



DCHC MPO Board Meeting Agenda

Wednesday, March 13, 2019

1:00 PM

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

1. Roll Call**2. Ethics Reminder**

It is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

Per state law, all MPO Board members and alternates are required to file a Statement of Economic Interest and a Real Estate Disclosure form (these have been incorporated into the same form for electronic filers for 2019) by April 16, 2019. The forms can be found on the web site of the North Carolina State Ethics Commission at https://ethics.ncsbe.gov/sei/blankForm.aspx?type=MPO_RPO.

3. Adjustments to the Agenda**4. Public Comments****5. Directives to Staff**[19-100](#)

Attachments: [2019-03-13 \(19-100\) MPO Board Directives to Staff.pdf](#)

CONSENT AGENDA**6. February 27, 2019 Board Meeting Minutes**[19-126](#)

A copy of the February 27, 2019 Board meeting minutes is enclosed.

Board Action: Approve the minutes of the February 27, 2019 Board meeting.

Attachments: [2019-03-13 \(19-126\) 2.27.19 MPO Board Meeting Minutes LPA2.pdf](#)

ACTION ITEMS

7. **Remarks and Discussion with Secretary of Transportation James H. Trogdon, III (45 minutes)**

[19-127](#)

James H. Trogdon, III, North Carolina Secretary of Transportation

Wendy Jacobs, MPO Board Vice Chair

Felix Nwoko, LPA Staff

Secretary Trogdon has come to the DCHC MPO Board meeting to discuss transportation issues of interest to our area, as well as his vision for the Department. He has been provided a copy of the attached DCHC MPO comments on the Draft FY2018-2027 STIP, which provides background on transportation policies of concern to our region.

Secretary James H. Trogdon, III was appointed to his position by Governor Cooper in January 2017. Secretary Trogdon is a registered professional engineer with more than 30 years of experience in transportation. He began his career with NCDOT in 1985 as a highway engineer, and in 2000 was named NCDOT's Division 4 Engineer.

Trogdon later worked with the N.C. General Assembly as director of Strategic Transportation Planning. In this role, he made recommendations and provided analysis on transportation issues, as well as drafting transportation legislation for General Assembly members and reviewing transportation programs and projects for effectiveness.

In 2009, Trogdon was named NCDOT's chief operating officer, a position he held until his retirement in 2013. As COO, he was a key leader in the department's effort to professionalize its decision-making process and become a performance-based organization with an emphasis on accountability and transparency. Trogdon also held several private sector positions after retiring from NCDOT, including national transportation director for SAS Institute.

In addition to his work as an engineer with NCDOT, Trogdon has more than three decades of military service. His duties included serving as the plans officer for road and school construction in Honduras and Ecuador, as well as infrastructure improvements in Italy. After being selected to command the 105th Engineer Group, his unit was mobilized to provide command and control for security forces at U.S. Army installations throughout North Carolina and Virginia. His unit was again mobilized in 2006 during Operation Iraqi Freedom as the Multi-National Division North Engineer Brigade to command and control two engineer battalions, and provide assured mobility and general engineering support within northern Iraq. Major General Trogdon retired from the military in 2016 as the Deputy Adjutant General for the North Carolina National Guard.

Trogdon earned a master's of strategic studies at the U.S. Army War College as well as a master's in civil engineering with a minor in statistics and computer science and a bachelor's degree in civil engineering from North Carolina State University.

Board Action: The MPO Board welcomes Secretary Trogdon and greatly appreciates his taking the time to meet with the Board.

Attachments: [2019-03-13 \(19-127\) Comments to NCDOT on Draft 20-29 STIP.pdf](#)

REPORTS:

8. **Report from the Board Chair** [19-101](#)
Damon Seils, Board Chair
Board Action: Receive the report from the Board Chair
9. **Report from the Technical Committee Chair** [19-102](#)
Nishith Trivedi, TC Chair
Board Action: Receive the report from the TC Chair.
10. **Report from LPA Staff** [19-103](#)
Felix Nwoko, LPA Manager
Board Action: Receive the report from LPA Staff.
Attachments: [2019-03-13 \(19-103\) LPA staff report.pdf](#)
11. **NCDOT Report** [19-104](#)
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 Branch - NCDOT
John Grant, Traffic Operations - NCDOT
Board Action: Receive the reports from NCDOT.
Attachments: [2019-03-13 \(19-104\) NCDOT Progress Report.pdf](#)

INFORMATIONAL ITEMS

12. **Recent News Articles and Updates** [19-105](#)
Attachments: [2019-03-13 \(19-105\) news_articles.pdf](#)

Adjourn

Next meeting: April 10, 9 a.m., Committee Room

Dates of Upcoming Transportation-Related Meetings:

**Public Meeting for East Durham Siding & Grade Separation Project (P-5706)
Thursday, March 14, Hamner Conference Center, 15 T.W. Alexander Drive**

NCAMPO 2019 Conference April 24-26, Charlotte

MPO Board Directives to Staff
 12/01/15 – Present (Complete/Pending/In Progress)

Meeting Date	Directive	Status
12/9/2015	Quarterly updates on D-O LRT project.	<u>On-going</u> : GoTriangle will provide quarterly updates to MPO Board.
2/15/2016	Draft Letter of Support for D-O LRT project to advance to Engineering Phase for MPO Board Chair signature	<u>Complete</u> : 2/18/2016.
4/13/2016	Research and consider renaming DCHC MPO an acronym that would be easier remember and simple to say.	<u>Complete</u> . 6/8/2016. DCHC MPO staff and the Technical Committee researched and provided a recommendation to the MPO Board.
4/13/2016	Provide the MPO Board with a breakdown of funding for highway program and non-highway program in the MPO TIP.	<u>Complete</u> . DCHC MPO staff created a summary report and distributed it during May 11, 2016 Board meeting.
5/11/2016	Schedule presentation from NCDOT Division and City Public Works regarding flooding on Trenton Road.	<u>Complete</u> . DCHC MPO staff arranged to have an update at the June 8, 2016 Board meeting.
5/11/2016	Prepare a presentation on the breakdown of funding for highway program and non-highway program in the MPO TIP.	<u>Complete</u> . DCHC MPO staff presented the summary report at the June 8, 2016 Board meeting.
6/8/2016	Update the DCHC MPO's tagline on the MPO website to provide information to the public that explains the MPO does regional transportation planning for the western Triangle area.	<u>Underway</u> . DCHC MPO staff is still working on updating the tagline on the MPO website.
6/8/2016	Conduct background study on toll roads and how they are used and affect municipalities like DCHC MPO.	<u>Complete</u> . Consultants provided updates at joint MPO Board meeting on October 31, 2018
12/14/2016	Draft letter to NCDOT regarding citizen request for "Bicycles May Use Full Lane" signs on Old NC 86 north of Carrboro, and to reiterate interest in providing bike lanes or wider shoulders to accommodate bicyclists.	<u>Complete</u> . DCHC MPO staff sent letter to NCDOT on January 30, 2017; response received March 15, 2017.
1/11/2017	Draft letter to NCDOT requesting that issues of equity for low-income users be incorporated into planning for managed lanes on I-40 and NC-147.	<u>Complete</u> . Draft completed January 29, 2017.

Meeting Date	Directive	Status
4-28-17	Determine the number of distance signs on freeways within the MPO's jurisdiction. Investigate the options for increasing the number of signs with NCDOT, particularly on and around the East End Connector at its completion.	<u>Complete.</u> MPO staff has found seven distance signs on freeways within the MPO's jurisdiction: four on I-85, one on NC-147, one on US 15-501, and one on I-85/40 in western Orange County. MPO staff has followed up with NCDOT about the opportunity for additional signs along I-40 in Durham and/or Orange counties.
4-28-17	Work with Division 7 to amend the signage plan for the East End Connector to include signs warning motorists about construction before the I-85/40 split.	<u>Complete.</u> MPO staff has contacted Division 7 regarding this request. Once project is completed, signage plan will be finalized.
5-10-17	Have someone from NCDOT present to the MPO Board on synchronized/super streets.	<u>Complete.</u> Jim Dunlop of NCDOT's Congestion Management Division presented at the August 2017 MPO Board meeting.
9-13-17	Request for staff to give a presentation on the STI framework, focusing on what provisions are directly by federal legislation, by state legislation, and those that are department policy. Invite new Deputy Secretary Julie White to meet and discuss NCDOT policy regarding prioritization with the Board.	<u>Complete.</u> LPA staff presented at the November 8, 2017 Board meeting. Deputy Secretary Julie White presented at the March 14, 2018 Board meeting.
2-14-18	Work with local governments and partner agencies to identify additional funding streams for transit projects not being submitted through the SPOT 5.0 process. Report back on progress.	<u>Underway.</u> Chapel Hill Transit staff provided an update in February 2019. LPA staff will participate in ongoing discussions led by Chapel Hill Transit.
4-11-18	Request for staff to arrange a presentation on Managed Motorways to inform new Board members of the concept and provide an update on efforts to incorporate these projects in the Triangle region.	<u>Complete.</u> Will Letchworth from WSP made a presentation on Managed Motorways at the May 9, 2018 MPO Board meeting.
8-12-18	Request for staff to develop a strategy to ensure that CMAQ and TAP-DA funds are assigned to projects that can obligate the funds before the federal rescission deadline of September 30, 2019.	<u>Complete.</u> The MPO Board approved reprogramming of CMAQ and TAP-DA funds at its October meeting.
10-10-18	Request for Division 5 to provide staff to present an update on the US 70 improvement project.	<u>Complete.</u> Elmo Vance of NCDOT, Drew Joyner of AECOM, and Mark Pierce of RKK will present at the December Board meeting.

Meeting Date	Directive	Status
11-14-18	Delay adoption of the NC 54 West Corridor Study in order to address concerns raised by the Board.	<u>Complete.</u> An update on Phase 2 of the NC 54 West Corridor study will be presented to the Board in April 2019.
12-12-18	Work with NCDOT and MPO Technical Committee to address policies and procedures for maintenance of roundabouts.	<u>Underway.</u> LPA staff is coordinating with various divisions and local staff to determine current policies and procedures. Staff will present its findings in April or May 2019.
1-16-19	Present a resolution to the MPO Board regarding community concerns of proposed redesign of the I-40/NC 86 interchange.	<u>Complete.</u> LPA staff will bring a resolution to the Board for its consideration in February 2019.
2-27-19	Provide an update on the East Durham Siding and Grade Separation Project.	<u>Underway.</u> NCDOT Rail Division staff will provide an update in May 2019.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

27 February 2019

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on February 27, 2019, at 10:30 a.m. in the Committee Room, located on the second floor of Durham City Hall. The following people were in attendance:

Damon Seils (MPO Board Chair)	Town of Carrboro
Wendy Jacobs (MPO Board Vice Chair)	Durham County
Michael Parker (Member)	Town of Chapel Hill
Renee Price (Member)	Orange County
Jenn Weaver (Member)	Town of Hillsborough
Vernetta Alston (Member)	City of Durham
Charlie Reece (Member)	City of Durham
Heidi Carter (Alternate)	Durham County
Richard Hancock	NCDOT, Division 5
Patrick Wilson	NCDOT, Division 7
Bryan Kluchar	NCDOT, Division 8
Julie Bogle	NCDOT, TPD
Nishith Trivedi	Orange County
Zach Hallock	Town of Carrboro
John Hodges-Copple	TJ Council of Government
Patrick McDonough	GoTriangle
Geoff Green	GoTriangle
Bill Judge	City of Durham/DCHC MPO
Meg Scully	DCHC MPO
Andy Henry	DCHC MPO
Aaron Cain	DCHC MPO
Maureen Devlin	DCHC MPO
Robert Jahn	DCHC MPO
Dale McKeel	City of Durham/DCHC MPO

Quorum Count: 7 of 10 Voting Members

Chair Damon Seils called the meeting to order at 10:30 a.m. A roll call was performed. The

Voting Members and Alternate Voting Members of the DCHC MPO Board were identified and are

indicated above. Chair Damon Seils reminded everyone to sign-in using the sign-in sheet that was being circulated.

Chair Damon Seils stated that Karen Howard had an unexpected emergency and she would not be able to attend the MPO Board Meeting. Renee Price made a motion to excuse Karen Howard from the MPO Board Meeting. Charlie Reece seconded the motion. The motion passed unanimously.

PRELIMINARIES:

2. Ethics Reminder

Chair Damon Seils read the Ethics Reminder and asked if there were any known conflicts of interest with respect to matters coming before the MPO Board and requested that if there were any identified during the meeting for them to be announced. There were no known conflicts identified by the MPO Board members.

Chair Damon Seils stated that, by April 16, 2019, each Board Member and Alternate must fill out the Statement of Economic Interest and Real Estate Disclosure for 2019. Chair Damon Seils stated that there is a link to the disclosure form in the agenda packet.

3. Adjustments to the Agenda

Aaron Cain stated that there are three items to be added to the agenda: Amendment #11 to the FY2018-2027 Transportation Improvement Program (TIP); Draft State Transportation Improvement Program (STIP) Comments; and Authorization of Release of Forthcoming County Transit Plans.

4. Public Comments

There were no comments from the public.

5. Directives to Staff

The Directives to Staff were included in the agenda packet for review.

CONSENT AGENDA:

6. January 16, 2019 Board Meeting Minutes

Chair Damon Seils asked if anyone had any questions or comments.

Vernetta Alston made a motion to approve the minutes of the January 16, 2019, MPO Board meeting. Charlie Reece seconded the motion. The motion passed unanimously.

ACTION ITEMS:

7. Draft FY2020 Unified Planning Work Program (UPWP)
Meg Scully, LPA Staff

Meg Scully stated that the MPO Board reviewed the draft FY2020 UPWP and released the document for public comment at the January 16, 2019 MPO Board meeting. Meg Scully continued that, since the public release, an additional \$164,000 of Planning (PL) Section 104(f) funding has been made available by NCDOT to the MPO for FY20 and programmed in the current draft FY20 UPWP. Meg Scully added that the additional PL funding would be considered for a bikeway study and improvements to the Transportation Improvement Program (TIP) database or other projects as needed. Chair Damon Seils opened a public hearing, and then closed the public hearing without there being any comment from the public.

Michael Parker made a motion to approve the FY2020 UPWP. Charlie Reece seconded the motion. The motion passed unanimously.

8. Resolution on I-3306AC, I-40/NC 86 Interchange Improvements
Aaron Cain, LPA Staff

Aaron Cain stated that NCDOT is in the early stages of design for improvements to the I-40/NC 86 interchange, part of State Transportation Improvement Plan (STIP) project I-3306A, a widening of I-40 in Orange County to six lanes. Aaron Cain stated that at the January 16, 2019, DCHC MPO Board meeting, two members of the public spoke about concerns regarding the proposed improvements in one of the conceptual designs for the interchange, and the MPO Board directed staff to draft a resolution based on staff comments of the proposals. Aaron Cain stated that MPO staff drafted a

resolution to that effect. As part of the TC deliberations on the draft resolution, Kumar Neppalli of Chapel Hill proposed two additional items to the Resolution:

- Maintain left turn movements from Eubanks Road onto northbound NC 86 as much as possible, potentially as a short term measure until traffic levels exceed certain thresholds.
- Widen the eastbound I-40 exit ramp to create an additional lane of traffic exiting onto NC 86. This would be in additions to the proposed slip lane from the exit ramp onto Eubanks Road.

Aaron Cain stated that the TC unanimously recommended approval of the resolution with the two additional items proposed by Chapel Hill. Aaron Cain added that Kumar Neppalli performed successful modeling for these two additions to the proposed resolution. Michael Parker added that the proposed changes by Orange County and Chapel Hill best accommodate current traffic patterns, and changes can be made in the future should they become necessary. Renee Parker stated that there were possible noise mitigation issues raised by nearby residents.

Michael Parker made a motion to adopt the resolution as recommended by the TC on the design of the I-40/NC 86 interchange. Charlie Reece seconded the motion. The motion passed unanimously.

9. Chapel Hill North-South Bus Rapid Transit Update **Matt Cecil, Chapel Hill Transit**

Matt Cecil stated that Chapel Hill Town Council adopted an update to the LPA for the North-South Bus Rapid Transit (BRT) Project, which eliminated the center running option and the extension to Durham Technical Community College. Matt Cecil also stated the BRT project uses mixed traffic on Eubanks Road, and either construction of or a dedicated curb running BRT guideway between Eubanks Road and North Street. Matt Cecil added that the current cost estimates for the North-South Bus Rapid Transit project are from \$123.2 -134.7M. Matt Cecil explained that there is funding gap of \$6.3-10.9M, 50% of which must be dedicated by November 2019 in order to remain in the project development

phase. Matt Cecil discussed several options for funding, and Chapel Hill Transit is also planning to discuss potential extending the November 2019 deadline with the Federal Transit Administration (FTA).

There was no action taken by the MPO Board.

10. Amendment #10 to the FY2018-2027 TIP

Aaron Cain, LPA Staff

Aaron Cain stated that Amendment #10 to the FY2018-2027 TIP has been released for a 21-day public comment period due to two of the projects exceeding \$1M each. Aaron Cain added that there has been no comment from the public. Chair Damon Seils and Aaron Cain discussed that the all of the projects included in the amendment could be found in the agenda packet. Vice Chair Wendy Jacobs requested that project P-5706, Eastern Durham Rail Grade Separations and Siding, be omitted from Amendment #10 and that North Carolina Railroad present more information at the April 10, 2019, MPO Board Meeting. Aaron Cain added that there is a public meeting concerning P-5706 at the Hamner Conference Center in the Research Triangle Park on March 14 from 5-7pm.

Michael Parker made a motion to approve Amendment #10 to the FY2018-2027 TIP without P-5706. Vernetta Alston seconded the motion. The motion passed unanimously.

10a. Amendment #11 to the FY2018-2027 TIP

Aaron Cain, LPA Staff

Aaron Cain stated that Amendment #11 to the FY2018-2017 TIP consists of two sidewalk projects that would each receive over \$1M in funding, therefore a 21-day public comment period is required. Aaron Cain added that MPO staff is requesting that the MPO Board release the amendment to the public.

Jenn Weaver made a motion to release Amendment #11 to the FY2018-2027 TIP. Renee Price seconded the motion. The motion passed unanimously.

10b. Draft STIP Comments

Aaron Cain, LPA Staff

Aaron Cain stated that he will provide via email draft comments on the FY2020-2029 STIP for the Board to review. Aaron Cain requested that the MPO Board review the draft STIP comments and provide feedback by March 5. No action was taken by the Board.

10c. County Transit Plans
Aaron Cain, LPA Staff

Aaron Cain requested that the MPO Board approve the release the amended County Transit Plans when they are ready to be released. Aaron Cain added that this item was requested to be added to the agenda at the request of GoTriangle. Patrick McDonough stated that, due to the federal government shutdown, GoTriangle was unable to meet with the necessary federal agencies in order to complete the County Transit Plans on schedule. There was discussion about the possibility of scheduling an additional MPO Board meeting to approve the County Transit Plans at the March 13 MPO Board Meeting when more information would become available.

Renee Price made a motion to authorize MPO staff to release the County Transit Plans for a 21-day public comment period. Vice Chair Wendy Jacobs seconded the motion. The motion passed unanimously.

REPORTS:

11. Report from the Board Chair
Damon Seils, Board Chair

Chair Damon Seils stated that he is unable to attend the March 13 MPO Board meeting with Secretary Trogon. Renee Price also stated that she would be unable to attend. Chair Damon Seils encouraged all available MPO Board Members and Alternates to attend the 1 p.m. meeting.

12. Report from the Technical Committee Chair
Nish Trivedi, TC Chair

There was no report from the Technical Committee Chair.

13. Report from LPA Staff
Andy Henry, LPA Staff

Dale McKeel stated that there is a Bicycle and Pedestrian Workshop at the Hale Cultural Arts Center in Apex on March 29 from 8am-12pm.

14. NCDOT Report

Richard Hancock, NCDOT Division 5, stated that the U-5745 (University Road/ NC 751 Roundabout) project will begin construction during the week of March 4. Richard Hancock stated that the intersection will be closed for through traffic, the nearby streets will be open for local traffic, and there will be detour signage available. Charlie Reece stated that he will contact Richard Hancock for signage issues as described by Durham residents. Richard Hancock also stated that the EB-4707B (Old Chapel Hill Bike/Ped) project is scheduled to be completed in April 2019, weather permitting. Richard Hancock added that the EB-4707A (Old Durham Bike/Ped) project is scheduled to let in April 2019.

Pat Wilson, NCDOT Division 7, stated that he met with the Town of Carrboro staff in order to work on the project at U-5846 (Greensboro Street / Estes Drive Roundabout) project. Pat Wilson also stated that the U-5847 (Franklin Street / Merritt Mill Road intersection improvements) project is scheduled to begin construction in May 2019 and complete construction during summer 2019. Pat Wilson discussed the U-5854 (Mount Carmel Church Road / Bennett Road Roundabout) project is scheduled to have a completion date by April 2020.

Bryan Kluchar, Division 8, stated that there is a public comment period for Division 8 during the week of March 4 in Carthage, NC. Bryan Kluchar also stated that Division 8 has secured funding for the bridge on Jeremiah Drive over Jordan Lake, which is scheduled to begin in summer 2019.

Julie Bogle, Transportation Planning Branch, stated that she will be presenting the NC Moves 2050 Statewide Plan to the TC and MPO Boards at their respective meetings within the next few months. Julie Bogle stated that the Transportation Planning Division (TPD) has scheduled events for public engagement, and there is an additional survey that will be available from April through May 2019.

194 There was no report from NCDOT Traffic Operations.

195 INFORMATIONAL ITEMS:196 **17. Recent News, Articles, and Updates**

197 Recent News, Articles and Updates are located in the agenda packet.

198 ADJOURNMENT:

199 There being no further business before the DCHC MPO Board, the meeting was adjourned at

200 11:21 a.m.



Durham–Chapel Hill–Carrboro Metropolitan Planning Organization

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

March 6, 2019

Mr. Van Argabright
 Manager, STIP, Feasibility Studies, and Strategic Prioritization
 N.C. Department of Transportation
 1534 Mail Service Center
 Raleigh, NC 27699-1534

Dear Mr. Argabright:

The Draft FY2020-29 State Transportation Improvement Plan (Draft STIP) was released by the North Carolina Department of Transportation (NCDOT) on January 10, 2019. Over the last two months staff from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC) and its member jurisdictions have reviewed the Draft STIP. DCHC MPO staff have compiled comments, which have been reviewed by the DCHC MPO Technical Committee (TC) and Board. These comments are being provided to you and your staff prior to the Secretary's visit to the DCHC MPO Board scheduled for 1:00 pm on March 13, 2019, with our one-on-one meeting to follow immediately after. The first set of comments and questions are general and programmatic in nature, the second set regard particular projects that are programmed in the Draft STIP.

GENERAL COMMENTS AND QUESTIONS

Normalization within the Strategic Transportation Investments (STI) Process

DCHC supports a quantitative, collaborative, and transparent process for prioritizing transportation funding, and believes that the STI process generally achieves this goal. Furthermore, DCHC understands that the parameters of the STI law in large part dictate which projects are eventually funded in the STIP. However, normalization is one part of the funding formula that is set in NCDOT policy, and not within the STI law.

Normalization needs to accommodate varying shares of highway and non-highway funding across the State, and those shares will vary depending on the needs and development patterns of each MPO and RPO. In DCHC's recently adopted 2045 Metropolitan Transportation Plan (MTP), 58 percent of funding is projected for highway projects, and 42 percent for non-highway projects. The outcome of the Draft STIP for DCHC is a two-thirds/one-third split between highway and non-highway projects. While this is certainly closer to the funding split desired by the DCHC Board through the MTP than seen in previous iterations of the STIP, and due largely to the inclusion of the Durham-Orange Light Rail Transit project, the STI normalization process still affects

DCHC's ability to invest according to our long-range vision. DCHC remains concerned that normalization is not flexible enough to adequately address different needs across the State.

Comments Regarding Bicycle and Pedestrian Projects

DCHC appreciates the work that NCDOT is currently doing on updating its Complete Streets policy. While work is ongoing on this project, one major issue for local governments that has yet to be addressed is the mismatch between the current implementation of the Complete Streets policy and NCDOT funding policies for bicycle and pedestrian improvements. For example, the Complete Streets policy often recommends a sidepath or multi-use path for bicycle and pedestrian accommodations on major highways, but during implementation of a highway project that sidepath is considered a betterment, and must be paid for fully by the local government. Conversely, while bicycle lanes are more expensive and require NCDOT to provide maintenance, they are less expensive to local governments because NCDOT will provide 100 percent of the funding for them. Therefore, one major change that should come out of the Complete Streets policy work is for NCDOT to provide funding for sidepaths that are typically less expensive and will be maintained by the local government. This policy alignment will ensure that funding of facilities incentivizes and supports the most appropriate facility.

The NCDOT Complete Streets policy should also apply to all new bridges and bridge replacements in urbanized areas. Currently, NCDOT will not provide bicycle or pedestrian accommodations on a bridge unless curb and gutter currently extends to the bridge, regardless of if there are plans to extend curb and gutter to the bridge, or if bicycle and pedestrian facilities exist approaching the bridge without curb and gutter.

DCHC recommends that the cost share for sidewalks be eliminated. The current cost share requirement for sidewalks as a part of highway projects, based on population, has led to difficult financial demands for local governments in growing areas like the Triangle, where there are many major highway projects underway at once. This financial burden makes it difficult for municipalities to complete the standalone bicycle and pedestrian projects they have been awarded due to limited budgets for such projects.

All bicycle and pedestrian projects in the Draft 2020-2029 STIP should be programmed with ROW in the first five years of the STIP so that they can be committed projects. With a 20 percent local match required for projects with federal funding, local governments find it difficult to budget the local match in their Capital Improvements Plans (CIPs) for projects that will need to be rescored and have a possibility of losing federal funding. The specific projects that this change applies to are detailed later in this document.

Under current procedures, municipal agreements for bicycle and pedestrian projects are locked into a project cost without the benefit of project design. Project costs are best estimated at the 65 percent design stage. DCHC has found that the cost estimates,

prepared using the NCDOT cost estimation tool, for bicycle and pedestrian projects for the past three SPOT cycles has greatly underestimated the costs for these projects. While DCHC and its communities greatly appreciate the assistance that NCDOT has provided in identifying additional funding for cost increases for bicycle and pedestrian projects, this has been done in an informal manner to date. DCHC would like to work with NCDOT to develop a more formal process for addressing cost increases on bicycle and pedestrian projects.

Accommodate Future Commuter Rail in Grade Separation Projects

There are two grade separation projects currently in the Draft FY2018-27 STIP (described below under specific projects) along the North Carolina Railroad corridor. This corridor is shown in the DCHC and CAMPO Metropolitan Transportation Plan (MTP) as providing future commuter rail service. These grade separation projects need to be built to accommodate commuter rail as well as freight service between Durham and Raleigh. Project funding in the Draft STIP needs to be adequate for this scope.

SPECIFIC PROJECT-RELATED COMMENTS AND QUESTIONS

Durham County

EB-5720 R. Kelly Bryant Bridge Trail

- As addressed in the general comments, this project originally funded through P3.0 has seen major cost increases as it moves through the design process. DCHC appreciates the cooperation with NCDOT on identifying additional funds to cover rising costs, and would like to work with NCDOT on formalizing this process in the future.

EB-5834 NC 157 (Guess Road) Sidewalks

- All phases of this project can be delayed four years to free up funding in the first five years of the STIP and to accommodate anticipated future cost increases.

EB-5835 NC 55 Sidewalks

- All phases of this project can be delayed two years to free up funding in the first five years of the STIP and to accommodate anticipated future cost increases.

EB-5837 Third Fork Creek Trail

- As addressed in the general comments, this project originally funded through P3.0 has seen major cost increases as it moves through the design process. DCHC appreciates the cooperation with NCDOT on identifying additional funds to cover rising costs, and would like to work with NCDOT on formalizing this process in the future.

EB-5904 Duke Belt Line Trail

- The Construction phase of this project can be delayed two years to match current delivery schedule and to accommodate anticipated future cost increases.

P-5706 Eastern Durham Siding and Grade Separation

- This grade separation project needs to be built to accommodate all potential track expansion projects including tracks that may be needed for commuter rail service between Durham and Raleigh. The Draft STIP funding needs to be adequate for this greater scope

P-5717 Cornwallis Road Grade Separation

- This grade separation project needs to be built to accommodate all potential track expansion projects including tracks that may be needed for commuter rail service between Durham and Raleigh. The Draft STIP funding needs to be adequate for this greater scope.

Orange County***EB-5994 NC 54 Multiuse Path in Carrboro***

- This project should be accelerated by two years so that ROW is in FY24 and this becomes a committed project. This will allow the Town of Carrboro to budget the local match in its CIP.

EB-5998 Fordham Boulevard Multiuse Paths

- This project should be accelerated by four years so that the Construction phase is in FY24 and this becomes a committed project. This will allow the Town of Chapel Hill to budget the local match in its CIP.

U-5304 US 15-501 Upgrade

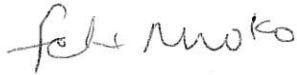
- The Draft STIP supplies funding in the Developmental Program for Breaks B, D, E, and F of this project. The Town of Chapel Hill has concerns about construction of an interchange at Manning Drive (Break E), particularly since it is classified as a Statewide Mobility project and therefore was scored with no local input. Additionally, feasibility studies currently being conducted on these segments lean towards use of a superstreet design. The Town of Chapel Hill has concerns with bicycle and pedestrian accommodations within a superstreet, and feels there is a need for further evaluation of the impacts a superstreet would have on these areas.

Chatham County***U-6192 US 15/501 Conversion to Synchronized Street***

- This project is an example of one where the Complete Streets policy would recommend a multi-use path, yet only bicycle lanes would be paid for by NCDOT.

Thank you for your time and attention to these matters. I look forward to addressing these issues with your staff next week.

Sincerely,



Felix Nwoko, Manager
DCHC MPO

cc: Julie White, Deputy Secretary for Multi-Modal Transportation
Sean Williams, Deputy Secretary for Communications
Hanna Cockburn, AICP, Director, Bicycle and Pedestrian Division
Jamal Alavi, PE, Manager, Transportation Planning Division
Jason Orthner, PE, Director, Rail Division
Mike Stanley, PE, STIP Unit
Richard Lakata, PE, STIP Unit
Rupal Desai, PE, STIP Unit
Julie Bogle, PE, Transportation Planning Division
Joey Hopkins, PE, Division 5 Engineer
Richard Hancock, PE, Division 5 Deputy Engineer
David Keilson, PE, Division 5 Planning Engineer
Mike Mills, PE, Division 7 Engineer
Pat Wilson, PE, Division 7 Deputy Engineer
Ed Lewis, PE, Division 7 Planning Engineer
Brandon Jones, PE, Division 8 Engineer
Bryan Kluchar, PE, Division 8 Planning Engineer
Brian Gackstetter, Rail Planning Engineer

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: March 13, 2019

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

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
- Farrington Road Amendment likely to be adopted – September 2018

2045 Metropolitan Transportation Plan (MTP)

- ✓ 2045 MTP amendment related to Air Quality Conformity Determination will be released for public comment– September 2018
- ✓ Adopt 2045 MTP Amendment #1 – November 2018

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 6.0 - FY 2022-2031 TIP Development

- LPA Staff develops initial project list – March 2019
- Board reviews initial project list (including deletions of previously submitted projects) and authorizes release for public comment – June 2019

- SPOT On!ine opens for entering/amending projects – July 2019
- Board holds public hearing for project submittals – August 2019
- Board approves new projects to be submitted for SPOT-5 – September 2019
- MPO submits projects to NCDOT – September 2019
- LPA updates local ranking methodology – December 2019
- TCC makes recommendation on local ranking methodology – January 2020
- Board approves local ranking methodology – March 2020
- MPO applies local ranking methodology for Regional projects – April 2020
- Board releases MPO initial Regional points list for local input/public comments – May 2020
- LPA addresses public comments and makes draft recommendation on local points for Regional category – June 2020
- Approval of Regional Impact points – June-August 2020
- Submission of Regional Impact points to NCDOT – July-August 2020
- MPO applies local ranking methodology for Division projects – August 2020
- Board releases MPO initial Division points list for local input/public comments – September 2020
- LPA addresses public comments and makes draft recommendation on local points for Division category – October 2020
- Approval of Division Needs points – November 2020
- Submission of Division Needs points to NCDOT – November 2020
- Draft STIP Released – January 2021

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 – September 2018
- ✓ Release formal report for public comment – September 2018
- ✓ Approve final report – November 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
- ✓ Draft plan – September 2018
- ✓ Public input – October-November 2018
- Revisions and additional data collection – March-April 2019
- Public input – May 2019
- Final draft – June 2019

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 and presentation to MPO Boards at joint MPO Board Meeting – October 2018
- 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

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

Upcoming Projects

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

Contract Number: C203394		Route: I-885, NC-147, NC-98 US-70	
Division: 5		County: Durham	
TIP Number: U-0071			
Length: 4.009 miles		Federal Aid Number:	
NCDOT Contact: Cameron D. Richards		NCDOT Contact No: (919)835-8200	
Location Description: EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM.			
Contractor Name: DRAGADOS USA INC			
Contract Amount: \$141,949,500.00		Cost Overrun/Underrun: 9.91%	
Work Began: 02/26/2015		Letting Date: 11/18/2014	
Original Completion Date: 05/10/2020		Revised Completion Date:	
Latest Payment Thru: 02/22/2019		Scheduled Progress: 78.02%	
Latest Payment Date: 03/05/2019		Actual Progress: 75.27%	

Contract Number: C203492		Route: SR-2220	
Division: 5		County: Durham	
TIP Number: EB-4707B			
Length: 1.756 miles		Federal Aid Number: STPDA-0505(64)	
NCDOT Contact: James M. Nordan, PE		NCDOT Contact No: (919)220-4680	
Location Description: SR-2220 (OLD CHAPEL HILL ROAD) FROM SR-1113 (POPE ROAD) TO SR-1116 (GARRETT ROAD).			
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY			
Contract Amount: \$7,295,544.75		Cost Overrun/Underrun: 8.3%	
Work Began: 06/26/2017		Letting Date: 05/16/2017	
Original Completion Date: 05/14/2019		Revised Completion Date:	
Latest Payment Thru: 01/31/2019		Scheduled Progress: 100%	
Latest Payment Date: 02/12/2019		Actual Progress: 85.92%	

Contract Number: C203567		Route: NC-55	
Division: 5		County: Durham	
TIP Number: U-3308			
Length: 1.134 miles		Federal Aid Number: STP-55(20)	
NCDOT Contact: James M. Nordan, PE		NCDOT Contact No: (919)220-4680	
Location Description: NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST).			
Contractor Name: ZACHRY CONSTRUCTION CORPORATION			
Contract Amount: \$39,756,916.81		Cost Overrun/Underrun: 18.34%	
Work Began: 10/05/2016		Letting Date: 07/19/2016	
Original Completion Date: 03/30/2020		Revised Completion Date: 02/11/2021	
Latest Payment Thru: 02/15/2019		Scheduled Progress: 48%	
Latest Payment Date: 02/26/2019		Actual Progress: 50.02%	

Contract Number: C204167		Route: SR-1118, SR-1407, SR-1648 SR-1794, SR-1811, SR-1906 SR-1966, SR-1973, SR-2095	
Division: 5		County: Durham	
TIP Number:			
Length: 24.77 miles		Federal Aid Number: STATE FUNDED	
NCDOT Contact: James M. Nordan, PE		NCDOT Contact No: (919)220-4680	
Location Description: 51 SECTIONS OF SECONDARY ROADS.			
Contractor Name: CAROLINA SUNROCK LLC			
Contract Amount: \$4,355,108.47		Cost Overrun/Underrun: 0.38%	
Work Began: 08/01/2018		Letting Date: 05/15/2018	
Original Completion Date: 11/30/2019		Revised Completion Date:	
Latest Payment Thru: 12/31/2018		Scheduled Progress: 9%	
Latest Payment Date: 01/08/2019		Actual Progress: 10.59%	

Contract Number: C204168		Route: -	
Division: 5		County: Durham	
TIP Number:			
Length: 15.188 miles		Federal Aid Number: STATE FUNDED	
NCDOT Contact: Cameron D. Richards		NCDOT Contact No: (919)835-8200	
Location Description: 14 SECTIONS OF SECONDARY ROADS.			
Contractor Name: CAROLINA SUNROCK LLC			
Contract Amount: \$5,334,770.46		Cost Overrun/Underrun: 0.9%	
Work Began: 07/02/2018		Letting Date: 05/15/2018	
Original Completion Date: 11/30/2019		Revised Completion Date:	

Latest Payment Thru: 10/31/2018 Latest Payment Date: 11/07/2018		Scheduled Progress: 21% Actual Progress: 20.85%
Contract Number: C204256 Division: 5 TIP Number: Length: 15.89 miles NCDOT Contact: James M. Nordan, PE Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-98, AND 3 SECTIONS OF SECONDARY ROADS. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$0.00 Work Began: 03/15/2019 Original Completion Date: 11/30/2019 Latest Payment Thru: Latest Payment Date:		Route: -, NC-98, SR-1800 SR-1811, US-70 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 0% Letting Date: 10/16/2018 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DE00228 Division: 5 TIP Number: I-5729 Length: 5.61 miles NCDOT Contact: James M. Nordan, PE Location Description: I-85 FROM US-15/501 TO EAST OF SR-1827 (MIDLAND TERRACE RD) IN DURHAM Contractor Name: INTERSTATE IMPROVEMENT INC Contract Amount: \$4,168,265.78 Work Began: 03/13/2018 Original Completion Date: 11/01/2018 Latest Payment Thru: 02/22/2019 Latest Payment Date: 03/01/2019		Route: I-85 County: Durham Federal Aid Number: NHPP-0085(013) NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 61.17% Letting Date: 10/11/2017 Revised Completion Date: Scheduled Progress: 100% Actual Progress: 86.36%
Contract Number: DE00253 Division: 5 TIP Number: W-5705K Length: 0 miles NCDOT Contact: James M. Nordan, PE Location Description: SR 1327 (GREGSON ST) AND LAMOND AVE Contractor Name: TRAFFIC CONTROL DEVICES INC Contract Amount: \$72,515.00 Work Began: 09/01/2018 Original Completion Date: 02/28/2019 Latest Payment Thru: 12/31/2018 Latest Payment Date: 01/11/2019		Route: SR-1327 County: Durham Federal Aid Number: HSIP-1327(006) NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 0% Letting Date: 07/25/2018 Revised Completion Date: Scheduled Progress: 30% Actual Progress: 19.88%
Contract Number: DE00255 Division: 5 TIP Number: W-5705C Length: 0 miles NCDOT Contact: James M. Nordan, PE Location Description: US 15-501 AT SR 1116 (GARRETT RD) US 15-501 BUS AT WESTGATE DR Contractor Name: ALS OF NORTH CAROLINA LLC Contract Amount: \$540,904.71 Work Began: 08/06/2018 Original Completion Date: 12/21/2018 Latest Payment Thru: 02/11/2019 Latest Payment Date: 02/14/2019		Route: US-501 County: Durham Federal Aid Number: HSIP-0501(046) NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 4.63% Letting Date: 05/23/2018 Revised Completion Date: Scheduled Progress: 100% Actual Progress: 36.73%

DURHAM PROJECT LIST -
January 30, 2019
NCDOT DIVISION 5 - FIVE-YEAR PROGRAM

Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
17BP.5.C.02	5	DURHAM	REMOVE 50 FEET OF EXISTING DUAL 48" CMP REPLACE WITH SINGLE 9'-11", 6' x 8" ALUMINUM BOX DURHAM COUNTY			Division Design Raleigh Let (D)	1/15/2019	Lisa Gilchrist			
17BP.5.R.116	5	DURHAM				Division POC Let (DPOC)	2/22/2023	Lisa Gilchrist			
17BP.5.R.117	5	DURHAM				Division POC Let (DPOC)	2/22/2023	Lisa Gilchrist			
17BP.5.R.83	5	DURHAM	BRIDGE 84 OVER CHUNKY PIE CREEK ON SR 1815			Division POC Let (DPOC)	4/22/2020	Lisa Gilchrist			
17BP.5.R.84	5	DURHAM				Division POC Let (DPOC)	1/26/2022	Lisa Gilchrist			
17BP.5.R.97	5	DURHAM	BRIDGE 89 OVER LICK CREEK ON SR 1902			Division POC Let (DPOC)	10/15/2019	Lisa Gilchrist			
47451.3.1	5	DURHAM	NC 98 (Holloway Street) - Traffic Signal at Adams Street and channelization at S. Woodcrest Street			On Call Contract (OCC)	7/15/2019	Stephen Davidson			
B-5674	5	DURHAM	REPLACE BRIDGE 80 OVER SR 1308 IN DURHAM ON US 15-501 NORTHBOUND	9/16/2019	9/16/2019	Raleigh Letting (LET)	12/15/2020	KEVIN FISCHER	\$110,000.00	\$2,209,000.00	
C-4928	5	DURHAM	SR 1317 (MORRENE ROAD) FROM NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	2/25/2019	2/26/2019	NON - DOT LET (LAP)	4/15/2020	RAYMOND JOSEPH HAYES	\$7,000.00	\$5,783,000.00	

DURHAM PROJECT LIST -
January 30, 2019
NCDOT DIVISION 5 - FIVE-YEAR PROGRAM

Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
C-5183B	5	DURHAM	SR 1945 (S ALSTON AVENUE) FROM SR 1171 (RIDDLE ROAD) TO CAPPS STREET. CONSTRUCT SIDEWALKS IN DURHAM			NON - DOT LET (LAP)	7/31/2019	RAYMOND JOSEPH HAYES	\$99,000.00	\$706,000.00	
C-5605E	5	DURHAM	CITY OF DURHAM BICYCLE LANE STRIPING: 8 MILE OF BIKE LANES.			NON - DOT LET (LAP)	9/30/2019	RAYMOND JOSEPH HAYES		\$504,000.00	
C-5605H	5	DURHAM	DOWNTOWN DURHAM WAYFINDING PROGRAM SIGNS/KIOSKS TO FACILITATE NAVIGATION AND PARKING.	9/30/2018	9/30/2018	NON - DOT LET (LAP)	7/1/2019	RAYMOND JOSEPH HAYES		\$605,000.00	
C-5605I	5	DURHAM	DURHAM NEIGHBORHOOD BIKE ROUTE:~7 MILES OF SIGNED AND MARKED NEIGHBORHOOD BIKE ROUTES IN CENTRAL DURHAM.	12/28/2018		NON - DOT LET (LAP)	3/29/2019	RAYMOND JOSEPH HAYES		\$540,883.00	
EB-4707A	5	DURHAM	SR 1838 / SR 2220 (OLD DURHAM ROAD) FROM US 15 / US 501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY	8/20/2015	8/20/2015	Division Design Raleigh Let (DI	4/16/2019	BENJAMIN J. UPSHAW		\$4,900,000.00	Ongoing coordination with adjacent development.
EB-5703	5	DURHAM	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.			NON - DOT LET (LAP)	9/29/2019	RAYMOND JOSEPH HAYES		\$578,000.00	
EB-5704	5	DURHAM	DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET			NON - DOT LET (LAP)	9/29/2019	RAYMOND JOSEPH HAYES			

DURHAM PROJECT LIST -
January 30, 2019
NCDOT DIVISION 5 - FIVE-YEAR PROGRAM

Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
EB-5708	5	DURHAM	NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT IN DURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE			NON - DOT LET (LAP)	4/15/2020	RAYMOND JOSEPH HAYES		\$275,000.00	
EB-5715	5	DURHAM	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			NON - DOT LET (LAP)	7/15/2020	RAYMOND JOSEPH HAYES		\$1,269,000.00	
EB-5720	5	DURHAM	BRYANT BRIDGE NORTH/GOOSE CREEK WEST TRAIL, NC 55 TO DREW-GRANBY PARK IN DURHAM. CONSTRUCT SHARED-USE PAHT AND CONNECTING SIDEWALKS.	9/30/2020	9/30/2020	NON - DOT LET (LAP)	9/30/2021	RAYMOND JOSEPH HAYES	\$14,000.00	\$4,432,000.00	
EB-5834	5	DURHAM	NC 157 / SR 1322 (GUESS RD.) FROM HILLCREST DRIVE TO SR 1407(WEST CARVER STREET) IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES.		6/30/2021	NON - DOT LET (LAP)	9/20/2022	RAYMOND JOSEPH HAYES	\$204,000.00	\$589,000.00	
EB-5835	5	DURHAM	NC 55 (ALSTON AVE.) FROM SR 1171 (RIDDLE RD.) TO CECIL STREET IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN MISSING GAPS.		6/20/2022	NON - DOT LET (LAP)	9/20/2023	RAYMOND JOSEPH HAYES	\$50,000.00	\$525,000.00	

DURHAM PROJECT LIST -
January 30, 2019
NCDOT DIVISION 5 - FIVE-YEAR PROGRAM

Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
EB-5837	5	DURHAM	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.	6/1/2020	6/30/2020	NON - DOT LET (LAP)	6/30/2021	RAYMOND JOSEPH HAYES	\$161,000.00	\$2,546,000.00	
EB-5904	5	DURHAM	DUKE BELT LINE TRAIL - PETTIGREW STREET TO AVONDALE STREET IN DURHAM, CONSTRUCT A MULTI-USE TRAIL ON FORMER RAIL CORRIDOR	9/4/2018	9/4/2018	NON - DOT LET (LAP)	9/1/2020	RAYMOND JOSEPH HAYES	\$7,100,000.00	\$3,750,000.00	
I-5702B	5	DURHAM	I-40 FROM NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM COUNTY TO SR 1728 (WADE AVENUE) IN WAKE COUNTY - COORDINATE WITH I-5506 AND I-5700		1/1/2030	Design Build Let (DBL)	1/1/2030	PAM R. WILLIAMS	\$82,480,000.00	\$670,140,000.00	
I-5707	5	DURHAM	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	6/18/2019	6/18/2019	Raleigh Letting (LET)	6/16/2020	PAM R. WILLIAMS	\$323,000.00	\$3,550,000.00	
I-5941	5	DURHAM	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION	9/5/2023		Division Design Raleigh Let (D	12/19/2023	DOUGLAS R. MCNEAL		\$2,973,000.00	
I-5942	5	DURHAM	I-85 /US 15 FROM NORTH OF SR 1827 (MIDLAND TERRACE) IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY PAVEMENT REHABILITATION	9/5/2023		Division Design Raleigh Let (D	12/19/2023	DOUGLAS R. MCNEAL		\$8,357,000.00	

DURHAM PROJECT LIST -
January 30, 2019
NCDOT DIVISION 5 - FIVE-YEAR PROGRAM

Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
I-5982	5	DURHAM	I-540 DURHAM & WAKE COUNTY FROM I-40 IN DURHAM TO I-495/US 64/US 264 IN KNIGHTDALE. CONSTRUCT MANAGED SHOULDERS.		1/21/2025	Design Build Let (DBL)	1/21/2025	RODGER ROCHELLE		\$109,970,000.00	
I-5993	5	DURHAM	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147. PAVEMENT REHABILITATION. COORDINATE WITH I-5994.	10/18/2019		Division Design Raleigh Let (D	1/21/2020	DOUGLAS R. MCNEAL		\$4,900,000.00	
I-5994	5	DURHAM	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147. BRIDGE REHABILITATION. MULTIPLE STRUCTURES. COORDINATE WITH I-5993.	5/31/2019		Division Design Raleigh Let (D	8/20/2019	DOUGLAS R. MCNEAL		\$6,652,000.00	
I-5995	5	DURHAM	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015(AIRPORT BOULEVARD). PAVEMENT REHABILITATION.	5/31/2019		Division Design Raleigh Let (D	8/20/2019	DOUGLAS R. MCNEAL		\$5,272,000.00	
I-5998	5	DURHAM	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. COORDINATE WITH I-5999 & I-6000.	10/21/2022		Division POC Let (DPOC)	1/25/2023	DOUGLAS R. MCNEAL		\$3,800,000.00	
I-6000	5	DURHAM	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 1 IN RALEIGH. BRIDGE PRESERVATION/REHABILITATION. COORDINATE WITH I-5998 & I-5999.	10/22/2021		Division POC Let (DPOC)	1/26/2022	DOUGLAS R. MCNEAL		\$4,541,000.00	

DURHAM PROJECT LIST -
January 30, 2019
NCDOT DIVISION 5 - FIVE-YEAR PROGRAM

Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
I-6006	5	DURHAM	I-40 DURHAM/WAKE COUNTIES FROM NC 54 (EXIT 273) TO SR 1728 (WADE AVENUE). CONVERT FACILITY TO A MANAGED FREEWAY WITH RAMP METERING AND OTHER ATM / ITS COMPONENTS.		1/21/2025	Design Build Let (DBL)	1/21/2025	PAM R. WILLIAMS	\$20,000.00	\$54,530,000.00	
I-6010	5	DURHAM	I-85/US 15 DURHAM COUNTY FROM EAST OF SR 1827 (MIDLAND TERRACE) TO SR 1632 (RED MILL ROAD) IN DURHAM. ADD LANES.	1/15/2027	1/15/2027	Raleigh Letting (LET)	1/16/2029	PAM R. WILLIAMS	\$8,400,000.00	\$94,400,000.00	
P-5706	5	DURHAM	NORFOLK SOUTHERN H LINE, EAST DURHAM RAILROAD SAFETY PROJECT. PROJECT WILL STRAIGHTEN EXISTING RAILROAD CURVATURE BETWEEN CP NELSON AND CP EAST DURHAM AND INCLUDES A COMBINATION OF GRADE SEPARATIONS AND CLOSURES AT ELLIS ROAD SOUTH END CROSSING (734737A), GLOVER ROAD (734735L), AND WRENN ROAD (734736)	2/1/2023	2/1/2023	NON - DOT LET (Rail)	1/31/2025	MATTHEW SIMMONS	\$9,000,000.00	\$42,400,000.00	
P-5716	5	DURHAM	NORFOLK SOUTHERN H LINE CROSSING 735236Y AT SR 1171 (ELLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	6/16/2023	6/16/2023	Raleigh Letting (LET)	6/16/2026	MATTHEW SIMMONS	\$1,000,000.00	\$3,700,000.00	
P-5717	5	DURHAM	NORFOLK SOUTHERN H LINE CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	6/28/2019	6/30/2019	Raleigh Letting (LET)	6/23/2020	KUMAR TRIVEDI	\$4,377,600.00	\$16,100,000.00	

DURHAM PROJECT LIST -
January 30, 2019
NCDOT DIVISION 5 - FIVE-YEAR PROGRAM

Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
P-5728	5	DURHAM	NS H LINE DURHAM COUNTY CONSTRUCT GRADE SEPARATION AT NEAL ROAD. COST INFORMATION DOES NOT EXIST AT THIS TIME AND A PLACEHOLDER VALUE OF \$1 WAS USED IN THE COST ESTIMATING SCREEN.	1/21/2025	1/21/2025	Raleigh Letting (LET)	12/15/2026	MATTHEW SIMMONS	\$1,500,000.00	\$4,000,000.00	
U-4724	5	DURHAM	DURHAM - CORNWALLIS RD (SR 1158) FROM SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BIKE AND PEDESTRIAN FEATURES.			NON - DOT LET (LAP)	6/30/2020	RAYMOND JOSEPH HAYES		\$4,978,000.00	
U-4726HN	5	DURHAM	CONSTRUCT BIKE LANES/SIDEWALKS IN DURHAM - HILLDALE ROAD	12/31/2018	1/1/2019	NON - DOT LET (LAP)	3/17/2020	RAYMOND JOSEPH HAYES			
U-4726HO	5	DURHAM	CARPENTER - FLETCHER ROAD BIKE - PED; CONSTRUCT BIKE LANES / SIDEWALKS (CITY MAINTAINED) FROM WOODCROFT PARKWAY (CITY MAINTAINED) TO ALSTON AVENUE (SR 1945).		6/30/2018	NON - DOT LET (LAP)	6/30/2019	RAYMOND JOSEPH HAYES			
U-5516	5	DURHAM	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	5/17/2019	5/17/2019	Division Design Raleigh Let (D	5/20/2020	BENJAMIN J. UPSHAW	\$6,501,430.00	\$5,500,000.00	Design in progress.
U-5717	5	DURHAM	US 15/US 501 @ SR 1116 (GARRETT ROAD) IN DURHAM CONVERT AT-GRADE INTERSECTION TO INTERCHANGE	4/21/2019	4/21/2019	Division Design Raleigh Let (D	4/21/2020	BENJAMIN J. UPSHAW	\$53,500,000.00	\$27,700,000.00	Coordination with DOLRT. Design in progress.

DURHAM PROJECT LIST -
January 30, 2019
NCDOT DIVISION 5 - FIVE-YEAR PROGRAM

Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
U-5720A	5	DURHAM	US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD)/SR 1811 (SHERRON ROAD)		3/15/2022	Design Build Let (DBL)	3/15/2022	PAM R. WILLIAMS	\$35,800,000.00	\$57,000,000.00	
U-5720B	5	DURHAM	US 70 (MIAMI BLVD) AT SR 1959 (SOUTH MIAMI BOULEVARD)/SR 1811 (SHERRON ROAD) INTERSECTION		3/15/2022	Design Build Let (DBL)	3/15/2022	PAM R. WILLIAMS	\$17,321,000.00	\$25,300,000.00	
U-5720C	5	DURHAM	US 70 (MIAMI BLVD) FROM SR 1959 (SOUTH MIAMI BLVD)/SR 1811 (SHERRON ROAD) TO SR 2095 (PAGE ROAD EXTENSIONS). UPGRADE TO CONTROLLED-ACCESS FACILITY AND CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.		3/15/2022	Design Build Let (DBL)	3/15/2022	PAM R. WILLIAMS	\$40,400,000.00	\$110,800,000.00	
U-5745	5	DURHAM	NC 751 (HOPE VALLEY ROAD) AT SR 1183 (UNIVERSITY DRIVE) INTERSECTION IN DURHAM. CONSTRUCT ROUNDABOUT. (COMB W/17BP.5.C.02)	8/21/2017	7/6/2017	Division Design Raleigh Let (DBL)	1/15/2019	STEPHEN REID DAVIDSON		\$2,400,000.00	Let in January 2019.
U-5774A	5	DURHAM	NC 54 FROM US 15/US 501			Raleigh Letting (LET)	1/1/2030	PAM R. WILLIAMS	\$3,800,000.00	\$11,000,000.00	
U-5774B	5	DURHAM	NC 54 FROM US 15/US 501 IN ORANGE COUNTY TO SR 1110 (BARBEE CHAPEL ROAD) IN DURHAM COUNTY	6/16/2022	6/16/2022	Raleigh Letting (LET)	6/18/2024	PAM R. WILLIAMS	\$11,000,000.00	\$30,900,000.00	
U-5774C	5	DURHAM	NC 54 FROM SR 1110 (BARBEE CHAPEL ROAD) TO I-40	6/16/2022	6/16/2022	Raleigh Letting (LET)	6/18/2024	PAM R. WILLIAMS	\$3,000,000.00	\$23,700,000.00	
U-5774H	5	DURHAM	NC 54 FROM NC 751 TO SR 1118 (FAYETTEVILLE ROAD)	7/15/2022	7/15/2022	Raleigh Letting (LET)	10/15/2024	PAM R. WILLIAMS	\$8,400,000.00	\$13,200,000.00	

DURHAM PROJECT LIST -
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NCDOT DIVISION 5 - FIVE-YEAR PROGRAM

Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
U-5823	5	DURHAM	WOODCROFT PARKWAY EXTENSION. FROM SR 1116 (GARRETT ROAD) TONC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	1/27/2020	1/27/2020	NON - DOT LET (LAP)	8/30/2021	RAYMOND JOSEPH HAYES	\$421,000.00	\$1,798,000.00	
U-5934	5	DURHAM	NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHAM ADD LANES AND REHABILITATE PAVEMENT		2/15/2022	Design Build Let (DBL)	2/15/2022	PAM R. WILLIAMS	\$2,148,000.00	\$177,100,000.00	
U-5937	5	DURHAM	NC 147 DURHAM FREEWAY, DURHAM COUNTY FROM SR 1127 (WEST CHAPEL HILL STREET) TO BRIGGS AVENUE IN DURHAM. CONSTRUCT AUXILIARY LANES AND OPERATIONAL IMPROVEMENTS.	3/19/2021	3/19/2021	Raleigh Letting (LET)	3/21/2023	PAM R. WILLIAMS	\$10,202,000.00	\$47,001,000.00	
U-5968	5	DURHAM	CITY OF DURHAM UPGRADE ITS / SIGNAL SYSTEM			Raleigh Letting (LET)	4/16/2019	JASON P. GALLOWAY	\$750,000.00	\$21,865,000.00	
U-6021	5	DURHAM	SR 1118 (FAYETTEVILLE ROAD),FROM WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	2/19/2021	2/19/2021	Division Design Raleigh Let (D	2/21/2023	BENJAMIN J. UPSHAW	\$5,769,000.00	\$13,770,000.00	City comments received.
U-6067	5	DURHAM	US 15/US 501 DURHAM COUNTY FROM I-40 TO US 15/US 501 BUSINESS IN DURHAM UPGRADE CORRIDOR TO EXPRESSWAY.	2/21/2025	2/21/2025	Raleigh Letting (LET)	2/16/2027	PAM R. WILLIAMS	\$55,000,000.00	\$140,300,000.00	

DURHAM PROJECT LIST -
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NCDOT DIVISION 5 - FIVE-YEAR PROGRAM

Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
W-5601EM	5	DURHAM	SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET. SAFETY IMPROVEMENTS.			Division POC Let (DPOC)	12/12/2018	JOHN EDWARD SANDOR		\$14,000.00	Anticipated Let in March, 2019
W-5705M	5	DURHAM	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)	11/1/2018		Division POC Let (DPOC)	1/23/2019	JOHN EDWARD SANDOR		\$80,000.00	Anticipated Let in February, 2019
W-5705S	5	DURHAM	US 15/501 AT NC 751 SOUTHBOUND ON RAMP - EXTEND RAMP	9/1/2019		Division POC Let (DPOC)	9/23/2020	REID DAVIDSON		\$460,000.00	
W-5705T	5	DURHAM	SR 1815/1917 (MINERAL SPRINGS ROAD) AT PLEASANT DRIVE CONSTRUCT ROUNDABOUT	4/1/2020	4/1/2020	Division POC Let (DPOC)	4/21/2021	REID DAVIDSON	\$85,000.00	\$800,000.00	
W-5705U	5	DURHAM	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE			Division POC Let (DPOC)	1/16/2019	JOHN EDWARD SANDOR		\$20,000.00	Anticipated Let in March, 2019
W-5705V	5	DURHAM	NC 54 AT HUNTINGRIDGE ROAD			Division POC Let (DPOC)	1/16/2019	JOHN EDWARD SANDOR		\$80,000.00	Anticipated Let in March, 2019
Z-5700EB	5	DURHAM	RAILWAY-HIGHWAY SAFETY PROJECT AT SR 1632 (RED MILL ROAD) AND NS CROSSING 734 914C NEAR DURHAM			NON - DOT LET (Rail)	10/19/2019	RICHARD MULLINAX			

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-4907BS 44894.2.1 44894.3.1	Installation of traffic signal at the intersection of US70 and SR 1114 (Buckhorn Road) East of Mebane .	5/31/2017	Apr. 2019	\$40,500 R/W \$43,200 CON	Utility relocations complete, Right of entry rescinded, R/W acquisition pending	Dawn McPherson
W-5707C 44853.1.3 44853.3.3 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	11/1/2018	Aug. 2019	\$395,000	Planning and design activities underway, re-let due to bids exceeded engineers estimate, new let date 11/1/18 and received no bids, possible delivery by design-build let	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 Hillsborough	1/17/2019	Jul. 2019	\$189,000	Planning and design activities complete, R/W certified 9/18/18, signal work complete, widening scheduled by end of Mar. 2019	Derek Dixon
U-5846 50236.1.1 50236.2.1 50236.3.1	Construct a roundabout at SR 1772 (Greensboro Street) and SR 1780 (Estes Drive) in Carrboro .	Mar. 2019	FY2021	\$775,000	1st bid opening received no bids, Re-let 9/6/18 bids exceeded engineers estimate, project cost evaluation being performed, Utility relocation underway, Re-let pending	Chad Reimakoski
B-4962 40174.1.1 40174.2.1 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 complete, ROW certified 1/22/19	Kevin Fischer
W-5707K 48283	Remove and replace existing curb & gutter and sidewalk, add pedestrian signals, concrete island, and signal modifications on SR 1010 (E. Main St / W. Franklin St) from Brewer Ln to Graham St. in Chapel Hill and Carrboro	5/31/2019	Sept. 2019	\$350,000	Construction May 2019	Chris Smitherman Derek Dixon
U-5847 50238.1.1 50238.2.1 50238.3.1	Intersection improvements at SR 1010 (West Franklin St.) and SR 1771 (Merritt Mill Rd)/SR1927 (Brewer Lane) in Chapel Hill / Carrboro .	5/31/2019	Sept. 2019	\$775,000	Planning and design activities underway, bike/ped improvements to be completed under project 48283	Chris Smitherman

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-4907CD 47936.1.1 47936.2.1 47936.3.1	Horizontal curve improvements on SR 1710 (Old NC 10) west of SR 1561/SR 1709 (Lawrence Road) east of Hillsborough. Improvements consist of wedging pavement and grading shoulders.	12/5/2019	Spring 2020	\$261,000	Planning and design activities underway	Chad Reimakoski
I-3306A 34178.1.3 34718.2.2 34178.3.3	Widening I-40 from I-85 in Orange Co. to Durham Co. line (US 15/501 Interchange)	TBD	TBD	\$98,800,000	Planning and design activities underway, Public meeting 1/24/19, No schedule at this time other than CE document scheduled for 3/29/19, Combined w/I-3306AC	Laura Sutton
P-5701 46395.1.1 46395.3.1	Construct Platform, Passenger Rail Station Building at Milepost 41.7 Norfolk Southern H-line in Hillsborough	6/30/2021	FY2022	\$7,200,000	PE funding scheduled 7/1/2020, Coordinate with U-5848	Matthew Simmons
R-5821A 47093.1.2 47093.2.2 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 50237.1.1 50237.2.1 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 Hillsborough .	3/21/2023	FY 2025	\$5,326,000	Planning and Design activities underway, Coordinate with P-5701 and U-5845	Laura Sutton
I-3306AC 34178.1.6 34178.2.5 434178.3.9	Interchange improvements at I-40 and NC86 in Chapel Hill	3/21/2023	FY 2025	\$16,500,000	Planning and Design activities underway, Combined w/I-3306A	Laura Sutton
I-5959 45911.1.1 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, Coordinate with I-5967, I-5984, I-5983 and I-0305	Chris Smitherman
I-5967 45917.1.1 45917.2.1 45917.3.1	Interchange improvements at I-85 and SR 1009 (South Churton Street) in Hillsborough	1/16/2024	FY 2027	\$20,700,000	Planning and Design activities underway, Coordinate with I-0305 and U-5845	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 50235.1.1 50235.2.1 50235.3.1	Widen SR 1009 (South Churton Street) to multi-lanes from I-40 to Eno River in Hillsborough	1/16/2024	FY 2027	\$49,751,000	Planning and Design activities underway, Coordinate with U-5848 and I-5967	Laura Sutton
I-5984 47530.1.1 47530.2.1 47530.3.1	Interchange improvements at I-85 and NC 86 in Hillsborough	11/18/2025	FY 2027	\$16,488,000	Funding approved 10/10/17, Coordinate with I-0305 and I-5959	Laura Sutton
U-6071 47496.1.1 47496.2.1 47496.3.1	Intersection improvements at NC 54 and SR 1007 (Old Fayetteville Rd) in Carrboro	1/15/2026	FY 2027	\$1,216,000	Planning and design activities underway, Project on hold per Draft 2020-2029 STIP (unfunded project)	Jennifer Evans
I-5983 47529.1.1 47529.2.1 47529.3.1	Widen I-85 in Orange Co. from west of SR1713 (Mt. Hermon Church Rd) to Durham Co. line	10/20/2026	FY2029	\$53,460,000	Planning and Design activities underway, Coordinate with U-5848, I-0305 and I-5984	Laura Sutton
I-0305 34142.1.2 34142.2.2 34142.3.2	Widening of I-85 from west of SR1006 (Orange Grove Road) in Orange Co. to west of SR 1400 (Sparger Road) in Orange Co.	1/1/2027	FY2029	\$133,400,000	Planning and design activities underway, Project reinstated per Draft 2020-2029 STIP (funded project)	Laura Sutton



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	03/15/2019	100.00	92.24
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	99.00	92.33
C204025	I-5954	PAVEMENT REHAB ON I-40/I-85 FROM EAST OF NC-54 IN GRAHAM IN ALAM. CO. TO WEST OF SR-1114 (BUCKHORN RD) IN ORANGE CO.	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Kirkman, PE, Christopher D	\$9,699,053.68						
DG00321	W-5143	SR 1004 (EFLAND-CEDAR GROVE RD) ROADWAY IMPROVEMENTS.	CAROLINA SUNROCK LLC	Kirkman, PE, Christopher D	\$1,711,133.05	04/02/2018	04/02/2019	04/02/2018	04/02/2019	100.00	98.20
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	12/07/2018	100.00	99.97
DG00395		REPLACE BRIDGE #189 ON SR 1114 (BUCKHORN ROAD) OVER CANE CREEK	S T WOOTEN CORPORATION	Kirkman, PE, Christopher D	\$723,924.13	04/01/2018	01/01/2019	05/07/2018	02/07/2019	97.00	99.75
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	38.00	53.71
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	40.00	23.45
DG00427		REPLACE BRIDGE #51 ON SR 1534 (MCKEE ROAD) OVER BUFFALO CK.	NATIONAL BRIDGE BUILDERS LLC	Kirkman, PE, Christopher D	\$521,443.82	05/07/2018	03/04/2019	07/30/2018	04/29/2019	100.00	98.48
DG00435		AST RETREATMENT ON 22 SECONDARY ROADS	WHITEHURST PAVING CO INC	Kirkman, PE, Christopher D	\$846,340.66	04/01/2019	10/11/2019				
DG00444	R-5821B	INTERSECTION IMPORVEMENTS AT THE INTERSECTION OF NC 54 AND SR 1006 (ORANGE GROVE ROAD)	FSC II LLC DBA FRED SMITH COMPANY	Kirkman, PE, Christopher D	\$1,039,900.00	07/16/2018	05/16/2019	08/13/2018	05/16/2019	100.00	90.11
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	08/06/2018	02/15/2020	70.00	61.61
	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	08/06/2018	02/15/2020	70.00	61.61
DG00451	U-5854	SR 1008 (MT. CARMEL CHURCH ROAD) AND SR 1913 (BENNETT ROAD) ROUNDABOUT AND RELATED SAFETY IMPROVEMENTS	CAROLINA SUNROCK LLC	Kirkman, PE, Christopher D	\$1,833,468.84	08/15/2018	04/30/2020				
DG00461		BRIDGE REHAB. FOR BRIDGE #031 ON SR 1010 (E. FRANKLIN ST.) OVER BOLIN CREEK & BOLIN CREEK TRAIL	M & J CONSTRUCTION CO OF PINELLAS COUNTY INC	Robinson, Stephen J	\$2,456,272.12	11/12/2018	07/15/2019				
DG00462		REHAB BRIDGES 264, 288, 260, 543 IN ELITE INDUSTRIAL GUILFORD COUNTY AND BRIDGE 031 PAINTING INC IN ORANGE COUNTY		Snell, PE, William H	\$967,383.15	08/01/2019	01/01/2020				

Chatham County - DCHC MPO - Upcoming Projects - Division 8--March 2019								
Contract # or WBS # or TIP #	Route	Description	Let Date	Completion Date	Contractor	Project Admin.	Project Cost	Notes
R-5825	NC 751 at SR 1731 (O'Kelly Chapel Road)	Upgrade and Realign Intersection	4/9/2019	TBD	TBD	Greg Davis (910) 773-8022	TBD	Right of Way in progress

FTA report warns against Durham-Orange Light Rail delay. GoTriangle asks Duke to negotiate

The Herald-Sun By Tammy Grubb and Dawn Baumgartner Vaughan March 5, 2019

DURHAM – A draft federal risk report sent to GoTriangle last week delivered some good news — and some bad news — for the 18-mile Durham-Orange light-rail project.

GoTriangle “has been diligent” about tracking risks to the light-rail project, the Federal Transit Administration report said. It advised taking steps to address several lingering concerns.

It also advised GoTriangle to set the project's budget to at least \$2.5 billion to cover recent changes and rising construction costs. The cost estimate does not include up to \$900 million in anticipated interest payments on debt.

But the report also stressed the importance of the project staying on schedule, a growing concern after Duke announced last week it will oppose efforts to run the rail line outside its medical center on Erwin Road.

“Importantly, the cost, schedule, and risk analyses in this report assume that no major delays occur in FTA or other approvals for D-O LRT funding ... that would materially impact the construction progress,” the FTA draft report said. “Such scenarios are beyond the scope of the risk modeling in this report and would be cause for re-evaluation once these types of delays are quantifiable.”

There is no schedule for releasing a final report, FTA officials said in an email Monday.

GoTriangle received the draft report Feb. 26 — the day before Duke administrators told the transit agency they won't sign critical agreements for the project.

The draft report does not address that development, which adds more risk to the project. Durham city officials have suggested using eminent domain to secure Duke's land; it's unclear whether there is enough time and money for a legal battle with Duke. GoTriangle's Board of Trustees could talk about it next week.

INVITING DUKE BACK

On Monday, GoTriangle CEO Jeff Mann and Durham County Commissioner Ellen Reckhow, the chair of the GoTriangle Board of Trustees, wrote Duke, asking the university to participate in mediation over the next four to six weeks to resolve Duke's concerns.

GoTriangle also released Tuesday a copy of the memorandum of understanding that Duke Executive Vice President Tallman Trask signed in 2016, pledging to collaborate on the light-rail line's planning, design and implementation.

Duke President Vincent Price appointed Trask as Duke's lead representative in light-rail negotiations in November. A [GoTriangle report released last week](#) said Duke staff rarely attended planning meetings since 2016 and delayed providing important documents.

Duke's latest decision — not to sign a cooperative agreement with GoTriangle — “creates significant challenges for the Light-Rail Project, effectively nullifying two decades of work.” GoTriangle CEO Jeff Mann and GoTriangle Board of Trustees Chair and Durham County Commissioner Ellen Reckhow wrote in the letter to Price.

The letter also notes that Duke did not raise concerns about vibrations, utilities, electromagnetic interference, liability and the planned route on Erwin Road during the project's environmental studies, completed several years ago. That process analyzes potential issues and solutions before the rail corridor is set during the engineering phase.

That would have been the appropriate time for Duke to raise its concerns, they said. Nonetheless, GoTriangle is committed to finding solutions, meeting Duke's construction standards and protecting patient safety, they said.

"We remain hopeful that we can resolve differences and address Duke's concerns in such a manner that will allow this important infrastructure to move forward," Mann and Reckhow said in the letter.

The issues with Duke are among [several hurdles that the light-rail project has faced](#) over the last several years.

RAILROAD CONCERNS

Meanwhile, N.C. Railroad Company officials also told GoTriangle last week that they will not lease right of way in the existing rail corridor through downtown Durham until engineering and other details are final. The FTA's report noted that engineering plans were over 60 percent complete as of Dec. 31, and should be 90 percent complete by June.

The railroad agreements are one of the significant risks facing the light-rail line, the draft report said. Others include a higher rate of condemnations to secure land for the system, increasing third-party demands, and construction concerns, including unexpected soil contamination.

GoTriangle needs better construction contracts and "front-end documents," the draft report said. GoTriangle also should assign more people "to build and sustain a more effective working relationship" with its partners and secure land needed for the project, it noted.

The project is "well defined" with the exception of pending design updates and the downtown Durham corridor, it said.

Last week's letter from Duke noted concerns that remain unresolved after 20 years of meetings with GoTriangle officials, including the decision to build the light-rail line on Erwin Road, and how noise, vibrations and trains could disrupt emergency traffic and patient care. Duke President Vincent Price also [noted the concerns in a November letter](#).

[DPAC general manager Bob Klaus also has criticized how GoTriangle responded](#) to his concerns about a plan to close Blackwell Street to cars. Downtown Durham stakeholders criticized the plan, and it was replaced in December with another plan to build a tunnel under Pettigrew Street.

The tunnel and other recent changes to the light-rail project have added \$237 million to the cost, FTA officials said in the draft report.

FINAL SCORE PENDING

The 18-mile light-rail line would connect UNC Hospitals in Chapel Hill with Duke, downtown Durham and N.C. Central universities in Durham, among 19 proposed stops.

The draft report did not include the FTA's final score for the project, which will be based on how complete the plans are, how much local money is dedicated to a project, and how it meets other criteria.

The project received an overall score of "medium" in July 2017, meeting the minimum score for a project to enter the engineering phase. Light-rail projects funded since 2010 have earned higher scores, including Charlotte's LYNX Blue Line and Blue Line Extension projects, which rose from "medium" to "medium high" before getting federal money.

FTA officials do not comment publicly about proposed projects. The draft report gives GoTriangle feedback that can help improve the project application before it is submitted to the federal government.

GoTriangle has been working for over a year with an FTA-appointed project management oversight contractor to complete the project's design, schedule and costs, and confirm that state and local funding is available.

The next step is submitting a \$1.23 billion grant application to the FTA by April 30, a state deadline for having all the project's local and state money in place.

GoTriangle needs to have the federal funding in place by Nov. 30 to meet a second deadline for receiving \$190 million in state money. The light-rail project cannot move forward without state and federal money, GoTriangle officials have said.

Durham and Orange counties — plus private and public donations — would cover the remainder of the light-rail costs using money from a half-cent sales tax, and car rental and registration fees. Durham is expected to pick up roughly \$796 million for its share of the rail line; Orange County has capped its share at \$149.5 million.

The counties also could be asked to cover a gap — at least temporarily — in private and public donations. GoTriangle's nonprofit GoTransit Partners is expected to raise the full \$102.5 million in land and cash donations over time; there's only \$15 million so far.

The cost-sharing agreement also allocates each county its responsibility for an estimated \$847 million to \$908 million in interest on short- and long-term debt.

\$130 million later, prospects look bad for Durham/Orange rail

WRAL.com By Travis Fain, WRAL statehouse reporter March 1, 2019

How did Durham and Orange county taxpayers spend \$130 million on a light rail project that may never be built?

Planning. Engineering. Consultants. Federal rules.

GoTriangle has signed dozens of contracts and amendments with engineering firms, researchers and even one golf course designer since planning began for a 17.7-mile line connecting Durham and Chapel Hill. Things hit the skids last week when it became clear Duke University wouldn't give up a crucial piece of land.

It's unclear whether the project can recover. Even if Duke signs off, or is forced by the government to give up its land, there is an unknown gap between the money planners have and the money they need.

An agreement is also still needed with the N.C. Railroad Company. State and federal deadlines loom.

The \$130 million spent so far came from half-cent sales taxes that Durham and Orange county voters approved starting eight years ago. None of the money went to equipment or construction. The only land purchase was \$5.3 million for a rail operations and maintenance facility, and that is the subject of a lawsuit.

The rest of the money has gone largely toward design and engineering, which is not complete. Federal rules, to get the \$1.23 billion in federal funding project planners want, require local outlays up front for design work, Interim Project Director John Tallmadge said Friday. If approved, half that money can be reimbursed.

Design work in Seattle, for an 8.5 mile light rail extension, ran almost \$200 million, according to a project spokesman there. That's not a full apples-to-apples comparison, in part because some of that spending came after federal approvals the Durham/Orange line doesn't have.

The money spent so far falls largely into a number of categories:

- Design and engineering work
- Environmental studies
- Studies of where to put stations
- Traffic impact studies

- A "parking behavior study"
- Studies predicting cash flow
- Consultants helping to secure a hoped-for \$1.23 billion in federal funding
- A professional golf course designer brought in because the line would through a part of UNC's Finley Golf Course

The biggest contract: \$75 million, after multiple amendments, to HDR Engineering, which has been handling design work.

The second biggest: A \$39.4 million deal with AECOM, which was called URS when it first signed on in 2010, to provide "program management consulting services" and push forward planning, research, design, engineering, construction and other elements of the plan.

Spokespeople for HDR and AECOM didn't respond to WRAL News messages seeking comment Friday.

Very little about the project is set in stone. Duke's announcement last week was widely seen as a huge blow, but the project's director said Friday that his team is working as if construction will start as planned next year.

"Obviously, it is up to GoTriangle's Board of Trustees about how to proceed," Tallmadge said Friday.

The board meets this week, and Tallmadge said members will also consult elected leaders in Durham and Orange counties.

GoTriangle staff said they couldn't provide a total expected cost for the line Friday, saying they'd recently gotten new data from the Federal Transit Administration and were going through it. Among other things, a tunnel in downtown Durham has been added since a September estimate put design and construction at nearly \$2.5 billion, not including debt service or operating costs.

"We will be able to put a number on it," Tallmadge said Friday. "We're just working through the process right now."

That makes it difficult to ascertain how far the project is from full funding. GoTriangle spokesman Mike Charbonneau said last week that the Federal Transit Administration told the group to add \$237 million because of design changes, but he said Friday that doesn't capture the full cost changes staff are working to assess.

With low interest rates, it's possible some costs could come down. But the FTA also has a new rule requiring projects to potentially cover an extra 10 percent of total project costs. That's to avoid abandoning projects in the face of overruns after the federal money is put in.

The plan has been to use a combination of state, federal and local tax dollars to finance the bulk of construction and to raise about \$102.5 million from private or other sources. But that goal was set in December 2017, and a large hoped-for donation "really stalled" in recent months, delaying private fundraising, Tallmadge said Friday.

A finance team presentation from early January indicated the project had just \$15 million of private money in place, all from land donations along the line from UNC Hospitals and N.C. Central University.

The state legislature last year set an April 30, 2019, deadline to have the private money secured if state taxpayers are to kick in their promised \$190 million.

Duke won't back Durham-Orange light rail project. 'Major setback,' says GoTriangle

The Herald-Sun By Tammy Grubb and Dawn Baumgartner Vaughan February 27, 2019

DURHAM -- Duke University will not sign a critical agreement needed for the \$3.3 billion Durham-Orange light-rail project, GoTriangle officials announced late Wednesday.

"GoTriangle and local elected officials have worked closely with the university to address concerns so Duke's action today is especially disappointing," GoTriangle officials said in the release.

"This is a major setback for the Durham and Orange county communities and the entire Triangle region," they said. "GoTriangle will work with the elected officials in Durham and Orange counties and the Federal Transit Administration to assess all available options and decide upon a course of action."

Duke notified GoTriangle of its decision Wednesday in a joint letter from Duke President Vincent Price, Duke Executive Vice President Tallman Trask III and Duke University Health System President and CEO A. Eugene Washington.

"Notwithstanding these many good-faith efforts, it has unfortunately not been possible to complete the extensive and detailed due diligence, by the deadlines imposed by the federal and state governments, that is required to satisfy Duke University's, legal, ethical and fiduciary responsibilities to ensure the safety of patients, the integrity of research, and continuity of our operations and activities," they said in the joint letter.

The letter cited concerns that the light-rail project has become more complicated and faced growing financial challenges, in particular a \$90 million elevated track that was proposed last year for the Erwin Road corridor. Raising the track was intended to address Duke's concerns about emergency vehicle access to its hospital and protection of a vital power line that runs under Erwin Road.

They also noted concerns for patient health and safety, saying the "acceptable tolerance for risk in these circumstances must be as close to zero as possible, and we have an obligation to our patients and the community to uphold that standard."

Several Duke concerns remain unresolved, they said, including electromagnetic interference with medical and research equipment, noise and vibrations, potential disruption of power and other utilities serving the medical center, and Duke's liability if something were to go wrong.

Duke had asked earlier this month for a \$2 billion insurance policy from GoTriangle and the state of North Carolina to protect it from possible damages.

"Over the past 20 years, the light rail has gone through many changes in its proposed route, the equipment that would be used, the total cost, the funding sources and many other aspects of the project," Michael Schoenfeld, Duke's vice president for public affairs and community relations, said in an email.

"During that time, Duke has been consistent in communicating about the significant risks to patient safety that are created by placing a rail line down Erwin Road immediately adjacent to a busy hospital and biomedical research center, and we have always acted in good faith in our interactions with GoTriangle and other agencies," he said.

The cooperative agreement between Duke and GoTriangle would have been the last one necessary for the 17.7-mile light-rail line between Chapel Hill and Durham.

The next step, elected officials said Wednesday, is talking with the FTA about how this will affect the project. FTA officials already were planning a higher contingency budget because of the Duke and NC Railroad delays, Orange County Commissioner and GoTriangle board member Mark Marcoplos said.

N.C. Railroad officials, who signed a memorandum of understanding with GoTriangle in November, said in a news release Wednesday they are willing to sign a lease once engineering plans and other details are final.

Marcoplos said they also asked for an “unbelievably high,” one-time payment next year as part of its negotiations. Half of the \$30 million payment would be for insurance, he said, and half would be for a performance guarantee.

GoTriangle’s engineering plans are only about 20 percent completed, according to N.C. Railroad officials. The lease would allow the light-rail trains to operate in and adjacent to the existing railroad through downtown Durham.

The plan has depended on Duke donating land for the light-rail corridor on Erwin Road. Without Duke’s participation, officials have said the light-rail project is unlikely to advance to a federal funding application.

GoTriangle had been spending roughly \$4.8 million a month since last year on the project. Estimates show over \$130 million has been spent so far, including on environmental studies.

Half of that money could be refunded if the Federal Transit Administration approves a \$1.23 billion grant that GoTriangle has been counting on to fund half the project’s construction cost. The FTA will consider Duke’s position in deciding on the grant, if GoTriangle now continues to seek the grant.

The grant application has an April 30 deadline. A federal decision would be needed by Nov. 30 to meet a deadline for getting \$190 million in state funding.

EMINENT DOMAIN

Duke’s decision came just hours after a Durham City Council member suggested GoTriangle could use eminent domain to force Duke to sell its land in the proposed light-rail corridor.

“How can the very economic trajectory of our region be determined by one wealthy, private landowner?” City Council member Mark-Anthony Middleton told The News & Observer and The Herald-Sun.

“I don’t want to hear any more bellyaching from GoTriangle, nor prompting or cajoling from public officials about black folk going hat in hand to Duke begging for our economic future while not boldly and redemptively using the power that made us beggars in the first place,” said Middleton, who is African American. “We’ve heard the case; now show us how serious you really are. Welcome to the unsexy part of the actual work of racial equity.”

The grant application deadline is tight and makes it unclear if there is time to pursue taking of Duke land. Eminent domain would require a third-party appraisal and potentially could end up in court.

Orange County commissioners Marcoplos and Rich said they weren’t sure eminent domain would be pursued. Even if GoTriangle did get Duke’s land, Marcoplos said, they still would have to work with Duke officials on the project.

“The thing I can’t get out of my head is how did we come to a place where probably less than five guys sitting in their ivory tower have (power) over a regional system like this,” Marcoplos said. “They are responsible for wasting a lot of the taxpayers’ money by misrepresenting what happened and using that to justify fact they didn’t like (the light-rail plan).”

The Durham Coalition for Affordable Housing and Transit said in a statement Wednesday it is shocked and disappointed, calling it one of Duke’s worst decisions in history.

“If President Price and his administration had tried to work as partners to address and resolve any concerns, the light rail project would be moving forward successfully,” the coalition said in the statement sent by member and former state legislator and Durham Mayor Wib Gulley. “It is clear that the Duke administration never tried to work in good faith to support and advance this project,” the coalition wrote.

"The Duke administration's choice may well kill this project, and today's decision will rank alongside Duke calling in city police to gas and beat students 50 years ago as one of the two worst decisions in the university's history," the statement said.

"We urge our elected leaders and GoTriangle to consider and pursue any and all other avenues possible to advance the light rail project that is so important to our community's future," said the coalition, which supports affordable housing at light-rail stops.

In a phone interview, Orange County commissioners Chair Penny Rich said Duke's decision shows the university is "honestly out of touch with the people in Durham."

Duke "should be ashamed, because it could be responsible "for killing this project and everything that comes along with it," Rich added. The light-rail project was expected to generate public and private investment in affordable housing, jobs and other economic development, in addition to forming one leg of a regional transit system.

"Everybody needs to take a deep breath now, and we need to figure out what are our options," Rich said.

YEARS OF TALKS

Duke's decision also follows a 20-page GoTriangle report released Monday that outlined six years of talks with Duke about the light-rail project and how it might affect Duke's medical and research facilities.

The report and documents submitted to the Federal Transit Administration during that time show Duke did not raise objections to the proposed light-rail route but did ask GoTriangle to move a station serving the Duke and Durham VA medical centers.

Project supporters and opponents have lobbied Duke in recent weeks.

After "an urgently considered vote," the Duke Faculty Union issued a news release Tuesday night urging Duke to back the project and help improve transportation "for the most marginalized members of society."

The Faculty Union represents instructors and lecturing fellows in Duke's Trinity College of Arts and Sciences, Graduate School and Center for Documentary Studies. Faculty with Duke's Nicholas School of the Environment sent a similar letter to Duke administrators Friday asking for them to reconsider their position on light rail.

Critics of the light-rail plan have petitioned Duke to continue opposing the project, which they have said is too expensive, connects too little of the Triangle and does nothing to ease congestion, pollution or increasing gentrification.

Middleton called on the Durham Committee on the Affairs of Black People, Durham CAN (Congregations, Associations and Neighborhoods), the People's Alliance, N.C. Central University, Coalition for Affordable Housing and Transit and the Durham Housing Authority to make their case not just to Duke, but to "ask those of us entrusted with immense power where our land grabbing, tunnel digging resolve has gone."

Middleton said when he and the rest of the [City Council approved the rail operations maintenance facility](#) rezoning in South Durham, parcels of that rezoned land were acquired through eminent domain.

"What makes Duke University so different?" Middleton asked.

Neighbors of the [rail yard have filed a lawsuit over the rezoning](#).

If the light-rail project falls apart, the agreement among Orange and Durham counties, GoTriangle and the Durham-Chapel Hill-Carrboro regional transportation planning group requires them to meet within 15 business days to consider other solutions, including a search for other money; delaying, suspending or reducing the project; or stopping the project.

If they stop the project, officials would meet within another 20 business days to draft a new transit plan. If they can't agree, it would go to mediation and then an arbitration hearing before three judges: one picked by each county and one picked jointly.

Duke president explains light-rail decision. Feds say cost now up another \$237M

The Herald-Sun By Mark Schultz February 28, 2019

DURHAM -- Duke's president is defending the university's decision not to support the Durham-Orange light-rail project, even as Durham's mayor says backers may yet pursue eminent domain to make it happen.

In a letter to the Duke community on Thursday, President Vincent Price acknowledged many are now questioning Duke's support for Durham.

"In this particular case, Duke was asked to make financial, land and other commitments that would have required taking unacceptable risks to the safety of our patients and the public, and the continued viability of our research and health enterprises," Price said in the letter.

"To do so under the imposed deadline would have abdicated Duke's responsibility, and my personal responsibility as president, to act prudently in our institutional and public interest."

The letter reiterated concerns in a letter Price and other university leaders sent GoTriangle on Wednesday, in which they said the project had undergone many changes and faced growing financial challenges.

In particular, Price wrote, "Duke has been consistent about the significant challenges created by placing a rail line down Erwin Road adjacent to a hospital and biomedical research center."

Price said Duke remains committed to a regional transit network using all available transportation technologies.

But in public emails to media outlets and others, Durham Mayor Steve Schewel said GoTriangle remains committed to the light-rail project and doing what it must to obtain necessary rights of way..

"Duke's decision not to sign the cooperative agreement is a terrible blow to this project and our community," Schewel wrote one constituent Thursday. "The GoTriangle board of directors is looking at all of its options, including eminent domain, as I have informed President Price of Duke."

Duke chief spokesman Michael Schoenfeld responded to that possibility in an interview with Spectrum News.

"I expect that they will carefully consider the political and legal costs of making such a move," he said.

In an email exchange with the News & Observer and The Herald-Sun, Schoenfeld, vice president for public affairs and government relations, declined to comment further on a possible legal fight.

But he did say Duke made its concerns about light rail known in 1999 when then President Nan Keohane stated Duke's opposition to an elevated track outside the hospital on Erwin Road, according to an article he provided from the campus newspaper The Chronicle.

"Duke University has been supportive of light rail for more than 20 years," Schoenfeld wrote. "And it is also true that for more than 20 years we have raised concerns about a routing it down Erwin Road adjacent to a hospital and biomedical research center."

BUTTERFIELD, PRICE RESPOND

Also Thursday the area's two congressmen weighed in, joining a host of local elected officials' criticism of the university's decision.

"Duke is jeopardizing the mobility options of thousands of its neighbors in Orange and Durham counties, especially those in our most marginalized communities," U.S. Rep. G.K. Butterfield said in a statement.

"This decision really brings into question Duke's commitment to be a true community partner," he continued, calling upon the university to reconsider. "Duke has historically been good for Durham and, most certainly, Durham has been good for Duke. This relationship now appears to be fractured which is very unfortunate."

U.S. Rep. David Price, who is chairman of the Transportation, Housing, and Urban Development Appropriations Subcommittee, noted that the light rail line has been part of a planned regional transportation network that also includes enhanced bus service, bus rapid transit, and Garner-Raleigh-Cary-RTP-Durham commuter rail.

He said GoTriangle has responded in good faith to "ever-escalating demands," particularly from Duke and the North Carolina Railroad.

As subcommittee chair, Price said: "I am committed to continuing to work with local partners in support of expanding public transit alternatives for our region. But make no mistake: this is a historic setback from which it will take years, if not decades, to recover."

NEW PROJECT COST ESTIMATE

The 17.7 mile light-rail line would connect UNC Hospitals in Chapel Hill to N.C. Central University in Durham, with stops at Duke, downtown Durham and other planned stations along the way. The light-rail line has been projected to start operating in 2028.

On Thursday, a GoTriangle spokesman said the agency has received updated financial news from federal officials reviewing the plan.

Because of a new tunnel and other design changes in downtown Durham to address railroad safety concerns and unresolved agreements like with Duke, GoTriangle must now add \$237 million to project costs and contingency, GoTriangle spokesman Mike Charbonneau said in an email.

That raises the project's estimated construction costs from \$2.47 billion to nearly \$2.71 billion.

But the federal Department of Transportation also said projected borrowing costs have been too conservative and that there will likely be savings from lower, long-term interest rates. GoTriangle is evaluating how that will affect the financial plan, Charbonneau said.

The total cost of construction plus interest on the debt has previously been estimated at \$3.3 billion.

GoTriangle report: Duke put one hurdle after another in path of Durham-Orange light-rail

The Herald-Sun By Tammy Grubb February 26, 2019

DURHAM -- A GoTriangle report released just days before a critical decision says meetings with Duke University to talk about the \$3.3 billion Durham-Orange light-rail project "began to reveal bizarre contradictions, complications, and a general dissatisfaction" after 15 years of collaboration.

The report also says Duke staff members rarely attended planning meetings after 2015, delayed critical information about their needs, and only in recent months raised concerns about how the light-rail system might affect sensitive medical and research equipment.

GoTriangle spokesman Mike Charbonneau provided the report, "D-O LRT and Duke: A Brief History," in response to questions from The News & Observer and The Herald-Sun. Duke's Board of Trustees is being asked to decide by Thursday whether it will support the light-rail route and donate land for it along Erwin Road.

Michael Schoenfeld, Duke's vice president for public affairs and community relations, could not be reached about the report Tuesday.

In an email Friday he said Duke officials still are reviewing data about possible electromagnetic interference from the light-rail system. Talks with GoTriangle are continuing, he added.

Without Duke's support, the 17.7-mile light-rail line connecting UNC-Chapel Hill, Duke, downtown Durham and N.C. Central University could die before it is submitted April 30 to the Federal Transit Administration for a \$1.23 billion grant. Campus and community members have rallied and written Duke leaders in recent weeks asking them to keep the project moving.

Meanwhile, GoTriangle officials have been considering a Duke request made in December for a \$1 billion insurance policy protecting its medical and research operations against direct or indirect light-rail damages, the report says. A Feb. 19 memo from GoTriangle light-rail project manager John Tallmadge said Duke is now asking for a \$2 billion insurance policy.

That is "unacceptable," Tallmadge said. He noted that Durham and GoTriangle officials met with Duke President Vincent Price on Feb. 8 and asked if his mind was made up.

"He replied that it was unlikely that he could be made comfortable, but that the odds were not zero and that they would continue to work in good faith on the issues," Tallmadge said.

The report also rebuts Price's statement in a [November letter to GoTriangle and Durham officials](#) that Duke never agreed to a light-rail route in front of its medical center on Erwin Road.

Several years of documents submitted to the FTA show that Duke, unlike other community and university partners, only mentioned one concern: where a station that serves the Duke and Durham VA medical centers is located.

Duke officials "strongly prefer" a light-rail station between Trent and Flowers drives, "as it is more consistent with the university's Master Plan," Duke Executive Vice President Tallman Trask is quoted as saying in a 2015 letter.

Moving the Duke/VA station is one of several changes GoTriangle has made to meet [Duke's expectations](#), the report says. GoTriangle also has studied noise and vibration concerns, it says, and elevated the planned light-rail track along Erwin Road at a cost of \$90 million to avoid conflicts with a critical hospital power line, traffic and emergency access to the hospital.

GoTriangle also studied an alternative to Erwin Road parallel to the Durham Freeway, which Trask suggested in September 2018, but it would affect two cemeteries and the historically African-American Crest Street neighborhood near the Durham VA Medical Center.

"These efforts to work with Duke have cost Durham residents millions of dollars in taxes and fees," it says.

ONLY ONE QUESTION

The report notes that Trask, whom Price named Duke's light-rail representative in November 2018, has been involved in the talks since 2000 when he and other members of a policy committee agreed to consider a rail line running along Erwin Road.

The project stalled until state lawmakers authorized Durham and Orange counties in 2009 to levy a half-cent sales tax for transit projects. Durham and Orange voters approved the tax, respectively, in 2011 and 2012.

The only question remaining about Erwin Road in 2013, the report says, was where to put the Duke-VA medical centers station. Duke and GoTriangle officials met roughly 10 times over the next two years to talk about Erwin Road, the station and Duke's concerns, it says.

Trask did not object to running the light rail on Duke land and was aware that right-of-way would need to be negotiated, GoTriangle reported in October 2014. The following January, the report says, he indicated Duke "would consider providing land."

That year was the first time GoTriangle heard Duke's concerns about the importance of preserving tree buffers at the Washington Duke Inn and Golf Club, the report says. The light-rail route runs between the golf course and U.S. 15-501 near Cameron Avenue.

In August 2015, GoTriangle released environmental studies of the proposed route for public comment before seeking FTA approval to continue planning.

The preferred alternative submitted to the FTA "was the culmination of more than a decade of discussion, which had always included Erwin Road as a key part of the transit corridor," the report says. "Well over 1,000 comments were received on the DEIS [draft environmental impact statement] during the 45-day public comment period. No comments were received from Duke University on the DEIS or any subsequent Supplemental Environmental Assessments."

GoTriangle continued to meet regularly throughout 2015 with university, hospital and community representatives, the report says. UNC and NCCU staff actively participated in those meetings, it says, but Duke staff members rarely attended.

ELEVATED TRACKS, ELECTRICAL ISSUES

By late 2016, GoTriangle was preparing to submit the project for FTA approval to enter the engineering phase. At that point, the route would be set, and financial, construction and operations plans would be finalized.

GoTriangle notes that on July 22, 2016, staff met with a Duke official who appeared "more interested in arguing about whether the light-rail project was viable" than in working on its design.

Duke officials continued to emphasize protecting their vital power supply line and emergency access to the hospital. They also noted a potential conflict with the future Lenox Baker Pediatric Rehab Center that summer and agreed to provide project plans to GoTriangle, it says. GoTriangle still had not received those plans in January 2018, it says.

In November 2017, Duke and Durham VA officials got their first look at the elevated Erwin Road route, which a Duke electrical engineer had suggested. Officials with both medical centers and the university were concerned about building the light-rail tracks on the street, the report says, and also asked about taking another look at the possibility of a station in front of the medical centers.

The final plan leaves the Duke-Durham VA Station at Trent and Flowers drives.

TREE PROTECTION

Once the elevated tracks were designed to preserve emergency access to the hospital, the report notes, Duke officials began citing tree protection as their primary concern. The light-rail route could be adjusted at that point, but not moved from the Erwin Road corridor without starting the entire federal process over again.

"Duke University requested that the light rail alignment remain off Duke University property from west of LaSalle Street heading east at a minimum, but possibly all the way down Erwin Road based on the impact to the Duke Forest protected trees," the report says.

That November 2017 meeting also was the first time Duke and GoTriangle officials had significant talks about the potential effects of noise, vibrations and electromagnetic interference, the report says. GoTriangle asked Duke to provide a list of sensitive buildings and equipment, the report says; Duke officials questioned the need for light-rail vibration studies and the Buchanan Boulevard Station.

Light-rail trains generate electromagnetic radiation because they get power from high-voltage overhead guidelines and return it to traction power substations through the rails. They also cause temporary changes in the earth's geomagnetic field as they travel. Some electromagnetic radiation is expected, but too much can cause problems for sensitive equipment, like MRI and diagnostic scanners.

Duke also wants to set a threshold for construction-related vibration that "is 40 times more stringent than the standard for especially sensitive operating rooms," Tallmadge said in the Feb. 19 memo.

GoTriangle has offered several ideas, including the creation of a website and app to monitor construction sites and Duke facilities, alerting contractors if work exceeds set levels and stopping the work. The agency also is looking at [electromagnetic interference reduction technology that the Maryland Transit Administration is installing](#) on its Purple Line light rail route.

SHIFTING DUKE CONCERNS

Duke raised other concerns as engineering work advanced in 2018, including the possibility that the light-rail train might make Duke employees who still drive late for work.

Duke officials also questioned how the elevated tracks would affect the medical center's appearance and how a buffer would be maintained around the Global Health Research Building on Erwin Road.

Duke officials initially told GoTriangle that a 250-foot buffer was required, but that Duke had gotten permission for a 198-foot buffer, the report says. But when a GoTriangle consultant questioned the distance in June 2018 and asked about working with the building's security officer, the report says Monte Brown, Duke's vice president of administration, said he wouldn't "waste staff's time right now since the Board of Trustees will never approve the design because of tree impacts."

Brown, who also was responsible for getting the Lenox Baker plans to GoTriangle, produced the security requirements for the research building in November 2018. He also expressed concerns that using pre-emption technology, which gives emergency vehicles the right of way in traffic, to navigate the piers holding up elevated light-rail tracks might not work for hospital traffic from other counties.

In September 2018, the report says, Trask told GoTriangle officials that some Duke trustees would oppose elevated tracks regardless of their design. Trask and Tallmadge, the light-rail project manager, met Nov. 26 to talk about the project, and agreed to share information about the possible effect of vibrations, noise and electromagnetic interference on Duke buildings and equipment, it says.

Tallmadge also asked if Duke's trustees could consider a property donation agreement as a show of their commitment to the project, the report says. Trask said he would talk with Price and the trustees; GoTriangle sent him a copy of the donation agreement Nov. 29 as FTA officials arrived to conduct their final project review.

A revised version that addresses construction vibration and electromagnetic interference was sent to Duke on Feb. 15, Tallmadge said.