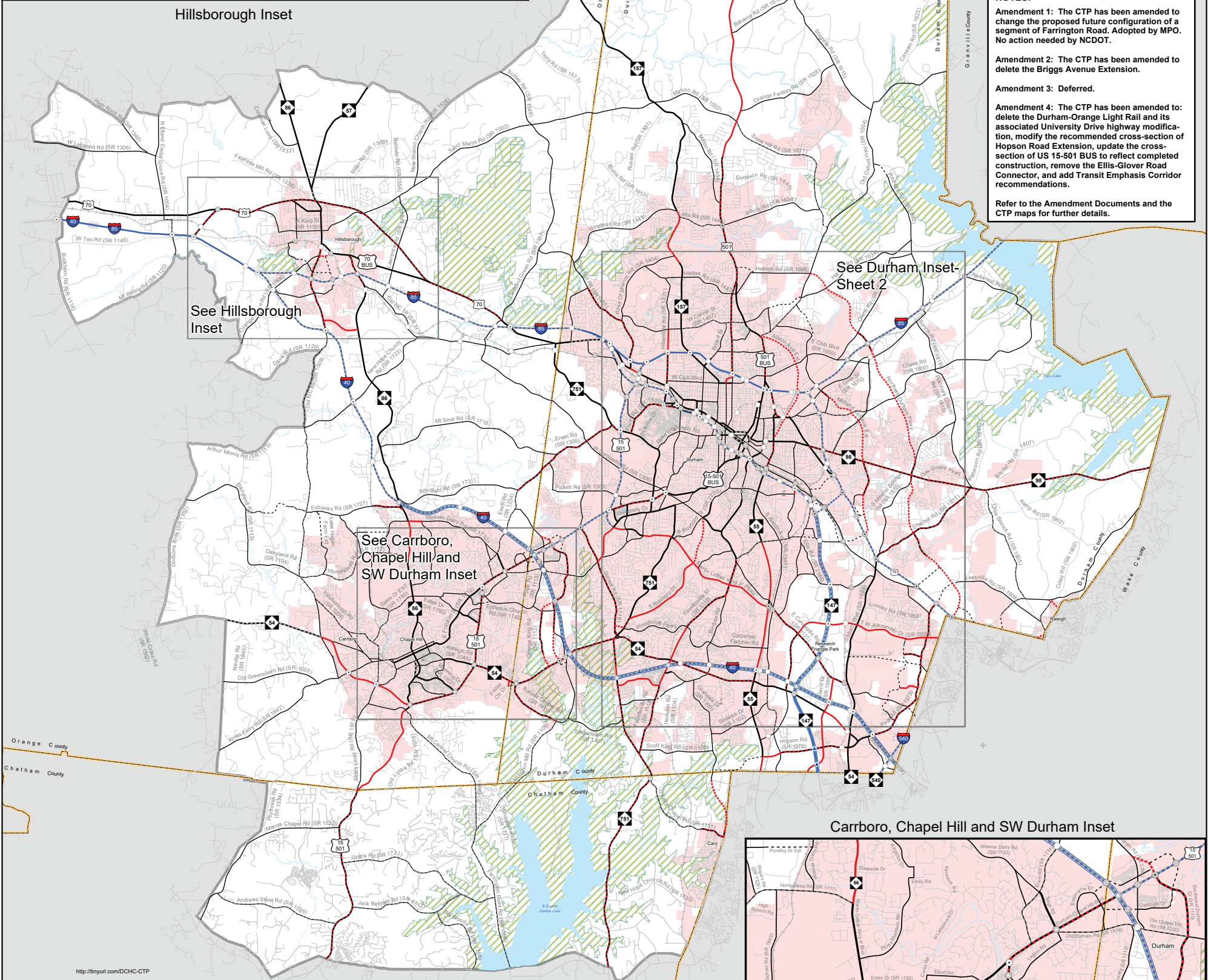
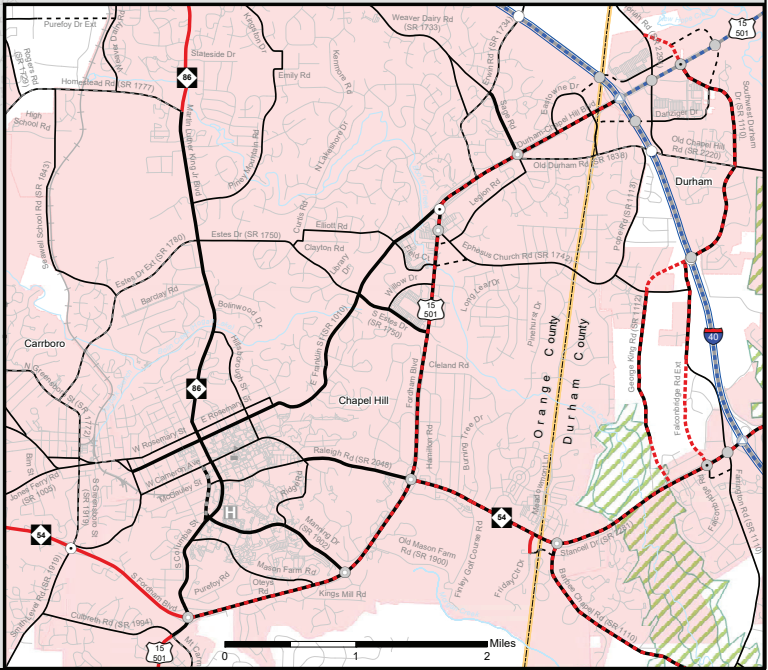


Hillsborough Inset



Carrboro, Chapel Hill and SW Durham Inset



Adopted by:
Durham-Chapel Hill-Carrboro MPO
Date: May 10, 2017
Amendment 1: September 12, 2018
Amendment 2: December 9, 2020
Amendment 4:

NCDOT
Date: August 3, 2017
Amendment 1: NA
Amendment 2: January 7, 2021
Amendment 4:

Recommended by:
Transportation Planning Division
Date: May 26, 2017
Amendment 1: NA
Amendment 2: December 14, 2020
Amendment 4:

NOTES:
Amendment 1: The CTP has been amended to change the proposed future configuration of a segment of Farrington Road. Adopted by MPO. No action needed by NCDOT.
Amendment 2: The CTP has been amended to delete the Briggs Avenue Extension.
Amendment 3: Deferred.
Amendment 4: The CTP has been amended to: delete the Durham-Orange Light Rail and its associated University Drive highway modification, modify the recommended cross-section of Hopsom Road Extension, update the cross-section of US 15-501 BUS to reflect completed construction, remove the Ellis-Glover Road Connector, and add Transit Emphasis Corridor recommendations.
Refer to the Amendment Documents and the CTP maps for further details.

http://tinyurl.com/DCHC-CTP

Note: The Strategic Transportation Investments (STI) law (House Bill 817) establishes design elements that emphasize safety, mobility, complete streets, and accessibility for multiple modes of travel. The "typical" highway cross sections used in this CTP were updated on May 5, 2014 in response to STI law.

NCDOT's Complete Streets Policy "requires that NCDOT's planners and designers will consider and incorporate multimodal alternatives in the design and improvement of all appropriate transportation projects within a growth area of a town or city unless exceptional circumstances exist." (For more information on Complete Streets, go to <http://www.completestreetsnc.org/>).

Note: The concepts shown on a CTP are for planning purposes and are subject to change. These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the CTP and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

Sheet 1 of 5

Base map date: December 14, 2016
Refer to CTP document for more details

Adoption Sheet/ Highway Map

DRAFT

Durham-Chapel Hill-Carrboro MPO

Comprehensive Transportation Plan

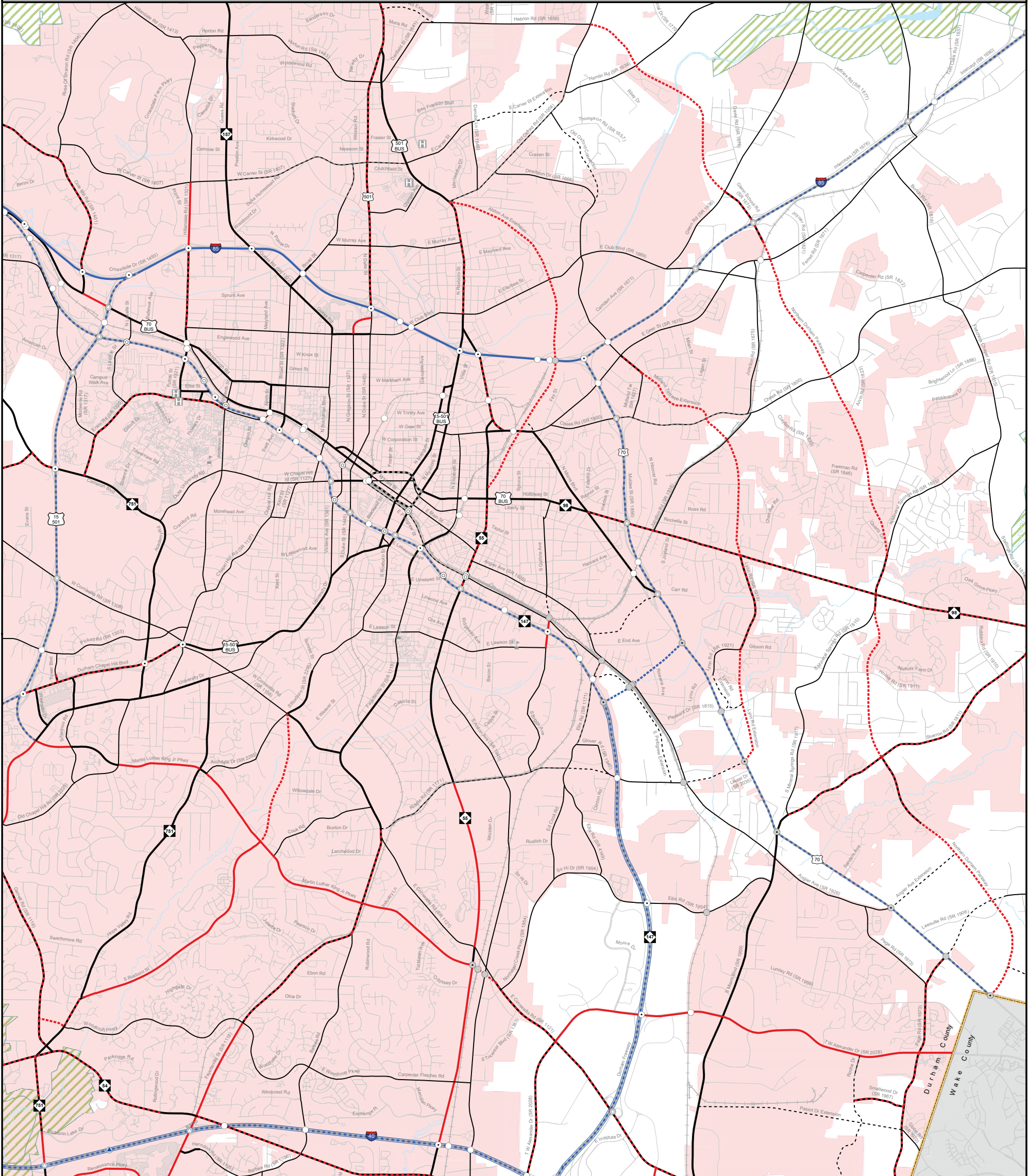
Plan date: March 9, 2022

Legend

Freeways Existing Needs Improvement Recommended	Other Major Thoroughfares Existing Needs Improvement Recommended	Interchanges (or Intersections) Existing Needs Improvement Recommended	Grade Separations Existing Needs Improvement Recommended
Freeways with Managed Lanes Existing Needs Improvement Recommended	Minor Thoroughfares Existing Needs Improvement Recommended	Interchanges with Managed Lanes Access Existing Needs Improvement Recommended	
Expressways Existing Needs Improvement Recommended			
Boulevards Existing Needs Improvement Recommended			

Schools
Airports
Hospitals
Railroads
Roads
County Boundaries
Rivers and Streams
Water Bodies
Parks and Gamelands
Municipalities
MPO Boundaries

DCHC MPO - CTP AMENDMENT 4 - HIGHWAY MAP (DURHAM INSET)



Note: The Strategic Transportation Investments (STI) law (House Bill 817) establishes design elements that emphasize safety, mobility, complete streets, and accessibility for multiple modes of travel. The "typical" highway cross sections used in this CTP were updated on May 5, 2014 in response to STI law.

NC DOT's Complete Streets Policy "requires that NC DOT's planners and designers will consider and incorporate multimodal alternatives in the design and improvement of all appropriate transportation projects within a growth area of a town or city unless exceptional circumstances exist." (For more information on Complete Streets, go to <http://www.completestreetsnc.org>).

Note: The concepts shown on a CTP are for planning purposes and are subject to change. These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the CTP and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

Freeways

Existing

Needs Improvement

Recommended

Freeways with Managed Lanes

Existing

Needs Improvement

Recommended

Expressways

Existing

Needs Improvement

Recommended

Boulevards

Existing

Needs Improvement

Recommended

Other Major Thoroughfares

Existing

Needs Improvement

Recommended

Minor Thoroughfares

Existing

Needs Improvement

Recommended

Interchanges (or Intersections)

Existing

Needs Improvement

Recommended

Grade Separations

Existing

Needs Improvement

Recommended

Interchanges with Managed Lanes Access

Existing

Needs Improvement

Recommended

0

0.25

0.5

Miles

North Arrow

Sheet 2 of 5

Base map date: December 14, 2016

Refer to CTP document for more details

Highway Map (Durham Inset)

DRAFT

Durham-Chapel Hill-Carrboro MPO

Comprehensive Transportation Plan

Plan date: March 9, 2022

Sheet 2 of 5

