



NC 98 CORRIDOR STUDY REPORT



www.nc98corridor.com

WHERE & WHAT

Project Study Area:

- 27-miles from U.S. 70 in Durham Co. through Wake Co. to U.S. 401 in Franklin Co. (approximately a quarter mile (1/4) on either side of N.C. 98)

This study will evaluate:



Safety & Mobility



Planned & Existing
Roads



Transit



Bicycle/ Pedestrian
Facilities

N.C. 98 STUDY SCHEDULE

Project
Kick-Off



DEC 16 | JAN 17 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN 18 | FEB | MAR | APR | MAY | JUN | JUL

REVIEW EXISTING INVENTORY & PLANS

TRANSPORTATION ANALYSIS

CONCEPTUAL DESIGN

IMPLEMENTATION PLAN

SOT



Visioning Public Events
Public Meetings
Pop-up Events

PUBLIC INVOLVEMENT

SOT



**Conceptual Design
Preference Public Events**
Public Meetings
Pop-up Events

SOT



**Informational Session on
Recommendations**
Public Meetings

★ Study Oversight
Team (SOT) Meeting

EXISTING CONDITIONS

Environmentally Sensitive Areas



- Falls Lake, Little River, & Neuse River Watersheds
- Shinleaf Recreation Area
- Parks
- Trails

Several Types of Land Uses



- Transportation
- Recreational
- Agricultural
- Residential
- Educational Institutions
- Natural Environment
- Commercial

Traffic Generating Facilities



- Schools
- Churches
- Shopping centers
- Activities

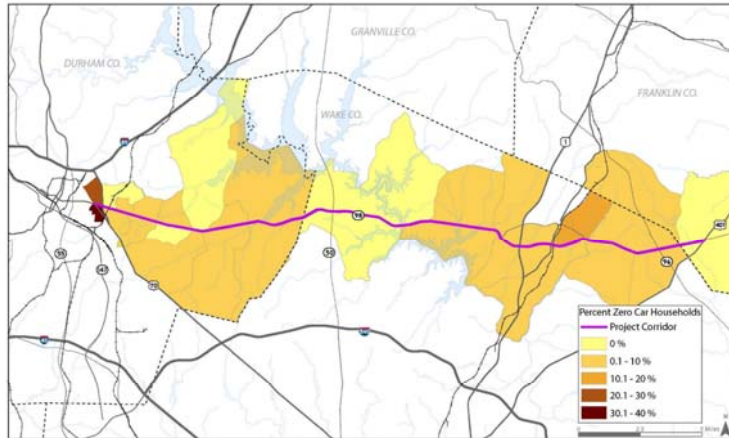
Recreation



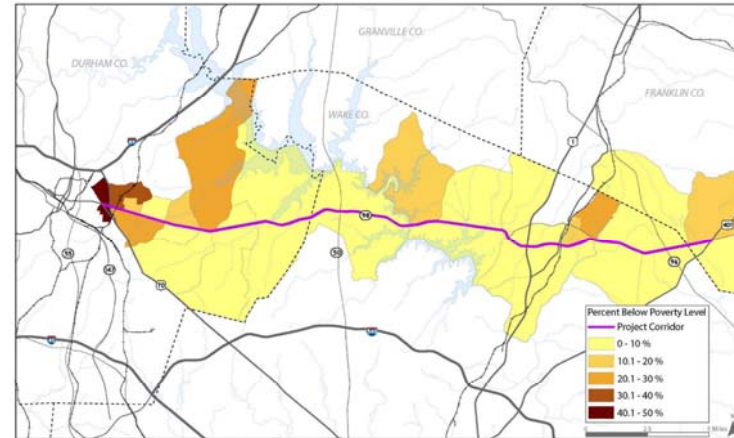
- Cycling
- Boating
- Camping
- Parks & Trails
- Golf

Demographics

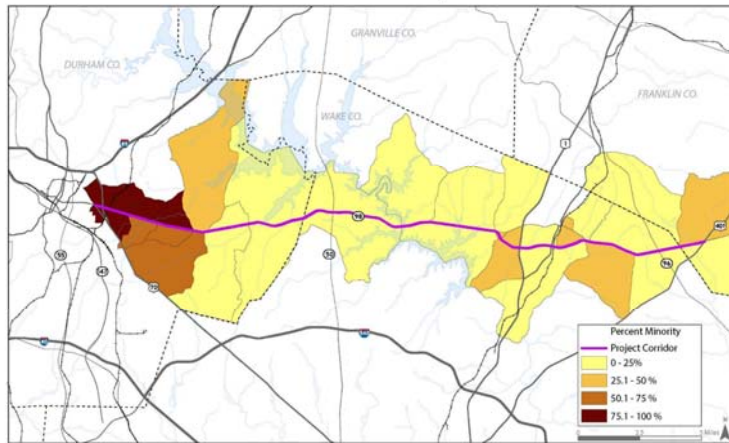
Percent Zero Car Households



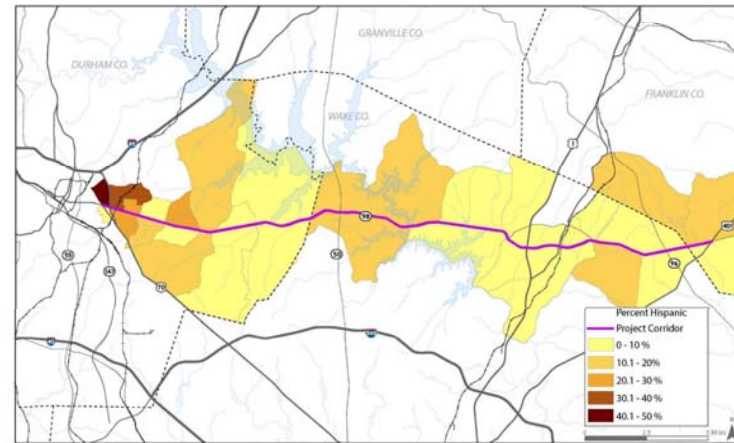
Percent Below Poverty Level



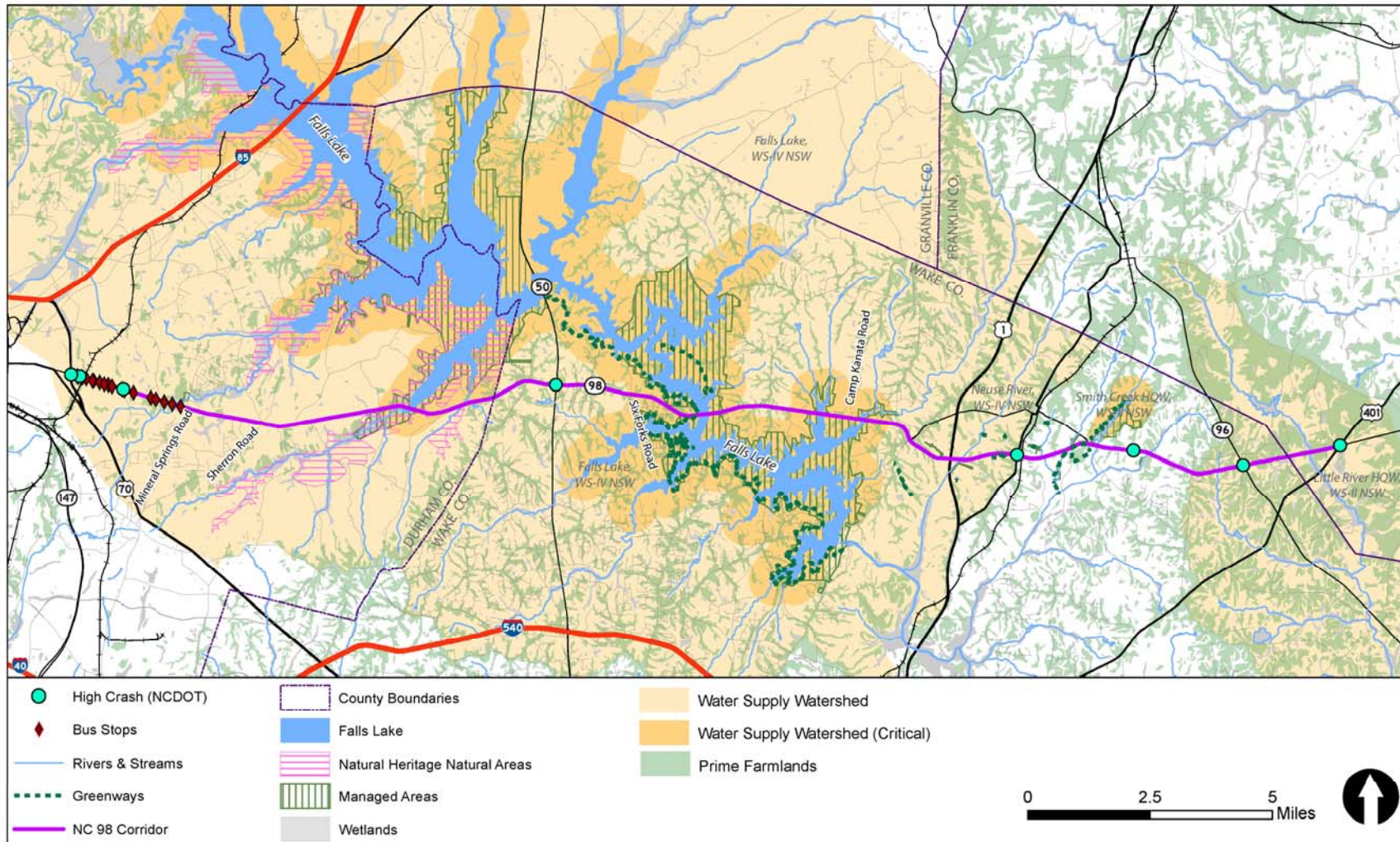
Percent Minority



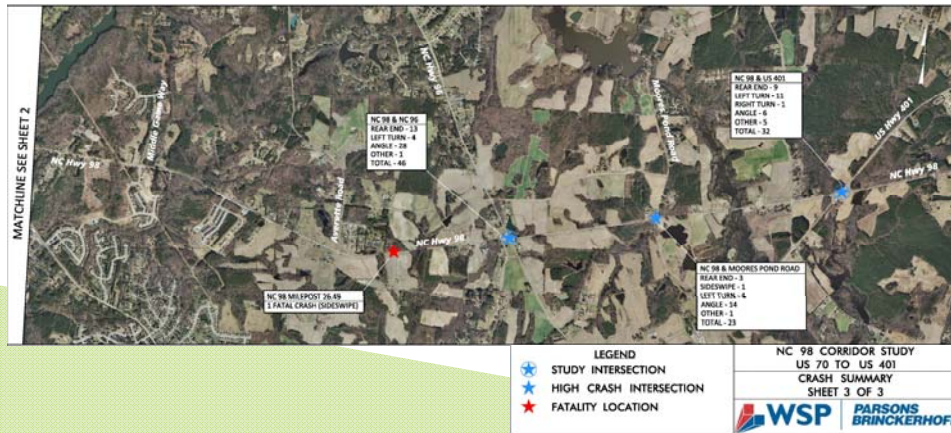
Percent Hispanic



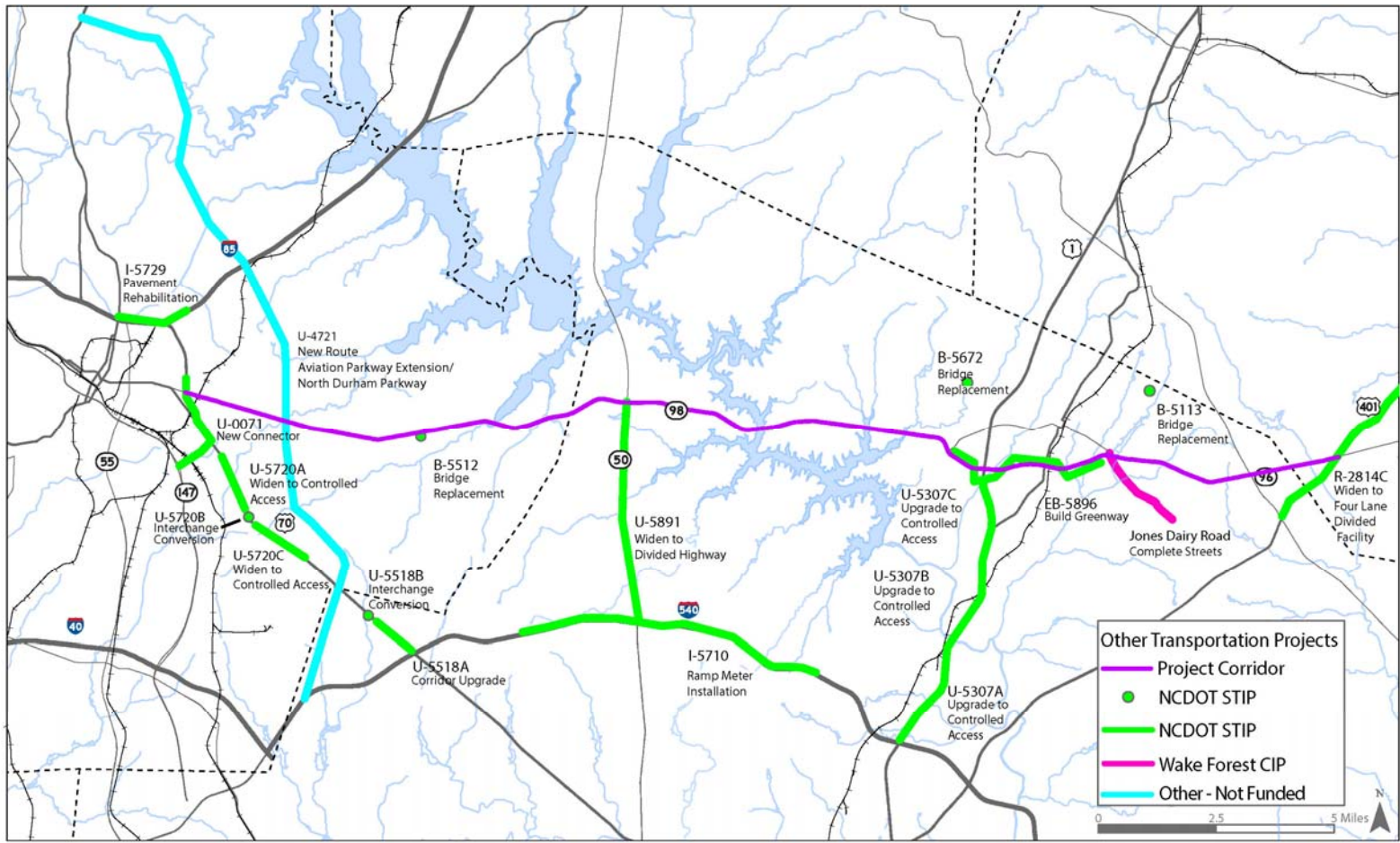
Environmental Constraints



CRASH DATA



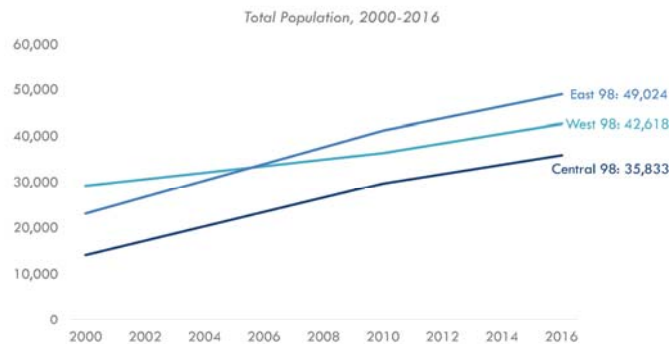
AREA PROJECTS ALONG NC 98



ECONOMIC ANALYSIS

POPULATION GROWTH

The NC 98 Corridor has seen significant growth since 2000, most notably in the Central and East sections.



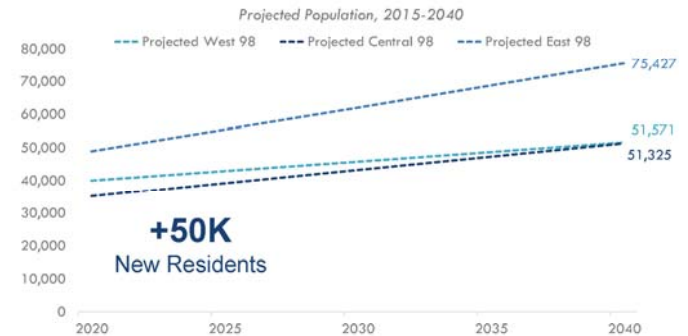
Source: ESRI Business Analyst



NC 98 Market Study DRAFT



Based on CAMPO projections, the corridor is expected to add over 50,000 people by 2040.



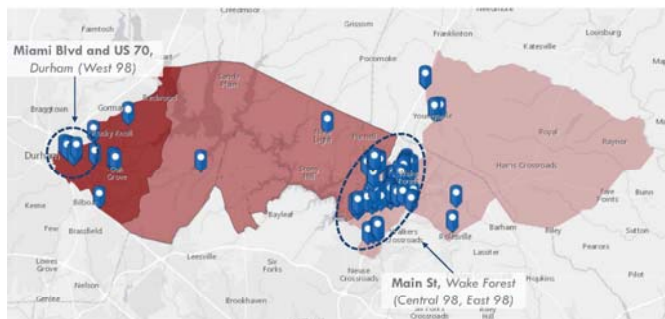
Source: ESRI Business Analyst, CAMPO, DCHC



NC 98 Market Study DRAFT

COMMERCIAL GROWTH

Existing commercial office buildings have clustered along Miami Boulevard in Durham and Main Street in Wake Forest.



Source: CoStar, ESRI



NC 98 Market Study DRAFT



The Study Area could add an additional 1 million SF in commercial office space by 2040, primarily owing to growth in East 98.

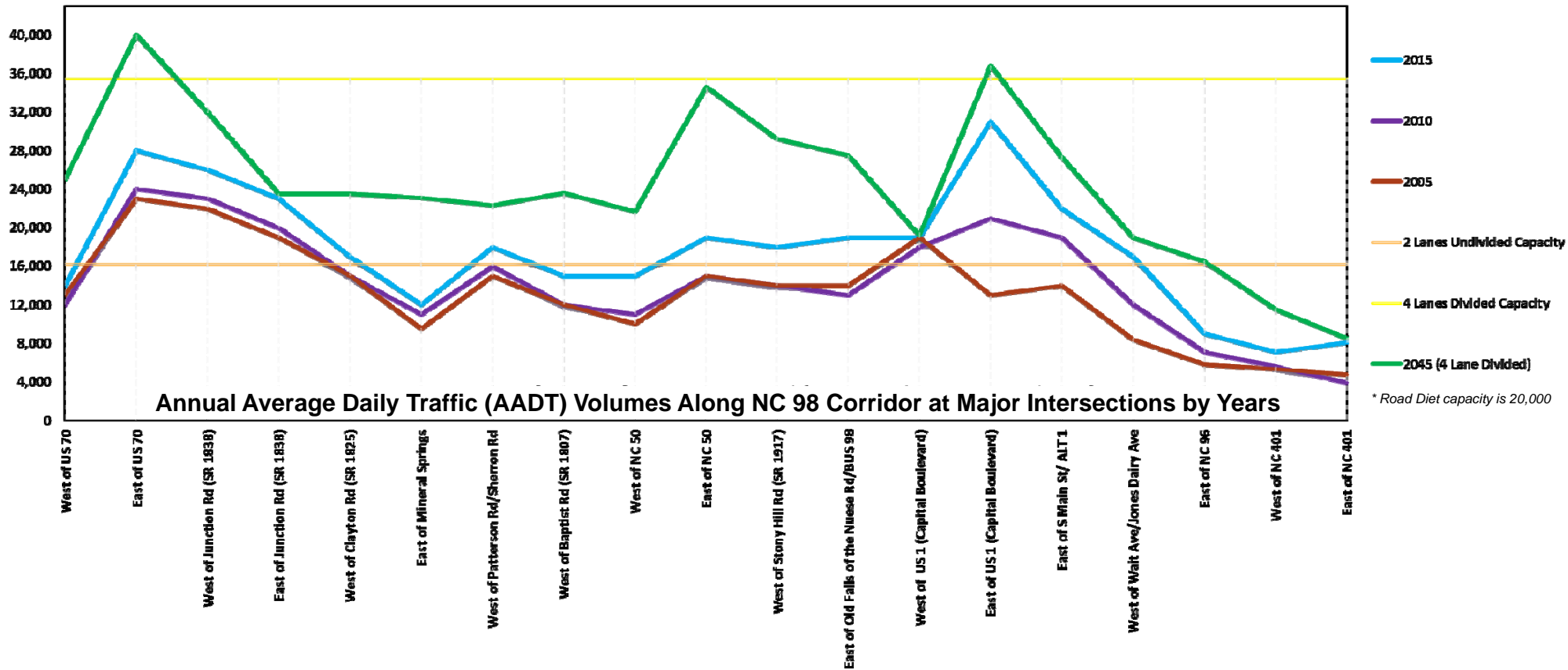


Source: CoStar, CAMPO



NC 98 Market Study DRAFT

TRAFFIC ANALYSIS



PUBLIC PARTICIPATION



5 pop-up events



558 crowdsourcing comments



6 public meetings



168 comment forms/online surveys



221 attendees



121 online comment submissions/web sign-ups



Corridor Outreach

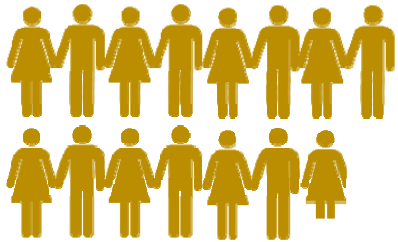
(Durham Southern High School Football Game, Businesses and Churches along the corridor)

PUBLIC PARTICIPATION

NC98CorridorStudy.com



8,017 sessions



6,496 Users (10.6%
returning users)

#NC98Study

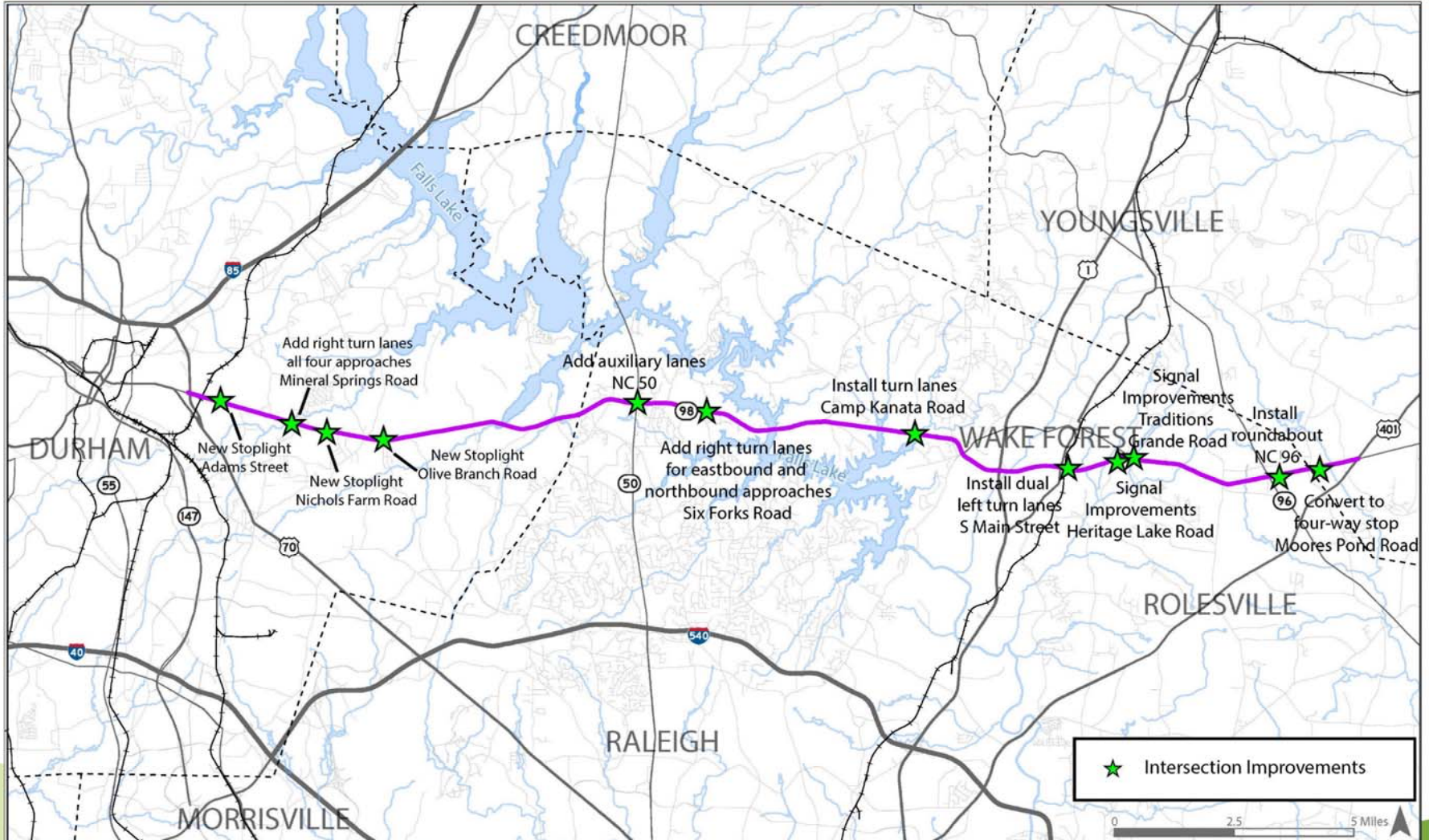


16,473 Impressions

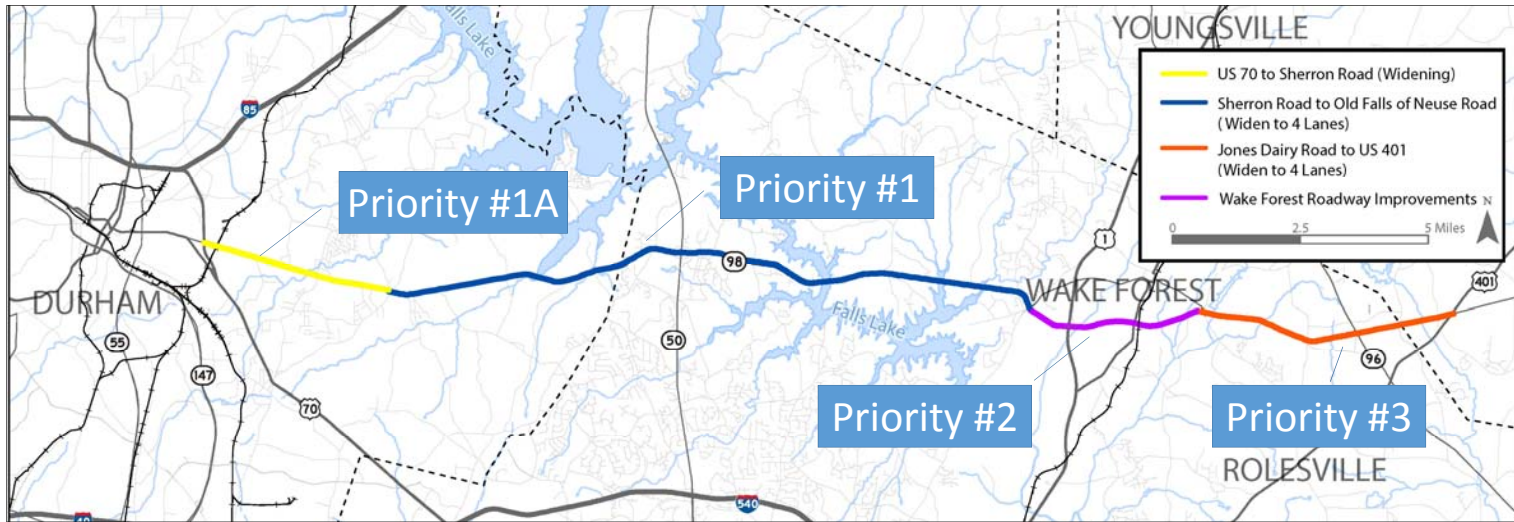


3,206 Reaches

SHORT-TERM IMPROVEMENTS

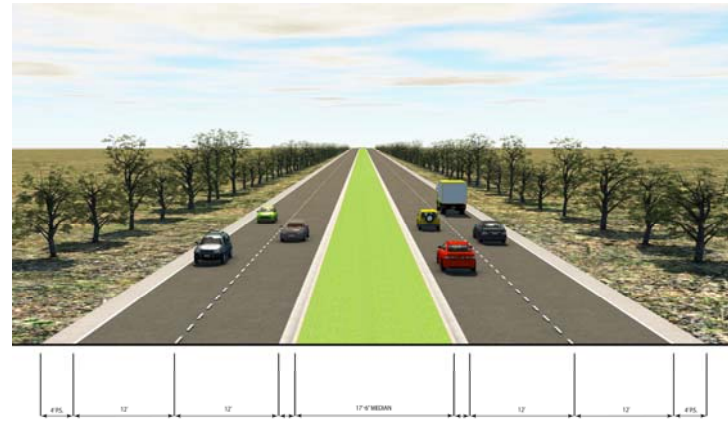


LONG-TERM IMPROVEMENTS



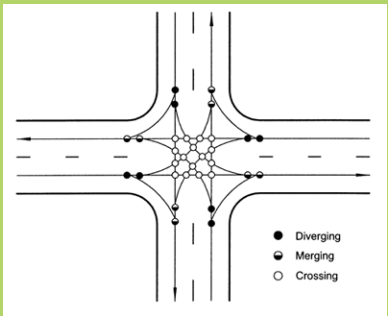
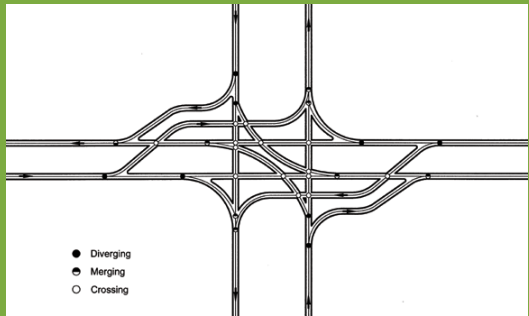
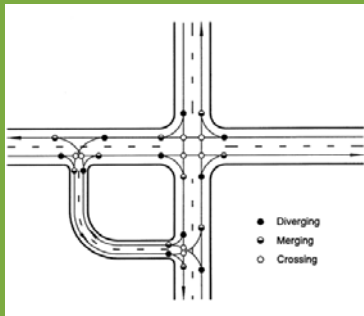
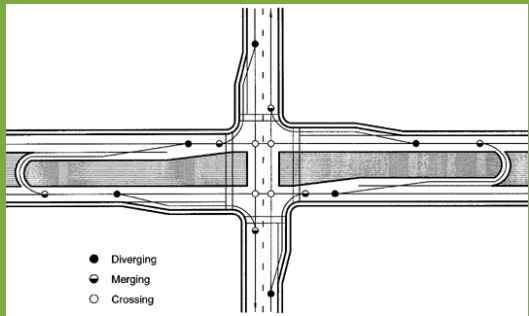
Junction to Sherron – Access Management

4 Lane Widening – Potential Cross Section



INTERSECTION TREATMENTS

INTERSECTION CONFLICT POINTS

				
	Traditional Intersection	Continuous Flow Intersection	Quadrant Intersection	Median U-turn
Total Conflict Points	32	30	28	16

Indirect Left-Turn Treatments:

- Remove the left-turning vehicles from the flow of traffic without causing them to stop in a through-traffic lane (as a traditional intersection may)
- Improve safety by reducing the number of conflict points as shown above
- Reduce the number of signal phases to provide more green time for traffic
- Increase capacity

PEDESTRIAN & BICYCLE

POTENTIAL BICYCLE AND PEDESTRIAN FACILITIES

Facility Type



Description

- A shared-use path is defined as a trail permitting more than one type of user. Paths serve as part of a transportation circulation system and support multiple recreation opportunities, such as walking, bicycling, and inline skating. A shared-use path is physically separated from motor vehicular traffic with an open space or barrier.

Facility Type



Description

- A median refuge or island provides in-street refuge along the route of a pedestrian crossing.
- The refuge width is ideally 7' to fit bicycles.
- The approach to vehicle travel lanes must be ADA-compliant.

Facility Type



Description

- Bike lanes designate an exclusive space for bicyclists through the use of pavement markings, striping, and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street. Benefits include providing obvious space on the road for cyclists and sending a message to other road users to expect cyclists.

Facility Type



Description

- High visibility striping should be used at crossing areas.
- A 4' minimum width should be used for ADA-accessible curb ramps.
- A push button with audible status should be present at the crossing.
- A pedestrian countdown signal should be present.

Facility Type



Description

- A buffered bicycle lane is a bike lane with additional striping or hatching (buffer) adjacent to it.
- The buffer may separate the bicycle lane from motor vehicle travel, parking, or both.
- The buffer width is typically 2'-3'.

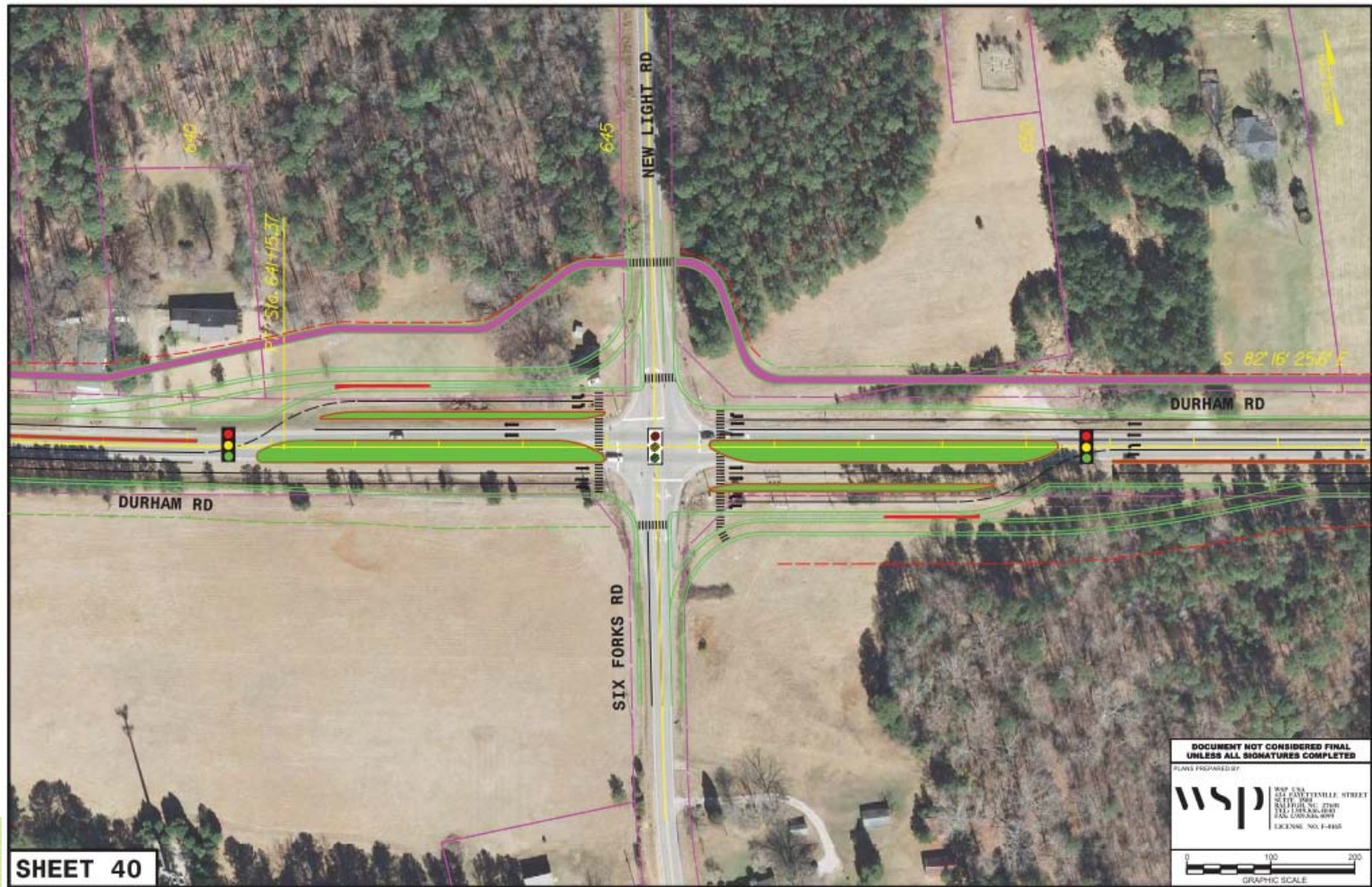
Facility Type



Description

- Rapid flashing beacons are used to increase visibility of pedestrians as they cross the roadway at uncontrolled crosswalks.
- This beacon is pedestrian-activated (i.e., the signal will only flash if a pedestrian has pushed a button, indicating that they need to cross the street).

Conceptual Designs



Conceptual Designs



POTENTIAL FUNDING SOURCES

NCDOT Transportation Improvement Program	Other NCDOT Funds	MPO Local Project Funds	Municipal Funds	Grants	Developer
<ul style="list-style-type: none"> • Sherron Road to Old Falls of Neuse Widening • Old Falls of Neuse Road to Jones Dairy Road Intersection Upgrades • Jones Dairy Road to US 401 Widening • Sherron Road Widening NC 98 to US 70 (needed for road diet) • Northern Durham Parkway NC 98 to US 70 (needed for road diet) 	<ul style="list-style-type: none"> • Left turn lanes at Camp Kanata • Left turn lanes at Six Forks Road • Turn lanes at Mineral Springs Road • Traffic signal at Adams Street • Auxiliary Lanes on NC 98 at NC 50 	<ul style="list-style-type: none"> • Sidewalk improvements from US 70 to Sherron Road • Sherron Road to Neal Middle School Multi-use Path • Intersection improvements at S. Main Street • Intersection improvements at Jones Dairy Road and Traditions Grande • Intersection improvements at Old Falls of Neuse Road • Turn lanes at Six Forks Road 	<ul style="list-style-type: none"> • US 70 to Sherron Road road diet option • Signal improvements at Heritage Lake Road and Traditions Grande • Pedestrian bridge over NC 98 • Oak Grove Elementary School Sidewalk Gap • Transit stop improvements 	<ul style="list-style-type: none"> • Pedestrian bridge over NC 98 • Sidewalk improvements from US 70 to Sherron Road • Transit stop improvements 	<ul style="list-style-type: none"> • Quadrant Roadway at Sherron Road • Turn lanes at Camp Kanata Road • Intersection improvements from Old Falls of Neuse Road to Jones Dairy Road • Friendship Chapel Road extension

* Projects may be funded via a variety of sources and/or led by varying agencies

Questions

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