

**CAPITAL AREA MPO - FY 2020-2029 - TIP AMENDMENT #11 - Existing Projects  
HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN ACTUAL AMOUNT / PROJECT BREAKS

| ROUTE/CITY<br>COUNTY  | ID<br>NUMBER | LOCATION / DESCRIPTION   | LENGTH<br>(Miles) | TOTAL<br>PROJ<br>COST | PRIOR<br>YEARS<br>COST | DELIVERABLE PROGRAM |         |         |         |         |         | DEVELOPMENTAL PROGRAM |           |           |           | UNFUNDED  |              |  |  |
|---|--------------|--|-------------------|-----------------------|------------------------|---------------------|---------|---------|---------|---------|---------|-----------------------|-----------|-----------|-----------|-----------|--------------|--|--|
|   |              |  |                   |                       |                        | FUNDS               | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025               | FY 2026   | FY 2027   | FY 2028   | FY 2029   | FUTURE YEARS |  |  |
| <b>URBAN PROJECTS</b>   |              |  |                   |                       |                        |                     |         |         |         |         |         |                       |           |           |           |           |              |  |  |
| VARIOUS<br>FRANKLIN<br>GRANVILLE<br>HARNETT<br>JOHNSTON<br>WAKE | HL-0008      | INTERSECTION IMPROVEMENTS AT<br>MULTIPLE LOCATIONS WITHIN THE<br>CAPITAL AREA METROPOLITAN<br>PLANNING ORGANIZATION (CAMPO)<br>BOUNDARY. |                   | 20,640,000            |                        | BGBA                |         |         | R       | 75,000  | C       |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         | C       | 525,000               | C         |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         | R       | 400,000               | D         |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       | U         | 200,000   | D         |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       |           |           | C         | 1,750,000 | D            |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       | C         | 1,565,000 | F         |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         | R       | 300,000               | G         |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         | U       | 225,000               | G         |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       | C         | 2,400,000 | G         |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         | R       | 250,000 | H       |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         | U       | 175,000               | H         |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       | C         | 1,750,000 | H         |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         | R       | 300,000               | L         |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       | U         | 225,000   | L         |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       |           | C         | 2,400,000 | L         |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         | R       | 175,000               | O         |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       | U         | 125,000   | O         |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       |           | C         | 1,300,000 | O         |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         | R       | 250,000               | P         |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       | U         | 175,000   | P         |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       |           | C         | 1,750,000 | P         |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         | R       | 300,000               | Q         |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       | U         | 225,000   | Q         |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       |           | C         | 2,400,000 | Q         |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         | R       | 175,000               | S         |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       | U         | 125,000   | S         |           |              |  |  |
|   |              |  |                   |                       |                        | BGBA                |         |         |         |         |         |                       |           | C         | 1,100,000 | S         |              |  |  |
|   |              |  |                   |                       |                        | (BGBA)              |         |         |         |         |         | R                     | 535,500   | F         |           |           |              |  |  |
|   |              |  |                   |                       |                        | (BGBA)              |         |         |         |         |         | R                     | 2,500,000 | I         |           |           |              |  |  |
|   |              |  |                   |                       |                        | (BGBA)              |         |         |         |         |         |                       | R         | 1,000,000 | J         |           |              |  |  |
|   |              |  |                   |                       |                        | (BGBA)              |         |         |         |         |         |                       | U         | 1,155,000 | F         |           |              |  |  |
|   |              |  |                   |                       |                        | (BGBA)              |         |         |         |         |         |                       | U         | 350,000   | I         |           |              |  |  |
|   |              |  |                   |                       |                        | (BGBA)              |         |         |         |         |         |                       |           |           | U         | 500,000   | J            |  |  |
|   |              |  |                   |                       |                        | (BGBA)              |         |         |         |         |         |                       |           |           | C         | 5,500,000 | F            |  |  |
|   |              |  |                   |                       |                        | (BGBA)              |         |         |         |         |         |                       |           |           | C         | 9,500,000 | I            |  |  |
|   |              |  |                   |                       |                        | (BGBA)              |         |         |         |         |         |                       |           |           | C         | 6,000,000 | J            |  |  |
|   |              |  |                   |                       |                        | EX C                |         |         |         |         |         |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | EX D                |         |         |         |         |         |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | EX F                |         |         |         |         |         |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | EX G                |         |         |         |         |         |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | EX H                |         |         |         |         |         |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | EX L                |         |         |         |         |         |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | EX O                |         |         |         |         |         |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | EX P                |         |         |         |         |         |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | EX Q                |         |         |         |         |         |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | EX S                |         |         |         |         |         |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | EX F                |         |         |         |         |         |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | EX I                |         |         |         |         |         |                       |           |           |           |           |              |  |  |
|   |              |  |                   |                       |                        | EX J                |         |         |         |         |         |                       |           |           |           |           |              |  |  |

27,040,500

EX

- F** Amendment Description: See project break descriptions
- Agenda Comment: ADD RIGHT-OF-WAY TO FY 23, ADD UTILITIES TO FY 24, AND DELAY CONSTRUCTION TO FY 25.
- Initiated By: CAMPO
- I** Amendment Description: See project break descriptions
- Agenda Comment: ADD PROJECT BREAK.
- Initiated By: CAMPO
- J** Amendment Description: See project break descriptions
- Agenda Comment: ADD PROJECT BREAK.
- Initiated By: CAMPO

- EX C SR 2812 (TIMBER DRIVE) INTERSECTION IN GARNER. INTERSECTION IMPROVEMENTS.
- EX D SR 1301 (SUNSET LAKE ROAD) INTERSECTION IN HOLLY SPRINGS. INTERSECTION IMPROVEMENTS.
- EX F SR 1006 (OLD STAGE ROAD) AND SR 1010 (TEN TEN ROAD) INTERSECTION IMPROVEMENTS.
- EX G SR 1393 (HILLTOP-NEEDMORE ROAD) INTERSECTION IN FUQUAY VARINA. INTERSECTION IMPROVEMENTS.
- EX H SR 1375 (SIMPKINS ROAD) / NON-SYSTEM (SIMPKINS FARM LANE) INTERSECTION. INTERSECTION IMPROVEMENTS.
- EX L SR 1386 (BELLS LAKE ROAD) , SR 1386 (GRAHAM NEWTON ROAD) INTERSECTION. INTERSECTION IMPROVEMENTS.
- EX O SR 2735 (JOHNSON ROAD) INTERSECTION.INTERSECTION IMPROVEMENTS.
- EX P NC 50 INTERSECTION. INTERSECTION IMPROVEMENTS.
- EX Q SR 1386 (BELLS LAKE ROAD) INTERSECTION IN APEX. INTERSECTION IMPROVEMENTS.
- EX S SR 1382 (OLDE SOUTH ROAD) INTERSECTION IN RALIEGH. INTERSECTION IMPROVEMENTS.
- EX F SR 1006 (OLD STAGE ROAD) AND SR 1010 (TEN TEN ROAD) INTERSECTION IMPROVEMENTS.
- EX I SR 1006 (OLD STAGE ROAD) AND SR 2736 (ROCK SERVICE STATION ROAD) INTERSECTION IMPROVEMENTS.
- EX J NC 50 AND SR 2728 (RAND ROAD) INTERSECTION IMPROVEMENTS.

ITEM N AGENDA DATE: 1/25/2023 CAMPO Lead: Not Assigned

DIV - Division Category    EX - Exempt Category    SD - State Dollars (Non STI)  
 HF - State Dollars (Non STI)    REG - Regional Category  
 SW - Statewide Category    TRN - Transition Project

**CAPITAL AREA MPO - FY 2020-2029 - TIP AMENDMENT #11 - Existing Projects  
HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN ACTUAL AMOUNT / PROJECT BREAKS

| ROUTE/CITY<br>COUNTY           | ID<br>NUMBER | LOCATION / DESCRIPTION                                  | LENGTH<br>(Miles) | TOTAL<br>PROJ<br>COST | PRIOR<br>YEARS<br>COST | DELIVERABLE PROGRAM |         |         |         |         |         | DEVELOPMENTAL PROGRAM |         |         |         | UNFUNDED |              |  |
|--------------------------------|--------------|---|-------------------|-----------------------|------------------------|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|--------------|--|
|                                |              |   |                   |                       |                        | FUNDS               | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025               | FY 2026 | FY 2027 | FY 2028 | FY 2029  | FUTURE YEARS |  |
| <b>HIGHWAY SAFETY PROJECTS</b> |              |   |                   |                       |                        |                     |         |         |         |         |         |                       |         |         |         |          |              |  |
| VARIOUS                        | HS-2005      | SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 5. |                   | 1,066,000             | 22,000                 | HSIP                |         |         | C       | 100,000 | A       |                       |         |         |         |          |              |  |
| DURHAM                         |              |   |                   |                       |                        | HSIP                |         |         |         |         |         | PE                    | 200,000 | F       |         |          |              |  |
| FRANKLIN                       |              |   |                   |                       |                        | HSIP                |         |         |         |         |         | PE                    | 68,000  | F       |         |          |              |  |
| GRANVILLE                      |              |   |                   |                       |                        | HSIP                |         |         |         |         |         | PE                    | 6,000   | G       |         |          |              |  |
| PERSON                         |              |   |                   |                       |                        | HSIP                |         |         |         |         |         | C                     | 155,000 | G       |         |          |              |  |
| VANCE                          |              |   |                   |                       |                        | HSIP                |         |         |         |         |         | PE                    | 1,000   | H       |         |          |              |  |
| WAKE                           |              |   |                   |                       |                        | HSIP                |         |         |         |         |         | C                     | 20,000  | H       |         |          |              |  |
| WARREN                         |              |   |                   |                       |                        | HSIP                |         |         |         | C       | 130,000 | B                     |         |         |         |          |              |  |
|                                |              |   |                   |                       |                        | HSIP                |         |         | C       | 75,000  | C       |                       |         |         |         |          |              |  |
|                                |              |   |                   |                       |                        | HSIP                |         |         |         |         |         | PE                    | 5,000   | D       |         |          |              |  |
|                                |              |   |                   |                       |                        | HSIP                |         |         |         |         |         | R                     | 2,000   | D       |         |          |              |  |
|                                |              |   |                   |                       |                        | HSIP                |         |         |         |         |         | C                     | 100,000 | D       |         |          |              |  |
|                                |              |   |                   |                       |                        | HSIP                |         |         |         |         |         | PE                    | 2,000   | E       |         |          |              |  |
|                                |              |   |                   |                       |                        | HSIP                |         |         |         |         |         | R                     | 5,000   | E       |         |          |              |  |
|                                |              |   |                   |                       |                        | HSIP                |         |         |         |         |         | C                     | 175,000 | E       |         |          |              |  |
|                                |              |   |                   | 137,000               | 22,000                 | (HSIP)              |         |         |         |         |         | C                     | 115,000 | K       |         |          |              |  |

DIV

**K** Amendment Description: See project break descriptions  
 Agenda Comment: ADD PROJECT BREAK AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.  
 Initiated By: NCDOT

DIV A SR 1207 (SPRING STREET) INTERSECTION IN OXFORD. CONSTRUCT MINI-ROUNDBABOUT. - UNDER CONSTRUCTION  
 REG B NC 903 CAUSEWAY ON EATONS FERRY BRIDGE OVER LAKE GASTON. UPGRADE GUARDRAIL. - UNDER CONSTRUCTION  
 REG C NC 55 IN DURHAM. INSTALL CONCRETE PEDESTRIAN REFUGE ISLANDS IN ALL QUADRANTS.  
 DIV D SR 1116 (GARRETT ROAD)/(LUNA LANE) INTERSECTION IN DURHAM. INSTALL TRAFFIC SIGNAL.  
 REG E NC 751 (ACADEMY ROAD) INTERCHANGE IN DURHAM. INSTALL GUARDRAIL.  
 DIV F DOWNTOWN RALEIGH BUSINESS DISTRICT. TRAFFIC SIGNAL REVISIONS AT VARIOUS LOCATIONS.  
 DIV G SR 2214 (SOUTHALL ROAD)/BRINTONS COTTAGE STREET AND VALLEY STREAM DRIVE INTERSECTIONS IN RALEIGH. TRAFFIC SIGNALS REVISIONS, CURB RAMPS, AND PAVEMENT MARKINGS.  
 DIV H CHRUCHILL HALL/ARB'S/MCDONALD DRIVEWAY. INSTALL DIRECTIONAL CROSSOVER.  
 REG K US 401, SR 2108/SR 2036 (NEW HOPE ROAD) AND US 401 AT CALVARY DRIVE. INSTALL PEDESTRIAN SIGNALS AND CROSSWALKS.

ITEM N AGENDA DATE: 10/6/2022

| ROUTE/CITY<br>COUNTY | ID<br>NUMBER | LOCATION / DESCRIPTION   | LENGTH<br>(Miles) | TOTAL<br>PROJ<br>COST | PRIOR<br>YEARS<br>COST | DELIVERABLE PROGRAM |         |         |         |         |         | DEVELOPMENTAL PROGRAM |         |         |         | UNFUNDED |              |         |        |
|----------------------|--------------|--|-------------------|-----------------------|------------------------|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|--------------|---------|--------|
|                      |              |  |                   |                       |                        | FUNDS               | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025               | FY 2026 | FY 2027 | FY 2028 | FY 2029  | FUTURE YEARS |         |        |
| VARIOUS              | HO-0001      | NCDOT MULTIMODAL CONNECTED VEHICLE PILOT PROGRAM, NORTH CAROLINA STATE UNIVERSITY CAMPUS IN RALEIGH. |                   | 5,493,000             |                        | DP                  |         |         | PE      | 64,000  |         |                       |         |         |         |          |              |         |        |
| WAKE                 |              |  |                   |                       |                        | S                   |         |         | PE      | 201,000 |         | PE                    | 46,000  |         |         |          |              |         |        |
|                      |              |  |                   |                       |                        | S                   |         |         |         |         | C       | 46,000                |         | C       | 87,000  |          | C            | 94,000  |        |
|                      |              |  |                   |                       |                        | DP                  |         |         | PE      | 85,000  | AA      | PE                    | 63,000  | AA      | PE      | 38,000   | AA           |         |        |
|                      |              |  |                   |                       |                        | S                   |         |         | PE      | 84,000  | AA      | PE                    | 62,000  | AA      | PE      | 37,000   | AA           |         |        |
|                      |              |  |                   |                       |                        | DP                  |         |         |         |         | C       | 804,000               | AA      | C       | 370,000 | AA       | C            | 282,000 | AA     |
|                      |              |  |                   |                       |                        | S                   |         |         |         |         | C       | 803,000               | AA      | C       | 370,000 | AA       | C            | 281,000 | AA     |
|                      |              |  |                   |                       |                        | DP                  |         |         |         |         | PE      | 75,000                | AB      |         |         |          |              |         |        |
|                      |              |  |                   |                       |                        | S                   |         |         |         |         | PE      | 75,000                | AB      |         |         |          |              |         |        |
|                      |              |  |                   |                       |                        | DP                  |         |         |         |         | C       | 84,000                | AB      |         |         |          |              |         |        |
|                      |              |  |                   |                       |                        | S                   |         |         |         |         | C       | 84,000                | AB      |         |         |          |              |         |        |
|                      |              |  |                   |                       |                        | DP                  |         |         |         |         |         |                       |         | PE      | 37,000  | AC       |              |         |        |
|                      |              |  |                   |                       |                        | S                   |         |         |         |         |         |                       |         | PE      | 37,000  | AC       |              |         |        |
|                      |              |  |                   |                       |                        | DP                  |         |         |         |         |         |                       | C       | 282,000 | AC      | C        | 70,000       | AC      |        |
|                      |              |  |                   |                       |                        | S                   |         |         |         |         |         |                       | C       | 282,000 | AC      | C        | 70,000       | AC      |        |
|                      |              |  |                   |                       |                        | DP                  |         |         | PE      | 25,000  | B       | PE                    | 15,000  | B       | PE      | 5,000    | B            | PE      | 5,000  |
|                      |              |  |                   |                       |                        | S                   |         |         | PE      | 125,000 | B       | PE                    | 15,000  | B       | PE      | 5,000    | B            | PE      | 5,000  |
|                      |              |  |                   |                       |                        | DP                  |         |         | PE      | 30,000  | C       | PE                    | 13,000  | C       | PE      | 88,000   | C            | PE      | 25,000 |
|                      |              |  |                   |                       |                        | S                   |         |         | PE      | 30,000  | C       | PE                    | 12,000  | C       | PE      | 87,000   | C            | PE      | 25,000 |
|                      |              |  |                   | 168,000               |                        | (DP)                |         |         |         |         |         |                       |         | C       | 84,000  | AB       |              |         |        |
|                      |              |  |                   |                       |                        | (S)                 |         |         |         |         |         |                       |         | C       | 84,000  | AB       |              |         |        |

EX

**AB** Amendment Description: See project break descriptions  
 Agenda Comment: TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 22 TO FY 23.  
 Initiated By: NCDOT

EX AA MULTIMODAL CONNECTED VEHICLE PILOT (MMCVP) CONNECTED VEHICLE INFRASTRUCTURE, TRAFFIC SIGNAL SYSTEM IMPROVEMENTS WITH TRANSIT SIGNAL PRIORITY APPLICATION, SAFETY APPLICATION AND SYSTEMS, DATA COLLECTION AND PROJECT ENGINEERING  
 EX AB FIBER OPTIC CABLE INSTALLATION.  
 EX AC ECO DRIVING APPLICATION - PROJECT DELETED  
 EX B SYSTEMS ENGINEERING, GRANT ADMINISTRATION  
 EX C BEFORE & AFTER STUDY, EXPANSION FEASIBILITY STUDY  
 EX AB NCSU CAMPUS, FIBER OPTIC CABLE INSTALLATION.

ITEM N AGENDA DATE: 12/1/2022

DIV - Division Category EX - Exempt Category SD - State Dollars (Non STI)  
 HF - State Dollars (Non STI) REG - Regional Category  
 SW - Statewide Category TRN - Transition Project

CAMPO Lead: Not Assigned

CAMPO Lead: Not Assigned





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| ROUTE/CITY<br>COUNTY                       | ID<br>NUMBER | LOCATION / DESCRIPTION   | LENGTH<br>(Miles) | TOTAL<br>PROJ<br>COST | PRIOR<br>YEARS<br>COST | DELIVERABLE PROGRAM |         |           |         |         |         |         |           |         |         | DEVELOPMENTAL PROGRAM |              |  |  | UNFUNDED |  |
|--|--------------|--|-------------------|-----------------------|------------------------|---------------------|---------|-----------|---------|---------|---------|---------|-----------|---------|---------|-----------------------|--------------|--|--|----------|--|
|  |              |  |                   |                       |                        | FUNDS               | FY 2020 | FY 2021   | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026   | FY 2027 | FY 2028 | FY 2029               | FUTURE YEARS |  |  |          |  |
| <b>URBAN PROJECTS</b>                      |              |  |                   |                       |                        |                     |         |           |         |         |         |         |           |         |         |                       |              |  |  |          |  |
| SR 1152<br>(HOLLY SPRINGS<br>ROAD)<br>WAKE | U-6094       | EAST OF NC 55 TO FLINT POINT LANE IN<br>HOLLY SPRINGS. WIDEN FROM 2 TO 4<br>LANES. | 0.8               | 4,023,000             | 1,022,000              | BGDA                | R       | 1,184,000 |         |         |         |         |           |         |         |                       |              |  |  |          |  |
|  |              |  |                   |                       |                        | L                   | R       | 296,000   |         |         |         |         |           |         |         |                       |              |  |  |          |  |
|  |              |  |                   |                       |                        | BGDA                |         |           |         |         |         | C       | 1,217,000 |         |         |                       |              |  |  |          |  |
|  |              |  |                   |                       |                        | L                   |         |           |         |         |         | C       | 304,000   |         |         |                       |              |  |  |          |  |
|  |              |  |                   | 2,543,000             | 1,022,000              | (BGDA)              |         |           |         |         |         | C       | 1,217,000 |         |         |                       |              |  |  |          |  |
|  |              |  |                   |                       |                        | (L)                 |         |           |         |         |         | C       | 304,000   |         |         |                       |              |  |  |          |  |

**Amendment Description:** SR 1152 (HOLLY SPRINGS ROAD), EAST OF NC 55 TO FLINT POINT LANE IN HOLLY SPRINGS. WIDEN FROM 2 TO 4 LANES.  
**Agenda Comment:** TO ALLOW ADDITIONAL TIME FOR DESIGN, DELAY CONSTRUCTION FROM FY 22 TO FY 23.  
**Initiated By:** NCDOT

ITEM N AGENDA DATE: 11/3/2022 CAMPO Lead: Chandler Hagen

|   |        |   |  |            |  |        |  |  |   |           |  |   |           |  |  |  |  |  |  |  |  |
|---|--------|---|--|------------|--|--------|--|--|---|-----------|--|---|-----------|--|--|--|--|--|--|--|--|
| SR 1624<br>(CARPENTER FIRE<br>STA RD)<br>WAKE | U-6227 | NC 55 TO CAMERON POND DR. IN CARY.<br>WIDEN TO MULTI LANES. |  | 13,729,000 |  | BGDA   |  |  | R | 2,533,000 |  |   |           |  |  |  |  |  |  |  |  |
|   |        |   |  |            |  | L      |  |  | R | 3,096,000 |  |   |           |  |  |  |  |  |  |  |  |
|   |        |   |  |            |  | BGDA   |  |  |   |           |  | C | 3,645,000 |  |  |  |  |  |  |  |  |
|   |        |   |  |            |  | L      |  |  |   |           |  | C | 4,455,000 |  |  |  |  |  |  |  |  |
|   |        |   |  | 8,100,000  |  | (BGDA) |  |  |   |           |  | C | 3,645,000 |  |  |  |  |  |  |  |  |
|   |        |   |  |            |  | (L)    |  |  |   |           |  | C | 4,455,000 |  |  |  |  |  |  |  |  |

**Amendment Description:** SR 1624 (CARPENTER FIRE STATION ROAD), NC 55 TO CAMERON POND DRIVE IN CARY. WIDEN TO MULTI LANES.  
**Agenda Comment:** TO ALLOW ADDITIONAL TIME FOR DESIGN, DELAY CONSTRUCTION FROM FY 22 TO FY 23.  
**Initiated By:** NCDOT

ITEM N AGENDA DATE: 11/3/2022 CAMPO Lead: Chandler Hagen

|                                   |        |   |  |           |        |        |  |  |   |        |  |   |           |  |  |  |  |  |  |  |  |
|-----------------------------------|--------|---|--|-----------|--------|--------|--|--|---|--------|--|---|-----------|--|--|--|--|--|--|--|--|
| SR 2700<br>(WHITE OAK RD)<br>WAKE | U-6225 | SR 2709 (ACKERMAN RD), SR 2547<br>(HEBRON CHURCH RD) AND SR 2700<br>(WHITE OAK RD) IN GARNER. IMPROVE<br>INTERSECTION. ADD MULTI-LANE ROUND<br>ABOUT. |  | 2,183,000 | 28,000 | BGDA   |  |  | R | 56,000 |  |   |           |  |  |  |  |  |  |  |  |
|                                   |        |   |  |           |        | L      |  |  | R | 19,000 |  |   |           |  |  |  |  |  |  |  |  |
|                                   |        |   |  |           |        | BGDA   |  |  |   |        |  | C | 1,560,000 |  |  |  |  |  |  |  |  |
|                                   |        |   |  |           |        | L      |  |  |   |        |  | C | 520,000   |  |  |  |  |  |  |  |  |
|                                   |        |   |  | 2,108,000 | 28,000 | (BGDA) |  |  |   |        |  | C | 1,560,000 |  |  |  |  |  |  |  |  |
|                                   |        |   |  |           |        | (L)    |  |  |   |        |  | C | 520,000   |  |  |  |  |  |  |  |  |

**Amendment Description:** SR 2700 (WHITE OAK RD), SR 2709 (ACKERMAN RD), SR 2547 (HEBRON CHURCH RD) AND SR 2700 (WHITE OAK RD) IN GARNER. IMPROVE INTERSECTION AND ADD MULTILANE ROUNDABOUT.  
**Agenda Comment:** TO ALLOW ADDITIONAL TIME FOR DESIGN, DELAY CONSTRUCTION FROM FY 22 TO FY 23.  
**Initiated By:** NCDOT

ITEM N AGENDA DATE: 11/3/2022 CAMPO Lead: Chandler Hagen

|                              |                          |                              |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category      | EX - Exempt Category     | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category  |                              |
| SW - Statewide Category      | TRN - Transition Project |                              |

**CAPITAL AREA MPO - FY 2020-2029 - TIP AMENDMENT #11 - Existing Projects  
HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN ACTUAL AMOUNT / PROJECT BREAKS

| ROUTE/CITY<br>COUNTY              | ID<br>NUMBER | LOCATION / DESCRIPTION   | LENGTH<br>(Miles) | TOTAL<br>PROJ<br>COST | PRIOR<br>YEARS<br>COST | DELIVERABLE PROGRAM |         |         |         |         |           | DEVELOPMENTAL PROGRAM |         |         |         | UNFUNDED |              |  |
|-----------------------------------|--------------|--|-------------------|-----------------------|------------------------|---------------------|---------|---------|---------|---------|-----------|-----------------------|---------|---------|---------|----------|--------------|--|
|                                   |              |  |                   |                       |                        | FUNDS               | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024   | FY 2025               | FY 2026 | FY 2027 | FY 2028 | FY 2029  | FUTURE YEARS |  |
| <b>URBAN PROJECTS</b>             |              |  |                   |                       |                        |                     |         |         |         |         |           |                       |         |         |         |          |              |  |
| SR 2015<br>(DIXIE FOREST ROAD)    | U-6242       | SR 2015 / SR 2041 (SPRING FOREST ROAD) TO US 1 (CAPITAL BOULEVARD) IN RALEIGH, UPGRADE TO A COMPLETE STREET. | 1.4               | 13,948,000            |                        | BGDA                |         |         |         | R       | 1,360,000 |                       |         |         |         |          |              |  |
| SR 3555<br>(OLD WAKE FOREST ROAD) |              |  |                   |                       |                        | L                   |         |         |         | R       | 340,000   |                       |         |         |         |          |              |  |
| SR 3555<br>(OLD WAKE FOREST ROAD) |              |  |                   |                       |                        | BGDA                |         |         |         | U       | 880,000   |                       |         |         |         |          |              |  |
| SR 3555<br>(OLD WAKE FOREST ROAD) |              |  |                   |                       |                        | L                   |         |         |         | U       | 220,000   |                       |         |         |         |          |              |  |
| SR 3555<br>(OLD WAKE FOREST ROAD) |              |  |                   |                       |                        | BGDA                |         |         |         | C       | 8,918,000 |                       |         |         |         |          |              |  |
| SR 3555<br>(OLD WAKE FOREST ROAD) |              |  |                   |                       |                        | L                   |         |         |         | C       | 2,230,000 |                       |         |         |         |          |              |  |
|                                   |              |  |                   | 13,948,000            |                        | (BGDA)              |         |         |         | R       | 1,360,000 |                       |         |         |         |          |              |  |
|                                   |              |  |                   |                       |                        | (L)                 |         |         |         | R       | 340,000   |                       |         |         |         |          |              |  |
|                                   |              |  |                   |                       |                        | (BGDA)              |         |         |         | U       | 880,000   |                       |         |         |         |          |              |  |
|                                   |              |  |                   |                       |                        | (L)                 |         |         |         | U       | 220,000   |                       |         |         |         |          |              |  |
|                                   |              |  |                   |                       |                        | (BGDA)              |         |         |         | C       | 8,918,000 |                       |         |         |         |          |              |  |
|                                   |              |  |                   |                       |                        | (L)                 |         |         |         | C       | 2,230,000 |                       |         |         |         |          |              |  |

**Amendment Description:** SR 2015 (DIXIE FOREST ROAD) / SR 3555 (OLD WAKE FOREST ROAD), SR 2015 / SR 2041 (SPRING FOREST ROAD) TO US 1 (CAPITAL BOULEVARD) IN RALEIGH. UPGRADE TO A COMPLETE STREET.

**Agenda Comment:** TO ALLOW ADDITIONAL TIME FOR DESIGN, DELAY CONSTRUCTION FROM FY 22 TO FY 23.

**Initiated By:** NCDOT

ITEM N AGENDA DATE: 11/3/2022 CAMPO Lead: Chandler Hagen

|                                       |         |  |  |         |  |        |  |  |  |   |         |  |  |  |  |  |  |  |
|---------------------------------------|---------|--|--|---------|--|--------|--|--|--|---|---------|--|--|--|--|--|--|--|
| <b>CONGESTION MITIGATION PROJECTS</b> |         |  |  |         |  |        |  |  |  |   |         |  |  |  |  |  |  |  |
| SR 1004<br>(EAST MAIN STREET)         | BL-0050 | SECOND STREET TO US 70 BUSINESS / NC 42 IN CLAYTON. COMPLETE SIDEWALK GAP AND INCLUDE CROSSING IMPROVEMENTS. |  | 650,000 |  | CMAQ   |  |  |  | R | 140,000 |  |  |  |  |  |  |  |
| SR 1004<br>(EAST MAIN STREET)         |         |  |  |         |  | L      |  |  |  | R | 60,000  |  |  |  |  |  |  |  |
| SR 1004<br>(EAST MAIN STREET)         |         |  |  |         |  | CMAQ   |  |  |  | C | 315,000 |  |  |  |  |  |  |  |
| SR 1004<br>(EAST MAIN STREET)         |         |  |  |         |  | L      |  |  |  | C | 135,000 |  |  |  |  |  |  |  |
|                                       |         |  |  | 650,000 |  | (CMAQ) |  |  |  | R | 140,000 |  |  |  |  |  |  |  |
|                                       |         |  |  |         |  | (L)    |  |  |  | R | 60,000  |  |  |  |  |  |  |  |
|                                       |         |  |  |         |  | (CMAQ) |  |  |  | C | 315,000 |  |  |  |  |  |  |  |
|                                       |         |  |  |         |  | (L)    |  |  |  | C | 135,000 |  |  |  |  |  |  |  |

**Amendment Description:** SR 1004 (EAST MAIN STREET), SECOND STREET TO US 70 BUSINESS / NC 42 IN CLAYTON. COMPLETE SIDEWALK GAP AND INCLUDE CROSSING IMPROVEMENTS.

**Agenda Comment:** TO MATCH THE SCHEDULE PROVIDED BY THE MUNICIPALITY, DELAY CONSTRUCTION FROM FY 23 TO FY 24.

**Initiated By:** NCDOT

ITEM N AGENDA DATE: 10/6/2022 CAMPO Lead: Chandler Hagen

DIV - Division Category    EX - Exempt Category    SD - State Dollars (Non STI)  
 HF - State Dollars (Non STI)    REG - Regional Category  
 SW - Statewide Category    TRN - Transition Project



**CAPITAL AREA MPO - FY 2020-2029 - TIP AMENDMENT #11 - Existing Projects  
HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN ACTUAL AMOUNT / PROJECT BREAKS

| ROUTE/CITY<br>COUNTY  | ID<br>NUMBER | LOCATION / DESCRIPTION   | LENGTH<br>(Miles) | TOTAL<br>PROJ<br>COST | PRIOR<br>YEARS<br>COST | DELIVERABLE PROGRAM |         |         |         |         |         | DEVELOPMENTAL PROGRAM |         |         |         | UNFUNDED |              |  |
|---|--------------|--|-------------------|-----------------------|------------------------|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|--------------|--|
|   |              |  |                   |                       |                        | FUNDS               | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025               | FY 2026 | FY 2027 | FY 2028 | FY 2029  | FUTURE YEARS |  |
| <b>RURAL PROJECTS</b>   |              |  |                   |                       |                        |                     |         |         |         |         |         |                       |         |         |         |          |              |  |
| VARIOUS<br>DURHAM<br>FRANKLIN<br>GRANVILLE<br>PERSON<br>VANCE<br>WAKE<br>WARREN | R-5785       | DIVISION 5 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. |                   | 7,017,000             | 4,517,000              | TA                  | C       | 400,000 | C       | 800,000 | C       | 800,000               |         |         |         |          |              |  |
|   |              |  |                   |                       |                        | S                   | C       | 100,000 | C       | 200,000 | C       | 200,000               |         |         |         |          |              |  |
|   |              |  |                   | 5,517,000             | 4,517,000              | (S)                 |         |         |         |         |         | C                     | 200,000 |         |         |          |              |  |
|   |              |  |                   |                       |                        | (TA)                |         |         |         |         |         | C                     | 800,000 |         |         |          |              |  |

DIV  
 Amendment Description: VARIOUS, DIVISION 5 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.  
 Agenda Comment: ADD FUNDING IN FY 23 NOT PREVIOUSLY PROGRAMMED.  
 Initiated By: NCDOT

ITEM N AGENDA DATE: 10/6/2022 CAMPO Lead: Crystal Odum

| <b>URBAN PROJECTS</b> |        |  |     |           |  |        |  |  |  |   |           |  |  |  |  |  |  |  |
|-----------------------|--------|--|-----|-----------|--|--------|--|--|--|---|-----------|--|--|--|--|--|--|--|
| WEST STREET<br>WAKE   | U-5521 | CABARRUS STREET TO MARTIN STREET IN RALEIGH. EXTEND WEST STREET ON NEW LOCATION, WITH GRADE SEPARATION AT NORTH CAROLINA RAILROAD / NORFOLK SOUTHERN "H" LINE. | 0.2 | 2,387,000 |  | BGDA   |  |  |  | R | 1,671,000 |  |  |  |  |  |  |  |
|                       |        |  |     |           |  | L      |  |  |  | R | 716,000   |  |  |  |  |  |  |  |
|                       |        |  |     | 2,387,000 |  | (BGDA) |  |  |  | R | 1,671,000 |  |  |  |  |  |  |  |
|                       |        |  |     |           |  | (L)    |  |  |  | R | 716,000   |  |  |  |  |  |  |  |

DIV  
 Amendment Description: WEST STREET, CABARRUS STREET TO MARTIN STREET IN RALEIGH. EXTEND WEST STREET ON NEW LOCATION, WITH GRADE SEPARATION AT NORTH CAROLINA RAILROAD / NORFOLK SOUTHERN "H" LINE.  
 Agenda Comment: TO ALLOW ADDITIONAL TIME FOR PLANNING, DELAY RIGHT-OF-WAY FROM FY 23 TO FY 24.  
 Initiated By: NCDOT

ITEM N AGENDA DATE: 1/19/2023 CAMPO Lead: Crystal Odum

|                              |                          |                              |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category      | EX - Exempt Category     | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category  |                              |
| SW - Statewide Category      | TRN - Transition Project |                              |







**CAPITAL AREA MPO - FY 2020-2029 - TIP AMENDMENT #11 - Existing Projects  
NON-HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN ACTUAL AMOUNT / PROJECT BREAKS

| ROUTE/CITY<br>COUNTY   | ID<br>NUMBER | LOCATION / DESCRIPTION  | LENGTH<br>(Miles) | TOTAL<br>PROJ<br>COST | PRIOR<br>YEARS<br>COST | DELIVERABLE PROGRAM |         |         |         |         |         | DEVELOPMENTAL PROGRAM |         |         |         | UNFUNDED |              |  |
|--|--------------|---|-------------------|-----------------------|------------------------|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|--------------|--|
|  |              |   |                   |                       |                        | FUNDS               | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025               | FY 2026 | FY 2027 | FY 2028 | FY 2029  | FUTURE YEARS |  |
| <b>BICYCLE AND PEDESTRIAN PROJECTS</b>                               |              |   |                   |                       |                        |                     |         |         |         |         |         |                       |         |         |         |          |              |  |
| NORWELL<br>BOULEVARD;<br>NOTTINGHAM DRIVE;<br>JOHNSON STREET<br>WAKE | BL-0039      | NORWELL BOULEVARD FROM BEXLEY<br>BLUFF LANE TO WESTON PKWY,<br>NOTTINGHAM DRIVE FROM DONALDSON<br>DRIVE TO BUCK JONES ROAD, AND<br>JOHNSON STREET FROM SR 1652<br>(NORTH HARRISON AVENUE) TO NORTH<br>ACADEMY STREET IN CARY. CONSTRUCT<br>SIDEWALK IMPROVEMENTS. |                   | 1,361,000             |                        | CMAQ                |         |         |         | PE      | 38,000  |                       |         |         |         |          |              |  |
|  |              |   |                   |                       |                        | L                   |         |         |         | PE      | 12,000  |                       |         |         |         |          |              |  |
|  |              |   |                   |                       |                        | CMAQ                |         |         |         | R       | 125,000 |                       |         |         |         |          |              |  |
|  |              |   |                   |                       |                        | L                   |         |         |         | R       | 42,000  |                       |         |         |         |          |              |  |
|  |              |   |                   |                       |                        | CMAQ                |         |         |         |         |         | C                     | 858,000 |         |         |          |              |  |
|  |              |   |                   |                       |                        | L                   |         |         |         |         |         | C                     | 286,000 |         |         |          |              |  |
|  |              |   |                   | 1,311,000             |                        | (CMAQ)              |         |         |         |         |         | R                     | 125,000 |         |         |          |              |  |
|  |              |   |                   |                       |                        | (L)                 |         |         |         |         |         | R                     | 42,000  |         |         |          |              |  |
|  |              |   |                   |                       |                        | (CMAQ)              |         |         |         |         |         | C                     | 858,000 |         |         |          |              |  |
|  |              |   |                   |                       |                        | (L)                 |         |         |         |         |         | C                     | 286,000 |         |         |          |              |  |

**Amendment Description:** NORWELL BOULEVARD; NOTTINGHAM DRIVE; JOHNSON STREET, NORWELL BOULEVARD FROM BEXLEY BLUFF LANE TO WESTON PKWY, NOTTINGHAM DRIVE FROM DONALDSON DRIVE TO BUCK JONES ROAD, AND JOHNSON STREET FROM SR 1652 (NORTH HARRISON AVENUE) TO NORTH ACADEMY STREET IN CAR

**Agenda Comment:** TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23 AND CONSTRUCTION FROM FY 23 TO FY 24.

**Initiated By:** NCDOT

ITEM N AGENDA DATE: 11/3/2022 CAMPO Lead: Not Assigned

| <b>PUBLIC TRANSPORTATION PROJECTS</b> |         |  |  |         |  |        |  |  |    |         |         |         |  |  |  |  |  |  |
|---------------------------------------|---------|--|--|---------|--|--------|--|--|----|---------|---------|---------|--|--|--|--|--|--|
| GOTRIANGLE<br>WAKE                    | TU-0006 | GOTRIANGLE WAKE COUNTY BUS PLAN<br>UPDATE. |  | 750,000 |  | L      |  |  | PL | 100,000 | PL      | 650,000 |  |  |  |  |  |  |
|                                       |         |  |  | 740,000 |  | (CMAQ) |  |  |    |         | PL      | 90,000  |  |  |  |  |  |  |
|                                       |         |  |  |         |  | (L)    |  |  |    | PL      | 650,000 |         |  |  |  |  |  |  |

**Amendment Description:** GOTRIANGLE, GOTRIANGLE WAKE COUNTY BUS PLAN UPDATE.

**Agenda Comment:** MODIFY FUNDING IN FY 22, FY 23 AT THE REQUEST OF THE MPO.

**Initiated By:** NCDOT

ITEM N AGENDA DATE: 11/3/2022 CAMPO Lead: Not Assigned

DIV - Division Category    EX - Exempt Category    SD - State Dollars (Non STI)  
 HF - State Dollars (Non STI)    REG - Regional Category  
 SW - Statewide Category    TRN - Transition Project

**CAPITAL AREA MPO - FY 2020-2029 - TIP AMENDMENT #11 - Existing Projects  
NON-HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN ACTUAL AMOUNT / PROJECT BREAKS

| ROUTE/CITY<br>COUNTY  | ID<br>NUMBER | LOCATION / DESCRIPTION   | LENGTH<br>(Miles) | TOTAL<br>PROJ<br>COST | PRIOR<br>YEARS<br>COST  | DELIVERABLE PROGRAM |         |         |         |         |         | DEVELOPMENTAL PROGRAM |         |         |         | UNFUNDED |
|---|--------------|--|-------------------|-----------------------|---|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|
|   |              |  |                   |                       |   | FUNDS               | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025               | FY 2026 | FY 2027 | FY 2028 | FY 2029  |
| <b>FREIGHT RAIL PROJECTS</b>  |              |  |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| CSX S-LINE<br>CSX SA-LINE<br>FRANKLIN<br>HALIFAX<br>VANCE<br>WAKE<br>WARREN | P-5753       | CSX S-LINE FROM RALEIGH TO VIRGINIA STATE LINE AND CSX SA-LINE FROM RALEIGH TO WELDON. ACQUIRE RIGHT OF WAY, UPGRADE EXISTING TRACK AND CONSTRUCT NEW TRACK. | 50.0              |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>A</b>  |              | <b>Amendment Description:</b> See project break descriptions   |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Agenda Comment:</b>  |              | ADD PROJECT BREAK AT REQUEST OF THE RAIL DIVISION. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY.   | SW                | A                     | CSX S-LINE, CSX SA-LINE., RALEIGH TO NC 98.   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Initiated By:</b>  |              | NCDOT  | SW                | AA                    | CSX S-LINE, RALEIGH UNION STATION TO NC 98 - S-LINE RAIL IMPROVEMENTS.  |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>AA</b>   |              | <b>Amendment Description:</b> See project break descriptions   |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Agenda Comment:</b>  |              | ADD PROJECT BREAK AT REQUEST OF THE RAIL DIVISION. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY.   | SW                | AE                    | CSX S-LINE, HARGETT STREET, MORGAN STREET AND CAPITAL BOULEVARD ROADWAY IMPROVEMENTS AND PEDESTRIAN OVERPASS AT JONES STREET. |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Initiated By:</b>  |              | NCDOT  | SW                | AF                    | CSX S-LINE, WHITAKER MILL ROAD ROADWAY IMPROVEMENTS.  |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>AE</b>   |              | <b>Amendment Description:</b> See project break descriptions   |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Agenda Comment:</b>  |              | ADD PROJECT BREAK AT REQUEST OF THE RAIL DIVISION. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY.   | SW                | AG                    | CSX S-LINE, HIGHWOODS BOULEVARD GRADE SEPERATION.   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Initiated By:</b>  |              | NCDOT  | SW                | AH                    | CSX S-LINE, GRESHAM LAKE AND LIGON MILL GRADE SEPERATIONS AND ROADWAY IMPROVEMENTS AT SEAWELL AND FRIENDSHIP CHAPEL ROAD.     |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>AF</b>   |              | <b>Amendment Description:</b> See project break descriptions   |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Agenda Comment:</b>  |              | ADD PROJECT BREAK AT REQUEST OF THE RAIL DIVISION. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY.   | SW                | B                     | CSX S-LINE, NC 98 TO FRANKLINTON.   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Initiated By:</b>  |              | NCDOT  | SW                | BA                    | CSX S-LINE, NC 98 TO FRANKLINTON - S-LINE RAIL IMPROVEMENTS.  |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>AG</b>   |              | <b>Amendment Description:</b> See project break descriptions   |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Agenda Comment:</b>  |              | ADD PROJECT BREAK AT REQUEST OF THE RAIL DIVISION. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY.   | SW                | BD                    | CSX S-LINE, HOLDING AVENUE GRADE SEPERATION, ELM AVENUE IMPROVEMNTS AND BRICK STREET PEDESTRIAN CROSSING.                     |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Initiated By:</b>  |              | NCDOT  | SW                | BE                    | CSX S-LINE, MAIN STREET AND NC 96 BYPASS GRADE SEPERATION AND YOUNGSVILLE ROADWAY IMPROVEMENTS.                               |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>AH</b>   |              | <b>Amendment Description:</b> See project break descriptions   |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Agenda Comment:</b>  |              | ADD PROJECT BREAK AT REQUEST OF THE RAIL DIVISION. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY.   |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Initiated By:</b>  |              | NCDOT  |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>B</b>  |              | <b>Amendment Description:</b> See project break descriptions   |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Agenda Comment:</b>  |              | ADD PROJECT BREAK AT REQUEST OF THE RAIL DIVISION. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY.   |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Initiated By:</b>  |              | NCDOT  |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>BA</b>   |              | <b>Amendment Description:</b> See project break descriptions   |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Agenda Comment:</b>  |              | ADD PROJECT BREAK AT REQUEST OF THE RAIL DIVISION. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY.   |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Initiated By:</b>  |              | NCDOT  |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>BD</b>   |              | <b>Amendment Description:</b> See project break descriptions   |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Agenda Comment:</b>  |              | ADD PROJECT BREAK AT REQUEST OF THE RAIL DIVISION. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY.   |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |
| <b>Initiated By:</b>  |              | NCDOT  |                   |                       |   |                     |         |         |         |         |         |                       |         |         |         |          |

|                              |                          |                              |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category      | EX - Exempt Category     | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category  |                              |
| SW - Statewide Category      | TRN - Transition Project |                              |



**CAPITAL AREA MPO - FY 2020-2029 - TIP AMENDMENT #11 - Existing Projects  
NON-HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN ACTUAL AMOUNT / PROJECT BREAKS

| ROUTE/CITY<br>COUNTY   | ID<br>NUMBER | LOCATION / DESCRIPTION  | LENGTH<br>(Miles) | TOTAL<br>PROJ<br>COST | PRIOR<br>YEARS<br>COST | DELIVERABLE PROGRAM |         |         |         |         |         | DEVELOPMENTAL PROGRAM |         |         |         | UNFUNDED |              |  |
|--|--------------|---|-------------------|-----------------------|------------------------|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|--------------|--|
|  |              |   |                   |                       |                        | FUNDS               | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025               | FY 2026 | FY 2027 | FY 2028 | FY 2029  | FUTURE YEARS |  |
| <b>BICYCLE AND PEDESTRIAN PROJECTS</b>                                   |              |   |                   |                       |                        |                     |         |         |         |         |         |                       |         |         |         |          |              |  |
| US 64 BUSINESS<br>WENDELL<br>BOULEVARD<br>(WENDELL<br>BOULEVARD)<br>WAKE | EB-6048      | NORTH OF SR 2346 (HANOR LANE) TO<br>EAST OF SR 2353 (OLD WILSON ROAD) IN<br>WENDELL. CONSTRUCT GEOMETRIC<br>IMPROVEMENTS, SIDEWALK EXTENSION<br>AND INSTALL PEDESTRIAN CROSSING<br>AT SR 2329 (MARSHBURN ROAD). |                   | 459,000               |                        | BGDA                |         |         |         | R       | 60,000  |                       |         |         |         |          |              |  |
|  |              |   |                   |                       |                        | L                   |         |         |         | R       | 15,000  |                       |         |         |         |          |              |  |
|  |              |   |                   |                       |                        | BGDA                |         |         |         | C       | 307,000 |                       |         |         |         |          |              |  |
|  |              |   |                   |                       |                        | L                   |         |         |         | C       | 77,000  |                       |         |         |         |          |              |  |
|  |              |   |                   | 459,000               |                        | (BGDA)              |         |         |         | R       | 60,000  |                       |         |         |         |          |              |  |
|  |              |   |                   |                       |                        | (L)                 |         |         |         | R       | 15,000  |                       |         |         |         |          |              |  |
|  |              |   |                   |                       |                        | (BGDA)              |         |         |         | C       | 307,000 |                       |         |         |         |          |              |  |
|  |              |   |                   |                       |                        | (L)                 |         |         |         | C       | 77,000  |                       |         |         |         |          |              |  |

**Amendment Description:** US 64 BUSINESS; WENDELL BOULEVARD, NORTH OF SR 2346 (HANOR LANE) TO EAST OF SR 2353 (OLD WILSON ROAD) IN WENDELL. CONSTRUCT GEOMETRIC IMPROVEMENTS, SIDEWALK EXTENSION AND INSTALL PEDESTRIAN CROSSING AT SR 2329 (MARSHBURN ROAD).

**Agenda Comment:** TO ALLOW ADDITIONAL TIME FOR DESIGN, DELAY CONSTRUCTION FROM FY 22 TO FY 23.

**Initiated By:** NCDOT

ITEM N AGENDA DATE: 11/3/2022 CAMPO Lead: Chandler Hagen

|                          |         |   |     |           |  |        |  |  |  |   |           |  |  |  |  |  |  |  |
|--------------------------|---------|---|-----|-----------|--|--------|--|--|--|---|-----------|--|--|--|--|--|--|--|
| AVENT FERRY ROAD<br>WAKE | EB-6049 | COTTEN LANE TO WEST BALLANTINE<br>STREET AND CONNECTING FROM THE<br>SOUTH / EAST SIDE OF AVENT FERRY<br>ROAD TO STINSON AVENUE VIA PINE<br>AVENUE IN HOLLY SPRINGS.<br>CONSTRUCT SIDEWALK EXTENSIONS. | 0.3 | 1,250,000 |  | BGDA   |  |  |  | C | 1,000,000 |  |  |  |  |  |  |  |
|                          |         |   |     |           |  | L      |  |  |  | C | 250,000   |  |  |  |  |  |  |  |
|                          |         |   |     | 1,250,000 |  | (BGDA) |  |  |  | C | 1,000,000 |  |  |  |  |  |  |  |
|                          |         |   |     |           |  | (L)    |  |  |  | C | 250,000   |  |  |  |  |  |  |  |

**Amendment Description:** AVENT FERRY ROAD, COTTEN LANE TO WEST BALLANTINE STREET AND CONNECTING FROM THE SOUTH / EAST SIDE OF AVENT FERRY ROAD TO STINSON AVENUE VIA PINE AVENUE IN HOLLY SPRINGS. CONSTRUCT SIDEWALK EXTENSIONS.

**Agenda Comment:** TO ALLOW ADDITIONAL TIME FOR DESIGN, DELAY CONSTRUCTION FROM FY 22 TO FY 23.

**Initiated By:** NCDOT

ITEM N AGENDA DATE: 11/3/2022 CAMPO Lead: Chandler Hagen

|                              |                          |                              |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category      | EX - Exempt Category     | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category  |                              |
| SW - Statewide Category      | TRN - Transition Project |                              |

**CAPITAL AREA MPO - FY 2020-2029 - TIP AMENDMENT #11 - Existing Projects  
NON-HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN ACTUAL AMOUNT / PROJECT BREAKS

| ROUTE/CITY<br>COUNTY   | ID<br>NUMBER | LOCATION / DESCRIPTION   | LENGTH<br>(Miles) | TOTAL<br>PROJ<br>COST | PRIOR<br>YEARS<br>COST | DELIVERABLE PROGRAM |         |         |         |         |         | DEVELOPMENTAL PROGRAM |         |           |         | UNFUNDED |              |  |  |
|--|--------------|--|-------------------|-----------------------|------------------------|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|-----------|---------|----------|--------------|--|--|
|  |              |  |                   |                       |                        | FUNDS               | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025               | FY 2026 | FY 2027   | FY 2028 | FY 2029  | FUTURE YEARS |  |  |
| <b>BICYCLE AND PEDESTRIAN PROJECTS</b>                                     |              |  |                   |                       |                        |                     |         |         |         |         |         |                       |         |           |         |          |              |  |  |
| SR 1501 (JUNNY ROAD); NORTH WILLOW STREET; WEST LILLINGTON STREET; HARNETT | EB-6020      | NORTH WILLOW STREET, EAST JULIA STREET TO JUNNY ROAD; JUNNY ROAD, EAST JULIA STREET TO GLEN MEADOW DRIVE; AND WEST LILLINGTON STREET, SOUTH PARK STREET TO NC 210, IN ANGIER. CONSTRUCT SIDEWALK EXTENSIONS. |                   | 1,782,000             |                        | BGDA                |         |         | PE      | 140,000 |         |                       |         |           |         |          |              |  |  |
|  |              |  |                   |                       |                        | L                   |         |         | PE      | 35,000  |         |                       |         |           |         |          |              |  |  |
|  |              |  |                   |                       |                        | BGDA                |         |         |         |         | R       | 120,000               |         |           |         |          |              |  |  |
|  |              |  |                   |                       |                        | L                   |         |         |         |         | R       | 30,000                |         |           |         |          |              |  |  |
|  |              |  |                   |                       |                        | BGDA                |         |         |         |         |         |                       | C       | 1,166,000 |         |          |              |  |  |
|  |              |  |                   |                       |                        | L                   |         |         |         |         |         |                       | C       | 291,000   |         |          |              |  |  |
|  |              |  |                   | 3,214,000             |                        | (BGDA)              |         |         |         |         |         |                       | R       | 240,000   |         |          |              |  |  |
|  |              |  |                   |                       |                        | (L)                 |         |         |         |         |         |                       | R       | 60,000    |         |          |              |  |  |
|  |              |  |                   |                       |                        | (BGDA)              |         |         |         |         |         |                       | C       | 2,332,000 |         |          |              |  |  |
|  |              |  |                   |                       |                        | (L)                 |         |         |         |         |         |                       | C       | 582,000   |         |          |              |  |  |

**Amendment Description:** SR 1501 (JUNNY ROAD); NORTH WILLOW STREET; WEST LILLINGTON STREET, NORTH WILLOW STREET, EAST JULIA STREET TO JUNNY ROAD; JUNNY ROAD, EAST JULIA STREET TO GLEN MEADOW DRIVE; AND WEST LILLINGTON STREET, SOUTH PARK STREET TO NC 210, IN ANGIER. CONSTRUCT SI

**Agenda Comment:** AT THE REQUEST OF THE MUNICIPALITY, DELAY RIGHT-OF-WAY FROM FY 23 TO FY 24 AND CONSTRUCTION FROM FY 23 TO FY 24.

**Initiated By:** NCDOT

ITEM N AGENDA DATE: 12/1/2022 CAMPO Lead: Chandler Hagen

| <b>FREIGHT RAIL PROJECTS</b> |         |  |  |            |           |      |  |  |  |  |   |           |  |   |           |           |   |           |   |           |
|------------------------------|---------|--|--|------------|-----------|------|--|--|--|--|---|-----------|--|---|-----------|-----------|---|-----------|---|-----------|
| CSX S LINE                   | P-5737  | SR 2108 (MILLBROOK ROAD) IN RALEIGH.                   |  | 31,549,000 | 2,010,000 | T    |  |  |  |  | R | 6,111,000 |  |   |           |           |   |           |   |           |
| WAKE                         | R150279 | CONSTRUCT GRADE SEPARATION AND CLOSE CROSSING 630605A. |  |            |           | T    |  |  |  |  | U | 1,228,000 |  |   |           |           |   |           |   |           |
|                              |         |  |  |            |           | DP   |  |  |  |  |   |           |  | C | 9,000,000 |           |   |           |   |           |
|                              |         |  |  |            |           | T    |  |  |  |  |   |           |  |   | C         | 6,008,000 |   |           |   |           |
|                              |         |  |  | 31,549,000 | 2,010,000 | (T)  |  |  |  |  | R | 6,111,000 |  |   |           |           |   |           |   |           |
|                              |         |  |  |            |           | (T)  |  |  |  |  | U | 1,228,000 |  |   |           |           |   |           |   |           |
|                              |         |  |  |            |           | (DP) |  |  |  |  |   |           |  |   | C         | 1,338,000 |   |           |   |           |
|                              |         |  |  |            |           | (T)  |  |  |  |  |   |           |  |   | C         | 1,963,000 |   |           |   |           |
|                              |         |  |  |            |           |      |  |  |  |  |   |           |  |   | C         | 4,149,000 | C | 2,819,000 | C | 694,000   |
|                              |         |  |  |            |           |      |  |  |  |  |   |           |  |   | C         | 6,085,000 | C | 4,135,000 | C | 1,017,000 |

**Amendment Description:** CSX S LINE, SR 2108 (MILLBROOK ROAD) IN RALEIGH. CONSTRUCT GRADE SEPARATION AND CLOSE CROSSING 630605A.

**Agenda Comment:** TO ALLOW ADDITIONAL TIME FOR DESIGN, DELAY CONSTRUCTION FROM FY 24 TO FY 25.

**Initiated By:** NCDOT

ITEM N AGENDA DATE: 10/6/2022 CAMPO Lead: Crystal Odum

DIV - Division Category    EX - Exempt Category    SD - State Dollars (Non STI)  
 HF - State Dollars (Non STI)    REG - Regional Category  
 SW - Statewide Category    TRN - Transition Project

**CAPITAL AREA MPO - FY 2020-2029 - TIP AMENDMENT #11 - Existing Projects  
NON-HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN ACTUAL AMOUNT / PROJECT BREAKS

| ROUTE/CITY<br>COUNTY                   | ID<br>NUMBER | LOCATION / DESCRIPTION  | LENGTH<br>(Miles) | TOTAL<br>PROJ<br>COST | PRIOR<br>YEARS<br>COST | DELIVERABLE PROGRAM |         |         |         |         |         | DEVELOPMENTAL PROGRAM |         |         |         | UNFUNDED  |              |   |           |  |  |  |  |  |  |
|--|--------------|---|-------------------|-----------------------|------------------------|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|-----------|--------------|---|-----------|--|--|--|--|--|--|
|  |              |   |                   |                       |                        | FUNDS               | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025               | FY 2026 | FY 2027 | FY 2028 | FY 2029   | FUTURE YEARS |   |           |  |  |  |  |  |  |
| <b>BICYCLE AND PEDESTRIAN PROJECTS</b> |              |   |                   |                       |                        |                     |         |         |         |         |         |                       |         |         |         |           |              |   |           |  |  |  |  |  |  |
| SR 1012<br>(WESTERN<br>BOULEVARD)      | EB-5718      | CONSTRUCT BICYCLE / PEDESTRIAN<br>TUNNEL IMMEDIATELY WEST OF SR 1321<br>(AVENT FERRY ROAD) IN RALEIGH.  |                   | 4,000,000             |                        | TAANY               |         |         |         |         |         |                       |         |         | C       | 3,200,000 |              |   |           |  |  |  |  |  |  |
| WAKE                                   | B141188      |   |                   | 8,000,000             |                        | L                   |         |         |         |         |         |                       |         |         | C       | 800,000   |              |   |           |  |  |  |  |  |  |
| DIV                                    |              | Amendment Description: SR 1012 (WESTERN BOULEVARD), CONSTRUCT BICYCLE / PEDESTRIAN<br>TUNNEL IMMEDIATELY WEST OF SR 1321 (AVENT FERRY ROAD) IN RALEIGH. |                   |                       |                        | (L)                 |         |         |         |         |         |                       |         |         | C       | 734,000   |              | C | 866,000   |  |  |  |  |  |  |
|  |              | Agenda Comment: TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY<br>CONSTRUCTION FROM FY 25 TO FY 28.  |                   |                       |                        | (TAANY)             |         |         |         |         |         |                       |         |         | C       | 2,932,000 |              | C | 3,468,000 |  |  |  |  |  |  |
|  |              | Initiated By: NCDOT   |                   |                       |                        |                     |         |         |         |         |         |                       |         |         |         |           |              |   |           |  |  |  |  |  |  |

ITEM N AGENDA DATE: 12/1/2022 CAMPO Lead: Kenneth Withrow

|                         |         |   |     |           |        |         |  |  |  |  |  |  |  |  |   |           |  |  |  |  |  |  |  |  |  |
|-------------------------|---------|---|-----|-----------|--------|---------|--|--|--|--|--|--|--|--|---|-----------|--|--|--|--|--|--|--|--|--|
| BLACK CREEK<br>GREENWAY | EB-5894 | PHASES I, II AND V, WEST DYNASTY<br>DRIVE TO OLD REEDY CREEK ROAD IN<br>CARY. CONSTRUCT GREENWAY.   | 2.7 | 6,241,000 | 10,000 | TAANY   |  |  |  |  |  |  |  |  | C | 4,000,000 |  |  |  |  |  |  |  |  |  |
| WAKE                    | B150598 |   |     |           |        | L       |  |  |  |  |  |  |  |  | C | 1,000,000 |  |  |  |  |  |  |  |  |  |
|                         |         |   |     |           |        | CMAQ    |  |  |  |  |  |  |  |  | C | 985,000   |  |  |  |  |  |  |  |  |  |
|                         |         |   |     |           |        | L       |  |  |  |  |  |  |  |  | C | 246,000   |  |  |  |  |  |  |  |  |  |
| DIV                     |         | Amendment Description: BLACK CREEK GREENWAY, PHASES I, II AND V, WEST DYNASTY DRIVE TO<br>OLD REEDY CREEK ROAD IN CARY. CONSTRUCT GREENWAY. |     | 6,241,000 | 10,000 | (CMAQ)  |  |  |  |  |  |  |  |  | C | 985,000   |  |  |  |  |  |  |  |  |  |
|                         |         | Agenda Comment: TO ALLOW ADDITIONAL TIME FOR DESIGN, DELAY CONSTRUCTION FROM<br>FY 22 TO FY 23.   |     |           |        | (L)     |  |  |  |  |  |  |  |  | C | 1,246,000 |  |  |  |  |  |  |  |  |  |
|                         |         | Initiated By: NCDOT   |     |           |        | (TAANY) |  |  |  |  |  |  |  |  | C | 4,000,000 |  |  |  |  |  |  |  |  |  |

ITEM N AGENDA DATE: 11/3/2022 CAMPO Lead: Kenneth Withrow

DIV - Division Category    EX - Exempt Category    SD - State Dollars (Non STI)  
 HF - State Dollars (Non STI)    REG - Regional Category  
 SW - Statewide Category    TRN - Transition Project



**CAPITAL AREA MPO - FY 2020-2029 - TIP AMENDMENT #11 - New Projects**

TYPE OF WORK / ESTIMATED COST IN ACTUAL AMOUNT / PROJECT BREAKS

| ROUTE/CITY COUNTY           | ID NUMBER | LOCATION / DESCRIPTION          | TOTAL PROJ COST | DELIVERABLE PROGRAM |         |         |         |         |         |         | DEVELOPMENTAL PROGRAM |         |         |         | UNFUNDED     |  |  |  |  |  |
|-----------------------------|-----------|---------------------------------|-----------------|---------------------|---------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|--------------|--|--|--|--|--|
|                             |           |                                 |                 | FUNDS               | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026               | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS |  |  |  |  |  |
| SR 1876 (MAX THOMPSON ROAD) | HB-0024   | See amendment description below | 3,046,000       | (BGOFF)             |         |         |         |         |         |         |                       |         |         |         |              |  |  |  |  |  |
|                             |           |                                 |                 | (BGOFF)             |         |         |         |         |         |         |                       |         |         |         |              |  |  |  |  |  |
|                             |           |                                 |                 | (BGOFF)             |         |         |         |         |         |         |                       |         |         |         |              |  |  |  |  |  |

DIV

Amendment Description: US 401, REPLACE BRIDGE 340056 OVER SANDY CREEK.  
 Agenda Comment: ADD PROJECT AT THE REQUEST OF STRUCTURES MANAGEMENT UNIT  
 Initiated By: NCDOT

ITEM N AGENDA DATE: 12/1/2022 CAMPO Lead: Not Assigned

|                         |         |                                 |           |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---------|---------------------------------|-----------|---------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| SR 1179 (BRIDGE STREET) | HB-0029 | See amendment description below | 2,200,000 | (BGOFF) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                         |         |                                 |           | (BGOFF) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                         |         |                                 |           | (BGOFF) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

DIV

Amendment Description: SR 1179 (BRIDGE STREET), REPLACE BRIDGE 910497 OVER NORFOLK SOUTHERN RAILROAD IN FUQUAY-VARINA.  
 Agenda Comment: ADD PROJECT AT THE REQUEST OF STRUCTURES MANAGEMENT UNIT.  
 Initiated By: NCDOT

ITEM N AGENDA DATE: 11/3/2022 CAMPO Lead: Not Assigned

|                              |         |                                 |           |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---------|---------------------------------|-----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| STATEWIDE TRAFFIC OPERATIONS | HO-0010 | See amendment description below | 4,000,000 | (CRPANY) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                              |         |                                 |           | (S(M))   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

SW

A Amendment Description: See project break descriptions  
 Agenda Comment: ADD PROJECT AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.  
 Initiated By: NCDOT

SW A STATEWIDE TRAFFIC OPERATIONS, IMPLEMENT STATEWIDE TRAFFIC OPERATIONS ACTIVITIES SUCH AS TRAFFIC MANAGEMENT CENTERS, TRAVELER INFORMATION, INTELLIGENT TRANSPORTATION SYSTEMS (ITS), AND TRAFFIC INCIDENT AND EVENT MANAGEMENT IN THE TRIANGLE AND METROLINA AR

ITEM N AGENDA DATE: 11/3/2022 CAMPO Lead: Not Assigned

|                            |         |                                 |        |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---------|---------------------------------|--------|--------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| SR 1902 (GLEN LAUREL ROAD) | HS-2004 | See amendment description below | 96,000 | (HSIP) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---------|---------------------------------|--------|--------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

DIV

S Amendment Description: See project break descriptions  
 Agenda Comment: ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.  
 Initiated By: NCDOT

DIV S SR 1902 (GLEN LAUREL ROAD), SR 1902 (GLEN LAUREL ROAD) AT SR 1903 (VINSON ROAD). TRAFFIC SIGNAL INSTALLATION.

ITEM N AGENDA DATE: 1/19/2023 CAMPO Lead: Not Assigned

|                              |                          |                              |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category      | EX - Exempt Category     | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category  |                              |
| SW - Statewide Category      | TRN - Transition Project |                              |

**CAPITAL AREA MPO - FY 2020-2029 - TIP AMENDMENT #11 - New Projects**

TYPE OF WORK / ESTIMATED COST IN ACTUAL AMOUNT / PROJECT BREAKS

| ROUTE/CITY COUNTY                 | ID NUMBER | LOCATION / DESCRIPTION          | TOTAL PROJ COST |
|-----------------------------------|-----------|---------------------------------|-----------------|
| SR 1441 (CHALYBEATE SPRINGS ROAD) | HS-2006   | See amendment description below | 822,000         |

| DELIVERABLE PROGRAM |         |         |         |         |         |             | DEVELOPMENTAL PROGRAM |         |         |         | UNFUNDED     |
|---------------------|---------|---------|---------|---------|---------|-------------|-----------------------|---------|---------|---------|--------------|
| FUNDS               | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025     | FY 2026               | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS |
| (HSIP)              |         |         |         |         |         | C 822,000 K |                       |         |         |         |              |

DIV

**K** Amendment Description: See project break descriptions  
 Agenda Comment: ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.  
 Initiated By: NCDOT

DIV K SR 1441 (CHALYBEATE SPRINGS ROAD), FROM NC 55 TO US 401. CURVE AND PAVEMENT MARKING IMPROVEMENTS.

ITEM N AGENDA DATE: 1/19/2023

CAMPO Lead: Not Assigned

DIV - Division Category    EX - Exempt Category    SD - State Dollars (Non STI)  
 HF - State Dollars (Non STI)    REG - Regional Category  
 SW - Statewide Category    TRN - Transition Project