

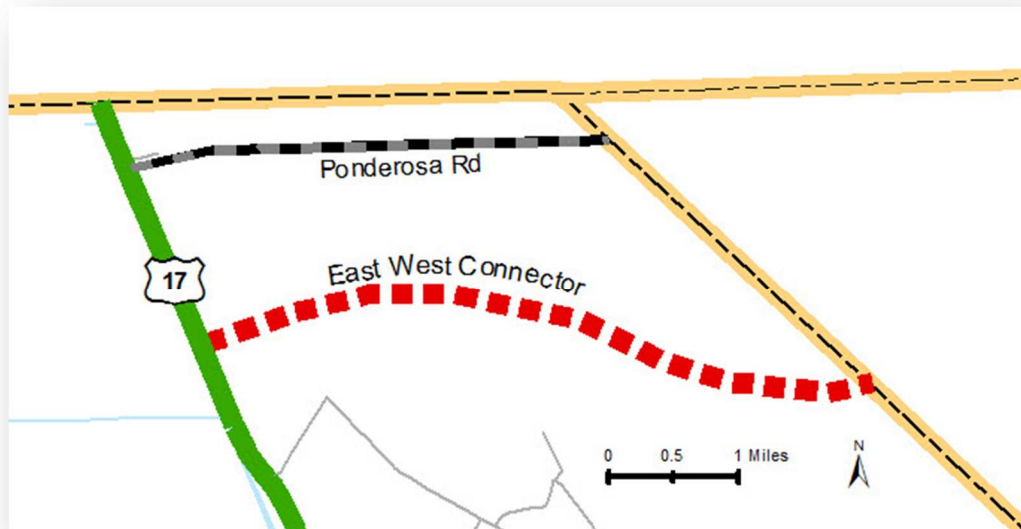
# CAMDEN COUNTY COMPREHENSIVE TRANSPORTATION PLAN AMENDMENT

Addendum to “2013 Camden County Comprehensive Transportation Plan”:

## ***Problem Statements***

### **HIGHWAY**

#### **Proposed East-West Connector Local ID: CAMD0006-H**



### **Identified Problem**

The northern portions of Camden and Currituck Counties have experienced rapid residential subdivision growth in the past 10 years as the Hampton Roads development in Virginia expands and grows southward. The population of Moyock Township alone has jumped 122% since 1990. In addition Camden Plantation, a 1,700-unit mixed-use development was approved in Northern Camden County, will attract hundreds of new residents as homes and apartments are built.

Also, each County is actively promoting and recruiting non-residential, commercial and industrial uses for these same areas. Camden County recently opened an Eco-Industrial Park in South Mills to attract industry, and Currituck County is in the early stages of planning a mixed use development for approximately 2,500 acres which will

combine residential, office, light industrial and other property uses. In addition, both Counties are actively working with the Port of Virginia to expand port-related and maritime distribution and value-added opportunities by expanding the Port's Foreign Trade Zone program into Northeast North Carolina.

Finally, recent direction from the Governor's NCDOT 25 year vision plan includes the State's push to designate and improve the current US 17 / US 64 corridor from Hampton Roads to Raleigh for a future interstate route. This plan would further enhance Camden and Currituck's potential role in a mid-Atlantic distribution network connecting North Carolina & Virginia's economic centers and ports of entry.

Given these current development trends and the stated long-term economic development strategies, it is reasonable to assume a strong and growing travel demand is set in place.

Currently, Currituck and Camden Counties are limited in their east-west highway connections, especially in the northern portions of each county nearest the Hampton Roads area. In fact, only one major thoroughfare, South Mills Road (SR 1227), is available for traffic covering a nearly 30-mile stretch from US 158 to the Virginia border.

The lack of a major connection facility to provide a vital connection between the already busy NC 168 and the US 17 highway corridors is likely to restrict commerce and economic development opportunities as all stakeholders have planned.

### **Justification of Need**

Currently US 17 is a 4-lane divided expressway in Camden County from the Virginia line to Pasquotank County. US 17 is a major north-south corridor, that connects the Chesapeake/Norfolk area of Virginia with Camden County. The facility is a vital artery in moving people and goods through North Carolina, connecting Virginia and other points north with the coastal region of North Carolina. The entire facility is a boulevard.

The 2014 volume on this road is 12,000 AADT and future year 2040 volume is expected to be 29,100 AADT. The capacity on this road is 57,000 AADT. Although the volume will not exceed the capacity in 2040, it is possible that the volume will exceed capacity at this rate after 2040. The proposed East West Connector will connect from US 17 to NC 168. The AADT on NC 168 is expected to exceed capacity in 2040, with AADT in 2040 is expected to be 51,400 and capacity is expected to be 39,600. With the growth happening in this area, it is critical to have an alternative route.

## **Community Vision and Problem History**

Currently, Northern Currituck and Camden Counties are connected via South Mills Road / Old Swamp Road (SR 1224), two-lane, rural highways with multiple sharp curves and narrow shoulders. In the future, the northern part of the county is expecting an increase of residents which will lead to an increase in commercial traffic. This increase will not only create more traffic on SR 1224 but may also impact safety.

Currituck and Camden Counties both recognize the need for a major thoroughfare connector road to support future trips from NC 168 corridor west to the US 17 / Future I-44 corridor, especially as properties develop between the major north/south thoroughfares connecting Northeast North Carolina to Hampton Roads, Virginia.

## **CTP Project Proposal**

### **Project Description**

The proposed project (East-West Connector, Local ID: CAMD0006-H) is to construct a 4-lane divided boulevard on a new location in Moyock from NC 168 near the Virginia line to US 17 in northern Camden County.

The proposed connector road will alleviate traffic congestion and potentially unsafe conditions on South Mills Road (SR 1227) and provide excellent regional commercial traffic access to points west of the NC 168 corridor.

### **Linkages to Other Plans and Proposed Project History**

The improvement proposed is the new East-West Connector Road that is an important link to many of the recommendations in both the Currituck County CTP and the Camden County CTP. It directly connects to proposed improvements of NC 168, the Moyock Bypass and for the US 17 / US 64 Corridor from Raleigh, NC to Norfolk, VA. Furthermore, the proposed road provides the critical infrastructure needed for Camden and Currituck Counties to optimize benefit of proximity to the Port of Virginia and to Hampton Roads.

### **Land Use Patterns**

The 2012 Camden County Land Use Plan indicates majority of north-east Camden County is farmland or wooded with houses or properties. As mentioned earlier, a 1,700-unit mixed-use development has been approved in Northern Camden County, which will attract hundreds of new residents as homes and apartments are built.

### **Multi-modal Considerations**

There are no other modes of transportation associated with this proposed project.

**Ponderosa Drive upgrade**  
**Updated - Local ID: CAMD0007-H**

It is recommended that the unpaved Ponderosa Drive become a paved roadway. Ponderosa Drive is currently privately owned and serves the surrounding residential area. The proposed road improvement will better serve the surrounding residential community in Camden County. This is an update to CAMD0004-H.

**BICYCLE**

Many of the bicycle facilities come from the Albemarle Regional Bicycle Plan.

The following are recommendations for improving bicycle facilities in Camden County:

**McPherson Road (SR 1231), Local ID: CAMD0007-B**

The revised Camden County Comprehensive Transportation Plan (CTP) recommends adding a bicycle lane onto McPherson Road from US 17 to Old Swamp Road. The recommended cross-section is 2A, Appendix D.

**Old Swamp Road (SR 1224), Local ID: CAMD0008-B**

The revised Camden County Comprehensive Transportation Plan (CTP) recommends adding a bicycle lane onto Old Swamp Road from McPherson Road to County Line. The recommended cross-section is 2A, Appendix D.

**River Bridge Road (SR 1212), Local ID: CAMD0009-B**

The revised Camden County Comprehensive Transportation Plan (CTP) recommends adding a bicycle lane onto River Bridge Road from Old Swamp Road to US 17. The recommended cross-section is 2A, Appendix D.

**US 158, Local ID: CAMD0010-B**

The revised Camden County Comprehensive Transportation Plan (CTP) recommends adding a bicycle lane onto US 158 from County Line to NC 343. The recommended cross-section is 2A, Appendix D.