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**2050 CAMPO and DCHC MPO Metropolitan Transportation Plan (MTP)**

The tables on the following pages list projects that are being amended in the 2050 MTP. The DCHC MPO projects are listed first, followed by the CAMPO area.

DRAFT

## Roadway Project List

MTP ID	Revised MTP ID	NCDOT TIP Number	Project Description	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment	Requested By
45.3		I-5707	I-40 Auxiliary Lane	Regionally Significant	Add new project.	Project missed during MTP adoption.	DCHC MPO
704		U-6118	NC 55 Southbound Lane	Not Regionally Significant	Add new project.	Project not in MTP and funded for 2040 horizon due to swaps.	DCHC MPO
434	434.1		NC 98 (Holloway Street) – Miami Blvd to Junction Rd	Regionally Significant	Segment project and keep in 2050 horizon.	Project 434 was partially funded and therefore segmented.	DCHC MPO
434	434.2	U-6120	NC 98 (Holloway Street) – Junction Rd to Lynn Rd	Regionally Significant	Segment project and move segment to 2040 horizon.	Project originally in 2050 horizon under ID 434 but portion funded for 2040 horizon due to swaps.	DCHC MPO
434	434.3		NC 98 (Holloway Street) – Lynn Rd to Nichols Farm Dr	Regionally Significant	Segment project and keep in 2050 horizon.	Project 434 was partially funded and therefore segmented.	DCHC MPO
A137b	A137b1	HL-0008I	Old Stage Rd – Rolling Meadows Dr to Rock Service Station Rd (0.62 mi) – expand from 2 to 4 lanes	Not Regionally Significant	Segment project and move segment to 2030 horizon.	Project A137b originally in 2040 horizon, but this portion has been funded in STIP and moved to 2030 horizon.	CAMPO
A137b	A137b2		Old Stage Rd – Ten Ten Rd to Rolling Farm Rd (0.45 mi) – expand from 2 to 4 lanes	Not Regionally Significant	Segment project and keep in 2040 horizon.	Project A137b was partially funded and therefore segmented.	CAMPO
A217a	A217a1	HL-0008D	Sunset Lake Rd – Lockley Road to Holly Springs Road (0.3 mi) – expand from 3 to 4 lanes	Not Regionally Significant	Segment project and move segment to 2030 horizon.	Project A217a originally in 2050 horizon, but this portion has been funded in STIP and moved to 2030 horizon.	CAMPO
A217a	A217a2		Sunset Lake Rd – Main St to Edwards Dr/Bellagio Dr (1.85 mi) – expand from 3 to 4 lanes	Not Regionally Significant	Segment project and keep in 2050 horizon.	Project A217a was partially funded and therefore segmented.	CAMPO

MTP ID	Revised MTP ID	NCDOT TIP Number	Project Description	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment	Requested By
A228a	A228a1	HL-0008J	NC 50 – Buffalo Rd to Rand Rd (0.45 mi) – expand from 2 to 4 lanes	Regionally Significant	Segment project and move segment to 2030 horizon.	Project A228a originally in 2040 horizon, but this portion has been funded in STIP and moved to 2030 horizon.	CAMPO
A228a	A228a2		NC 50 – Timber Dr/Buffalo Rd to Rand Rd/NC 540 (2.15 mi) – expand from 2 to 4 lanes	Regionally Significant	Segment project and keep in 2040 horizon.	Project A228a was partially funded and therefore segmented.	CAMPO
A418b	A418b1		NC 96 Bypass – NC 96/Cedar Creek Rd to East Main Street/NC 96 (2.1 mi) – new 2 lane facility	Not Regionally Significant	Segment project and keep in 2050 horizon.	Project A418b originally called for a 4 lane facility, but this has been segmented into an initial 2 lane facility and a later expansion to 4 lanes.	CAMPO
A418b	A418b2		NC 96 Bypass – NC 96/Cedar Creek Rd to East Main St/NC 96 (2.5 mi) – expand from 2 to 4 lanes	Not Regionally Significant	Segment project and move segment beyond MTP horizon.	Project A418b originally called for a 4 lane facility, but this has been segmented into an initial 2 lane facility and a later expansion to 4 lanes.	CAMPO
A426	A426a	HL-0007	NC 55 (Main St) – Technology Drive to Sunset Lake Road (0.75 mi) – expand from 3 to 4 lanes	Regionally Significant	Segment project and move segment to 2030 horizon.	Project A426 originally in 2050 horizon, but this portion has been funded in STIP and moved to 2030 horizon.	CAMPO
A426	A426b		NC 55 (Main St) – Sunset Lake Road to Holly Springs Road (2.0 mi) – expand from 3 to 4 lanes	Regionally Significant	Segment project and keep in 2050 horizon.	Project A426 was partially funded and therefore segmented.	CAMPO
A616a			New Hill Place – NC 55 (Bus) to NC 55 Bypass (1.08 mi) – new 3 lane facility	Not Regionally Significant	Remove project.		CAMPO
A64d			Aviation Parkway – I-40 to Gateway Centre Blvd (0.3 mi) – expand from 4 to 6 lanes	Not Regionally Significant	Remove project.		CAMPO

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A642			N Harrison Ave HSR Grade Sep (RR) – Adams St to W Chatham St – 4 lanes	Exempt	Remove project.		CAMPO
A689		P-5736	Beryl Road Realignment – Beryl Road to Royal St (0.24 mi) – 2 lanes	Exempt	Move to 2030 horizon.	Project funded in STIP and moved to 2030 horizon.	CAMPO
A706			Aviation Parkway – Gateway Centre Blvd to RDU Center Drive (0.6 mi) – expand from 4 to 6 lanes	Not Regionally Significant	Revise project description and move beyond MTP horizon.	Change in horizon from 2040 to CTP (post-2050).	CAMPO
A885			Collector Street, Knightdale – Old Faison Rd to Widewaters Pkwy (0.85 mi) – new 2 lane facility	Not Regionally Significant	Move to 2040 horizon.	Change in horizon from CTP (post-2050) to 2040.	CAMPO
A98c2			Jessie Dr Square Loop Intersection – NC 55 to Jessie Dr (1.6 mi)	Not Regionally Significant	Revise project description.	Change in project description.	CAMPO
A98c			Technology Drive Interchange – Technology Drive and NC 55 Bypass	Regionally Significant	Move to 2050 horizon.	Change in horizon from 2030 to 2050.	CAMPO
F112	F112a	I-5966	I-40 Corridor Improvements – Aviation Parkway to Harrison Avenue (2.3 mi) – expand from 8 to 10 lanes	Regionally Significant	Revise project description. Segment project and move segment to 2030 horizon.	Project includes auxiliary lanes that exceed 1 mile in length, requiring that the auxiliary lanes be listed as lanes – change project description from 8 lanes to 10 lanes. Additionally, Project F112 originally in 2040 horizon, but this portion has been funded in STIP and moved to 2030 horizon.	CAMPO

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F112	F112b		I-40 Corridor Improvements – Harrison Avenue to Wade Avenue (2.0 mi) – expand from 8 to 10 lanes	Regionally Significant	Revise project description. Segment project and keep in 2040 horizon.	Project includes auxiliary lanes that exceed 1 mile in length, requiring that the auxiliary lanes be listed as lanes – change project description from 8 lanes to 10 lanes. Additionally, Project F112 was partially funded and therefore segmented.	CAMPO
F3		R-2829	NC 540 Tri-Ex (Phase VI) – I-40 South to I-87 (10.8 mi) – new 6 lane facility	Regionally Significant	Move to 2030 horizon.	Project funded in STIP and moved to 2030 horizon.	CAMPO
F43		I-5701	I-40 – US 1/64 to Lake Wheeler Rd (4.4 mi) – expand from 6 to 10 lanes	Regionally Significant	Revise project description.	Project includes auxiliary lanes that exceed 1 mile in length, requiring that the auxiliary lanes be listed as lanes – change project description from 8 lanes to 10 lanes.	CAMPO
F44a		I-5111A	I-40 East – I-440 to US 70 Business (Garner) (4.4 mi) – expand from 6 to 10 lanes	Regionally Significant	Revise project description.	Project includes auxiliary lanes that exceed 1 mile in length, requiring that the auxiliary lanes be listed as lanes – change project description from 8 lanes to 10 lanes.	CAMPO
F87		I-5968	I-540 EB Aux Lane – east of US 70 to Leesville Road (1.365 mi) – expand from 6 to 7 lanes	Regionally Significant	Revise project description.	Project includes auxiliary lane that exceeds 1 mile in length, requiring that the auxiliary lane be listed as a lane – change project description from 6 lanes to 7 lanes.	CAMPO
Jhns15		U-5998	NC 42 – Buffalo Rd to CAMPO Boundary (11.4 mi) – TSM improvements	Exempt	Move to 2030 horizon.	Project funded in STIP and moved to 2030 horizon.	CAMPO

### Major Transit Capital Projects

MTP ID	Revised MTP ID	NCDOT TIP Number	Revised NCDOT TIP Number	Project Title	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment	Requested By
T156				RTP to Clayton BRT	Regionally Significant	Bus Rapid Transit from RTP to Powhatan Station (40.8 miles)	See segment descriptions below for changed segments (segments b and e)	CAMPO
T156a				RTP to Morrisville BRT Mixed Traffic	Regionally Significant	Bus Rapid Transit in mixed traffic from RTC at Park Office Dr to Shiloh Glenn Dr (2.6 miles)	No changes to this segment	CAMPO
T156b				Morrisville to Downtown Cary BRT Mixed Traffic	Regionally Significant	Bus Rapid Transit in mixed traffic from Shiloh Glenn Dr to Downtown Cary (8.3 miles)	Change of proposed alignment to follow McCrimmon Parkway/Evans Road/Weston Parkway instead of NC 54 between NC 54/McCrimmon intersection and NC 54/Weston intersection	CAMPO
T156c				Downtown Cary to Downtown Raleigh BRT Fixed Guideway	Regionally Significant	Bus Rapid Transit on fixed guideway from Downtown Cary to Downtown Raleigh (8.75 miles)	No changes to this segment	CAMPO
T156d				Downtown Raleigh to Garner Station BRT Fixed Guideway	Regionally Significant	Bus Rapid Transit on fixed guideway from Downtown Raleigh to Garner Station (6.5 miles)	No changes to this segment	CAMPO
T156e				Garner Station to Clayton BRT Mixed Traffic	Regionally Significant	Bus Rapid Transit in mixed traffic from Garner Station to Powhatan Station (13.4 miles)	Extension of project eastern terminus from NC 42 to Powhatan.	CAMPO