

FAST_{2.0}

Freeway, Arterial, Street, and Tactical Transit

FINAL PLAN

December 2025

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Introduction

The FAST 2.0 study focused on ways to advance the implementation of transit priority infrastructure throughout the Triangle area, including identifying a regional network and priority corridors that may be best suited for that transit priority infrastructure. The FAST 2.0 study created specific project recommendations, including concept designs, that identified transit priority infrastructure solutions for the priority corridors.

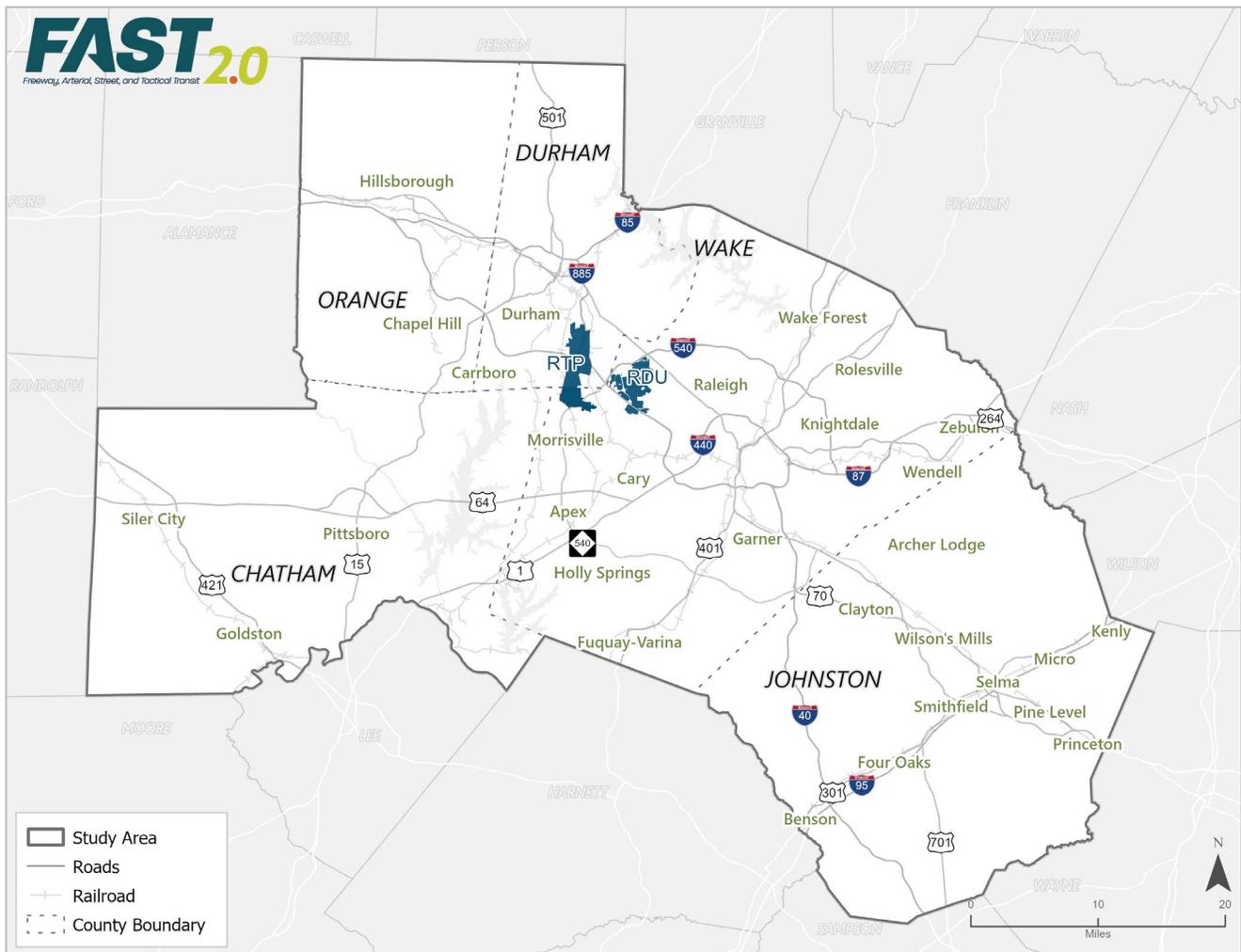


Figure 1: FAST 2.0 Study Area Map

Vision and Goals

The FAST 2.0 study project was led by North Carolina Department of Transportation (NCDOT) Integrated Mobility Division (IMD), with participation by other NCDOT Divisions, including:

- Highway Division 4
- Highway Division 5
- Highway Division 7
- Highway Division 8

- Safety and Mobility Division
- Roadway Design Unit

Other stakeholders included in the FAST 2.0 study included:

- **Transit Operators**
 - GoTriangle
 - GoDurham (City of Durham)
 - GoRaleigh (City of Raleigh)
 - GoCary (Town of Cary)
 - Chapel Hill Transit (Town of Chapel Hill)
- **Metropolitan Planning Organizations (MPO)**
 - Triangle West Transportation Planning Organization (TWTPPO)
 - Capital Area Metropolitan Planning Organization (CAMPO)
 - Central Pines Regional Council
- **Counties**
 - Durham County
 - Wake County
 - Orange County
 - Johnston County
 - Chatham County
- **Regional Partners**
 - Research Triangle Foundation
 - Regional Transportation Alliance
 - Raleigh-Durham International Airport

At the start of the project, one-on-one interviews were held with all of the identified project stakeholders to better understand the challenges, opportunities, and gaps in the current transportation system. From those interviews with agencies, several priorities stood out including:

- **Regional Connections**
- **Local Bus Service**
 - Improve service and benefit local riders
- **Investing in High Ridership Corridors**
 - Focus on productive routes
- **Transit Project Implementation**
 - Successful implementation
 - Coordination of road and transit networks
- **Mobility Hubs**
 - Desire to have multiple transfer points
- **Infrastructure and Service Improvements**
 - Build frequent service network and bus stop improvements
 - Importance of pedestrian infrastructure
 - Need for dedicated bus lanes on key corridors
- **Bus on Shoulder System (BOSS)**

- Look to expand
- **Roadway Design Process**
 - Incorporate transit early on in design

Stakeholder input also framed the vision and goals for the FAST 2.0 study, which included themes that helped further inform the selection of corridors for the FAST 2.0 study. Some of the vision themes that speak to the desires for regional connectivity include:

- **Boost Bus Mobility and Access:** Enhance bus-based mobility and ensure equitable access to regional transit.
- **Address Local and Regional Connectivity:** Cater to both local needs and regional connectivity.
- **Prioritize Buses and BRT:** Evaluate opportunities to prioritize buses and Bus Rapid Transit (BRT) regionally.

In addition, there were several goals that highlighted the importance of regional connections:

- **Coordinate Regional Transit Projects:** Improve connectivity across the region by coordinating transit projects.
- **Assess Transportation Network:** Assess the regional transportation network for efficiency and effectiveness.
- **Develop Direct BRT Linkages:** Create direct Bus Rapid Transit (BRT) connections to RDU from Triangle downtowns.
- **Identify Freeway and Arterial Corridors for Transit Priority:** Choose one freeway and five arterial corridors for transit priority infrastructure enhancements.

The full Vision and Goals can be found in Appendix A: Vision and Goals.

Corridor Identification

To further understand the transportation challenges, opportunities, and gaps in study area, the project reviewed a variety of existing transportation data, planning documents, and existing/planned projects in the region. That information was then used to frame out the Regional Network and then Priority Corridors.

Regional Network

Using information from the existing conditions work and input from Stakeholders about key regional corridors and the vision and goals for study, the regional network was identified. The FAST 2.0 regional network frames out a larger, long-term network for transit in the study area, by including many of the major thoroughfares within the study area.

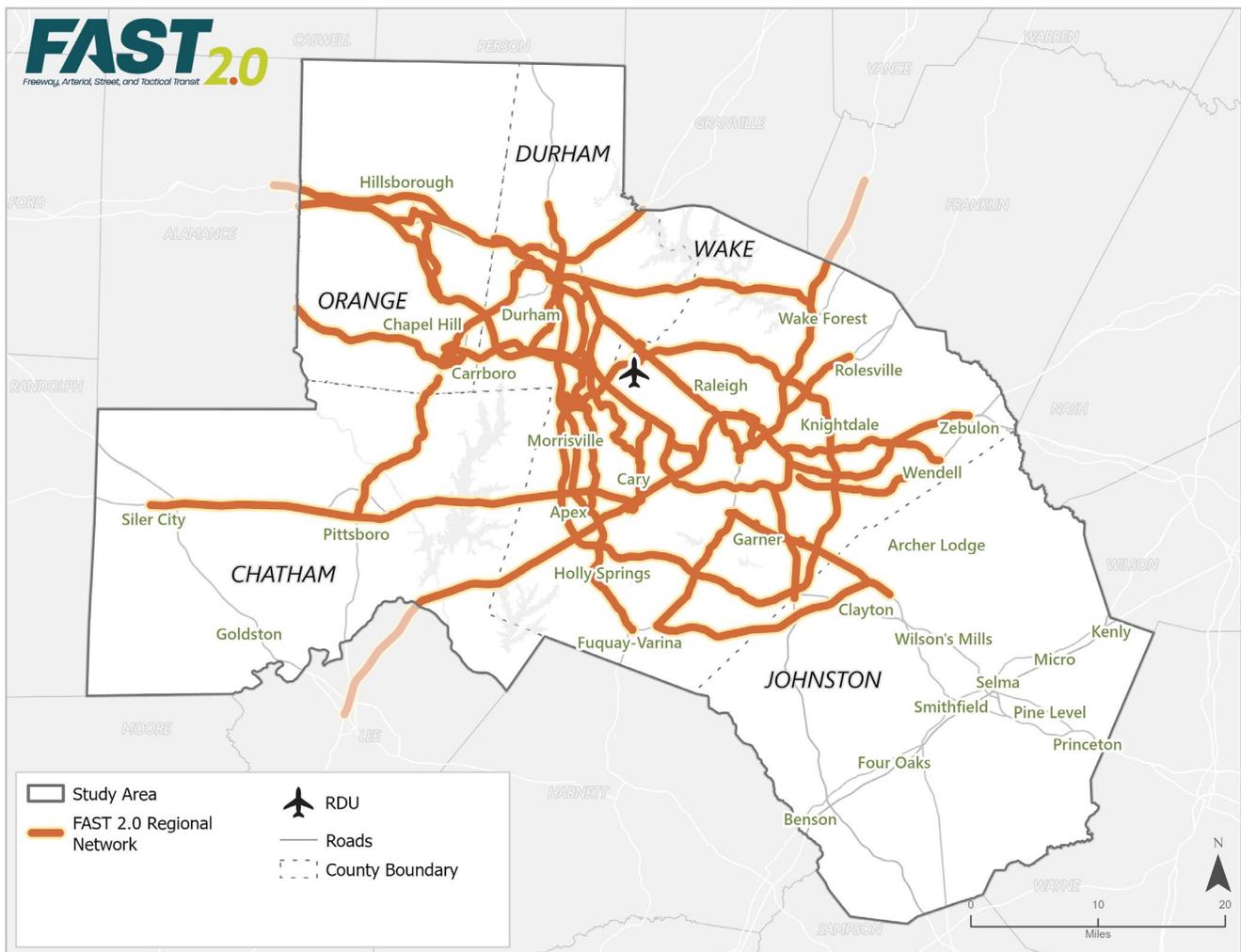


Figure 2: FAST 2.0 Regional Network

Priority Corridors

After identifying the regional network, priority corridors within the regional network were identified with more detailed planning and design as part of the project. This included identifying both freeway and arterial priority corridors. The priority corridors included:

- I-40
- I 885 / NC 147
- Harrison Avenue / Kildaire Farm Road
- Duke University / Holloway Street
- Trinity Road / Blue Ridge Road
- NC 54

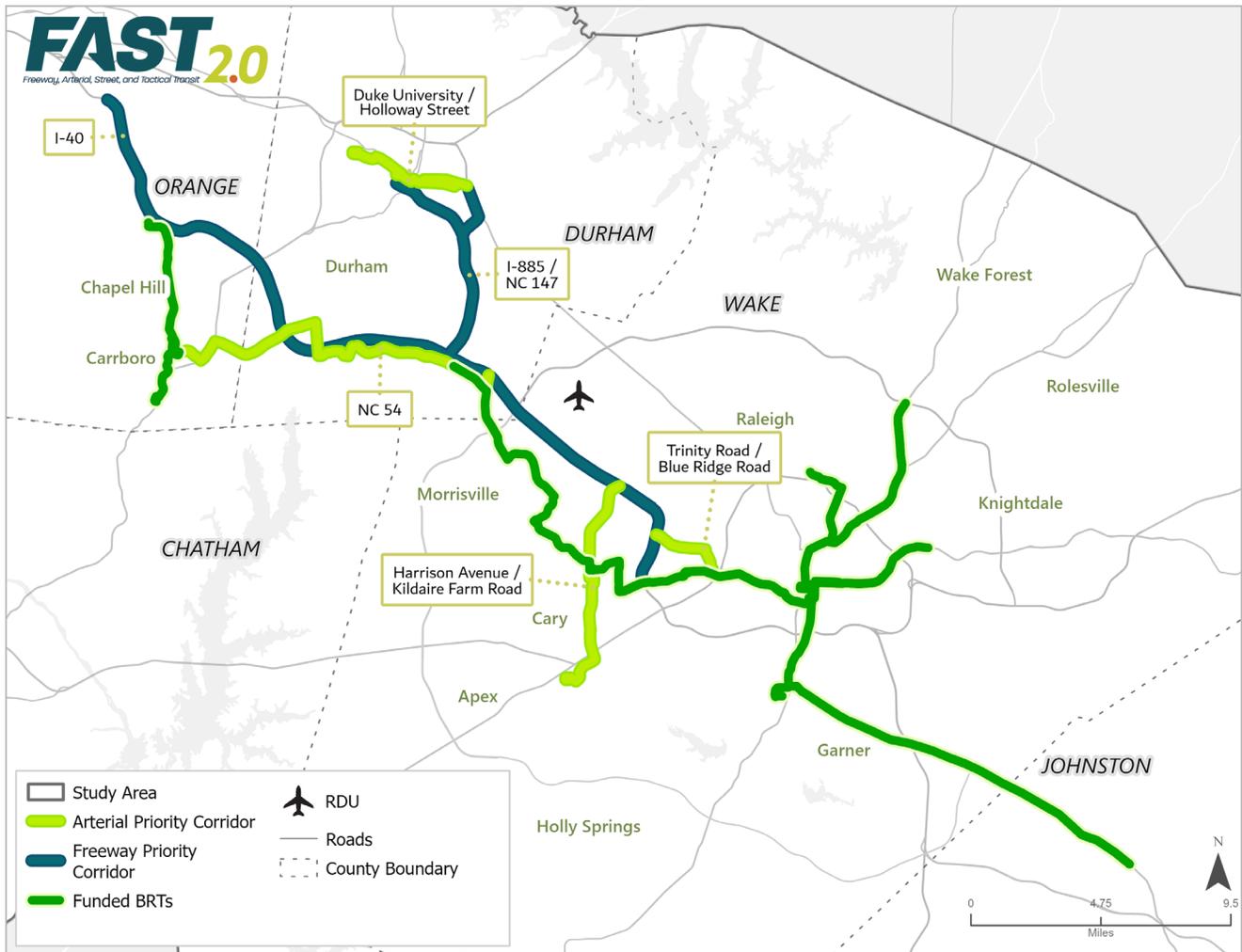


Figure 3: FAST 2.0 Priority Corridors

To avoid planning and design effort duplication, the priority corridors that were selected were not identified in active or upcoming studies. Some of the identified projects and studies at the time of corridor identification included:

- Hillsborough Mobility Hub
- Triangle Mobility Hub
- Chapel Hill Transit High-Capacity Transit Corridor Feasibility Study
- US 15-501 Corridor Study
- Durham Bus Rapid Transit Vision Plan

- GoTriangle Regional Bus Blueprint
- US 70 Phase II Analysis
- Capital Boulevard Tolling Study

The full review of existing transportation data, planning documents, and existing/planned projects can be found:

- *Appendix B: Existing Plans Memo*
- *Appendix C: Equity Plan Memo*
- *Appendix D: Needs Assessment Memo*
- *Appendix E: Regional Network and Primary Identification Memo*

Improvement Evaluation and Recommendations

Suite of Options

In the Suite of Options memorandum, an array of transit infrastructure improvements that could be considered along the priority corridors and regional network were explored. A general overview and examples of each type of transit infrastructure was provided. In addition, design and implementation considerations, such as level of transit advantage and physical suitability, were explored for each option.

The options were separated between freeways and arterials, then further grouped by application along the mainline of a facility or as a way to improve access or reliability. In addition, there is a grouping for different types of bus stops. All the options explored, and how they were grouped together, include:

- Multimodal Infrastructure
 - Bicycle and Pedestrian Access Improvements
 - Bus Stop / Station Design
- Freeways (Facility)
 - Dedicated Freeway Transit Lanes
 - Dynamic Median Shoulder System (DMSS)
 - Bus-on-Shoulder System (BOSS)
 - Transit Use of Express Lanes
- Freeways (Access)
 - Freeway Ramp Signals
 - Direct Access Ramps (DAR)
- Arterials (Facility)
 - Fully Dedicated Transit Lanes
 - Semi-Dedicated Transit Lanes
- Arterials (Signals and/or Access)
 - Queue Jump Lanes
 - Transit Signal Priority
- Types of Bus Stops/Stations

- Enhanced Stop
- Super Stop
- Mobility Hub

The Suite of Options memo is found in Appendix F: Suite of Options Memo.

Airport Exchange Platform

The study investigated the conceptual siting and design of a new regional transit airport exchange platform (APE), directly on top of I-40, to directly connect the Triangle region's transit service to RDU, located in the approximate center of the Triangle region. By facilitating seamless travel for passengers between RDU and regional transit systems, the APE will improve accessibility, reduce travel times, and support the Triangle region's broader transportation goals of enhancing transit infrastructure and supporting service. The project aims to create a modern, efficient, and user-friendly APE that is strategically located to maximize convenience and accessibility.

It will serve as a vital link between the regional transit system and RDU, providing a direct link for passengers from municipal downtowns, regional mobility hubs, and arterial BRT service to RDU. The design of the station will prioritize ease of use, with clear signage, comfortable waiting areas, and an efficient transfer point with RDU. By enhancing access to RDU, the APE will support regional tourism and business travel.

The full Airport Exchange Platform Memo is found in Appendix G: Airport Exchange Platform Memo.

Priority Corridor Concept Designs

Using the suite of transit infrastructure options, improvement recommendations and a concept design were created for each priority corridor. The recommendations were based on the type of corridor (freeway or arterial), along with the physical environment of the roadway, such as number of general purpose lanes, right-of-way (ROW) width, and traffic operations. Pedestrian and bicycle improvement recommendations were also created for each corridor. The recommendations for each priority corridor are highlighted below.

Freeway Priority Corridors

I-40

The I-40 freeway priority corridor would be a regional transit backbone that provides frequent and reliable transit connections between Raleigh, Cary, Research Triangle Park (RTP), Durham, and Chapel Hill. The I-40 corridor would include dedicated transit infrastructure, BOSS, and DMSS, to allow transit vehicles to reliably move along I-40 and connect to priority arterial corridors in each jurisdiction, along with the Triangle Mobility Hub, through a series of DARs.

<i>Limits</i>	I-40 from Old NC 86 in Orange County to Cary Towne Boulevard in Wake County
<i>Length</i>	Orange County: 9.0 Miles Durham County: 11.4 Miles Wake County: 7.0 Miles
<i>Length by Runningway Type</i>	Orange County: 9.0 Miles (BOSS) Durham County: 8.8 Miles (DMSS); 2.6 Miles (BOSS) Wake County: 7.0 Miles (DMSS)
<i>Anticipated Number of BRT Stations</i>	N/A
<i>Anticipated Number of BRT Buses</i>	N/A
<i>Assumed Service Type</i>	Freeway Bus Rapid Transit
<i>Location</i>	Orange, Durham, and Wake Counties
<i>MPO</i>	Triangle West Transportation Planning Organization (TWTPO); Capital Area Metropolitan Planning Organization (CAMPO)
<i>NCDOT Division</i>	Division 5; Division 7

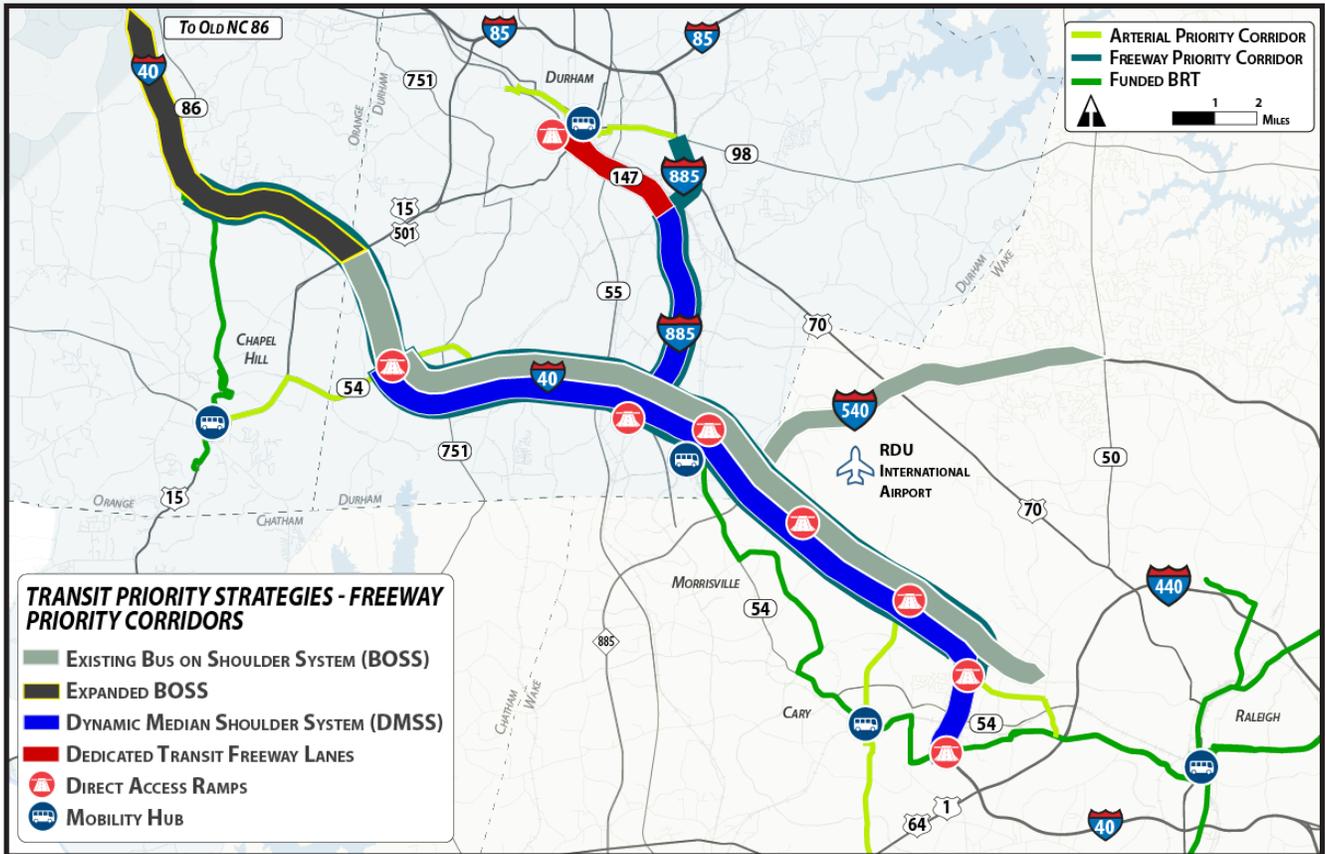


Figure 4: I-40 Concept Design

I-885 / NC 147

The I-885 / NC 147 freeway priority corridor provides another piece to the regional freeway transit backbone that, with transit priority improvements, such as DMSS, would provide frequent and reliable transit connections between I-40, RTP, and Durham. The NC 147 portion would provide dedicated transit infrastructure to allow transit vehicles to reliably connect to Downtown Durham.

<i>Limits</i>	<ul style="list-style-type: none"> • I-885 from NC 98 to I-40 • NC 147 from I-885 to Duke Street
<i>Length</i>	<p>I-885: 5.8 Miles</p> <p>NC 147: 3.7 Miles</p>
<i>Length by Runningway Type</i>	<p>I-885:</p> <ul style="list-style-type: none"> • 0.1 Miles (Fully Dedicated) • 3.9 (DMSS) • 1.8 (Mixed Flow) <p>NC 147:</p> <ul style="list-style-type: none"> • 3.1 Miles (Fully Dedicated) • 0.1 (DMSS) • 0.5 (Mixed Flow)
<i>Anticipated Number of BRT Stations</i>	N/A
<i>Anticipated Number of BRT Buses</i>	N/A
<i>Assumed Service Type</i>	Freeway Bus Rapid Transit
<i>Location</i>	Durham County
<i>MPO</i>	TWTPO
<i>NCDOT Division</i>	Division 5

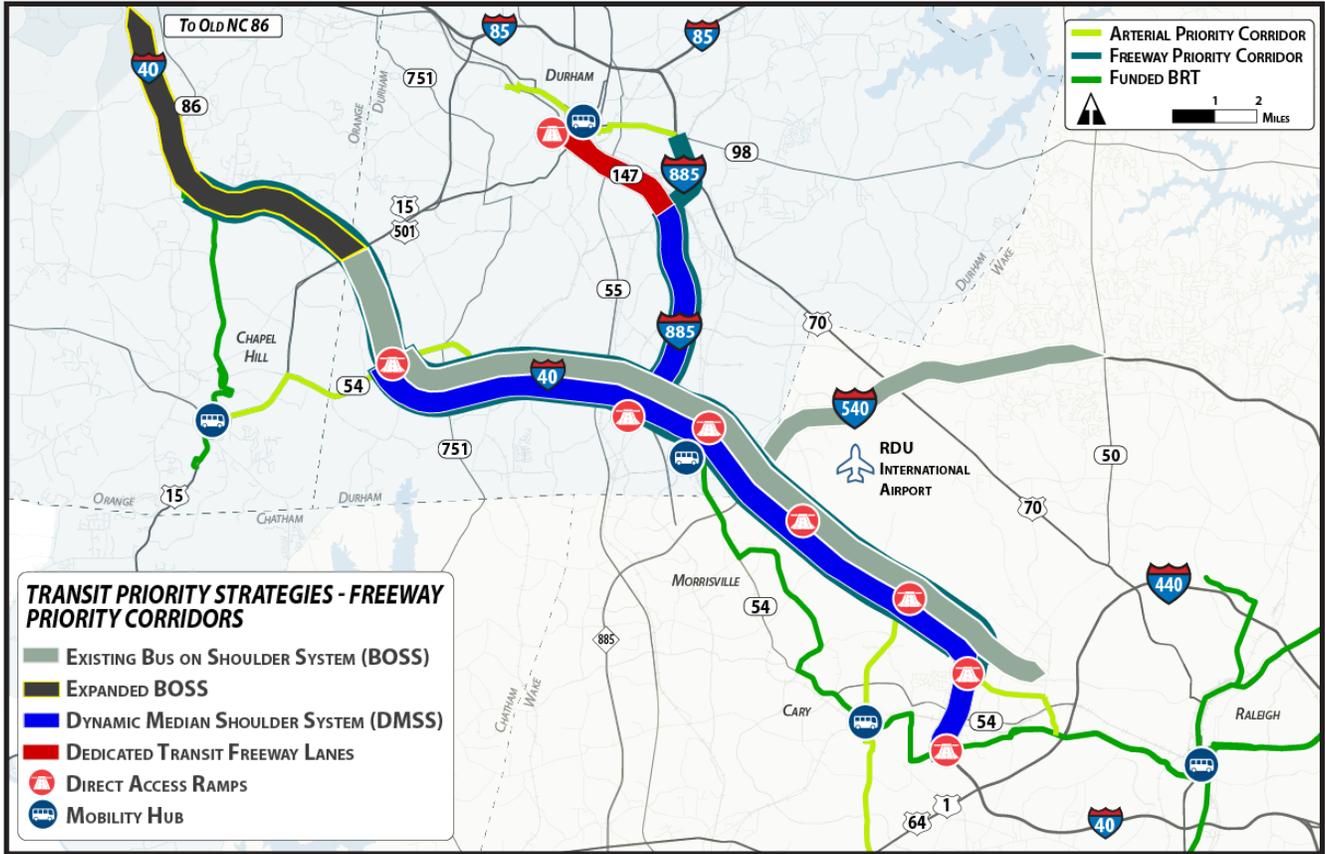


Figure 5: I-885 / NC 147 Concept Design

Arterial Priority Corridors

Harrison Avenue/Kildaire Farm Road

The Harrison Avenue / Kildaire Farm Road arterial priority corridor would provide quick and reliable north/south transit connections in Cary, connecting I-40, SAS campus, Downtown Cary, including the Cary Depot, WakeMed Cary, US 1, and Koka Booth Amphitheatre. The corridor provides the opportunity for a potential park and ride lot at the southern terminus, includes a direct access ramp to I-40 at the existing Harrison Avenue interchange, and would connect to the Wake BRT: Western Corridor.

<i>Limits</i>	<ul style="list-style-type: none"> • Harrison Avenue from I-40 to Dry Avenue • Dry Avenue from South Harrison Avenue to Kildaire Farm Road • Kildaire Farm Road from Dry Ave to Tryon Road • Tryon Road from Kildaire Farm Road to Regency Parkway • Regency Parkway from Tryon Road to Koka Booth Amphitheatre
<i>Length</i>	8.3 Miles
<i>Length by Runningway Type</i>	<ul style="list-style-type: none"> • 2.99 Miles (Fully Dedicated) • 2.45 Miles (BAT) • 2.86 (Mixed Flow)
<i>Anticipated Number of BRT Stations</i>	11
<i>Anticipated Number of BRT Buses</i>	10 Total (8 peak; 2 spare)
<i>Assumed Service Type</i>	Arterial Bus Rapid Transit
<i>Location</i>	Wake County
<i>MPO</i>	CAMPO
<i>NCDOT Division</i>	Division 5

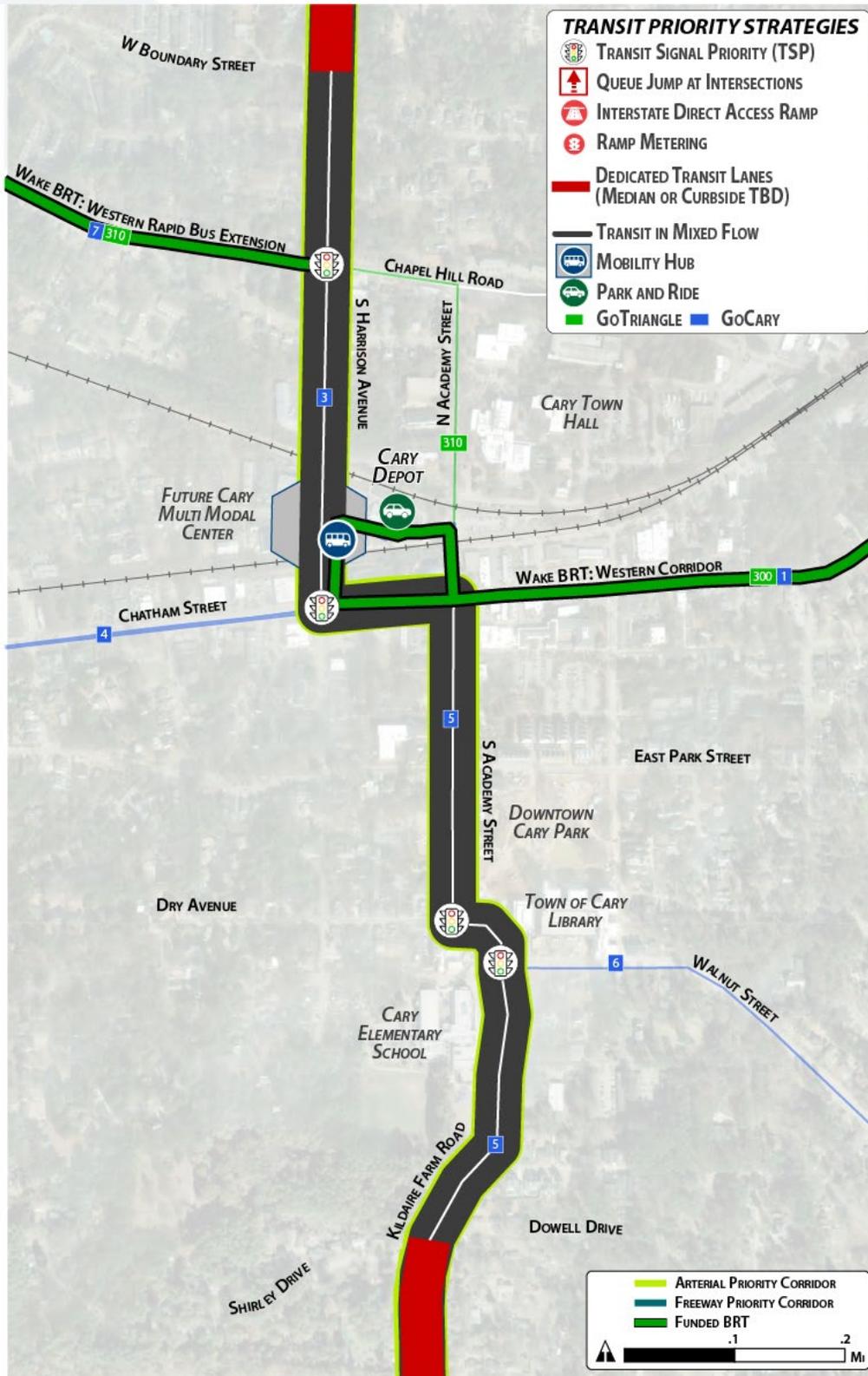


Figure 7: Harrison Avenue / Kildaire Farm Road Concept Design in Downtown Cary

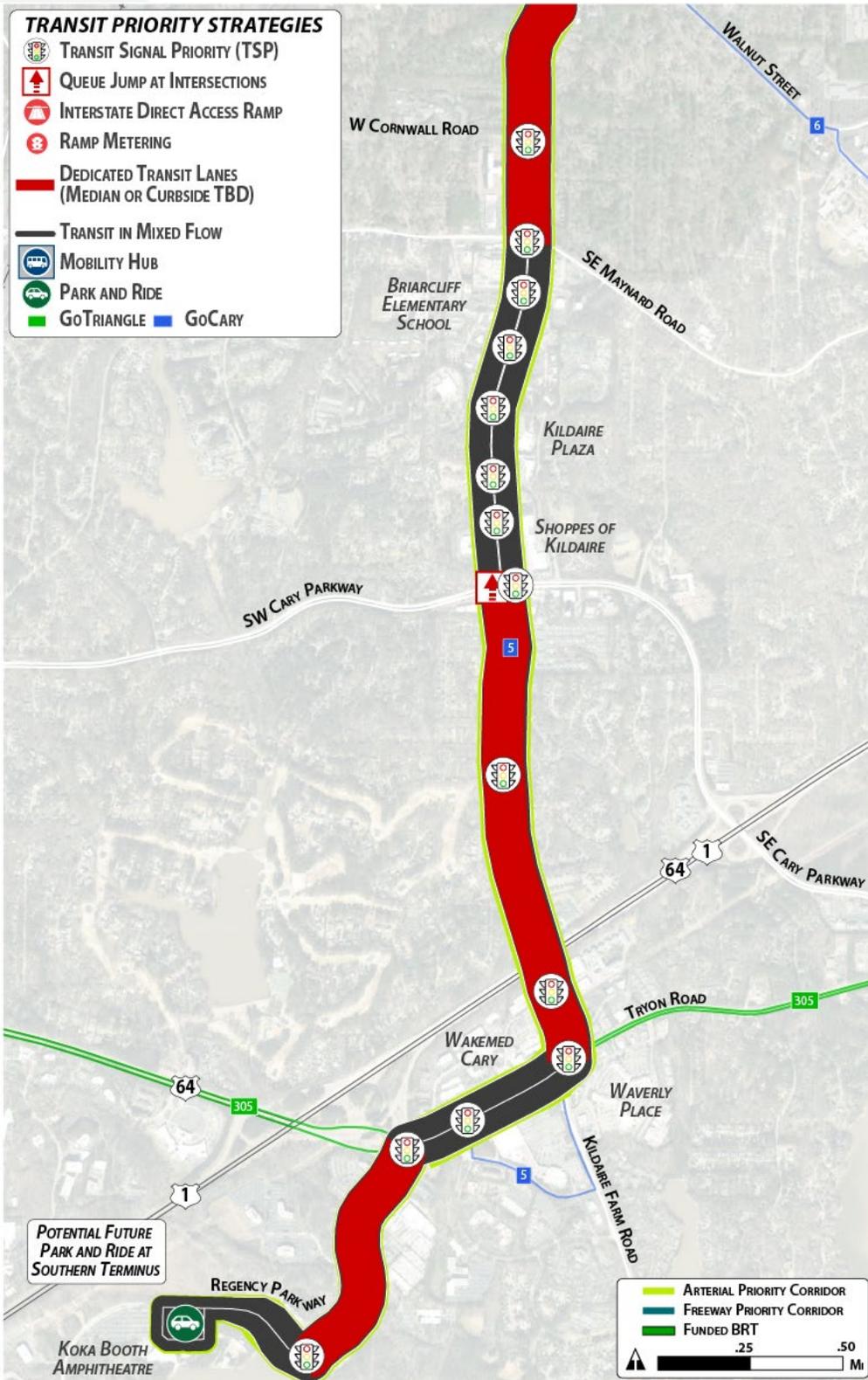


Figure 8: Harrison Avenue / Kildaire Farm Road Concept Design South of Downtown Cary

Duke University / Holloway Street

The Duke University / Holloway Street arterial priority corridor would provide quick and reliable transit connections between Duke University, Duke University Hospital, Durham VA Health Care System, and Downtown Durham, including Durham Station, the Village Shopping Center, and GoDurham’s Route 3 family (3/3B/3C), which is both the City’s highest ridership and most productive route family in the GoDurham system.

<i>Limits</i>	<ul style="list-style-type: none"> • Erwin Road from Duke University Hospital to West Main St • West Main Street (US 70 Business) from Erwin Rd to North Gregson St (Southbound) / North Duke St (Northbound) • North Gregson Street (Southbound) from West Main St (US 70 Business) to West Chapel Hill St • North Duke Street (Northbound) from West Main St (US 70 Business) to West Chapel Hill St • West Chapel Hill from North Gregson St (Southbound) / North Duke St (Northbound) to West Pettigrew St (Eastbound) / Ramseur St (Westbound) • West Pettigrew Street (Eastbound) from West Chapel Hill St to North Roxboro St (US 15 Business) • Ramseur Street (Westbound) from West Chapel Hill St North to Roxboro St (US 15 Business) • North Roxboro Street (US 15 Business) from West Pettigrew St (Eastbound) / Ramseur St (Westbound) to Liberty St • Liberty Street (Bidirectional) from North Roxboro St (US 15 Business) to Elizabeth St • Elizabeth Street (Westbound) from Liberty St to Holloway St (Westbound) • Liberty Street (Eastbound) from Elizabeth St to North Miami Blvd • Holloway Street (Westbound) from Elizabeth St to Raynor St • Raynor Street (Westbound) from Holloway St to North Miami Blvd • North Miami Boulevard from Raynor St to Liberty St • Holloway Street from North Miami Boulevard to I-885
<i>Length</i>	4.8 Miles
<i>Length by Runningway Type</i>	<ul style="list-style-type: none"> • 0.4 Miles Fully Dedicated • 0.4 Miles BAT • 4.0 Miles Mixed Flow
<i>Anticipated Number of BRT Stations</i>	8
<i>Anticipated Number of BRT Buses</i>	6 Total (5 peak; 1 spare)
<i>Assumed Service Type</i>	Arterial Bus Rapid Transit
<i>Location</i>	Durham County
<i>MPO</i>	TWTPD
<i>NCDOT Division</i>	Division 5



Figure 9: Duke University / Holloway Steet Concept Design near Duke University

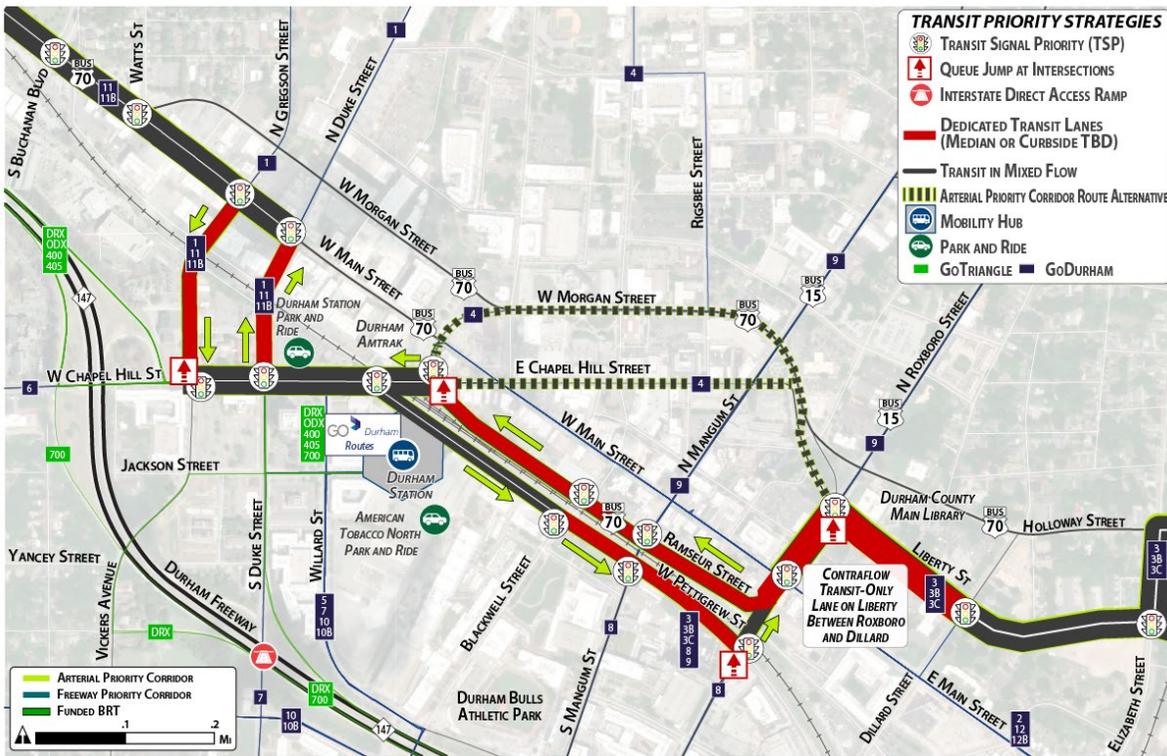


Figure 10: Duke University / Holloway St Concept Design in Downtown Durham



Figure 11: Duke University / Holloway St Concept Design along Holloway Street and Liberty Street

Trinity Road / Blue Ridge Road

The Trinity Road / Blue Ridge Road arterial priority corridor would provide quick and reliable transit connections between Downtown Raleigh, North Carolina State University (NCSU), NC State Fairgrounds, Carter Finley Stadium, and Lenovo Center, which is planning to redevelop into an 80-acre mixed-use entertainment district along Trinity Road between Blue Ridge Road and I-40. The corridor includes a DAR to I-40 at the existing Trinity Road overpass. BRT service would traverse Western Boulevard from Blue Ridge Road to connect to GoRaleigh Station and GoTriangle RUSBUS in Downtown Raleigh.

The concept design utilizes the existing capacity of the roadways that is available outside of large events or NC State Fair traffic. During large events, police/traffic control could temporarily allow general purpose traffic in the dedicated transit lanes. The regional transit agencies would coordinate with police/traffic control to ensure priority is given to BRT at locations traffic flow is manually controlled.

<i>Limits</i>	<ul style="list-style-type: none"> • Trinity Road from I-40 to Blue Ridge Road • Blue Ridge Road from Trinity Road to Western Boulevard
<i>Length</i>	2.9 Miles
<i>Length by Runningway Type</i>	<ul style="list-style-type: none"> • 1.55 Miles (BAT) • 1.34 Miles (Mixed Flow)
<i>Anticipated Number of BRT Stations</i>	4
<i>Anticipated Number of BRT Buses</i>	10 Total (8 peak; 2 spare)
<i>Assumed Service Type</i>	Arterial Bus Rapid Transit
<i>Location</i>	Wake
<i>MPO</i>	CAMPO
<i>NCDOT Division</i>	Division 5

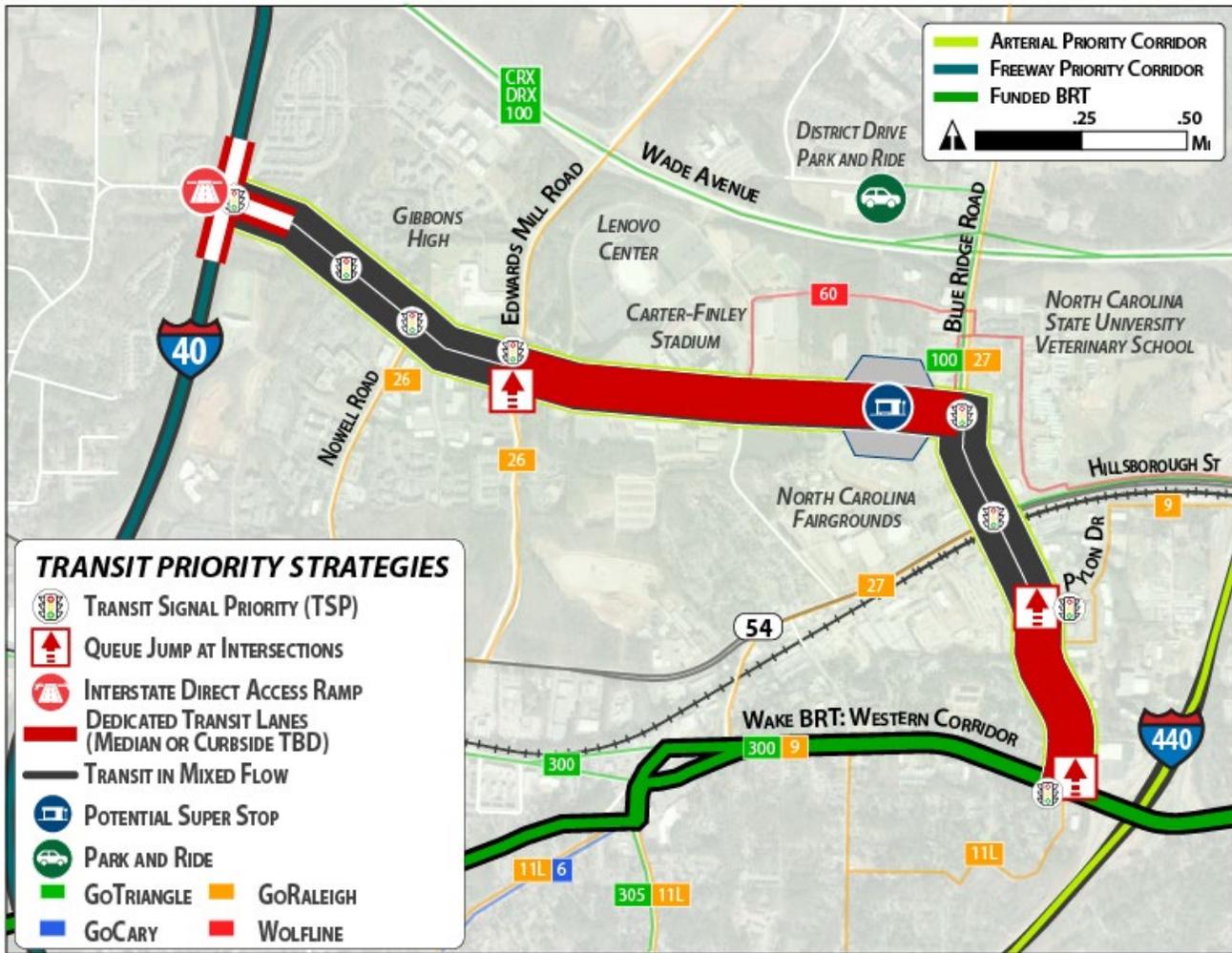


Figure 12: Trinity Road / Blue Ridge Road Concept Design

NC 54

The NC 54 arterial priority corridor would provide quick and reliable transit connections between Chapel Hill and south Durham, connecting UNC, UNC Hospitals, Southpoint Mall, RTP, and the Triangle Mobility Hub. The corridor includes a DAR to I-40 at the existing NC 54 interchange and another providing access to I-885. The portion of the corridor in Chapel Hill serves similar markets to the previously planned Durham-Orange Light Rail alignment and connects to the North-South BRT project at UNC Hospitals.

<i>Limits</i>	<ul style="list-style-type: none"> • NC 54 from Triangle Mobility Hub to Fayetteville Road • Fayetteville Road from NC 54 to Renaissance Pkwy • Renaissance Pkwy from Fayetteville Rd to NC 751 • NC 751 from Renaissance Pkwy to NC 54 • NC 54 from NC 751 to Fordham Blvd (US 15-501) • Fordham Boulevard (US 15-501) from NC 54 to Manning Drive • Manning Drive from Fordham Blvd (US 15-501) to East Dr/Jackson Cir/Mason Farm Rd • East Drive/Jackson Circle/Mason Farm Road from Manning Drive to S Columbia St (NC 86) • South Columbia Street (NC 86) from Mason Farm Road to Manning Drive • Manning Drive (Eastbound) from S Columbia St (NC 86) to East Dr/Jackson Cir/Mason Farm Rd
<i>Length</i>	<p>Orange County: 3.4 Miles</p> <p>Durham County: 11.3 Miles</p>
<i>Length by Runningway Type</i>	<p>Orange County:</p> <ul style="list-style-type: none"> • 0.9 Miles (Fully Dedicated) • 1.3 Miles (BAT) • 1.2 (Mixed Flow) <p>Durham County:</p> <ul style="list-style-type: none"> • 3.8 Miles (Fully Dedicated) • 2.0 Miles (BAT) • 5.5 (Mixed Flow)
<i>Anticipated Number of BRT Stations</i>	13
<i>Anticipated Number of BRT Buses</i>	16 Total (13 peak; 3 spare)
<i>Assumed Service Type</i>	Arterial Bus Rapid Transit
<i>Location</i>	Orange and Durham Counties
<i>MPO</i>	TWTPO
<i>NCDOT Division</i>	Division 5; Division 7

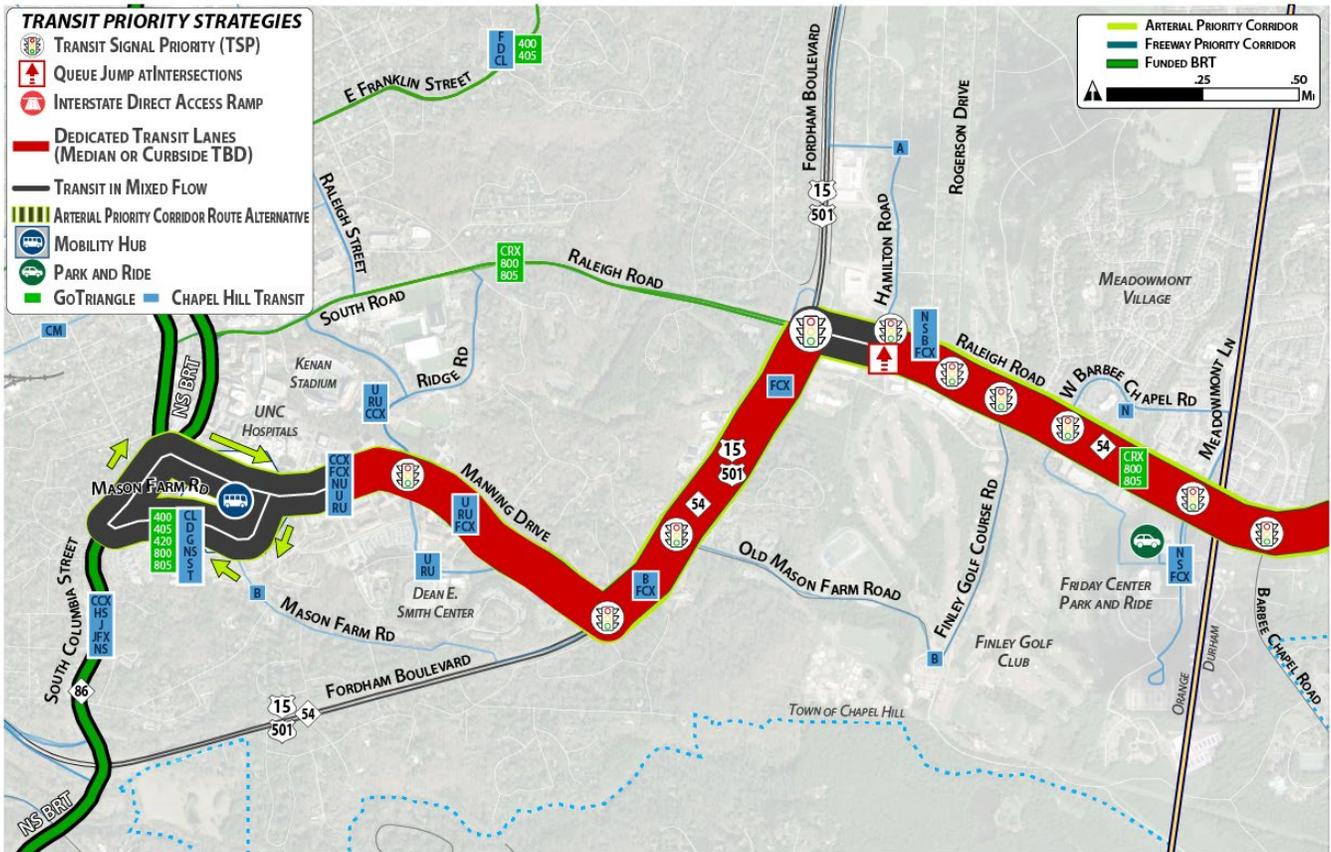


Figure 13: NC 54 Concept Design in Orange County

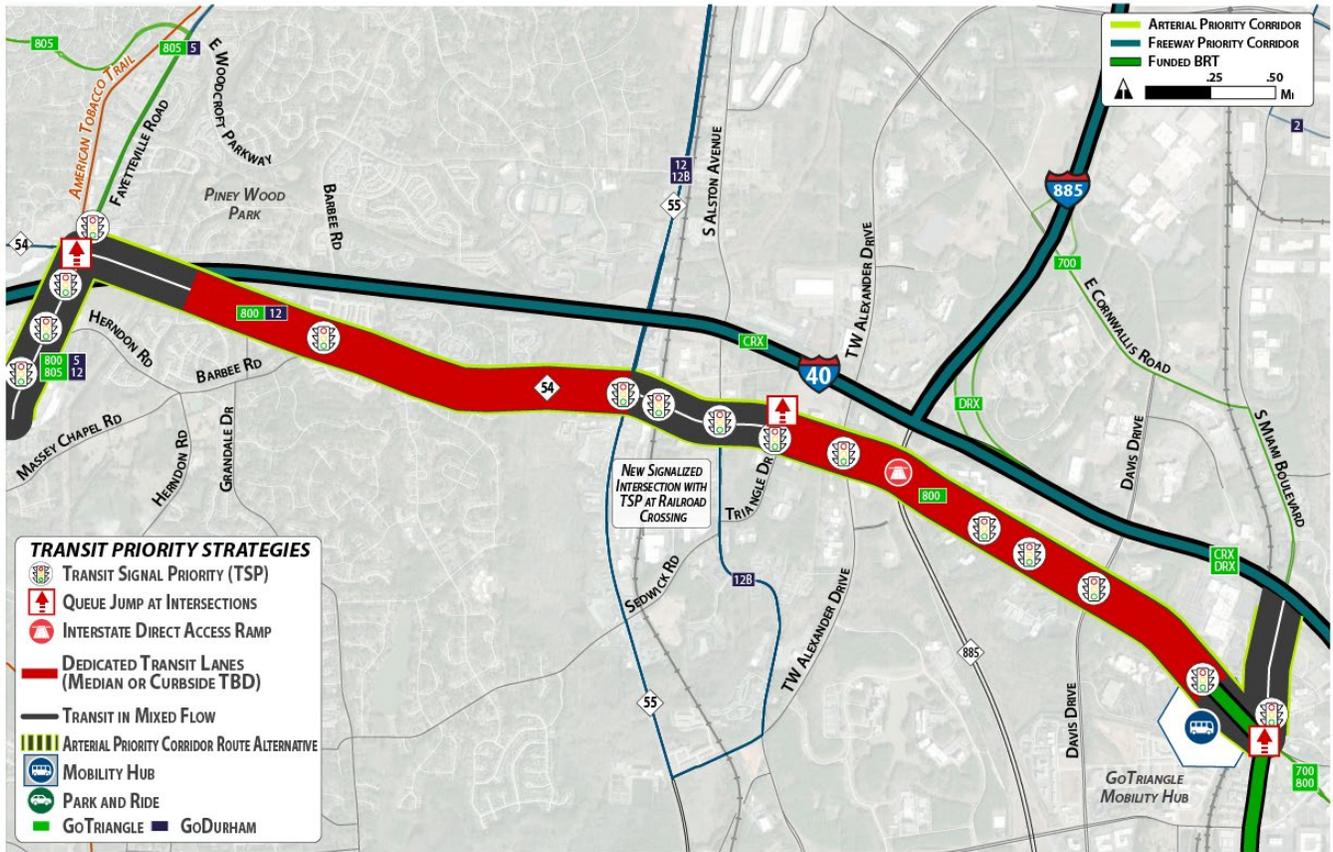


Figure 15: NC 54 Concept Design in RTP

The full Concept Design Memo is found in Appendix H: Concept Design Memo.

Implementation

The region is on the cusp of premium transit services with the construction of the first of four Bus Rapid Transit (BRT) corridors in Wake County and one BRT corridor in Orange County. Moving towards a truly regional transit network will take commitment and working together to advance the projects recommended under FAST 2.0 - this implementation plan lays out the roadmap for how to get there. The roadmap consists of two elements:

- Element 1: Implement Six Priority Corridors
- Element 2: Recommended changes to NCDOT Transit Planning and Design

Element 1

The first element of the implementation roadmap is implementing the six priority corridors that have conceptual designs by:

- Presenting planning level cost estimates;
- Outlining steps to continue advancing the planning and design of the corridors; and
- Providing funding considerations.

Cost Estimates

Planning level cost estimates were developed for the priority corridors are shown in 2025 dollars and broken out by county and MPO boundaries, in order to aid in adding the corridors to local transportation plans. The cost estimates used the latest Federal Transit Administration (FTA) Standard Cost Categories (SCC) workbook along with bid tabs from NCDOT and other BRT project estimates. The cost estimates included: construction cost, right-of-way (ROW), vehicles (arterial priority corridors only), professional services, and contingency. Design considerations for the cost estimates may change and will need to be updated as further local planning and design efforts occur.

Table 1 shows the costs for the four arterial priority corridors. The cost for the arterial priority corridors were broken out by segments that were between county boundaries.

Table 1: Arterial Priority Corridor Cost Estimates

Location	County	MPO	Cost	Miles	Cost/Mile
Total Arterial Priority Corridor Costs					
Duke University / Holloway Street	Durham	TWTPO	\$81,800,000	4.8	\$17,000,000
NC 54 Total		TWTPO	\$254,700,000	14.8	\$17,300,000
<i>NC 54 (Orange County)</i>	<i>Orange</i>	<i>TWTPO</i>	<i>\$65,400,000</i>	<i>3.3</i>	<i>\$20,100,000</i>
<i>NC 54 (Durham County)</i>	<i>Durham</i>	<i>TWTPO</i>	<i>\$189,300,000</i>	<i>11.5</i>	<i>\$16,500,000</i>
Harrison Avenue / Kildaire Farm Road	Wake	CAMPO	\$155,000,000	8.3	\$18,700,000
Trinity Road / Blue Ridge Road	Wake	CAMPO	\$49,600,000	2.9	\$17,100,000
Arterial Priority Corridor Total			\$541,100,000	30.8	\$17,600,000
Arterial Priority Corridor Costs within TWTPO					
<i>Orange County</i>			<i>\$65,400,000</i>	<i>3.3</i>	<i>\$20,100,000</i>
<i>Durham County</i>			<i>\$271,100,000</i>	<i>16.3</i>	<i>\$16,600,000</i>
TWTPO			\$336,500,000	19.6	\$17,200,000
Arterial Priority Corridor Costs within CAMPO					
<i>Wake County</i>			<i>\$204,600,000</i>	<i>11.2</i>	<i>\$18,300,000</i>
CAMPO			\$204,600,000	11.2	\$18,300,000

Table 2 shows the cost for the two freeway priority corridors. The cost for the freeway priority corridors were broken out by segments that were between major roadways, county boundaries or Direct Access Ramps (DARs).

Table 2: Freeway Priority Corridors Costs

Location	From	To	County	MPO	Cost	Miles	Cost/Mile
Total Freeway Priority Corridor Costs							
I-885 / NC 147					\$129,400,000	7.2	\$18,000,000
NC 147	Duke DAR	I-885 Interchange (Western Edge)	Durham	TWTPO	\$104,100,000	2.6	\$40,100,000
NC 147	I-885 Interchange (Western Edge)	I-885 Interchange (Eastern Edge)	Durham	TWTPO	\$2,700,000	0.6	\$4,600,000
I-885	NC 147 Interchange	NC 54 DAR (Eastern)	Durham	TWTPO	\$22,600,000	4.0	\$5,600,000
I-40					\$207,700,000	27.3	\$7,600,000
I-40	Old NC 86	Orange/Durham County Line	Orange	TWTPO	\$-	9.0	\$-
I-40	Orange/Durham County Line	NC 54 DAR (Western)	Durham	TWTPO	\$11,100,000	2.6	\$4,300,000
I-40	NC 54 DAR (Western)	GoTriangle Mobility Hub DAR	Durham	TWTPO	\$78,800,000	7.0	\$11,300,000
I-40	GoTriangle Mobility Hub DAR	Durham/Wake County Line	Durham	TWTPO	\$17,900,000	1.8	\$9,900,000
I-40	Durham/Wake County Line	RDU APE DAR	Wake	CAMPO	\$17,400,000	2.5	\$6,900,000
I-40	RDU APE DAR	Harrison DAR	Wake	CAMPO	\$51,600,000	1.0	\$53,700,000
I-40	Harrison DAR	Trinity DAR	Wake	CAMPO	\$23,200,000	2.0	\$11,800,000
I-40	Trinity DAR	Cary Towne DAR	Wake	CAMPO	\$7,700,000	1.5	\$5,000,000
Freeway Segment Total					\$ 337,100,000	34.5	\$9,800,000
Freeway Priority Corridor Costs within TWTPO							
Orange County					\$ -	9.0	\$ -
Durham County					\$ 237,200,000	18.6	\$75,800,000
TWTPO					\$237,200,000	27.5	\$8,600,000
Freeway Priority Corridor Costs within CAMPO							
Wake County					\$99,900,000	7.0	\$14,300,000
CAMPO					\$ 99,900,000	7.0	\$14,300,000

Advancing Priority Corridors Locally

Steps to continue advancing the planning and design of the corridors were identified and include:

- Incorporate priority corridors into ongoing planning efforts:
- Incorporate into Local Transit Plans / MTPs / CTPs
- Advance Planning and Design on Priority Corridors with Locally Funded Plans and Studies
- Potential Sequencing of Priority Corridors
- Continue to Build Momentum for Transit Infrastructure with Implementation of Funded BRT projects in Orange and Wake Counties
- Identify BRT Project in Durham County

Element 2

Another element of the implementation roadmap is to consider ways that NCDOT could help accelerate the implementation of transit infrastructure in the region. Some of the recommendations that could help to do that include:

- Evaluate and modify the current process for review and approval of transit infrastructure projects through IMD coordination with other planning/design departments and divisions; and
- Identify and evaluate potential changes to the NCDOT Roadway Design Manual, through IMD coordination with other planning/design departments and divisions.

The full Implementation Plan Memo is found in Appendix I: Implementation Plan.

Conclusion

The work of the FAST 2.0 study, including identifying a regional network and priority corridors that may be best suited for that transit priority infrastructure, has helped to advance the implementation of transit priority infrastructure throughout the study area. The specific project recommendations, including concept designs, created a connected network of BRT linkages throughout the region that aim to build on both local and regional transit connections, helping connect residents and visitors to opportunities across the region.