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ATTACHMENT 2



**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization**

Member Governments:

**Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
N.C. Department of
Transportation
County of Orange**

A map of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization region, showing the boundaries of the member governments. The map is overlaid with the title text.

Regional Priority List

FY 2007 – 2013 TIP

(September 14, 2005)

City of Durham
Transportation Division
101 City Hall Plaza
Durham, NC 27701

(919) 560-4366

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Resolution

Adopting Resolution

A copy of the signed and notarized "Resolution Adopting the FY 2007-2013 Transportation Improvement Program (TIP) Regional Priority List for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)" is shown on the following two pages.

**“RESOLUTION ADOPTING
THE FY 2007-2013 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
REGIONAL PRIORITY LIST
FOR THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING
ORGANIZATION (DCHC MPO)”**

WHEREAS, The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Metropolitan Planning Organization (DCHC MPO) recognizes the importance of transportation to the economic and social well-being of the community; and

WHEREAS, A Transportation Improvement Program which identifies transportation projects scheduled for State and Federal funding over the next seven years is prepared annually by the N. C. Board of Transportation and the DCHC MPO; and

WHEREAS, The North Carolina Board of Transportation and the Transportation Advisory Committee solicit input for identifying transportation projects of local and regional importance to be included in the FY 2007-2013 TIP; and

WHEREAS, The identification of locally important transportation projects includes both partially-funded projects in the FY 2006-2012 TIP and additional priority projects to be included in the 2007-2013 TIP; and

WHEREAS, The DCHC MPO strongly encourages extensive and meaningful public participation in the planning, design and construction of programmed transportation projects; and

WHEREAS, The DCHC MPO strongly encourages the provision of bicycle, pedestrian and transit facilities, and the protection of the natural environment, air quality, and residential neighborhoods as transportation improvements are designed and implemented.

NOW, THEREFORE, be it resolved that the Transportation Advisory Committee of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization:

1. Endorses the attached project priority list of transportation projects to be considered for inclusion in the FY 2007-2013 TIP; and
2. Urges the N. C. Department of Transportation to fully fund the partially-funded projects in the FY 2006-2012 TIP, and to fund the attached priority project requests before funding additional projects in the urban area.

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Mayor William "Bill" Bell
Chair, Transportation Advisory Committee

STATE of: North Carolina
COUNTY of: _____

I, _____, a Notary Public of _____ County, North Carolina do hereby
certify that _____ personally appeared before me on the ____ day of
_____, 2005 to affix his signature to the foregoing document.

Notary Public

101 City Hall Plaza
Durham, NC 27701

(Seal)

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Section 1 – Background

Purpose and Goal

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) is committed to a balanced transportation system within the urban area and the region that facilitates safe and efficient movement of people and goods. This balanced transportation system will provide opportunities for greater use of alternative modes of transportation, including public transportation, bicycling, and pedestrian movement. Transportation Demand Management programs and land use policies that reduce use of single occupant vehicles and promote transportation choices are also important elements of this regional transportation policy.

In the past, the governing board of the DCHC MPO, the Transportation Advisory Committee, has stated a goal for the Metropolitan Transportation Improvement Program (MTIP):

“Maintain and improve the quality of metropolitan area transportation systems while striving to have a safe, efficient and balanced transportation system. Balanced transportation promotes mobility, integration of land use, and minimizes negative impacts on the environment.”

The Transportation Improvement Program (TIP) is a seven-year funding document for highway, public transportation, bicycle, pedestrian, and rail projects. Projects must be in the TIP in order to receive State or federal funding. Every two years, the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) works with local citizens, government officials, elected officials, and the North Carolina Department of Transportation to develop a Metropolitan Transportation Improvement Program (MTIP) that is eventually adopted as part of the State Transportation Improvement Program (STIP). To begin the TIP development process, the MPO develops a Regional Priority List to communicate the MPO’s project priorities to the NCDOT.

Development of Regional Priority List

The development of the Regional Priority List has several principal steps:

1. The DCHC MPO Transportation Advisory Committee (TAC) will review the currently adopted methodology for ranking transportation projects, and make changes, as desired.
2. Local governments and transit systems develop a list of local transportation priorities based on a comparison of local needs and the projects that are already funded in the preceding Transportation Improvement Program (TIP).
3. The MPO consolidates the local lists into a single regional list and uses the currently adopted methodology for ranking the projects in the regional list.
4. The MPO conducts a 21-day public involvement process that includes publishing the regional priority list (which has the projects ranked by the ranking methodology), conducting a public hearing (scheduled for August 10, 2005), and providing ample opportunities for the public to provide comments.

5. The TAC makes the final changes to the Regional Priority List, and the List is officially provided to the NCDOT.

FY 2007-2013 TIP Development Schedule

Figure 1 presents the FY2007-2013 TIP development schedule. All the activities will be completed, however the due date on many of these activities will be determined as the development process proceeds.

Figure 1: FY 2007-2013 TIP Development Schedule

No.	Due Date	Activity
1	10-Aug-05	TAC holds a Public Hearing on Draft 2007-2013 Regional Priority List.
2	24-Aug-05	TCC considers public comments and input from local governments on the Regional Priority Lists. TCC recommends FY 2007-2013 Regional Priority List for TAC approval.
3	14-Sep-05	TAC approves 2007-2013 Regional Priority List
4	Oct - Nov	NCDOT holds Statewide public comment and One-on-One project priority review sessions with the MPO
5	TBD	NCDOT releases Draft 2007-2013 State Transportation Improvement Program (STIP)
6	TBD	TCC reviews the MPO supplement to the draft 2007-2013 STIP, including analysis & comparison with the 2006-2012 MTIP and 2007-2013 Regional Priority List
7	TBD	Development of the 2007-2013 MTIP
8	TBD	TAC receives the MPO supplement to the draft 2007-2013 STIP, including analysis & comparison with the 2006-2012 MTIP and 2007-2013 Regional Priority List.
9	TBD	TAC provides feedback on the draft STIP analysis. TAC reviews TIP flagged issues
10	TBD	TCC recommends list of flagged issues for TAC consideration
11	TBD	TAC endorses list of flagged issues
12	TBD	TCC reviews preliminary Draft of the 2007-2013 MTIP
13	TBD	NCDOT holds One-on-One review sessions with the MPO
14	TBD	TAC receives Draft of the 2007-2013 MTIP and offers feedback to the TCC
15	TBD	TCC recommends to the TAC the release of the Draft 2007-2013 MTIP Supplement for public comment
16	TBD	TAC endorses the release of Draft 2007-2013 MTIP for public comment
17	TBD	TAC holds Public Hearing on the Draft 2007-2013 MTIP (evening meeting) & provides direction to the TCC
18	TBD	TCC considers public comments and recommends approval of 2007-2013 MTIP
19	10-May-06	TAC approves final 2007-2013 MTIP
20	TBD	MPO transmits 2007-2013 to NCDOT Secretary of Transportation
21	Jul-06	Board of Transportation approves FY 2007-2013 STIP
23	1-Oct-06	Federal Approval of TIP

TBD = to be determined

Section 2 – Regional Priority List

Introduction

The Regional Priority List is a compilation of projects submitted by local governments and transportation agencies, such as the transit systems, that are not funded or fully-funded in the current TIP. After the governments and agencies submit the projects, MPO staff apply a set of ten criteria to each project to award points to the project and then rank the projects by total points. Figure 3 presents the results of the criteria ranking in a table format. The first two columns show the ranking and total points for each project, and there is a set of ten columns showing the points each project received for each criterion. The ten criteria include:

- Degree of Congestion - This category awards points to roadway projects based on the congestion level as measured in the volume to capacity (V/C) ratio.
- Safety (Accidents/100 Million Vehicle Miles) - Safety points are awarded to projects with reported accident rates significantly greater than statewide averages for urban road segments – the statewide average is 330 to 370 accidents per 100 million vehicle miles (or, 330-370 ACC/100 MVM).
- Coordinate with National Highway System - Points are awarded for this item if the project is part of the existing or future National Highway System (NHS) or an intermodal facility on an NHS route.
- Reduces Use of Single Occupant Vehicles - Points are awarded for this category if the project is a bike, pedestrian, transit or High Occupancy Vehicle (HOV) project. Conventional roadway projects do not qualify.
- Expands Transportation Choices - Points are awarded for roadway projects that provide each of the following alternative modes: 1) transit; 2) bicycle; and, 3) pedestrian.
- Addresses Air Quality Concerns – Adequate data was not available for this criteria, and therefore this criteria was not implemented – all projects received zero points.
- Has Minimal Impacts on the Natural Environment - Points are awarded if the transportation project does not expand into or adversely affect documented environmentally sensitive areas.
- Encourages Economic Development - Points are awarded for this item if the primary or secondary purpose of the project is economic development or redevelopment.
- Adverse Impacts Do Not Disproportionately Affect Low Income Populations - Points are awarded if the project directly supports low-income groups or does not adversely affect low income groups in a disproportionate manner.
- Transportation Improvement Program (TIP) Status - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP).

Section 4, which contains reference documents, provides detailed definitions and directions for applying the ranking methodology. It is important to note that the ranking methodology continues to be more fully developed and refined with each TIP development cycle. The MPO is developing new data sources in related planning projects, such as the congestion management system, that will improve the data and application of the ranking criteria.

Ranking Results Compared to Local Priorities

It is important to remember that the ranking methodology is only one of several tools used to produce the final Regional Priority List. The local governments have provided local priority lists that must be considered, as well. It is the prerogative of the TAC to review the project ranking, local priority lists, public comments, long-range transportation plan, and other valuable input in order to produce the final Regional Priority List.

To begin this review, the TAC will likely compare the ranking results with local priority lists to identify those projects that are highly ranked on the local project lists but are not highly ranked using the ranking methodology. Figure 2 provides this comparison. The second column in the table below, titled "Local Priority Ranking," shows project ranking by jurisdiction. The third column, titled "Order in Ranking Methodology," shows ranking by criteria methodology.

Figure 2 – Comparison of Ranking Results and Local Priorities

Project	Local Priority Ranking	Order in Ranking Methodology
Durham City and County		
NC 54 -- widen to multi-lanes with a divided median, consideration for bus rapid transit, and bicycle and pedestrian features; from I-40 to NC 55	City of Durham -- 2 Durham County -- 2	55
NC 54 -- widen 2-lane roadway to multiple lanes, including bicycle and pedestrian facilities; from Page Road to the Wake County Line	City of Durham -- 3 Durham County -- 3	26
Old Durham-Chapel Hill Road -- bicycle and pedestrian improvements between Garrett Road and US 15-50.	City of Durham -- 4 Durham County -- 4 Chapel Hill -- 4	26
US 70 -- convert existing 4-lane facility to 6-lane freeway; from Lynn Road to Wake County Line	City of Durham -- 5 Durham County -- 5	43
Chapel Hill		
Transit Capital Projects -- Fund transit capital projects as identified by Chapel Hill Transit	Chapel Hill -- 1 Carrboro -- 5	35

Project	Local Priority Ranking	Order in Ranking Methodology
Chapel Hill/Carrboro Computerized Traffic Signal System -- Install new system	Chapel Hill -- 2	72
MLK Blvd. Corridor - pedestrian and transit improvements; from I-40 to North St	Chapel Hill -- 3	55
Old Durham-Chapel Hill Road -- bicycle and pedestrian improvements between Garrett Road and US 15-50.	City of Durham -- 4 Durham County -- 4 Chapel Hill -- 4	26
Carrboro		
Estes Drive -- Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to NC 86	Carrboro -- 1	23
Old Fayetteville Road - Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougle Middle School to NC 54.	Carrboro -- 2	35
Homestead Rd. -- Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86.	Carrboro -- 4	43
Transit Capital Projects -- Fund transit capital projects as identified by Chapel Hill Transit	Chapel Hill -- 1 Carrboro -- 5	35
Orange County		
Homestead Rd (SR 1777) - provide bicycle and pedestrian facilities from High School Rd (SR1834) to NC86	Orange County -- 2	43
Old NC 86 (SR 1009) - construct 4ft paved shoulders for bicycles; from Eubanks Rd in Carrboro to I-40 in Hillsborough	Orange County -- 4	55
NC 86 Bicycle Improvements - construct 4ft paved shoulders for bicycles; from Whitfield Rd in Chapel Hill to US 70 Business in Hillsborough	Orange County -- 5 Hillsborough -- 5	43
Hillsborough		

Project	Local Priority Ranking	Order in Ranking Methodology
Elizabeth Brady Rd - Construct proposed 4-lane boulevard that connects US 70 Business, US 70 Bypass, and St. Mary's Road (SR 1002)	Hillsborough -- 1	26
US 70 Bypass Widening - widen to a four-lane, divided section with bike and pedestrian improvements; from Orange/Durham County line to the US 70 - I-85 Connector east of Efland	Hillsborough -- 3	85
NC 86 Bicycle Improvements - construct 4ft paved shoulders for bicycles; from Whitfield Rd in Chapel Hill to US 70 Business in Hillsborough	Orange County -- 5 Hillsborough -- 5	43
Chatham County		
NC 751 - widen from two lanes to four lanes with bike features; from US 64 to Durham County line.	Chatham County -- 2	87
Jack Bennett Rd & Lystra Rd Safety Improvements - widen shoulders and improve curves; on Jack Bennett Rd (SR1717) between US15-501 and Lystra Rd, and Lystra Rd (SR1721) between US15-501 and Farrington Point Rd	Chatham County -- 3	83
Lystra Rd - increase length of turn lanes on Lystra Rd at North Chatham Elementary School	Chatham County -- 4	83

Figure 3 – Results of Ranking Methodology

Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
1	43	East End Connector -- (A) US 70 from Southern Railway to NC 98 including structure. (B) US 70 from Miami Blvd. to Southern Railway (C) Freeway connector between NC 147 and US 70	5	D-1 DC-1	U-71	3	10	5	0	0	0	10	5	5	5
2	40	Regional Rail Service (Phase I) -- light rail transit service to connect Durham, RTP, RDU, Cary, and Raleigh	5	D-28	TE-4705	0	0	5	10	0	0	10	5	10	0
2	40	DATA Buses -- purchase 18 expansion buses	5	D-14	TA-4751 & 4755	0	0	0	10	0	0	10	0	10	10
2	40	Alston Avenue Extension -- new alignment from current terminus to Old Oxford Road	5	D-26 DC-24	N/A	5	10	0	0	10	0	10	0	5	0
5	38	I-40 HOV Lanes -- High Occupancy Vehicle lanes; from US15-501 to I-540	5	D-8 DC-8	N/A	5	0	5	10	3	0	5	5	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
5	38	US 15-501 Fixed-Guideway from Duke University to Chapel Hill consistent with the 2030 LRTP and the US 15-501 Major Investment Study	5	D-16 DC-16 C-14	TE-4706	0	0	5	10	0	0	5	5	10	3
7	36	South Charrton St - develop congestion management, limited access, aesthetic and capacity improvements; from US 70 Business to I-40	7	O-3 H-2	R-2825	3	0	0	0	10	0	10	5	5	3
7	36	Triangle Parkway -- extend NC 147, construct new multilane freeway from I-40 to I-540	5	D-12 DC-13	U-4763	5	0	5	0	3	0	10	5	5	3
9	35	Seawell School Road - add turn lanes, bike lanes, sidewalks and transit accommodations; from Homestead Rd to Estes Dr Extension	7	CH-5 C-3	E-4710	0	0	0	0	10	0	10	0	5	10
9	35	Hillsborough Road -- construct sidewalks; from US 15-501 to Cole Mill Road	5	D-21	N/A	0	10	0	10	0	0	10	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:												
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Dis-advantaged Pop Impact	TIP Funding Status			
9	35	Orange Grove Rd (SR 1006) Ped Bridge - construct a pedestrian bridge over I-40	7	O-1 H-4	N/A	0	10	0	10	0	0	10	0	0	10	0	5	0
		Holloway Street -- construct sidewalk; from Junction Road to Lynn Road, and from Miami Boulevard to US 70	5	D-19	N/A	0	10	0	10	0	0	10	0	0	10	0	5	0
9	35	Bolin Creek/Little Creek Greenway - from Chapel Hill Community Center to Pinehurst Dr	7	CH-20	N/A	0	10	0	10	0	0	10	0	0	10	0	5	0
9	35	Estes Drive - widen to 12ft travel lanes, add 4ft bike lanes and sidewalks; from NC86 to Curtis Rd	7	CH-7	N/A	5	5	0	0	10	0	10	0	0	10	0	5	0
9	35	M.L. King Jr. Parkway/NC55 Interchange -- revise feasibility study to consider at-grade crossing at NC 55 to reduce project costs and complete connector to Cornwallis Road	5	D-23	U-2405	3	7	0	0	7	0	0	0	10	0	0	5	3

Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
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9	35	Community Center to Willow - build bike and pedestrian connection; from Community Center to Willow along Estes Dr	7	CH-9	N/A	0	10	0	10	0	0	10	0	5	0
9	35	Franklin St/Bolin Creek Greenway	7	CH-10	N/A	0	10	0	10	0	0	10	0	5	0
9	35	Fixed Guideway - Connection to Carolina North / Horace Williams property utilizing existing railroad right-of-way from University Power Plant to Carolina North	7	C-13	N/A	0	0	0	10	0	0	10	5	10	0
9	35	Pittsboro to Chapel Hill Park & Ride - establish bus route from Pittsboro to Chapel Hill with a park and ride lot on US 15-501	8	Chm-1	N/A	0	0	5	10	0	0	10	0	10	0
9	35	Fayetteville Road --widen to 4-lane with bicycle & pedestrian improvements; from Woodcroft Parkway to Riddle Road	5	D-9 DC-11	N/A	5	5	0	0	10	0	10	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
9	35	Northern Rail Corridor Protection - reserve right-of-way along abandoned Duke Beltline and Timberlake rail corridor for transit and bike/ped use	5	D-36 DC-31	N/A	0	0	0	10	0	0	10	0	5	10
23	34	Estes Drive - Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to NC 86	7	CH-8 C-1	U-2909	3	3	0	10	0	0	10	0	5	3
24	33	Old Oxford Highway (Phase I) -- expand capacity, including bicycle & pedestrian facilities; from North Roxboro to Hamlin Road	5	D-15 DC-20	N/A	5	3	0	0	10	0	10	0	5	0
24	33	NC 751 (Phase I) --widen to 4-lane with bicycle & pedestrian facilities; from South Roxboro to NC 54	5	D-25 DC-23	N/A	3	10	0	0	10	0	5	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Dis-advantaged Pop Impact	TIP Funding Status
26	32	Old Durham-Chapel Hill Road -- bicycle and pedestrian improvements between Garrett Road and US 15-50, including connectivity between residential areas, Githens Middle School, and the existing greenway and trail systems	5	D-4 DC-4 CH-4	E-4707	0	7	0	10	0	0	5	0	5	5
26	32	NC 54 -- widen 2-lane roadway to multiple lanes, including bicycle and pedestrian facilities; from Page Road to the Wake County Line	5	D-3 DC-3	N/A	7	0	0	0	10	0	10	0	5	0
26	32	Elizabeth Brady Rd - Construct proposed 4-lane boulevard that connects US 70 Business, US 70 Bypass, and St. Mary's Road (SR 1002)	7	H-1	U-3808	5	0	0	0	7	0	5	0	5	10
26	32	Latta Road -- widen from existing 2-lane to a 3-lane with bicycle and pedestrian facilities; from Guess Road to Roxboro Road	5	D-22 DC-21	N/A	0	10	0	0	7	0	10	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:											
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Dis-advantaged Pop Impact	TIP Funding Status		
26	32	South Greensboro Street -- Add sidewalks and transit accommodations on both sides of the road from Main Street to Merritt Mill Road.	7	C-6	N/A	0	7	0	10	0	0	0	10	0	0	5	0
26	32	Garrett Road -- widen to 3 lanes with bicycle and pedestrian facilities; from NC 751 to Chapel Hill Boulevard	5	DC-19	N/A	5	7	0	0	10	0	0	5	0	5	0	0
26	32	Country Club Rd - sidewalk on east side; from South Rd to Raleigh St	7	CH-18	N/A	0	7	0	10	0	0	10	0	10	0	5	0
26	32	Cornwallis Road -- curb-n-gutter, bicycle and pedestrian improvements; from South Roxboro to Chapel Hill Road	5	D-30	N/A	0	7	0	10	0	0	10	0	10	0	5	0
26	32	LaSalle Street -- pedestrian facilities; from Erwin Road to Hillsborough Road	5	D-31 DC-26	N/A	0	7	0	10	0	0	10	0	10	0	5	0
35	30	American Tobacco Trail Phase E -- construct trail; from South Point Mall to Chatham County Line	5	D-17 DC-9	E-2921E	0	0	0	10	0	0	0	0	0	5	0	10

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:										
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status	
35	30	Transit Capital Projects – Fund transit capital projects as identified by Chapel Hill Transit	7	CH-1 C-5	N/A	0	0	0	10	0	0	10	0	0	10	0
35	30	Hope Valley Road -- construct bicycle and pedestrian enhancements	5	D-18	N/A	0	5	0	10	0	0	10	0	5	0	0
35	30	Old Fayetteville Road - Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougle Middle School to NC 54.	7	C-2	N/A	0	0	0	10	0	0	10	0	5	5	0
35	30	Eubanks Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Road.	7	C-10	N/A	0	5	0	10	0	0	10	0	5	0	0
35	30	Estes Drive - add sidewalk and pedestrian signal at Chapel Hill Library; from Curtis Rd to Franklin St	7	CH-11	N/A	0	5	0	10	0	0	10	0	5	0	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
35	30	Bicycle/Pedestrian Connectivity to Regional Rail -- provide bicycle/pedestrian connectivity within 1 mile of planned Phase I rail stations	5	D-13 DC-14	N/A	0	0	5	10	0	0	10	0	5	0
35	30	Chapel Hill Road -- bicycle and pedestrian facilities; from University Drive to Duke University Drive	5	D-32 DC-27	N/A	0	5	0	10	0	0	10	0	5	0
43	28	Hilandale Road -- construct sidewalk; from I-85 to Club Boulevard; and from Club Boulevard to NC147	5	D-20	U-2708	0	10	0	10	0	0	1	0	5	3
43	28	US 70 -- convert existing 4-lane facility to 6-lane freeway; from Lynn Road to Wake County Line	5	D-5 DC-5	U-4720	0	0	5	0	3	0	10	5	5	0
43	28	Homestead Rd. -- Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86.	7	C-4	N/A	0	3	0	10	0	0	10	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
43	28	Homestead Rd (SR 1777) - provide bicycle and pedestrian facilities from High School Rd (SR1834) to NC86	7	CH-6 O-2	U-2805	0	0	0	10	0	0	10	0	5	3
43	28	NC 86 Bicycle Improvements - construct 4ft paved shoulders for bicycles; from Whitfield Rd in Chapel Hill to US 70 Business in Hillsborough	7	O-5 H-5	N/A	0	3	0	10	0	0	10	0	5	0
43	28	Fordham Boulevard - sidewalk along north side; from Manning Dr to Carmichael St	7	CH-19	N/A	0	3	0	10	0	0	10	0	5	0
43	28	Eno Mountain Rd/Mayo St/Orange Grove Rd Intersection Improvements - realign intersection and make safety improvements	7	O-8 H-6	U-3436	0	10	0	0	0	0	10	0	5	3
43	28	Fordham Boulevard Corridor - add bike, pedestrian and transit improvements; from US 15-501 South to Ephesus Church Rd	7	CH-23	N/A	0	3	0	10	0	0	10	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Dis-advantaged Pop Impact	TIP Funding Status
43	28	NC 54 Corridor - add bike, pedestrian and transit improvements; from Fordham Blvd to Barbee Chapel Rd	7	CH-24	N/A	0	3	0	10	0	0	10	0	5	0
43	28	Briggs Avenue Extension -- new 2-lane alignment; from Riddle Road to So-Hi Drive	5	D-29	U-2831	0	0	0	0	3	0	10	0	5	10
53	27	Orange Grove Rd Extension - extend road east to US 70 Business	7	O-9	N/A	5	0	0	0	7	0	10	0	5	0
53	27	NC 751 (Phase II) --widen to 4-lane with bicycle and pedestrian facilities; from NC 54 to I-40	5	D-27 DC-25	N/A	0	10	0	0	7	0	5	0	5	0
55	25	NC 54 -- widen to multi-lanes with a divided median, consideration for bus rapid transit, and bicycle and pedestrian features; from I-40 to NC 55	5	D-2 DC-2	N/A	5	0	0	0	10	0	5	0	5	0
55	25	Alexander Drive -- widen to 4-lane divided with bicycle and pedestrian facilities; from Cornwallis Road to NC 55	5	DC-17	N/A	0	0	0	0	10	0	10	0	5	0

Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
55	25	Old NC 86 (SR 1009) - construct 4ft paved shoulders for bicycles; from Eubanks Rd in Carboro to I-40 in Hillsborough	7	O-4	N/A	0	5	0	10	0	0	5	0	5	0
55	25	Carpenter Fletcher Rd - bicycle improvements; from Woodcroft Pkwy to Alston Ave	5	D-11 DC-12	N/A	0	0	0	10	0	0	10	0	5	0
55	25	Bolin Creek Greenway - MLK Blvd. to Umstead Park	7	CH-12	N/A	0	0	0	10	0	0	10	0	5	0
55	25	Southern Railroad Greenway - from Estes Dr to UNC Horace Williams Property	7	CH-14	N/A	0	0	0	10	0	0	10	0	5	0
55	25	Hillandale Road -- widen to 4-lane divided with bicycle and pedestrian facilities; from Carver Street to Horton Road	5	DC-18	N/A	0	0	0	0	10	0	0	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:										
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status	
55	25	Old NC 86 - Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Eubanks Road.	7	C-9	N/A	0	0	0	10	0	0	10	0	5	0	
55	25	Old NC 86 - Add bike lanes and transit accommodations on both sides of the road, and sidewalk on the east side from Hillsborough Road to Homestead Road.	7	C-8	N/A	0	0	0	10	0	0	10	0	5	0	
55	25	Pope Rd-Ephesus Church Rd - add 5ft bike lanes	7	CH-15	N/A	0	0	0	10	0	0	10	0	5	0	
55	25	Piney Mountain Rd - add turn lanes, sidewalks, bike lanes and transit accommodations; from NC86 to Riggsbee Rd	7	CH-16	N/A	0	0	0	0	10	0	10	0	5	0	
55	25	Mount Carmel Church Rd - add bike lanes, sidewalks, transit and safety improvements; from US 15-501 South to Chatham County	7	CH-17	N/A	0	0	0	10	0	0	10	0	5	0	

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
55	25	BPW Club Road-Westbrook Drive Multi-Use Path – Feasibility Study – Provide pedestrian and bicycle access from the BPW Club Road area to the Westbrook Drive area by building a pedestrian/bicycle path and creek crossings behind the Sterling Bluff Apartments.	7	C-7	N/A	0	0	0	10	0	0	10	0	5	0
55	25	MLK Blvd. Corridor - pedestrian and transit improvements; from I-40 to North St	7	CH-3	N/A	0	0	0	10	0	0	10	0	5	0
55	25	Franklin / Main / Merritt Mill / Brewer Intersection – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit.	7	C-11	N/A	0	0	0	0	10	0	10	0	5	0
55	25	Morreene Road -- bicycle and pedestrian facilities; from American Drive to Neal Road	5	D-34 DC-29	N/A	0	0	0	10	0	0	10	0	5	0

Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Dis-advantaged Pop Impact	TIP Funding Status
55	25	Cole Mill Road -- bicycle facilities; from Rose of Sharon Road to Durham/Orange County line	5	D-35 DC-30	N/A	0	0	0	10	0	0	10	0	5	0
72	23	Roxboro Road -- widen to 6-lane divided, including bicycle and pedestrian improvements, and Latta Road/Infinity Road intersection improvements; from Duke Street to Goodwin Road	5	DC-15	U-4722	3	0	0	0	10	0	5	0	5	0
72	23	Chapel Hill/Carrboro Computerized Traffic Signal System -- Install new system	7	CH-2 C-12	U-4704	0	0	5	0	0	0	10	0	5	3
74	20	I-85 -- widen from existing 4-lane freeway to 6-lane freeway; from US 70 to Red Mill Road	5	D-6 DC-6	I-4743	0	0	5	0	0	0	5	5	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
74	20	Northern Durham Parkway --(A) I-85 to Old Oxford Road, 4-lane divided; (B) US 70 to I-85, 4-lane divided; and (C) Old Oxford to Roxboro Road-construct 2-lane road on a 4-lane right-of-way. Include bicycle and pedestrian features	5	D-7 DC-7	U-4721	0	0	0	0	10	0	5	0	5	0
74	20	Barbee Chapel Rd - add sidewalks and bike lanes; from NC54 to Downing Creek Pkwy	7	CH-13	N/A	0	0	0	10	0	0	5	0	5	0
74	20	Barbee Chapel Road -- construct bicycle lanes; from Farrington Road to NC54	5	D-24 DC-22	N/A	0	0	0	10	0	0	5	0	5	0
74	20	Old Mason Farm/Finley Golf - add bike lanes, sidewalk	7	CH-21	N/A	0	0	0	10	0	0	5	0	5	0
74	20	Erwin Road - bicycle improvements; from NC 751 to Orange County Line	5	D-10 DC-10	N/A	0	0	0	10	0	0	5	0	5	0
74	20	Erwin Rd - add bike lanes, sidewalks and safety improvements; from Sage Rd to Durham County line	7	CH-22	N/A	0	0	0	10	0	0	5	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
74	20	Western Bypass - new two-lane alignment, using portion of Coleman Loop Road (SR 1332) ROW; from US 70 to NC 86	7	H-7	R-3438	0	0	0	0	7	0	5	0	5	3
74	20	Dearborn Drive -- bicycle and pedestrian facilities; from East Club Boulevard to Old Oxford Road	5	D-33 DC-28	N/A	0	0	0	10	0	0	5	0	5	0
83	18	Jack Bennett Rd & Lystra Rd Safety Improvements - widen shoulders and improve curves; on Jack Bennett Rd (SR1717) between US15-501 and Lystra Rd, and Lystra Rd (SR1721) between US15-501 and Farington Point Rd	8	Chm-3	N/A	0	5	0	0	3	0	5	0	5	0
83	18	Lystra Rd - increase length of turn lanes on Lystra Rd at North Chatham Elementary School	8	Chm-4	N/A	0	0	0	0	3	0	10	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
85	17	US 70 Bypass Widening - widen to a four-lane, divided section with bike and pedestrian improvements; from Orange/Durham County line to the US 70 - I-85 Connector east of Effland	7	O-7 H-3	N/A	0	0	0	0	7	0	5	0	5	0
86	15	NC 86 - widen NC 86; from US 70 Business north of Hillsborough to Coleman Loop (SR 1332)	7	O-6	N/A	0	0	0	0	0	0	10	0	5	0
87	13	NC 751 - widen from two lanes to four lanes with bike features; from US 64 to Durham County line.	8	Chm-2	N/A	0	0	0	0	3	0	5	0	5	0

Section 3 – Public Involvement

The public involvement process is very important for developing a TIP that is comprehensive and reflects the values and desires of the local citizens. This section provides important public involvement information concerning the development of this TIP. Section 4 of this document provides an excerpt from the DCHC MPO Public Involvement Policy, as adopted on May 13, 1998, that specifically guides the TIP and related Regional Priority List process.

Public Comment Period

The public comment period will be from August 1, 2005 through August 21, 2005. The TCC, under directions from the TAC, will release the draft Regional Priority List for a 21-day comment period. The draft will be available for review at several key locations including the MPO Web site – www.dchcmpo.org, local libraries, and planning offices of the MPO member jurisdictions. Citizens will be provided the opportunity to submit comments to DCHC MPO staff and TAC members.

Public Hearing

The TAC of the DCHC MPO will conduct a Public Hearing at 9AM, August 10, 2005, at the Committee Room, 101 City Hall Plaza, Durham, North Carolina. Citizens will be afforded the opportunity to submit oral and written comments to TAC members and TCC staff.

Summary of Public Comments

The final Regional Priority List will document and respond to all public comments. The TAC will forward this final document to the NCDOT and will use it as a basis in reviewing the subsequent draft STIP that the NCDOT is scheduled to release in October 2005.

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Section 4 -- Reference Documents

Project Ranking Methodology

The DCHC MPO uses a ranking methodology that employs ten criteria for awarding points to projects and then ranks the projects by the total points for each. The ranking methodology continues to be more fully developed and refined with each TIP development cycle. The MPO is developing new data sources in related planning projects, such as the congestion management system, that will improve the data and application of the ranking criteria. The TAC adopted the most recent changes to the methodology on February 9, 2005.

The following pages present the methodology concept and guidance for implementation.

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**DURHAM-CHAPEL HILL-CARRBORO MPO
METHODOLOGY FOR RANKING
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
PRIORITY PROJECT REQUESTS (FY2007-2013)**

INTRODUCTION

The purpose of the Regional Priority List is to facilitate determination of the region's project priorities to be used in development of a fiscally constrained Transportation Improvement Program (TIP). The Transportation Equity Act for the 21st Century (TEA 21) calls for a TIP development process that documents a methodology for ranking project requests, reflects local and metropolitan goals, and addresses mobility, environmental and air quality goals.

OBJECTIVE

The methodology outlined below is designed to address multi-modal transportation needs and to ensure regional balance through the use of specific technical criteria. The Technical Coordinating Committee (TCC) will use the methodology to develop a draft Regional Priority List. This draft Priority List is to be used as a starting point or a reference base by the Transportation Advisory Committee (TAC) for the approval of a final Regional Priority List.

The TAC may reorder projects at its discretion to promote jurisdictional and geographical balance, or based upon the TAC members' knowledge of the urban area and the policies of their communities. Therefore, the TCC will make its technical recommendation on a draft Priority List based on the methodology described in this document, and the TAC will then be afforded the opportunity to make any changes it deems appropriate.

METHODOLOGY GOALS

- Produce a program of projects (or project priorities) which satisfies MPO, local and State goals, and addresses TEA 21 policies of system preservation, operational efficiency in the movement of people and goods, multi/inter-modalism, and air quality mandates.
- Address projects on equal footing, regardless of mode or project type.
- Be simple enough for project-level analysis without requiring unnecessary data collection.
- Be understandable by the general public.

PROCEDURE FOR RANKING PROJECTS

1. Goal Setting For Project Priority List

The TAC will formulate an overall goal or set of goals for the Regional Priority List. The annual goal setting should reflect the TIP Preamble adopted by the TAC. It states that the

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DCHC urban area “is committed to developing a balanced transportation system within the region.” The MPO should begin the annual TIP process with goal setting, which could merely be a reaffirmation of previous goals or development of new goals arising out of the Transportation Plan. This annual goal setting will ensure that any change in “need” can be captured in the TIP goals.

2. Ranking Criteria

The Screening criteria for project ranking fall into four broad groups:

- a. **Regional Goals** - How well does the project meet the adopted regional goals? Is the project an element of the current long-range plan? Does it implement community objectives (for the intrastate system, does it meet NCDOT mobility objectives)? Does the project have a broad base of local support?
- b. **Cost Effectiveness** - How much benefit does the project offer compared to the estimated cost?
- c. **Timing Factor** - Is timing a critical element for the project (one-time opportunity)? Will the opportunity to do the project be lost if it is not in the current priority cycle?
- d. **Specific Project Merits** - How many points does a project receive using scoring criteria?

The scoring criteria are described below in the “Application of The Methodology” section.

APPLICATION OF THE METHODOLOGY

1. The TCC first examines the consistency in which local jurisdictions have responded to the ten (10) project criteria. If the criteria are not applied consistently, the TCC can agree to change some criteria responses for consistency among all projects.
2. Project Criteria Points are totaled for each project request using the point system outlined on pages 5 and 6 of this document.

Degree of Congestion - This category awards points to roadway projects base on the congestion level as measured in the volume to capacity (V/C) ratio. For new road facilities in which traffic counts are not available, volumes on a parallel existing facility may be used.

Safety (Accidents/100 Million Vehicle Miles) - Safety points are awarded to projects with reported accident rates significantly greater than statewide averages for urban road segments – the statewide average is 330 to 370 accidents per 100 million vehicle miles (or, 330-370 ACC/100 MVM). Points may be awarded to transit, non-motorized and Transportation Demand Management (TDA) projects using the accident rate of the roadway on which they operate, or of a parallel roadway. For bicycle and pedestrian projects, auto accidents may be used if bike/pedestrian features are being added to an

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existing facility or if the bicycle/pedestrian facility on new location will take bike/pedestrian traffic off an existing parallel road.

Coordinate with National Highway System - Points are awarded for this item if the project is part of the existing or future National Highway System (NHS) or an intermodal facility on an NHS route.

Reduces Use of Single Occupant Vehicles - Points are awarded for this category if the project is a bike, pedestrian, transit or High Occupancy Vehicle (HOV) project. Conventional roadway projects do not qualify.

Expands Transportation Choices - Points are awarded for roadway projects that provide each of the following alternative modes: 1) transit; 2) bicycle; and, 3) pedestrian.

Addresses Air Quality Concerns - Points are awarded for this item based on the gross reduction of vehicle miles traveled (VMT). Standard VMT formulas for the different travel modes will be used to calculate VMT reductions.

Has Minimal Impacts on the Natural Environment - Points are awarded if the transportation project does not expand into or adversely affect documented environmentally sensitive areas.

Encourages Economic Development - Points are awarded for this item if the primary or secondary purpose of the project is economic development or redevelopment.

Adverse Impacts Do Not Disproportionately Affect Low Income Populations - Points are awarded if the project directly supports low-income groups or does not adversely affect low income groups in a disproportionate manner. This item is designed to penalize projects that may have negative impacts on low income areas or federally recognized disadvantaged groups.

Transportation Improvement Program (TIP) Status - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has postyear status in the TIP. Transit projects listed in the TIP as "unfunded" receive 10 points.

3. Projects receiving the same number of project criteria points are ordered by generally giving priority to projects included in last year's Regional Priority List. A lower priority is given to new project requests with the same number of criteria points.
4. When the resulting order of the projects with the same number of criteria points is inconsistent with the order of local priorities, the projects may be reordered.
5. The Draft Regional Priority List is created by drawing projects from each of the enhancement, highway, and transit category lists. Projects with the highest number of project criteria points are selected first – taking into consideration local priority rankings, geographical balance, and a mixture of project types.

6. The draft priority list is then forwarded to the TAC, as the TCC's recommended project priorities for the urban area.

OBSERVATIONS

The order of transit priorities could vary significantly from year to year if anticipated funding sources are reduced or eliminated by Congress.

- Mandates (e.g., the American's with Disabilities Act) may take precedence when programming projects from the Regional Priority List in the TIP.
- The fiscal constraints of programming projects in the TIP may result in the programming of less expensive, lower ranked projects.
- Some lower ranking projects may be implemented earlier than a higher ranked, large project due to the time constraints associated with a more complex project (i.e., major investment studies, preparing environmental documents, designing the project, right-of way acquisition, etc.).
- The significance of ranking more than 25 projects is minimal, at best due to the availability of project funds.

	PROJECT SCORING CRITERIA (MEASURES) (FY2007-2013 MTIP)	SCORE (points)
1	<i>Degree of Congestion</i>	
	V/C greater than 1.50	10
	V/C between 1.31 to 1.50	7
	V/C between 1.01 to 1.30	5
	V/C between 0.91 to 1.00	3
	V/C less than 0.91	0
2	<i>Safety (Highway, Transit, Non-motorized, TDM)</i>	
	Facility (or aggregate) accident rate greater than 750 ACC/100 million VMT)	10
	Facility (or aggregate) accident rate between 551 to 750 ACC/100 million VMT)	7
	Facility (or aggregate) accident rate between 401 to 550 ACC/100 million VMT)	5
	Facility (or aggregate) accident rate between 301 to 400 ACC/100 million VMT)	3
	Facility (or aggregate) accident rate less than 301 ACC/100 million VMT)	0
3	<i>Coordinate with National Highway System(NHS) or Intermodal Transportation System (Highway, Transit, Non-motorized)</i>	
	Part of NHS or key component of the Intermodal System on current/future NHS	5
	Not part of NHS or key component of the Intermodal System	0
4	<i>Reduces Use of Single-Occupant-Vehicles (SOV) (Bicycle, Pedestrian, Transit, or HOV)</i>	
	Bicycle, Pedestrian, Transit or HOV Project	10
	Non Bicycle, Pedestrian, Transit or HOV Project	0
5	<i>Expands Transportation Choices (Transit, Bicycle or Pedestrian Features)</i>	
	Transit, bicycle and pedestrian (all three modes)	10
	Any 2 modes (transit, bicycle or pedestrian)	7
	Any 1 mode (transit, bicycle or pedestrian)	3
	No modes (transit, bicycle or pedestrian)	0
6	<i>Addresses Air Quality Problem/Concerns (Highway, Transit, Non-motorized, TDM, ITS)</i>	
	VMT reduction greater than 6,000,000 VMT/year	10
	VMT reduction from 4,000,001 to 6,000,000 VMT/year	7
	VMT reduction from 2,000,001 to 4,000,000 VMT/year	5
	VMT reduction from 100,000 to 2,000,000 VMT/year	3
	VMT reduction less than 100,000 VMT/year	0

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7	<i>Has Minimal Impacts on the Natural Environment</i>	
	Does not extend into, nor adversely impact, documented environmentally sensitive areas	10
	Extends into, but does not adversely impact, documented environmentally sensitive areas	5
	Extends into and adversely impacts documented environmentally sensitive area	0
8	<i>Encourages Economic Development</i>	
	Primary purpose is economic development or redevelopment	10
	Secondary purpose is economic development or redevelopment	5
	No project purpose is economic development or redevelopment	0
9	<i>Adverse Impacts Do Not Disproportionately Affect Low-Income Populations</i>	
	Directly supports low-income groups	10
	Does <u>not</u> adversely impact low-income groups disproportionately	5
	Adversely impact low-income groups disproportionately	0
10	<i>Funding Status in TIP</i>	
	Partially-funded in current TIP cycle (over 50% of total construction & ROW cost), or Transit project listed as "unfunded" in TIP	10
	Partially-funded in current TIP cycle (26% to 50% of total construction & ROW cost)	7
	Partially-funded in current TIP cycle (5% to 25% of total construction & ROW cost)	5
	Post year (construction & ROW)	3
	Not programmed in TIP	0

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Section 4 -- Reference Documents (continued)

Public Involvement Policy

The DCHC MPO adopted a Public Involvement Policy on May 13, 1998, that guides the process under which the major MPO plans and programs are developed and adopted. The sub-policy of the MPO Public Involvement Policy that specifically guides the Metropolitan Transportation Improvement Process, pages 10 through 12 of the policy document, is on the following three pages.

3. Metropolitan Transportation Improvement Program

Overview

The Metropolitan Transportation Improvement Program (MTIP) is the document that describes the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using State and federal funds. The MTIP serves as the project selection document for transportation projects and, therefore, is the implementation mechanism by which the objectives of the Transportation Plan are reached. The Intermodal Surface Transportation and Efficiency Act (ISTEA) mandates an opportunity for public review of the MTIP. The following is the proposed public involvement procedure for the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program.

Introduction

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) will prepare a Metropolitan Transportation Improvement Program, which is consistent with the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA), and any implementing federal regulations. The MTIP will be developed based on 1) revenue estimates provided by the North Carolina Department of Transportation (NCDOT) and 2) the DCHC Regional Priority List. The public input element of the Metropolitan Transportation Improvement Program is presented as follows:

Public Involvement Process

1. The DCHC Technical Coordinating Committee (TCC) will develop a draft Regional Priority List from the Local Project Priorities of the MPO jurisdictions.
2. The Regional Priority List will be published for a minimum three week (21-day) public comment period and the notice will be published by the Lead Planning Agency (LPA) in:

The Herald Sun
The Carolina Times
The News & Observer Metro Section
The Chapel Hill News
The Independent
Time Warner Cable Public Service Announcement

The notices for the public comment period and the public hearing will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Regional Priority List will be on file in the City of Durham Department of Transportation, Town of Chapel Hill Planning Department, Town of Carrboro Planning Department, Town of Hillsborough

Planning Department, Counties of Durham, Orange, Chatham Planning Departments, the Triangle Transit Authority and the county public libraries for public review and comment.

3. The Transportation Advisory Committee (TAC) will hold a public hearing on the draft Regional Priority List. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. The TAC will approve a final Regional Priority List after considering the public comments received.
2. The DCHC MPO Technical Coordinating Committee will develop a draft MTIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TCC will forward the draft MTIP to the Transportation Advisory Committee. The Transportation Advisory Committee will publish the draft MTIP for public review and comment.
3. Copies of a draft MTIP will be distributed to TAC members. Each jurisdiction will also have copies available for public review. The draft MTIP will follow the same notification procedures as outlined above for the Regional Priority List.
4. The public comments will be assembled and presented to the Durham-Chapel Hill Carrboro TAC. The TAC will hold a public hearing on the draft MTIP. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the adoption of the MTIP.
6. The DCHC MPO, being a maintenance area for air quality will provide additional opportunity for public comment on the revision of the draft MTIP (if the final MTIP is significantly different and/or raises new material issues).
7. Annual process for updating and approving the Metropolitan Transportation Improvement Program will follow the sequence and procedure as illustrated in Exhibit 3.
8. Amendments to MTIP will be available for public review and comment, if they make a substantial change to the MTIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or deletions of less than \$1 million may be sought at the discretion of the TAC by majority vote. As long as a project's description, scope or expected environmental impact have not materially changed, the TAC may approve changes to project funding without a separate public meeting.
9. Written public comments and their responses will be published as an appendix to the final MTIP.

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Section 4 – Reference Documents (continued)

Draft Regional Priority List Press Release

As part of the public involvement policy, the MPO will advertise the availability of the draft Regional Priority List, the public comment period, public hearing, and mediums for submitting comments. The press release is displayed on the next page.

**DCHC Metropolitan Planning Organization
ANNOUNCING
A Public Comment Period and Public Hearing
For the Draft FY 2007-2013 Metropolitan
Transportation Improvement Program (MTIP)
Regional Priority List**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHD MPO) has released the **Draft FY 2007-2013 Transportation Improvement Program (TIP) Regional Priority List** for public review and comment. The DCHC MPO will submit the final Regional Priority List to the North Carolina Department of Transportation (NCDOT) to guide that agency's development of the funded projects in the FY 2007-2013 TIP.

Copies of the draft Regional Priority List are available for review at the City of Durham Transportation Division, and the Planning Departments and public libraries of the member jurisdictions (i.e., Durham, Orange, and Chatham Counties, City of Durham, Towns of Chapel Hill, Carrboro, and Hillsborough). Copies are also available at the MPO Web site – www.dchcmpo.org.

The Transportation Advisory Committee, which is the MPO governing body, will hold a **Public Hearing** to receive public comment on Wednesday, August 10, 2005 at 9:00AM in the Committee Room, 2nd Floor, 101 City Hall Plaza, Durham, NC 27701. The public comment period will be from August 1, 2005 through August 22, 2005.

Comments can also be mailed to the City of Durham, Transportation Division, 101 City Hall Plaza, Durham, NC 27701, Attn: Andy Henry, or e-mailed to comments@dchcmpo.org

**** Persons with disabilities will be accommodated. Provisions can be made if notified 48 hours in advance of the meeting. ****

Section 4 – Reference Documents (continued)

Local Project Priority Lists and Resolutions

The project priority lists for the FY 2007-2013 TIP that local governments in the DCHC MPO planning area have adopted are presented in the following order:

- Town of Carrboro
- Town of Chapel Hill
- Chatham County
- City of Durham
- Durham County
- Town of Hillsborough
- Orange County.

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TOWN OF CARRBORO
2007-2013 TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL PRIORITY LIST

Priority #	Description
1	Estes Drive – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to Town limits.
2	Old Fayetteville Road - Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougle Middle School to NC 54.
3	Seawell School Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Estes Drive.
4	Homestead Rd. – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86.
5	Transit Capital Projects – Fund transit capital projects as identified by Chapel Hill Transit and agreed to by the Transit Partner’s Committee.
6	South Greensboro Street – Add sidewalks and transit accommodations on both sides of the road from Main Street to Merritt Mill Road.
7	BPW Club Road-Westbrook Drive Multi-Use Path – <i>Feasibility Study</i> – Provide pedestrian and bicycle access from the BPW Club Road area to the Westbrook Drive area by building a pedestrian/bicycle path and creek crossings behind the Sterling Bluff Apartments.
8	Old NC 86 - Add bike lanes and transit accommodations on both sides of the road, and sidewalk on the east side from Hillsborough Road to Homestead Road.
9	Old NC 86 – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Eubanks Road.
10	Eubanks Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Road.
11	Franklin / Main / Merritt Mill / Brewer Intersection – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit.
12	Chapel Hill/Carrboro Computerized Traffic Signal System – Install new system.
13	Fixed Guideway – Connection to Carolina North / Horace Williams property utilizing existing railroad right-of-way from University Power Plant to Carolina North
14	Fixed Guideway – TTA Phase II project (US 15-501) from Duke Medical Center to UNC Hospitals

Note: This list was adopted by the Carrboro Board of Aldermen on March 1, 2005.

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Town of Chapel Hill

2007-2013 TRANSPORTATION PRIORITY LIST

1. Transit Capital Projects: (FY 2007-2011).
2. Upgrade Chapel Hill Signal System: Improve Chapel Hill signal system.
3. Airport Road Corridor: I-40 to North Street- Bicycle and pedestrian improvements.*
4. Old Durham-Chapel Hill Road: US 15-501 to I-40-Construct five-foot bike lanes* and sidewalks.
5. Seawell School Road: Improvements from Homestead Road to Estes Drive Extension, including turn lanes, bicycle lanes*, sidewalks and transit accommodations.
6. Homestead Road: NC 86 to High School Road, provide bicycle lanes*, sidewalks and turn lanes.
7. Estes Drive: NC 86 to Curtis Road, widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes* and sidewalks.
8. Estes Drive Extension: NC 86 to Greensboro Street (Carrboro), widen to three lanes with five foot bike lanes and sidewalks.
9. Community Center to Willow Drive: bicycle and pedestrian connection to Bolin Creek Greenway.
10. Franklin Street/Bolin Creek Greenway Pedestrian/Bicycle Access: Install pedestrian/bicycle access between Franklin Street and Bolin Creek Greenway.
11. Estes Drive: Curtis Road to Franklin Street, construct sidewalk along entire length and provide pedestrian signal at intersection with Chapel Hill Library Drive.
12. Bolin Creek Greenway: Construct a greenway from Airport Road to Umstead Park.
13. Barbee Chapel Road: NC 54 to Downing Creek Parkway, provide sidewalks and bicycle lanes*.
14. Southern Railroad Greenway: Construct a greenway along the Southern Railroad right of way from Estes Drive to the UNC Horace Williams property.
15. Pope Road - Ephesus Church Road: Construct five foot bicycle lanes*.
16. Piney Mountain Road: Improvements from NC 86 to Riggsbee Road, including turn lanes, sidewalks, bicycle lanes* and transit accommodations.
17. Mount Carmel Church Road: Improvements from US 15-501 South to Chatham County line, to be limited to include bicycle lanes*, sidewalks, transit and safety improvements.
18. Country Club Road: Construct a sidewalk on the east side from South Road to Raleigh Street.

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19. Fordham Boulevard: Construct a sidewalk along the north side, Manning Drive to Carmichael Street.
 20. Bolin Creek/Little Creek Greenway: Construct a greenway from Chapel Hill Community Center to Pinehurst Drive.
 21. Old Mason Farm/Finley Golf Course Road: Construct bicycle lanes* and sidewalks.
 22. Erwin Road: Construct bicycle lanes*, sidewalks and safety improvements, Sage Road to Durham County line.
 23. Fordham Boulevard Corridor: US 15-501 South to Ephesus Church Road- bicycle and pedestrian Improvements.*
 24. NC 54 Corridor: Fordham Boulevard to Barbee Chapel Road- bicycle and pedestrian Improvements.*

* Bicycle facilities will be determined consistent with the adopted 2004 Chapel Hill Bicycle and Pedestrian Plan. Projects in bold type are new.

This the 5th day of April, 2005.

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**RESOLUTION IN SUPPORT OF PROJECTS TO BE INCLUDED IN THE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2007-2013 FOR PROJECTS
IN CHATHAM COUNTY IN THE
DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

Whereas, the North Carolina Board of Transportation, every two years, develops a Transportation Improvement Program that identifies transportation projects over the next seven years; and

Whereas, the North Carolina Board of Transportation requests candidate projects be submitted by local jurisdictions for the 2007-2013 Transportation Improvement Program update; and

Whereas, the Transportation Improvement Program provides an opportunity to develop multi-modal facilities and services throughout Chatham County and its' incorporated jurisdictions; and

Whereas, Chatham County is as a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and works cooperatively to encourage interconnected transportation facilities regionally; and

Now, Therefore, Be It Resolved by the Chatham County Board of Commissioners that:

1. The attached list of transportation projects are considered for inclusion into the 2007-2013 Transportation Improvement Program.
2. Transportation projects listed in the 2006-2012 Transportation Improvement Program continue to be supported.

Respectfully Adopted, this the 7th day of March, 2005.

Attest:

Sandra Sublett, Clerk

Bunkey Morgan, Chair
Chatham County Board of Commissioners

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**CHATHAM COUNTY LIST OF TRANSPORTATION PROJECTS
CONSIDERED FOR INCLUSION IN THE
2007-2013 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

1. Establish a bus route from Pittsboro to Chapel Hill with a park and ride lot on US 15-501.
2. Widen NC 751 from two lanes to four lanes with bicycle lanes from US 64 to the Durham County Line. Although the DCHC MPO 2030 Long Range Transportation Plan lists this project as post-years, increasing vehicular and bicycle traffic necessitate improvements prior to 2030. This project has also been included in the Triangle Area Rural Planning Organization (TARPO) candidate project list.
3. Safety improvements to Jack Bennett Road (SR 1717), between US 15-501 and Lystra Road (SR 1721), and Lystra Road (SR 1721), between US 15-501 and Farrington Point Road (SR 1008). The improvements include widening shoulders and improving several curves. Jack Bennett Road and Lystra Road between Jack Bennett and Farrington Point Road are identified as Bicycle Routes on the Chatham County Bicycle Map prepared by the NCDOT Division of Bicycle and Pedestrian Transportation.
4. Increase the length of turn lanes at North Chatham Elementary School on Lystra Road (SR 1721).
5. Increase the length of turn lanes at Perry Harrison Elementary School on Hamlets Chapel Road (SR 1525).

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**RESOLUTION TO ENDORSE THE CITY OF DURHAM'S
PROJECT PRIORITY LIST
FOR THE FY 2007-2013 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

- WHEREAS, The Durham City Council recognizes the importance of transportation to the economic and social well-being of the community; and
- WHEREAS, A Transportation Improvement Program which identifies transportation projects scheduled for State and Federal funding over the next seven years is prepared biennially (every two years) by the N. C. Board of Transportation and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and
- WHEREAS, The North Carolina Board of Transportation and the Transportation Advisory Committee solicit input for identifying transportation projects of local and regional importance to be included in the FY 2007-2013 TIP; and
- WHEREAS, The identification of locally important transportation projects includes both partially funded and unfunded projects in the FY 2004-2010 TIP and additional priority projects to be included in the 2007-2013 TIP; and
- WHEREAS, The Durham City Council strongly encourages extensive and meaningful public participation in the design and construction of programmed transportation projects including I-85, U.S. 15-501, and the East End Connector; and
- WHEREAS, The Durham City Council strongly encourages the provision of bicycle and pedestrian facilities and protection of residential neighborhoods as transportation improvements are designed and implemented.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DURHAM, NORTH CAROLINA THAT:

1. The Durham City Council endorses the attached project priority list of transportation projects to be considered for inclusion in the FY 2007-2013 TIP;
2. The Durham City Council urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fund the attached priority project requests before funding other projects in the urban area; and,
3. The Durham City Council urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fully fund the partially funded highway projects in the FY 2006-2012 TIP (which is to be adopted by the North Carolina Board of Transportation in June 2005).

William Bell, Mayor

(66)

TIP Project Priority List
FY 2007-2013
City of Durham

Priority Project Description

1. East End Connector – (A) US 70 from Southern Railway to NC 98 including railway structure. (B) US 70 from Miami to Southern Railway (C) Freeway connector between NC 147 and US 70.
2. NC 54 (I-40 east to NC 55) - Widen existing two-lane facility to multi-lanes with a divided median with consideration for a bus rapid transit. Include bicycle and pedestrian features.
3. NC 54 (Page Road south to Wake County line) - Widen 2-lane roadway to multiple lanes. Include bicycle and pedestrian features.
4. Old Durham/Chapel Hill Road bicycle and pedestrian improvements between Garrett Road and Pope Road. Emphasize bicycle and pedestrian connectivity between residential areas, Githens Middle School, and the existing greenway and trail systems.
5. US 70 (Lynn Road to County Line) – Convert existing 4-lane facility to 6-lane freeway consistent with the recommendations of the 2025 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation.
6. I-85 from US 70 to Red Mill Road. Widen from existing 4-lane freeway to 6-lane freeway.
7. Northern Durham Parkway (A) I-85 to Old Oxford Road, 4-lane divided; (B) US 70 to I-85, 4-lane divided; and (C) Old Oxford Road to Roxboro Road – construct 2 lane road on a 4-lane right-of-way consistent with the recommendations of the 2025 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Include bicycle and pedestrian features.
8. I-40 High Occupancy Vehicle (HOV) lanes from US 15-501 to I-540. Construct HOV lanes consistent with the 2025 LRTP and the Regional HOV study recommendation.
9. Fayetteville Road --widen to 4-lane; from Woodcroft Parkway to Riddle Road.
10. Erwin Road (SR 1306) – Bicycle improvements from NC 751 To Orange County Line.
11. Carpenter Fletcher Road - Bicycle improvements from Woodcroft Parkway to Alston Avenue.
12. Durham Freeway (NC 147) Extension from I-40 to I-540 - Construct new multi lane freeway facility.

(b7)

Priority Project Description

13. Bicycle and pedestrian connectivity to the Regional Rail System. Bicycle and pedestrian connectivity (within 1 mile radius) to future Phase I rail stations in Durham County (Duke University/Medical Center, 9th Street, Downtown, Alston Avenue, North RTP and Metro Center stations)
14. Purchase 18 new buses for DATA service expansion.
15. Old Oxford Highway (Phase I) --expand capacity; from North Roxboro to Hamlin Road
16. US 15-501 regional rail from Duke University to Chapel Hill consistent with the MPO long-range transportation plan and the US 15-50 Major Investment Study (MIS).
17. American Tobacco Trail - Phase IV from South Point Mall to Chatham County Line.
18. Hope Valley Road bicycle enhancement projects. Include pedestrian enhancements.
19. Holloway Street pedestrian project – Construct sidewalk from Junction Road to Lynn Road, and from Miami Blvd to US 70.
20. Hillendale Road pedestrian project – Construct sidewalk from I-85 to Club Boulevard; and from Club Boulevard to NC 147.
21. Hillsborough Road pedestrian project – Construct sidewalk from US 15-501 to Cole Mill Road.
22. Latta Road (Guess Road to Roxboro Road) - Widen from existing 2-lane to a 3-lane with bike and pedestrian features.
23. M.L. King, Jr. Parkway/NC 55 Interchange – Revise feasibility study to consider at-grade crossing at NC 55 to reduce project costs and complete connector to Cornwallis Road.
24. Barbee Chapel Road -- construct bicycle lanes; from Farrington Road to NC54.
25. NC 751 (Phase I) --widen to 4-lane; from South Roxboro to NC 54.
26. Alston Avenue Extension -- new alignment from current terminus to Old Oxford Road.
27. NC 751 (Phase II) --widen to 4-lane; from NC 54 to I-40.
28. Regional Rail Service (Phase I) -- light rail transit service to connect Durham, RTP, RDU, Cary, and Raleigh.
29. Briggs Avenue Extension -- new 2-lane alignment; from Riddle Road to So-Hi Drive.
30. Cornwallis Road -- curb&gutter, bicycle and pedestrian improvements; from South Roxboro to Chapel Hill Road.

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Priority Project Description

31. LaSalle Street -- pedestrian facilities; from Erwin Road to Hillsborough Road.
32. Chapel Hill Road -- bicycle and pedestrian facilities; from University Drive to Duke University Drive.
33. Dearborn Drive -- bicycle and pedestrian facilities; from East Club Boulevard to Old Oxford Road.
34. Morreene Road -- bicycle and pedestrian facilities; from American Drive to Neal Road.
35. Cole Mill Road -- bicycle facilities; from Rose of Sharon Road to Durham/Orange County line.
36. Durham/Treyburn/501 North – purchase rail right-of-way to protect corridor for future transportation use.

**RESOLUTION ENDORSING DURHAM COUNTY PROJECT PRIORITY LIST
FOR THE FY 2007-2013
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, The Board of County Commissioners recognizes the importance of transportation to the economic and social well-being of the community; and

WHEREAS, A Transportation Improvement Program (TIP) which identifies transportation projects scheduled for State and federal funding over the next seven years is prepared biennially by the N.C. Board of Transportation and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and

WHEREAS, The North Carolina Board of Transportation and the Transportation Advisory Committee solicit input for identifying transportation projects of local and regional importance to be included in the TIP; and

WHEREAS, The identification of locally important transportation projects includes projects in the current TIP and additional priority projects to be considered for inclusion in the development of the 2007-2013 TIP; and

WHEREAS, The Board of County Commissioners strongly encourages extensive and meaningful public participation in the design and construction of all programmed transportation projects to ensure consistency with goals and objectives of the local community; and

WHEREAS, The Board of County Commissioners strongly encourages the provision of bicycle and pedestrian facilities and protection of residential neighborhoods as transportation improvements are designed and implemented.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, OF DURHAM, NORTH CAROLINA THAT:

The Board of County Commissioners endorses the attached project priority list of transportation projects to be considered for inclusion in the FY 2007-2013 Transportation Improvement Program.

Ellen Reckhow, Chair BOCC

(STATE of: North Carolina)

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:ss

(COUNTY of: _____)

I, _____ a Notary Public of _____ County, North Carolina do hereby certify that Ellen Reckhow personally appeared before me on the _____ day of _____, 2005 to affix her signature to the foregoing document.

(S E A L)

Notary Public
Residing at _____
My Commission Expires _____

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TIP Project Priority List
FY 2007-2013
County of Durham

- | Priority | Project Description |
|-----------------|--|
| 1. | East End Connector. (A) US 70 (Southern Railway to NC 98 including railway structure). (B) US 70 (Miami Boulevard to Southern Railway) (C) Freeway connector between NC 147 and US 70. |
| 2. | NC 54 (I-40 east to NC 55). Widen existing 2-lane facility to multiple lanes with a divided median with consideration for a bus rapid transit. Include bicycle and pedestrian features. |
| 3. | NC 54 (Page Road south to Wake County line). Widen 2-lane roadway to multiple lanes. Include bicycle and pedestrian features. |
| 4. | Old Durham/Chapel Hill Road bicycle and pedestrian improvements (Garrett Road to Pope Road). Study to emphasize bicycle and pedestrian connectivity between residential area, Githens Middle School, and the existing greenway and trail systems. |
| 5. | US 70 (Lynn Road to Wake County line). Convert existing 4-lane facility to 6-lane freeway consistent with the recommendations of the 2025 Long-range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. |
| 6. | I-85 (US 70 to Red Mill Road). Widen from existing 4-lane freeway to 6-lane freeway. |
| 7. | Northern Durham Parkway. (A) I-85 to Old Oxford Road/Snow Hill Road, 4-lane divided; (C) US 70 to I-85, 4-lane divided; and (B) Old Oxford Road/Snow Hill Road to Roxboro Road, construct 2-lane on a 4-lane right-of-way consistent with the recommendations of the 2025 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Include bicycle and pedestrian features. |
| 8. | I-40 High Occupancy Vehicle (HOV) Lanes (US 15-501 to I-540). Construct HOV lanes consistent with the 2025 LRTP and the Regional HOV study recommendation. |
| 9. | American Tobacco Trail. Phase IV. Complete project southern section. |
| 10. | Erwin Road [SR 1306]. Bicycle improvements from Cameron Boulevard to Orange County line. |
| 11. | Fayetteville Road. Widen to 4-lane, from Woodcroft Parkway to Riddle Road. |
| 12. | Carpenter Fletcher Road. Bicycle improvements (Woodcroft Parkway to Alston Avenue). |
| 13. | Durham Freeway [NC 147] Extension (I-40 to I-540). Construct new multi-lane freeway facility. |

Priority Project Description

14. Bicycle and pedestrian connectivity to the Regional Rail. Bicycle and pedestrian connectivity (within 1 mile radius) to future Phase I rail stations in Durham County (9th Street, Downtown, Alston Avenue, North RTP and Metro Center stations)
15. Roxboro Road [US 501] (Duke Street to Goodwin Road). Widen existing facility to a 6-lane divided, including Latta Road/Infinity Road intersection improvements with bicycle and pedestrian features.
16. US 15-501 regional rail (Duke University to Chapel Hill) consistent with the MPO long-range transportation plan and the US 15-50 Major Investment Study (MIS).
17. Alexander Drive (Cornwallis Road to NC 55). Widen from existing 2-lane to a 4-lane divided facility with bike and pedestrian features.
18. Hillandale Road (Carver Street to Horton Road). Widen from existing 2-lane to a 4-lane divided facility with bike and pedestrian features.
19. Garrett Road (NC 751 to Chapel Hill Boulevard). Widen from existing 2-lane to a 3-lane with bike and pedestrian features.
20. Old Oxford Highway. Expand capacity from North Roxboro to Hamlin Road.
21. Latta Road (Guess Road to Roxboro Road). Widen from existing 2-lane to a 3-lane with bike and pedestrian features.
22. Barbee Chapel Road (SR 1110). Construct bicycle lanes between Farrington Road and NC 54.
23. NC 751. Widen to 4-lane, from South Roxboro to NC 54.
24. Alston Avenue Extension. New alignment from current terminus to Old Oxford Road.
25. NC 751. Widen to 4-lane, from NC 54 to I-40.
26. LaSalle Street. Pedestrian facilities; from Erwin Road to Hillsborough Road.
27. Chapel Hill Road. Bicycle and pedestrian facilities; from University Drive to Duke University Drive.
28. Dearborn Drive. Bicycle and pedestrian facilities; from East Club Boulevard to Old Oxford Road.
29. Morreene Road. Bicycle and pedestrian facilities; from American Drive to Neal Road.
30. Cole Mill Road. Bicycle facilities; from Rose of Sharon Road to Durham/Orange County line.
31. Durham/Treyburn/501 North Rail Corridor. Purchase rail right-of-way to protect corridor for future transportation use.

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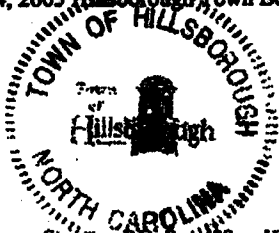


Hillsborough TIP Priority List
2007-2013

1. **Elizabeth Brady Road extension (project U-3808):** Construct proposed 4-lane boulevard that connect US 70 Business, US 70 Bypass, and St. Mary's Road (SR 1002). Special Design consideration should be used in crossing the Eno River and the overall impact of the road on neighboring properties.
2. **Improvements along South Chartam Street (project R-2825):** Develop congestion management, limited access, aesthetic and capacity improvements between US 70 Business and Interstate 40. The portion between Interstates 40 and 85 will conform to the design criteria in the Economic Development District Design Manual (4-lane divided section with bike and pedestrian improvements). The feasibility study completed in February 2002 recommended a 4-lane divided with 16-foot median, curb and gutter cross section for the entire corridor from I-40 to the Eno River bridge.
3. **US 70 Bypass widening:** Widen US 70 Bypass to a four-lane divided section with bike and pedestrian improvements. This project should be phased to address the traffic counts and existing congestion.
4. **SR 1006, Orange Grove Road, at Interstate 40:** Construct a pedestrian bridge over I-40. Two schools are within walking and cycling distance from residential areas north of I-40. Bicyclists and pedestrian must share the roadway with motor vehicles crossing the narrow two-lane bridge that carries Orange Grove Road over Interstate 40.
5. **NC 86, Bicycles Lanes:** Construct bicycle lanes (4-foot paved shoulders) from Chapel Hill (Whitfield Road) to Hillsborough (US 70 Business). This route is listed as priority I of the primary bicycle routes proposed in the Orange County Bicycle Transportation Plan adopted April 6, 1999.
6. **U-3436, SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road):** Realign intersection and make safety improvements. Both the EDD Transportation Work Group Recommendations and the Access Management and Awareness Project and Report for Orange Grove Road recommend this project for improved traffic flow and safety.
7. **Western Bypass (project R-3438)** Construct proposed 2-lane facility connecting US 70 with NC 86 North using a portion of Coleman Loop Road (SR 1332) right of way.

Upon motion to adopt by Commissioner Gering, seconded by Commissioner Hallman the above list was set to a vote at the March 14, 2005 Hillsborough Town Board of Commissioners meeting and received the following vote:

Ayes: 5
Nos: 0
Absent/excused:0



Donna F. Armbrister
Donna F. Armbrister, CMC
Town Clerk

101 East Orange Street, P.O. Box 429 • Hillsborough, North Carolina 27278
919-752-1270 • Fax 919-644-2390

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ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

A RESOLUTION CONCERNING ORANGE COUNTY'S PRIORITY TRANSPORTATION PROJECTS FOR THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION REGIONAL PRIORITY LIST FOR THE 2007 - 2013 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the North Carolina Board of Transportation, every two years, prepares a Transportation Improvement Program that identifies transportation projects scheduled for State and Federal funding over the next seven years; and

WHEREAS, the North Carolina Board of Transportation, on July 8, 2004, moved the seven year, biennial Program to be effective beginning and ending in odd numbered years; and

WHEREAS, the North Carolina Board of Transportation solicits input for identifying transportation projects of local and regional importance to be included in the FY 2007-2013 Transportation Improvement Program; and

WHEREAS, Orange County gives priority to identified safety needs on existing roads and bridges, to other transportation projects that encourage alternatives to automobile travel, to projects that minimize adverse impacts on the natural environment and cultural sites, and to those projects that foster economic development in the designated Economic Development Districts; and

WHEREAS, Orange County strongly encourages the North Carolina Department of Transportation (NCDOT) to design all highway projects, where appropriate, to accommodate bicycle and pedestrian traffic to provide alternative means of transportation that may result in reduced automobile traffic and related air and water impacts; and

WHEREAS, Orange County encourages the NCDOT to design all new or replacement bridges with sufficient clearance to allow wildlife to cross safely under them, and to allow pedestrian passage along any existing or planned trail-system connectors;

NOW, THEREFORE, BE IT RESOLVED by the Orange County Board of Commissioners that:

The Board of County Commissioners endorses the attached project priority list of transportation projects to be considered for inclusion in the FY 2007-2013 Transportation Improvement Program.

Upon motion of Commissioner Hall seconded by Commissioner Trushel the foregoing resolution was adopted this the 15 day of March 2005

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of so much of the proceedings of said Board at a meeting held on March 15, 2005, as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of said Board. WITNESS my hand and the seal of said County, this 16 day of March, 2005.



Donna Baker
Clerk to the Board of Commissioners

**ORANGE COUNTY TRANSPORTATION PRIORITY LIST WITHIN
THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN AREA BOUNDARY
FOR CONSIDERATION OF FUNDING IN
THE 2007 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

1. SR 1006, Orange Grove Road, at Interstate 40: Construct a pedestrian bridge over I-40. New Grady Brown Elementary and newly constructed Cedar Ridge High School are located on New Grady Brown School Road that has access from Orange Grove Road south of I-40. The schools are within walking and cycling distance from residential areas north of I-40. Bicyclists and pedestrian must share the roadway with motor vehicles crossing the narrow two-lane bridge that carries Orange Grove Road over Interstate 40. The bridge is too narrow to accommodate a pedestrian walkway. Lack of an adequate pedestrian crossing presents an unsafe environment for students to walk to the schools.

2. U-2805, Homestead Road (SR 1777) Improvements: Improve Homestead Road from SR 1834, High School Road, to NC 86. This project should include bicycle and pedestrian facilities. There are three schools in the vicinity of Homestead Road: Chapel Hill High School, Smith Middle School and Seawell Elementary School. Many students live within walking distance and cycling distance to Chapel Hill High School and must walk or cycle along Homestead Road, and cross the road daily. Provision of sidewalks is of utmost importance for the safety of students and other pedestrians who use this corridor. Provision of bicycle facilities is, likewise, necessary for the safety of students and others.

This project should also include appropriate safety improvements to the intersection of Homestead Road with High School Road.

3. R-2825, Improvements to South Churton Street: Develop congestion management, limited access, aesthetic and capacity improvements between US 70 Business and Interstate 40. The portion between Interstates 40 and 85 will conform to the design criteria of the Economic Development District Design Manual (4-lane divided section with bike and pedestrian improvements). The feasibility study completed in February 2002 recommends a 4-lane divided, with 16-foot median, curb and gutter cross section for the entire corridor from I-40 to Eno River. Orange County stresses the need to study improvements within the current right-of-way for the segment north of Interstate 85. Improved capacity through widening is not the County's first choice because of significant constraints between Interstate 85 and US 70 Business and the proximity of the historic district north of the project limits. Orange County requests that, where conditions do not prevent the addition of frontage roads, the feasibility study include the addition of frontage roads with limited access from the corridor.

4. Old NC 86 (SR 1009) Bicycle Lanes: Construct bicycle lanes (4-foot paved shoulders) from Carrboro (Eubanks Road) to Hillsborough (I-40). This project, from the Carrboro Transition area (Hickory Forest Road) to Lafayette Drive, is priority 6 of the primary bicycle routes listed in the Orange County Bicycle Transportation Plan, and would extend bicycle accommodations requested in TIP Project R-2825 to Carrboro, where its Transportation Advisory Committee has also established bicycle routes on Old NC 86 as a transportation

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priority connection between proposed bicycle facilities along Old Fayetteville Road, Homestead Road and Eubanks Road.

The feasibility study for TIP Project R-2825, improvements to South Churton Street, recommends a four-lane divided section for Old NC 86 (S. Churton St.) from I-40 to Lafayette Drive. That study also anticipates accommodations for bicycles (wide outside lanes) from I-40 to I-85. This project would connect bicycle facilities proposed in the South Churton Street project to Carrboro. Carrboro's Priority List for the 2006-2012 TIP included two bicycle projects on Old NC 86 that, along with this request and TIP project R-2825, would complete a Hillsborough-Carrboro bicycle route:

- from Old Fayetteville Road to Homestead Road; and
- from Homestead Road to Eubanks Road.

5. NC 86, Bicycle Lanes: Construct bicycle lanes (4-foot paved shoulders) from Chapel Hill (Whitfield Road) to Hillsborough (US 70 Business). This project will extend bicycle lanes on Airport Road (NC86) in Chapel Hill to US 70 Business in Hillsborough. Bicycle lanes have recently been completed along NC 86 from UNC to Whitfield Road (SR 1731) in Orange County. NC 86 from Chapel Hill to Hillsborough is experiencing increasing numbers of bicyclists using this route and there are also two schools along this route. This route is listed as priority I of the primary bicycle routes proposed in the Orange County Bicycle Transportation Plan adopted April 6, 1999. This project is included in the Bicycle Program as an incidental need. Orange County requests that bicycle lanes be constructed as an independent project, and, if necessary, programmed in phases.
6. NC 86 (North of Hillsborough) Improvements: Widen NC 86, from US 70 Bypass north of Hillsborough to SR 1332, Coleman Loop (Coleman Loop also being the intersection area of the planned connector between NC 86 and NC 57), to four lanes with intersection improvements at US 70 Bypass to include extending the queuing lane for traffic turning east onto US 70 Bypass from northbound Churton Street/NC 86. NC 86 is the major north-south route through Orange County. NC 57 converges into US 86 just north of US 70 Bypass. The segment of NC 86 between NC 57 and US 70 is congested, rendering a high accident location at the intersection of US 70 Bypass at NC 86.
7. US 70 Bypass Widening: Widen, from the Orange/Durham County Line to the US 70 – I-85 Connector east of Efland, US 70 Bypass to a four-lane divided section with bike and pedestrian improvements. This project should be phased to address traffic counts and existing congestion. Orange County requests that this project be identified as a need and included in the 2006-2012 STIP.
8. U-3436, SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road): realign intersection and make safety improvements. This project is listed in the 2004 – 2010 TIP as an unfunded project. It was a “first priority project” in the Town of Hillsborough Thoroughfare Plan for 1989 but the Hillsborough Town Board removed the realignment from the Hillsborough Transportation Plan in 1997. More recently, Hillsborough Commissioners and Orange County Commissioners have endorsed the project

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in two joint studies that included commissioners from both jurisdictions, the Economic Development District (EDD) Transportation Work Group and the Joint Orange Grove Road Transportation Group (JOGRTG). Both the “EDD Transportation Work Group Recommendations” and the “Access Management and Awareness Project and Report for Orange Grove Road” recommend this project for improved traffic flow and safety.

9. Extend Orange Grove Road east to US 70 business. The “EDD Transportation Work Group Recommendations” and the “Access Management and Awareness Project and Report for Orange Grove Road” recommend this project as an alternative access to the US 70 Business/NC 86 corridor to alleviate congestion on Churton Street.

Figure 5 – Division 7 Projects from Regional Priority List

Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
1	38	US 15-501 Fixed-Guideway from Duke University to Chapel Hill consistent with the 2030 LRTP and the US 15-501 Major Investment Study	5 and 7	D-16 DC-16 C-14	TE-4706	0	0	5	10	0	0	5	5	10	3
2	36	South Churton St - develop congestion management, limited access, aesthetic and capacity improvements; from US 70 Business to I-40	7	O-3 H-2	R-2825	3	0	0	0	10	0	10	5	5	3
3	35	Seawell School Road - add turn lanes, bike lanes, sidewalks and transit accommodations; from Homestead Rd to Estes Dr Extension	7	CH-5 C-3	E-4710	0	0	0	0	10	0	10	0	5	10
3	35	Orange Grove Rd (SR 1006) Ped Bridge - construct a pedestrian bridge over I-40	7	O-1 H-4	N/A	0	10	0	10	0	0	10	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
3	35	Bolin Creek/Little Creek Greenway - from Chapel Hill Community Center to Pinehurst Dr	7	CH-20	N/A	0	10	0	10	0	0	10	0	5	0
3	35	Estes Drive - widen to 12ft travel lanes, add 4ft bike lanes and sidewalks; from NCS86 to Curtis Rd	7	CH-7	N/A	5	5	0	0	10	0	10	0	5	0
3	35	Community Center to Willow - build bike and pedestrian connection; from Community Center to Willow along Estes Dr	7	CH-9	N/A	0	10	0	10	0	0	10	0	5	0
3	35	Franklin St/Bolin Creek Greenway	7	CH-10	N/A	0	10	0	10	0	0	10	0	5	0
3	35	Fixed Guideway – Connection to Carolina North / Horace Williams property utilizing existing railroad right-of-way from University Power Plant to Carolina North	7	C-13	N/A	0	0	0	10	0	0	10	5	10	0
3	35	Pittsboro to Chapel Hill Park & Ride - establish bus route from Pittsboro to Chapel Hill with a park and ride lot on US 15-501	7 and 8	Chm-1	N/A	0	0	5	10	0	0	10	0	10	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
11	34	Estes Drive – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to NC 86	7	CH-8 C-1	U-2909	3	3	0	10	0	0	10	0	5	3
12	32	Old Durham-Chapel Hill Road -- bicycle and pedestrian improvements between Garrett Road and US 15-50, including connectivity between residential areas, Githens Middle School, and the existing greenway and trail systems	5 and 7	D-4 DC-4 CH-4	E-4707	0	7	0	10	0	0	5	0	5	5
12	32	Elizabeth Brady Rd - Construct proposed 4-lane boulevard that connects US 70 Business, US 70 Bypass, and St. Mary's Road (SR 1002)	7	H-1	U-3808	5	0	0	0	7	0	5	0	5	10
12	32	South Greensboro Street – Add sidewalks and transit accommodations on both sides of the road from Main Street to Merritt Mill Road.	7	C-6	N/A	0	7	0	10	0	0	10	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
12	32	Country Club Rd - sidewalk on east side; from South Rd to Raleigh St	7	CH-18	N/A	0	7	0	10	0	0	10	0	5	0
16	30	Transit Capital Projects - Fund transit capital projects as identified by Chapel Hill Transit	7	CH-1 C-5	N/A	0	0	0	10	0	0	10	0	10	0
16	30	Old Fayetteville Road - Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougle Middle School to NC 54.	7	C-2	N/A	0	0	0	10	0	0	10	0	5	5
16	30	Euhanks Rd - Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Road.	7	C-10	N/A	0	5	0	10	0	0	10	0	5	0
16	30	Estes Drive - add sidewalk and pedestrian signal at Chapel Hill Library; from Curtis Rd to Franklin St	7	CH-11	N/A	0	5	0	10	0	0	10	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:										
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status	
20	28	Homestead Rd. - Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86.	7	C-4	N/A	0	3	0	10	0	0	0	10	0	5	0
20	28	Homestead Rd (SR 1777) - provide bicycle and pedestrian facilities from High School Rd (SR1834) to NC86	7	CH-6 O-2	U-2805	0	0	0	10	0	0	0	10	0	5	3
20	28	NC 86 Bicycle Improvements - construct 4ft paved shoulders for bicycles; from Whitfield Rd in Chapel Hill to US 70 Business in Hillsborough	7	O-5 H-5	N/A	0	3	0	10	0	0	0	10	0	5	0
20	28	Fordham Boulevard - sidewalk along north side; from Manning Dr to Carmichael St	7	CH-19	N/A	0	3	0	10	0	0	0	10	0	5	0
20	28	Eno Mountain Rd/Mayo St/Orange Grove Rd Intersection Improvements - realign intersection and make safety improvements	7	O-8 H-6	U-3436	0	10	0	0	0	0	0	10	0	5	3

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
20	28	Fordham Boulevard Corridor - add bike, pedestrian and transit improvements; from US 15-501 South to Ephesus Church Rd	7	CH-23	N/A	0	3	0	10	0	0	10	0	5	0
20	28	NC 54 Corridor - add bike, pedestrian and transit improvements; from Fordham Blvd to Barbee Chapel Rd	5 and 7	CH-24	N/A	0	3	0	10	0	0	10	0	5	0
27	27	Orange Grove Rd Extension - extend road east to US 70 Business	7	O-9	N/A	5	0	0	0	7	0	10	0	5	0
28	25	Old NC 86 (SR 1009) - construct 4ft paved shoulders for bicycles; from Eubanks Rd in Carboro to I-40 in Hillsborough	7	O-4	N/A	0	5	0	10	0	0	5	0	5	0
28	25	Bolin Creek Greenway - MLK Blvd. to Umstead Park	7	CH-12	N/A	0	0	0	10	0	0	10	0	5	0
28	25	Southern Railroad Greenway - from Estes Dr to UNC Horace Williams Property	7	CH-14	N/A	0	0	0	10	0	0	10	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
28	25	Old NC 86 - Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Eubanks Road.	7	C-9	N/A	0	0	0	10	0	0	10	0	5	0
28	25	Old NC 86 - Add bike lanes and transit accommodations on both sides of the road, and sidewalk on the east side from Hillsborough Road to Homestead Road.	7	C-8	N/A	0	0	0	10	0	0	10	0	5	0
28	25	Pope Rd-Ephesus Church Rd - add 5ft bike lanes	7	CH-15	N/A	0	0	0	10	0	0	10	0	5	0
28	25	Piney Mountain Rd - add turn lanes, sidewalks, bike lanes and transit accommodations; from NC86 to Riggsbee Rd	7	CH-16	N/A	0	0	0	10	0	0	10	0	5	0
28	25	Mount Carmel Church Rd - add bike lanes, sidewalks, transit and safety improvements; from US 15-501 South to Chatham County	7	CH-17	N/A	0	0	0	10	0	0	10	0	5	0

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Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
28	25	BPW Club Road-Westbrook Drive Multi-Use Path – Feasibility Study – Provide pedestrian and bicycle access from the BPW Club Road area to the Westbrook Drive area by building a pedestrian/bicycle path and creek crossings behind the Sterling Bluff Apartments.	7	C-7	N/A	0	0	0	10	0	0	10	0	5	0
28	25	MLK Blvd. Corridor - pedestrian and transit improvements; from I-40 to North St	7	CH-3	N/A	0	0	0	10	0	0	10	0	5	0
28	25	Franklin / Main / Merritt Mill / Brewer Intersection – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit.	7	C-11	N/A	0	0	0	0	10	0	10	0	5	0
39	23	Chapel Hill/Carboro Computerized Traffic Signal System -- Install new system	7	CH-2 C-12	U-4704	0	0	5	0	0	0	10	0	5	3
40	20	Old Mason Farm/Finley Golf - add bike lanes, sidewalk	7	CH-21	N/A	0	0	0	10	0	0	5	0	5	0

Criteria Ranking	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
						Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
40	20	Erwin Rd - add bike lanes, sidewalks and safety improvements; from Sage Rd to Durham County line	7	CH-22	N/A	0	0	0	10	0	0	5	0	5	0
40	20	Western Bypass - new two-lane alignment, using portion of Coleman Loop Road (SR 1332) ROW; from US 70 to NC 86	7	H-7	R-3438	0	0	0	0	7	0	5	0	5	3
43	17	US 70 Bypass Widening - widen to a four-lane, divided section with bike and pedestrian improvements; from Orange/Durham County line to the US 70 - I-85 Connector east of Effland	7	O-7 H-3	N/A	0	0	0	0	7	0	5	0	5	0
44	15	NC 86 - widen NC 86; from US 70 Business north of Hillsborough to Coleman Loop (SR 1332)	7	O-6	N/A	0	0	0	0	0	0	10	0	5	0

Section 4 – Reference Documents (continued)

Division 8 Projects

On the next page, Figure 6 is an excerpt from the Regional Priority List that presents only projects in NCDOT Division 8 (i.e., Chatham County).