



**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**

**Draft**

**2030 Long Range Transportation  
Plan**

**(June 23, 2004)**

City of Durham  
Transportation Division  
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Durham, NC 27701

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## Executive Summary

The 2030 Long-Range Transportation Plan is the long-range guide for major transportation investments in the Durham-Chapel Hill-Carrboro (DCHC) metropolitan area. The 2030 Long-Range Transportation Plan (LRTP) recommends major transportation projects, systems, policies and strategies designed to maintain our existing systems and serve the region's future travel needs. The DCHC-MPO LRTP is integrated with land use and air quality strategies and goals for the urban area. Official endorsements of the Plan by the Transportation Advisory Committee (TAC), USDOT, and the Environmental Protection Agency (EPA) are required in order for the MPO to receive Federal funds for its transportation investment needs.

The plan emphasizes improvements to existing highway, transit, bicycle and pedestrian facilities and includes policies in support of intermodal freight needs (urban goods movement). To stretch our transportation dollars, the plan incorporates Travel Demand Management (TDM), Transportation System Management (TSM), Intelligent Transportation Systems (ITS), and Congestion Management Systems (CMS) strategies. The adopted 2025 Transportation investments formed the foundation for the proposed modal elements identified in this 2030 Plan.

The plan's assessment of the projected financial resources indicates that about \$5.8 billion can be expected to be available for transportation projects through 2030, not nearly enough to substantially expand the transportation system and meet the increase in demand from a growing region. The majority of projected resources will barely be enough to keep pace with the growing operating and maintenance needs of the existing-plus-committed systems, which include repair, bus replacement, reconstruction of portions of the system, and Intelligent Transportation Systems.

The gap between the region's transportation needs and available funding presents several challenges that the DCHC MPO, along with other Triangle region stakeholders, must soon address:

- Aggressively pursue both short and long term non-traditional funding sources as well local revenue options
- Advance LRTP components to implementation through the Transportation Improvement Program (TIP) consistent with the air quality conformity project implementation schedule.
- Monitor regional growth to ensure the Plan stays abreast of the region's needs
- Initiate feasibility studies for post year projects (projects not included in the 2030 LRTP)
- Engage in the process to solve the region's air quality problems and meet the new 8-Hour Air Quality Standard

Failure to address these challenges may result in deterioration of the transportation infrastructure, degradation in mobility, and harm to the regional economy.

**Public Involvement**

The goal of the 2030 LRTP public involvement process is to develop and support an early, full and effective exchange of information and ideas among all transportation stakeholders in the metropolitan area. The MPO employed a wide range of techniques to promote citizen involvement, including direct mailings, open houses, public meetings in all parts of the metropolitan area, and newspaper advertisements.

One of the premises of the updated public involvement process is the MPO’s commitment to increase public understanding of how transportation decisions are made, and to encourage participation in the planning process. With this goal in mind, MPO developed a website and published two newsletters.

**Socio-Economic & Demographic Forecasts**

Accurate forecasts of future population, households, and employment are essential components of effective transportation planning. Local jurisdictions and the Lead Planning agency (LPA) are responsible for preparing these forecasts for the MPO. The forecast project began with generation of County totals for population, households and employment. It is assumed that implementation of the 2030 LRTP would have a significant impact on land use because most of the proposed transportation systems are either new capital highway and fixed guideway projects or widening/expansion of existing highway and transit infrastructure.

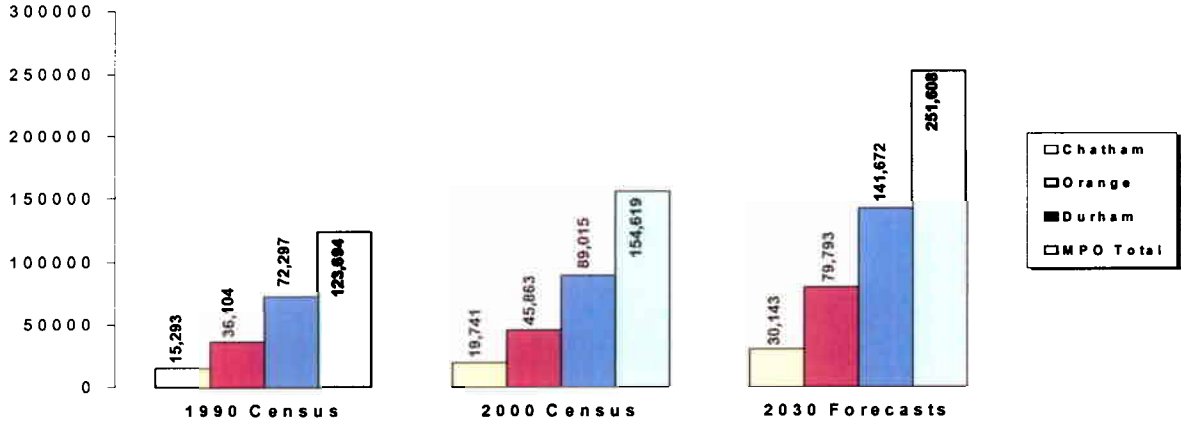
With the socio-economic forecast for the proposed 2030 LRTP, MPO wide job levels are expected to grow 89% from 2002 to 2030 and population is expected to increase by 72% over the same period. Substantial population and job growth is also projected in Durham, Orange, and Chatham Counties. The growth forecasts for 2030 are shown in the following table and graphs.

***Population, Households, and Employment Forecasts for 2030***

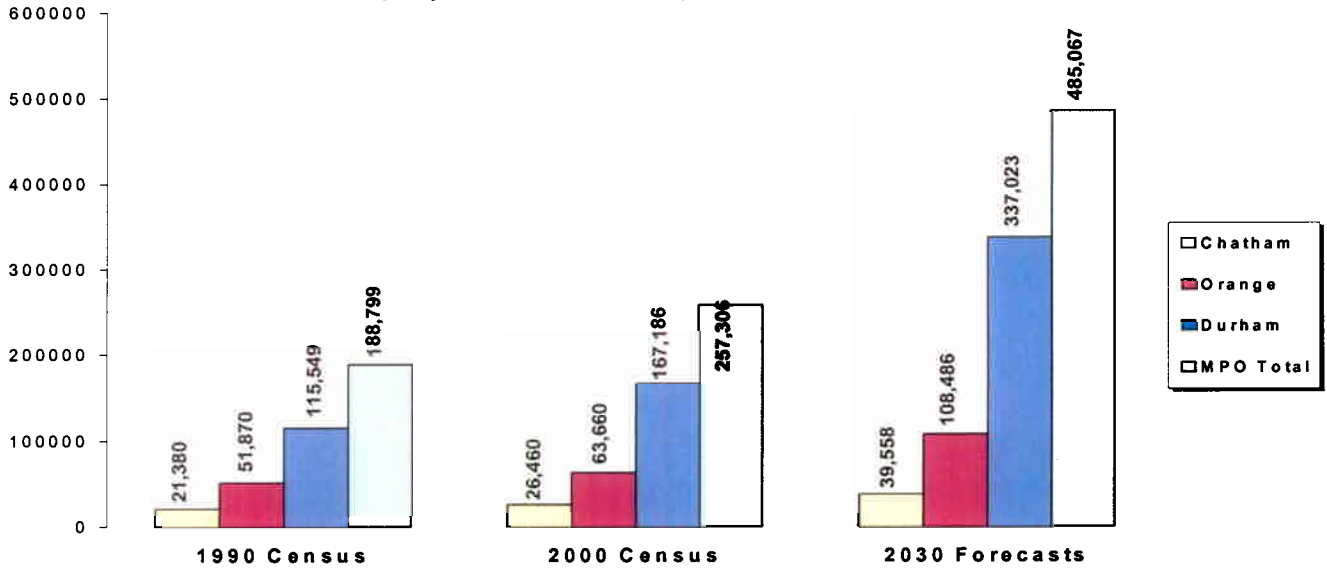
<b>MPO Counties</b>	<b>1990 Census</b>	<b>2000 Census (percent change)</b>	<b>2030 Forecasts (% change from 2000)</b>
<b><u>Population</u></b>			
Durham	181,835	223,314 (23%)	374,117 (68%)
Orange	93,851	118,227 (26%)	177,948 (51%)
Chatham	38,759	49,329 (27%)	118,883 (141%)
<b>MPO Total</b>	<b>314,445</b>	<b>390,870 (24%)</b>	<b>670,948 (72%)</b>
<b><u>Households</u></b>			
Durham	72,297	89,015 (23%)	141,672 (59%)
Orange	36,104	45,863 (27%)	79,793 (74%)
Chatham	15,293	19,741 (29%)	30,143 (53%)
<b>MPO Total</b>	<b>123,694</b>	<b>154,619 (25%)</b>	<b>251,608 (63%)</b>
<b><u>Employment</u></b>			
Durham	115,549	167,186 (45%)	337,023 (74%)
Orange	51,870	63,660 (23%)	108,486 (63%)
Chatham	21,380	26,460 (24%)	39,558 (50%)
<b>MPO Total</b>	<b>188,799</b>	<b>257,306 (36%)</b>	<b>485,067 (89%)</b>



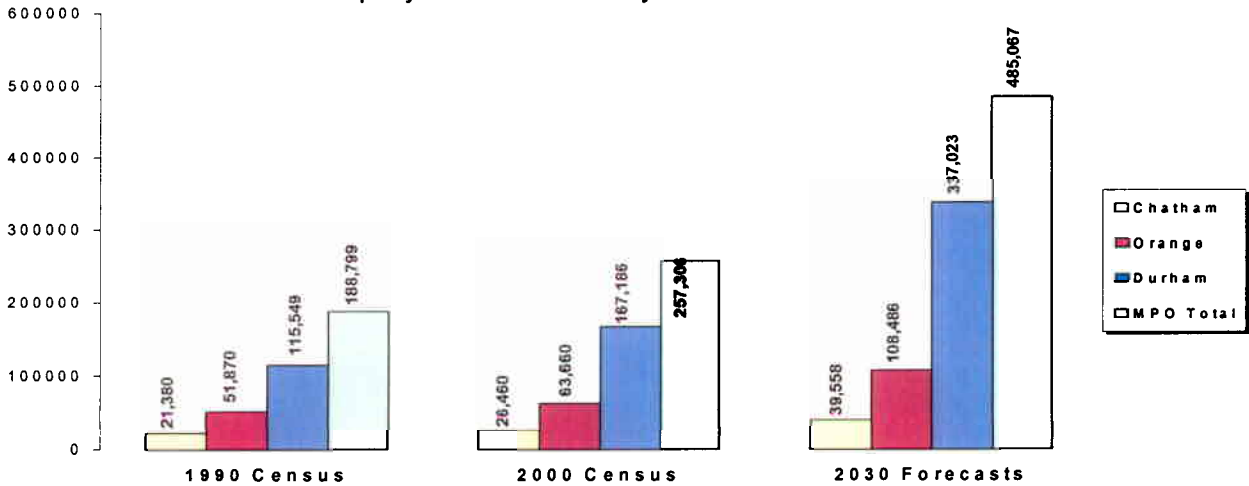
Household Growth by Area 2002-2030



Employment Growth By Area 2002-2030



Employment Growth By Area 2002-2030



## Transportation Goals and Objectives

One of the major challenges of the 2030 LRTP is to develop a transportation system that provides improved mobility and preserves existing infrastructure. The 2030 LRTP should also support regional and local land use goals and work toward the region's attainment of national air quality standards.

The DCHC MPO Committee considered many sources of information in developing the final goals and objectives. Ultimately, the overarching goal of the transportation strategy remains to maintain and improve upon the safety and efficiency of the existing system. The goals include the following:

### **GOALS OF THE 2030 TRANSPORTATION PLAN**

***Overall Transportation System:***

A safe, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

***Multi-Modal Street & Highway System:***

An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

***Public Transportation System:***

A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

***Pedestrian & Bicycle System:***

A pedestrian and bicycle system that: provides an alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

***Integration of Land Use & Transportation System:***

A Transportation Plan that is integrated with local land use plans and development policies.

***Protection of Natural Environmental & Social Systems:***

A multi-modal transportation system which provides access and mobility to all residents, while protecting the natural environment, cultural resources, and social systems.

***Public Involvement:***

An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

**Highlights of the 2030 Long-Range Transportation Plan Investments**

Attached are maps and tables showing the planned investments for Highway, Fixed Guideway, Transit and Bicycle/Pedestrian improvements.

The Highway, Transit, Fixed-Guideway and Bicycle/Pedestrian plan elements and the Financial Plan are the same as those in the adopted 2025 LRTP with a few necessary changes, such as:

1. Costs have been updated to reflect dollars in the year 2005, and known changes to project costs in the NCDOT Transportation Improvement Program (TIP), transit hourly operations, bus capital costs, etc.
2. The implementation years for Air Quality purposes in the 2025 LRTP have been changed from 2005, 2010, and 2025 to 2010, 2020, and 2030.
3. Costs associated with projects completely financed before 2005 are not included.
4. Maintenance and operations costs for the years 2026 through 2030 have been added to coincide with the extension of the planning horizon from 2025 to 2030.

Revenue projections have been modified to reflect changes to national transportation legislation (i.e., follow-on legislation to ISTEA) currently under deliberation by the U.S. Congress, and to account for a difference in the 2025 LRTP and 2030 LRTP plan period (i.e., 2002-2025 versus 2005-2030).



## DCHC MPO 2030 Long Range Transportation Plan Financial Analysis

### REVENUE

		2005 Dollars
1	<b>Highway/Enhancement</b>	
1.1	Federal /State (NHS, STP, CMAQ, NCDOT match, etc.)	\$2,463,247,434
1.2	State High Trust Fund (e.g., loop funds)	\$510,031,579
1.3	Local (CIP)	\$348,671,109
1.4	Private	\$81,988,684
	<b>Total Highway/Enhancement</b>	<b>\$3,403,938,806</b>
2.1	<b>Bus Transit -- Capital</b>	
2.1.1	Federal FTA	\$324,596,899
2.1.2	State – NCDOT	\$20,287,309
2.1.3	Local	\$60,861,927
	<i>Total bus transit -- capital</i>	<i>\$405,746,135</i>
2.2	<b>Bus Transit -- Operating &amp; Maintenance (O &amp; M)</b>	
2.2.1	Federal FTA	\$65,076,878
2.2.2	State – NCDOT	\$110,558,122
2.2.3	Local	\$255,549,132
2.2.4	Fare	\$131,643,283
	<i>Total bus transit -- operating &amp; maintenance</i>	<i>\$562,827,415</i>
	<b>Total Bus Transit – Capital and O &amp; M</b>	<b>\$968,573,550</b>
3.1	<b>Fixed Guideway Transit – Capital (i.e., TTA phase 1, US 15-501)</b>	
3.1.1	Federal FTA	\$469,873,440
3.1.2	State – NCDOT	\$234,936,725
3.1.3	Local	\$123,208,335
	<i>Total fixed guideway transit capital</i>	<i>\$828,018,500</i>
3.2	<b>Fixed Guideway Transit -- O &amp; M (i.e., TTA phase 1, US 15-501)</b>	
3.2.1	Federal FTA	\$98,905,722
3.2.2	State – NCDOT	\$157,156,154
3.2.3	Local	\$220,866,164
3.2.4	Fare	\$147,125,899
	<i>Total Fixed Guideway O &amp; M</i>	<i>\$624,053,939</i>
	<b>Total Fixed Guideway Transit – Capital and O &amp; M</b>	<b>\$1,452,072,439</b>
	<b>Total Bus and Fixed Guideway Transit</b>	<b>\$2,420,645,989</b>
	<b>Total Transportation Plan Revenue</b>	<b>\$5,824,584,795</b>

**DCHC 2030 Long-Range Transportation Plan (LRTP)**

**COSTS**

<b>COST ESTIMATES (2005 Dollars)</b>		
<b>No.</b>	<b>Cost Components</b>	<b>2005 dollars</b>
1	<b>Highway</b>	
1.1	Improvement	\$2,485,861,250
1.2	Maintenance	\$741,618,431
	<b>Total Highway Program</b>	<b>\$3,227,479,681</b>
2	<b>Public Transportation -Transit/Fixed Guideway/Rail</b>	
2.1	Bus Transit Cost	\$2,253,122,343
2.2	Transit High Capacity	\$102,257,642
2.3	Fixed Guideway (New Starts)	\$1,028,893,265
2.4	Rail ROW Corridor Protection	<b>\$13,575,623</b>
	<b>Total Public Transportation (Rail)</b>	<b>\$3,397,848,873</b>
3	<b>Non Motorized Transportation</b>	
	Bike Facilities	\$108,982,015
	Sidewalks & Pedestrian Walkways	\$20,383,000
	<b>Total</b>	<b>\$129,365,015</b>
4	<b>TDM</b>	<b>\$49,785,750</b>
5	<b>ITS/TSM</b>	<b>\$56,680,000</b>
	<b>TOTAL 2025 Transportation Plan</b>	<b>\$6,861,159,319</b>

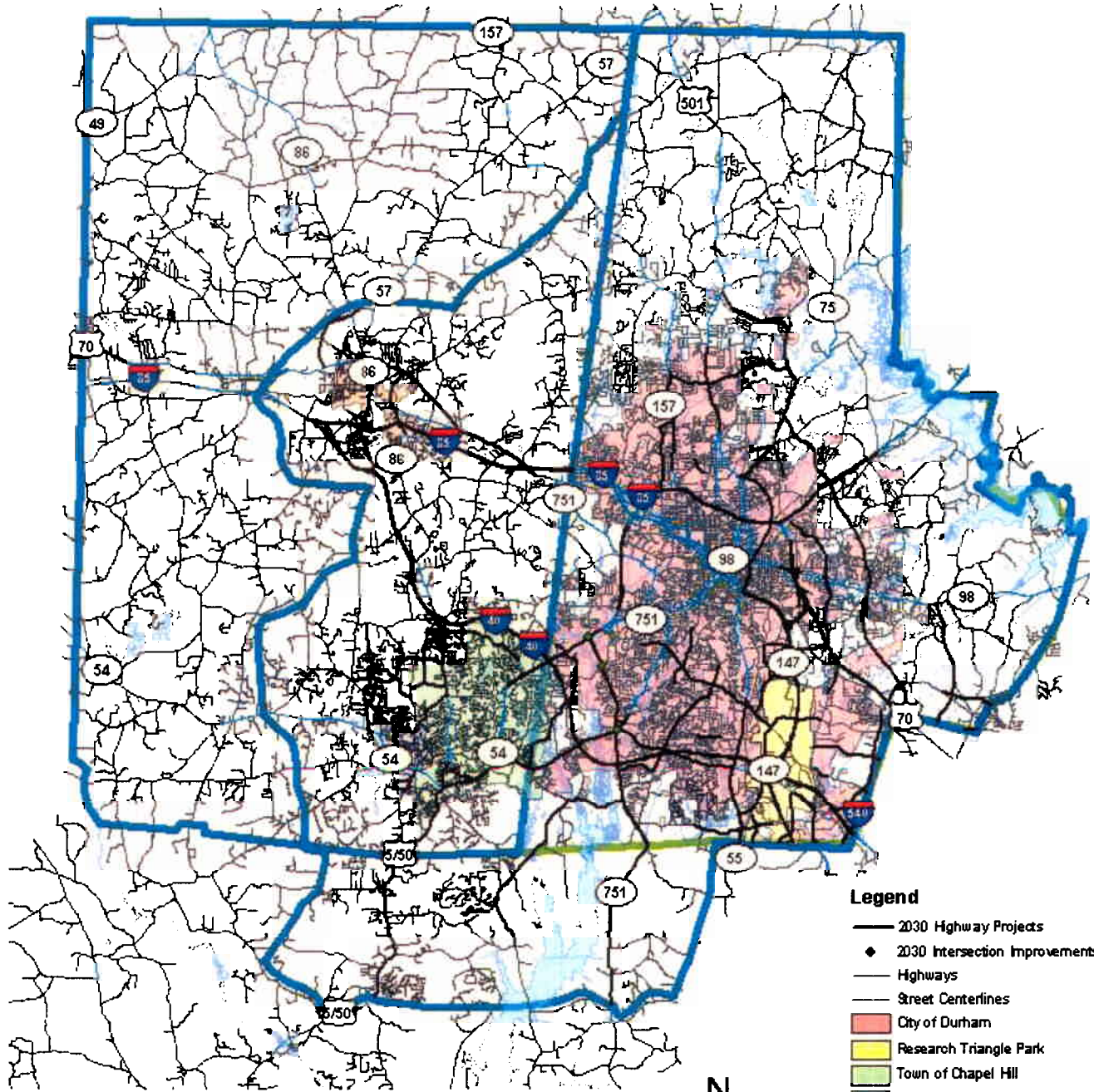


**DCHC 2030 Long-Range Transportation Plan Financial Analysis**

**COST & REVENUE COMPARISON  
AND  
NON TRADITIONAL REVENUE SOURCES**

	<b><u>COST AND REVENUE COMPARISON</u></b>	<b>2005 Dollars</b>
1	Total Transportation Cost Estimates	\$6,861,159,319
2	Total Transportation Revenue Forecast (traditional sources)	\$5,824,584,795
	<b>Shortfall</b>	<b>(\$1,036,574,524)</b>
	<b><u>NON TRADITIONAL REVENUE SOURCES</u></b>	
A	<b>Motor (Gasoline) Fuel Tax - (22 years)</b> (5% on retail gas cost (\$1.40 per gallon))	\$187,489,000
B	<b>Vehicle Personal Property Tax Increase (22 years)</b> (10 cents tax per \$100 of vehicle value)	\$0
C	<b>Vehicle Registration - Phased implementation</b> (\$10/vehicle/year)	\$129,780,000
	<b>Total Non Traditional Revenue Sources</b>	<b>\$317,249,000</b>
	<b>TOTAL REVENUE (traditional &amp; non-traditional)</b>	<b>\$6,141,833,795</b>
	<b>Difference - shortfall</b>	<b>(\$719,325,524)</b>

# Durham-Chapel Hill-Carrboro Metropolitan Planning Area 2030 Long Range Transportation Plan Recommended Highways



### Legend

- 2030 Highway Projects
- ◆ 2030 Intersection Improvements
- Highways
- Street Centerlines
- City of Durham
- Research Triangle Park
- Town of Chapel Hill
- Town of Carrboro
- Town of Hillsborough
- lakes, Rivers, Streams
- DCHC MPO Boundary
- County Boundary

Map prepared by Transportation O&B on June 17, 2004.  
Information depicted hereon is for reference purposes  
only and is compiled from the best available sources.  
The City of Durham/Durham County assumes no responsi-  
bility for errors arising from the misuse of this map.



**DCHC MPO Highway Investments 2030 LRTP**

No.	Project	Project Limits	Existing Cross-Section	Proposed Cross-Section	TIP No.	County	length (miles)	Total Cost (2005 dollars)	Proposed Improvement	Functional Classification	Regionally Significant	Air Quality year	Funding Source
1	Alexander Dr	Cornwallis Rd to NC 147	2-lane	4-lane divided	U-3309	Durham	1.00	\$3,955,110	Widening	Principal Arterial	Yes	2020	Federal/State
2	Alexander Dr	NC 147 to Miami Blvd	2-lane	4-lane divided	U-3309	Durham	0.70	\$0	Widening	Principal Arterial	Yes	2010	Federal/State
3	Alexander Dr	NC 54 to NC 55	2-lane	4-lane divided		Durham	2.41	\$9,150,430	Widening	Principal Arterial	Yes	2020	Federal/State/Private
4	Alexander Dr	NC 54 to Cornwallis Rd	2-lane	4-lane divided		Durham	1.89	\$7,374,300	Widening	Principal Arterial	Yes	2020	Federal/State
5	Alston Ave Ext	Holloway St to Old Oxford/Roxboro	new	3-lane	CIP/Bond	Durham	4.26	\$19,516,370	New	Minor Arterial	Yes	2030	Local/Private
6	Berryhill/Old Fayetteville Conn	Old Fayetteville Rd to NC 54 Bypass	new	2-lane	Private	Orange	0.20	\$511,210	New	Urban Collector	No	2010	Private
7	BPW Club/Rock Haven Conn	Loop at Smith Level Road	new	2-lane	Private	Orange	0.20	\$511,210	New	Urban Collector	No	2010	Private
8	Briggs Ave Ext	So-Hi Dr to Riddle Rd	new	2-lane	U-2831	Durham	1.60	\$10,886,480	New	Urban Collector	No	2020	Federal/State
9	Carver Street Ext	Armfield St to Old Oxford Rd	new	3-lane		Durham	0.73	\$3,370,570	New	Urban Collector	No	2010	Local
10	Chin Page Ext	Page Rd to Wake County Line	new	3-lane		Durham	0.66	\$3,015,610	New	Urban Collector	No	2030	Federal/State/Private
11	Churton Connector	Old NC 86 to NC 86 (Between I-85 & I-40)	new	4-lane divided		Orange	0.57	\$4,775,670	New	Minor Arterial	Yes	2020	Federal/State/Private
12	Cornwallis Rd (see #44)	MLK to Alexander Dr	2-lane	4-lane divided		Durham	1.18	\$4,778,060	Widening	Principal Arterial	Yes	2020	Federal/State
13	Cornwallis Rd Ext	Miami Blvd to Chin Page Rd	new	2-lane		Durham	0.78	\$3,368,100	New	Principal Arterial	Yes	2030	Federal/State
14	Davis Dr	NC 54 to County Line	2-lane	4-lane divided	U-4026	Durham	1.93	\$13,521,090	Widening	Principal Arterial	Yes	2020	Federal/State
15	East End Connector (EEC)	NC 147 to US 70 E; US 70 EEC to NC 98	new	6-lane freeway	U-71	Durham	2.50	\$108,936,530	New	Freeway	Yes	2020	State Trust Fund
16	Elizabeth Brady Rd Ext	US 70 Business to St Mary's Rd	new	4-lane divided	U-3808	Orange	1.32	\$12,331,950	New	Minor Arterial	Yes	2020	Federal/State
17	Estes Dr	Greensboro Rd to NC 86	2-lane	3-lane	U-2909	Orange	1.70	\$7,193,340	Widening	Minor Arterial	Yes	2020	Federal/State
18	FarmHouse/Tramore Conn.	Old NC 86 to Stratford Drive	new	2-lane	Private	Orange	0.40	\$1,022,420	New	Urban Collector	No	2010	Private
19	Farrington Mill Rd	Jack Bennett Rd to Durham Co line	2-lane	4-lane divided		Chatham	2.42	\$15,789,140	Widening	Minor Arterial	Yes	2030	Federal/State
20	Farrington Mill Rd	Barbee Chapel Rd to Chatham Co line	2-lane	4-lane divided		Durham	2.04	\$13,289,670	Widening	Minor Arterial	Yes	2030	Federal/State
21	Farrington Rd	Barbee Chapel Rd to Stagecoach Rd	2-lane	4-lane divided		Durham	0.40	\$2,487,380	Widening	Minor Arterial	Yes	2030	Federal/State
22	Fayetteville Rd	Woodcroft Pkwy to South Point	2-lane	4-lane divided	CIP/Bond	Durham	1.63	\$0	Widening	Principal Arterial	Yes	2010	Private/local
23	Fayetteville Rd	Woodcroft Pkwy to Cornwallis Rd	2-lane	4-lane divided		Durham	2.31	\$17,431,420	Widening	Principal Arterial	Yes	2020	Local
24	Garrett Rd	NC 751 to US 15-501	2-lane	3-lane		Durham	3.12	\$5,922,930	Widening	Principal Arterial	Yes	2020	Federal/State
25	Garrett Rd/Chapel Hill Rd	Intersection Improvements		Upgrade	U-3105	Durham	1.00	\$0	Widening	Principal Arterial	Yes	2010	Federal/State
26	Globe St Ext (Hinter Creek Pkwy)	Miami Blvd. To Wake County Line	new	3-lane		Durham	1.98	\$3,383,700	New	Principal Arterial	Yes	2030	Federal/State/Private
27	Glover Rd	Glover Rd/NC 147 interchange; 147 to Angier	2-lane	Interchg/4-lane divided		Durham	1.94	\$32,556,000	Widen/interchg	Minor Arterial	Yes	2020	Federal/State/Private
28	Glover Rd	Angier to US 70	new	4-lane divided		Durham	1.37	\$11,556,110	New	Minor Arterial	Yes	2020	Federal/State/Private
29	Guess Rd	Carver St to Umstead Rd	2-lane	5-lane/4-lane divi	U-2102	Durham	3.37	\$0	Widening	Principal Arterial	Yes	2010	Federal/State
30	Hilldale Rd	I-85 to Carver St	2-lane	4-lane divided	U-3804	Durham	0.70	\$6,867,000	Widening	Principal Arterial	Yes	2020	Federal/State

**DCHC MPO Highway Investments 2030 LRTP**

Project ID	Project Name	Location	Project Description	Length (mi)	Priority	Start Year	End Year	Estimated Cost (\$)	Project Type	Impact	Year	Funding Source
31	Hilldale Rd	Carver to Horton Rd	2-lane	1.53	1.53	2020	2020	\$14,997,400	Widening	Principal Arterial	Yes	Federal/State
32	Hilldale Rd Ext	Horton Rd to Guess Rd	2-lane	0.88	0.88	2020	2020	\$7,985,060	New	Principal Arterial	Yes	Federal/State
33	Hillsborough Rd (Old Fayetteville)	Lorraine St to Old Fayetteville/NC 54	2-lane	1.90	1.90	2020	2020	\$5,997,610	Widening	Principal Arterial	Yes	State
34	Holloway Street	US 70 to east of Junction Rd	2-lane	0.30	0.30	2020	2020	\$3,226,500	Widening	Principal Arterial	Yes	Federal/State
35	Homestead Rd	High School Rd to NC 86	2-lane	1.70	1.70	2020	2020	\$5,362,950	Widening	Principal Arterial	Yes	Federal/State
36	Homestead Rd	Old NC 86 to High School Rd	2-lane	1.47	1.47	2020	2020	\$4,639,700	Widening	Principal Arterial	Yes	Federal/State
37	Hopson Rd. realignment (RTP)	Louis Stephens Dr to NC 55	2-lane	0.50	0.50	2020	2020	\$2,081,900	Realignment	Urban Collector	No	State/Private
38	Hopson-Page Rd Ext	NC 54 to Page Rd	new	0.50	0.50	2020	2020	\$0	New	Urban Collector	Yes	State/Private
39	Horace Williams Rd Network	Horace Williams Campus	new	2.16	2.16	2020	2020	\$18,883,080	New	Urban Collector	No	State/Private
40	I-40	NC 147 to Wake Co line	6-lane free	3.43	3.43	2020	2020	\$0	Widening	Interstate	Yes	Federal/State
41	I-40	US 15-501 to NC 147	4-lane free	9.28	9.28	2020	2020	\$48,623,760	Widening	Interstate	Yes	Federal/State
42	I-40	I-85 to US 15-501	4-lane free	7.50	7.50	2020	2020	\$39,436,200	Widening	Interstate	Yes	Federal/State
43	I-40	County Line to NC 86	new	16.63	16.63	2020	2020	\$276,041,460	New	Interstate	Yes	Federal/State
44	I-540 (Durham portion)	Durham Co. Portion (I-40/I540)	4-lane free	0.69	0.69	2020	2020	\$14,462,660	New	Interstate	Yes	Federal/State
45	I-85	US 15-501 Bypass N to US 70	4-lane free	9.70	9.70	2020	2020	\$92,282,000	Widening	Interstate	Yes	Federal/State
46	I-85	I-40 to the Durham Co line	4-lane free	7.35	7.35	2020	2020	\$88,535,560	Widening	Interstate	Yes	Federal/State
47	I-85	US 70 to Red Mill Rd.	4-lane free	5.68	5.68	2020	2020	\$68,420,690	Widening	Interstate	Yes	State Trust Fund
48	Infinity Rd	Roxboro Rd to Snow Hill Rd	2-lane	2.77	2.77	2020	2020	\$9,273,320	Widening	Minor Arterial	No	Federal/State
49	Lake Hogan Farms Rd	Eubanks Road to Tramore Drive	new	1.20	1.20	2020	2020	\$3,067,260	New	Urban Collector	No	Private
50	Latta Rd	Guess Rd to Roxboro Rd	2-lane	1.20	1.20	2020	2020	\$4,025,560	Widening	Minor Arterial	No	Federal/State
51	Leesville Rd Ext	Northern Parkway to US 70/Page Rd.	new	1.14	1.14	2020	2020	\$2,385,330	New	Minor Arterial	Yes	Federal/State/Private
52	Leesville Rd Realignment	East of Olive Branch Rd to County line	2-lane	1.18	1.18	2020	2020	\$1,101,820	Realignment	Minor Arterial	Yes	Federal/State/Private
53	Louis Stephens Drive (RTP)	Hopson Rd to County Line	new	0.86	0.86	2020	2020	\$1,450,000	New	Urban Collector	Yes	State/Private
54	Lynn Rd. Ext	NC 98/Glover Rd Ext to Existing Lynn Rd	new	0.86	0.86	2020	2020	\$1,798,420	New	Urban Collector	No	Local/Private
55	Mason Farm Rd	Near S Columbia St	2-lane	1.10	1.10	2020	2020	\$1,190,400	Realignment	Urban Collector	No	Federal/State
56	Miami Blvd	Methodist Dr to Angier Ave	2-lane	0.72	0.72	2020	2020	\$2,016,500	Widening	Minor Arterial	Yes	Federal/State
57	Midland Terrace	NC 98 to Geer St	new	1.80	1.80	2020	2020	\$9,139,090	New	Minor Arterial	No	Federal/State
58	Midland Terrace	Dearborn to Old Oxford Rd/Hamlin Junction	new	0.95	0.95	2020	2020	\$4,811,210	New	Minor Arterial	No	Local/Private
59	MLK Parkway	Old Chapel Hill Rd to NC 55	2-lane/new	2.23	2.23	2020	2020	\$12,519,010	New	Principal Arterial	Yes	Local
60	MLK Pkwy (NC 55 interchange)	NC 55 to Cornwallis Rd connector	new	0.49	0.49	2020	2020	\$31,949,960	New	Principal Arterial	Yes	Federal/State
61	NC 147	Alston Ave to I-40	4-lane free	6.69	6.69	2020	2020	\$36,825,100	Widening	Freeway	Yes	Federal/State
62	NC 147	East End Conn to I-40	new	4.78	4.78	2020	2020	\$100,135,020	Widening	Freeway	Yes	Federal/State
63	NC 147 (Triangle Parkway)	I-40 to County Line	new	3.79	3.79	2020	2020	\$110,604,000	New	Interstate	Yes	Federal/State
64	NC 54	Burning Tree to Barbee Chapel	4-lane	0.72	0.72	2020	2020	\$0	Widening	Principal Arterial	Yes	Private
65	NC 54	Miami Blvd to Wake Co line	2-lane	1.23	1.23	2020	2020	\$23,794,740	Widening	Principal Arterial	Yes	Federal/State
66	NC 54	I-40 Interchange to NC 55	2-lane	3.91	3.91	2020	2020	\$75,582,310	Widening	Principal Arterial	Yes	Federal/State
67	NC 54	I-40 to Barbee Chapel Rd	2-lane	1.68	1.68	2020	2020	\$36,197,520	Widening	Principal Arterial	Yes	Federal/State

# DCHC MPO Highway Investments 2030 LRTP



Project ID	Project Name	Intersection	Lane	Upgrade	Right-of-Way	County	Length (mi)	Estimated Cost (\$)	Project Type	Priority	Year	Funding Source
68	NC 54/NC 751/Garrett Rd	Intersection		Upgrade		Durham	1.00	\$2,595,510	Widening	Yes	2020	Federal/State
69	NC 54/Page Rd	Davis Dr to Miami Blvd	2-lane	4-lane divided	R-2904	Durham	1.10	\$6,322,320	Widening	Yes	2020	Federal/State
70	NC 54/US 15-501 Bypass	NC 54 to US 15-501	4-lane	6-lane divided		Orange	0.88	\$19,028,990	Widening	Yes	2020	Federal/State
71	NC 55	Cornwallis Rd to Wake Co.	2-lane	4-lane divided	R-2906	Durham	4.66	\$19,002,030	Widening	Yes	2020	Federal/State
72	NC 55 (Alston Ave.)	NC 147 to NC 98	2-lane	4-lane divided	U-3308	Durham	1.00	\$15,254,550	Widening	Yes	2020	Federal/State
73	NC 751	US 64 (MAB) to Durham Co line	2-lane	4-lane divided		Chatham	7.00	\$106,854,070	Widening	Yes	2030	Federal/State
74	NC 751	Chatham Co line to S Roxboro St	2-lane	4-lane divided		Durham	4.71	\$71,381,710	Widening	Yes	2030	Federal/State
75	NC 86	Homestead Rd to Whitfield Rd	2-lane	4-lane divided	U-2302	Orange	1.72	\$0	Widening	Yes	2010	Federal/State
76	NC 86	Old NC 10 to US 70 Business	2-lane	4-lane divided		Orange	1.00	\$10,697,690	Widening	Yes	2020	Federal/State
77	NC 86	US 70 Bypass to NC 57	2-lane	4-lane divided		Orange	0.42	\$4,493,030	Widening	Yes	2020	Federal/State
78	Northeast Creek Pkwy	Cornwallis Rd to Ellis Rd	new	2-lane	U-2831	Durham	1.60	\$0	Widening	No	2010	Federal/State/Private
79	Northern Durham Pkwy	US 70 E. to I 85 N	new	4-lane divided	R-2631	Durham	6.40	\$88,072,000	New	Yes	2020	State Trust Fund
80	Northern Durham Pkwy	I 85 North to Old Oxford Hwy	new	4-lane divided	R-2630	Durham	2.40	\$28,213,560	New	Yes	2020	State Trust Fund
81	Northern Durham Pkw	Old Oxford Hwy to Roxboro Rd	new	2-lane (4-lane RC)	R-2630	Durham	0.98	\$15,669,300	New	Yes	2020	State Trust Fund
82	Old NC 86	I-40 to Lafayette Dr.	2-lane	4-lane divided	R-2825	Orange	0.80	\$6,748,750	Widening	Yes	2020	Federal/State/Private
83	Old NC 86	Lafayette Dr to US 70 Business	2-lane	4-lane divided	R-2825	Orange	1.70	\$14,341,100	Widening	Yes	2010	Federal/State/Private
84	Old Oxford Rd	Roxboro Rd to Snow Hill Rd	2-lane	4-lane divided		Durham	2.23	\$31,492,310	Widening	Yes	2020	Federal/State
85	Olive Branch Rd Ext	NC 98 to US 70	new	2-lane		Durham	1.48	\$2,285,240	New	No	2030	Private
86	Page Rd	I-40 to Page Rd Ext	2-lane	4-lane divided		Durham	3.10	\$14,911,690	Widening	Yes	2030	Federal/State
87	Riddle Rd. Extension	Briggs Ave. to NC 147	new	2-lane		Durham	1.04	\$1,602,350	New	No	2020	Federal/State/Private
88	Roxboro Road (501N)	Duke Street to Goodwin Rd	4-lane divi	6-lane divided		Durham	2.65	\$57,040,890	Widening	Yes	2030	State Trust Fund
89	Roxboro St	Hope Valley Farms to MLK Pkwy	2-lane	4-lane divided	Private	Durham	1.10	\$0	New	Yes	2010	Private
90	Roxboro St	Cornwallis Rd to MLK Pkwy	2-lane	4-lane divided		Durham	1.00	\$10,164,230	New	Yes	2020	Local/Private
91	Scott King Rd	Grandale Dr to Hopson	2-lane	2-lane		Durham	0.95	\$4,100,580	New	Yes	2020	Federal/State
92	Seawell School Connector	Lake Hogan Farms Rd to Seawell School Rd	new	2-lane	Private	Orange	1.70	\$4,345,280	New	No	2010	Private
93	Smith Level Rd	Rock Haven Rd to NC 54 bypass	2-lane	4-lane divided	U-2803	Orange	0.60	\$3,678,750	Widening	No	2010	State
94	South Columbia St	NC 54 to Manning Dr.	turn lanes/2-lane		U-624	Orange	0.70	\$3,378,560	Widening	Yes	2010	Federal/State
95	South Point Pkwy (Renaissance)	NC 751 to Fayetteville Rd	new	4-lane divided	Private	Durham	1.23	\$0	Widening	No	2010	Private
96	Stadium Drive Ext	Shaftsbury Dr to Kirkwood Dr	2-lane	3-lane curb & gut	CIP/Bond	Durham	0.53	\$0	Widening	No	2010	Local
97	Stagecoach Rd	Farrington Mill Rd to NC 751	2-lane	4-lane divided		Durham	1.96	\$13,284,390	Widening	Yes	2030	Federal/State