK LLC<br><b>Contract Amount:</b> \$0.00<br><b>Work Began:</b> 07/02/2018<br><b>Original Completion Date:</b> 11/30/2019<br><b>Latest Payment Thru:</b><br><b>Latest Payment Date:</b>   |  | <b>Route:</b> -<br><b>County:</b> Durham<br><b>Federal Aid Number:</b><br><b>NCDOT Contact No:</b> (919)835-8200<br><b>Cost Overrun/Underrun:</b> 0%<br><b>Letting Date:</b> 05/15/2018<br><b>Revised Completion Date:</b><br><b>Scheduled Progress:</b> 0%<br><b>Actual Progress:</b> 0%  |  |
| <b>Contract Number:</b> DE00173<br><b>Division:</b> 5<br><b>TIP Number:</b> W-5205V<br><b>Length:</b> 0 miles<br><b>NCDOT Contact:</b> James M. Nordan, PE<br><b>Location Description:</b> SR 1104/SR 1105 (HERNDON RD) AT SR 1106 (MASSEY CHAPEL/ BARBEE RD) IN DURHAM COUNTY<br><b>Contractor Name:</b> TRIANGLE GRADING & PAVING INC<br><b>Contract Amount:</b> \$1,046,988.75<br><b>Work Began:</b> 05/01/2017<br><b>Original Completion Date:</b> 08/18/2017<br><b>Latest Payment Thru:</b> 06/15/2018<br><b>Latest Payment Date:</b> 06/25/2018 |  | <b>Route:</b> SR-1104<br><b>County:</b> Durham<br><b>Federal Aid Number:</b> HSIP-1104(19)<br><b>NCDOT Contact No:</b> (919)220-4680<br><b>Cost Overrun/Underrun:</b> 16.63%<br><b>Letting Date:</b> 11/09/2016<br><b>Revised Completion Date:</b> 11/05/2017<br><b>Scheduled Progress:</b> 100%<br><b>Actual Progress:</b> 80.21% |  |
| <b>Contract Number:</b> DE00206<br><b>Division:</b> 5<br><b>TIP Number:</b><br><b>Length:</b> 0.23 miles<br><b>NCDOT Contact:</b> Cameron D. Richards<br><b>Location Description:</b> BRIDGE #117 OVER MUD CREEK SR 1308 (CORNWALLIS ROAD)<br><b>Contractor Name:</b> DANE CONSTRUCTION INC<br><b>Contract Amount:</b> \$919,328.69<br><b>Work Began:</b> 05/09/2018<br><b>Original Completion Date:</b> 02/24/2019<br><b>Latest Payment Thru:</b> 06/15/2018<br><b>Latest Payment Date:</b> 06/21/2018   |  | <b>Route:</b> SR-1308<br><b>County:</b> Durham<br><b>Federal Aid Number:</b><br><b>NCDOT Contact No:</b> (919)835-8200<br><b>Cost Overrun/Underrun:</b> 1.43%<br><b>Letting Date:</b> 12/13/2017<br><b>Revised Completion Date:</b><br><b>Scheduled Progress:</b> 14%<br><b>Actual Progress:</b> 26.48%                            |  |
| <b>Contract Number:</b> DE00214<br><b>Division:</b> 5<br><b>TIP Number:</b><br><b>Length:</b> 0 miles<br><b>NCDOT Contact:</b> James M. Nordan, PE<br><b>Location Description:</b> VARIOUS SECONDARY ROUTES IN DURHAM AND PERSON COUNTIES<br><b>Contractor Name:</b> WHITEHURST PAVING CO INC<br><b>Contract Amount:</b> \$539,698.48<br><b>Work Began:</b> 06/06/2018<br><b>Original Completion Date:</b> 07/01/2018<br><b>Latest Payment Thru:</b> 06/30/2018<br><b>Latest Payment Date:</b> 07/16/2018   |  | <b>Route:</b> SR-XXX<br><b>County:</b> Durham<br><b>Federal Aid Number:</b><br><b>NCDOT Contact No:</b> (919)220-4680<br><b>Cost Overrun/Underrun:</b> 0%<br><b>Letting Date:</b> 06/14/2017<br><b>Revised Completion Date:</b><br><b>Scheduled Progress:</b> 85%<br><b>Actual Progress:</b> 86.24%                                |  |
| <b>Contract Number:</b> DE00228<br><b>Division:</b> 5   |  | <b>Route:</b> I-85<br><b>County:</b> Durham  |  |

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| <b>TIP Number:</b> I-5729<br><b>Length:</b> 5.61 miles<br><b>NCDOT Contact:</b> James M. Nordan, PE<br><b>Location Description:</b> I-85 FROM US-15/501 TO EAST OF SR-1827 (MIDLAND TERRACE RD) IN DURHAM<br><b>Contractor Name:</b> INTERSTATE IMPROVEMENT INC<br><b>Contract Amount:</b> \$4,168,265.78<br><b>Work Began:</b> 03/13/2018<br><b>Original Completion Date:</b> 11/01/2018<br><b>Latest Payment Thru:</b> 06/22/2018<br><b>Latest Payment Date:</b> 06/29/2018       |  | <b>Federal Aid Number:</b> NHPP-0085(013)<br><b>NCDOT Contact No:</b> (919)220-4680<br><b>Cost Overrun/Underrun:</b> 49.11%<br><b>Letting Date:</b> 10/11/2017<br><b>Revised Completion Date:</b><br><b>Scheduled Progress:</b> 79.8%<br><b>Actual Progress:</b> 71.33%   |  |
| <b>Contract Number:</b> DE00248<br><b>Division:</b> 5<br><b>TIP Number:</b><br><b>Length:</b> 0.18 miles<br><b>NCDOT Contact:</b> James M. Nordan, PE<br><b>Location Description:</b> BRIDGE #72 IN DURHAM COUNTY<br><b>Contractor Name:</b> DANE CONSTRUCTION INC<br><b>Contract Amount:</b> \$1,123,051.10<br><b>Work Began:</b> 06/14/2018<br><b>Original Completion Date:</b> 03/21/2019<br><b>Latest Payment Thru:</b> 07/07/2018<br><b>Latest Payment Date:</b> 07/16/2018    |  | <b>Route:</b> SR-1637<br><b>County:</b> Durham<br><b>Federal Aid Number:</b> 15005.1032011<br><b>NCDOT Contact No:</b> (919)220-4680<br><b>Cost Overrun/Underrun:</b> 0.01%<br><b>Letting Date:</b> 05/23/2018<br><b>Revised Completion Date:</b><br><b>Scheduled Progress:</b> 5%<br><b>Actual Progress:</b> 5.84% |  |
| <b>Contract Number:</b> DE00255<br><b>Division:</b> 5<br><b>TIP Number:</b> W-5705C<br><b>Length:</b> 0 miles<br><b>NCDOT Contact:</b> James M. Nordan, PE<br><b>Location Description:</b> US 15-501 AT SR 1116 (GARRETT RD) US 15-501 BUS AT WESTGATE DR<br><b>Contractor Name:</b> ALS OF NORTH CAROLINA LLC<br><b>Contract Amount:</b> \$0.00<br><b>Work Began:</b><br><b>Original Completion Date:</b> 12/21/2018<br><b>Latest Payment Thru:</b><br><b>Latest Payment Date:</b> |  | <b>Route:</b> US-501<br><b>County:</b> Durham<br><b>Federal Aid Number:</b> HSIP-0501(046)<br><b>NCDOT Contact No:</b> (919)220-4680<br><b>Cost Overrun/Underrun:</b> 0%<br><b>Letting Date:</b> 05/23/2018<br><b>Revised Completion Date:</b><br><b>Scheduled Progress:</b> 0%<br><b>Actual Progress:</b> 0%       |  |

## NCDOT Division 5 Contract Status

| Let Est | TIP Sub No. | Let Type                           | Description  | R/W (B) | Division Project Manager | Con Est      | ROW Est     | Comments              |
|---------|-------------|------------------------------------|--|---------|--------------------------|--------------|-------------|-----------------------|
| 05/18   | W-5705M     | On Call Contract (OCC)             | I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)   |         | JOHN EDWARD SANDOR       | \$80,000     |             |                       |
| 06/18   | W-5705K     | Division POC Let (DPOC)            | SR 1327(GREGSON STREET)AT LAMOND AVENUE(MP:0.386-0.386); AND SR 1445(DUKE STREET)AT WEST CORPORATION STREET (MP:1.230-1.230) SAFETY IMPROVEMENTS   |         | JOHN EDWARD SANDOR       | \$65,000     | \$5,000     |                       |
| 07/18   | EB-5514     | NON - DOT LET (LAP)                | NC 751 / SR 1183 (UNIVERSITY DRIVE) / SR 2220 (CHAPEL HILL ROAD) / NON-SYSTEM (UNIVERSITY DRIVE) FROM SR 1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD)IN DURHAM. ADD BICYCLE LANES AND PEDESTRIAN IMPROVEMENTS. |         | RAYMOND JOSEPH HAYES     | \$1,025,000  |             |                       |
| 08/18   | EB-4707A    | Division POC Let (DPOC)            | SR 1838/ SR 2220 FROM US 15/501 IN ORANGE COUNTY TO SR 1113(POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS   | 08/15   | BENJAMIN J. UPSHAW       | \$2,844,000  | \$1,534,000 |                       |
| 09/18   | U-5745      | Division POC Let (DPOC)            | NC 751 (HOPE VALLEY ROAD) AT SR 1183 (UNIVERSITY DRIVE) INTERSECTION IN DURHAM. CONSTRUCT ROUNDABOUT.  | 07/17   | STEPHEN REID DAVIDSON    | \$1,300,000  | \$150,000   | Utilities in progress |
| 12/18   | C-5605E     | NON - DOT LET (LAP)                | CITY OF DURHAM BICYCLE LANE STRIPING: 8 MILE OF BIKE LANES.  |         | RAYMOND JOSEPH HAYES     | \$504,000    |             |                       |
| 12/18   | W-5601EM    | Division POC Let (DPOC)            | SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET. SAFETY IMPROVEMENTS.   |         | JOHN EDWARD SANDOR       | \$14,000     |             |                       |
| 01/19   | I-5994      | Division Design Raleigh Let (DDRL) | I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147. BRIDGE REHABILITATION. MULTIPLE STRUCTURES. COORDINATE WITH I-5993.  |         | DOUGLAS R. MCNEAL        | \$6,652,000  |             |                       |
| 01/19   | I-5995      | Division Design Raleigh Let (DDRL) | I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015(AIRPORT BOULEVARD). PAVEMENT REHABILITATION. PROJECT CREATED PER THE DRAFT 2020-2029 STIP.  |         | DOUGLAS R. MCNEAL        | \$5,272,000  |             |                       |
| 01/19   | W-5705U     | Division POC Let (DPOC)            | US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE  |         | MICHAEL KNEIS            | \$20,000     |             |                       |
| 01/19   | W-5705V     | Division POC Let (DPOC)            | NC 54 AT HUNTINGRIDGE ROAD   |         | MICHAEL KNEIS            | \$80,000     |             |                       |
| 03/19   | C-5605I     | NON - DOT LET (LAP)                | DURHAM NEIGHBORHOOD BIKE ROUTE:~7 MILES OF SIGNED AND MARKED NEIGHBORHOOD BIKE ROUTES IN CENTRAL DURHAM.   | 08/18   | RAYMOND JOSEPH HAYES     | \$540,883    |             |                       |
| 04/19   | U-5968      | Raleigh Letting (LET)              | CITY OF DURHAM UPGRADE ITS / SIGNAL SYSTEM   |         |                          | \$21,865,000 | \$750,000   |                       |
| 06/19   | U-4726HO    | NON - DOT LET (LAP)                | CARPENTER - FLETCHER ROAD BIKE - PED; CONSTRUCT BIKE LANES / SIDEWALKS (CITY MAINTAINED) FROM WOODCROFT PARKWAY (CITY MAINTAINED ) TO ALSTON AVENUE (SR 1945).   | 06/18   | RAYMOND JOSEPH HAYES     |              |             |                       |
| 07/19   | C-5183B     | NON - DOT LET (LAP)                | SR 1945 (S ALSTON AVENUE) FROM SR 1171 (RIDDLE ROAD) TO CAPPS STREET. CONSTRUCT SIDEWALKS IN DURHAM  |         | RAYMOND JOSEPH HAYES     | \$706,000    | \$99,000    |                       |
| 07/19   | C-5605H     | NON - DOT LET (LAP)                | DOWNTOWN DURHAM WAYFINDING PROGRAM SIGNS/KIOSKS TO FACILITATE NAVIGATION AND PARKING.  | 09/18   | RAYMOND JOSEPH HAYES     | \$605,000    |             |                       |

## NCDOT Division 5 Contract Status

| <u>Let Est</u> | <u>TIP Sub No.</u> | <u>Let Type</u>                    | <u>Description</u>   | <u>R/W (B)</u> | <u>Division Project Manager</u> | <u>Con Est</u> | <u>ROW Est</u> | <u>Comments</u>            |
|----------------|--------------------|------------------------------------|--|----------------|---------------------------------|----------------|----------------|----------------------------|
| 09/19          | EB-5703            | NON - DOT LET (LAP)                | DURHAM - LASALLE STREET FROM KANGAROO DRIVE TO SPRUNT AVENUE IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES FROM KANGAROODRIVE TO US 70 BUSINESS (HILLSBOROUGH ROAD) AND ON ONE SIDEFROM HILLSBOROUGH ROAD TO SPRUNT AVENUE. |                | RAYMOND JOSEPH HAYES            | \$578,000      |                |                            |
| 09/19          | EB-5704            | NON - DOT LET (LAP)                | DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET   |                | RAYMOND JOSEPH HAYES            | \$250,000      |                |                            |
| 09/19          | EB-5708            | NON - DOT LET (LAP)                | NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT IN DURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE  |                | RAYMOND JOSEPH HAYES            | \$275,000      |                |                            |
| 09/19          | EB-5715            | NON - DOT LET (LAP)                | US 501 BYPASS (NORTH DUKE STREET) FROM MURRAY AVENUE TO US 501 BUSINESS (NORTH ROXBORO ROAD) IN DURHAM CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN EXISTING GAPS  |                | RAYMOND JOSEPH HAYES            | \$1,269,000    |                |                            |
| 01/20          | I-5993             | Division POC Let (DPOC)            | I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147. PAVEMENT REHABILITATION. COORDINATE WITH I-5994. PROJECT CREATED PER THE DRAFT 2020-2029 STIP.   |                | DOUGLAS R. MCNEAL               | \$4,900,000    |                |                            |
| 01/20          | U-4726HN           | NON - DOT LET (LAP)                | CONSTRUCT BIKE LANES/SIDEWALKS IN DURHAM - HILLANDALE ROAD   | 10/18          | RAYMOND JOSEPH HAYES            |                |                |                            |
| 02/20          | C-4928             | NON - DOT LET (LAP)                | SR 1317 (MORRENE ROAD) FROM NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.   | 11/18          | RAYMOND JOSEPH HAYES            | \$5,783,000    | \$7,000        |                            |
| 04/20          | U-5717             | Division Design Raleigh Let (DDRL) | US 15/US 501 @ SR 1116 (GARRETT ROAD) IN DURHAM CONVERT AT-GRADE INTERSECTION TO INTERCHANGE   | 04/19          | BENJAMIN J. UPSHAW              | \$26,300,000   | \$53,500,000   | 25% plans                  |
| 05/20          | U-5516             | Division Design Raleigh Let (DDRL) | AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.  | 05/19          | BENJAMIN J. UPSHAW              | \$5,500,000    | \$6,341,000    | Public meeting Summer 2018 |
| 06/20          | I-5707             | Raleigh Letting (LET)              | I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM   | 06/19          |                                 | \$3,550,000    | \$323,000      |                            |
| 06/20          | P-5717             | Raleigh Letting (LET)              | NORFOLK SOUTHERN H LINE CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.   | 06/19          |                                 | \$10,000,000   | \$2,500,000    |                            |
| 06/20          | U-4724             | NON - DOT LET (LAP)                | DURHAM - CORNWALLIS RD (SR 1158) FROM SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BIKE AND PEDESTRIAN FEATURES.  |                | RAYMOND JOSEPH HAYES            | \$4,978,000    |                |                            |
| 09/20          | EB-5904            | NON - DOT LET (LAP)                | DUKE BELT LINE TRAIL - PETTIGREW STREET TO AVONDALE STREET IN DURHAM, CONSTRUCT A MULTI-USE TRAIL ON FORMER RAIL CORRIDOR  | 09/18          | RAYMOND JOSEPH HAYES            | \$3,750,000    | \$7,100,000    |                            |
| 09/20          | W-5705S            | Division POC Let (DPOC)            | US 15/501 AT NC 751 SOUTHBOUND ON RAMP - EXTEND RAMP   |                | JOHN EDWARD SANDOR              | \$460,000      |                |                            |
| 12/20          | B-5674             | Raleigh Letting (LET)              | REPLACE BRIDGE 80 OVER SR 1308 IN DURHAM ON US 15-501 NORTHBOUND   | 09/19          |                                 | \$2,209,000    | \$110,000      |                            |
| 04/21          | W-5705T            | Division POC Let (DPOC)            | SR 1815/1917 (MINERAL SPRINGS ROAD) AT PLEASANT DRIVE CONSTRUCT ROUNDABOUT   | 04/20          | JOHN EDWARD SANDOR              | \$800,000      | \$85,000       |                            |

## NCDOT Division 5 Contract Status

| <u>Let Est</u> | <u>TIP Sub No.</u> | <u>Let Type</u>                    | <u>Description</u>  | <u>R/W (B)</u> | <u>Division Project Manager</u> | <u>Con Est</u> | <u>ROW Est</u> | <u>Comments</u>      |
|----------------|--------------------|------------------------------------|---|----------------|---------------------------------|----------------|----------------|----------------------|
| 06/21          | EB-5837            | NON - DOT LET (LAP)                | THIRD FORK CREEK TRAIL FROM SOUTHERN BOUNDARIES PARK TO AMERICAN TOBACCO TRAIL IN DURHAM. CONSTRUCT SHARED USE PATH ANDSIDEWALKS, AND INSTALL BEACON AT SR 1158 (CORNWALLIS RD.) CROSSING.          | 06/20          | RAYMOND JOSEPH HAYES            | \$2,546,000    | \$161,000      |                      |
| 08/21          | U-5823             | NON - DOT LET (LAP)                | WOODCROFT PARKWAY EXTENSION. FROM SR 1116 (GARRETT ROAD) TONC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.   | 01/20          | RAYMOND JOSEPH HAYES            | \$1,798,000    | \$421,000      |                      |
| 09/21          | EB-5720            | NON - DOT LET (LAP)                | BRYANT BRIDGE NORTH/GOOSE CREEK WEST TRAIL, NC 55 TO DREW-GRANBY PARK IN DURHAM. CONSTRUCT SHARED-USE PAHT AND CONNECTING SIDEWALKS.  | 09/20          | RAYMOND JOSEPH HAYES            | \$4,432,000    | \$14,000       |                      |
| 01/22          | I-6000             | Division POC Let (DPOC)            | I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 1 INRALEIGH. BRIDGE PRESERVATION/REHABILITATION. COORDINATE WITH I-5998 & I-5999.  |                | DOUGLAS R. MCNEAL               | \$4,541,000    |                |                      |
| 02/22          | U-5934             | Design Build Let (DBL)             | NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHAM ADD LANES AND REHABILITATE PAVEMENT   | 02/22          |                                 | \$177,100,000  | \$2,148,000    |                      |
| 03/22          | U-5720A            | Design Build Let (DBL)             | US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD/SR 1811 (SHERRON ROAD)  | 03/22          |                                 | \$57,000,000   | \$35,800,000   |                      |
| 03/22          | U-5720B            | Design Build Let (DBL)             | US 70 (MIAMI BLVD) AT SR 1959 (SOUTH MIAMI BOULEVARD)/SR 1811 (SHERRON ROAD)INTERSECTION  | 03/22          |                                 | \$25,300,000   | \$17,321,000   |                      |
| 03/22          | U-5720C            | Design Build Let (DBL)             | US 70 (MIAMI BLVD) FROM SR 1959 (SOUTH MIAMI BLVD)/SR 1811 (SHERRON ROAD) TO SR 2095 (PAGE ROAD EXTENSIONS). UPGRADE TOCONTROLLED-ACCESS FACILITY AND CONVERT AT-GRADE INTERSECTION TO INTERCHANGE. | 03/22          |                                 | \$110,800,000  | \$40,400,000   |                      |
| 09/22          | EB-5834            | NON - DOT LET (LAP)                | NC 157 / SR 1322 (GUESS RD.) FROM HILLCREST DRIVETO SR 1407(WEST CARVER STREET) IN DURHAM. CONSTRUCT SIDEWALKS ON BOTHSIDES.  | 06/21          | RAYMOND JOSEPH HAYES            | \$589,000      | \$204,000      |                      |
| 01/23          | I-5998             | Division POC Let (DPOC)            | I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. COORDINATE WITH I-5999 &I-6000.  |                | DOUGLAS R. MCNEAL               | \$3,800,000    |                |                      |
| 02/23          | U-6021             | Division Design Raleigh Let (DDRL) | SR 1118 (FAYETTEVILLE ROAD),FROM WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.   | 02/21          | BENJAMIN J. UPSHAW              | \$13,770,000   | \$5,769,000    | Early planning phase |
| 03/23          | U-5937             | Raleigh Letting (LET)              | NC 147 DURHAM FREEWAY, DURHAM COUNTY FROM SR 1445(SOUTH DUKE STREET)TO BRIGGS AVENUE IN DURHAM. CONSTRUCT AULILIARY LANES AND OPERATIONAL IMPROVEMENTS.   | 03/21          |                                 | \$47,001,000   | \$10,202,000   |                      |

## NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

| TIP/WBS #                                      | Description   | Let/Start Date | Completion Date | Cost                         | Status   | Project Lead     |
|--|---|----------------|-----------------|------------------------------|--|------------------|
| SS-4907BS<br>44894.2.1<br>44894.3.1            | Installation of traffic signal at the intersection of US70 and SR 1114 (Buckhorn Road) East of <b>Mebane</b> .  | 5/31/2017      | Dec. 2018       | \$40,500 R/W<br>\$43,200 CON | Utility relocations complete, R/W acquisition pending, right of entry complete                                   | Dawn McPherson   |
| W-5707A<br>44853.1.1                           | Curb ramp improvements at the following intersections: SR 2048 (South Road) at Raleigh Street; SR 2048 (South Road) at Country Club Road, SR 1902 (Manning Drive) at Paul Hardin Drive, and SR 1902 (Manning Drive) at Ridge Road / Skipper Bowles Road in <b>Chapel Hill</b> | 6/21/2018      | Aug. 2018       | \$80,000                     | Signal pedestrian improvements complete. Re-let and awarded to Little Mountain Builders of Catawba County, Inc.  | Chad Reimakoski  |
| R-5821B<br>47093.1.3<br>47093.2.3<br>47093.3.3 | Intersection improvements at NC54 and SR 1006 (Orange Grove Road)   | 6/21/18        | FY2019          | \$820,000                    | Utilities complete, ROW certified, Project let and awarded to Fred Smith Company                                 | Brian Ketner     |
| U-5846<br>50236.1.1<br>50236.2.1<br>50236.3.1  | Construct a roundabout at SR 1772 (Greensboro Street) and SR 1780 (Estes Drive) in <b>Carrboro</b> .  | 6/28/2018      | FY 2020         | \$775,000                    | Utility coordination underway, R/W certified with delay of entries, Project let and received no bids, Re-let TBD | Chad Reimakoski  |
| U-5854<br>46382.1.1<br>46328.2.1<br>46382.3.1  | Construct a roundabout at SR 1008 (Mt. Carmel Church Road) and SR 1913 (Bennett Road) in <b>Chapel Hill</b>   | 6/28/2018      | FY 2020         | \$775,000                    | Utility coordination underway, R/W certified, Project let and awarded to Carolina Sunrock, LLC                   | Chad Reimakoski  |
| 47798  | Increase length of existing turn lane / slip ramp and improve existing radius in the SE quadrant of US 70 Business/ NC 86 at US 70 Bypass in <b>Hillsborough</b>  | Dec. 2018      | Jun. 2019       | \$189,000                    | Planning and design activities underway - 25% plans under review   | Chad Reimakoski  |
| I-5822<br>50465.1.1<br>50465.3.1               | Pavement Rehabilitation on I-40 from I-85 to East of SR 1734 (Erwin Road)   | 1/15/2019      | FY 2020         | \$12,450,000                 | Planning activities pending  | Chris Smitherman |
| U-5847<br>50238.1.1<br>50238.2.1<br>50238.3.1  | Intersection improvements at SR 1010 (West Franklin St.) and SR 1771 (Merritt Mill Rd)/SR1927 (Brewer Lane) in <b>Chapel Hill / Carrboro</b> .  | 1/17/2019      | FY 2020         | \$775,000                    | Planning and design activities underway  | Chris Smitherman |
|  |   |                |                 |                              |  |                  |



## NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

| TIP/WBS #  | Description  | Let/Start Date | Completion Date | Cost         | Status  | Project Lead     |
|--|--|----------------|-----------------|--------------|---|------------------|
| B-4962<br>40174.1.1<br>40174.2.1<br>40174.3.1    | Replace Bridge #46 over Eno river on US 70 Bypass  | 4/16/2019      | FY 2021         | \$5,826,000  | Planning and Design activities underway, ROW acquisition underway   | Kevin Fischer    |
| W-5707C<br>44853.1.3<br>44853.3.3<br>47490       | Revise pavement markings and overhead lane use signs for removal of inside lane drop configuration on I-40 Westbound in vicinity of US 15-501 interchange. Resurfacing I-40 WB by use of contingency funds | 6/30/2019      | Aug. 2019       | \$395,000    | Planning and design activities underway, re-let due to bids exceeded engineers estimate, new let date pending - tentative June 2019 | Chad Reimakoski  |
| P-5701<br>46395.1.1<br>46395.3.1                 | Construct Platform, Passenger Rail Station Building at Milepost 41.7 Norfolk Southern H-line in <b>Hillsborough</b>  | 6/30/2021      | FY2022          | \$7,200,000  | PE funding scheduled 7/1/2020, Coordinate with U-5848   | Matthew Simmons  |
| R-5821A<br>47093.1.2<br>47093.2.2<br>47093.3.2   | Construct operational improvements including Bicycle/Pedestrian accommodations on NC 54 from SR 1006 (Orange Grove Road) to SR 1107 /SR 1937 (Old Fayetteville Road).                                      | 6/21/2022      | FY2024          | \$3,924,000  | Planning and design activities underway, coordinating with NC54 West Corridor Study   | Jennifer Evans   |
| U-5848<br>50237.1.1<br>50237.2.1<br>50237.3.1    | Extend SR 1006 (Orange Grove Road) on new location with Sidewalks and bike lanes from existing SR 1006 (Orange Grove Road) to US 70 Business in <b>Hillsborough</b> .                                      | 3/21/2023      | FY 2025         | \$5,326,000  | Planning and Design activities underway, Coordinate with P-5701 and U-5845  | Laura Sutton     |
| I-3306AC<br>34178.1.6<br>34178.2.5<br>434178.3.9 | Interchange improvements at I-40 and NC86 in <b>Chapel Hill</b>  | 3/21/2023      | FY 2025         | \$16,500,000 | Planning and Design activities underway   | Laura Sutton     |
| I-5959<br>45911.1.1<br>45911.3.1                 | Pavement Rehabilitation on I-85 from West of SR 1006 (Orange Grove Road) to Durham County line   | 11/21/2023     | FY 2025         | \$11,155,000 | Funding approved 10/10/17   | Chris Smitherman |
| I-5967<br>45917.1.1<br>45917.2.1<br>45917.3.1    | Interchange improvements at I-85 and SR 1009 (South Churton Street) in <b>Hillsborough</b>   | 1/16/2024      | FY 2027         | \$20,700,000 | Planning and Design activities underway   | Laura Sutton     |
|  |  |                |                 |              |   |                  |

## NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

| TIP/WBS #                                     | Description   | Let/Start Date | Completion Date | Cost         | Status   | Project Lead   |
|---|---|----------------|-----------------|--------------|--|----------------|
| U-5845<br>50235.1.1<br>50235.2.1<br>50235.3.1 | Widen SR 1009 (South Churton Street) to multi-lanes from I-40 to Eno River in <b>Hillsborough</b> | 1/16/2024      | FY 2027         | \$49,751,000 | Planning and Design activities underway, Coordinate with U-5848 and I-5984 | Laura Sutton   |
| I-5984<br>47530.1.1<br>47530.2.1<br>47530.3.1 | Interchange improvements at I-85 and NC 86 in <b>Hillsborough</b>                                 | 11/18/2025     | FY 2027         | \$16,488,000 | Funding approved 10/10/17, Coordinate with U-5845 and I-5959               | Laura Sutton   |
| U-6071<br>47496.1.1<br>47496.2.1<br>47496.3.1 | Intersection improvements at NC 54 and SR 1007 (Old Fayetteville Rd) in <b>Carrboro</b>           | 1/15/2026      | FY 2027         | \$1,216,000  | Planning and design activities underway                                    | Jennifer Evans |
|   |   |                |                 |              |  |                |



# North Carolina Department of Transportation

## Active Projects Under Construction - Orange Co.

| <u>Contract Number</u> | <u>TIP Number</u> | <u>Location Description</u>  | <u>Contractor Name</u>                         | <u>Resident Engineer</u>   | <u>Contract Bid Amount</u> | <u>Availability Date</u> | <u>Completion Date</u> | <u>Work Start Date</u> | <u>Estimated Completion</u> | <u>Progress Schedule</u> | <u>Completion Percent</u> |
|------------------------|-------------------|--|--|----------------------------|----------------------------|--------------------------|------------------------|------------------------|-----------------------------|--------------------------|---------------------------|
| C203640                |                   | REPLACEMENT OF 4 BRIDGES IN GUILFORD COUNTY AND 3 BRIDGES IN ORANGE COUNTY.  | HAYMES BROTHERS, INC.                          | Lorenz, PE, Kris           | \$3,124,500.00             | 06/01/2015               | 11/01/2017             | 09/02/2015             | 11/01/2017                  | 93.20                    | 86.93                     |
| C203641                |                   | REPLACEMENT OF 5 BRIDGES IN GUILFORD COUNTY AND 5 BRIDGES IN ORANGE COUNTY.  | R.E. BURNS & SONS CO., INC.                    | Kirkman, PE, Christopher D | \$5,940,323.00             | 06/01/2015               | 11/01/2018             | 06/01/2015             | 08/31/2018                  | 100.00                   | 99.40                     |
| C203946                | B-5348            | REPLACE BRIDGE #85 OVER PHILS CRK ON SR-1005(OLD G'BORO RD)  | DANE CONSTRUCTION INC                          | Kirkman, PE, Christopher D | \$984,596.98               | 02/01/2018               | 12/27/2018             | 02/01/2018             | 01/30/2019                  | 72.00                    | 75.40                     |
| C204025                | I-5954            | PAVEMENT REHAB ON I-40/I-85 FROM EAST OF NC-54 IN GRAHAM TO WEST OF SR-1114 (BUCKHORN RD) IN ORANGE CO.                            | APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION   | Kirkman, PE, Christopher D | \$9,699,053.68             |                          |                        |                        |                             |                          |                           |
| DG00302                | P-4405K           | EXTEND BRYDSVILLE ROAD TO NC 86 AND REMOVE RAIL CROSSING   | TRIANGLE GRADING & PAVING INC                  | Kirkman, PE, Christopher D | \$1,683,900.00             | 07/01/2016               | 12/30/2017             | 09/29/2016             | 10/31/2018                  | 100.00                   | 89.87                     |
| DG00321                |                   | SR 1004 (EFLAND-CEDAR GROVE RD)  | CAROLINA SUNROCK LLC                           | Kirkman, PE, Christopher D | \$1,711,133.05             | 04/02/2018               | 04/02/2019             | 04/02/2018             | 04/02/2019                  | 25.00                    | 49.86                     |
| DG00332                | W-5601 IF         | I-85 GUARDRAIL END TERMINAL UPGRADES   | NICKELSTON INDUSTRIES INC                      | Kirkman, PE, Christopher D | \$494,243.00               | 12/05/2016               | 09/05/2017             | 05/01/2017             | 09/05/2018                  | 100.00                   | 100.00                    |
| DG00371                |                   | RESURFACE 9 SECONDARY ROADS  | CAROLINA SUNROCK LLC                           | Kirkman, PE, Christopher D | \$1,688,750.33             | 07/05/2017               | 11/01/2018             | 08/30/2017             | 11/01/2018                  | 42.40                    | 92.43                     |
| DG00372                | R-5787B           | ADA CURB RAMPS IN BURLINGTON, GIBSONVILLE, GRAHAM, MEBANE IN ALAMANCE CO., CARRBORO & CHAPEL HILL IN ORANGE CO.                    | ATLANTIC CONTRACTING COMPANY, INC.             | Kirkman, PE, Christopher D | \$128,910.00               | 07/24/2017               | 03/28/2019             | 02/26/2018             | 03/28/2019                  | 40.95                    | 54.52                     |
| DG00391                |                   | REPLACE BRIDGE # 104 OVER STONEY CREEK ON SR 1712 (UNIVERSITY STATION RD)  | R.E. BURNS & SONS CO., INC.                    | Kirkman, PE, Christopher D | \$561,562.02               | 01/30/2018               | 10/26/2018             | 03/01/2018             | 05/02/2019                  | 49.28                    | 60.02                     |
| DG00393                |                   | RESURFACE SR 1101, SR 1118, SR 1119, SR 1124, SR 1125, SR 1127, SR 1128 SR 1130, SR 1134, SR 1135, SR 1137, SR 1141, SR 1143, ETC. | RILEY PAVING INC                               | Kirkman, PE, Christopher D | \$1,084,520.40             | 04/02/2018               | 10/12/2018             | 06/18/2018             | 10/12/2018                  | 24.00                    | 25.98                     |
| DG00395                |                   | REPLACE BRIDGE #189 ON SR 1114 (BUCKHORN ROAD) OVER CANE CREEK   | ST WOOTEN CORPORATION                          | Kirkman, PE, Christopher D | \$723,924.13               | 04/01/2018               | 01/01/2019             | 05/07/2018             | 02/07/2019                  | 45.00                    | 26.46                     |
| DG00413                |                   | RESURFACE US 70 BUS, SR 1009, SR 1102, SR 1129, SR 1239, SR 1352, SR 1716 AND SR 1841  | CAROLINA SUNROCK LLC                           | Kirkman, PE, Christopher D | \$3,562,232.66             | 05/28/2018               | 11/01/2019             | 05/29/2018             | 11/01/2019                  | 23.00                    | 24.53                     |
| DG00419                |                   | RESURFACE NC 86 AND 17 SECONDARY ROADS   | CAROLINA SUNROCK LLC                           | Kirkman, PE, Christopher D | \$3,764,001.64             | 05/14/2018               | 11/01/2019             | 05/14/2018             | 11/01/2019                  | 26.00                    | 7.32                      |
| DG00427                |                   | BRIDGE #51 ON SR 1534 (MCKEE ROAD) OVER BUFFALO CREEK  | NATIONAL BRIDGE BUILDERS LLC                   | Kirkman, PE, Christopher D | \$521,443.82               | 05/07/2018               | 03/04/2019             |                        |                             |                          |                           |
| DG00435                |                   | AST RETREATMENT ON 22 SECONDARY ROADS  | WHITEHURST PAVING CO INC                       | Kirkman, PE, Christopher D | \$846,340.66               | 04/01/2019               | 10/11/2019             |                        |                             |                          |                           |
| DG00445                | R-5787BB          | INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS INTERSECTIONS  | LITTLE MOUNTAIN BUILDERS OF CATAWBA COUNTY INC | Kirkman, PE, Christopher D | \$319,319.80               | 06/25/2018               | 02/15/2020             |                        |                             |                          |                           |



## North Carolina Department of Transportation

### Active Projects Under Construction - Orange Co.

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| <u>Contract Number</u> | <u>TIP Number</u> | <u>Location Description</u>                                       | <u>Contractor Name</u>                         | <u>Resident Engineer</u>   | <u>Contract Bid Amount</u> | <u>Availability Date</u> | <u>Completion Date</u> | <u>Work Start Date</u> | <u>Estimated Completion</u> | <u>Progress Schedule</u> | <u>Completion Percent</u> |
|------------------------|-------------------|---|--|----------------------------|----------------------------|--------------------------|------------------------|------------------------|-----------------------------|--------------------------|---------------------------|
| DG00445                | W-5707A           | INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS INTERSECTIONS | LITTLE MOUNTAIN BUILDERS OF CATAWBA COUNTY INC | Kirkman, PE, Christopher D | \$319,319.80               | 06/25/2018               | 02/15/2020             |                        |                             |                          |                           |

| Chatham County - DCHC MPO - Upcoming Projects - Division 8--July 2018 |  |                                  |           |                    |            |                              |              |                          |
|---|--|----------------------------------|-----------|--------------------|------------|------------------------------|--------------|--------------------------|
| Contract # or<br>WBS # or TIP #                                       | Route                                      | Description                      | Let Date  | Completion<br>Date | Contractor | Project Admin.               | Project Cost | Notes                    |
| R-5825  | NC 751 at SR 1731<br>(O'Kelly Chapel Road) | Upgrade and Realign Intersection | 1/22/2019 | TBD                | TBD        | Greg Davis<br>(910) 944-2344 | TBD          | Right of Way in progress |