

CAMPO Regional Impact Local Point Allocation -Highway Projects
Target: 1600 pts
Recommended: 1600 pts

| SPOT ID | Mode | TIP | Project Category | Route / Facility / Project Name | From / Cross Street / Location | To / Cross Street | Description | Specific Improvement Type | Cost to NCDOT | Funding Region(s) | Division(s) | MPO(s) / RPO(s) | County(ies) | Eligible for Regional Impact Local Input Points | REGIONAL IMPACT Quantitative Score (Out of 70) | Total Score | First MPO/RPO | First MPO/RPO % | CAMPO Local Input Points | Comments on Funding |
|---------|---------|--------|--------------------|--|--------------------------------|--|--|--|----------------|-------------------|-------------|------------------|-------------|---|--|-------------|------------------|-----------------|--------------------------|---------------------|
| H193009 | Highway | | Regional Impact | Division 5 Non-Municipal Division wide Signal System | N/A | N/A | Division-wide signal system to provide communication and cameras to improve signal timing. | 13 - Citywide Signal System | \$ 16,796,000 | C | 05 | Capital Area MPO | Wake | Yes | 55.24 | 70.24 | Capital Area MPO | 100 | 100 | Assigned Points |
| H231793 | Highway | | Regional Impact | US 70 Business | Raynor Road | Guy Road | Convert intersections at Raynor and Guy to RCI. This is an interim project pending U-6113. | 25 - Improve Multiple Intersections along Corridor | \$ 11,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 53.00 | 68.00 | Capital Area MPO | 100 | 100 | Assigned Points |
| H172068 | Highway | | Regional Impact | Holly Springs Citywide Signal System | N/A | N/A | Install fiber to connect existing Town fiber to intersections, upgrade existing infrastructure including cabinets, controllers, and software. | 13 - Citywide Signal System | \$ 3,085,000 | C | 05 | Capital Area MPO | Wake | Yes | 52.45 | 67.45 | Capital Area MPO | 100 | 100 | Assigned Points |
| H193265 | Highway | | Regional Impact | NC 55 | South Main Street | NC 540 | Upgrade NC 55 corridor to 6 lane expressway/superstreet | 2 - Upgrade Arterial to Freeway/Expressway | \$ 399,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 51.44 | 66.44 | Capital Area MPO | 100 | 100 | Assigned Points |
| H231864 | Highway | | Regional Impact | Cary Citywide Signal System | N/A | N/A | Upgrade existing infrastructure, install new fiber, controllers, signals, connected vehicle technology and other equipment as necessary | 13 - Citywide Signal System | \$ 6,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 50.73 | 65.73 | Capital Area MPO | 100 | 100 | Assigned Points |
| H184375 | Highway | | Regional Impact | US 401, US 70 Business | Tryon Road | N/A | Improve intersection signals and merging along 70/401 between Tryon and Mechanical Blvd. Study recommendations provided by VHB in recent Hot Spot study and any other recommendations by NCDOT. | 10 - Improve Intersection | \$ 7,500,000 | C | 05 | Capital Area MPO | Wake | Yes | 50.62 | 65.62 | Capital Area MPO | 100 | 100 | Assigned Points |
| H150744 | Highway | U-5980 | Regional Impact | US 401 | Judd Parkway | US 401, NC 55, NC 42 interchange east of Fuquay Varina | Construct a median throughout the corridor with other access management improvements. Median is shown in the CAMPO 2040 MTP from Judd Parkway to the Five Points interchange east of town. | 11 - Access Management | \$ 9,770,000 | C | 05 | Capital Area MPO | Wake | Yes | 49.77 | 64.77 | Capital Area MPO | 100 | 100 | Assigned Points |
| H231762 | Highway | | Regional Impact | US 401, SR 2684 (Tryon Road) | Tryon Road | N/A | Convert to Median U-Turn. Could also consider RCI. Complete streets improvements. | 10 - Improve Intersection | \$ 11,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 48.98 | 63.98 | Capital Area MPO | 100 | 100 | Assigned Points |
| H192733 | Highway | | Statewide Mobility | US 1 | Millbrook Drive | N/A | Convert signalized intersection to interchange based on City of Raleigh corridor study conducted by WSP. | 7 - Upgrade At-grade Intersection to Interchange or Grade Separation | \$ 62,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 48.58 | 63.58 | Capital Area MPO | 100 | 100 | Assigned Points |
| H171600 | Highway | U-6112 | Regional Impact | US 401 | SR 1010 (Ten-Ten Road) | N/A | Convert existing intersection to RCI intersection. | 10 - Improve Intersection | \$ 39,700,000 | C | 05 | Capital Area MPO | Wake | Yes | 48.58 | 63.58 | Capital Area MPO | 100 | 100 | Assigned Points |
| H231697 | Highway | | Statewide Mobility | US 70 (Glenwood Avenue) | NC 50 (Creedmoor Road) | N/A | Convert intersection to Median U-Turn. Open to other alternatives if suggested by Congestion Management Team. | 10 - Improve Intersection | \$ 11,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 47.82 | 62.82 | Capital Area MPO | 100 | 100 | Assigned Points |
| H184395 | Highway | | Regional Impact | NC 55, NC 210 | NC 210 | N/A | Add turning lanes and extend existing turning lanes or other improvements recommended by NCDOT | 10 - Improve Intersection | \$ 3,800,000 | C | 06 | Capital Area MPO | Harnett | Yes | 47.08 | 62.08 | Capital Area MPO | 100 | 100 | Assigned Points |
| H090577 | Highway | U-5891 | Regional Impact | NC 50 (Creedmoor Road) | I-540 | NC 98 | Widen to Multi-lane Divided Roadway. | 1 - Widen Existing Roadway | \$ 235,700,000 | C | 05 | Capital Area MPO | Wake | Yes | 46.78 | 61.78 | Capital Area MPO | 100 | 100 | Assigned Points |
| H192741 | Highway | | Regional Impact | NC 55 | North Broad Street | East Depot Street | Implement complete streets treatment along West Street from North Broad street to East Depot Street. Project includes the construction of a median, bike lanes, sidewalks, and roundabouts at intersections as shown in the Southwest Area | 11 - Access Management | \$ 11,600,000 | C | 06 | Capital Area MPO | Harnett | Yes | 46.25 | 61.25 | Capital Area MPO | 100 | 100 | Assigned Points |
| H184385 | Highway | | Regional Impact | NC 55 | Broad Street | N/A | Construct roundabout at the intersection of NC 55 and North Broad Street in Angler, NC. | 10 - Improve Intersection | \$ 7,700,000 | C | 06 | Capital Area MPO | Harnett | Yes | 45.69 | 60.69 | Capital Area MPO | 100 | 100 | Assigned points |

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|-----------|---------|-----------|--------------------|-------------------------|--|--|--|--|----------------|------|--------|---|----------------|-----|-------|-------|---------------------------------|-------|-----|--|
| H150792 | Highway | | Regional Impact | NC 96, US 1 Alternate | Holden Road | N/A | Construct roundabout at intersection of US Alt 1 and NC 96 on west side of Youngsville. Project is identified in CAMPO Northeast Area Study. | 10 - Improve Intersection | \$ 6,500,000 | C | 05 | Capital Area MPO | Franklin | Yes | 44.04 | 59.04 | Capital Area MPO | 100 | 100 | Assigned Points |
| H231705 | Highway | U-5307BCD | Statewide Mobility | US 1 | N of Durant (SR 2006) | N of Harris/Purnell (SR 1931) | Convert to freeway per U-5307 preliminary designs. Also include interchange at Jenkins/Stadium. | 2 - Upgrade Arterial to Freeway/Expressway | \$ 717,200,000 | C | 05 | Capital Area MPO | Wake | Yes | 52.89 | 52.89 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H090967-C | Highway | U-5307C | Statewide Mobility | US 1 | North of SR 2045 (Burlington Mills Road) | South of NC 98 Business | Upgrade Roadway to Freeway. | 2 - Upgrade Arterial to Freeway/Expressway | \$ 198,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 52.10 | 52.10 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H192739 | Highway | | Statewide Mobility | US 1 | I-540 | Harris Road | Convert facility to a managed freeway ("managed motorway") with ramp metering and other ATM/ITS. | 12 - Ramp Metering | \$ 54,400,000 | C | 05 | Capital Area MPO | Wake | Yes | 50.73 | 50.73 | Capital Area MPO | 100 | | Project exceeds funding available for this project's mode |
| H170618 | Highway | R-5893 | Regional Impact | NC 56 | Peach Orchard Road | US 401 | Widen roadway; the project is a modification of H090813 (NC56 from Franklinton Bypass to US 401/NC 56 in Louisburg NC where the proposal is to widen to 4 lanes. This abbreviated project shortens the length of the project and widens to 4-lanes. | 1 - Widen Existing Roadway | \$ 58,000,000 | C | 05 | Kerr-Tar RPO, Capital Area MPO | Franklin | Yes | 50.46 | 50.46 | Kerr-Tar RPO | 99.99 | | Technically has small overlap in CAMPO jurisdiction, however portion too small to warrant points |
| H172171 | Highway | I-6006 | Statewide Mobility | I-40 | NC 54 (Exit 273) | SR 1664 (Blue Ridge Rd.) | Convert facility to a managed freeway with ramp metering and other ATM/ITS components including VSL/QW/LUMS | 12 - Ramp Metering | \$ 104,000,000 | C | 05 | Durham-Chapel Hill-Carrboro MPO, Capital Area MPO | Durham, Wake | Yes | 50.14 | 50.14 | Durham-Chapel Hill-Carrboro MPO | 54.29 | | Project should compete in statewide mobility tier |
| H193266 | Highway | | Regional Impact | NC 55 | South Main Street | Holly Springs Road | Upgrade NC 55 corridor to 6 lane expressway/superstreet | 2 - Upgrade Arterial to Freeway/Expressway | \$ 133,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 49.40 | 49.40 | Capital Area MPO | 100 | | Project is a piece of the larger H193265 project which is recommended for assigned points |
| H171876 | Highway | | Statewide Mobility | US 1 | US 401 | I-540 | Upgrade corridor to include freeway lanes, dedicated bus lanes, access roads, interchanges and grade separations as identified in City of Raleigh's recent Capital Blvd corridor study; Managed Motorway aspects. | 2 - Upgrade Arterial to Freeway/Expressway | \$ 571,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 48.57 | 48.57 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H151040 | Highway | U-5307D | Statewide Mobility | US 1 | South of NC 98 Business | SR 1909 (Purnell Road) / SR 1931 (Harris Road) | Upgrade roadway to 6 lane freeway. | 2 - Upgrade Arterial to Freeway/Expressway | \$ 279,400,000 | C | 05 | Capital Area MPO | Wake | Yes | 48.51 | 48.51 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H193159 | Highway | | Regional Impact | NC 55 | SR 1114 (South Main Street) | US 1 | Widen to 6-lane superstreet from E. Williams St. to US 1 with grade separation at Jesse Drive, and upgrade to 6-lane expressway from S. Main St. to E. Williams St. with interchanges at S. Main St. and Holly Springs Rd. and grade separation at Avent | 2 - Upgrade Arterial to Freeway/Expressway | \$ 775,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 48.23 | 48.23 | Capital Area MPO | 100 | | Project exceeds funding available for this project's mode |
| H192734 | Highway | | Statewide Mobility | US 1 | New Hope Church Road | N/A | Convert signalized intersection to interchange based on City of Raleigh corridor study conducted by WSP. | 7 - Upgrade At-grade Intersection to Interchange or Grade Separation | \$ 62,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 47.93 | 47.93 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H141265 | Highway | | Statewide Mobility | I-87, US 64 | NC 58 (West Washington Road) / SR 1250 (Tant Road) | SR 1000 (Thomas Road), Martin County Line | Upgrade US 64 to Interstate Standards. Project consists of two segments on either side of Rocky Mount MPO. | 17 - Upgrade Freeway to Interstate Standards | \$ 254,400,000 | A, C | 04, 05 | Upper Coastal Plain RPO, Rocky Mount Urban Area MPO, Capital Area MPO | Nash, Franklin | Yes | 47.87 | 47.87 | Upper Coastal Plain RPO | 77.98 | | Project should compete in statewide mobility tier |
| H171877 | Highway | | Statewide Mobility | US 1 | I-440 | US 401 | Upgrade corridor to include freeway lanes, dedicated bus lanes, access roads, interchanges and grade separations as identified in City of Raleigh's recent Capital Blvd corridor study. Managed Motorway aspects. | 2 - Upgrade Arterial to Freeway/Expressway | \$ 740,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 47.77 | 47.77 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H171549 | Highway | | Statewide Mobility | I-540 | I-40 | US 1 | Implement managed motorways along corridor and construct managed shoulders in both directions along I-540. Managed shoulders are expected to be in operation for approx. 3 hours during morning and evening peak periods (6 hours total). (TOLL PROJECT) | 1 - Widen Existing Roadway | \$ 108,000,000 | C | 05 | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham | Yes | 46.46 | 46.46 | Capital Area MPO | 96.25 | | Project should compete in statewide mobility tier |
| H172036 | Highway | U-6101 | Statewide Mobility | I-40, I-440, I-87, US 1 | I-540 north of Raleigh | NC-540 south of Raleigh | I-40 from SR 1728 (Wade Avenue) to NC 42, I-440, I-87 from I-40 to I-540, US 1 from NC 540 to I-40. Convert facilities to freeways; to include ramp metering. | 12 - Ramp Metering | \$ 291,100,000 | C | 05 | Capital Area MPO | Wake | Yes | 46.40 | 46.40 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |

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|-----------|---------|--------|--------------------|--|--|----------------------------|--|--|----------------|------|--------|---|------------------------------|-----|-------|-------|---------------------------------|-------|--|---|
| H192764 | Highway | | Statewide Mobility | I-40 | SR 3126 (Airport Blvd, or it may be SR 3015) | NC 55 | Modernize I-40 with operational improvements per recommendations in the HNTB study. | 1 - Widen Existing Roadway | \$ 500,400,000 | C | 05 | Durham-Chapel Hill-Carrboro MPO, Capital Area MPO | Durham, Wake | Yes | 45.48 | 45.48 | Durham-Chapel Hill-Carrboro MPO | 81.49 | | Project should compete in statewide mobility tier |
| H192752 | Highway | | Statewide Mobility | I-540 | US 70 | I-87 | Implement managed motorways along corridor and construct managed shoulders in both directions along I-540. Managed shoulders are expected to be in operation for approx. 3 hours during morning and evening peak periods (6 hours total). (TOLL PROJECT) | 1 - Widen Existing Roadway | \$ 250,300,000 | C | 05 | Capital Area MPO | Wake | Yes | 45.36 | 45.36 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H231678 | Highway | | Statewide Mobility | US 1 | Falls of Neuse Rd | N/A | convert existing signalized intersection to interchange | 7 - Upgrade At-grade Intersection to Interchange or Grade Separation | \$ 70,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 45.26 | 45.26 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H140492 | Highway | | Regional Impact | NC 55 Bypass | SR 1144 (Main Street) | N/A | Upgrade existing at grade intersection to interchange. | 7 - Upgrade At-grade Intersection to Interchange or Grade Separation | \$ 55,200,000 | C | 05 | Capital Area MPO | Wake | Yes | 45.08 | 45.08 | Capital Area MPO | 100 | | Project is a piece of the larger H193265 project which is recommended for assigned points |
| H231767 | Highway | | Statewide Mobility | I-40 | SR 1571 (Gorman Street) | N/A | Improve capacity of ramps by adding lane(s) to EB off ramp, making NB left onto WB on ramp dual lane, and other ramp improvements if needed. Improve intersection of Gorman/Tryon so that it doesn't interfere with interchange operations. | 8 - Improve Interchange | \$ 34,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 44.92 | 44.92 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H193163 | Highway | | Regional Impact | US 401 | I-540 | SR 2006 (Perry Creek Road) | Convert to 6-lane SS. This may need to be considered an interim improvement as grade separations may be needed long-term. | 4 - Upgrade Arterial to Signalized RCI Corridor | \$ 56,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 43.96 | 43.96 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H192742 | Highway | | Regional Impact | Wendell and Zebulon Citywide Signal System | N/A | N/A | Install fiber and upgrade infrastructure including cabinets, controllers, signals, software and other ITS equipment to create a coordinate signal system for Wendell and Zebulon. | 13 - Citywide Signal System | \$ 2,871,000 | C | 05 | Capital Area MPO | Wake | Yes | 43.91 | 43.91 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H090321-E | Highway | U-5744 | Regional Impact | US 70 | SR 2026 (Hammond Road), SR 2812 (Timber Drive) in Garner | N/A | Convert at-grade intersection to interchange. | 10 - Improve Intersection | \$ 23,800,000 | C | 05 | Capital Area MPO | Wake | Yes | 43.78 | 43.78 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H171592 | Highway | U-6113 | Regional Impact | US 70 Business | Greenfield Parkway | NC 42 | Upgrade roadway to RCI Corridor with full depth paved shoulders and ITS improvements to support BOSS and transit intersection operations. | 4 - Upgrade Arterial to Signalized RCI Corridor | \$ 142,500,000 | A, C | 04, 05 | Capital Area MPO | Johnston, Wake | Yes | 43.25 | 43.25 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H129026 | Highway | U-2823 | Statewide Mobility | US 70 | I-540 | Hilburn Drive | Add lanes with reduced conflict intersections | 4 - Upgrade Arterial to Signalized RCI Corridor | \$ 149,800,000 | C | 05 | Capital Area MPO | Wake | Yes | 43.17 | 43.17 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H191794 | Highway | | Statewide Mobility | I-587, US 264 | US 64 | I-95 | Upgrade US 264 to interstate standards. | 17 - Upgrade Freeway to Interstate Standards | \$ 119,200,000 | A, C | 04, 05 | Upper Coastal Plain RPO, Capital Area MPO | Nash, Wilson, Wake, Johnston | Yes | 43.11 | 43.11 | Upper Coastal Plain RPO | 82.84 | | Project should compete in statewide mobility tier |
| H171582 | Highway | U-6116 | Regional Impact | US 401 | Old Stage Road | Simpkins Road | Widen roadway to 6 lane superstreet | 4 - Upgrade Arterial to Signalized RCI Corridor | \$ 37,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 43.07 | 43.07 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H171573 | Highway | I-6005 | Statewide Mobility | I-87, US 64 | US 64 Business (Wendell Blvd) | US 264 | Widen to 6-lanes | 1 - Widen Existing Roadway | \$ 218,460,000 | C | 05 | Capital Area MPO | Wake | Yes | 42.99 | 42.99 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H171604 | Highway | I-6025 | Statewide Mobility | I-440 | US 64 Business (New Bern Avenue) | N/A | Upgrade existing interchange to folded interchange concept on the existing structure | 8 - Improve Interchange | \$ 39,500,000 | C | 05 | Capital Area MPO | Wake | Yes | 42.81 | 42.81 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H192756 | Highway | | Regional Impact | NC 54 | NW Maynard Road | Cary Parkway | Widen corridor from 2 lane to 4 lane superstreet with ITS improvements. | 1 - Widen Existing Roadway | \$ 48,500,000 | C | 05 | Capital Area MPO | Wake | Yes | 42.72 | 42.72 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H171610 | Highway | | Regional Impact | NC 98 | Six Forks Road | N/A | Upgrade intersection. | 10 - Improve Intersection | \$ 11,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 42.13 | 42.13 | Capital Area MPO | 100 | | Project technical score too low for available funding |

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| H231676 | Highway | | Statewide Mobility | US 1 | Burlington Mills Road | N/A | Convert existing signalized intersection to interchange | 7 - Upgrade At-grade Intersection to Interchange or Grade Separation | \$ 62,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 41.57 | 41.57 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H192738 | Highway | | Statewide Mobility | I-40 | Rock Quarry Road | N/A | Construct dedicated right turn lane on Rock Quarry Road at Cross Link Road to address queuing that backs up and causes congestion on interchange ramps and I-40. | 8 - Improve interchange | \$ 51,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 41.25 | 41.25 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H192736 | Highway | | Statewide Mobility | I-40 | Cary Towne Boulevard | N/A | Modify auxiliary lanes along I-40 between EB from NC 54 to Cary Towne Blvd, and WB from NC 54 to Wade, with ramp improvements at Cary Towne Blvd including traffic signals | 8 - Improve interchange | \$ 34,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 41.10 | 41.10 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H140408 | Highway | U-5936 | Statewide Mobility | SR 1728 (Wade Avenue) | I-40 | I-440 | Add lanes. Also include the ramp from Harrison to EB I-40 which will reduce weaving; project also includes freeway management (RM, VSL, QW, LUMS). | 1 - Widen Existing Roadway | \$ 112,400,000 | C | 05 | Capital Area MPO | Wake | Yes | 40.41 | 40.41 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H090172-B | Highway | R-2609 | Regional Impact | US 401 (New Route - Lillington Bypass) | US 401 south of Lillington | US 401 north of Lillington | Construct Freeway on New Location | 5 - Construct Roadway on New Location | \$ 293,700,000 | C | 06 | Mid-Carolina RPO, Capital Area MPO | Harnett | Yes | 39.92 | 39.92 | Mid-Carolina RPO | 86.98 | | Project technical score too low for available funding |
| H231684 | Highway | | Regional Impact | US 401 | SR 1414 (Piney Grove Rawls Road) | SR 1443 (Lafayette Road) | Signalize Piney Grove Rawls Rd, Rawls Church Rd, Chalybeate Springs Rd, Chalybeate Rd (North). Restrict turns at Chalybeate Rd (south), close Lafayette School Road connection to US 401. | 25 - Improve Multiple Intersections along Corridor | \$ 5,100,000 | C | 06 | Capital Area MPO | Harnett | Yes | 39.84 | 39.84 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H231789 | Highway | | Regional Impact | NC 54 | Aviation Parkway (SR 1002) | Rise Drive | Widen NC 54 from Aviation Parkway to ~ Rise Drive. | 1 - Widen Existing Roadway | \$ 24,500,000 | C | 05 | Capital Area MPO | Wake | Yes | 39.62 | 39.62 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H192808 | Highway | | Regional Impact | NC 56 | West or railroad | east of Holly Drive | Widen corridor to 4 lane superstreet | 1 - Widen Existing Roadway | \$ 63,500,000 | C | 05 | Capital Area MPO, Kerr-Tar RPO | Granville | Yes | 39.11 | 39.11 | Capital Area MPO | 66.78 | | Project technical score too low for available funding |
| H171558 | Highway | | Statewide Mobility | I-87, US 64 | I-440 | Wendell Falls Pkwy | Widen interstate to 8 lanes and include managed motorways components along corridor from I-540 to Wendell Falls Pkwy. | 1 - Widen Existing Roadway | \$ 252,300,000 | C | 05 | Capital Area MPO | Wake | Yes | 39.10 | 39.10 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H111022-C | Highway | U-6066 | Statewide Mobility | US 1 | NC 55 | US 64 | Add lanes | 1 - Widen Existing Roadway | \$ 122,300,000 | C | 05 | Capital Area MPO | Wake | Yes | 38.93 | 38.93 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H184366 | Highway | | Statewide Mobility | US 70 (Glenwood Road) | Millbrook Road | Creedmoor Ro | Improve intersections along US 70 Glenwood potential treatment may include upgrade to superstreet Also interested in other NCDOT recommendations. | 4 - Upgrade Arterial to Signalized RCI Corridor | \$ 106,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 38.90 | 38.90 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H231680 | Highway | U-5825 | Statewide Mobility | US 1 | SR 1010 Ten Ten Rd | N/A | Widen Ten Ten Road through interchange with ramp improvements | 8 - Improve Interchange | \$ 45,200,000 | C | 05 | Capital Area MPO | Wake | Yes | 38.02 | 38.02 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H231667 | Highway | | Statewide Mobility | I-85 | I-885 | Gate 1 Road (SR 1100) | Coordinated Adaptive Ramp Metering & other ITS. Lengthen on-ramps and remove two-way ramps. | 12 - Ramp Metering | \$ 112,000,000 | C | 05 | Durham-Chapel Hill-Carrboro MPO, Capital Area MPO, Kerr-Tar RPO | Durham, Granville | Yes | 37.81 | 37.81 | Durham-Chapel Hill-Carrboro MPO | 88.57 | | Project should compete in statewide mobility tier |
| H231748 | Highway | | Statewide Mobility | I-85 | Gate 1 Road (SR 1100) | Midland Terrace (SR 1709) | Add travel lanes and improve substandard ramps. Complete streets treatments where Y-lines are improved. | 1 - Widen Existing Roadway | \$ 353,500,000 | C | 05 | Durham-Chapel Hill-Carrboro MPO, Capital Area MPO, Kerr-Tar RPO | Durham, Granville | Yes | 37.40 | 37.40 | Durham-Chapel Hill-Carrboro MPO | 88.57 | | Project should compete in statewide mobility tier |
| H231663 | Highway | | Statewide Mobility | I-85 | Midland Terrace (SR 1709) | Gate 1 Road (SR 1100) | Add dynamic inside shoulder, non-tolled. Lengthen on-ramps and remove two-way ramps. Modernize, e.g. increase shoulder width. Complete streets where improving Y-lines. | 1 - Widen Existing Roadway | \$ 336,500,000 | C | 05 | Durham-Chapel Hill-Carrboro MPO, Capital Area MPO, Kerr-Tar RPO | Durham, Granville | Yes | 36.85 | 36.85 | Durham-Chapel Hill-Carrboro MPO | 88.57 | | Project should compete in statewide mobility tier |
| H150817 | Highway | I-5970 | Statewide Mobility | I-440, US 1 | US 1 (Capital Blvd) | N/A | Interchange improvements | 8 - Improve Interchange | \$ 304,800,000 | C | 05 | Capital Area MPO | Wake | Yes | 36.36 | 36.36 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H140491 | Highway | | Regional Impact | NC 55 Bypass | SR 1152 (Holly Springs Road) | N/A | Upgrade existing at grade intersection to interchange. | 7 - Upgrade At-grade Intersection to Interchange or Grade Separation | \$ 122,400,000 | C | 05 | Capital Area MPO | Wake | Yes | 36.30 | 36.30 | Capital Area MPO | 100 | | Project is a piece of the larger H193265 project which is recommended for assigned points |

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| H192755 | Highway | | Regional Impact | NC 50 | Timber Drive | Rand Road | widen roadway from 2 lane to 4 lane superstreet | 4 - Upgrade Arterial to Signalized RCI Corridor | \$ 75,100,000 | C | 05 | Capital Area MPO | Wake | Yes | 36.12 | 36.12 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H231170 | Highway | | Statewide Mobility | US 1 | NC 540 | Near Tramway (where controlled access starts) | Bring up to Interstate standards. | 17 - Upgrade Freeway to Interstate Standards | \$ 1,007,111,000 | E, C | 08, 05 | Triangle Area RPO, Capital Area MPO | Lee, Wake, Chatham | Yes | 35.35 | 35.35 | Triangle Area RPO | 70.14 | | Project technical score too low for available funding |
| H192758 | Highway | | Statewide Mobility | US 1 | SR 1313 (Walnut Street) | SR 3977 (Cary Parkway) | SB auxiliary lane to connect from Walnut Street ramp, continue under Cary Parkway bridge and tie into existing aux lane which runs from Cary Parkway to US 64. On ramp from Cary Parkway will merge into this extended aux lane. Loop ramp from Cary Parkway will need to shift slightly, just by decreasing radius if possible. otherwise shift ramp terminal also. | 22 - Construct Auxiliary Lanes or Other Operational Improvements | \$ 105,500,000 | C | 05 | Capital Area MPO | Wake | Yes | 35.23 | 35.23 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H140788 | Highway | I-5870 | Statewide Mobility | I-440, US 1 | US 70 (Glenwood Avenue) | N/A | West of Ridge Road to East of US 70 (Glenwood Avenue). Construct New Interchange at Ridge Road to Connect with Crabtree Valley Avenue, Realign I-440/US 1 Interchange with US 70 (Glenwood Avenue), and Realign and Widen Crabtree Valley Avenue Between SR 3009 (Edwards Mills Road) and Ridge Road to relieve I-440/US 70 interchange | 8 - Improve Interchange | \$ 294,900,000 | C | 05 | Capital Area MPO | Wake | Yes | 35.19 | 35.19 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H171559 | Highway | I-6007 | Statewide Mobility | I-87, US 64 | SR 2233 (Smithfield Road) | N/A | Convert Interchange to Diverging Diamond | 8 - Improve Interchange | \$ 50,600,000 | C | 05 | Capital Area MPO | Wake | Yes | 34.63 | 34.63 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H193130 | Highway | | Regional Impact | NC 55 | SR 6107 (East Williams Street) | US 1 | Widen to 6-lane superstreet with grade separation at Jesse Dr. | 4 - Upgrade Arterial to Signalized RCI Corridor | \$ 129,500,000 | C | 05 | Capital Area MPO | Wake | Yes | 34.57 | 34.57 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H192754 | Highway | | Statewide Mobility | I-40 | NC 42 | NC 210 | Widen interstate to 6 lanes and incorporate managed motorways treatments along corridor including ramp metering, variable speed limits and lane control, messaging, and other ITS components. | 1 - Widen Existing Roadway | \$ 288,600,000 | A | 04 | Capital Area MPO | Johnston | Yes | 33.73 | 33.73 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H090123-F | Highway | R-5705C | Regional Impact | NC 55 | SR 4809 (Jicarilla Lane) | NC 42 in Fuquay-Varina | Widen Roadway | 1 - Widen Existing Roadway | \$ 93,955,000 | C | 05 | Capital Area MPO | Wake | Yes | 33.33 | 33.33 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H231751 | Highway | | Statewide Mobility | I-87 | I-540 | Smithfield Road (SR 2233) | Add auxiliary lanes in both directions. | 22 - Construct Auxiliary Lanes or Other Operational Improvements | \$ 73,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 33.30 | 33.30 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H192759 | Highway | | Regional Impact | NC 98 | SR 1831 (Old Creedmoor Road) | Six Forks Road | Upgrade corridor from 2 lane road to 4 lane superstreet | 4 - Upgrade Arterial to Signalized RCI Corridor | \$ 101,200,000 | C | 05 | Capital Area MPO | Wake | Yes | 32.91 | 32.91 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H150780 | Highway | U-5981 | Statewide Mobility | US 1 | NC 55 | N/A | Improve interchange to DDI and connect Lufkin to Schieffelin with grade separation over US 1. | 8 - Improve Interchange | \$ 145,600,000 | C | 05 | Capital Area MPO | Wake | Yes | 31.76 | 31.76 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| H192757 | Highway | | Regional Impact | NC 54 | Weston Parkway | Perimeter Park Drive | Widen 2 lane road to 4 lane superstreet with ITS improvements. | 4 - Upgrade Arterial to Signalized RCI Corridor | \$ 101,500,000 | C | 05 | Capital Area MPO | Wake | Yes | 31.52 | 31.52 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H231662 | Highway | | Regional Impact | NC 210 | NC 55 (Raleigh St) | NC 55 Bypass (R-5705) | Widen the corridor with a center turn lane | 1 - Widen Existing Roadway | \$ 51,700,000 | C | 06 | Capital Area MPO | Harnett | Yes | 30.46 | 30.46 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H191638 | Highway | | Regional Impact | NC 210 | SR 1330 (Raleigh Road) | SR 1338 (Lassiter Pond Road) | Widen from 2 to a 4 lane divided section. | 1 - Widen Existing Roadway | \$ 138,500,000 | A | 04 | Capital Area MPO | Johnston | Yes | 29.93 | 29.93 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H172192 | Highway | | Statewide Mobility | I-540 | SR 2215 (Buffaloe Road) | N/A | Improve interchange through ramp improvements and improvements along Buffaloe Rd to reduce delay at interchange. | 8 - Improve Interchange | \$ 34,000,000 | C | 05 | Capital Area MPO | Wake | Yes | 28.09 | 28.09 | Capital Area MPO | 100 | | Project technical score too low for available funding |

CAMPO Regional Impact Local Point Allocation -Highway Projects
 Target: 1600 pts
 Recommended: 1600 pts

| | | | | | | | | | | | | | | | | | | | | |
|------------|---------|--------|--------------------|-----------|---------------------------------------|---|--|---|----------------|------|--------|---|----------------|-----|-------|-------|-------------------------|-------|--|---|
| H192765 | Highway | | Regional Impact | NC 210 | NC 55 | Lipscomb Road | Upgrade roadway to current standards in pavement, lane width, shoulder width, and minor intersection improvements where appropriate. | 16 - Modernize Roadway | \$ 7,400,000 | C | 06 | Capital Area MPO | Harnett | Yes | 27.15 | 27.15 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H191627 | Highway | | Regional Impact | NC 210 | SR 1309 (Old Fairground Road) | NC 50 | Widen from 2 to a 4 lane divided section. | 1 - Widen Existing Roadway | \$ 43,700,000 | A | 04 | Capital Area MPO | Johnston | Yes | 26.75 | 26.75 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H090123-AB | Highway | R-5953 | Regional Impact | NC 55 | 1.14 miles South of Coats City Limits | South of SR 1532 (Oak Grove Church Road) at the Project Limits of R-5705A | Widen existing roadway and construct part on new location. | 6 - Widen Existing Roadway and Construct Part on New Location | \$ 101,100,000 | C | 06 | Mid-Carolina RPO, Capital Area MPO | Harnett | Yes | 25.89 | 25.89 | Mid-Carolina RPO | 99.76 | | Project technical score too low for available funding |
| H191664 | Highway | | Regional Impact | NC 210 | SR 1338 (Lassiter Pond Road) | US 70 Business | Widen from 2 to a 4 lane divided section. | 1 - Widen Existing Roadway | \$ 173,900,000 | A | 04 | Upper Coastal Plain RPO, Capital Area MPO | Johnston | Yes | 24.75 | 24.75 | Upper Coastal Plain RPO | 99.98 | | Project technical score too low for available funding |
| H230211 | Highway | | Regional Impact | NC 50 | NC 42 | Future I-540 Interchange | Widen to 4 lanes divided. | 1 - Widen Existing Roadway | \$ 83,000,000 | C, A | 05, 04 | Capital Area MPO | Wake, Johnston | Yes | 22.49 | 22.49 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| H150807 | Highway | U-5966 | Statewide Mobility | New Route | NC 540 | McCrimmon Parkway (SR 3127) | Construct Multi-Lane Facility on New Location | 5 - Construct Roadway on New Location | \$ 171,509,000 | C | 05 | Capital Area MPO | Wake | Yes | 14.61 | 14.61 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |

| SPOT ID | Mode | TIP | Project Category | Route / Facility / Project Name | From / Cross Street / Location | To / Cross Street | Description | Specific Improvement Type | Cost to NCDOT | Funding Region(s) | Division(s) | MPO(s) / RPO(s) | County(ies) | Eligible for Regional Impact Local Input Points | REGIONAL IMPACT Quantitative Score (Out of 70) | Total Score | First MPO/RPO | First MPO/RPO % | CAMPO Local Input Points | Comments on Funding |
|---------|------|--------|--------------------|---|---|-------------------|---|---|----------------|-------------------|--------------------|---|---|---|--|-------------|------------------|-----------------|--------------------------|--|
| R231539 | Rail | | Regional Impact | CSX S Line | Hargett St, SR 2977 (SW Cary Pkwy), SR 1308 (Laura Duncan Rd), SR 1415 (SW Maynard Rd) in Wake County | N/A | Replace Tunable Joint Couplers (TJCs) with more reliable Downstream Adjacent Crossing (DAX) cable installations at four crossing locations: Hargett St Corridor ID# 630 632W, SR 3977 (SW Cary Pkwy) Corridor ID# 643 702W, SR 1308 (Laura Duncan Rd) Corridor ID# 630 689X, and SR 1415 (SW Maynard Rd) Corridor ID# 643 400U to improve safety and network reliability. | 3 - Highway-rail crossing improvement (point) | \$ 4,000,000 | C | 5 | Capital Area MPO | Wake | Yes | 57.49 | 72.49 | Capital Area MPO | 100 | 100 | Assigned Points |
| R150052 | Rail | | Statewide Mobility | NCCR/CSX S Line & NCCR/NS NC Line | SR 1342 (Powell Dr) in Raleigh | N/A | Construction of grade separation on realigned SR 1342 (Powell Drive) to SR 1658 (Youth Center Drive) and closure of existing Powell Drive at-grade crossing (Crossing # 630 650U) in Raleigh. | 3 - Highway-rail crossing improvement (point) | \$ 51,800,000 | C | 5 | Capital Area MPO | Wake | Yes | 49.50 | 64.50 | Capital Area MPO | 100 | 100 | Assigned Points |
| R141698 | Rail | P-5745 | Statewide Mobility | NCCR/CSX S Line & NCCR/NS NC Line | South West St in downtown Raleigh | N/A | Construction of grade separation on South West Street in Raleigh NC. Project also includes closure of the existing at-grade crossing at West Cabarrus Street (Crossing #735 488A). | 3 - Highway-rail crossing improvement (point) | \$ 33,050,000 | C | 5 | Capital Area MPO | Wake | Yes | 48.23 | 63.23 | Capital Area MPO | 100 | 100 | Assigned Points |
| R150271 | Rail | | Statewide Mobility | NCCR/CSX S Line & NCCR/NS NC Line | Corporate Center Dr in Raleigh | N/A | Construction of grade separation on Corporate Center Drive extension and closure of SR 1657 (Nowell Road) existing at-grade crossing (Crossing #630 654W) in Raleigh. Closure dependent on funding of either Edwards Mill Road or Corporate Center Drive. | 3 - Highway-rail crossing improvement (point) | \$ 47,400,000 | C | 5 | Capital Area MPO | Wake | Yes | 48.09 | 63.09 | Capital Area MPO | 100 | 100 | Assigned Points |
| R171518 | Rail | P-5743 | Statewide Mobility | NCCR/NS NC Line | SR 1553 (Shotwell Road), Clayton | N/A | Construction of grade separation of SR 1553 (Shotwell Road) and closure of existing at-grade crossing (Crossing # 735 394Y) in Clayton. | 3 - Highway-rail crossing improvement (point) | \$ 26,100,000 | A | 4 | Capital Area MPO | Johnston | Yes | 47.62 | 62.62 | Capital Area MPO | 100 | 100 | Assigned Points |
| R171513 | Rail | P-5738 | Statewide Mobility | NCCR/NS NC Line | SR 2713 (Vandora Springs Rd), Garner | N/A | Construction of grade separation at SR 2713 (Vandora Springs Road) and closure of existing at-grade crossing (Crossing # 735 324I) in Garner. | 3 - Highway-rail crossing improvement (point) | \$ 34,700,000 | C | 5 | Capital Area MPO | Wake | Yes | 46.64 | 61.64 | Capital Area MPO | 100 | 100 | Assigned Points |
| R171528 | Rail | P-5739 | Statewide Mobility | CSX S Line | SR 1415 (SW Maynard Rd) in Cary | N/A | Construction of grade separation of SR 1415 (SW Maynard Road) and closure of existing at-grade crossing (Crossing # 643 400U) in Cary. | 3 - Highway-rail crossing improvement (point) | \$ 42,000,000 | C | 5 | Capital Area MPO | Wake | Yes | 45.34 | 60.34 | Capital Area MPO | 100 | 100 | Assigned Points |
| R231454 | Rail | | Statewide Mobility | CSX S Line | S Line from MP 100.1 to MP 154.6 in Wake, Franklin, Vance, and Warren Counties | N/A | Replacement of legacy signal crossing controllers (PMD-1s, 2s, & 3s) on the Norlina Sub from Henderson (S-111.08) to Cary (S 168.45) as well as two locations in Marston (S 242.14 & S 245.88) by upgrading to the most current PMD units at a total of 36 locations. | 7 - Corridor modernization (line) | \$ 1,438,000 | C, E | 05, 08 | Capital Area MPO, Cabarrus-Rowan MPO, High Point Urban Area MPO, Kerr-Tar RPO, Lumber River RPO | Wake, Vance, Franklin, Warren, Richmond | Yes | 50.24 | 50.24 | Capital Area MPO | 59.202 | | Points not assigned in response to RPOs not assigning points |
| R150270 | Rail | | Statewide Mobility | NCCR/CSX S Line & NCCR/NS NC Line | SR 3009 (Edwards Mill Rd) in Raleigh | N/A | Construction of grade separation on SR 3009 (Edwards Mill Road) extension and closure of SR 1657 (Nowell Road) existing at-grade crossing (Crossing # 630 654W) in Raleigh. Closure dependent on funding of either Edwards Mill Road or Corporate Center Drive. | 3 - Highway-rail crossing improvement (point) | \$ 61,900,000 | C | 5 | Capital Area MPO | Wake | Yes | 47.24 | 47.24 | Capital Area MPO | 100 | | Project should compete in statewide mobility tier |
| R171514 | Rail | | Statewide Mobility | NCCR/NS NC Line | SR 2562 (New Rand Rd), Garner | N/A | Construction of grade separation at SR 2562 (New Rand Road) and closure of existing at-grade crossing (Crossing #735 328L) in Garner. | 3 - Highway-rail crossing improvement (point) | \$ 37,250,000 | C | 5 | Capital Area MPO | Wake | Yes | 46.40 | 46.40 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| R230586 | Rail | | Regional Impact | NCCR/NS Main Line, NCCR/NS NC Line, NCCR/CSX S Line, & CSX S Line | Charlotte to NC/VA Border (on to Washington DC) | N/A | Upgrade infrastructure to support new intercity passenger service from Charlotte to NC/VA border (on to Washington, DC) via the NCCR/NS Main Line, NCCR/NS NC Line, and the CSX S Line. This project is contingent upon the awarding of an | 5 - Passenger rail service (line) | \$ 609,020,000 | C, D, E | 05, 07, 09, 10, 08 | Capital Area MPO, Cabarrus-Rowan MPO, High Point Urban Area MPO, Kerr-Tar RPO, | Wake, Guilford, Davidson, Rowan, Vance, Orange, Cabarrus, Alamance, Durham, Warren, Franklin, Mecklenburg, Randolph | Yes | 46.16 | 46.16 | Capital Area MPO | 19.334 | | Project technical score too low for available funding |
| R192787 | Rail | | Statewide Mobility | CSX A Line | SR 1330 (Raleigh Road) northeast of Benson, NC | N/A | Construction of grade separation at SR 1330 (Raleigh Road) and closure of existing at-grade crossing (Crossing # 629 730R) in Johnston County | 3 - Highway-rail crossing improvement (point) | \$ 15,100,000 | A | 4 | Capital Area MPO | Johnston | Yes | 43.16 | 43.16 | Capital Area MPO | 100 | | Assigned Points |

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|---------|------|--------|--------------------|---|---|-----|--|---|----------------|---------|------------|---|--|-----|-------|-------|-------------------------|--------|---|
| R171515 | Rail | | Statewide Mobility | NCRR/NS NC Line | SR 5220 (Jones Sausage Rd), Garner | N/A | Construction of grade separation at SR 5220 (Jones Sausage Road) and closure of existing at-grade crossing (735 331U) in Garner. | 3 - Highway-rail crossing improvement (point) | \$ 42,750,000 | C | 5 | Capital Area MPO | Wake | Yes | 43.14 | 43.14 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R171526 | Rail | | Statewide Mobility | CSX S Line | Old Apex Rd in Cary | N/A | Construction of grade separation of Old Apex Road and closure of existing at-grade crossing (Crossing # 630 669L) in Cary. | 3 - Highway-rail crossing improvement (point) | \$ 33,050,000 | C | 5 | Capital Area MPO | Wake | Yes | 42.89 | 42.89 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R171511 | Rail | | Statewide Mobility | NCRR/NS NC Line | SR 2683 (Rush St), Raleigh | N/A | Construction of grade separation of SR-2683 (Rush Street) and closure of existing at-grade crossing (Crossing # 735 480V) in Raleigh. | 3 - Highway-rail crossing improvement (point) | \$ 33,350,000 | C | 5 | Capital Area MPO | Wake | Yes | 42.88 | 42.88 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R192005 | Rail | | Regional Impact | CSX S Line (SE Corridor Passenger Project- Wake Forest to Henderson) | Wake Forest to Henderson via Franklinton | N/A | This corridor project includes: ROW purchases for segments needed to build infrastructure between Wake Forest and Henderson; necessary track improvements/construction; grade separations, closings, and associated highway improvements; new rail signal system for 110 mph operations; and improvement or construction of platform in Henderson. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void. | 5 - Passenger rail service (line) | \$ 270,248,800 | C | 5 | Capital Area MPO, Kerr-Tar RPO | Franklin, Vance, Wake | Yes | 42.75 | 42.75 | Capital Area MPO | 55.185 | Project technical score too low for available funding |
| R192793 | Rail | | Regional Impact | CSX S Line | Raleigh to Franklinton | N/A | Upgrade existing corridor and extend intercity passenger service from Raleigh to Franklinton with two trains each direction daily on the CSX S Line. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void. | 5 - Passenger rail service (line) | \$ 67,274,000 | C | 5 | Capital Area MPO | Wake, Franklin | Yes | 42.74 | 42.74 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R171529 | Rail | P-5746 | Statewide Mobility | CSX S Line | SR 3977 (SW Cary Pkwy) in Cary | N/A | Construction of grade separation of SR 3977 (SW Cary Parkway) and closure of existing at-grade crossing (Crossing # 643 702W) in Cary. | 3 - Highway-rail crossing improvement (point) | \$ 61,600,000 | C | 5 | Capital Area MPO | Wake | Yes | 42.65 | 42.65 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R171520 | Rail | | Statewide Mobility | NCRR/NS NC Line | SR 1901 (Powhatan Road) east of Clayton | N/A | Construction of grade separation at SR 1901 (Powhatan Road) and closure of existing at-grade crossing (Crossing # 735 410F) in Clayton. | 3 - Highway-rail crossing improvement (point) | \$ 22,200,000 | A | 4 | Capital Area MPO | Johnston | Yes | 42.63 | 42.63 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R230522 | Rail | | Regional Impact | NCRR/NS NC Line (Raleigh to Goldsboro), CSX AC Line (Goldsboro to Wallace), NCDOT AC Line (Wallace to Castle Hayne), & CSX SE Line (Castle Hayne to Wilmington) | Wilmington to Raleigh via Goldsboro | N/A | Upgrade rail infrastructure to support new intercity passenger service from Wilmington to Raleigh via Goldsboro. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void. | 5 - Passenger rail service (line) | \$ 155,787,800 | A, B, C | 03, 04, 05 | Eastern Carolina RPO, Cape Fear RPO, Capital Area MPO, Upper Coastal Plain RPO, Goldsboro Urban Area MPO, Wilmington Urban Area MPO | Duplin, Johnston, Pender, Wayne, Wake, New Hanover | Yes | 42.41 | 42.41 | Eastern Carolina RPO | 31.757 | Project technical score too low for available funding |
| R231575 | Rail | | Statewide Mobility | NCRR/CSX S Line & NCRR/NS NC Line | West Cabarrus in downtown Raleigh | N/A | Construction of bicycle & pedestrian grade separation on West Cabarrus St in Raleigh NC. Project also includes closure of the existing at-grade crossing at West Cabarrus Street (Crossing #735 488A). | 3 - Highway-rail crossing improvement (point) | \$ 8,000,000 | C | 5 | Capital Area MPO | Wake | Yes | 41.44 | 41.44 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R192701 | Rail | | Regional Impact | NCRR/NS NC Line | Raleigh to Selma | N/A | Infrastructure to facilitate extension of Piedmont service from Raleigh to Selma. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void. | 5 - Passenger rail service (line) | \$ 9,276,900 | A, C | 04, 05 | Capital Area MPO, Upper Coastal Plain RPO | Johnston, Wake | Yes | 40.42 | 40.42 | Capital Area MPO | 66.719 | Project technical score too low for available funding |
| R171531 | Rail | | Statewide Mobility | CSX S Line | SR 1308 (Laura Duncan Rd) in Cary | N/A | Construction of grade separation of SR 1308 (Laura Duncan Road) and closure of existing at-grade crossing (Crossing # 630 689X) in Apex. | 3 - Highway-rail crossing improvement (point) | \$ 42,800,000 | C | 5 | Capital Area MPO | Wake | Yes | 40.18 | 40.18 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R171516 | Rail | | Statewide Mobility | NCRR/NS NC Line | SR 2555 (Auburn-Knightdale Rd) east of Garner | N/A | Construction of grade separation of SR 2555 (Auburn-Knightdale Road) and closure of existing at-grade crossing (Crossing #735 336D) near Garner. | 3 - Highway-rail crossing improvement (point) | \$ 27,950,000 | C | 5 | Capital Area MPO | Wake | Yes | 39.90 | 39.90 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R171490 | Rail | | Statewide Mobility | CSX S Line | MP 180 to MP 182 near New Hill, NC | N/A | Construction of new automated switching facility from MP 180 to MP 182 near New Hill area to relocate existing manual switching facility from downtown Apex. | 2 - Freight rail facility improvement or construction (point) | \$ 12,138,000 | C | 5 | Capital Area MPO | Wake | Yes | 39.87 | 39.87 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R192702 | Rail | | Regional Impact | NCRR/NS NC Line | Raleigh to Goldsboro via Selma | N/A | Infrastructure to facilitate extension of Piedmont service from Raleigh to Goldsboro. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void. | 5 - Passenger rail service (line) | \$ 74,117,900 | A, C | 04, 05 | Upper Coastal Plain RPO, Capital Area MPO, Goldsboro Urban Area MPO, Eastern Carolina RPO | Johnston, Wake, Wayne | Yes | 38.19 | 38.19 | Upper Coastal Plain RPO | 40.045 | Project technical score too low for available funding |

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|---------|------|--|--------------------|---|--|-----|---|---|----------------|---------|------------|--|--|-----|-------|-------|------------------|--------|---|
| R150048 | Rail | | Statewide Mobility | CSX S Line | SR 2044 (Ligon Mill Rd) in Wake Forest | N/A | Construction of grade separation at SR 2044 (Ligon Mill Road) and closure of existing at-grade crossing (Crossing # 630 598S) in Wake Forest. | 3 - Highway-rail crossing improvement (point) | \$ 24,350,000 | C | 5 | Capital Area MPO | Wake | Yes | 37.57 | 37.57 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R230525 | Rail | | Regional Impact | NCR/NS EC & NC Lines (Morehead City to Raleigh) | Raleigh to Morehead City via Goldsboro | N/A | Upgrade rail infrastructure to support new intercity passenger service from Morehead City to Raleigh on the EC & NC Lines. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void. | 5 - Passenger rail service (line) | \$ 151,928,600 | A, B, C | 02, 04, 05 | Down East RPO, New Bern MPO, Eastern Carolina RPO, Upper Coastal Plain RPO, Capital Area MPO, Goldsboro Urban Area MPO | Craven, Johnston, Wayne, Lenoir, Carteret, Wake, Jones | Yes | 37.56 | 37.56 | Down East RPO | 29.74 | Project technical score too low for available funding |
| R192792 | Rail | | Statewide Mobility | CSX S Line | East Whitaker Mill Rd east of Wake Forest Rd in Raleigh, NC | N/A | Construction of grade separation East Whitaker Mill Rd and closure of existing at-grade crossing (Crossing # 630 613S) in Raleigh | 3 - Highway-rail crossing improvement (point) | \$ 38,800,000 | C | 5 | Capital Area MPO | Wake | Yes | 36.34 | 36.34 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R171522 | Rail | | Statewide Mobility | CSX S Line | Elm Ave in Wake Forest | N/A | Construction of bicycle & pedestrian grade separation of Elm Avenue and closure of the existing at-grade crossing (Crossing #630 589T) in Wake Forest. | 3 - Highway-rail crossing improvement (point) | \$ 3,750,000 | C | 5 | Capital Area MPO | Wake | Yes | 36.13 | 36.13 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R171527 | Rail | | Statewide Mobility | CSX S Line | High House Rd in Cary | N/A | Construction of grade separation of High House Road and closure of existing at-grade crossing (Crossing # 643 399C) in Cary. | 3 - Highway-rail crossing improvement (point) | \$ 53,200,000 | C | 5 | Capital Area MPO | Wake | Yes | 36.09 | 36.09 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R171517 | Rail | | Statewide Mobility | NCR/NS NC Line | SR 2558 (Guy Rd) east of Garner | N/A | Construction of grade separation of SR 2558 (Guy Road) and closure of existing at-grade crossing (Crossing # 735 390W) in Garner. | 3 - Highway-rail crossing improvement (point) | \$ 27,950,000 | C | 5 | Capital Area MPO | Wake | Yes | 35.69 | 35.69 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R171525 | Rail | | Statewide Mobility | CSX S Line | North Dixon Ave in Cary | N/A | Construction of grade separation of N. Dixon Avenue and closure of existing at-grade crossing (Crossing # 630 668E) in Cary. | 3 - Highway-rail crossing improvement (point) | \$ 22,850,000 | C | 5 | Capital Area MPO | Wake | Yes | 35.26 | 35.26 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R192791 | Rail | | Statewide Mobility | CSX S Line | SR 1149 (Friendship Rd) in Friendship, southwest of Apex, NC | N/A | Construction of grade separation at SR 1149 (Friendship Rd) and closure of existing at-grade crossing (Crossing # 630 706L) in Friendship, Wake County | 3 - Highway-rail crossing improvement (point) | \$ 25,850,000 | C | 5 | Capital Area MPO | Wake | Yes | 35.05 | 35.05 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R192794 | Rail | | Regional Impact | CSX S Line | Sanford to Franklinton | N/A | Upgrade existing corridor and create new intercity passenger service along CSX S Line from Sanford to Franklinton, NC with two trains each direction daily. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void. | 5 - Passenger rail service (line) | \$ 102,800,000 | C, E | 05, 08 | Capital Area MPO, Triangle Area RPO | Wake, Lee, Franklin, Chatham | Yes | 33.11 | 33.11 | Capital Area MPO | 71.774 | Project technical score too low for available funding |
| R150715 | Rail | | Statewide Mobility | CSX S Line | Wolfpack Ln, Raleigh | N/A | Construction of grade separation at Wolfpack Lane and closure of existing at-grade crossing (Crossing # 630 609C). Project includes grade separation of Atlantic Avenue and Wolfpack Lane. | 3 - Highway-rail crossing improvement (point) | \$ 50,350,000 | C | 5 | Capital Area MPO | Wake | Yes | 33.09 | 33.09 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R192790 | Rail | | Statewide Mobility | CSX A Line | SR 1166 (Parkertown Rd) northeast of Benson, NC | N/A | Construction of grade separation at SR 1166 (Parkertown Rd) and closure of existing at-grade crossing (Crossing # 629 727H) in Johnston County | 3 - Highway-rail crossing improvement (point) | \$ 16,100,000 | A | 4 | Capital Area MPO | Johnston | Yes | 31.15 | 31.15 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R171523 | Rail | | Statewide Mobility | CSX S Line | SR 1133 (Bert Winston Rd) north of Youngsville | N/A | Construction of grade separation of SR 1133 (Bert Winston Road) and closure of existing at-grade crossing (Crossing #630 527V) north of Youngsville. | 3 - Highway-rail crossing improvement (point) | \$ 36,150,000 | C | 5 | Capital Area MPO | Franklin | Yes | 31.09 | 31.09 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R171627 | Rail | | Regional Impact | NS NS Line & RFCC VF Lines | Raleigh to Fayetteville via Fuquay-Varina | N/A | Construction of timber and surfacing rail improvements for future Class 1 passenger service (Amtrak) on existing NS NS Line and RFCC VF Line from Fayetteville to Raleigh through Lillington and Fuquay Varina. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void. | 5 - Passenger rail service (line) | \$ 98,285,800 | C | 06, 05 | Capital Area MPO, Mid-Carolina RPO, Fayetteville Area MPO | Wake, Harnett, Cumberland | Yes | 30.24 | 30.24 | Capital Area MPO | 48.443 | Project technical score too low for available funding |
| R141700 | Rail | | Statewide Mobility | CSX S Line | SR 1931 (Harris Rd) in Wake Forest | N/A | Construction of grade separation on extension of SR 1931 (Harris Road) to Flathery Avenue in Wake Forest. Project also includes closure of existing at-grade crossing of Brick Street (Crossing # 630 582V). | 3 - Highway-rail crossing improvement (point) | \$ 30,150,000 | C | 5 | Capital Area MPO | Wake | Yes | 29.71 | 29.71 | Capital Area MPO | 100 | Project technical score too low for available funding |
| R171486 | Rail | | Statewide Mobility | CSX SDS Line | SR 3124 (Morrisville Pkwy), Cary | N/A | Construction of grade separation of SR 3124 (Morrisville Parkway) and closure of existing at-grade crossing (Crossing # 926 247P) in Cary. | 3 - Highway-rail crossing improvement (point) | \$ 63,350,000 | C | 5 | Capital Area MPO | Wake | Yes | 29.31 | 29.31 | Capital Area MPO | 100 | Project technical score too low for available funding |

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| R192788 | Rail | | Statewide Mobility | CSX A Line | SR 1354 (Camella Rd) northeast of Benson, NC | N/A | Construction of grade separation at SR 1354 (Camella Rd) and closure of existing at-grade crossing (Crossing # 629 729W) in Johnston County | 3 - Highway-rail crossing improvement (point) | \$ 16,100,000 | A | 4 | Capital Area MPO | Johnston | Yes | 28.70 | 28.70 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| R192789 | Rail | | Statewide Mobility | CSX A Line | SR 1353 (Olivers Grove Rd) northeast of Benson, NC | N/A | Construction of grade separation at SR 1353 (Olivers Grove Rd) and closure of existing at-grade crossing (Crossing# 629 728P) in Johnston County | 3 - Highway-rail crossing improvement (point) | \$ 16,100,000 | A | 4 | Capital Area MPO | Johnston | Yes | 28.56 | 28.56 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| R150269 | Rail | | Statewide Mobility | NCRR/NS NC Line, CSX S Line | SR 1319 (Jones Franklin Rd) in Raleigh | N/A | Construction of grade separation on Jones Franklin Road extension in Raleigh. | 3 - Highway-rail crossing improvement (point) | \$ 49,500,000 | C | 5 | Capital Area MPO | Wake | Yes | 28.22 | 28.22 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| R231208 | Rail | | Regional Impact | NCRR/NS NC Line, CSX A & SE Lines (New Route) | Wilmington to Raleigh via Fayetteville and Pembroke | N/A | Upgrade rail infrastructure to support new intercity passenger service from Wilmington to Raleigh via Fayetteville and Pembroke. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void. | 5 - Passenger rail service (line) | \$ 188,050,000 | B, C | 06, 05, 03 | Mid-Carolina RPO, Lumber River RPO, Capital Area MPO, Fayetteville Area MPO, Cape Fear RPO, Wilmington Urban Area MPO | Robeson, Bladen, Cumberland, Harnett, Wake, Brunswick, Columbus, New Hanover | Yes | 27.32 | 27.32 | Mid-Carolina RPO | 32.59 | | Project technical score too low for available funding |
| R171524 | Rail | | Statewide Mobility | CSX S Line | SR 1267 (Eric Medlin Rd) near Franklinton | N/A | Construction of grade separation of SR 1267 (Eric Medlin Road) and closure of existing at-grade crossing (Crossing #630 517P) near Franklinton. | 3 - Highway-rail crossing improvement (point) | \$ 31,800,000 | C | 5 | Capital Area MPO | Franklin | Yes | 24.90 | 24.90 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| R150890 | Rail | | Statewide Mobility | NCRR/NS NC Line | MP 66.9 (CP Clegg) to MP 73.1 (CP Fetner) in Morrisville and Cary. | N/A | Construction of second main track between Control Point Clegg (MP 66.9) and Control Point Fetner (MP 73.1) in Morrisville and Cary. | 1 - Freight rail corridor improvement or construction (line) | \$ 22,397,500 | C | 5 | Capital Area MPO | Wake | Yes | 24.05 | 24.05 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| R151020 | Rail | | Statewide Mobility | NCRR/CSX S Line & NCRR/NS NC Line | NCRR/NS NC Line near NC State Fairgrounds in Raleigh | N/A | Construction of a universal crossover near MP NC 77 in Raleigh. Location dependent upon Powell Dr and Blue Ridge Rd constraints. | 2 - Freight rail facility improvement or construction (point) | \$ 6,000,000 | C | 5 | Capital Area MPO | Wake | Yes | 22.78 | 22.78 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| R150893 | Rail | | Statewide Mobility | NCRR/NS NC Line | MP 94.0 (CP Wake) to MP 100.0 (CP Powhatan) near Clayton. | N/A | Construction of second main track between Control Point Wake (MP 94.0) and Control Point Pawhatan (MP 100.0) near Clayton. | 1 - Freight rail corridor improvement or construction (line) | \$ 39,737,500 | A | 4 | Capital Area MPO | Johnston | Yes | 22.07 | 22.07 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| R150892 | Rail | | Statewide Mobility | NCRR/NS NC Line | MP 85.4 (CP Bagwell) to MP 90.4 (CP Auburn) in Garner. | N/A | Construction of second main track between Control Point Bagwell (MP 85.4) and Control Point Auburn (MP 90.4) in Garner. | 1 - Freight rail corridor improvement or construction (line) | \$ 44,939,500 | C | 5 | Capital Area MPO | Wake | Yes | 21.72 | 21.72 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| R150891 | Rail | | Statewide Mobility | NCRR/NS NC Line | MP 81.0 (CP Boylan Ave) to MP 84.2 (CP S Raleigh) in Raleigh. | N/A | Construction of second main track between Control Point Boylan (MP 81.0) and Control Point S. Raleigh (MP 84.2) in Raleigh. | 1 - Freight rail corridor improvement or construction (line) | \$ 70,805,000 | C | 5 | Capital Area MPO | Wake | Yes | 20.36 | 20.36 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| R171495 | Rail | | Statewide Mobility | CSX S Line | MP 171.21 to MP 172.14, south of downtown Apex, NC | N/A | Construction of additional track south of downtown Apex from MP 171.21 to MP 172.14. | 1 - Freight rail corridor improvement or construction (line) | \$ 9,537,000 | C | 5 | Capital Area MPO | Wake | Yes | 19.84 | 19.84 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| R150039 | Rail | | Statewide Mobility | CSX S Line/NC DOT Capital Yard | NC DOT Capital Yard in Raleigh, NC | N/A | Construction of NCDOT north Lead track extension towards grade separation with Capital Boulevard in Raleigh. | 1 - Freight rail corridor improvement or construction (line) | \$ 3,155,000 | C | 5 | Capital Area MPO | Wake | Yes | 18.14 | 18.14 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| R231339 | Rail | | Regional Impact | NCRR/CSX S Line, NCRR/NS NC Line, & CSX S Line (Raleigh to Southern Pines Passenger Service) | Raleigh to Southern Pines | N/A | Upgrade rail infrastructure to support new intercity passenger service from Raleigh to Southern Pines on the NCRR NC Line and CSX S Line. The project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. | 5 - Passenger rail service (line) | \$ 417,376,000 | C, E | 08, 05 | Triangle Area RPO, Capital Area MPO | Lee, Wake, Moore, Chatham | Yes | 17.20 | 17.20 | Triangle Area RPO | 66.423 | | Project technical score too low for available funding |
| R231329 | Rail | | Regional Impact | NCRR/CSX S Line, NCRR/NS NC Line, & CSX S Line (Raleigh to Hamlet Passenger Service) | Raleigh to Hamlet | N/A | Upgrade rail infrastructure to support new intercity passenger service from Raleigh to Hamlet on the NCRR NC Line and CSX S Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. | 5 - Passenger rail service (line) | \$ 516,151,000 | C, E | 08, 05 | Triangle Area RPO, Lumber River RPO, Capital Area MPO | Moore, Richmond, Lee, Wake, Chatham | Yes | 17.18 | 17.18 | Triangle Area RPO | 54.149 | | Project technical score too low for available funding |
| R231471 | Rail | | Regional Impact | NCRR/NS NC Line & CSX A Line (Raleigh to Weldon Passenger Service) | Raleigh to Weldon | N/A | Upgrade rail infrastructure to support new intercity passenger service from Raleigh to Weldon on the NCRR NC Line and CSX A Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. | 5 - Passenger rail service (line) | \$ 515,470,000 | A, C | 04, 05 | Upper Coastal Plain RPO, Peanut Belt RPO, Capital Area MPO, Rocky Mount Urban Area MPO | Johnston, Wilson, Nash, Halifax, Wake, Edgecombe | Yes | 15.34 | 15.34 | Upper Coastal Plain RPO | 46.17 | | Project technical score too low for available funding |

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| R231461 | Rail | | Regional Impact | NS NS Line | Greenville to Raleigh via Wilson | N/A | Upgrade rail infrastructure to support new intercity passenger service from Greenville to Raleigh via Wilson on the NS Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three round-trips per day. | 5 - Passenger rail service (line) | \$ 529,923,000 | A, B, C | 04, 05, 02 | Upper Coastal Plain RPO, Capital Area MPO, Eastern Carolina RPO, Greenville Urban Area MPO, Mid-East RPO | Wake, Wilson, Pitt, Nash, Greene, Johnston | Yes | 15.27 | 15.27 | Upper Coastal Plain RPO | 38.92 | | Project technical score too low for available funding |
| R192921 | Rail | | Regional Impact | CSX AA, ABC, AB, A, NCCR/NS NC Lines (Greenville to Raleigh Passenger Rail Service via Rocky Mount) | Imperial Tobacco Site, Greenville to Raleigh Union Station via Rocky Mount | N/A | Upgrade rail infrastructure to support new intercity passenger service from the Imperial Tobacco Site in Greenville to Raleigh via Rocky Mount. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three round-trips per day. | 5 - Passenger rail service (line) | \$ 624,877,000 | A, B, C | 04, 02, 05, 01 | Upper Coastal Plain RPO, Capital Area MPO, Mid-East RPO, Rocky Mount Urban Area MPO, Greenville Urban Area MPO | Johnston, Edgecombe, Wilson, Pitt, Wake, Nash, Martin | Yes | 14.98 | 14.98 | Upper Coastal Plain RPO | 51.581 | | Project technical score too low for available funding |
| R231625 | Rail | | Regional Impact | CSX S Line | S-Line from MP 100 to 155 between Norlina, NC and Raleigh, NC. | N/A | [Initial Project Concept] Modernization of corridor (replace dark territory with signalized territory for a proposed passenger route) between MP 100 and 155 to increase the overall train capacity of the corridor. | 7 - Corridor modernization (line) | \$ 211,600,000 | C | 5 | Capital Area MPO, Kerr-Tar RPO | Vance, Wake, Franklin, Warren | Yes | 11.08 | 11.08 | Capital Area MPO | 53.179 | | Project technical score too low for available funding |
| R231744 | Rail | | Regional Impact | NS NS Line (Greenville to Raleigh Modernization) | Greenville to Raleigh | N/A | Upgrade signalization and straighten existing rail line as needed along the corridor to support future intercity rail passenger traffic. | 7 - Corridor modernization (line) | \$ 323,500,000 | A, B, C | 04, 05, 02 | Upper Coastal Plain RPO, Capital Area MPO, Eastern Carolina RPO, Greenville Urban Area MPO, Mid-East RPO | Wake, Wilson, Pitt, Nash, Greene, Johnston | Yes | 10.68 | 10.68 | Upper Coastal Plain RPO | 38.866 | | Project technical score too low for available funding |
| R230779 | Rail | | Regional Impact | NS NS Line | Raleigh to Wilson (via Zebulon) | N/A | Upgrade rail infrastructure to support new intercity passenger service from Raleigh to Wilson on the NS Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three round-trips per day. | 5 - Passenger rail service (line) | \$ 388,857,000 | A, C | 05, 04 | Capital Area MPO, Upper Coastal Plain RPO | Wake, Wilson, Nash, Johnston | Yes | 10.34 | 10.34 | Capital Area MPO | 55.975 | | Project technical score too low for available funding |

| SPOT ID | Mode | TIP | Project Category | Route / Facility / Project Name | From / Cross Street / Location | To / Cross Street | Description | Specific Improvement Type | Cost to NCDOT | Funding Region(s) | Division(s) | MPO(s) / RPO(s) | County(ies) | Eligible for Regional Impact Local Input Points | REGIONAL IMPACT Quantitative Score (Out of 70) | Total Score | First MPO/RPO | First MPO/RPO % | CAMPO Local Input Points | Comments on Funding |
|---------|---------|---------|------------------|--|---|-------------------|---|---|----------------|-------------------|-------------|---|------------------------|---|--|-------------|---------------------------------|-----------------|--------------------------|---|
| T171930 | Transit | TO-6166 | Regional Impact | RTP to Powhatan BRT | RTP, Morrisville, Cary, Raleigh, Garner, Clayton, Powhatan | N/A | BUS RAPID TRANSIT SERVICE, RTP (Durham Co) to Powhatan. CONSTRUCT INFRASTRUCTURE, PURCHASE VEHICLES, AND ESTABLISH SERVICE. | 1 - Mobility (route-specific) - New Service | \$ 100,000,000 | C, A | 05, 04 | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham, Johnston | Yes | 62.70 | 77.40 | Capital Area MPO | 98 | 98 | Assigned Points |
| T192906 | Transit | | Regional Impact | RTP Hub to North Hills BRT | BRT service along NC 54, Western Blvd, Wake Forest Rd serving RTP, Morrisville, Cary, and Raleigh. | N/A | Construct infrastructure and service from BRT HUB to North Hills. New BRT lanes from RTP to Cary and downtown Raleigh to North Hills. Project includes 21 vehicles. | 1 - Mobility (route-specific) - New Service | \$ 100,000,000 | C | 5 | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham | Yes | 61.56 | 61.56 | Capital Area MPO | 92 | | Project exceeds funding available for this project's mode |
| T192850 | Transit | | Regional Impact | Durham-Cary BRT | BRT service from Duke University to downtown Cary, via downtown Durham, NCCU, Durham Tech, RTP, and Morrisville. | N/A | BRT, using a combination of dedicated lanes and mixed traffic with Transit Signal Prioritization (TSP), from Duke University to downtown Cary. The portion in Wake County will follow the previously funded Morrisville-Clayton BRT line. Project includes 12 electric buses and charging infrastructure. | 1 - Mobility (route-specific) - New Service | \$ 40,000,000 | C | 5 | Durham-Chapel Hill-Carrboro MPO, Capital Area MPO | Durham, Wake | Yes | 56.64 | 61.14 | Durham-Chapel Hill-Carrboro MPO | 70 | 30 | Assigned points to match DCHC points |
| T192914 | Transit | | Regional Impact | RTP to Garner Station BRT | BRT service along NC 54, Western Blvd, and Wilmington St serving RTP, Morrisville, Cary, Raleigh, and Garner | N/A | Construct infrastructure and service from RTP to Garner Station. New BRT lanes from RTP to Cary. Project includes 19 vehicles. | 1 - Mobility (route-specific) - New Service | \$ 100,000,000 | C | 5 | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham | Yes | 61.07 | 61.07 | Capital Area MPO | 90 | | Project exceeds funding available for this project's mode |
| T192912 | Transit | | Regional Impact | Chapel Hill to Triangle Town Center BRT | BRT service along NC 54, Western Blvd, and Capital Blvd serving Chapel Hill, RTP, Morrisville, Cary, and Raleigh. | N/A | Construct infrastructure and service from Chapel Hill to Triangle Town Center. New BRT lanes from Chapel Hill to Cary and downtown Raleigh to Triangle Town Center. Project includes 33 vehicles. | 1 - Mobility (route-specific) - New Service | \$ 100,000,000 | C, D | 05, 07 | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham, Orange | Yes | 60.24 | 60.24 | Capital Area MPO | 60 | | Project exceeds funding available for this project's mode |
| T171711 | Transit | | Regional Impact | GoTriangle DRX Route Expansion | DRX route serves Durham to Raleigh via Durham Station in Downtown Durham and Raleigh Union Station in Downtown Raleigh. | N/A | Purchase two additional vehicles to reduce peak-hour service headways to every 15 minutes. Vehicles will be electric and cost includes charging infrastructure. | 2 - Mobility (route-specific) - Headway Reduction | \$ 1,500,000 | C | 5 | Durham-Chapel Hill-Carrboro MPO, Capital Area MPO | Durham, Wake | Yes | 54.18 | 60.18 | Durham-Chapel Hill-Carrboro MPO | 60 | 40 | Assigned points to match DCHC points |
| T192907 | Transit | | Regional Impact | Durham to North Hills BRT | BRT service along NC 147, NC 54, Western, and Wake Forest Rd serving Durham, RTP, Morrisville, Cary, and Raleigh. | N/A | Construct infrastructure and service from downtown Durham to North Hills. New BRT lanes from RTP to Cary and downtown Raleigh to North Hills. Project includes 24 vehicles. | 1 - Mobility (route-specific) - New Service | \$ 100,000,000 | C | 5 | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham | Yes | 59.26 | 59.26 | Capital Area MPO | 53 | | Project exceeds funding available for this project's mode |
| T192909 | Transit | | Regional Impact | RTP Hub to Triangle Town Center BRT | BRT service along NC 54, Western, and Capital Blvd serving RTP, Morrisville, Cary, and Raleigh. | N/A | Construct infrastructure and service from RTP to Triangle Town Center. New BRT lanes from RTP to Cary and downtown Raleigh to Triangle Town Center. Project includes 23 vehicles. | 1 - Mobility (route-specific) - New Service | \$ 100,000,000 | C | 5 | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham | Yes | 58.36 | 58.36 | Capital Area MPO | 92 | | Project exceeds funding available for this project's mode |
| T192915 | Transit | | Regional Impact | RTP Hub to Raleigh BRT | BRT service along NC 54 and Western Blvd. | N/A | Construct infrastructure and service from RTP to downtown Raleigh. New BRT lanes from RTP to Cary. Project includes 17 vehicles. | 1 - Mobility (route-specific) - New Service | \$ 100,000,000 | C | 5 | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham | Yes | 57.46 | 57.46 | Capital Area MPO | 88 | | Project exceeds funding available for this project's mode |
| T231677 | Transit | | Regional Impact | Central Durham BRT - Route 100X | Duke to Downtown Raleigh via NCCU / Durham Tech, Regional Transit Center, and NCSU | N/A | Add BRT service from Duke to Downtown Raleigh via NCCU/Durham Tech, Regional Transit Center, and NCSU. 10 vehicles (electric and charging infrastructure). Includes ramps to/from highways and other transit priority infrastructure | 1 - Mobility (route-specific) - New Service | \$ 50,000,000 | C | 5 | Durham-Chapel Hill-Carrboro MPO, Capital Area MPO | Durham, Wake | Yes | 54.84 | 54.84 | Durham-Chapel Hill-Carrboro MPO | 50 | | Project not in MTP |
| T192902 | Transit | | Regional Impact | Clayton to North Hills BRT | Clayton to North Hills along US 70 BUS, Wilmington, BRT lanes, Falls of Neuse, serving Clayton, Garner, and Raleigh. | N/A | Construct infrastructure and service from Clayton to North Hills. New BRT lanes from downtown Raleigh to North Hills. Project includes 14 vehicles. | 1 - Mobility (route-specific) - New Service | \$ 100,000,000 | C, A | 05, 04 | Capital Area MPO | Wake, Johnston | Yes | 53.69 | 53.69 | Capital Area MPO | 100 | | Project exceeds funding available for this project's mode |
| T192904 | Transit | | Regional Impact | Clayton to Triangle Town Center BRT | New BRT service from Clayton to Triangle Town Center along US 70 BUS, Wilmington, and Capital Blvd serving Clayton, Garner, and Raleigh | N/A | Construct infrastructure and service from Clayton to Triangle Town Center. New BRT lanes from downtown Raleigh to Triangle Town Center. Project includes 15 vehicles. | 1 - Mobility (route-specific) - New Service | \$ 100,000,000 | C, A | 05, 04 | Capital Area MPO | Wake, Johnston | Yes | 49.35 | 49.35 | Capital Area MPO | 100 | | Project exceeds funding available for this project's mode |
| T171898 | Transit | | Regional Impact | Commuter Rail from West Durham to Garner | Commuter rail service along NCRS corridor serving Durham, RTP, Morrisville, Cary, Raleigh, and Garner | N/A | Construct infrastructure and 8-2,8-2 service (8 trains in peak, 2 mi-day, 2-evening) for commuter rail service from West Durham to Garner. Project includes 5 locomotives and 20 coaches. | 1 - Mobility (route-specific) - New Service | \$ 160,000,000 | C | 5 | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham | Yes | 39.26 | 39.26 | Capital Area MPO | 63 | | Project technical score too low for available funding |
| T231679 | Transit | | Regional Impact | Route 2 Headway Reduction | Durham Station in Downtown Durham to Brier Creek in Wake County | N/A | Reduce headway on Route 2 | 2 - Mobility (route-specific) - Headway Reduction | \$ 4,800,000 | C | 5 | Durham-Chapel Hill-Carrboro MPO, Capital Area MPO | Durham, Wake | Yes | 35.66 | 35.66 | Durham-Chapel Hill-Carrboro MPO | 50 | | Project technical score too low for available funding |
| T171911 | Transit | | Regional Impact | West Durham to Clayton CRT | West Durham to Clayton along NCRS corridor serving Durham, Morrisville, Cary, Raleigh, Garner, and Clayton. | N/A | Construct infrastructure and service for commuter rail 8-2, 8-2 service (8 trains in peak, 2 mid-day, 2-evening) from West Durham to Clayton. Project includes 6 locomotives and 24 coaches. | 1 - Mobility (route-specific) - New Service | \$ 185,000,000 | C, A | 05, 04 | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham, Johnston | Yes | 31.48 | 31.48 | Capital Area MPO | 68 | | Project technical score too low for available funding |

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|---------|---------|--|-----------------|--|--|-----|--|---|------------------|---------|------------|--|--|--------------------------------|-----|-------|-------|---------------------------------|-----|--|---|
| T171912 | Transit | | Regional Impact | West Durham to Wake Forest Commuter Rail | West Durham to Wake Forest along NCRR and S-line serving Durham, Morrisville, Cary, Raleigh, and Wake Forest | N/A | Construct infrastructure and 8-2, 8-2 service (8 trains in peak, 2 mid-day, 2-evening) for commuter rail service from West Durham to Wake Forest. Project includes 6 locomotives and 24 coaches. | 1 - Mobility (route-specific) - New Service | \$ 185,000,000 | C | 5 | | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham | Yes | 30.33 | 30.33 | Capital Area MPO | 68 | | Project technical score too low for available funding |
| T191778 | Transit | | Regional Impact | DRX | Downtown Durham to downtown Raleigh | N/A | Purchase two 40-foot buses to support headway reduction on the DRX route, the chief transit connection between Raleigh and Durham. | 2 - Mobility (route-specific) - Headway Reduction | \$ 684,050 | C | 5 | | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Durham, Wake | Yes | 28.53 | 28.53 | Capital Area MPO | 50 | | Project technical score too low for available funding |
| T171915 | Transit | | Regional Impact | West Durham to Raleigh to Garner/Wake Forest commuter rail | Commuter rail service along NCRR and S-line corridors. 8-2, 8-2 service from West Durham to Raleigh, 4-1, 4-1 services from Raleigh to Wake Forest and Garner. Serving West Durham, RTP, Morrisville, Cary, Raleigh, Garner, and Wake Forest | N/A | Construct infrastructure and service for 8-2, 8-2 service to Raleigh and 4-1, 4-1 service to Wake Forest and Garner. Project includes 6 locomotives and 24 coaches. | 1 - Mobility (route-specific) - New Service | \$ 204,702,500 | C | 5 | | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham | Yes | 25.41 | 25.41 | Capital Area MPO | 73 | | Project technical score too low for available funding |
| T171904 | Transit | | Regional Impact | Mebane to Selma Commuter Rail Service | CRT service from Mebane to Selma serving Hillsborough, Durham, Morrisville, Cary, Raleigh, Garner, Clayton and Selma | N/A | Construct infrastructure and 8-2,8-2 service (8 trains in peak, 2 mi-day, 2-evening) for commuter rail service from Mebane to Selma. Project includes 9 locomotives and 36 coaches. | 1 - Mobility (route-specific) - New Service | \$ 285,000,000 | C, A, D | 05, 04, 07 | | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO, Upper Coastal Plain RPO | Wake, Johnston, Durham, Orange | Yes | 24.59 | 24.59 | Capital Area MPO | 47 | | Project technical score too low for available funding |
| T191799 | Transit | | Regional Impact | GoTriangle Route CRX Higher Frequency | Express route between downtown Raleigh and downtown Chapel Hill | N/A | Addition of two 40-foot buses per shift, generating a 5 minute Headway Reduction on the chief transit connection between Raleigh and Chapel Hill | 2 - Mobility (route-specific) - Headway Reduction | \$ 684,050 | C, D | 05, 07 | | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham, Orange | Yes | 24.51 | 24.51 | Capital Area MPO | 50 | | Project technical score too low for available funding |
| T171692 | Transit | | Regional Impact | Commuter Rail Transit West Durham to Auburn | CRT service from the West Durham station, which is along Main Street in Durham between Fifteenth Street and Hillsborough Road, and the Auburn station in Garner. | N/A | Construct commuter-rail transit service adjacent to and/or within the existing NCRR corridor extending from West Durham to Auburn station in Garner via RTP, Morrisville, Cary, and Raleigh. Provide 5 trains each direction during the morning rush hour, 5 in the evening rush hour and 1 train each direction in the off-peak AM and PM (a total of 12 trains each direction). The peak services will operate at one-hour intervals (e.g. leave origin station at 6:00 am 7:00 am 8:00 am etc.). A total of eight locomotives and 32 coaches will be purchased. | 1 - Mobility (route-specific) - New Service | \$ 1,452,500,000 | C | 5 | | Durham-Chapel Hill-Carrboro MPO, Capital Area MPO | Durham, Wake | Yes | 22.87 | 22.87 | Durham-Chapel Hill-Carrboro MPO | 50 | | Project technical score too low for available funding |
| T171909 | Transit | | Regional Impact | Apex to Youngsville Commuter Rail Service | Commuter rail service from Apex to Youngsville serving Cary, Raleigh, Wake Forest, and Youngsville. | N/A | Construct commuter rail infrastructure and 8-2, 8-2 service (8 trains in peak, 2 mid-day, 2-evening) from Apex to Youngsville. Project includes 5 locomotives and 20 coaches. | 1 - Mobility (route-specific) - New Service | \$ 160,000,000 | C | 5 | | Capital Area MPO | Wake, Franklin | Yes | 20.33 | 20.33 | Capital Area MPO | 100 | | Project technical score too low for available funding |
| T191789 | Transit | | Regional Impact | GoTriangle Route 310 Extension | Cary Train Station, Wake Tech, West Cary | N/A | Addition of a 35-foot bus, allowing the route to be extended to Cary Train Station serving Wake Tech and West Cary without compromising on frequency. | 3 - Mobility (route-specific) - Extension | \$ 321,868 | C | 5 | | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO | Wake, Durham | Yes | 20.08 | 20.08 | Capital Area MPO | 50 | | Project technical score too low for available funding |
| T192896 | Transit | | Regional Impact | Garner to Youngsville Commuter Rail Service | Garner (Auburn) to Youngsville along NCRR and S-line to Youngsville serving Garner, Raleigh, Wake Forest, and Youngsville. | N/A | Construct infrastructure and 8-2,8-2 service (8 trains in peak, 2 mi-day, 2-evening) for commuter rail service from Garner to Youngsville. Project includes 5 locomotives and 20 coaches. | 1 - Mobility (route-specific) - New Service | \$ 140,000,000 | C | 5 | | Capital Area MPO | Wake, Franklin | Yes | 14.84 | 14.84 | Capital Area MPO | 100 | | Project technical score too low for available funding |