

Comprehensive Transportation Plan (CTP) Durham-Chapel Hill-Carrboro MPO (DCHC MPO) **Unaddressed Deficiencies**

Background

In some cases, the projected 2040 volume of a roadway study segment will exceed the existing roadway capacity, but no improvements are recommended for that study segment. These study segments are said to have an unaddressed deficiency. This document identifies all the study segments with an unaddressed deficiency in the draft highway CTP and the reason that no capacity improvements are recommended. The reasons are described in the following text and indicated in the corresponding table that follows. The reasoning for no improvements is indicated in the appropriate column in the table.

Limited Excess Need (Need)

Some roadways have a 2040 volume projected to exceed the current capacity by very little. The addition of relatively low-cost improvements, such as turn lanes and medians, can add storage capacity for vehicle turn movements to reduce congestion delay and improve mobility. Another option is that no improvements are recommended at this time and traffic volumes are monitored for congestion. Low-cost or no improvements could be better roadway investments than adding through lanes which costs more and will result in excess projected capacity. To avoid excess future capacity for roadways that are projected to barely exceed existing capacity, no improvements are recommended for the roadway segments that have “**Need**” in the appropriate column of the table below.

Community Impacts (Comm)

With most widenings, additional rights-of-way (ROW) need to be acquired. In some cases, the acquisition of ROW would require an excessive number of properties, which may include physical structures such as houses and commercial buildings, and infrastructure to be negatively impacted. To avoid significant negative impacts to the community or historic district properties, improvements are not recommended.

In addition, some communities desire to preserve and maintain the character of roadways or corridors within certain areas, such as downtowns and historic districts. To avoid changing the character of certain roadways and corridors for all modal users in a community, improvements are not recommended.

To avoid the overly negative community impacts, no improvements are recommended for the roadway segments that have “**Comm**” in the appropriate column of the table below.

Environment (Env)

Study segments that have significant negative impacts on environmental features, such as an intrusion into wetlands or water bodies, will not have added capacity. These projects will likely not meet approval in the environmental impact stage or the costs to mitigate the environmental impacts will be too costly. These environmental impacts are shown with “**Env**” in the appropriate table column.

Parallel Roadways (Par)

Some study segments will not be improved because there are parallel roadways in the same area that have excess capacity or that are expected to have excess capacity due to recommended improvements. These parallel roads will likely attract and shift trips from the study segment road and subsequently reduce projected travel delays on those segments. In many cases, these parallel roadways are identified because there are additional reasons for not adding capacity to the study segments such as avoiding significant negative property impacts or to preserve the character of a community, and the parallel route offers a solution. The parallel route is identified with “**Par**” in the table column.

Notes

Miscellaneous reasons for not adding capacity are summarized in the Notes column of the table. “Other” at the beginning of the note will indicate this. Other notes include detail for the other reasoning as described above. For example, if the reasoning is Parallel Roadway, the Notes will read “Parallel: S. Roxboro Extension.”

Table

The Unaddressed Deficiencies Table on the following pages presents interstates, US highways and NC routes and then secondary and local roads. Within these sections, the roadways are sorted alphabetically and then presented by geography, i.e., west to east and north to south.

CTP Highways -- Unaddressed Deficiencies

Roadway Name	Location			Reasons for No Recommended Improvements					Existing			2040	
	From	To	Jurisdiction	Need	Comm	Environ-ment	Paral- lel	Notes	Current Count	No. of Lanes	Capacity (Cap.)	Volume (Vol.)	Vol./Cap. (V/C)
Interstates													
I-40 /I-85	I-85/US 70 Connector	Mt. Willing Rd.	OR	-	-	-	-	Other:8-lane Fwy will be adequate.	94,000	8	125,800	183,600	1.5
I-40 /I-85	I-40	I-85/US 70 connector	OR	-	-	-	-	Other:8-lane Fwy will be adequate.	92,000	8	125,800	184,000	1.5
US Highways													
US 15-501	Culbreth Rd.	Fordham Blvd	CH	-	-	-	-	Other:Interchange requires improvements, not the roadway.	32,000	4	26,000	41,700	1.6
US 15-501 BUS (University Dr)	Durham Chapel Hill Blvd	Vickers Ave	DurCity	-	Comm	-	Par	Parallel: S Roxboro St Ext	16,000	2	12,900	19,000	1.5
US 15-501 BUS (Lakewood Ave)	S Roxboro St	Vickers Ave	DurCity	-	Comm	-	-		13,000	3	13,800	17,200	1.2
US 15-501 BUS - Roxboro St - North)	Markham Ave	I-85	DurCity	-	Comm	-	Par	Parallel: East End Connecotr/Avondale/Alston Av Ext. Other: Grading challenges	15,000	2	12,900	19,600	1.5
US 501 BUS (Roxboro St - North)	I-85	E Club Blvd	DurCity	-	Comm	-	Par	Parallel: N Duke St. Other: Complexity of adding lanes would result in very high cost.	31,000	5	23,500	42,500	1.8
US 501 BUS (Roxboro St - North)	Old Oxford Rd	E Carver St	DurCity	Need	-	-	Par	Parallel: N Duke St. Other: Complexity of adding lanes would result in very high cost.	23,000	5	28,100	30,700	1.1
US 70/NC86 (Churton St - North)	Cornelius St	W Corbin	Hboro	-	Comm	-	-	Other:3-lane cross section provides adequate capacity.	13,000	2	12,700	16,200	1.3
US 70/NC86 (Churton St - North)	Cornelius St	W King St	Hboro	-	Comm	-	-		13,000	2	11,000	16,200	1.5
US 70/NC86 (Churton St - South)	W King St	US 70A	Hboro	-	Comm	Env	-		20,000	2	11,600	24,500	2.1
US 70A	Lawrence Rd	Elizabeth Brady Rd	OR, Hboro	Need	-	-	-	Other:Current capacity will be adequate.	6,700	2	12,400	13,800	1.1
US 70 BUS (Hillsborough Rd)	Neal Rd	Operations Dr	DurCity	Need	-	-	-	Other: Monitor congestion. Intersection or other improvement to be developed as warranted.	9,600	2	14,000	16,300	1.2
US 70 BUS (W Main St)	Broad St	N Buchanan Blvd	DurCity	Need	Comm	-	-	Other: Monitor congestion. Intersection or other improvement to be developed as warranted.	11,000	2	11,600	19,000	1.6
US 70 BUS (W Main St)	N Buchanan Blvd	Great Jones St	DurCity	Need	Comm	-	-	Other: Monitor congestion. Intersection or other improvement to be developed as warranted.	8,000	2-3	12,500	17,800	1.4
US 70 BUS/NC 98 (Holloway St)	N. Miami Blvd.	N Roxboro St	DurCity	-	Comm	-	-		12,000	2	11,600	15,000	1.3
NC Routes													
NC 157 (Guess Rd)	Horton Rd	Prison Camp	DurCity	Need	-	-	-	Other: Monitor congestion. Intersection or other improvement to be developed as warranted.	20,000	5	28,100	28,600	1.0
NC 54	S Alston Ave	NC 55	DurCity	-	Comm	-	Par	Parallel: I-40	21,000	4	31,600	44,300	1.4
NC 54	Davis Dr	S Alston Ave	DurCity, Dur	Need	-	-	Par	Parallel: I-40. Other: 5-lane cross section provides adequate capacity.	16,000	5	36,600	39,800	1.1
NC 55	I-40	E NC 54 Hwy	DurCity	Need	-	-	-	Other:Turn lanes and ramps provide adequate capacity.	35,000	4	43,600	49,800	1.1
NC 55	MLK Parkway	I-40	DurCity	Need	-	-	Par	Parallel: NC 147 and Fayetteville Rd	25,000	4	36,600	40,700	1.1
NC 55 (S Alston Ave.)	E Lawson St	Cecil St	DurCity	-	Comm	-	Par	Parallel: Durham Fwy (NC 147)	26,000	4	23,500	36,000	1.5
NC 55 (S Alston Ave.)	E Lawson St	NC 147	DurCity	-	Comm	-	Par	Parallel: Durham Fwy (NC 147)	27,000	4	23,500	35,800	1.5
NC 55 (N Alston Ave)	Avondale Dr	Holloway St	DurCity	-	Comm	-	Par	Parallel: East End Connector/Alston Av Ext	14,000	2	12,900	16,000	1.2
NC 751 (Hope Valley Rd)	MLK Parkway	S Roxboro St	DurCity	-	Comm	-	Par	Parallel: 4-lane S Roxboro has plenty of excess capacity.	9,300	2	11,600	15,400	1.3
NC 751 (Hope Valley Rd)	University Dr	MLK Parkway	DurCity	Need	Comm	-	Par	Parallel: 4-lane S Roxboro has plenty of excess capacity.	9,500	2	11,600	12,100	1.0
NC 751 (University Dr)	Hope Valley Rd	Academy Rd	DurCity	-	Comm	-	Par	Parallel: S Roxboro Ext. US 15-501 has excess capacity.	13,000	3	11,600	16,000	1.4
NC 86 (S Columbia St)	Manning Dr.	US 15-501	CH	-	Comm	-	Par	Parallel: BRT. Other: Bicycle, pedestrian and transit high priority given students and centers.	13,000	2	14,000	17,500	1.3

CTP Highways -- Unaddressed Deficiencies

Roadway Name	Location			Reasons for No Recommended Improvements					Existing			2040	
	From	To	Jurisdiction	Need	Comm	Environ-ment	Paral- lel	Notes	Current Count	No. of Lanes	Capacity (Cap.)	Volume (Vol.)	Vol./Cap. (V/C)
NC 86 (MLK Jr Blvd)	Estes Dr.	Homestead Rd	CH	-	Comm	-	-	Other: Transit facilities are preferred; Bus Rapid Transit will increase capacity	28,000	4	31,600	40,200	1.3
NC 86 (MLK Jr Blvd)	Homestead Rd	Weaver Dairy Rd Ext	CH	Need	Comm	-	-	Other: Transit facilities are preferred; Bus Rapid Transit will increase capacity	24,000	4	31,600	33,300	1.1
NC 86 (MLK Jr Blvd)	Weaver Dairy Rd Ext	I-40	CH	-	Comm	-	-	Other: Transit facilities are preferred; Bus Rapid Transit will increase capacity	28,000	4	31,600	41,200	1.3
NC 86.	Whitfield Rd	New Hope Church Rd.	OR	-	-	-	Par	Parallel: S Churton/I-40	6,400	2	14,600	17,700	1.2
NC 86.	New Hope Church Rd.	OLD NC 10	OR	-	-	-	Par	Parallel: S Churton/I-40	10,000	3	12,400	29,700	2.4
Secondary and Local Roads													
Angier Ave	Ellis Rd	S Miami Blvd	DurCity	Need	-	-	Par	Parallel: New collector roads	7,700	2	12,400	13,400	1.1
Broad St	W Main St (US 70 Bus)	W Markham Ave	DurCity	-	Comm	-	-	Other: 2040 volume = no significant delay	13,000	2	11,000	14,200	1.3
Broad St	W Club Blvd	W Markham Ave	DurCity	-	Comm	-	-	Other: Current parking lane can be travel lane if future congestion	13,000	2	11,000	15,500	1.4
Broad St	Guess Rd	W Club Blvd	DurCity	-	Comm	-	-	Other: Current parking lane can be travel lane if future congestion	12,000	2	11,000	13,700	1.3
Broad St	Leon St,	W Murray Ave	DurCity	Need	-	-	-	Other: Monitor congestion. Intersection or other improvement to be developed as warranted.	12,000	2	12,900	13,500	1.0
Buchanan Blvd (North)	W Main St	W Markham Ave	DurCity	Need	Comm	-	-		9,400	2	11,600	13,200	1.1
Cameron Ave.	S Columbia St.	Merritt Mill Rd.	CH	-	Comm	-	-		16,000	2	11,600	17,000	1.5
Carver St (West)	Guess Rd	Hillandale Rd	DurCity	-	Comm	-	-	Other: Three lanes will be adequate	10,000	2	14,000	17,600	1.3
Chapel Hill Rd	W Cornwallis Rd	W Chapel Hill St	DurCity	Need	Comm	-	-		9,300	2	12,900	13,800	1.1
Cheek Rd	E Geer St	US 70 E	DurCity	-	Comm	-	Par	Parallel: Northern Durham Parkway/Alston Av Ext	8,600	2	11,600	15,200	1.3
Club Blvd (West)	N Duke St	N Roxboro St	DurCity	-	Comm	-	-	Other: Has multi-lane sections; turn lanes will be adequate	8,600	2	11,600	13,900	1.2
Club Blvd. (East)	Midland Ter	N Roxboro St	DurCity	Need	Comm	-	-	Other: Delays are expected to be isolated to the N Roxboro intersection	9,100	2	11,600	12,500	1.1
Club Blvd. (East)	I-85	E Geer St	Dur	-	Comm	-	-		N/A	2	11,600	15,800	1.4
Cole Mill Rd	Sparger Rd	Umstead Rd	DurCity	Need	-	Env	-	Other: Monitor congestion. Intersection or other improvement to be developed as warranted.	8,900	2	12,400	13,500	1.1
Cornwallis Rd.	University Dr	S Roxboro St	DurCity	-	Comm	-	-		8,600	2	11,600	15,800	1.4
Cornwallis Rd. (East)	NC 55	S Alston Ave	DurCity	Need	-	-	Par	Parallel: MLK Pkwy Ext	11,000	2	12,700	14,400	1.1
Country Club Rd.	Raleigh St.	South Rd.	CH	-	Comm	-	-		12,000	2	11,000	17,000	1.6
Dearborn Dr	E Club Blvd	Old Oxford Rd	DurCity	-	Comm	-	Par	Parallel: Old Oxford Connector/Northern Durham Pkwy	9,400	2	11,600	17,500	1.5
Ellis Rd	Moore Dr	NC 147 (Durham Fwy)	Dur	Need	-	-	-	Other: Monitor congestion. Intersection or other improvement to be developed as warranted.	9,000	5	27,800	27,600	1.0
Ellis Rd	Glover Rd	Riddle Rd	DurCity	Need	-	-	-	Other: Monitor congestion. Intersection or other improvement to be developed as warranted.	7,100	2	14,600	16,200	1.1
Ephesus Church Rd	Fordham Blvd	Pope Rd.	Dur, CH	-	Comm	-	Par	Parallel: US 15-501 (Fordham Blvd)	9,200	2	11,600	20,600	1.8
Ephesus Church Rd	Farrington Rd	Pope Rd.	DurCity	Need	-	-	Par	Parallel: US 15-501 (Fordham Blvd)	5,900	3	14,000	15,600	1.1
Estes Dr.	MLK Jr Blvd	E Franklin St.	CH	-	Comm	-	-	Other: Sidewalks and bike lanes are preferred	15,000	2	11,600	22,600	2.0
Estes Dr.	Fordham Blvd	E Franklin St.	CH	-	-	-	-	Other: Already has 5 lanes; Existing turn lanes are adequate	15,000	5	28,100	26,300	0.9
Farrington Rd	Farrington Mill Rd	Stagecoach Rd	Dur	-	-	Env	-		12,000	2	11,600	18,500	1.6
Farrington Rd	NC 54	Falconbridge Rd Ext	DurCity, Dur	-	-	-	Par	Parallel: Falconbridge Ext/Southwest Durham Dr	11,000	2	12,700	23,200	1.8
Fayetteville St	E Cornwallis Rd	Riddle Rd	DurCity	-	-	-	Par	Parallel: S Roxboro Extension	19,000	2	25,500	29,000	1.1

CTP Highways -- Unaddressed Deficiencies

Roadway Name	Location			Reasons for No Recommended Improvements					Existing			2040	
	From	To	Jurisdiction	Need	Comm	Environ-ment	Paral- el	Notes	Current Count	No. of Lanes	Capacity (Cap.)	Volume (Vol.)	Vol./Cap. (V/C)
Fayetteville St	Nelson St	E Lawson St	DurCity	-	Comm	-	Par	Parallel: S Roxboro St Ext	13,000	2	11,600	18,500	1.6
Fayetteville St	Umstead St	E Lawson St	DurCity	-	Comm	-	Par	Parallel: S Roxboro Extension	17,000	2	11,600	24,500	2.1
Fletchers Ch Rd/Burton Rd	Patterson Rd	E Geer St	DurCity, Dur	Need	-	-	Par	Parallel: Northern Durham Parkway	6,200	2	12,400	13,900	1.1
Franklin St (East)	N Columbia St.	Raleigh St.	CH	Need	Comm	-	-		14,000	4	22,100	22,500	1.0
Franklin St (East)	Deming	Raleigh St	CH	Need	Comm	-	-		16,000	4	22,200	23,700	1.1
Glenn School Rd	Glenn Rd	I-85	DurCity, Dur	Need	Comm	-	Par	Parallel: Northern Durham Parkway	2,600	2	12,400	12,700	1.0
Globe Rd	Wake County Line	Page Rd	Dur	Need	-	-	Par	Parallel: Aviation Parkway	8,900	2	14,000	15,400	1.1
Herndon Rd	Barbee Road	Rosford Ln	DurCity	Need	Comm	-	-		6,300	2	11,600	11,700	1.0
Hillandale Rd	W Carver St	I-85	DurCity	-	Comm	-	-		23,000	4	31,600	42,900	1.4
Hillsborough St	MLK Jr Parkway	E Franklin St.	CH	Need	Comm	-	Par	Parallel: Transit investments on MLK Blvd	6,800	2	10,000	11,100	1.1
Horton Rd	Guess Rd	N Roxboro St	DurCity	-	-	-	-		13,000	2	14,000	18,800	1.3
Jones Ferry Rd.	NC 54	Old Greensboro Rd.	OR, Carr	-	-	Env	-	Other:3-lane sections and turn lanes will be adequate.	11,000	2	12,400	15,300	1.2
Jones Ferry Rd.	W Main St.	NC 54	Carr	Need	Comm	-	-	Other:Biking and walking have high priority given apartments and students.	8,600	2	11,600	12,100	1.0
Leesville Rd	US 70	Wake County Line	DurCity, Dur	-	-	-	Par	Parallel: NDP/Brier Cr Ext/T.W. Alexander Ext	4,100	2	12,400	15,900	1.3
Legion Rd	Ephesus Church Rd.	US 15-501	CH	Need	-	-	Par	Parallel: US 15-501 (Fordham Blvd.)	5,200	2	11,600	11,800	1.0
Main St (West)	S Greensboro St	Jones Ferry Rd	Carr	-	Comm	-	-		14,000	2	11,300	18,900	1.7
Main St (East)	S Greensboro St	Weaver St	Carr	Need	Comm	-	-		8,565	2	11,300	11,700	1.0
Main St (East)	Weaver St	W Rosemary St	Carr	Need	Comm	-	-		17,000	4	22,100	23,200	1.1
Main St (East)	W Rosemary St	Merritt Mill Rd.	CH, Carr	Need	Comm	-	-		10,466	2	11,300	13,300	1.2
Mineral Springs Rd (South)	Wake Forest Hwy	Pleasant Dr	DurCity, Dur	-	-	-	Par	Parallel: Northern Durham Parkway	10,000	2	11,600	14,000	1.2
MLK Parkway	Archdale	Hope Valley Rd	DurCity	-	-	-	Par	Parallel: S Roxboro St Ext	N/A	4	36,600	52,600	1.4
Morreene Rd	Campus Walk	US 15-501	DurCity	Need	-	-	-	Other:Development at interchange might need to provided improvements.	10,236	2	12,900	14,000	1.1
Morreene Rd	US 15-501	Neal Rd	DurCity	Need	-	-	-	Other:Addition of turn lanes will add adequate capacity.	9,400	2	11,600	12,700	1.1
Mt. Moriah Rd	Old Chapel Hill Rd.	US 15-501	DurCity	-	-	-	Par	Parallel: Southwest Durham Drive	5,400	2	11,600	14,100	1.2
Mt. Moriah Rd	Erwin Rd.	US 15-501	OR	Need	-	-	Par	Parallel: Southwest Durham Drive	5,100	2	11,600	13,400	1.2
Old Fayetteville Rd	Hillsborough Road	NC 54	Carr	-	Comm	-	-	Other:Biking and pedestrian is high priority given 2 schools and library.	8,700	2	12,900	18,000	1.4
Raleigh St.	Cameron Ave.	Franklin St.	CH	-	Comm	-	Par	Parallel: Transit investments on MLK Blvd/Columbia St	N/A	2	10,000	17,200	1.7
Red Mill Rd	Old Oxford Hwy.	I-85	Dur	-	-	-	Par	Parallel: Northern Durham Parkway	8,900	2	12,400	16,900	1.4
Sherron Rd	S Mineral Springs Rd	US 70	Dur	-	-	-	-	Other:5 lanes and turn lanes provide adequate capacity.	18,000	5	28,100	35,000	1.3
Smith Level Rd	Rock Haven Rd	NC 54	Carr	-	-	-	-	Other:Current construction will provide adequate capacity	16,000	2	12,900	22,900	1.8
T. W. Alexander Dr	Presidential Dr	S Miami Blvd	DurCity	Need	-	-	Par	Parallel: East End Connector/US 70	N/A	4	36,600	39,200	1.1
Umstead Rd	Bivins Rd	Guess Rd	DurCity	Need	-	-	-	Other:No signals and few driveways provide higher capacity.	8,200	2	12,400	13,100	1.1
University Dr	W Cornwallis Rd	Hope Valley Rd	DurCity	-	Comm	-	Par	Parallel: S Roxboro Ext. US 15-501 has excess capacity.	9,700	2	11,600	15,700	1.4
Weaver Dairy Rd.	Kingson Dr	Sunrise Rd	CH	-	Comm	-	-	Other:Recent 3-lane improvements will be adequate.	12,000	2	15,600	26,300	1.7
Weaver Dairy Rd.	Sage Rd	Sunrise Rd	CH	-	Comm	-	-	Other:Recent 3-lane improvements will be adequate.	11,000	2	15,600	28,700	1.8
Weaver St. (East)	N Greensboro St	E Main St	Carr	Need	Comm	-	-		9,300	2	11,600	12,100	1.1
Whitfield Rd	Erwin Rd.	Sunrise Rd	OR	-	-	-	Par	Parallel: US 15-501.	4,700	2	12,400	16,000	1.3