

CAMPO Bonus Allocation Recommended Programming

*Intersection Improvement Projects Recommended for Right of Way and Construction Funding

Project ID	Project Description	Funding Tier	Right of Way Year	Right of Way Cost	Utilities FFY	Utilities Cost	Construction Year	Construction Cost	TOTAL
HL-0008C	NC 50 (Benson Rd) & Timber Dr	Regional	2022	\$75,000		\$0	2023	\$525,000	\$600,000
HL-0008D	Holly Springs Rd & Sunset Lake Rd	Division	2023	\$400,000	2024	\$200,000	2025	\$1,750,000	\$2,350,000
HL-0008G	Lake Wheeler Rd & Hilltop Needmore Rd	Division	2022	\$300,000	2023	\$225,000	2024	\$2,400,000	\$2,925,000
HL-0008H	Lake Wheeler Rd, Simpkins Farm Ln & Simpkins Rd	Division	2022	\$250,000	2023	\$175,000	2024	\$1,750,000	\$2,175,000
HL-0008L	Ten Ten Rd, Bells Lake Rd & Graham Newton Rd	Division	2023	\$300,000	2024	\$225,000	2025	\$2,400,000	\$2,925,000
HL-0008O	NC 42 & Johnston Rd	Regional	2023	\$175,000	2024	\$125,000	2025	\$1,300,000	\$1,600,000
HL-0008P	Ten Ten Rd & NC 50 (Benson Rd)	Regional	2023	\$250,000	2024	\$175,000	2025	\$1,750,000	\$2,175,000
HL-0008Q	Optimist Farm Rd & Bells Lake Rd	Division	2023	\$300,000	2024	\$225,000	2025	\$2,400,000	\$2,925,000
HL-0008S	Olde South Rd & Penny Rd	Division	2023	\$175,000	2024	\$125,000	2025	\$1,100,000	\$1,400,000
TOTAL				\$2,225,000		\$1,475,000		\$15,375,000	\$19,075,000

CAMPO Bonus Allocation Projects Recommended to be Removed from Implementation List

Project Description	Reason for Removal
Lake Wheeler Rd & Ten Ten Rd	TPD's estimate of 2025 (post-540) traffic shows a decrease on Ten Ten. With other improvements being made by developers, this location can likely be dropped.
Kildaire Farm Rd & Penny Rd	The Town of Cary is anticipating development improvements at this intersection. NCDOT Congestion Management and the Town of Cary have both evaluated the proposed turn lane and agree that it is not needed.
Main St & Holly Springs Rd	Project funded through LAPP.
Cleveland Rd & Old Drug Store Rd	New interchange at I-40 and NC 42 will sever intersection.
NC 50 & Steven Oaks Rd	NCDOT's analysis shows that a WB LTL is not needed and the RTL is being constructed under the Complete 540 project.
NC 42 & Old Stage Rd	NCDOT's analysis is not showing a need for capacity/mobility improvements at this location. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
Hilltop Needmoore Rd & Johnson Pond Rd	Developer completing portion of project. Further study of safety and mobility improvements shows low benefit to cost ratio.
Holly Springs Rd & Arthur Pierce Rd	The NCDOT analysis shows only a slight mobility benefit based on the existing volumes. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
NC 42 & Rock Service Station Rd	The NCDOT Mobility & Safety Unit has observed and further evaluated this intersection, and the proposed improvements would not result in a significant mobility benefit.
Ten Ten Rd & Rand Rd	NCDOT's analysis not showing a need for capacity/mobility improvements at this location. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
Optimist Farm Rd & Manns Loop Rd	NCDOT has evaluated this intersection, and it appears that queuing from the adjacent intersection is causing the issue.
White Oak Rd & Hillandale Ln	NCDOT has evaluated this intersection, and it appears that queuing from the adjacent intersection is causing the issue.

Old Stage Rd & Legend Rd	NCDOT's analysis is not showing a need for capacity/mobility improvements at this location. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
Johnson Pond Rd & Whitted Rd	NCDOT has evaluated this intersection, and no approaches appear to be over capacity. No mobility need is evident.
Optimist Farm Rd & Johnson Pond Rd	NCDOT's analysis is not showing a need for capacity/mobility improvements at this location. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
Ten Ten Rd & Johnson Pond Rd/Blaney Franks Rd	Signalization would increase overall delay. The 2025 traffic shows a decrease on Ten Ten.