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Appendix C: Priority Transportation Projects

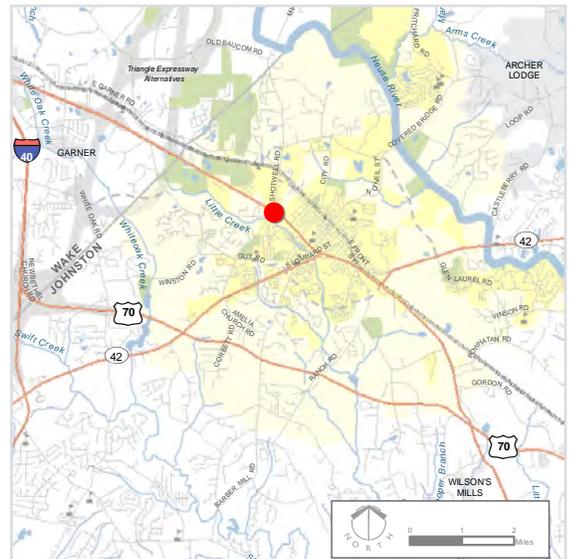
PROJECT LOCATION

IMPROVEMENT TYPE: Intersection Improvement

COST ESTIMATE: < \$1 Million

EXISTING AND FUTURE CONDITIONS:

- ▶ US 70 Business
 - Existing Conditions: 37,000 Annual Average Daily Traffic in 2013 (AADT)*
 - Future Conditions: 46,340 AADT in 2040**
 - Comprehensive Transportation Plan (CTP) Class: Existing Boulevard
- ▶ Shotwell Road
 - Existing Conditions: 8,800 AADT on Shotwell Road (South of US 70) in 2013*
 - Future Conditions: 14,152 AADT and 1.166 Volume to Capacity Ratio in 2040**
 - CTP Class: Boulevard Needs Improvement



PREVIOUS PLANNING:

US 70 Business is scheduled for widening in the CAMPO 2040 Metropolitan Transportation Plan (MTP) for the 2040 horizon year. Shotwell Road, south of US 70 Business, is scheduled for widening in 2040 in the CAMPO 2040 MTP. Shotwell Road, north of US 70 is identified in the CAMPO 2040 MTP as a need, but is unfunded.

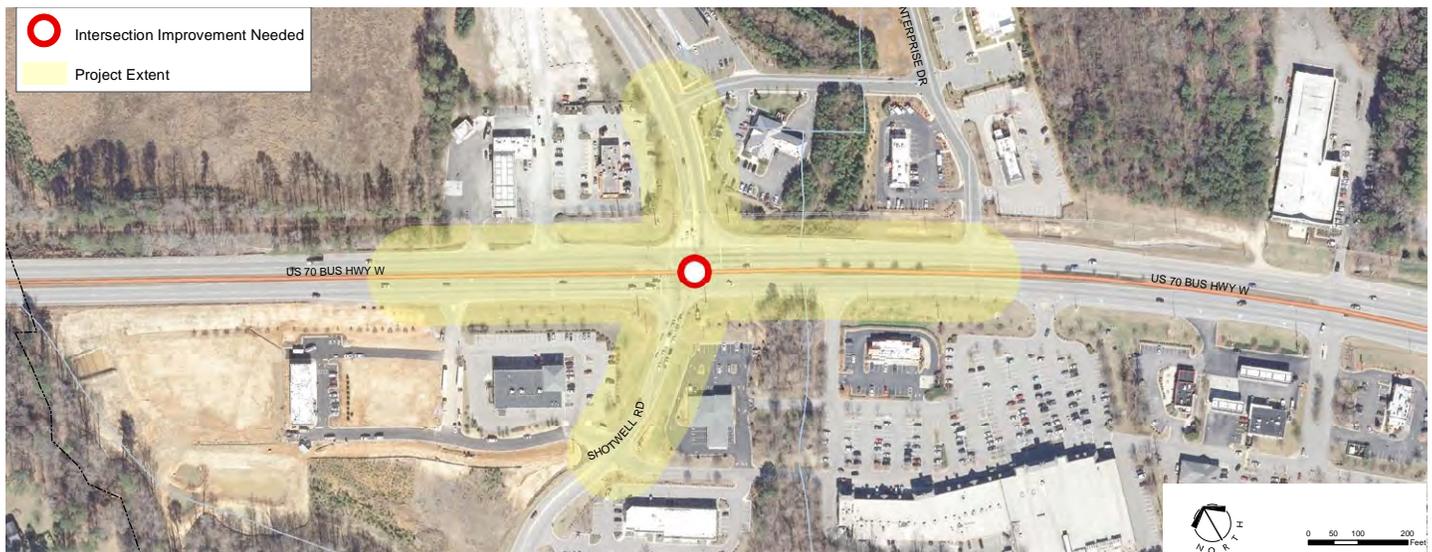
CONTEXT AND NEED:

The intersection is located adjacent to a growing Commercial Center identified on the Clayton Future Land Use Plan. Shotwell Road serves a vital linkage from Wake County and Downtown Clayton to dense residential areas south of US 70. There are significant safety concerns with this intersection. There were 8 vehicular accidents in 2013-2014. Safety concerns and problems due to lack of pedestrian facilities will be exacerbated in the future.

RECOMMENDATION:

This intersection is being evaluated as part of the CAMPO Southeast Area Study. Recommended improvements will need to address current and future levels-of-service as well as vehicular and pedestrian safety concerns.

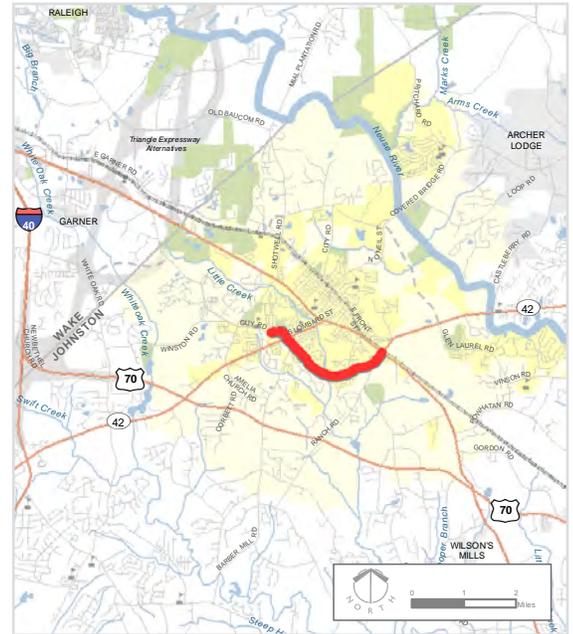
PROJECT MAP



*Based on NCDOT 2013 Annual Average Daily Traffic Counts
 **Based on CAMPO Triangle Regional Model results (Max PM V/C Ratio in 2040, No Build Scenario)

PROJECT LOCATION

- IMPROVEMENT TYPE:** New Location Roadway
- LENGTH** 2.67 Miles
- COST ESTIMATE:** \$30.5 Million*
- EXISTING AND FUTURE CONDITIONS:**
- ▶ Right-of-way
 - 100 ft of right-of-way existing through the Cobblestone Subdivision
 - 100 ft of right-of-way needed on remainder of corridor
 - ▶ Road Class and Cross Section
 - Comprehensive Transportation Plan (CTP) Class: Future Boulevard
 - Cross Section: 2-lane divided, intermittent turn lane, planted median, bike lanes, and sidewalks (both sides) or greenway (one side)**
 - Potential to widen to 4 lane facility in future phase

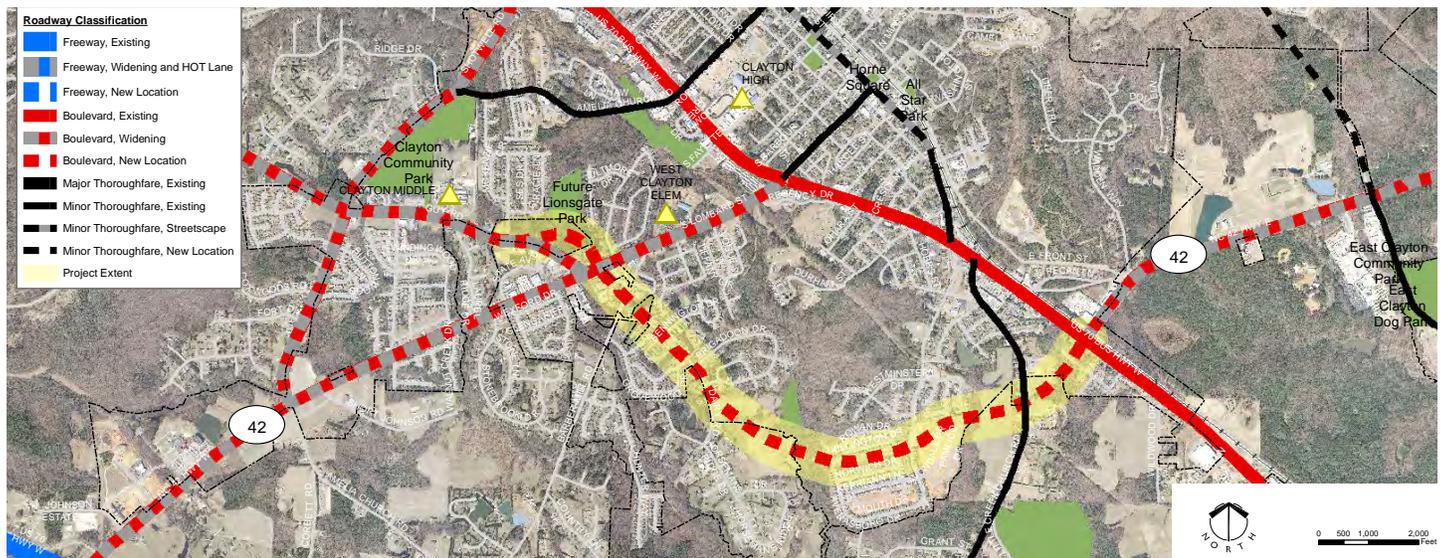


PREVIOUS PLANNING: Guy Road, west of NC 42 is scheduled for widening in the CAMPO 2040 Metropolitan Transportation Plan (MTP) for the 2040 horizon year. The Southern Connector is included in the Johnston County Comprehensive Transportation Plan (CTP) and in the CAMPO MTP as an unfunded project. The project scored well in the previous NCDOT prioritization process, and is programmed for planning and environmental study in the Statewide Transportation Improvement Program (STIP), but has not received construction funding.

CONTEXT AND NEED: A new location roadway would provide additional connectivity on the southside of US 70 Business, potentially relieving congestion on NC 42 and US 70 Business. Additionally, a connection from the Cobblestone Subdivision to Little Creek Church Road would improve fire response and relieve congestion on US 70 Business.

RECOMMENDATION: Coordinate with transportation planning agencies to determine appropriate segmentation and improve project scoring in NCDOT prioritization process. Coordinate with NCDOT to prioritize project and include design and construction funding in STIP.

PROJECT MAP



*Cost estimate provided is from NCDOT for R-3618 in the 2016-2025 STIP
 **Exact Cross Section to be determined with further study

IMPROVEMENT TYPE: New Location Roadway

LENGTH 2.36 Miles

COST ESTIMATE: \$14 Million*

EXISTING AND FUTURE CONDITIONS:

- ▶ Right-of-way
 - Up to 110 ft of right-of-way needed
- ▶ Road Class and Cross Section
 - Comprehensive Transportation Plan (CTP)
Class: Future Boulevard
 - Cross Section: 2-lane undivided, intermittent turn lane, bike lanes, planting strip, and sidewalks (both sides) or greenway (one side)**

PROJECT LOCATION

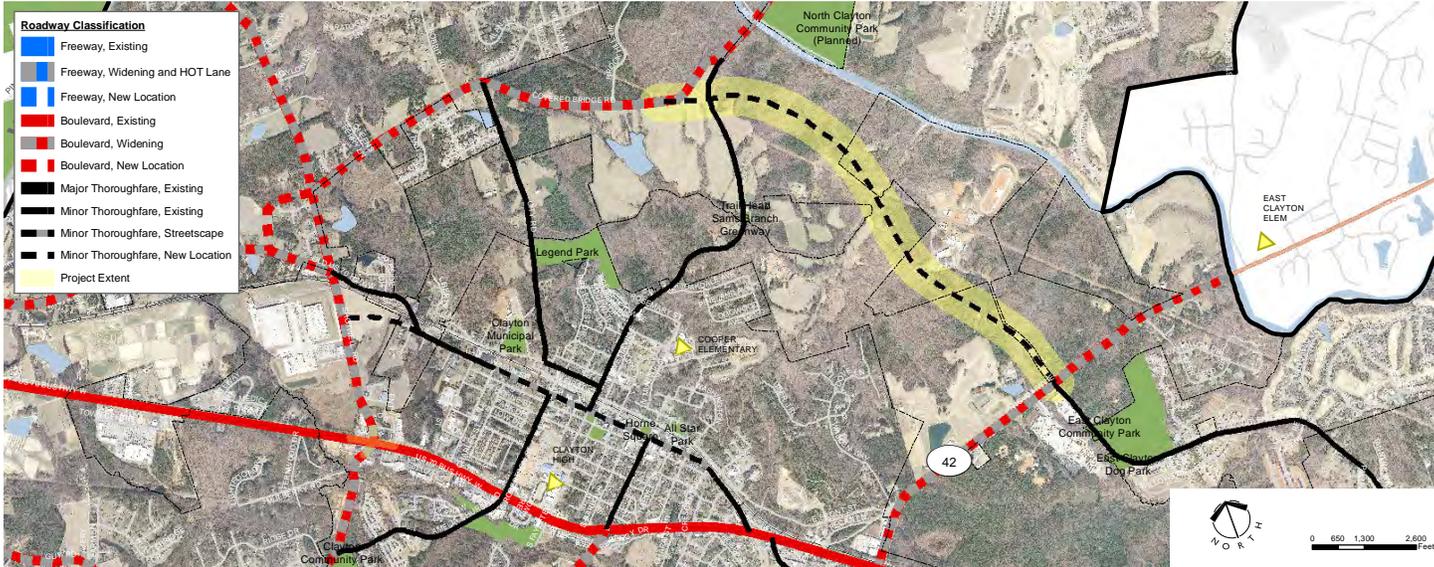


PREVIOUS PLANNING: The Clayton Northern Connector is included as a new location boulevard in the adopted Johnson County Comprehensive Transportation Plan (CTP). It is not included as a funded or unfunded project in the CAMPO 2040 Metropolitan Transportation Plan (MTP).

CONTEXT AND NEED: The northside of the Town of Clayton is growing. Additional connectivity is needed to reduce travel times between Covered Bridge Road and NC 42 East. This new location facility would reduce traffic on Covered Bridge Road, NC 42, and US 70 Business, as well as decrease fire response time to new residential areas north of Downtown Clayton.

RECOMMENDATION: Submit project for inclusion in the next update of the CAMPO MTP.

PROJECT MAP**



*Cost estimates provided are for planning purposes only and include construction cost only (does not include right-of-way or utilities)
 **Exact route and cross section to be determined with further study

IMPROVEMENT TYPE: Streetscape Improvements

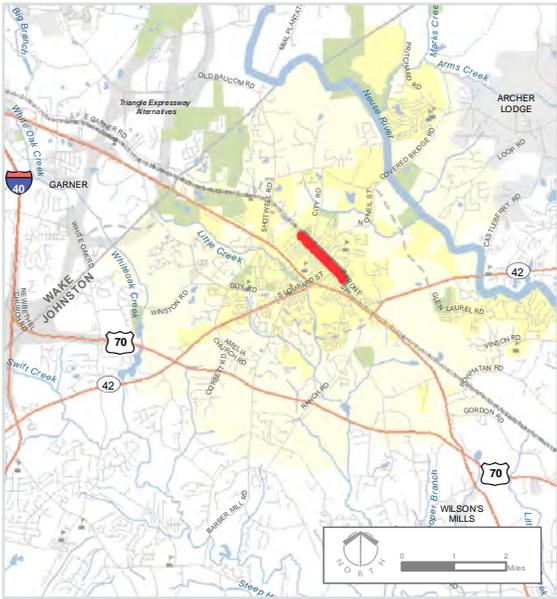
LENGTH 1.17 Miles

COST ESTIMATE: \$60,000-80,000 for Streetscape Master Plan, cost of improvements will vary based on recommendations.

EXISTING AND FUTURE CONDITIONS:

- ▶ Right-of-way
 - Existing right-of-way varies from 40-60 ft
- ▶ Road Class and Cross Section
 - Comprehensive Transportation Plan (CTP) Class: Minor Thoroughfare Needs Improvement
 - Future cross section: aesthetic and operational improvements need to be determined with a detailed streetscape master plan.

PROJECT LOCATION

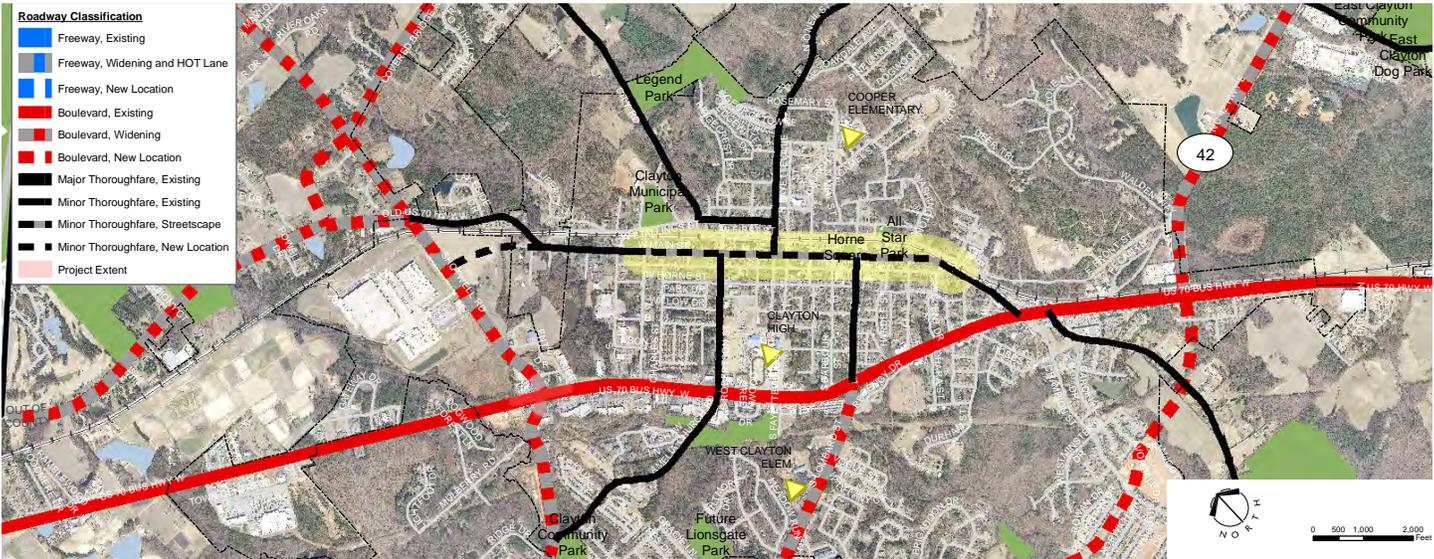


PREVIOUS PLANNING: Main Street is designated as a minor thoroughfare that needs improvement in the adopted Johnson County Comprehensive Transportation Plan (CTP). It is not included as a funded or unfunded project in the CAMPO 2040 Metropolitan Transportation Plan (MTP). Minor aesthetic improvements have been made in the Downtown area in previous years.

CONTEXT AND NEED: Aesthetic and operational improvements are needed between Shotwell Road and US 70 Business through Downtown Clayton. Additional street, pedestrian and bicycle accommodations, and intersection improvements should be studied and included as components of a streetscape master plan.

RECOMMENDATION: Coordinate with transportation planning agencies and request NCDOT Division funds, Local Area Administered Projects Program (LAPP) funds and/or identify local funds for a detailed streetscape master plan. This master plan could be conducted as a stand-alone project or in conjunction with an update of the Downtown Master Plan. The streetscape master plan would identify key operational, safety and aesthetic improvements between South Moore Street and Central Street.

PROJECT MAP



IMPROVEMENT TYPE: Greenway

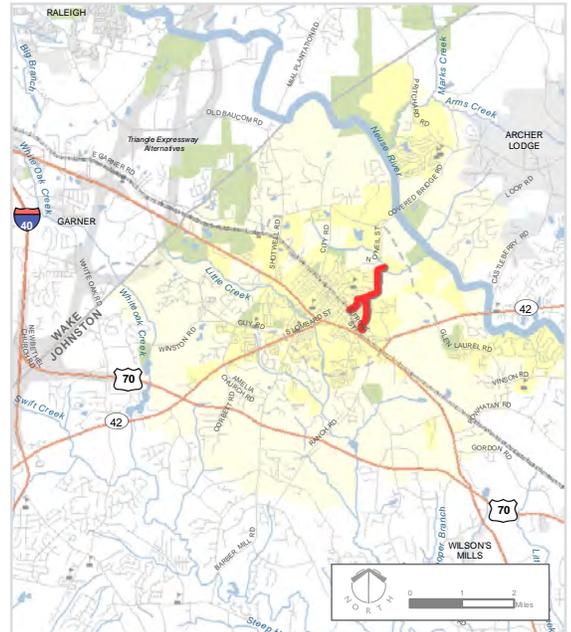
LENGTH 1.2-1.5 Miles (Depending on Alignment)

COST ESTIMATE: \$900,000-\$1,125,000 (Depending on Alignment)*

FACILITY DESCRIPTION

- ▶ Cross Section
- Paved 10-12 ft greenway**

PROJECT LOCATION

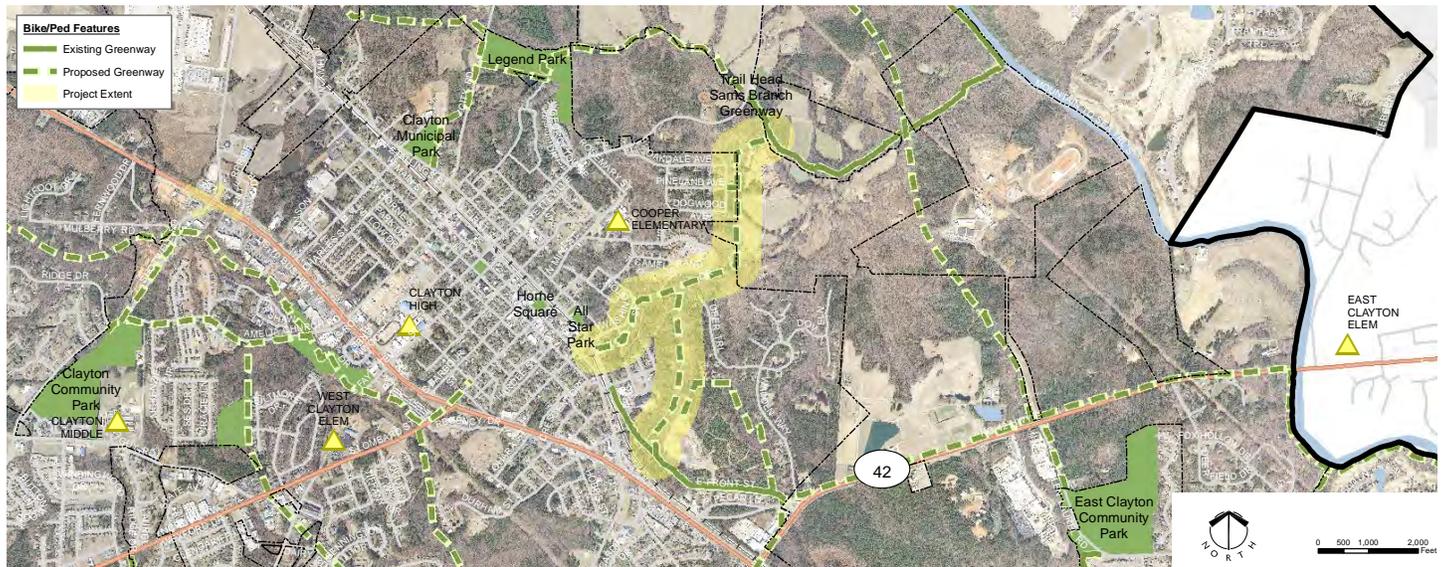


PREVIOUS PLANNING: The Downtown to Sam's Branch Greenway Connection is shown on the adopted Johnston County Comprehensive Transportation Plan (CTP). The planned alignment has since been refined. Two connection options exist toward the southern end of the alignment.

CONTEXT AND NEED: A safe pedestrian and bicycle connection is needed between Downtown Clayton and Sam's Branch Greenway. This connection would provide a direct route for users of the Neuse River Greenway section of the Mountains to Sea Trail and East Coast Greenway to access downtown and would offer downtown residents improved access to the greenway and river.

RECOMMENDATION: Coordinate with transportation planning agencies and request NCDOT Statewide funds, NCDOT Division funds, CAMPO Local Area Administered Projects Program (LAPP) funds and/or identify local funds for design and construction.

PROJECT MAP



*Cost estimates provided are for planning purposes only and include construction cost only (does not include right-of-way or utilities)
 **Exact alignment and cross section to be determined with further study

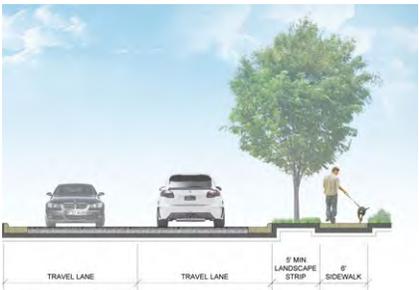
IMPROVEMENT TYPE: Sidewalks

LENGTH 0.4 Miles

COST ESTIMATE: \$185,000*

FACILITY DESCRIPTION

- ▶ Cross Section
 - 5-6 ft sidewalk on one side of roadway



PROJECT LOCATION

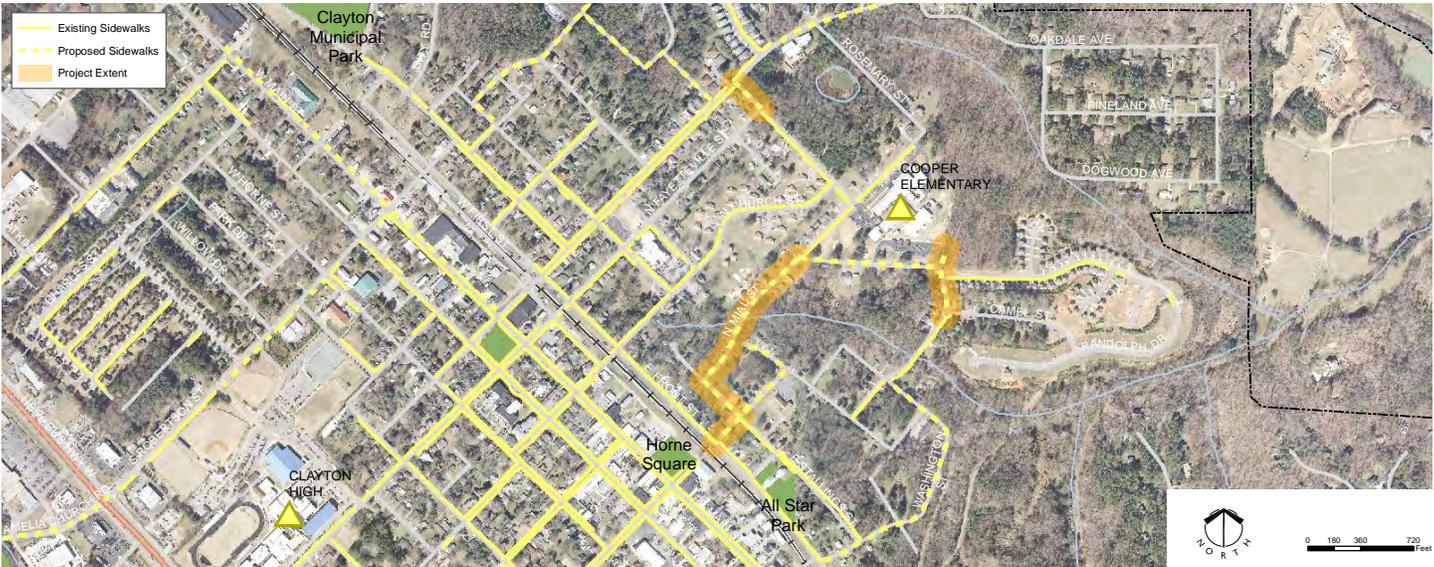


PREVIOUS PLANNING: This missing link in the sidewalk network was identified as part of the development of the Comprehensive Plan Update (2014-2015).

CONTEXT AND NEED: A safe pedestrian connection is needed between residential areas along O'Neil Street and near Downtown Clayton and Cooper Elementary School. Currently, there are missing sections of sidewalk along Wilson Street, North Mial Street, East Stallings Street, Camel Street, and Lombard Street.

RECOMMENDATION: Coordinate with transportation planning agencies and request Local Area Administered Projects Program (LAPP) funds and/or identify local funds for design and construction.

PROJECT MAP



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IMPROVEMENT TYPE: Sidewalks or Multi-use path

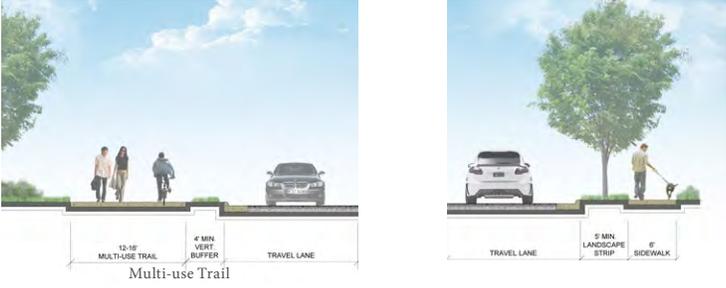
LENGTH 3.02 Miles

COST ESTIMATE: \$55,939,000 (R-3410A), \$35,019,000 (R-3410B), \$2,400,000 (Estimated Cost of Pedestrian Facilities)*

FACILITY DESCRIPTION

- ▶ Cross Section
 - 5-6 ft sidewalks or Multi-use path**

PROJECT LOCATION



PREVIOUS PLANNING:

This missing link in the sidewalk network was identified as part of the development of the Comprehensive Plan Update (2014-2015).

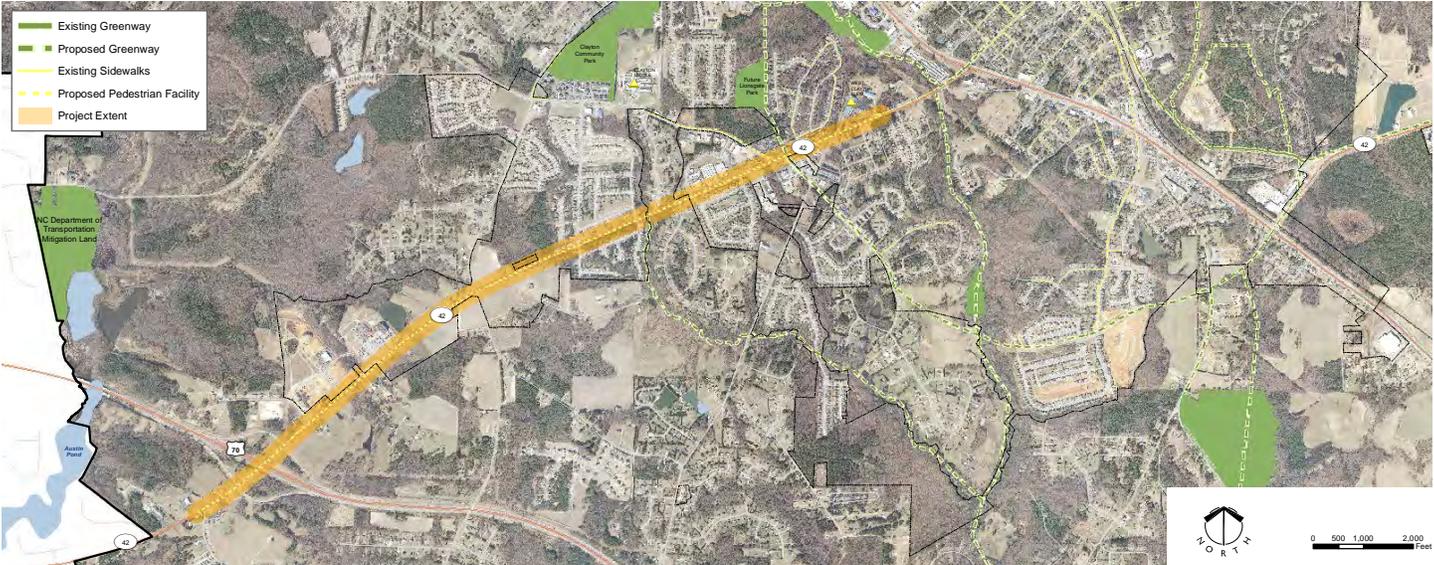
CONTEXT AND NEED:

A safe pedestrian connection along NC 42 West would serve as a critical link in the pedestrian system by connecting current and future residential and commercial/mixed-use areas. Downtown Clayton, Guy Road/NC 42, and NC 42/US 70 Bypass are designated as mixed use centers on the Future Land Use Map. In addition, NC 42 West is planned for medium and high density residential. Connecting these uses with a pedestrian facility has the potential to reduce the number of short trips that require driving on NC 42 West.

RECOMMENDATION:

Coordinate with transportation planning agencies to ensure that NC 42 is constructed as a “Complete Street” with adequate pedestrian facilities due to the fact that the segment will serve as a primary connection for non-motorized travel between higher density residential areas and mixed use centers. Request inclusion of pedestrian facilities in the widening project designated as R-3410A and B in the Statewide Transportation Improvement Program (STIP).

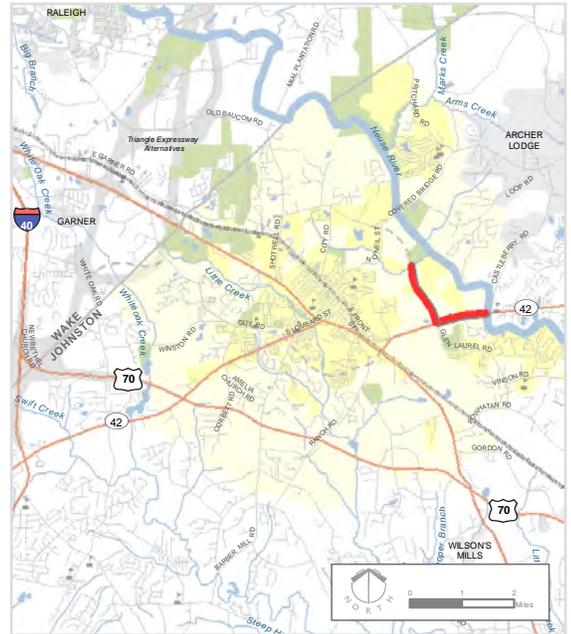
PROJECT MAP



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 **Exact Cross Section to be determined with further study

PROJECT LOCATION

- IMPROVEMENT TYPE:** Greenway
- LENGTH** 2.2 Miles
- COST ESTIMATE:** \$2,500,000*
- FACILITY DESCRIPTION** ▶ Cross Section
■ Paved 10 ft greenway

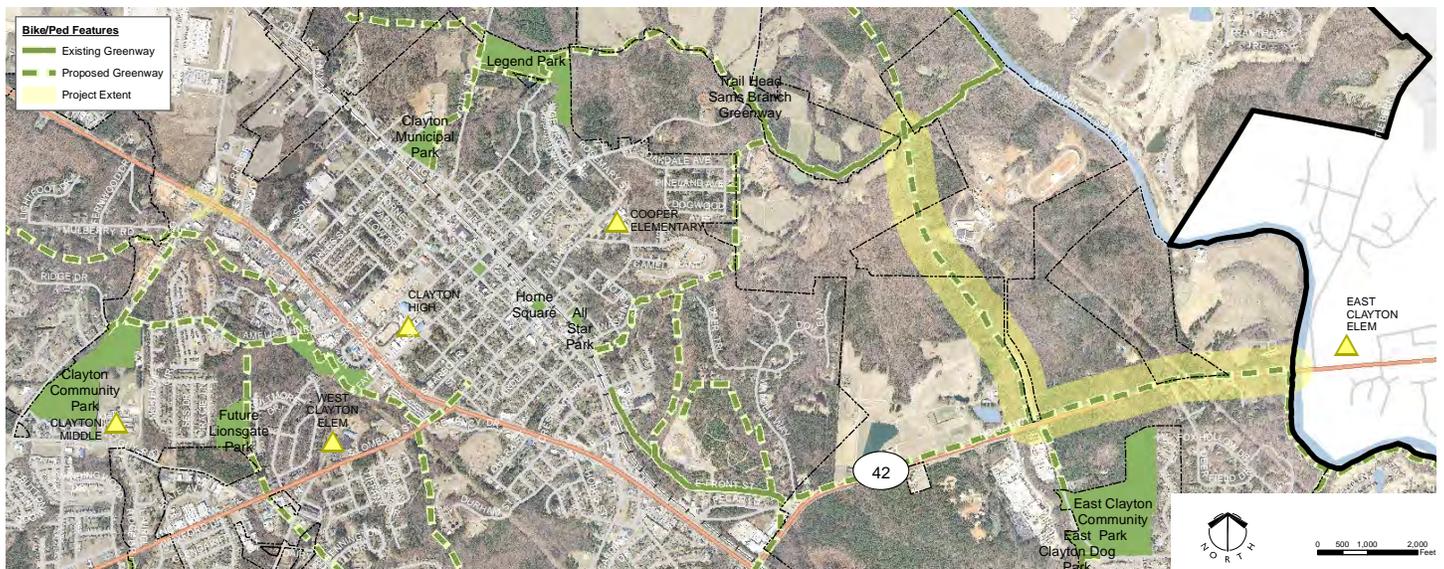


PREVIOUS PLANNING: This section of the Mountains to Sea Trail (MST) and the East Coast Greenway (ECG), from Sam's Branch Greenway to NC 42 East and along NC 42 to the Neuse River, is shown on the adopted Johnston County Comprehensive Transportation Plan (CTP). The planned alignment has since been refined and is shown in the map below.

CONTEXT AND NEED: The Neuse River Greenway is a local amenity and statewide tourist destination which currently terminates at the Sam's Branch Greenway spur. This section would add to the overall MST and eventually continue all the way to the North Carolina Coast as well as provide a key link in the ECG that will eventually stretch from Florida to Maine. In addition to providing a key connection in the statewide trail network this segment will also connect residential areas to a planned commercial area located at Glen Laurel Road and NC 42, and to Downtown.

RECOMMENDATION: Coordinate with transportation planning agencies, and/or parks and tourism agencies, and request NCDOT Statewide, NCDOT Division funds, CAMPO Local Area Administered Projects Program (LAPP) funds and/or Parks and Recreation Trust Fund (PARTF) grants for design and construction. These funding sources may require a local match.

PROJECT MAP



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PROJECT ID | NAME BP-5 | Mountains to Sea Trail (East Segment)

IMPROVEMENT TYPE: Greenway

LENGTH 1.9 Miles

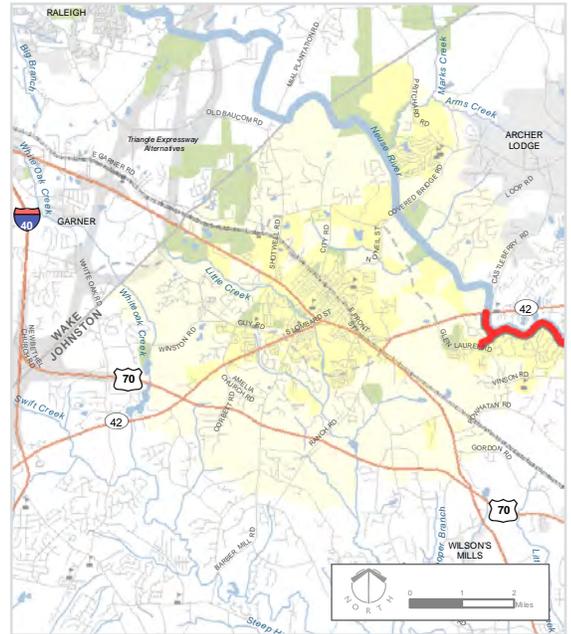
COST ESTIMATE: \$2,025,000*

FACILITY DESCRIPTION

- ▶ Cross Section
- Paved 10-12 ft greenway



PROJECT LOCATION

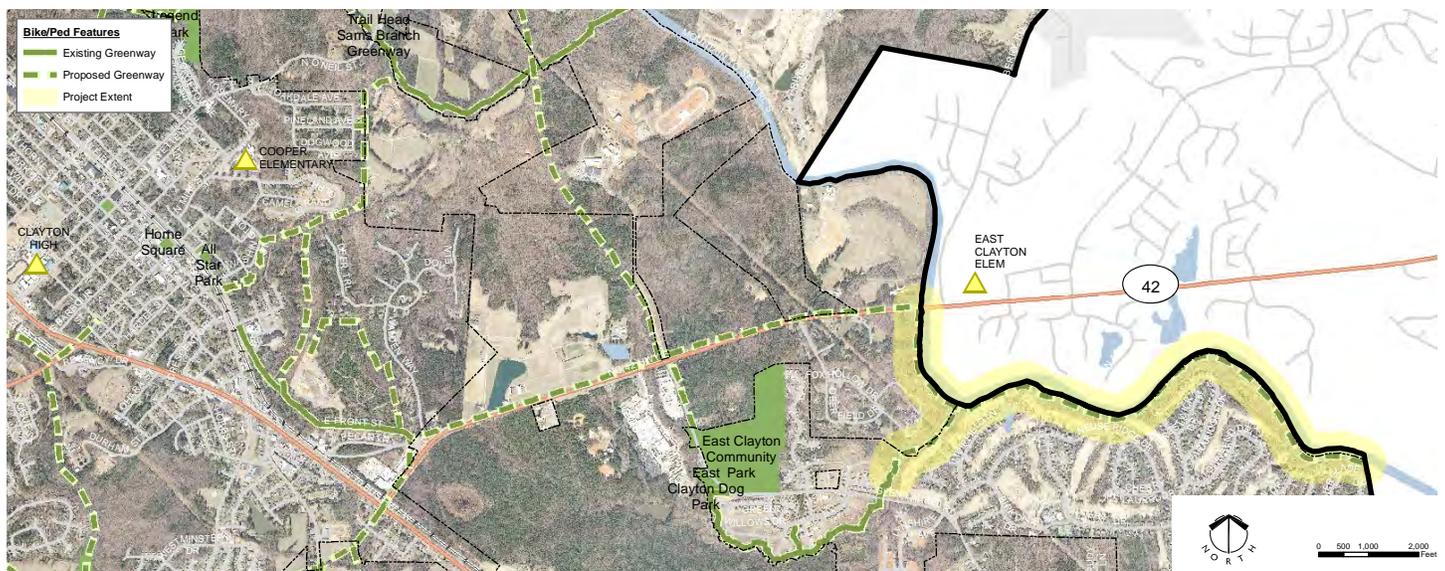


PREVIOUS PLANNING: The Mountains to Sea Trail (MST) and the East Coast Greenway (ECG) from NC 42 East to the Clayton Town limits is shown on the adopted Johnston County Comprehensive Transportation Plan (CTP).

CONTEXT AND NEED: The Neuse River Greenway is a local amenity and statewide tourist destination which currently terminates at the Sam's Branch Greenway spur. This section would add to the overall MST and eventually continue all the way to the North Carolina Coast as well as provide a key link in the ECG that will eventually stretch from Florida to Maine.

RECOMMENDATION: Coordinate with transportation planning agencies, and/or parks and tourism agencies, and request NCDOT Statewide, NCDOT Division funds, CAMPO Local Area Administered Projects Program (LAPP) funds and/or Parks and Recreation Trust Fund (PARTF) grants for design and construction. These funding sources may require a local match.

PROJECT MAP



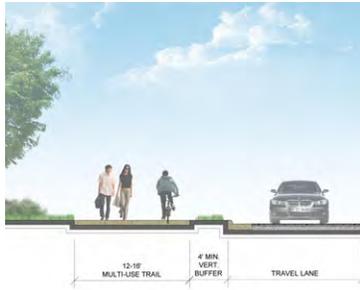
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IMPROVEMENT TYPE: Multi-Use Path

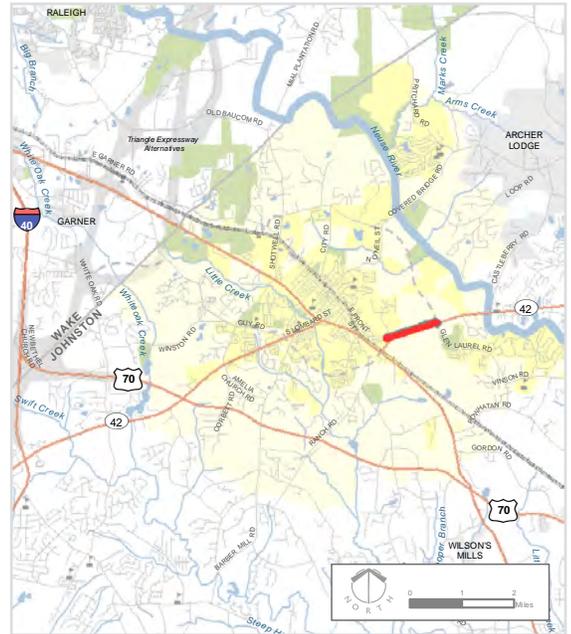
LENGTH 1.02 Miles

COST ESTIMATE: \$1,000,000*

- FACILITY DESCRIPTION**
- ▶ Cross Section
 - Paved 10 ft multi-use trail in road right-of-way



PROJECT LOCATION

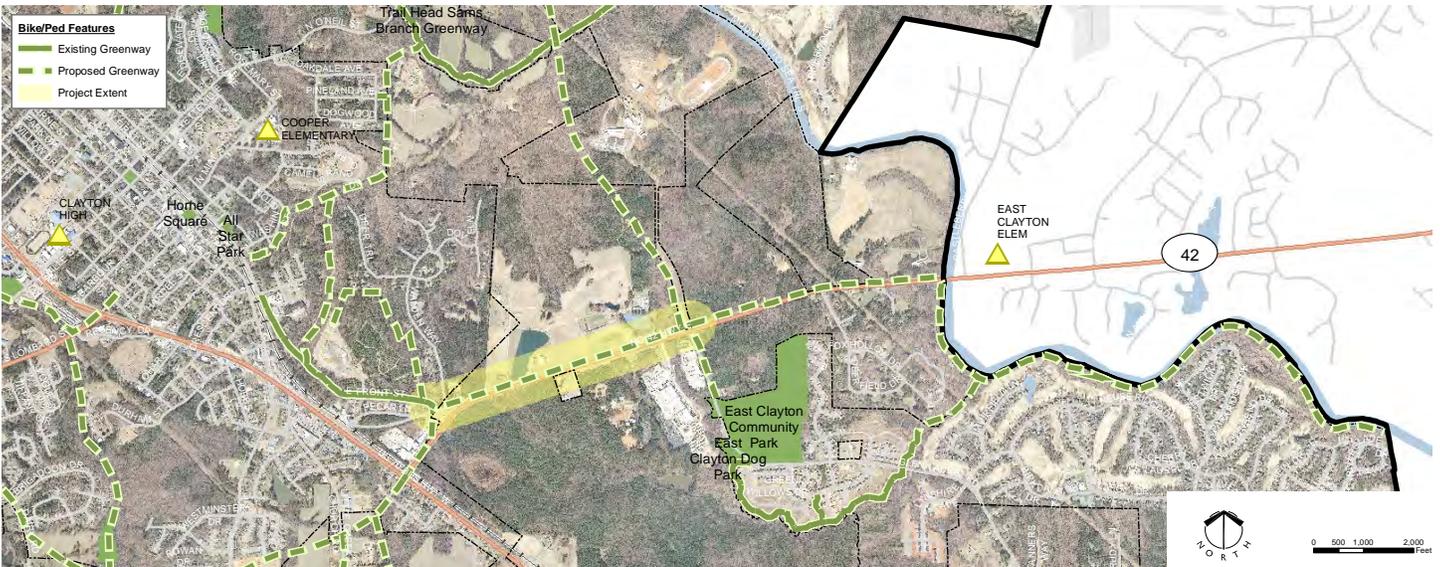


PREVIOUS PLANNING: The Front Street to Northside Connector Multi-use Trail is shown on the adopted Johnston County Comprehensive Transportation Plan (CTP). The Front Street portion of the multi-use trail has been completed.

CONTEXT AND NEED: The Mountains to Sea Trail (MST) is a local amenity and regional tourist destination which will eventually continue to NC 42 East and all the way to the North Carolina Coast. This connection between Downtown Clayton and the MST via NC 42 would allow for multiple running and biking excursions from the north side of Clayton. This facility will also connect a planned commercial/mixed-use center with Downtown and the MST.

RECOMMENDATION: Coordinate with transportation planning agencies and request inclusion of pedestrian facilities in the widening project (designated as R-3410 in the Statewide Transportation Improvement Program (STIP), or request CAMPO Local Area Administered Projects Program (LAPP) funds and/or Parks and Recreation Trust Fund (PARTF) grants for design and construction.

PROJECT MAP



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