

DCHC MPO SPOT PRIORITIZATION 4.0: LOCAL INPUT POINTS FOR DIVISION NEEDS CATEGORY PROJECTS

Factors used to determine assignment of DCHC MPO Local Input Points for Division Needs Category Projects (from pg. 17 of the DCHC MPO's adopted Methodology)*

- 1 The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that NCDOT has adopted
- 2 The priorities of the current MTP including the adopted distribution of funding between modes and the planning horizon year of projects
- 3 The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation
- 4 If the project is located within an area of overlapping Environmental Justice Communities of Concern identified in the MPO's 2014 Environmental Justice Report
- 5 Public input received during public input sessions
- 6 Geographic and jurisdictional balance

Division Points Guidelines from DCHC MPO Adopted Methodology

- 500 Public Transportation
- 300 Highway
- 200 Bicycle and Pedestrian
- 800 Flexible to any Mode

Actual Division Points Allocation

- 450 Public Transportation
- 550 Highway
- 800 Bicycle and Pedestrian

*These factors are used to determine the assignment of points and also to justify not assigning points to a particular project.

DCHC MPO Local Input Points	SPOT ID	Mode	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Cost To NCDOT	Division Needs Quantitative (Raw) Score (Out of 50)	Funding Region	Division(s)	County(s)	Methodology/Reasoning for Points Assignment (or No Points)
100	B150156	BikePed	Division Needs	Bryant Bridge North/Goose Creek West Trail	Bryant Bridge	Granby Park	Construct a shared use path and connecting sidewalks from the Kelly Bryant Bridge to Drew-Granby Park.	\$ 2,009,305	42.95	C	05	Durham	Factors 1, 2, 4
100	B141113	BikePed	Division Needs	NC 157 (Guess Road)	Hillcrest St	W Carver St	Construct sidewalks on both sides of Guess Rd. to fill in sidewalk gaps.	\$ 728,937	41.94	C	05	Durham	Factors 1, 2, 3, 5
100	B141100	BikePed	Division Needs	NC 55	Riddle Rd	Cecil St	Construct sidewalks on east side to fill in missing gaps.	\$ 543,600	41.79	C	05	Durham	Factors 1, 2, 3, 4, 5
100	B150153	BikePed	Division Needs	Jones Ferry Rd	Davie Rd	Main St	Construct sidewalk on the north side of the roadway	\$ 448,869	41.46	D	07	Orange	Factors 1, 2, 3, 6
100	B150144	BikePed	Division Needs	Third Fork Creek Trail	Southern Boundaries Park	American Tobacco Trail	Construct a shared use path from Southern Boundaries Park to Cornwallis Rd; construct sidewalks where needed from Cornwallis Rd to American Tobacco Trail; install HAWK beacon at Cornwallis Rd Crossing.	\$ 2,573,918	40.26	C	05	Durham	Factors 1, 2, 3, 4
100	B150621	BikePed	Division Needs	SR 1780 (Estes Drive)	NC 86 (Martin Luther King Jr. Blvd)	N. Greensboro Street	Construct multi-use side path and provide striped bike lanes along roadway. The Carrboro section of the project (from N. Greensboro Street to Carrboro Town Limits) includes sidewalks on both side instead of multi-use side paths.	\$ 3,528,826	36.75	D	07	Orange	Factors 1, 2, 3, 5, 6
100	B150664	BikePed	Division Needs	Duke Belt Line Trail	Pettigrew St	Avondale Ave	Construct a shared use trail on former rail corridor.	\$ 6,400,000	34.37	C	05	Durham	Factors 1, 2, 3, 4, 5
100	B150194	BikePed	Division Needs	Barnes St	Jones Ferry Rd	King St	Construct sidewalk on one side of the roadway.	\$ 232,907	32.29	D	07	Orange	Factors 1, 2, 3, 5, 6
100	H090637	Highway	Division Needs	SR 1118 (Fayetteville Road)	Woodcroft Pkwy	Barbee Road	Widen SR-1118 to a 4-Lane Divided roadway with bicycle lanes and sidewalks.	\$ 19,539,000	32.45	C	05	Durham	Factors 1, 2, 3
100	H090647	Highway	Division Needs	SR 1006 (New Route - Orange Grove Road)	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with Sidewalks and Bicycle Lanes. Construct grade separation at intersection of Orange Grove Road Extension and NCRR	\$ 4,379,000	28.66	D	07	Orange	Factors 1, 2, 3, 6
100	H150278	Highway	Regional Impact	NC 751	South Roxboro Rd	Woodcroft Parkway	NC 751 (S. Roxboro Rd to NC 54) Widen to 4 lane, bike lane and sidewalks. This project includes the realignment of the NC 751 & South Roxboro Road intersection.	\$ 5,189,000	26.50	C	05	Durham	Factors 1, 2, 3
100	H090200-A	Highway	Division Needs	SR 1009 (South Churton Street)	I-40	Eno River	I-40 to Eno River. Widen to Multi-Lanes with Landscaped Median, Bicycle Lanes, and Sidewalks, Widen Bridge No. 240 Over Southern Railroad, and reconstruct I-85 interchange.	\$ 49,751,000	25.53	D	07	Orange	Factors 1, 2, 6

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100	H150227	Highway	Regional Impact	NC 751	SR 1731 O'Kelly Chapel Road		Improve existing at-grade, skewed intersection. The existing alignment for this intersection makes turning from northbound NC 751 on to O'Kelly Chapel Road very difficult and unsafe for people who are not familiar with navigating the intersection. Turning from westbound O'Kelly Chapel Road to southbound NC 751 is also difficult and unsafe. Turn lanes and realignment of this skewed intersection would improve travel time for people using the turn lanes and would improve safety for everyone.	\$ 590,000	23.95	E	08	Chatham	Factors 1, 2, 3, 5, 6
25	H150280	Highway	Division Needs	SR 1006 (Orange Grove Road)	SR 1148 (Eno Mountain Road)/SR 1192 (Mayo Street)		Construct new section of SR 1184 (Eno Mountain Road) to align with SR 1192 (Mayo Street) and install signal.	\$ 1,650,000	17.56	D	07	Orange	Factors 1, 2, 3, 5, 6. The DCHC MPO is limited to 1800 total points. This project's raw score was less than 20 and is considered not as competitive as the higher scoring projects. Therefore, DCHC MPO assigned as many points as possible, given the limited number of points available. The DCHC MPO's Methodology states, "Allocation of the MPO's Local Input Points is based on a combination of the raw quantitative scores from NCDOT, the review of project eligibility factors, and qualitative factors that reflect established regional goals and objectives. The DCHC MPO's methodology is designed to maximize the number of projects that could be competitive for funding and that also meet the DCHC MPO's goals and objectives for the MPO region. "
25	H140638	Highway	Division Needs	Elliott Rd	US 15/501 (Fordham Blvd)	Ephesus Church Rd	Construct extension of existing roadway (Elliott Rd) on new location between Ephesus Church Rd and US 15/501. The primary benefit of the new segment of road is to alleviate traffic at the intersection of US 15/50 & Ephesus Church Road, as well as congestion on US 15/501 between Ephesus Church and Elliott. The evaluation of the benefit should take into consideration the future traffic reduction and the intersection LOS at US 15/501/Ephesus Church, and the future LOS at the Elliott/US 15/501 inter	\$ 7,600,000	14.09	D	07	Orange	Factors 1, 2, 3. The DCHC MPO is limited to 1800 total points. This project's raw score was less than 20 and is considered not as competitive as the higher scoring projects. Therefore, DCHC MPO assigned as many points as possible, given the limited number of points available. The DCHC MPO's Methodology states, "Allocation of the MPO's Local Input Points is based on a combination of the raw quantitative scores from NCDOT, the review of project eligibility factors, and qualitative factors that reflect established regional goals and objectives. The DCHC MPO's methodology is designed to maximize the number of projects that could be competitive for funding and that also meet the DCHC MPO's goals and objectives for the MPO region. "
100	T150453	Transit	Division Needs	Fayetteville St Transit Corridor Improvements			Fayetteville St Transit Corridor; Transit Corridor improvements (access and stop improvements, bus shelters) GoDurham5, 5K, 7, 14; GoTriangle 800, 805	\$ 265,000	20.74	C	05	Durham	Factors 1, 2, 3, 6
100	T150449	Transit	Division Needs	Village Neighborhood Transit Center			Design and Construction of NTC: Village Neighborhood Transit Center. GoDurham 2B, 3, 16, 16A, 16B.	\$ 85,800	20.28	C	05	Durham	Factors 1, 2, 3, 6
100	T150711	Transit	Division Needs	Bus Rapid Transit (BRT) system along Martin Luther King, Jr Blvd and 15/501 South			Chapel Hill Transit North South Corridor BRT Project (formerly Alternatives Analysis) - Bus Rapid Transit along Martin Luther King Jr. Blvd and South Columbia Streets, between Eubanks Park-and-Ride and Southern Village.	\$ 24,200,000	19.00	D	07	Orange	Factors 1, 2, 3, 5, 6

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100	T130009	Transit	Division Needs	Chapel Hill Transit FY20 MLK CorridorVeh2Expansio n			Four additional buses (4) will be introduced along the Martin Luther King Jr. - South Columbia ? 15/501 corridor (T Route, NU Route, A Route, NS Route). Improvements will include headway reduction and amenity improvements along the corridor.	\$ 318,385	16.82	D	07	Orange	Factors 1, 2, 3
50	T130038	Transit	Division Needs	Chapel Hill Transit FY2017 Route F, Route CW, Route J Vehicle Expansion			This project will add additional peak hour service for 1 year on route F (Colony Woods, Franklin St. and McDougle School) in response to ridership growth, resulting in headway reduction . This route provides 240,627 rides a year. Additional peak hour service on buses to the existing CW route (Carrboro, Jones Ferry Park and Ride and Weaver St) in response to ridership growth, resulting in headway reduction. This project will add additional peak hour service on the J Chapel Hill Transit Route.	\$ 167,068	16.48	D	07	Orange	Factors 1, 2, 3. The DCHC MPO's adopted Methodology states, "Allocation of the MPO's Local Input Points is based on a combination of the raw quantitative scores from NCDOT, the review of project eligibility factors, and qualitative factors that reflect established regional goals and objectives. The DCHC MPO's methodology is designed to maximize the number of projects that could be competitive for funding and that also meet the DCHC MPO's goals and objectives for the MPO region. " The DCHC MPO's adopted Methodology requires the MPO to consider the SPOT quantitative (raw) score when assigning Local Input Points. This project's raw score was less than 20 and is considered not as competitive as the higher scoring projects. DCHC MPO followed the direction of the adopted Methodology and assigned as many points as possible, given the limited number of points available to the MPO and considering the project's quantitative (raw) score.