Comprehensive Transportation Plan Amendment

Nash County

February, 2016

Comprehensive Transportation Plan Amendment
Nash County

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Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with: Town of Dortches
Town of Middlesex
Town of Red Oak
Nash County
Upper Coastal Plain Rural Planning Organization

February, 2016

Scott W. Walston, PE
Triangle Planning Group Supervisor

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Executive Summary

In August of 2009, the Transportation Planning Branch of the North Carolina Department of Transportation and Nash County initiated a study to cooperatively develop the Nash County Comprehensive Transportation Plan (CTP), which included the towns of Bailey, Castalia, Dortches, Middlesex, Momeyer, Red Oak, Spring Hope, Sharpsburg, and Whitakers. The plan excludes the area under the jurisdiction of Rocky Mount Metropolitan Planning Organization (MPO). This is a long range multi-modal transportation plan that covers transportation needs through year 2040. The plan was updated in 2015 and reflects a revised Rocky Mount MPO boundary area. Since the 2012 plan, the town of Sharpsburg became a member of the Rocky Mount MPO and is no longer an element of this plan. Modes of transportation evaluated as part of this updated plan include highway and pedestrian. This plan does not cover routine maintenance or minor operations issues.

Findings of this CTP study were based on analysis of the transportation system, environmental screening, and public input. Refer to Figure 1 in the CTP maps, which were mutually endorsed/adopted and updated in 2015. Implementation of the plan is the responsibility of Nash County, and the towns of Bailey, Castalia, Dortches, Middlesex, Momeyer, Red Oak, Spring Hope, Whitakers and NCDOT. Refer to Chapter 2 for information on the implementation process.

This report documents the recommendations for improvements that are included in the Nash County CTP Amendment. Other recommendations can be found in the 2012 Nash County CTP. The major recommendations for improvements are listed below. More detailed information about these recommendations can be found in Chapter 2.

HIGHWAY AMENDMENTS:

- Upgrade the existing freeway US 64 (Future I-495) to Interstate Standards from Wake County to the Rocky Mount MPO.
- Widen NC 43 from two lanes along:
    - Woodruff Avenue (SR 2210) to Tharrington Road to two lanes with two-way left turn, curb and gutter and sidewalks;
    - Tharrington Road to North Old Carriage Road (SR 1603) to two lane undivided with curb and gutter, bike lanes and sidewalks; and
    - Old Carriage Road (SR 1603) to Red Oak Road (SR1003) to two lanes with two-way left turn, curb and gutter and sidewalks.

PEDESTRIAN AMENDMENTS:

The 2012 Nash County CTP contained technical errors in the following pedestrian facilities in the Town of Middlesex:

- the west side of North Chestnut Street between West Steward Street and West Finch Avenue and
- the north side of West Finch Avenue between North Chestnut Street and North Walnut Street.

Adopted by:

Town of Bailey
Date: 09/19/2011

Town of Castalia
Date: 09/06/2011

Town of Dortches
Date: 09/20/2011

Town of Middlesex
Date: 09/12/2011

Town of Momeyer
Date: 09/12/2011

Town of Red Oak
Date: 09/05/2011

Town of Sharpsburg
Date: 10/04/2011

Town of Spring Hope
Date: 09/12/2011

Town of Whitakers
Date: 09/12/2011

Nash County
Date: 10/03/2011

NCDOT
Date: 12/01/2011

Endorsed by:

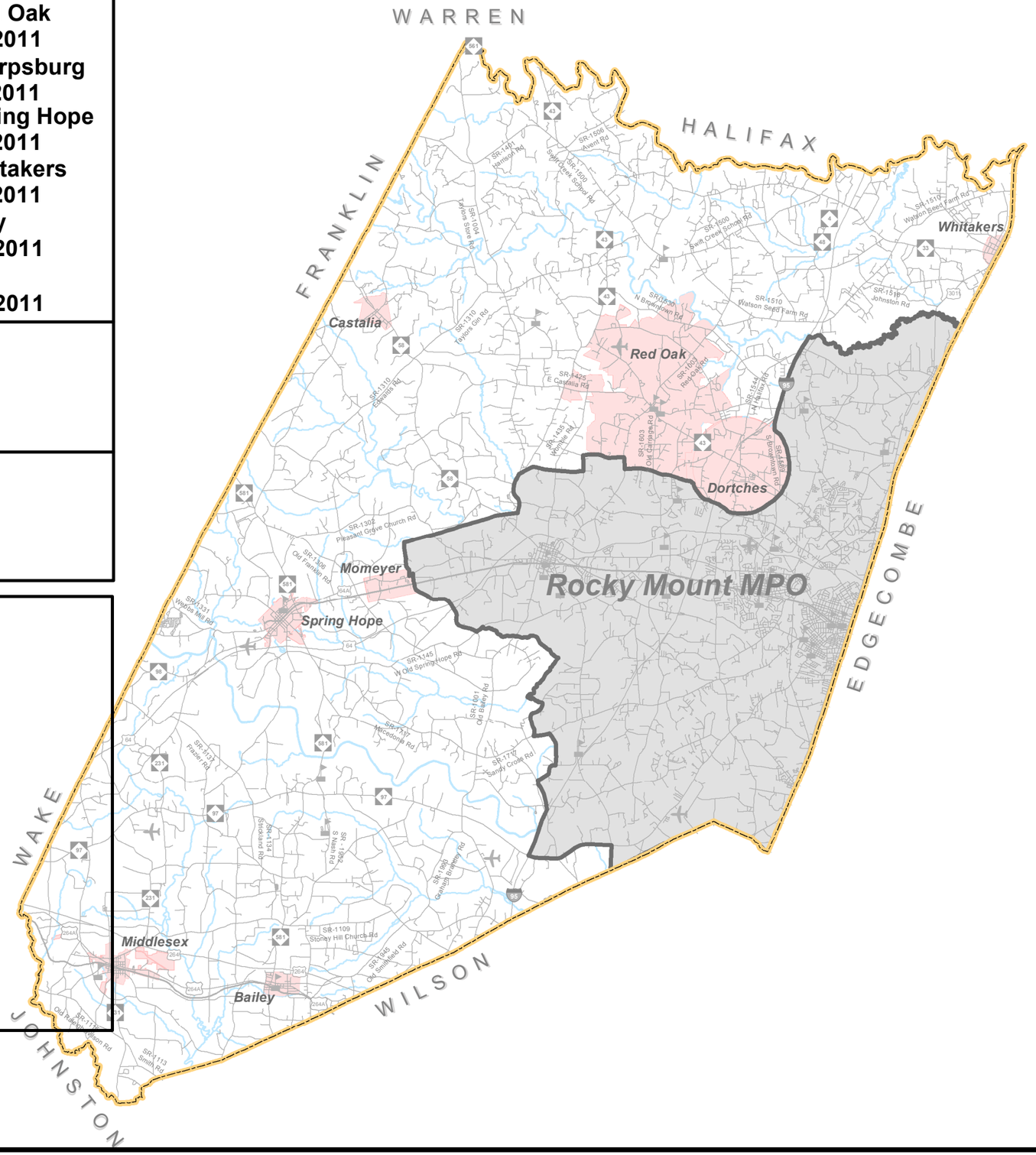
Upper Coastal Plain RPO Date:
11/09/2011 Revision: August 10, 2015

Recommended by:

Transportation Planning Branch
Date: 11/10/2011
Revision: August 10, 2015

NOTES:
Revision of 2011 Plan
Adopted by:
Town of Dortches
Date: March 14, 2016
Town of Red Oak
Date: July 11, 2016
Town of Middlesex
Date: March 7, 2016
Nash County
Date: March 7, 2016
NCDOT
Date: November 3, 2016

Sharpsburg now a member of
Rocky Mount MPO



Adoption Map

Nash County
Comprehensive Transportation Plan

Revision: August 10, 2015

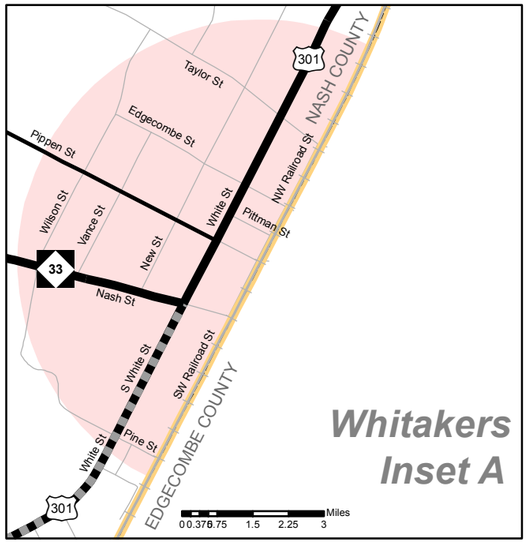
Legend

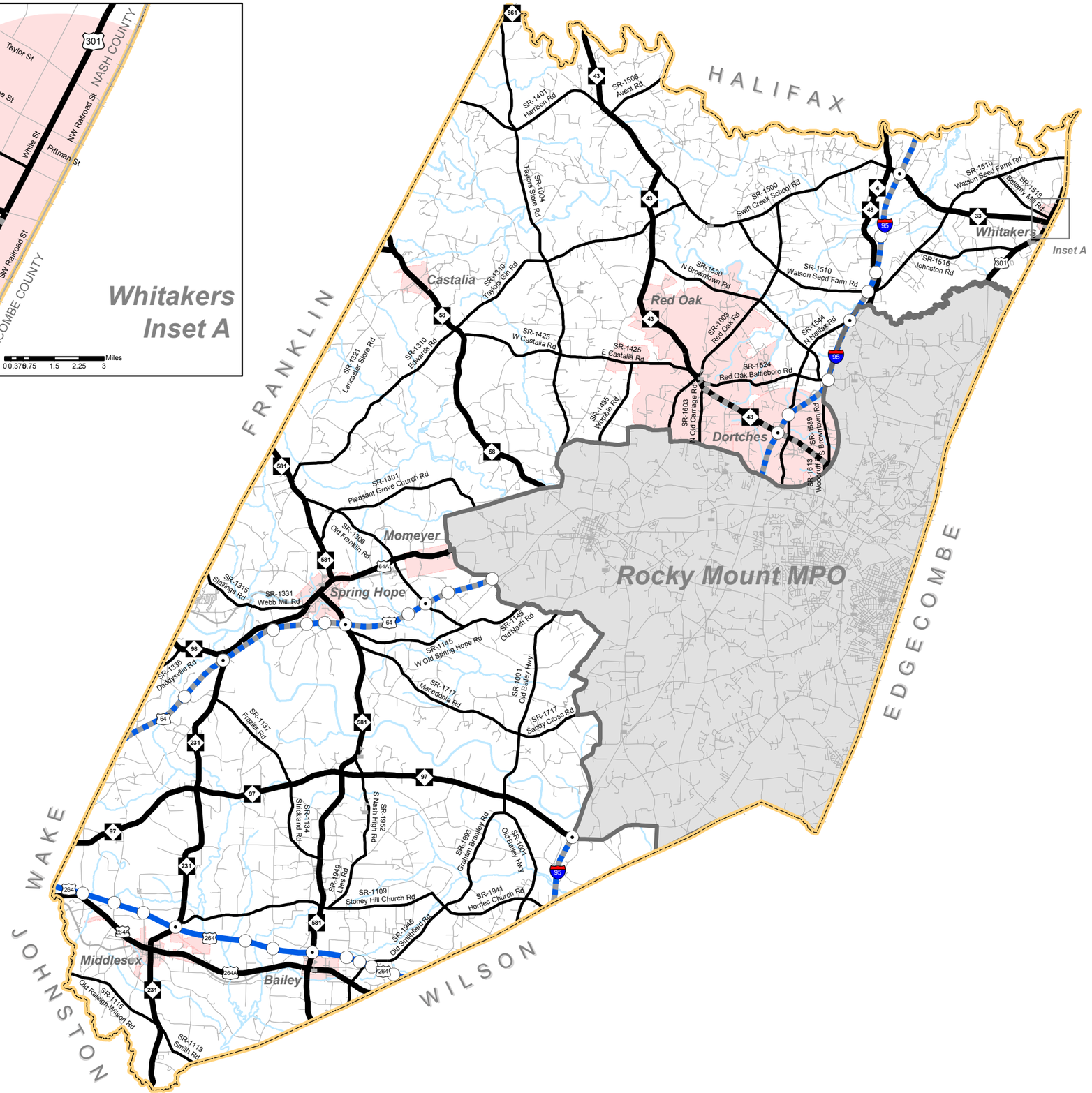
- County Boundary
- Rocky Mount MPO
- Municipal Boundary
- Roads
- Railroad
- Schools
- Rivers and Streams
- Airports

Miles
0 1.5 3 6

Figure 1, Sheet 1 of 5

Base map date: November 2010





Highway Map

Nash County
Comprehensive Transportation Plan

Revision: August 10, 2015

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

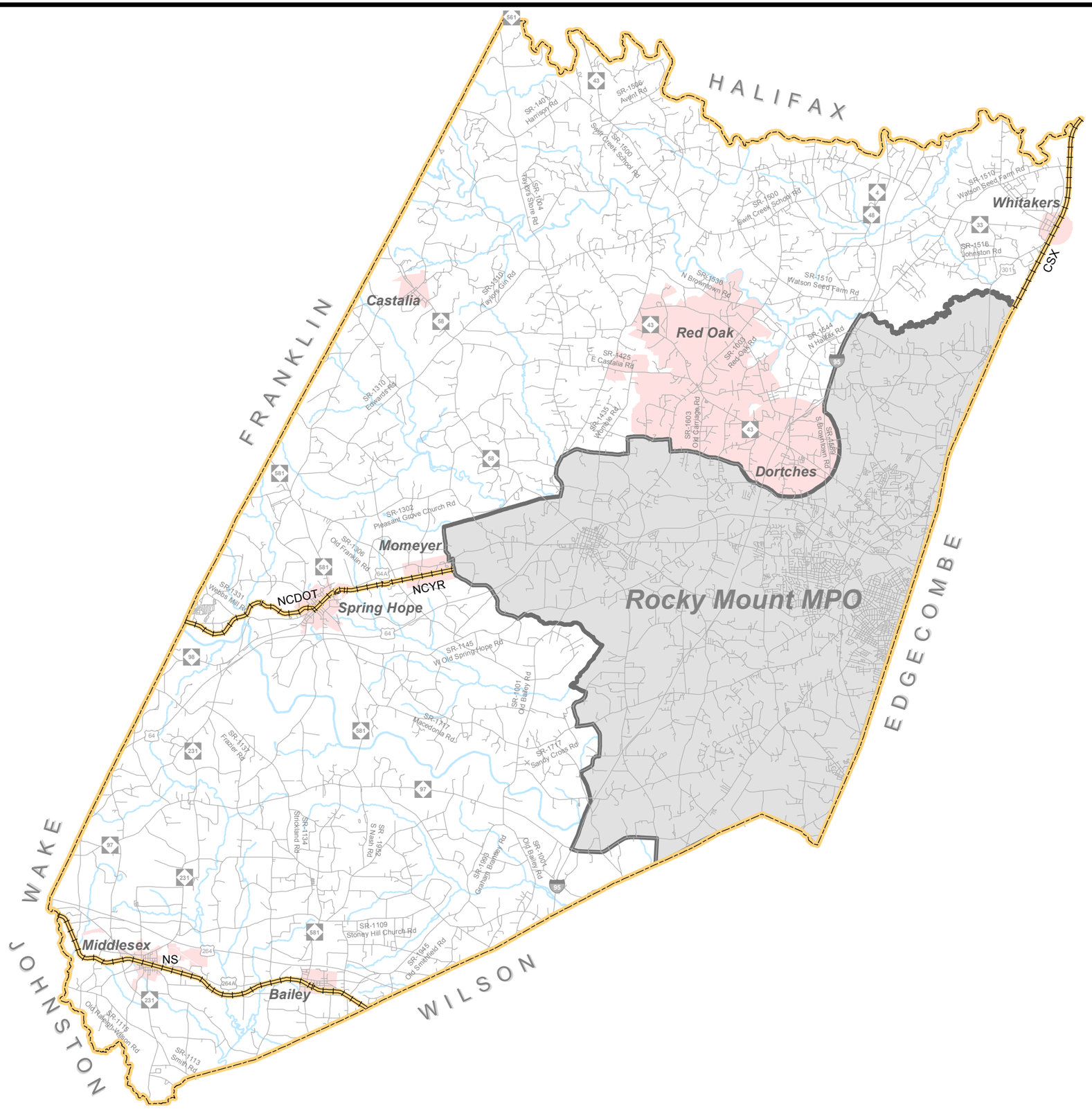
Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

- Existing Interchange
- Existing Grade Separation

Miles
0 1.25 2.5 5

Figure 1, Sheet 2 of 5

Base map date: November 2010



Public Transportation and Rail Map

Nash County
Comprehensive Transportation Plan

Revision: August 10, 2015

Bus Routes
- Existing
- Needs Improvement
- Recommended

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

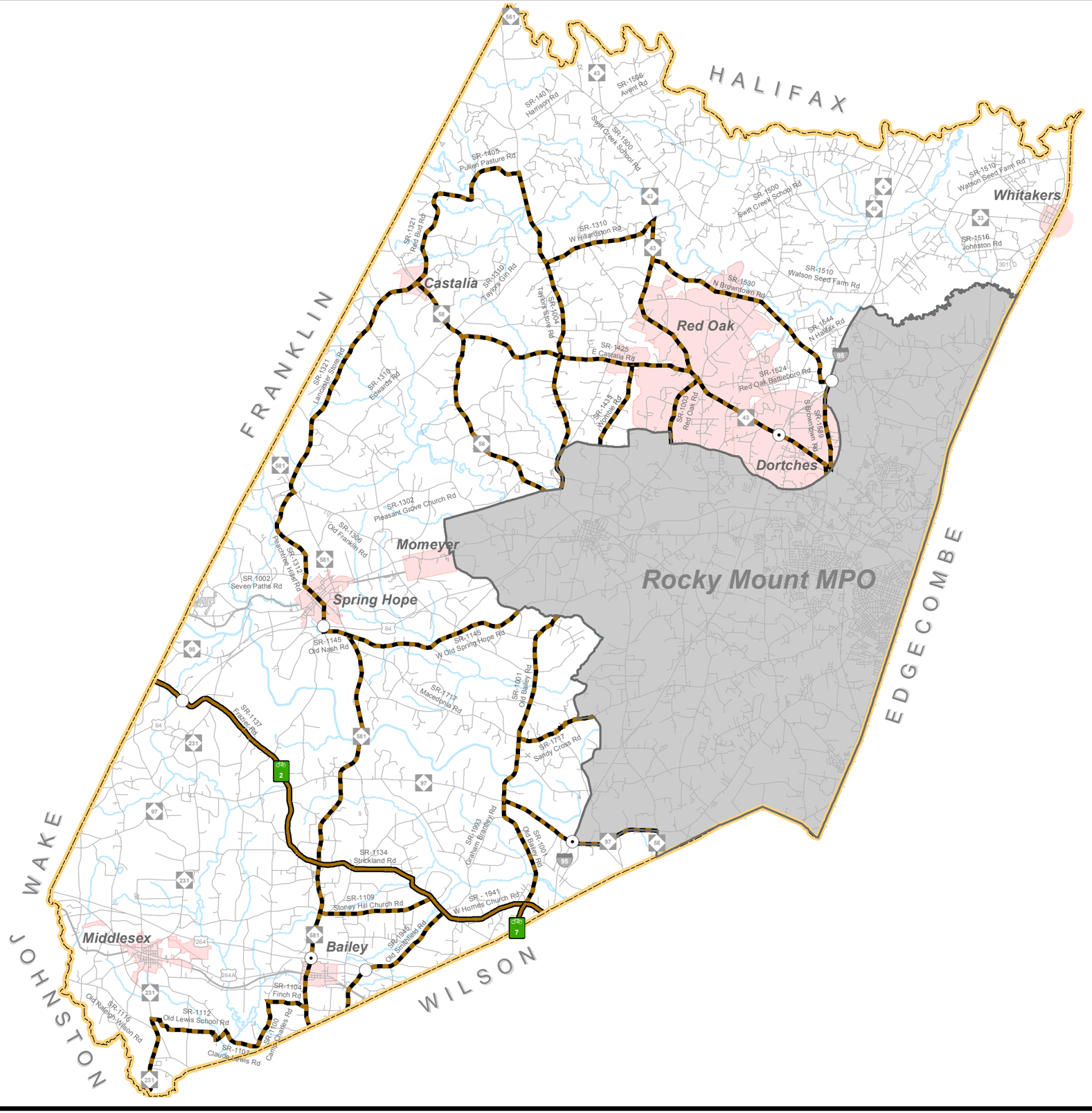
Rail Corridor
- Active
- Inactive
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

Miles
0 1.25 2.5 5

Figure 1, Sheet 3 of 5

Base map date: November 2010



Bicycle Map

Nash County
Comprehensive Transportation Plan

Revision: August 10, 2015

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

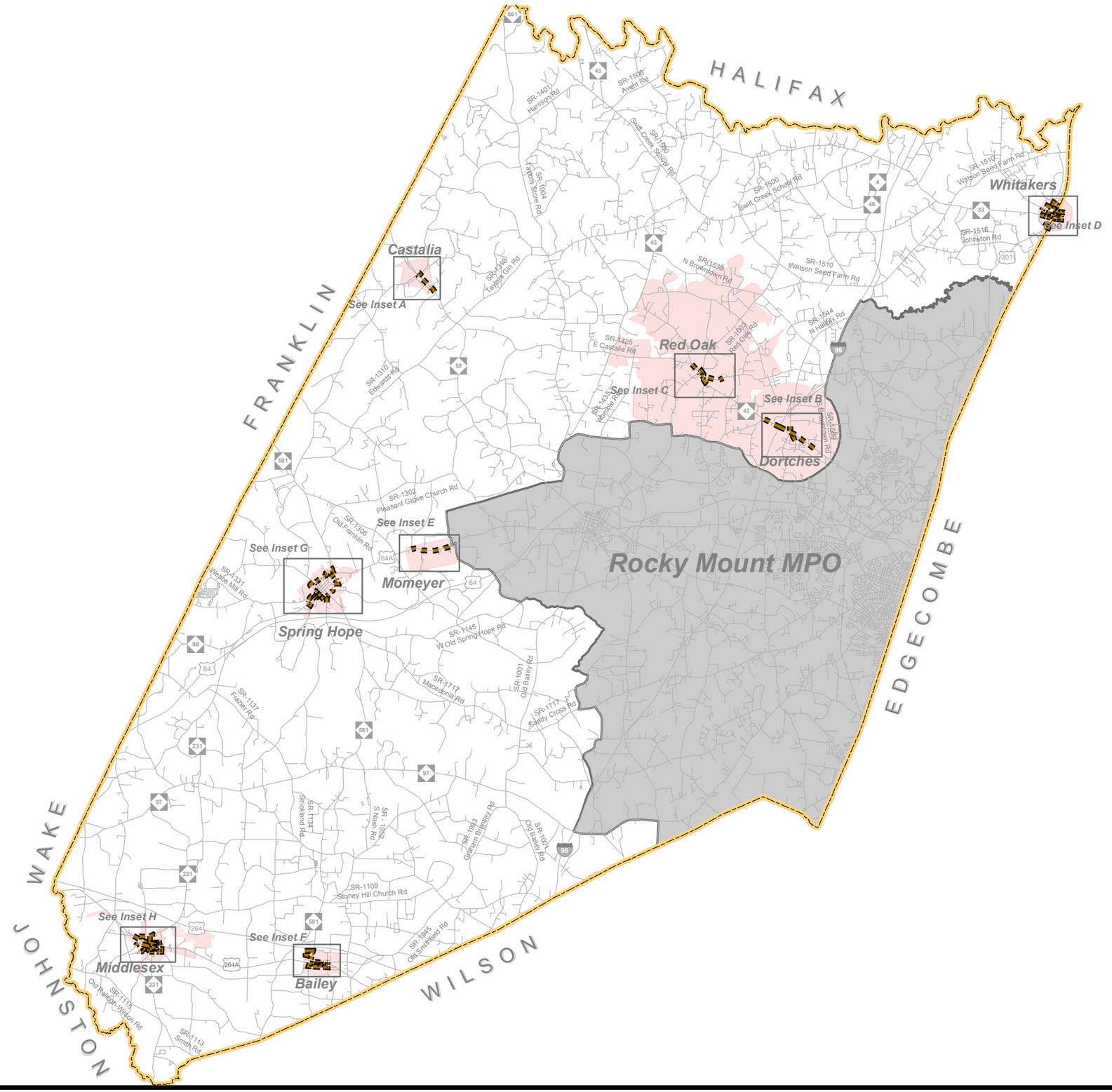
Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Interchange
- Existing Grade Separation

Miles
0 1.25 2.5 5

Figure 1, Sheet 4 of 5

Base map date: November 2010



Pedestrian Map

Nash County

Comprehensive Transportation Plan

Revision: August 10, 2015

Sidewalks
- Existing
- Needs Improvement
- Recommended

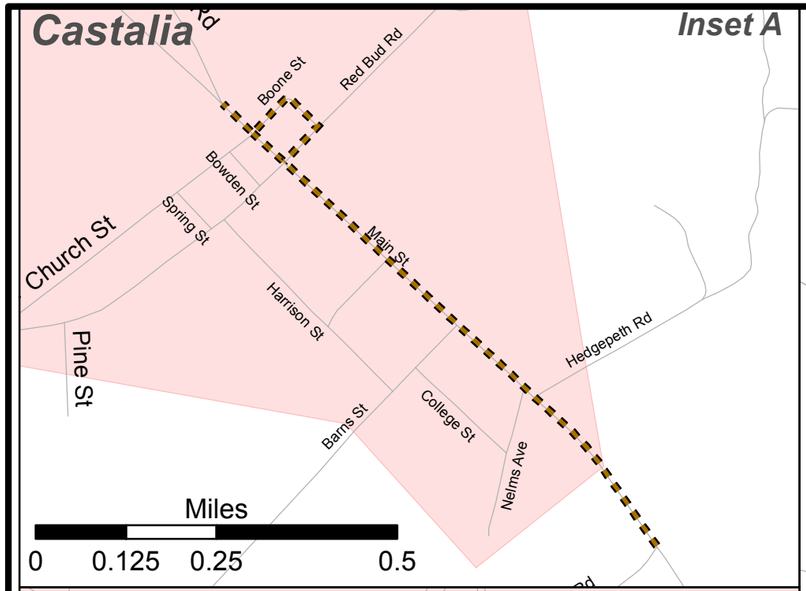
Off-road
- Existing
- Needs Improvement
- Recommended

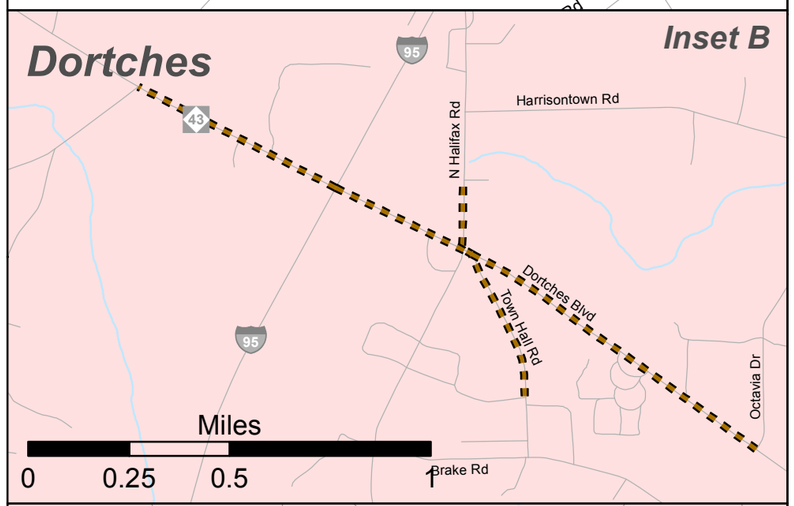
Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

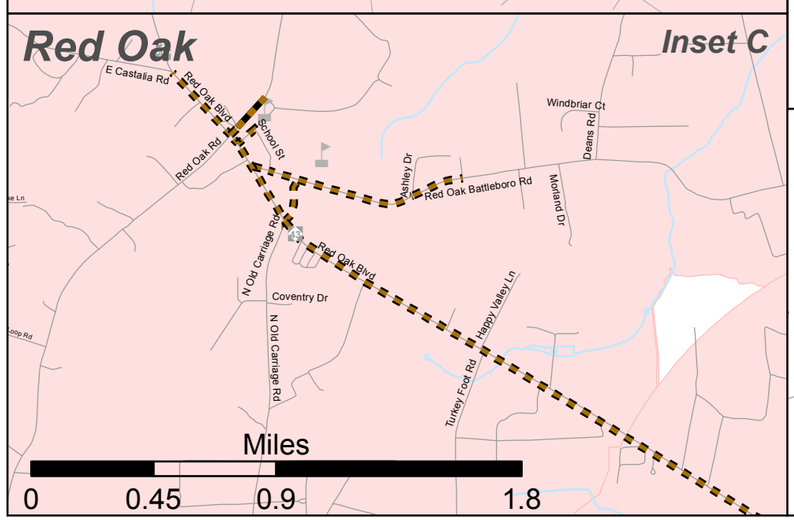
Miles
0 1.25 2.5 5

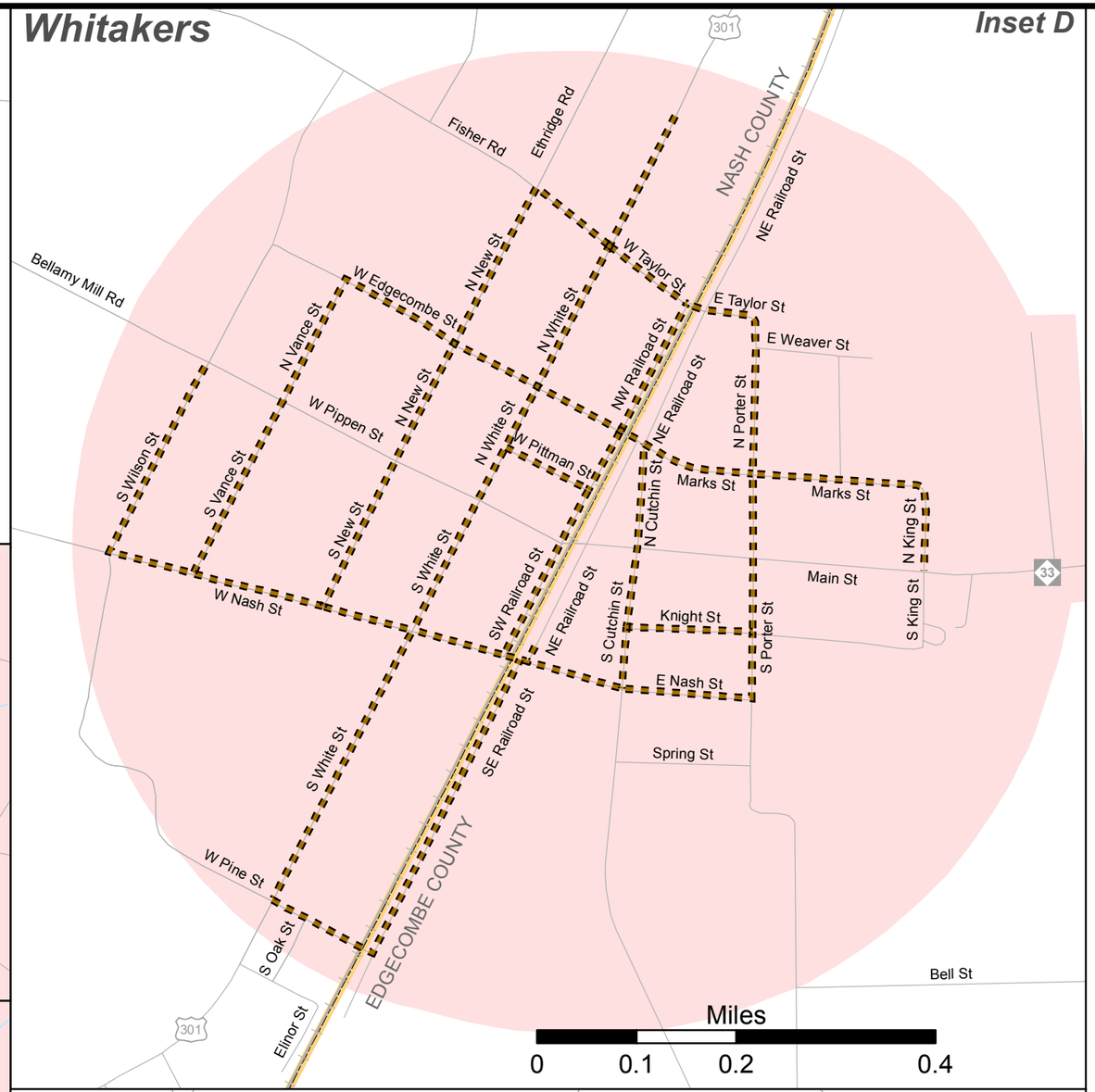
Figure 1, Sheet 5 of 5

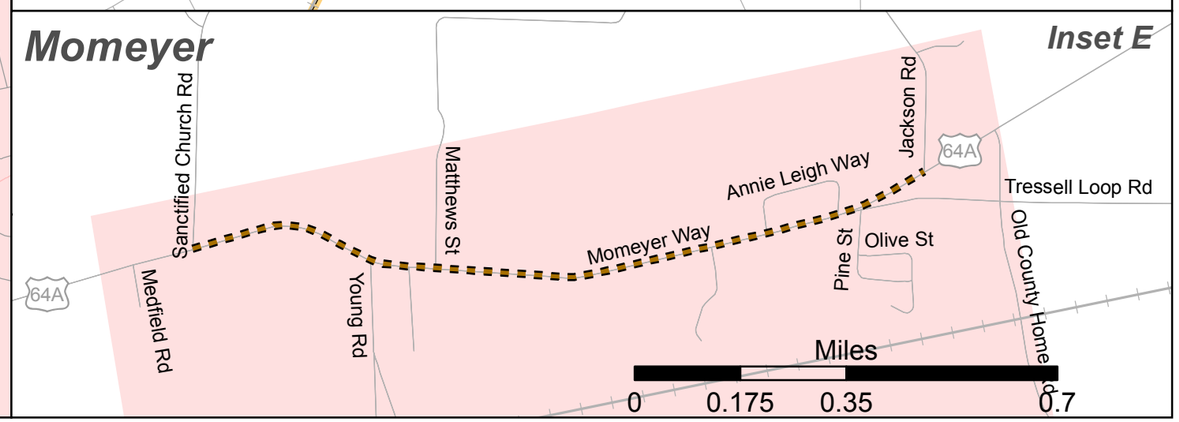
Base map date: November 2010











Pedestrian Map Insets A-E

Nash County

Comprehensive Transportation Plan

Revision: August 10, 2015

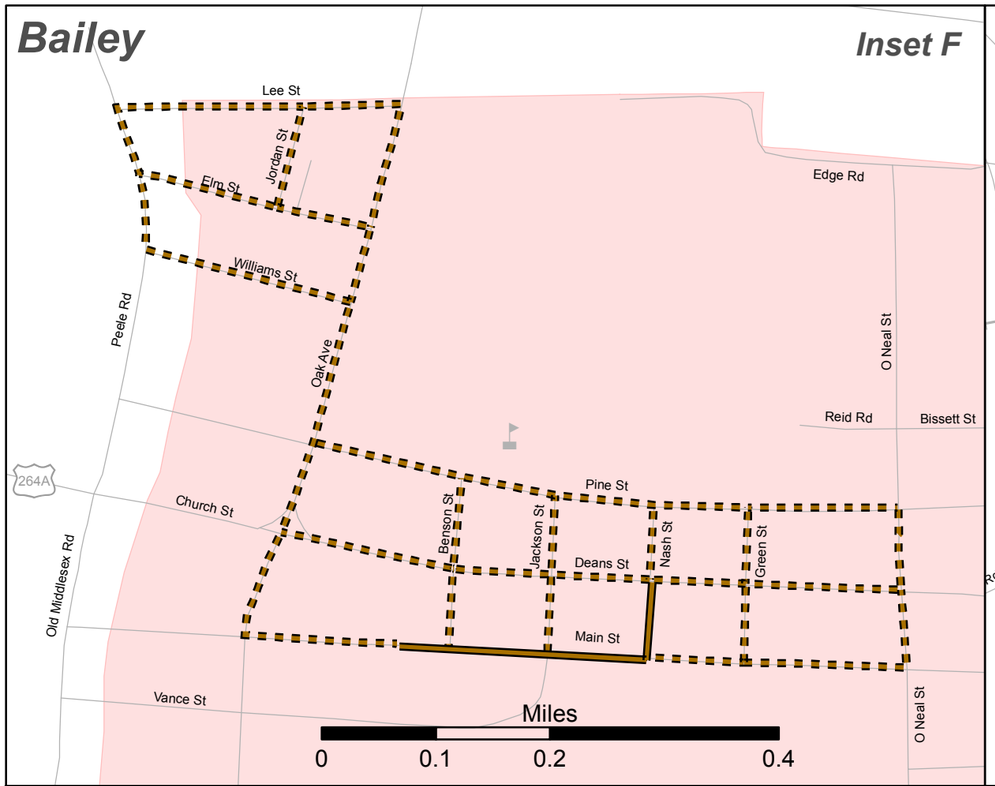
Sidewalks
- Existing
- Needs Improvement
- Recommended

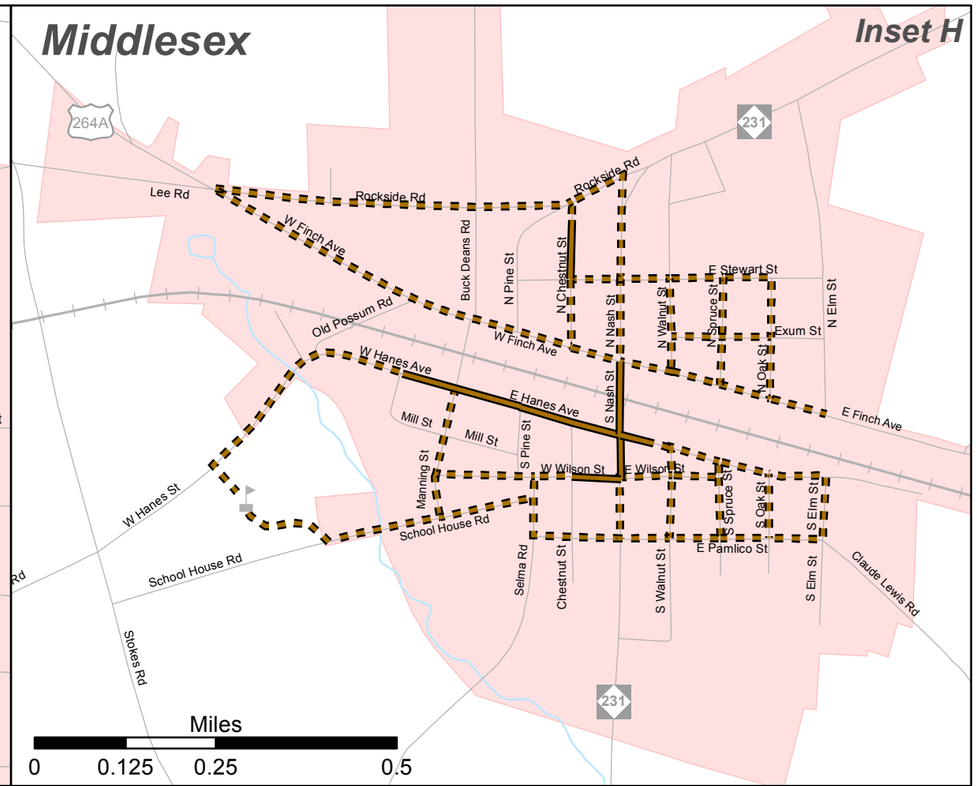
Off-road
- Existing
- Needs Improvement
- Recommended

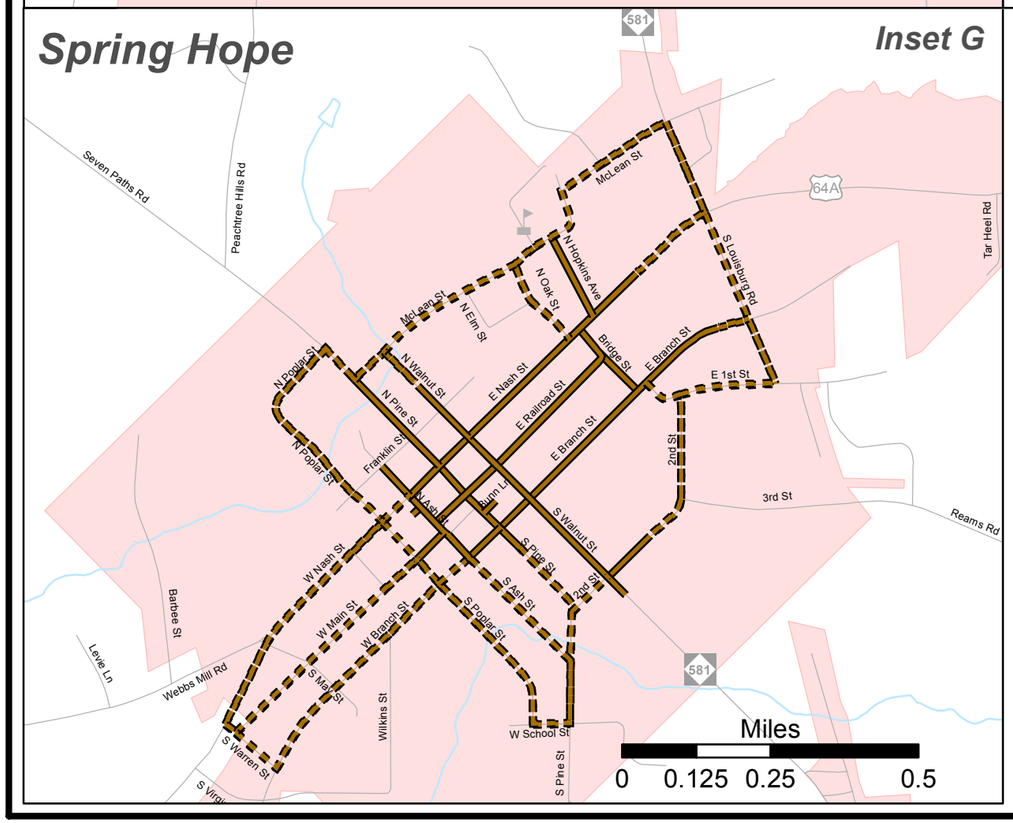
Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

Figure 1, Sheet 5A of 5

Base map date: November 2010







Pedestrian Map Insets F-H

Nash County

Comprehensive Transportation Plan

Revision: August 10, 2015

Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

Figure 1, Sheet 5B of 5

Base map date: November 2010

I. Analysis of the Existing and Future Transportation System

A Comprehensive Transportation Plan (CTP) is developed to ensure that the progressively developed transportation system will meet the needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. This document should be utilized by the local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and environmental resources.

In order to develop a CTP, the following are considered:

- Analysis of the transportation system, including any local and statewide initiatives;
- Impacts to the natural and human environment, including natural resources, historic resources, homes, and businesses; and
- Public input, including community vision and goals and objectives.

Analysis Methodology and Data Requirements

Reliable forecasts of future travel patterns must be estimated in order to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns.

An analysis of the transportation system considers both current and future travel patterns and identifies existing and anticipated deficiencies. This is usually accomplished through a capacity deficiency analysis, a traffic crash analysis, bridge deficiency, environment analysis and a system deficiency analysis. This information, along with population growth, economic development potential, and land use trends, is used to determine the potential impacts on the future transportation system.

Roadway System Analysis

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's future travel desires. Emphasis is not placed only on detecting the existing deficiencies, but also on understanding the causes of these deficiencies. Roadway deficiencies may result from inadequacies such as pavement widths, intersection geometry, and intersection controls; or system problems, such as the need to construct missing travel links, bypass routes, loop facilities, additional radial routes or infrastructure improvements to meet statewide initiatives.

In the development of this updated plan, more current traffic counts than in the 2012 plan were used to determine if there were any deficiencies in the planning area. The travel demand was projected from 2013 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1993 to 2013. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by Nash County in February of 2016.

Capacity is the maximum number of vehicles which have a "reasonable expectation" of passing over a given section of roadway, during a given time period under prevailing roadway and traffic conditions.

Existing and future travel demands are compared to existing roadway capacities. Capacity deficiencies occur when traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when traffic volume is at least eighty percent of the capacity. After comparing current traffic volumes to existing roadway capacity it was determined that there are no existing deficiencies. Refer to Figure 2 and Figure 3 for existing and future capacity deficiencies.

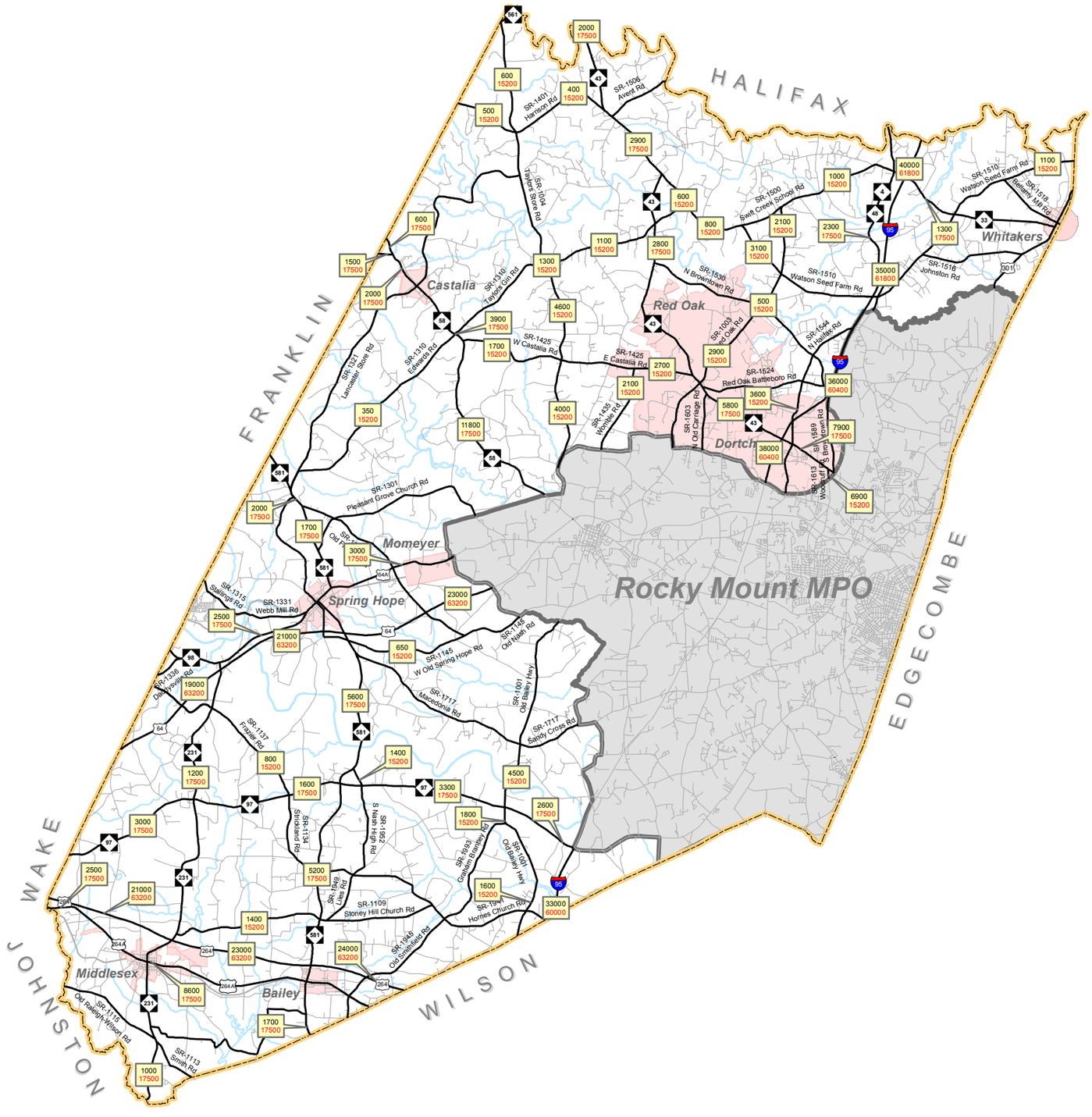
Factors contributing to the capacity of a roadway are:

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to express dissatisfaction. The practical capacity for each roadway was

developed based on the 2010 Highway Capacity Manual using the NCLOS Program. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Appendix E for detailed information on LOS.



2013 Volumes and Capacity Deficiencies

Nash County

Comprehensive Transportation Plan

Updated: February 2016

Legend

- Below Capacity
- Near Capacity
- Over Capacity
- County Boundary
- Rocky Mount MPO
- Municipal Boundaries
- Railroad
- Rivers and Streams
- #### / #### 2013 Volumes (AADT) / 2013 Capacity

Miles

0 1.25 2.5 5

Figure 2

Base map date: November 2010

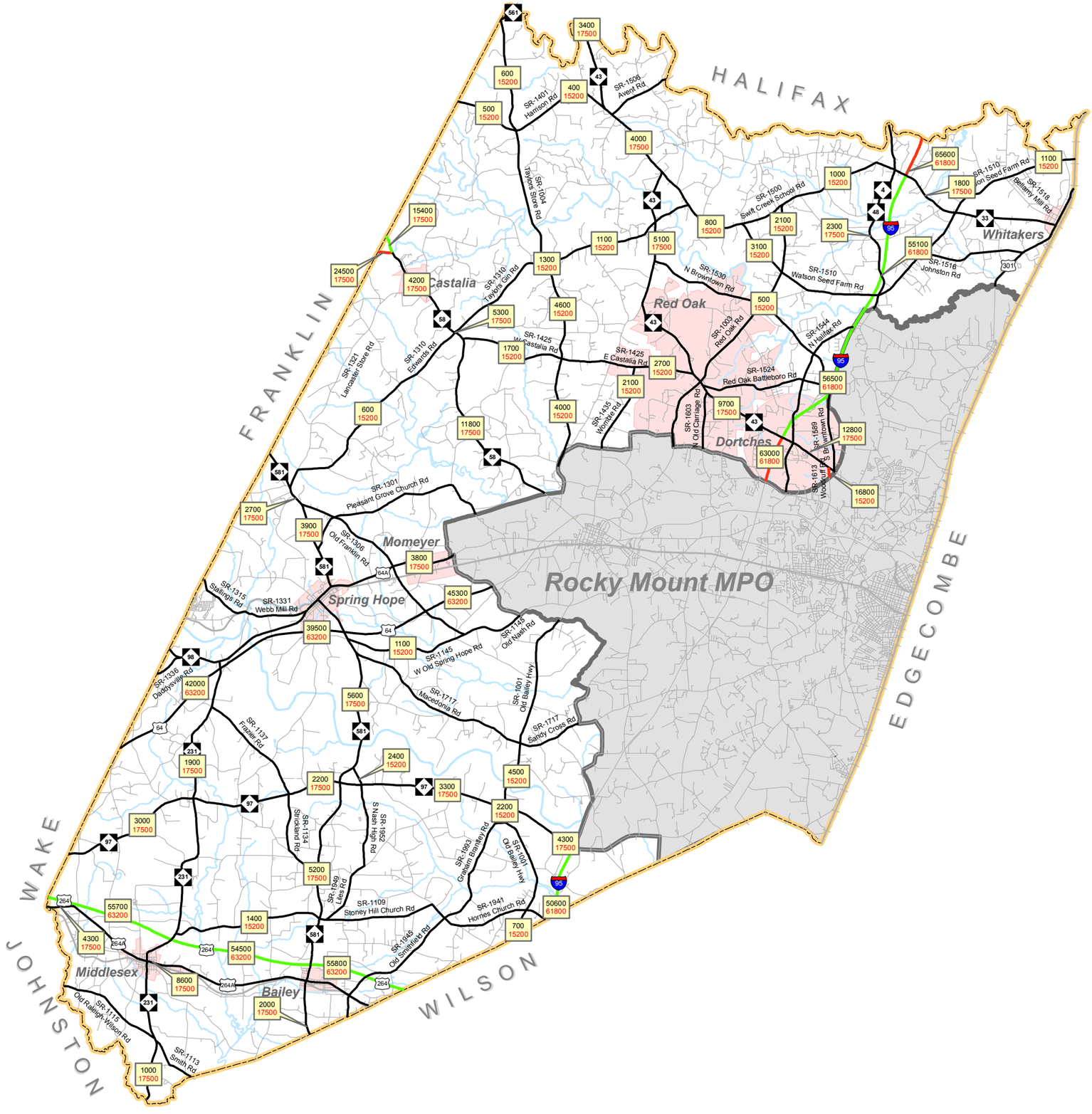
N W E S

2040 Volumes and Capacity Deficiencies

Nash County

Comprehensive Transportation Plan

Revision: February 2016



Legend

- Below Capacity
- Near Capacity
- Over Capacity
- Railroad
- Nash_County
- Rocky Mount MPO
- Rivers and Streams
- Municipal Boundaries
- #### / #### 2040 Volumes (AADT) / 2013 Capacity

Miles

0 1 2 4

Figure 3

Base map date: November, 2010

N W E S

II. Recommendations

This report documents the development of the revised 2015 Nash County CTP as shown in Figure 1. This chapter presents recommendation amendments for each mode of transportation in the towns of Dortches, Middlesex, Red Oak, and the Nash County as a whole excluding Rocky Mount MPO.

Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the Comprehensive Transportation Plan should be consistent with the other elements.

Initiative for implementing the plan rests predominately with the policy boards and citizens of the county and its municipalities. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Upper Coastal Plain Regional Planning Organization (RPO) for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on funding. Local governments may use the CTP to guide development and protect corridors for the recommended improvements. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and the NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

The following pages contain problem statements for each recommendation, organized by CTP modal element.

Problem Statements

The following chapter contains recommended improvements based on the ability of the existing system to serve current and anticipated travel volumes as the area continues to grow. The recommended plan represents a system of transportation elements including highway and pedestrian, which will serve the anticipated traffic and land development needs for the county. The primary objective of this plan is to reduce traffic congestion and improve safety by eliminating both existing and projected deficiencies in the transportation system.

HIGHWAY AMENDMENTS

The recommended highway improvements are illustrated in Figure 1, Sheet 2. The following highway projects address capacity, mobility, connectivity and safety deficiencies in Nash County. With the exception of the two amendments below, the highway discussion in the 2012 Nash County CTP is still valid.

US 64, Local ID: NASH0004-H

The CTP amendment recommends upgrading existing US 64 from Freeway standards to Interstate standards from the Wake County border to the Rocky Mount MPO border and be called I-495.

Existing US 64 is a major east-west corridor that connects North Carolinians to eastern North Carolina through Nash County. Once the change to I-495 is complete it will provide a second interstate link between Raleigh and I-95, the main north-south highway on the East Coast of the United States.

As a result of the statewide and regional importance of the I-495 interstate, Transportation officials and economic developers have also expressed interest in building a new freeway east of Rocky Mount that would extend I-495 to the Hampton Roads area of Virginia. This interstate would connect two of the United States' largest metropolitan areas still lacking direct interstate access between each other.

By connecting Raleigh to Hampton Roads via interstate I-495, it will provide better mobility between the eastern region of North Carolina and Hampton Roads as well as give North Carolina citizens and industries better access to the natural ports located in the Hampton Roads area.

NC 43, Local ID: NASH 0005-H

Existing NC 43 is currently a two-lane road connecting the communities of Red Oak and the Town of Dortches. Both towns have invested in the W. B. Ennis Memorial Park, which serves as a recreational destination to the region.

This area is currently the fastest growing area in the county. Nash County has committed to expanding water services along the NC 43 corridor from Rocky Mount City

Limits to Red Oak. Several new industries are currently moving to the area and several have plans to expand such as the Cheesecake Factory Bakery located just east of NC 43 along NC 48 and the Universal Leaf Campus located to the west of NC 43 along NC 58.

In addition, NC 43 (Benvenue Road) was identified as having the top transportation issues, due to increased volume, in the Rocky Mount area in the recently completed Public Survey for the Rocky Mount CTP.

The proposed CTP project recommends widening the existing thoroughfare with curb and gutter from Woodruff Avenue (SR 1613) to I-95. Adding a turning lane along NC 43 from North Old Carriage Road (SR1603) to Red Oak Road (SR 1003) and modernizing the roadway by adding sidewalks and bike lanes to accommodate future growth while providing safe facilities for all modes of travel including vehicle, bike, and pedestrian connections.

PEDESTRIAN AMENDMENTS

The CTP recommends new sidewalks along the following facilities to provide adequate connectivity for pedestrians in the area. With the exception of the two amendments below, the pedestrian statements in the 2012 Nash County CTP is still valid.

Middlesex:

Sidewalks – Recommended on one side of the street

NASH0112-P: North Chestnut Street from West Steward Street to West Finch Avenue (US 264)

NASH0113-P: West Finch Avenue (US 264) from North Chestnut Street to North Walnut Street

APPENDICES

Appendix A – Resources and Contacts
Appendix B – Comprehensive Transportation Plan Definitions

Appendices A & B were not reproduced for this amendment. See Nash County Comprehensive Transportation Plan, May 2012 for specific details.

Appendix C
CTP Inventory and Recommendations

Assumptions/ Notes:

- **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Area Boundaries (MAB), as applicable.
- **Existing Cross-Section:** Listed under 'ft' is the approximate width of the roadway from edge of pavement to edge of pavement. Listed under 'lanes' is the total number of lanes, with the letter 'D' if the facility is divided.
- **Existing ROW:** The estimated existing right-of-way is based on NCDOT's GIS road conditions layer data, the NCDOT Pavement Management Unit data and data from the NCDOT Div. 4 District Office 2. These right-of-way amounts are approximate and may vary.
- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed using NCLOS (North Carolina Level of Service) methodology, as documented in Chapter I.
- **Existing and Proposed AADT** (Annual Average Daily Traffic) volumes, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2040 AADT E+C' is an estimate of the volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2013 - 2020 Transportation Improvement Program (TIP). The '2040 AADT with CTP' is an estimate of the volume in 2040 with all proposed CTP improvements assumed to be in place. The '2040 AADT with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter I.
- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended as part of the CTP.

- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.
- **Tier:** Tiers are defined as part of the North Carolina Multimodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, and Sub= subregional tier.
- **Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H=highway, T= public transportation, R= rail, B= bicycle, and P= pedestrian).

Note: This inventory has been revised to reflect the new Rocky Mount MPO Boundary and the new cross section guidance (Appendix D).

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																				
		Section				2013 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2013 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
NASH0001-H	I-95	Wilson Co. Line	Rocky Mount MPO	Nash	2.2	48	4	12	300	65	60,000	33,000	59,100	59,100	97,000	6A	450	F	Sta	-
NASH0001-H	I-95	Rocky Mount MPO	NC 43 Interchange	Nash	1.4	48	4	12	300	65	60,400	38,000	71,000	71,000	97,000	6A	450	F	Sta	-
NASH0001-H	I-95	NC 43 Intechange	N. Hallifax Rd. Interchange	Nash	4.2	48	4	12	300	65	60,400	36,000	67,300	67,300	97,000	6A	450	F	Sta	-
NASH0001-H	I-95	N. Hallifax Rd.Interchange	NC 33 Interchange	Nash	4.8	48	4	12	300	65	60,400	35,000	67,300	67,300	97,000	6A	450	F	Sta	-
NASH0001-H	I-95	NC 33 Interchange	Halifax Co. Line	Nash	1.3	48	4	12	300	65	60,400	40,000	65,600	65,600	97,000	6A	450	F	Sta	-
FS-1504A	US 64	Franklin Co. Line	NC 231	Nash	3.8	48	4	12	250	60	63,200	19,000	50,600	50,600	63,200	ADQ	250	Maj	Sta	-
FS-1504A	US 64	NC 231	NC 581	Nash	4.0	48	4	12	250	60	63,200	21,000	53,300	53,300	63,200	ADQ	250	Maj	Sta	-
FS-1504A	US 64	NC 581	Old Franklin Rd. (SR 1306)	Nash	2.6	48	4	12	250	60	63,200	21,000	56,000	56,000	63,200	ADQ	250	Maj	Sta	-
FS-1504A	US 64	Old Franklin Rd. (SR 1306)	Rocky Mount MPO.	Nash	2.2	48	4	12	250	60	63,200	23,000	58,600	58,600	63,200	ADQ	250	Maj	Sta	-
	US 264	Wake Co. Line	NC 231	Nash	4.2	48	4	12	250	65	63,200	23,000	44,000	44,000	63,200	ADQ	250	Maj	Reg	-
	US 264	NC 231	NC 581	Nash	2.9	48	4	12	250	65	63,200	24,000	50,300	50,300	63,200	ADQ	250	Maj	Reg	-
	US 264	NC 581	Wilson Co. Line	Nash	0.7	24	2	12	100	55	17,500	2,400	3,300	3,300	17,500	ADQ	100	Maj	Reg	-
	US 264-ALT	Old Smithfield Rd. (SR 1945)	Wilson Co. Line	Nash	0.5	24	2	12	100	55	17,500	3,100	3,700	3,700	17,500	ADQ	100	Maj	Reg	-
	US 264-ALT	Bailey east town limits	Old Smithfield Rd. (SR 1945)	Nash	0.9	24	2	12	100	35	17,500	3,200	4,100	4,100	17,500	ADQ	100	Maj	Reg	-
	US 264-ALT	NC 581	Bailey east town limits	Nash	0.2	24	2	12	100	35	17,500	2,500	3,200	3,200	17,500	ADQ	100	Maj	Reg	-
	US 264-ALT	Bailey west town limits	NC 581	Nash	3.6	24	2	12	100	55	17,500	2,300	3,200	3,200	17,500	ADQ	100	Maj	Reg	-
	US 264-ALT	Middlesex east town limits	Bailey west town limits	Nash	1.2	24	2	12	100	35	17,500	2,300	2,700	2,700	17,500	ADQ	100	Maj	Reg	P
	US 264-ALT	NC 231	Middlesex east town limits	Nash	1.0	24	2	12	100	35	17,500	2,600	3,300	3,300	17,500	ADQ	100	Maj	Reg	P
	US 264-ALT	Middlesex west town limits	NC 231	Nash	2.6	24	2	12	100	55	17,500	2,600	4,300	4,300	17,500	ADQ	100	Maj	Reg	-
	US 264-ALT	Johnston Co. Line	Middlesex west town limits	Nash	0.7	24	2	12	100	55	17,500	2,500	3,600	3,600	17,500	ADQ	100	Maj	Reg	-
	US 64-ALT	NC 231	Quiet Waters Rd. (SR 1344)	Nash	2.4	24	2	12	150	55	17,500	2,400	3,500	3,500	17,500	ADQ	150	Maj	Reg	-

HIGHWAY																				
		Section				2013 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2013 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	US 64-ALT	Quiet Waters Rd. (SR 1344)	Webb Mill Rd. (SR 1331)	Nash	0.5	24	2	12	100	35	17,500	3,500	4,700	4,700	17,500	ADQ	100	Maj	Reg	-
	US 64-ALT	Webb Mill Rd. (SR 1331)	NC 581	Nash	0.6	24	2	12	100	35	17,500	5,500	7,100	7,100	17,500	ADQ	100	Maj	Reg	-
	US 64-ALT	NC 581	NC 581	Nash	0.6	24	2	12	100	35	17,500	5,200	4,400	4,400	17,500	ADQ	100	Maj	Reg	-
	US 64-ALT	NC 581	Spring Hope east town limits	Nash	1.4	24	2	12	100	55	17,500	3,000	4,400	4,400	17,500	ADQ	100	Maj	Reg	-
	US 64-ALT	Spring Hope east town limits	Old Franklin Rd. (SR 1306)	Nash	1.8	24	2	12	100	55	17,500	2,900	4,900	4,900	17,500	ADQ	100	Maj	Reg	-
	US 64-ALT	Old Franklin Rd. (SR 1306)	Rocky Mount MPO	Nash	1.2	20	2	10	100	55	17,500	1,700	4,500	4,500	17,500	2A	100	Maj	Reg	B
	NC 231	US 64	Frazier Rd. (SR 1137)	Nash	3.0	20	2	10	100	55	17,500	1,300	3,200	3,200	17,500	2A	100	Maj	Reg	B
	NC 231	Frazier Rd. (SR 1137)	NC 97	Nash	4.4	24	2	12	100	55	17,500	1,800	4,800	4,800	17,500	2A	100	Maj	Reg	B
	NC 231	NC 97	Stoney Hill Church Rd. (SR 1109)	Nash	0.2	24	2	12	150	55	17,500	1,800	6,100	6,100	17,500	2A	150	Maj	Reg	B
	NC 231	Stoney Hill Church Rd. (SR 1109)	US 264 Alt.	Nash	0.4	24	2	12	100	35	17,500	2,300	6,100	6,100	17,500	2A	100	Maj	Reg	B,P
	NC 231	US 264	Middlesex north town limits	Nash	0.8	36	3	12	100	35	17,500	2,300	6,100	6,100	17,500	3B	100	Maj	Reg	B,P
	NC 231	Middlesex north town limits	US 264 Alt.	Nash	0.4	36	3	12	100	35	17,500	3,000	3,600	3,600	17,500	3B	100	Maj	Reg	B
	NC 231	US 264 Alt.	Middlesex south town limits	Nash	2.0	22	2	11	100	55	17,500	2,500	3,600	3,600	17,500	2A	100	Maj	Reg	B
	NC 231	Middlesex south town limits	Smith Rd. (SR 1113)	Nash	1.8	20	2	10	100	55	17,500	1,400	1,000	1,000	17,500	2A	100	Maj	Reg	B
	NC 231	Smith Rd. (SR 1113)	Johnston Co. Line	Nash	0.4	20	2	10	60	55	17,500	1,300	2,300	2,300	17,500	ADQ	60	Maj	Reg	-
	NC 33	NC 4	I 95	Nash	1.9	20	2	10	60	55	17,500	1,300	1,700	1,700	17,500	ADQ	60	Maj	Reg	-
	NC 33	I 95 - Watson Seed Farm Rd. (SR 1510)	I 95 - Watson Seed Farm Rd. (SR 1510)	Nash	3.0	20	2	10	60	55	17,500	1,000	1,500	1,500	17,500	ADQ	60	Maj	Reg	P
	NC 33	Watson Seed Farm Rd. (SR 1510)	US 301	Nash	1.4	20	2	10	60	55	17,500	2,500	4,100	4,100	17,500	ADQ	60	Maj	Reg	-
	NC 4/48	Hallifax Co. Line	NC 33	Nash	3.4	20	2	10	60	55	17,500	1,600	2,600	2,600	17,500	ADQ	60	Maj	Reg	-
	NC 4/48	NC 33	I 95	Nash	0.7	20	2	10	60	55	17,500	1,700	2,800	2,800	17,500	ADQ	60	Maj	Reg	-
	NC 4/48	I 95 - Watson Seed Farm Rd. (SR 1510)	Watson Seed Farm Rd. (SR 1510)	Nash	0.5	20	2	10	60	55	17,500	5,400	8,200	8,200	17,500	ADQ	60	Maj	Reg	-

HIGHWAY																				
		Section				2013 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2013 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	NC 4/48	Watson Seed Farm Rd. (SR 1510)	Rocky Mount MPO	Nash	2.8	20	2	10	60	55	17,500	2,100	3,400	3,400	17,500	2A	60	Maj	Reg	B
	NC 43	Hallifax Co. Line	Avent Rd. (SR 1506)	Nash	2.3	20	2	10	60	55	17,500	2,700	4,900	4,900	17,500	2A	60	Maj	Reg	B
	NC 43	Avent Rd. (SR 1506)	Swift Creek School Rd. (SR 1500)	Nash	1.6	20	2	10	60	55	17,500	2,700	4,300	4,300	17,500	2A	60	Maj	Reg	B
	NC 43	Swift Creek School Rd. (SR 1500)	Taylor's Gin Rd. (SR 1310)	Nash	1.2	22	2	11	60	45	17,500	2,800	4,800	4,800	17,500	2A	60	Maj	Reg	B
	NC 43	Taylor's Gin Rd. (SR 1310)	N. Browntown Rd. (SR 1530)	Nash	3.6	22	2	11	60	55	17,500	3,900	4,800	4,800	17,500	2A	60	Maj	Reg	B
	NC 43	N. Browntown Rd. (SR 1530)	E. Castalia Rd. (SR 1425)	Nash	0.3	33	3	11	60	35	17,500	5,800	9,500	9,500	17,500	3B	60	Maj	Reg	B,P
	NC 43	E. Castalia Rd. (SR 1425)	Red Oak Rd. (SR 1003)	Nash	0.2	33	3	11	60	35	17,500	6,600	13,200	13,200	17,500	3B	60	Maj	Reg	B,P
NASH0003-H	NC 43	Red Oak Rd. (SR 1003)	N. Old Carriage Rd. (SR 1603)	Nash	0.3	22	2	11	150	45	17,500	5,800	12,600	12,600	17,500	2A	150	Maj	Reg	B
NASH0003-H	NC 43	N. Old Carriage Rd. (SR 1603)	I 95	Nash	0.2	22	2	11	150	45	17,500	8,400	6,900	6,900	17,500	2A	150	Maj	Reg	B
NASH0003-H	NC 43	I 95	N. Hallifax Rd. (SR 1544)	Nash	1.2	22	2	11	60	55	17,500	7,900	13,000	13,000	17,500	2A	60	Maj	Reg	B
NASH0003-H	NC 43	N. Hallifax Rd. (SR 1544)	Woodruff Rd. (SR 1613)	Nash	0.2	40	4	10	60	55	17,500	8,000	13,000	13,000	17,500	5A *	60	Maj	Reg	B
NASH0003-H	NC 43	Woodruff Rd. (SR 1613)	S. Browntown Rd. (SR 1589)	Nash	0.2	44	4	11	60	45	17,500	9,000	13,000	13,000	17,500	5A *	60	Maj	Reg	B
NASH0003-H	NC 43	S. Browntown Rd. (SR 1589)	Rocky Mount MPO	Nash	0.5	20	2	10	120	55	17,500	1,500	2,200	2,200	17,500	ADQ	120	Maj	Reg	-
	NC 56	Franklin Co. Line	NC 58	Nash	0.6	22	2	11	60	55	17,500	600	1,000	1,000	17,500	ADQ	60	Maj	Reg	-
	NC 58	Franklin Co. Line	NC 56	Nash	1.1	20	2	10	60	55	17,500	2,200	2,900	2,900	17,500	ADQ	60	Maj	Reg	-
	NC 58	NC 56	Church St.	Nash	0.6	20	2	10	60	35	17,500	2,200	4,600	4,600	17,500	ADQ	60	Maj	Reg	B, P
	NC 58	Church St.	Nelms Ave.	Nash	1.4	20	2	10	60	55	17,500	3,400	7,700	7,700	17,500	2A	60	Maj	Reg	B
	NC 58	Nelms Ave.	Edwards Rd. (SR 1310)	Nash	0.3	20	2	10	60	55	17,500	5,600	8,600	8,600	17,500	2A	60	Maj	Reg	B
	NC 58	Edwards Rd. (SR 1310)	E. Castalia Rd. (SR 1425)	Nash	6.0	20	2	10	60	55	17,500	5,900	12,400	12,400	17,500	2A	60	Maj	Reg	B
	NC 58	W. ~~E.~~ Castalia Rd. (SR 1425)	Rocky Mount MPO	Nash	0.5	20	2	10	100	55	17,500	2,800	4,600	4,600	17,500	2A	100	Maj	Reg	B
	NC 97	0.51 miles west of I 95	I 95 - Watson Seed Farm Rd.	Nash	1.9	20	2	10	60	55	17,500	2,800	4,600	4,600	17,500	2A	60	Maj	Reg	B
	NC 97	Old Bailey Rd. (SR 1001)	0.51 miles west of I 95	Nash	4.4	22	2	11	60	55	17,500	2,400	3,100	3,100	17,500	2A	60	Maj	Reg	B

HIGHWAY																				
		Section				2013 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2013 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	NC 97	S Nash High Rd. (SR 1952)	Old Bailey Rd. (SR 1001)	Nash	0.6	22	2	11	60	55	17,500	1,400	1,800	1,800	17,500	ADQ	60	Maj	Reg	-
	NC 97	US 581	S.Nash High Rd. (SR 1952)	Nash	1.6	22	2	11	60	55	17,500	1,600	2,100	2,100	17,500	ADQ	60	Maj	Reg	-
	NC 97	Frazier Rd. (SR 1137)	US 581	Nash	2.9	22	2	11	60	55	17,500	1,200	1,500	1,500	17,500	ADQ	60	Maj	Reg	-
	NC 97	US 231	Frazier Rd. (SR 1137)	Nash	4.3	22	2	11	60	55	17,500	2,300	3,000	3,000	17,500	ADQ	60	Maj	Reg	-
	NC 97	Franklin Co. Line	US 231	Nash	0.5	20	2	10	60	55	17,500	2,100	3,400	3,400	17,500	ADQ	60	Maj	Reg	-
	NC 98	Franklin Co. Line	Daddysville Rd. (SR 1336)	Nash	1.2	20	2	10	100	55	17,500	2,800	3,600	3,600	17,500	ADQ	100	Maj	Reg	-
	NC 98	Daddysville Rd. (SR 1336)	NC 231	Nash	1.2	24	2	12	60	55	17,500	1,900	2,400	2,400	17,500	ADQ	60	Maj	Reg	-
	NC 581	Franklin Co. Line	Edwards Rd. (SR 1310)	Nash	0.6	24	2	12	60	55	17,500	1,900	2,400	2,400	17,500	ADQ	60	Maj	Reg	-
	NC 581	Edwards Rd. (SR 1310)	Old Franklin Rd. (SR 1306)	Nash	1.4	24	2	12	60	55	17,500	1,500	1,900	1,900	17,500	ADQ	60	Maj	Reg	-
	NC 581	Old Franklin Rd. (SR 1306)	Pleasant Grove Church Rd. (SR 1301)	Nash	1.2	24	2	12	60	35	17,500	3,000	3,800	3,800	17,500	ADQ	60	Maj	Reg	-
	NC 581	Pleasant Grove Church Rd. (SR 1301)	US 64 Alt.	Nash	0.4	30	3	10	60	35	17,500	4,300	9,000	9,000	17,500	ADQ	60	Maj	Reg	P
	NC 581	US 64 Alt.	Spring Hope town limits	Nash	0.9	20	2	10	80	55	17,500	4,800	10,000	10,000	17,500	ADQ	80	Maj	Reg	-
	NC 581	Spring Hope Minicipal town	US 64	Nash	0.2	22	2	11	80	55	17,500	5,200	13,900	13,900	17,500	ADQ	80	Maj	Reg	-
	NC 581	US 64	W. Old Spring Hope Rd. (SR 1145)	Nash	0.4	22	2	11	150	55	17,500	4,600	12,300	12,300	17,500	2A	150	Maj	Reg	B
	NC 581	W. Old Spring Hope Rd. (SR 1145)	Macedonia Rd. (SR 1717)	Nash	3.4	22	2	11	150	55	17,500	2,900	7,700	7,700	17,500	2A	150	Maj	Reg	B
	NC 581	Macedonia Rd. (SR 1717)	S. Nash High Rd.(SR 1952)	Nash	0.2	22	2	11	150	55	17,500	2,900	7,700	7,700	17,500	2A	150	Maj	Reg	B
	NC 581	S. Nash High Rd. (SR 1952)	0.15 miles north of NC 97	Nash	0.7	22	2	11	80	55	17,500	2,900	7,700	7,700	17,500	2A	80	Maj	Reg	B
	NC 581	S. Nash High Rd. (SR 1952)	NC 97	Nash	2.8	22	2	11	60	55	17,500	1,900	4,000	4,000	17,500	2A	60	Maj	Reg	B
	NC 581	NC 97	Strickland Rd. (SR 1134)	Nash	1.5	22	2	11	60	55	17,500	2,500	5,200	5,200	17,500	2A	60	Maj	Reg	B
	NC 581	Strickland Rd. (SR 1134)	Stoney Hill Church Rd. (SR 1109)	Nash	1.1	22	2	11	60	55	17,500	4,800	12,800	12,800	17,500	2A	60	Maj	Reg	B

HIGHWAY																				
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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2013 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	NC 581	Stoney Hill Church Rd. (SR 1109)	0.31 miles north of US 264	Nash	0.3	22	2	11	200	55	17,500	4,800	12,800	12,800	17,500	2A	200	Maj	Reg	B
	NC 581	0.31 miles north of US 264	US 264 Alt.	Nash	0.1	48	4	12	200	55	17,500	5,900	12,400	12,400	17,500	2A	200	Maj	Reg	B
	NC 581	US 264	Town of Bailey north town limits	Nash	0.2	48	4	12	60	35	17,500	5,900	12,400	12,400	17,500	4C*	60	Maj	Reg	B
	NC 581	Town of Bailey north town limits	Elm St.	Nash	0.2	48	4	12	60	35	17,500	5,900	12,400	12,400	17,500	4C*	60	Maj	Reg	B
	NC 581	Elm St.	US 264 Alt.	Nash	0.4	22	2	11	60	35	17,500	2,100	2,700	2,700	17,500	2B	60	Maj	Reg	B
	NC 581	US 264 Alt.	Town of Bailey south town limits	Nash	1.3	22	2	11	100	55	17,500	2,100	2,700	2,700	17,500	2A	100	Maj	Reg	B
	NC 581	Town of Bailey south Minicipal town limits	Wilson Co. Line	Nash	3.9	20	2	10	60	55	15,200	1,800	3,800	3,800	15,200	2A	60	Min	Sub	B
	Old Bailey Rd. (SR 1001)	Rocky Mount MPO	Sandy Cross Rd. (SR 1717)	Nash	2.0	20	2	10	60	55	15,200	2,400	5,000	5,000	15,200	2A	60	Min	Sub	B
	Old Bailey Rd. (SR 1001)	Sandy Cross Rd. (SR 1717)	NC 97	Nash	0.5	20	2	10	80	55	15,200	1,200	2,500	2,500	15,200	2A	80	Min	Sub	B
	Old Bailey Rd. (SR 1001)	NC 97	Graham Brantley Rd. (SR 1993)	Nash	3.0	20	2	10	60	55	15,200	1,800	3,800	3,800	15,200	2A	60	Min	Sub	B
	Old Bailey Rd. (SR 1001)	Graham Brantley Rd. (SR 1993)	Hornes Church Rd. (SR 1941)	Nash	0.8	20	2	10	60	55	15,200	1,200	2,500	2,500	15,200	2A	60	Min	Sub	B
	Old Bailey Rd. (SR 1001)	Hornes Church Rd. (SR 1941)	Wilson Co. Line	Nash	2.1	22	2	11	60	55	15,200	800	2,200	2,200	15,200	ADQ	60	Min	Sub	-
	Red Oak Rd. (SR 1003)	Swift Creek School Rd. (SR 1500)	Watson Seed Farm Rd. (SR 1510)	Nash	1.1	22	2	11	60	55	15,200	1,400	3,700	3,700	15,200	ADQ	60	Min	Sub	-
	Red Oak Rd. (SR 1003)	Watson Seed Farm Rd. (SR 1510)	N. Browntown Rd. (SR 1530)	Nash	2.2	22	2	11	60	55	15,200	2,000	5,300	5,300	15,200	ADQ	60	Min	Sub	-
	Red Oak Rd. (SR 1003)	N. Browntown Rd. (SR 1530)	0.86 miles north of NC 43	Nash	0.9	22	2	11	60	35	15,200	2,000	5,300	5,300	15,200	ADQ	60	Min	Sub	-
	Red Oak Rd. (SR 1003)	0.86 miles north of NC 43	NC 43	Nash	0.7	20	2	10	60	35	15,200	2,800	7,500	7,500	15,200	2A	60	Min	Sub	B
	Red Oak Rd. (SR 1003)	NC 43	0.67 miles south of NC 43	Nash	1.6	20	2	10	60	55	15,200	3,300	8,800	8,800	15,200	2A	60	Min	Sub	B
	Red Oak Rd. (SR 1003)	0.67 miles south of NC 43	Rocky Mount MPO	Nash	3.4	20	2	10	60	55	15,200	200	400	400	15,200	ADQ	60	Min	Sub	-
	Taylors Store Rd. (SR 1004)	Franklin Co. Line	Harrison Rd. (SR 1401)	Nash	1.3	20	2	10	60	55	15,200	550	1,300	1,300	15,200	ADQ	60	Min	Sub	-
	Taylors Store Rd. (SR 1004)	Harrison Rd. (SR 1401)	Pullen Pasture Rd. (SR 1405)	Nash	3.0	20	2	10	60	55	15,200	700	1,500	1,500	15,200	2A	60	Min	Sub	B

HIGHWAY																				
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	Taylors Store Rd. (SR 1004)	Pullen Pasture Rd. (SR 1405)	Taylors Gin Rd. (SR 1004)	Nash	2.9	20	2	10	60	55	15,200	2,200	4,600	4,600	15,200	2A	60	Min	Sub	B
	Taylors Store Rd. (SR 1004)	Taylors Gin Rd. (SR 1004)	W. Castalia Rd. (SR 1425)	Nash	3.3	20	2	10	60	55	15,200	3,200	6,700	6,700	15,200	2A	60	Min	Sub	B
	Taylors Store Rd. (SR 1004)	W. Castalia Rd. (SR 1425)	Rocky Mount MPO	Nash	0.3	20	2	10	200	55	15,200	900	1,200	1,200	15,200	ADQ	200	Min	Sub	-
	Stoney Hill Church Rd. (SR 1109)	US 231	0.3 miles east of US 231	Nash	4.2	20	2	10	60	55	15,200	900	1,200	1,200	15,200	ADQ	60	Min	Sub	-
	Stoney Hill Church Rd. (SR 1109)	0.3 miles east of US 231	US 581	Nash	0.2	20	2	10	60	55	15,200	1,300	1,700	1,700	15,200	2A	60	Min	Sub	B
	Stoney Hill Church Rd. (SR 1109)	US 581	Liles Rd. (SR 1949)	Nash	3.8	20	2	10	60	55	15,200	1,700	2,200	2,200	15,200	2A	60	Min	Sub	B
	Stoney Hill Church Rd. (SR 1109)	Liles Rd. (SR 1425)	Old Smithfield Rd. (SR 1945)	Nash	1.7	20	2	10	60	55	15,200	300	600	600	15,200	ADQ	60	Min	Sub	-
	Smith Rd. (SR 1113)	US 231	Wilson Co. Line	Nash	3.2	20	2	10	60	55	15,200	700	1,100	1,100	15,200	ADQ	60	Min	Sub	-
	Old Raleigh-Wilson Rd. (SR 1115)	Johnston Co. Line	US 231	Nash	2.8	20	2	10	60	55	15,200	500	1,200	1,200	15,200	ADQ	60	Min	Sub	-
	Strickland Rd. (SR 1134)	NC 97	NC 581	Nash	3.6	22	2	11	60	55	15,200	600	800	800	15,200	ADQ	60	Min	Sub	-
	Frasier Rd. (SR 1137)	NC 231	NC 98	Nash	0.8	22	2	11	60	45	13,200	1,200	2,900	2,900	13,200	2B	60	Min	Sub	B
	S. Pine St. (SR 1144)	W. Nash St. (US 64 Alt)	Warren Rd. (SR 1144)	Nash	0.3	22	2	11	60	45	13,200	1,200	2,900	2,900	13,200	2B	60	Min	Sub	B
	Warren Rd. (SR 1144)	S. Pine St. (SR 1144)	W. Old Spring Hope. (SR 1145)	Nash	1.9	20	2	10	60	55	15,200	700	1,200	1,200	15,200	2A	60	Min	Sub	B
	Old Nash Rd. (SR 1145)	Old Franklin Rd. (SR 1306)	Rocky Mount MPO Boundary	Nash	3.7	20	2	10	60	55	15,200	800	1,400	1,400	15,200	2A	60	Min	Sub	B
	W. Old Spring Hope Rd. (SR 1145)	NC 581	Old Franklin Rd. (SR 1306)	Nash	1.1	22	2	11	60	55	15,200	600	1,000	1,000	15,200	ADQ	60	Min	Sub	-
	Pleasant Grove Church Rd. (SR 1301)	NC 581	Old Franklin Rd. (SR 1306)	Nash	4.9	20	2	10	60	55	15,200	1,100	1,800	1,800	15,200	ADQ	60	Min	Sub	-
	Pleasant Grove Church Rd. (SR 1301)	Old Franklin Rd. (SR 1306)	Rocky Mount MPO	Nash	1.0	20	2	10	60	55	15,200	700	1,100	1,100	15,200	ADQ	60	Min	Sub	-

HIGHWAY																				
		Section				2013 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2013 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Old Franklin Rd. (SR 1306)	NC 581	Pleasant Grove Church Rd. (SR	Nash	2.4	22	2	11	60	55	15,200	700	1,100	1,100	15,200	ADQ	60	Min	Sub	-
	Old Franklin Rd. (SR 1306)	Pleasant Grove Church Rd. (SR	US 64 Alt.	Nash	1.4	24	2	12	60	55	15,200	1,100	1,800	1,800	15,200	ADQ	60	Min	Sub	-
	Old Franklin Rd. (SR 1306)	US 64 Alt.	0.31 miles north of US 64	Nash	0.3	24	2	12	100	55	15,200	1,100	1,800	1,800	15,200	ADQ	100	Min	Sub	-
	Old Franklin Rd. (SR 1306)	0.31 miles north of US 64	US 64	Nash	1.4	24	2	12	100	55	15,200	1,200	2,000	2,000	15,200	ADQ	100	Min	Sub	-
	Old Franklin Rd. (SR 1306)	US 64	W. Old Spring Hope Rd. (SR	Nash	7.2	20	2	10	60	55	15,200	600	900	900	15,200	ADQ	60	Min	Sub	-
	Taylors Gin Rd./Edwards Rd. (SR 1310)	Lancaster Store Rd. (SR. 1321)	NC 58	Nash	3.6	22	2	11	60	55	15,200	1,000	1,600	1,600	15,200	ADQ	60	Min	Sub	-
	Taylors Gin Rd./Edwards Rd. (SR 1310)	NC 58	Taylors Store Rd. (SR 1004)	Nash	3.6	20	2	10	60	55	15,200	800	1,300	1,300	15,200	ADQ	60	Min	Sub	-
	Taylors Gin Rd./Edwards Rd. (SR 1310)	Taylors Store Rd. (SR 1004)	NC 43	Nash	1.1	20	2	10	60	55	15,200	700	1,200	1,200	15,200	ADQ	60	Min	Sub	-
	Taylors Gin Rd./Edwards Rd. (SR 1310)	NC 43	Swift Creek School Rd. (SR 1501)	Nash	3.4	20	2	10	60	45	15,200	450	1,000	1,000	15,200	2B	60	Min	Sub	B
	Peachtree Hill Rd. (SR 1312)	Seven Paths Rd. (SR 1002)	NC 581	Nash	1.9	20	2	10	60	55	15,200	200	400	400	15,200	ADQ	60	Min	Sub	-
	Stallings Rd. (SR 1315)	Franklin Co. Line	Webb Mill Rd. (SR 1331)	Nash	6.8	20	2	10	60	55	15,200	600	1,500	1,500	15,200	2A	60	Min	Sub	B
	Lancaster Store Rd. (SR 1321)	NC 581	Edwards Rd. (SR 1310)	Nash	4.2	20	2	10	60	45	15,200	120	300	300	15,200	2B	60	Min	Sub	B
	Red Bud Rd. (SR 1321)	NC 58	Pullen Pasture Rd. (SR 1405)	Nash	1.6	20	2	10	60	55	15,200	800	1,300	1,300	15,200	ADQ	60	Min	Sub	-
	Webb Mill Rd. (SR 1331)	Stallings Rd. (SR 1315)	Barbee St. (SR 1334)	Nash	0.2	24	2	12	60	35	15,200	800	1,300	1,300	15,200	ADQ	60	Min	Sub	-
	Webb Mill Rd. (SR 1331)	Barbee St. (SR 1334)	US 64 Alt.	Nash	0.9	20	2	10	100	55	15,200	800	1,000	1,000	15,200	ADQ	100	Min	Sub	-
	Daddysville Rd. (SR 1336)	Franklin Co. Line	NC 97	Nash	2.0	20	2	10	60	55	15,200	400	700	700	15,200	ADQ	60	Min	Sub	-
	Harrison Rd. (SR 1401)	Franklin Co. Line	Taylors Store Rd. (SR 1401)	Nash	3.2	20	2	10	60	55	15,200	400	600	600	15,200	ADQ	60	Min	Sub	-
	Harrison Rd. (SR 1401)	Taylors Store Rd. (SR 1401)	NC 43	Nash	2.2	20	2	10	60	45	15,200	350	800	800	15,200	2B	60	Min	Sub	B
	Pullen Pasture Rd. (SR 1405)	Red Bud Rd. (SR 1321)	Taylors Store Rd. (SR 1004)	Nash	3.2	20	2	10	60	55	15,200	1,600	2,600	2,600	15,200	2A	60	Min	Sub	B

HIGHWAY																				
		Section				2013 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2013 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	W.Castalia Rd. (SR 1425)	NC 58	Taylors Store Rd. (SR 1004)	Nash	2.2	20	2	10	60	55	15,200	2,500	4,100	4,100	15,200	2A	60	Min	Sub	B
	W. Castalia Rd. (SR 1425)	Taylors Store Rd. (SR 1004)	Womble Rd.(SR 1435)	Nash	1.3	20	2	10	60	55	15,200	2,400	3,900	3,900	15,200	2A	60	Min	Sub	B
	E. Castalia Rd. (SR 1425)	Womble Rd.(SR 1435)	0.52 miles west of NC 43	Nash	0.5	20	2	10	60	35	15,200	2,400	3,900	3,900	15,200	2B	60	Min	Sub	B
	E. Castalia Rd. (SR 1425)	0.52 miles west of NC 43	NC 43	Nash	2.7	20	2	10	60	55	15,200	800	1,700	1,700	15,200	2B	60	Min	Sub	B
	Womble Rd. (SR 1435)	E. Castalia Rd. (SR 1425)	Beulah Rd. (SR 1432)	Nash	2.0	20	2	10	60	55	15,200	1,100	2,300	2,300	15,200	2B	60	Min	Sub	B
	Womble Rd. (SR 1435)	Beulah Rd. (SR 1432)	Rocky Mount MPO	Nash	1.3	20	2	10	60	55	15,200	400	700	700	15,200	ADQ	60	Min	Sub	-
	Swift Creek School Rd. (SR 1500)	NC 43	E. Hilliardston (SR 1310)	Nash	1.9	20	2	10	60	55	15,200	500	800	800	15,200	ADQ	60	Min	Sub	-
	Swift Creek School Rd. (SR 1500)	E. Hilliaardston (SR 1310)	Watson Seed Farm Rd. (SR 1510)	Nash	1.4	20	2	10	60	55	15,200	400	600	600	15,200	ADQ	60	Min	Sub	-
	Swift Creek School Rd. (SR 1500)	Watson Seed Farm Rd. (SR 1510)	Red Oak Rd. (SR 1003)	Nash	3.7	20	2	10	60	55	15,200	600	1,200	1,200	15,200	ADQ	60	Min	Sub	-
	Swift Creek School Rd. (SR 1500)	Red Oak Rd. (SR 1003)	NC 4	Nash	2.0	20	2	10	60	55	15,200	800	1,100	1,100	15,200	ADQ	60	Min	Sub	-
	Avent Rd. (SR 1506)	Hallifax Co. Line	NC 44	Nash	1.9	22	2	11	60	55	15,200	1,800	3,000	3,000	15,200	ADQ	60	Min	Sub	-
	Walston Seed Farm Rd. (SR 1510)	Swift Creek School Rd. (SR 1500)	Red Oak Rd. (SR 1003)	Nash	2.9	22	2	11	60	55	15,200	2,100	3,400	3,400	15,200	ADQ	60	Min	Sub	-
	Walston Seed Farm Rd. (SR 1510)	Red Oak Rd. (SR 1003)	I 95	Nash	0.2	22	2	11	60	55	15,200	2,100	3,400	3,400	15,200	ADQ	60	Min	Sub	-
	Walston Seed Farm Rd. (SR 1510)	I 95	NC 4	Nash	1.9	24	2	12	60	55	15,200	2,200	3,600	3,600	15,200	ADQ	60	Min	Sub	-
	Walston Seed Farm Rd. (SR 1510)	NC 4	Johnston Rd.(SR 1516)	Nash	1.6	20	2	10	60	55	15,200	1,000	1,600	1,600	15,200	ADQ	60	Min	Sub	-
	Walston Seed Farm Rd. (SR 1510)	Johnston Rd.(SR 1516)	NC 33	Nash	1.9	22	2	11	60	55	15,200	600	1,000	1,000	15,200	ADQ	60	Min	Sub	-

HIGHWAY																				
		Section				2013 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2013 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Walston Seed Farm Rd. (SR 1510)	NC 33	Bellamy Mill Rd. (SR 1518)	Nash	2.2	20	2	10	60	55	15,200	600	1,000	1,000	15,200	ADQ	60	Min	Sub	-
	Walston Seed Farm Rd. (SR 1510)	Bellamy Mill Rd. (SR 1518)	Edgecomb County Line	Nash	3.1	20	2	10	60	55	15,200	1,700	3,600	3,600	15,200	ADQ	60	Min	Sub	-
	Pippen St. (SR 1518)	Whitakers town limits	US 301	Nash	0.4	22	2	11	60	35	14,100	400	1,000	1,000	14,100	ADQ	60	Min	Sub	P
	Bellamy Mill Rd. (SR 1518)	Watson Seed Farm Rd. (SR 1510)	Whitakers town limits	Nash	1.7	20	2	10	60	55	14,100	400	1,000	1,000	14,100	ADQ	60	Min	Sub	-
	Red Oak Battleboro Rd. (SR 1524)	NC 43	N. Hallifax Rd. (SR 1544)	Nash	3.2	24	2	12	60	55	15,200	2,200	5,300	5,300	15,200	2B	60	Min	Sub	B
	Red Oak Battleboro Rd. (SR 1524)	N. Hallifax Rd. (SR 1544)	N. Browntown Rd. (SR 1530)	Nash	0.7	24	2	12	60	55	15,200	1,900	4,600	4,600	15,200	2B	60	Min	Sub	B
	Red Oak Battleboro Rd. (SR 1524)	N. Browntown Rd. (SR 1530)	I 95	Nash	0.3	24	2	12	80	55	15,200	1,900	4,600	4,600	15,200	2B	80	Min	Sub	B
	N. Browntown Rd. (SR 1530)	NC 43	Red Oak Rd. (SR 1003)	Nash	3.6	20	2	10	60	55	15,200	400	1,000	1,000	15,200	2B	60	Min	Sub	B
	N. Browntown Rd. (SR 1530)	Red Oak Rd. (SR 1003)	N. Hallifax Rd. (SR 1544)	Nash	2.1	20	2	10	60	55	15,200	1,200	3,200	3,200	15,200	2B	60	Min	Sub	B
	N. Browntown Rd. (SR 1530)	N Hallifax Rd. (SR 1544)	Red Oak Battleboro Rd. (SR 1524)	Nash	1.0	20	2	10	60	55	15,200	500	1,100	1,100	15,200	2B	60	Min	Sub	B
	N. Halifax Rd. (SR 1544)	I 95	N. Browntown Rd. (SR 1530)	Nash	1.5	22	2	11	60	55	15,200	1,500	3,100	3,100	15,200	ADQ	60	Min	Sub	-
	N. Halifax Rd. (SR 1544)	N. Browntown Rd. (SR 1530)	Red Oak Battleboro Rd. (SR 1524)	Nash	0.8	22	2	11	60	55	15,200	1,600	3,400	3,400	15,200	ADQ	60	Min	Sub	-
	N. Halifax Rd. (SR 1544)	Red Oak Battleboro Rd. (SR 1524)	0.23 miles north of I 95	Nash	1.0	22	2	11	60	55	15,200	1,900	4,000	4,000	15,200	ADQ	60	Min	Sub	-
	N. Halifax Rd. (SR 1544)	0.23 miles north of I 95	I 95	Nash	0.2	22	2	11	60	35	15,200	3,300	7,000	7,000	15,200	ADQ	60	Min	Sub	-
	N. Halifax Rd. (SR 1544)	I 95	NC 43	Nash	0.7	24	2	12	60	35	15,200	3,300	7,000	7,000	15,200	ADQ	60	Min	Sub	-
	N. Halifax Rd. (SR 1544)	NC 43	Rocky Mount MPO	Nash	1.5	22	2	11	60	35	15,200	2,500	5,200	5,200	15,200	ADQ	60	Min	Sub	-

HIGHWAY																				
		Section				2013 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2013 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	S. Browntown Rd. (SR 1589)	Red Oak Battleboro Rd. (SR 1524)	NC 43	Nash	2.7	20	2	10	100	35	15,200	1,000	2,000	2,000	15,200	2B	100	Min	Sub	B
	N. Old Carriage Rd. (SR 1603)	NC 43	Rocky Mount MPO	Nash	1.7	22	2	11	60	35	15,200	3,400	9,100	9,100	15,200	ADQ	60	Min	Sub	-
	Woodruff Rd. (SR 1613)	NC 43	Rocky Mount MPO	Nash	0.3	22	2	11	60	35	15,200	6,000	11,000	11,000	15,200	2B	60	Min	Sub	B
	Sandy Cross Rd. (SR 1717)	Old Bailey Hwy (SR 1001)	Rocky Mount MPO	Nash	2.0	20	2	10	60	55	15,200	1,700	2,800	2,800	15,200	2C	60	Min	Sub	B
	Macedonia Rd. (SR 1717)	NC 581	Old Bailey Hwy (SR 1001)	Nash	5.8	24	2	12	60	55	15,200	1,800	3,000	3,000	15,200	ADQ	60	Min	Sub	-
	Homes Church Rd. (SR 1941)	Old Smithfield Rd. (SR 1945)	Old Bailey Hwy (SR 1001)	Nash	2.6	20	2	10	60	55	15,200	2,000	2,600	2,600	15,200	ADQ	60	Min	Sub	-
	Homes Church Rd. (SR 1941)	Old Bailey Hwy (SR 1001)	Wilson Co. Line	Nash	0.7	20	2	10	60	55	15,200	2,000	2,600	2,600	15,200	ADQ	60	Min	Sub	-
	Old Smithfield Rd. (SR 1945)	Homes Church Rd. (SR 1941)	US 264 Alt.	Nash	3.1	20	2	10	60	55	15,200	800	1,300	1,300	15,200	2A	60	Min	Sub	B
	Old Smithfield Rd. (SR 1945)	US 264	US 264 Alt.	Nash	0.8	22	2	11	140	55	15,200	600	1,000	1,000	15,200	2A	140	Min	Sub	B
	Old Smithfield Rd. (SR 1945)	US 264 Alt.	Wilson Co. Line	Nash	0.7	20	2	10	60	55	15,200	600	1,000	1,000	15,200	2A	60	Min	Sub	B
	Liles Rd. (SR 1949)	S. Nash High Rd. (SR 1952)	Stoney Hill Church Rd.(SR 1109)	Nash	4.6	20	2	10	60	55	15,200	1,700	4,500	4,500	15,200	ADQ	60	Min	Sub	-
	S. Nash High Rd. (SR 1952)	US 581	NC 97	Nash	0.6	22	2	11	60	55	15,200	1,300	3,500	3,500	15,200	ADQ	60	Min	Sub	-
	S. Nash High Rd. (SR 1952)	NC 97	Liles Rd. (SR 1949)	Nash	2.5	22	2	11	60	55	15,200	1,700	4,500	4,500	15,200	ADQ	60	Min	Sub	-
	Graham Brantley Rd. (SR 1993)	Old Bailey Hwy (SR 1001)	Homes Church Rd. (SR 1941)	Nash	3.8	20	2	10	60	55	15,200	900	2,500	2,500	15,200	ADQ	60	Min	Sub	-

Footnotes:
(1) Undivided 4-lane with shoulder
(2) Raised median 2 lane with 8 ft on-street parking both sides

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section		Type	Cross-Section	Other Modes
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes			
NASH0001-B	NC 43	W. Hillardston Rd. (SR 1310) - N. Browntown Rd. (SR 1530)	1.2	11	2	On-Road	2A	-
NASH0001-B	NC 43	N. Browntown Rd. (SR 1530) - E. Castalia Rd. (SR 1425)	3.6	11	2	On-Road	2A	-
NASH0001-B	NC 43	E. Castalia Rd. (SR 1425) - Red Oak Rd. (SR 1003)	0.3	11	3	On-Road	3B	P
NASH0001-B	NC 43	Red Oak Rd. (SR 1003) - N. Old Carriage Rd. (SR 1603)	0.2	11	3	On-Road	3B	P
NASH0001-B	NC 43	N. Old Carriage Rd. (SR 1603) - I 95	0.3	11	2	On-Road	2A	-
NASH0001-B	NC 43	I 95 - N. Hallifax Rd. (SR 1544)	0.2	11	2	On-Road	2A	-
NASH0001-B	NC 43	N. Hallifax Rd. (SR 1544) - Woodruff Rd. (SR 1613)	1.2	11	2	On-Road	2A	-
NASH0001-B	NC 43	Woodruff Rd. (SR 1613) - S. Browntown Rd. (SR 1589)	0.2	10	4	On-Road	5A *	-
NASH0001-B	NC 43	S. Browntown Rd. (SR 1589) - Rocky Mount MPO Border	0.2	11	4	On-Road	5A *	-
NASH0002-B	NC 58	Castalia Loop Rd. (SR 1409) - Church St.	0.1	10	2	On-Road	ADQ	P
NASH0002-B	NC 58	Church St.- Nelms Ave.	0.6	10	2	On-Road	ADQ	P
NASH0002-B	NC 58	Nelms Ave. - Simmons Rd. (SR 1327)	0.3	10	2	On-Road	2A	P
NASH0002-B	NC 58	Simmons Rd. (SR1327) - Edwards Rd. (SR 1310)	1.1	10	2	On-Road	2A	-
NASH0002-B	NC 58	Edwards Rd. (SR 1310) - W. Castalia Rd. (SR 1425)	0.3	10	2	On-Road	2A	-
NASH0002-B	NC 58	W. Castalia Rd. (SR 1425) - Rocky Mount MPO	6.0	10	2	On-Road	2A	-
NASH0003-B	NC 97	Old Bailey Rd. (SR 1001) - I 95	2.4	10	2	On-Road	2A	-
NASH0003-B	NC 97	I 95 - NC 58	2.7	10	2	On-Road	2A	-
NASH0004-B	NC 231	Old Lewis School Rd. (SR 1112) - Old Raleigh-Wilson Rd. (SR 1115)	0.4	11	2	On-Road	2A	-
NASH0004-B	NC 231	Old Raleigh-Wilson Rd. (SR 1115) - Smith Rd. (SR 1113)	0.9	11	2	On-Road	2A	-
NASH0004-B	NC 231	Smith Rd. (SR 1113) - Johnston Co. Line	1.8	10	2	On-Road	2A	-
NASH0005-B	NC 581	W. Old Spring Hope Rd. (SR 1145) - Macedonia Rd.(SR 1717)	0.4	11	2	On-Road	2A	-
NASH0005-B	NC 581	Macedonia Rd.(SR 1717) - S. Nash High Rd.(SR 1952)	3.4	11	2	On-Road	2A	-
NASH0005-B	NC 581	S. Nash High Rd. (SR 1952) - NC 97	0.7	11	2	On-Road	2A	-
NASH0005-B	NC 581	NC 97 - Strickland Rd. (SR 1134)	2.8	11	2	On-Road	2A	-
NASH0005-B	NC 581	Strickland Rd. (SR 1134) - Stoney Hill Church Rd.(SR 1109)	1.5	11	2	On-Road	2A	-
NASH0005-B	NC 581	Stoney Hill Church Rd.(SR 1109) - 0.31 miles N. of US 264	1.1	11	2	On-Road	2A	-
NASH0005-B	NC 581	0.31 miles N. of US 264 - US 264	0.3	11	2	On-Road	2A	-
NASH0005-B	NC 581	US 264 - Town of Bailey N. Municipal Limits/ Lee St.	0.1	12	4	On-Road	5A *	-
NASH0005-B	NC 581	Town of Bailey N. Municipal Limits/ Lee St. - Elm St.	0.1	12	4	On-Road	4C*	P
NASH0005-B	NC 581	Elm St. - US 264 Alt.	0.3	12	4	On-Road	4C*	P
NASH0005-B	NC 581	US 264 Alt. - Main St. (SR 1973)	0.1	11	2	On-Road	2B	P
NASH0005-B	NC 581	Main St. (SR 1973) - Town of Bailey S. Municipal Limits	0.2	11	2	On-Road	2B	-
NASH0005-B	NC 581	Town of Bailey S. Minicipal Limits - Wilson Co. Line	1.3	11	2	On-Road	2A	-
NASH0006-B	Camp Charles Rd. (SR 1100)	Claude Lewis Rd. (SR 1100) - Finch Rd. (SR 1104)	1.4	10	2	On-Road	2A	-
NASH0007-B	Claude Lewis Rd. (SR 1101)	Old Lewis School Rd. (SR 1112) - Camp Charles Rd. (SR 1100)	1.2	10	2	On-Road	2A	-

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section			Cross-	Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Section	Modes
NASH0008-B	W. Castalia Rd. (SR 1425)	NC 58 - Taylors Store Rd. (SR 1004)	3.2	10	2	On-Road	2A	-
NASH0008-B	W. Castalia Rd. (SR 1425)	Taylors Store Rd. (SR 1004) - Womble Rd.(SR 1435)	2.2	10	2	On-Road	2A	-
NASH0008-B	E. Castalia Rd. (SR 1425)	Womble Rd.(SR 1435) - 0.52 miles W. of NC 43	1.3	10	2	On-Road	2A	-
NASH0008-B	E. Castalia Rd. (SR 1425)	0.52 miles W. of NC 43 - NC 43	0.5	10	2	On-Road	2A	-
NASH0009-B	Finch Rd. (SR 1104)	Camp Charles Rd. (SR 1100) - NC 581	1.2	10	2	On-Road	2A	-
NASH0010-B	Lancaster Store Rd. (SR 1321)	NC 581 - NC 58	6.8	10	2	On-Road	2A	-
NASH0011-B	N. Browntown Rd. (SR 1530)	NC 43 - Red Oak Rd. (SR 1003)	3.6	10	2	On-Road	2B	-
NASH0011-B	N. Browntown Rd. (SR 1530)	Red Oak Rd. (SR 1003) - N. Hallifax Rd.(SR 1544)	2.1	10	2	On-Road	2B	-
NASH0011-B	N. Browntown Rd. (SR 1530)	N. Hallifax Rd.(SR 1544) - Red Oak Battleboro Rd. (SR 1524)	1.0	10	2	On-Road	2B	-
NASH0012-B	N. Pine St. (SR 1002)	W. Nash St.(US 64 Alt) - McLean St.	0.3	11	2	On-Road	2C	-
NASH0012-B	N. Pine St. (SR 1002)	McLean St. - Brantley St.	0.1	11	2	On-Road	2C	P
NASH0012-B	N. Pine St. (SR 1002)	Brantley St. - Peachtree Hill Rd. (SR 1312)	0.2	11	2	On-Road	2C	-
NASH0013-B	Old Bailey Rd. (SR 1001)	Rocky Mount MPO - Sandy Cross Rd. (SR 1717)	3.9	10	2	On-Road	2A	-
NASH0013-B	Old Bailey Rd. (SR 1001)	NC 97 - Graham Brantley Rd. (SR 1993)	0.5	10	2	On-Road	2A	-
NASH0013-B	Old Bailey Rd. (SR 1001)	Graham Brantley Rd. (SR 1993) - Hornes Church Rd. (SR 1941)	3.0	10	2	On-Road	2A	-
NASH0014-B	Old Lewis School Rd. (SR 1112)	NC 231 - Claude Lewis Rd. (SR 1101)	2.6	10	2	On-Road	2B	-
NASH0016-B	Old Smithfield Rd. (SR 1945)	W. Hornes Church Rd. (SR 1941) - US 264	3.1	10	2	On-Road	2B	-
NASH0016-B	Old Smithfield Rd. (SR 1945)	US 264 - US 264 Alt.	0.8	11	2	On-Road	2B	-
NASH0016-B	Old Smithfield Rd. (SR 1945)	US 264 Alt. - Wilson Co. Line	0.7	10	2	On-Road	2B	-
NASH0017-B	Peachtree Hill Rd. (SR 1312)	Seven Paths Rd. (SR 1002) - NC 581	3.4	10	2	On-Road	2B	-
NASH0018-B	Pullen Pasture Rd. (SR 1405)	Red Bud Rd. (SR 1321) - Taylors Store Rd. (SR 1004)	2.2	10	2	On-Road	2B	-
NASH0019-B	Red Bud Rd. (SR 1321)	NC 58 - Pullen Pasture Rd. (SR 1405)	4.0	10	2	On-Road	2B	-
NASH0020-B	Red Oak Rd. (SR 1003)	NC 43 - 0.67 miles S. of NC 43	0.7	10	2	On-Road	2B	-
NASH0020-B	Red Oak Rd. (SR 1003)	0.67 miles S. of NC 43 - Rocky Mount MPO	1.6	10	2	On-Road	2B	-
NASH0021-B	Red Oak Battleboro Rd. (SR 1524)	N. Browntown Rd. (SR 1530) - S. Browntown Rd. (SR 1589)	0.3	12	2	On-Road	2B	-
NASH0022-B	Sandy Cross Rd. (SR 1717)	Old Bailey Rd.(SR 1001) - Rocky Mount MPO Border	1.7	10	2	On-Road	2B	-
NASH0023-B	S. Browntown Rd. (SR 1589)	Red Oak Battleboro Rd. (SR 1524) - NC 43	2.7	10	2	On-Road	2B	-
NASH0024-B	S. Pine St. (SR 1144)	E. Railroad St. - W. Branch St.	0.1	11	2	On-Road	2C	-
NASH0024-B	S. Pine St. (SR 1144)/Warren Rd. (SR 1144)	2nd St. - Old Spring Hope Rd. (SR 1145)	0.8	11	2	On-Road	2C	-
NASH0025-B	Stoney Hill Church Rd. (SR 1109)	NC 581 - Liles Rd. (SR 1949)	0.2	10	2	On-Road	2B	-
NASH0025-B	Stoney Hill Church Rd. (SR 1109)	Liles Rd. (SR 1425) - W Hornes Church Rd. (SR 1941)	3.3	10	2	On-Road	2B	-
NASH0026-B	Taylors Store Rd. (SR 1004)	Taylors Gin Rd. (SR 1004) - W. Castalia Rd. (SR 1425)	2.9	10	2	On-Road	2A	-
NASH0026-B	Taylors Store Rd. (SR 1004)	W. Castalia Rd. (SR 1425) - Rocky Mount MPO	4.4	10	2	On-Road	2B	-
NASH0027-B	W. Old Spring Hope Rd./ Old Nash Rd. (SR 1145)	Warren Rd (SR 1144) - Rocky Mount MPO Border	6.3	10	2	On-Road	2B	-
NASH0028-B	Womble Rd. (SR 1435)	W. Castalia Rd. (SR 1425) - Rocky Mount MPO	2.7	10	2	On-Road	2B	-
NASH0029-B	Woodruff Rd. (SR 1613)	NC 43 - Rocky Mount MPO Border	0.3	11	2	On-Road	2B	-

5A * - No pedestrian accomodations recommended.

4C * - No median recommended.

PEDESTRIAN								
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Type	Side of Street	Type	Side of Street	
Bailey								
NASH0001-P	Benson St.	Main St. (SR 1973) - Pine St. (SR 1968)	0.15	-	-	Sidewalk	Both	-
NASH0002-P	Deans St. (US 264 Alt)	Oak Ave. (NC 581) - O'Neal St.	0.55	-	-	Sidewalk	Both	-
NASH0003-P	Elm St.	Peele Rd. (SR 1105) - Oak Ave. (NC 581)	0.21	-	-	Sidewalk	Both	-
NASH0004-P	Green St.	Main St. - Pine St. (SR 1968)	0.14	-	-	Sidewalk	Both	-
NASH0005-P	Jackson St.	Main St. - Pine St. (SR 1968)	0.14	-	-	Sidewalk	Both	-
NASH0006-P	Jordan St.	Elm St. - Lee St.	0.1	-	-	Sidewalk	Both	-
NASH0007-P	Lee St.	Peele Rd. (SR 1105) - Oak Ave. (NC 581)	0.25	-	-	Sidewalk	Both	-
NASH0008-P	Main St. (SR 1973)	Nash St. to O'Neal St.	0.23	-	-	Sidewalk	Both	-
NASH0009-P	Main St. (SR 1973)	Sandford St. (NC 581) - West of Benson St.	0.14	-	-	Sidewalk	Both	-
NASH0010-P	Nash St.	Deans St. (US 264) - Pine St. (SR 1968)	0.1	-	-	Sidewalk	Both	-
NASH0011-P	Sandford St./Oak Ave. (US 581)	Main St. (SR 1973) - Lee St.	0.48	-	-	Sidewalk	Both	B
NASH0012-P	O'Neil St.	Main St. - Pine St. (SR 1968)	0.14	-	-	Sidewalk	Both	-
NASH0013-P	Peele Rd. (SR 1105)	Lee St. - Williams St.	0.13	-	-	Sidewalk	Both	-
NASH0014-P	Pine St. (SR 1968)	Oak Ave. (NC 581) - O'Neal St.	0.52	-	-	Sidewalk	Both	-
NASH0015-P	Williams St.	Peele Rd. (SR 1105) - Oak Ave. (NC 581)	0.19	-	-	Sidewalk	Both	-
Castalia								
	Church St.	Main St. (NC 58) - Boone St.	0.06	-	-	Sidewalk	Both	-
NASH0016-P	Boone St.	Church St. - Red Bud Rd. (SR 1321)	0.06	-	-	Sidewalk	Both	-
NASH0017-P	Main St. (NC 58)	Simmons Rd. (SR 1327) - Castalia Loop Rd. (SR 1409)	0.85	-	-	Sidewalk	Both	B
NASH0018-P	Red Bud Rd. (SR 1321)	Main St. (NC 58) - Boone St.	0.07	-	-	Sidewalk	Both	-
Dortches								
NASH0019-P	Dortches Blvd. (NC 43)	I-95-Octavia Dr. (SR 1690)	1.2	-	-	Sidewalk	Both	-
NASH0020-P	N. Halifax Rd. (SR 1544)	Dortches Blvd. (NC 43) - 0.15 miles N of Intersection (Dollar General Store)	0.17	-	-	Sidewalk	Both	-
NASH0021-P	Town Hall Rd. (SR 1636)	Dortches Blvd. (NC 43) - Town Hall South of Intersection	0.39	-	-	Sidewalk	Both	-
Middlesex								
NASH0022-P	E. Finch Ave. (US 264)	Nash St. (NC 231) - N. Elm St.	0.3	-	-	Sidewalk	Both	-
NASH0023-P	E. Hanes Ave.	S. Walnut St. - S. Elm St.	0.22	-	-	Sidewalk	Both	-
NASH0024-P	E. Pamlico St. (SR 1101)	S. Nash St. (NC 231) - S. Elm St.	0.28	-	-	Sidewalk	Both	-
NASH0025-P	E. Steward St.	N Nash St. (NC 231) - N. Oak St.	0.28	-	-	Sidewalk	Both	-
NASH0026-P	Manning St.	School House Rd. - W. Hanes Ave.	0.18	-	-	Sidewalk	Both	-
NASH0027-P	N. Nash St. (NC 231)	W. Finch Ave. (US 264) - Rockside Rd. (SR 1123)	0.26	-	-	Sidewalk	Both	-
NASH0028-P	N. Oak St.	E. Finch Ave. (US 264) - Steward St.	0.2	-	-	Sidewalk	Both	-
NASH0030-P	N. Spruce St.	E. Finch Ave. (US 264) - E. Steward Rd.	0.15	-	-	Sidewalk	Both	-
NASH0031-P	N. Walnut St.	E. Finch Ave. (US 264) - E. Steward Rd.	0.13	-	-	Sidewalk	Both	-
	N. Chestnut St.	W. Finch Ave. (US 264) - Rockside Rd. (SR 1123)	0.2	-	-	Sidewalk	Both	-
NASH0045-P	New Location	School House Rd. - W. Hanes Ave. near Middlesex Elementary School	0.18	-	-	Sidewalk	Both	-
NASH0029-P	Rockside Rd. (SR 1123)	W. Finch Ave. (US 264) - N. Nash St. (US 231)	0.58	-	-	Sidewalk	Both	-
NASH0034-P	S. Elm St.	E. Pamlico St. (SR 1101) - E. Hanes Ave.	0.09	-	-	Sidewalk	Both	-
NASH0035-P	S. Nash St. (NC 231)	E. Pamlico St. (SR 1101) - W. Wilson St.	0.08	-	-	Sidewalk	Both	-
NASH0036-P	S. Oak St.	E. Pamlico St. (SR 1101) - E. Hanes Ave.	0.09	-	-	Sidewalk	Both	-
NASH0037-P	S. Spruce St.	E. Pamlico St. (SR 1101) - E. Hanes Ave.	0.11	-	-	Sidewalk	Both	-
NASH0038-P	S. Walnut St.	E. Pamlico St. (SR1101) - E. Hanes Ave.	0.12	-	-	Sidewalk	Both	-

PEDESTRIAN								
Local ID	Facility/ Route	Section (From - To)	Existing System			Proposed System		Other Modes
			Distance (mi)	Type	Side of Street	Type	Side of Street	
NASH0032-P	School House Rd.	Selma Rd. (SR 1116) - Middlesex Elementary School	0.29	-	-	Sidewalk	Both	-
NASH0033-P	Selma Rd. (SR 1116)	W. Pamlico St. - W. Wilson St. (SR 1116)	0.08	-	-	Sidewalk	Both	-
NASH0039-P	W. Finch Ave. (US 264)	Rockside Rd. (SR 1123) - Nash St. (NC 231)	0.6	-	-	Sidewalk	Both	-
NASH0040-P	W. Hanes Ave.	S. Pine St - Old Possum Rd.	0.3	-	-	Sidewalk	Both	-
NASH0041-P	W. Hanes St. (SR 1120)	Old Possum Rd. - Middlesex Elementary School	0.21	-	-	Sidewalk	Both	-
NASH0042-P	W. Pamlico St.	Selma Rd. (SR 1116) - S. Nash St. (NC 231)	0.12	-	-	Sidewalk	Both	-
NASH0043-P	W. Steward St.	N. Chestnut St. - N. Nash St. (NC 231)	0.07	-	-	Sidewalk	Both	-
NASH0044-P	W. Wilson St. (SR1116)	Manning St - Chestnut Street	0.18	-	-	Sidewalk	Both	-
Momeyer								
NASH0046-P	Momeyer Way (US 64 Alt.)	Sanctified Church Rd. (SR 1303) - Jackson Rd. (SR 1304)	1.25	-	-	Sidewalk	Both	-
Red Oak								
NASH0049-P	Red Oak Battleboro Rd. (SR 1524)	Red Oak Blvd. (NC 43) - East of Ashley Dr. (SR 2321)	0.8	-	-	Sidewalk	Both	-
Spring Hope								
NASH0070-P	2nd St. (SR 1915)	S Pine St. - E. 1st St.	0.37	-	-	Sidewalk	Both	-
NASH0071-P	E. 1st St.	E. Branch St. - S. Louisburg Rd.	0.23	-	-	Sidewalk	Both	-
NASH0072-P	E. Nash St. (US 64 Alt)	East of N. Hopkins Ave. - S. Louisburg Rd.	0.16	-	-	Sidewalk	Both	-
NASH0073-P	McLean St.	N. Pine St. (SR 1002) - N. Louisburg Rd. (NC 581)	0.73	-	-	Sidewalk	Both	-
NASH0074-P	N. Oak St.	E. Nash St. - McLean St.	0.16	-	-	Sidewalk	Both	-
NASH0076-P	N. Pine St.	Brantley St. - McLean St.	0.07	-	-	Sidewalk	Both	B
NASH0075-P	N. Poplar St./Brantley St.	N. Pine St. - W. Main St.	0.48	-	-	Sidewalk	Both	-
NASH0077-P	N. Walnut St.	McLean St. - South of McLean St.	0.07	-	-	Sidewalk	Both	-
NASH0078-P	S. Ash St.	W. Branch St. - 2nd St.	0.24	-	-	Sidewalk	Both	-
NASH0079-P	Louisburg Rd.	McLean St. - E. 1st St.	0.48	-	-	Sidewalk	Both	-
NASH0080-P	S. Pine St. (SR 1144)	W. School St. - East of E. Branch St.	0.31	-	-	Sidewalk	Both	B
NASH0081-P	S. Poplar St.	W. School St. - W. Main St.	0.35	-	-	Sidewalk	Both	-
NASH0082-P	Warren St.	W. Nash St. (US 64 Alt.) - W. Branch St.	0.11	-	-	Sidewalk	Both	-
NASH0083-P	W. Branch St. (SR 1148)	S. Warren St. - S. Ash St.	0.47	-	-	Sidewalk	Both	-
NASH0084-P	W. Main St.	S. Warren St. - S. Poplar St.	0.42	-	-	Sidewalk	Both	-
NASH0085-P	W. Nash St. (US 64 Alt.)	S. Warren St. - N. Ash St.	0.44	-	-	Sidewalk	Both	-
NASH0086-P	W. School St.	S. Poplar St. - S Pine St.	0.06	-	-	Sidewalk	Both	-
Whitakers								
NASH0087-P	E. Nash St.	SE Railroad St. - S. Porter St.	0.24	-	-	Sidewalk	Both	-
NASH0088-P	E. Taylor St.	NW Railroad St. - N. Porter St.	0.07	-	-	Sidewalk	Both	-
NASH0089-P	Knight St.	S. Cutchin St. - S. Porter St.	0.13	-	-	Sidewalk	Both	-
NASH0090-P	Marks St.	NE Railroad St. - N. King St.	0.28	-	-	Sidewalk	Both	-
NASH0091-P	N. Cutchin St.	Main St. (NC 33) - Marks St.	0.11	-	-	Sidewalk	Both	-
NASH0092-P	N. King St.	Main St. (NC 33) - Marks St.	0.08	-	-	Sidewalk	Both	-
NASH0093-P	N. New St.	W. Pippen St. (SR 1518) - W. Taylor St	0.3	-	-	Sidewalk	Both	-
NASH0094-P	N. Porter St.	Main St. (NC 33) - E. Taylor St.	0.08	-	-	Sidewalk	Both	-
NASH0095-P	N. Vance St.	W. Pippen St. (SR 1518) - W. Edgecombe St.	0.14	-	-	Sidewalk	Both	-
NASH0096-P	N. White St. (SR 301)	W. Pippen St. (SR 1518) - North East of W. Taylor St.	0.44	-	-	Sidewalk	Both	-
NASH0097-P	NW Railroad St.	W. Pippen St. (SR 1518) - W. Taylor St.	0.27	-	-	Sidewalk	Both	-
NASH0098-P	S. Cutchin St.	E. Nash St. - Main St. (NC 33)	0.14	-	-	Sidewalk	Both	-

PEDESTRIAN								
Local ID	Facility/ Route	Section (From - To)	Existing System			Proposed System		Other Modes
			Distance (mi)	Type	Side of Street	Type	Side of Street	
NASH0100-P	S. New St.	W. Nash St. (NC 33) - W. Pippen St. (SR 1518)	0.16	-	-	Sidewalk	Both	-
NASH0101-P	S. Porter St.	E. Nash St.) - Main St. (NC 33)	0.14	-	-	Sidewalk	Both	-
NASH0102-P	S. Vance	W. Nash St. (NC 33) - W. Pippen St. (SR 1518)	0.20	-	-	Sidewalk	Both	-
NASH0103-P	S. White St. (SR 301)	W. Pine St. - W Pippen St. (SR 1518)	0.4	-	-	Sidewalk	Both	-
NASH0099-P	SE Railroad St.	W. Pine St. - North of E. Nash St.	0.36	-	-	Sidewalk	Both	-
NASH0105-P	SW. Railroad St.	W. Nash St. (NC 33) - W. Pippen St. (SR 1518)	0.13	-	-	Sidewalk	Both	-
NASH0106-P	W. Edgecombe St.	N. Vance St. - NE Railroad St.	0.31	-	-	Sidewalk	Both	-
NASH0107-P	W. Nash St. (NC 33)	S. Wilson St. - SE. Railroad St.	0.43	-	-	Sidewalk	Both	-
NASH0108-P	W. Pine St.	S. White St. - SE. Railroad St.	0.11	-	-	Sidewalk	Both	-
NASH0111-P	W. Pittman St.	N. White St. - NW. Railroad St.	0.09	-	-	Sidewalk	Both	-
NASH0110-P	W. Taylor St.	N. New St. - NW. Railroad St.	0.19	-	-	Sidewalk	Both	-

Only major routes and proposals are shown here. For further documentation of bicycle and pedestrian facilities and proposals, refer to [insert name of document(s)].

Appendix D
Typical Cross Sections

Cross section requirements for roadways vary according to the capacity and level of service to be provided. Universal standards in the design of roadways are not practical. Each roadway section must be individually analyzed and its cross section determined based on the volume and type of projected traffic, existing capacity, desired level of service, and available right-of-way. These cross sections are typical for facilities on new location and where right-of-way constraints are not critical. For widening projects and urban projects with limited right-of-way, special cross sections should be developed that meet the needs of the project.

The comprehensive planning and design "typical" highway cross sections, as depicted on the following pages, were updated on May 5, 2014 in response to the Strategic Transportation Investments[1] (STI) law (House Bill 817) and are also consistent with SPOTOn!ine (used for project prioritization[2]), NCDOT's GIS-based web application for providing automated, near real-time prioritization scores and project costs. This guidance establishes design elements that emphasize safety, mobility, complete streets[3], and accessibility for multiple modes of travel. These "typical" highway cross sections should be used as guidelines for comprehensive transportation planning, project planning and project design activities. The specific and final cross section details and right of way limits for projects will be established through the preparation of the National Environmental Policy Act[4] (NEPA) documentation and through final design preparation.

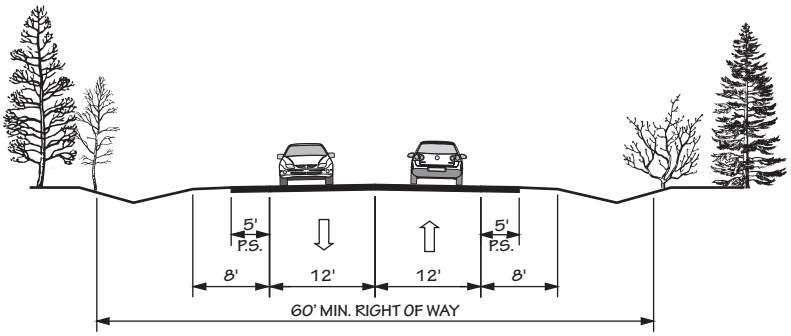
On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following situations:

- roadways which may require widening after the current planning period,
- roadways which are borderline adequate and accelerated traffic growth could render them deficient,
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment, and
- roadways which may need to accommodate an additional transportation mode.

[1] *For more information on STI, go to:* http://www.ncdot.gov/strategictransportationinvestments/.
[2] *For more information on prioritization, go to:* https://connect.ncdot.gov/projects/planning/Pages/StrategicPrioritization.aspx.
[3] *For more information on Complete Streets, go to:* http://www.completestreetsnc.org/.
[4] *For more information on NEPA, go to:* http://ceq.hss.doe.gov/.

FIGURE 4
"TYPICAL" HIGHWAY CROSS SECTIONS

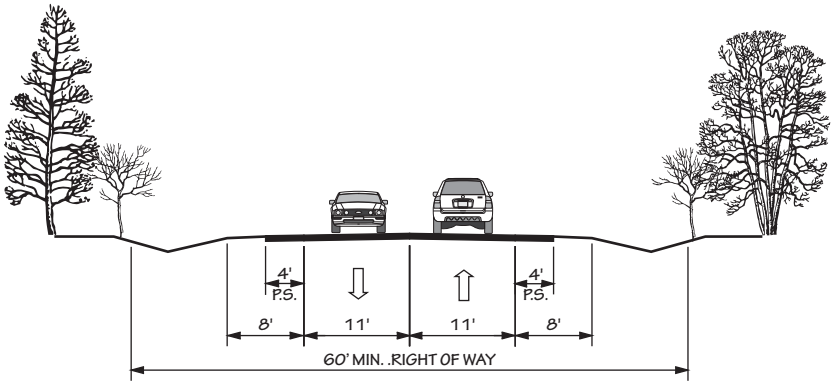
2A



2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 55 MPH

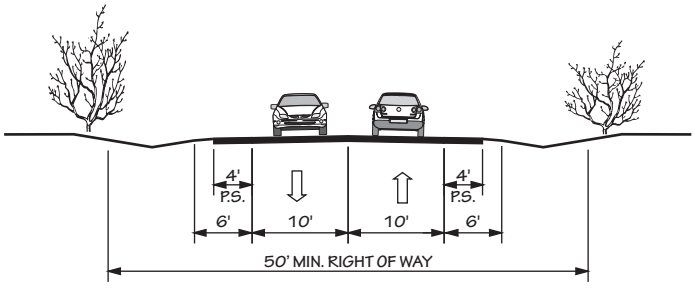
2B



2 LANES UNDIVIDED

POSTED SPEED 45 MPH OR LESS

2C



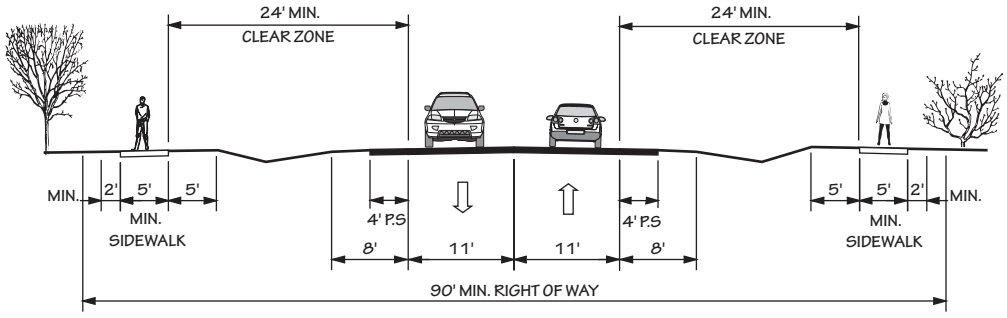
2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 25 - 35 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

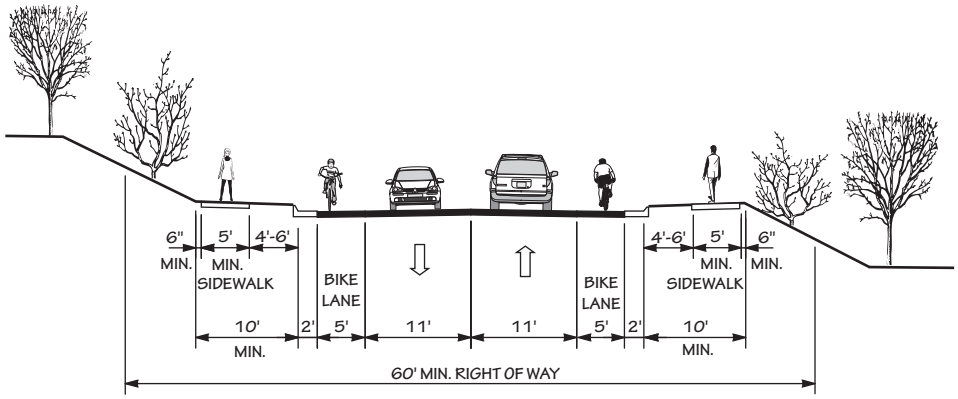
2D



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 25-45 MPH

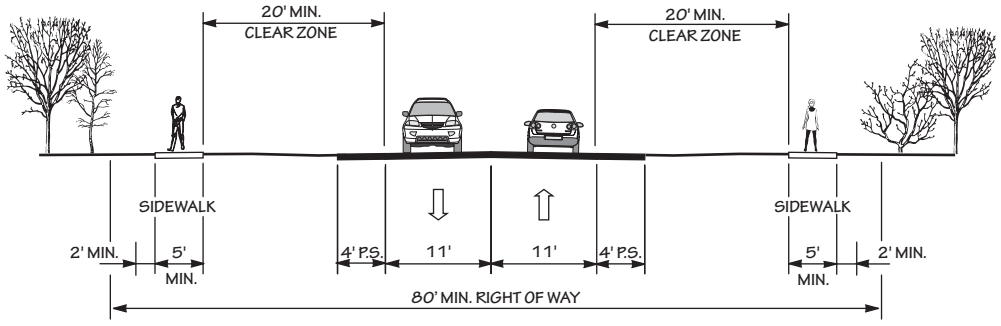
2E



2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

2F



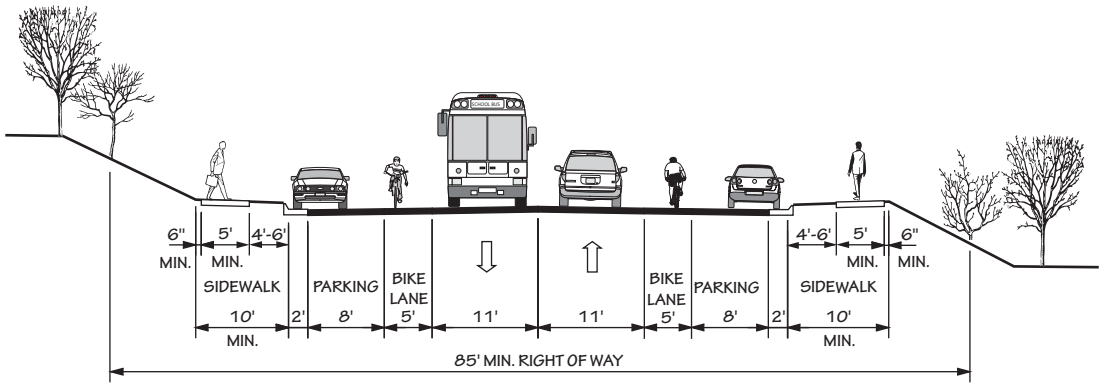
2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CAMA COUNTIES

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

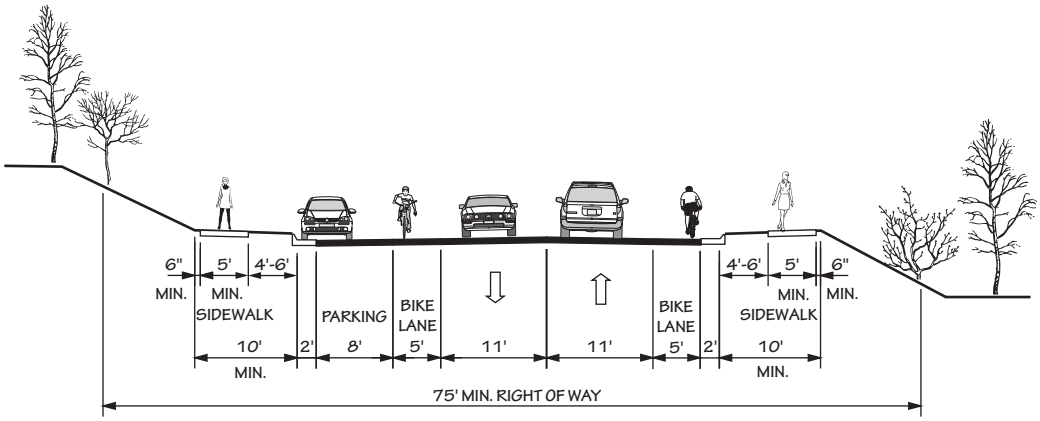
2G



2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING BOTH SIDES, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

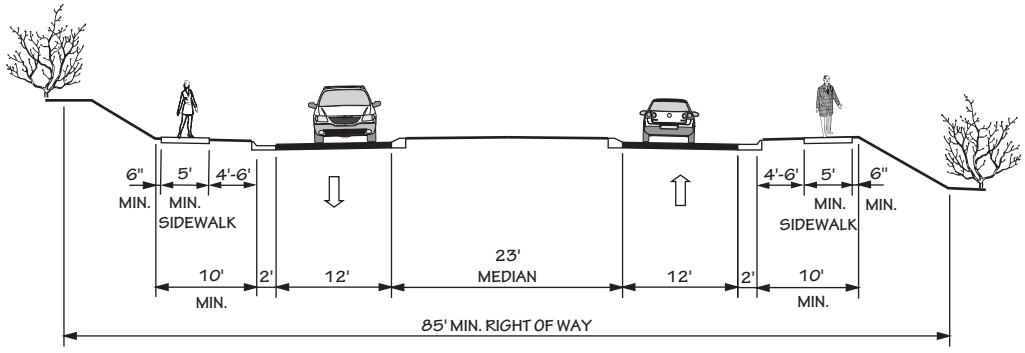
2H



2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING ONE SIDE, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

2I



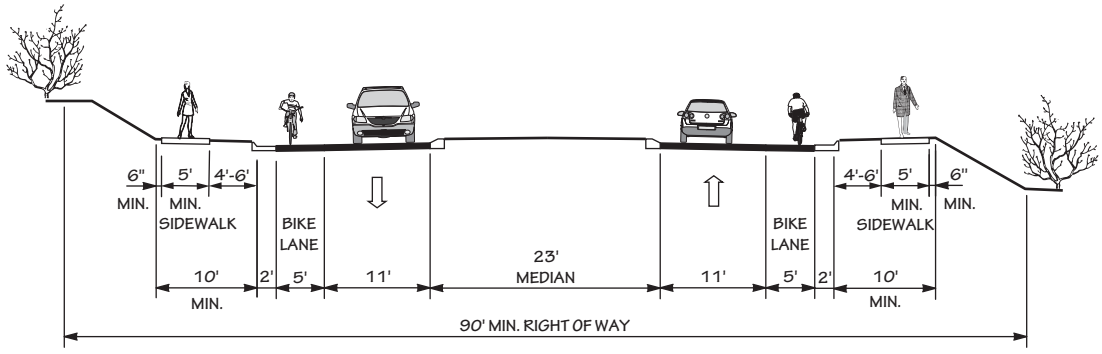
2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

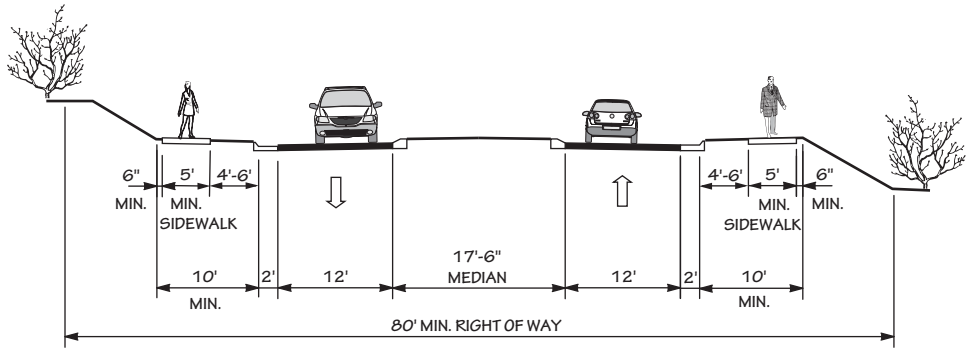
2J



2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

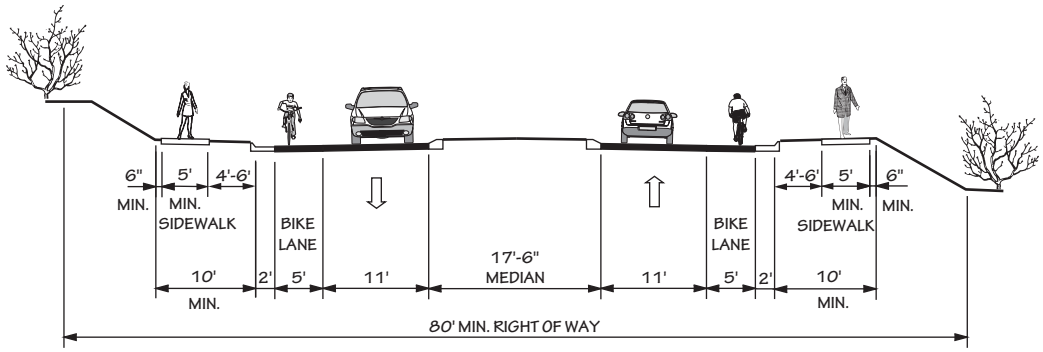
2K



2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

2L



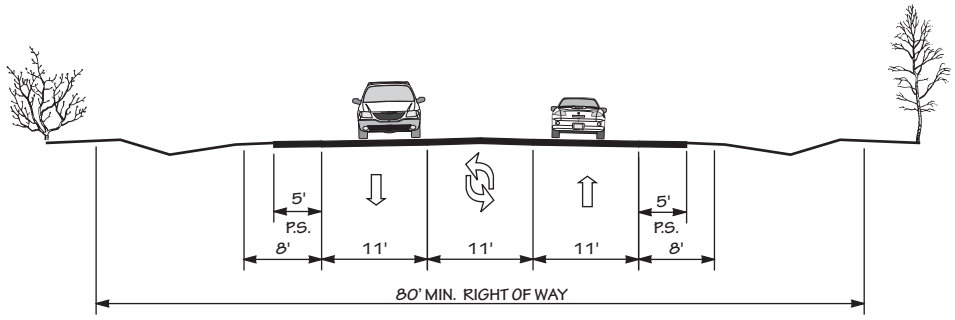
2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

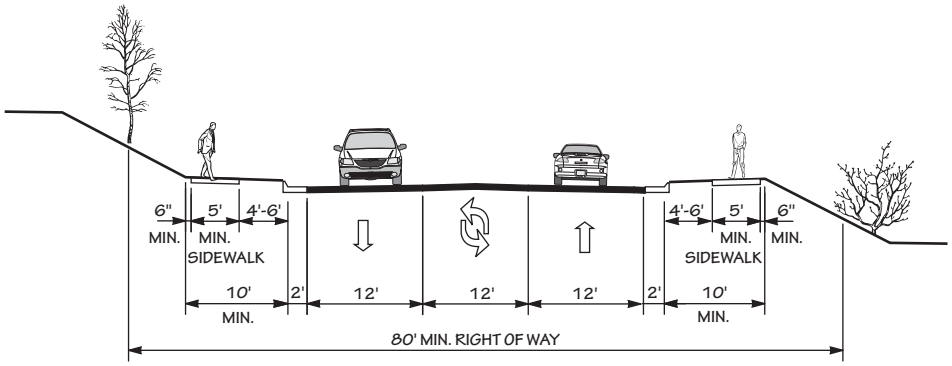
3A



2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS

POSTED SPEED 25-55 MPH

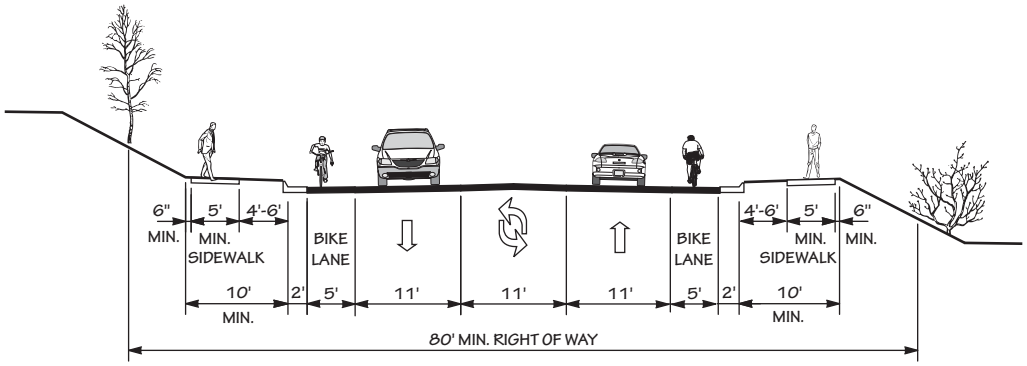
3B



2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 25-45 MPH

3C

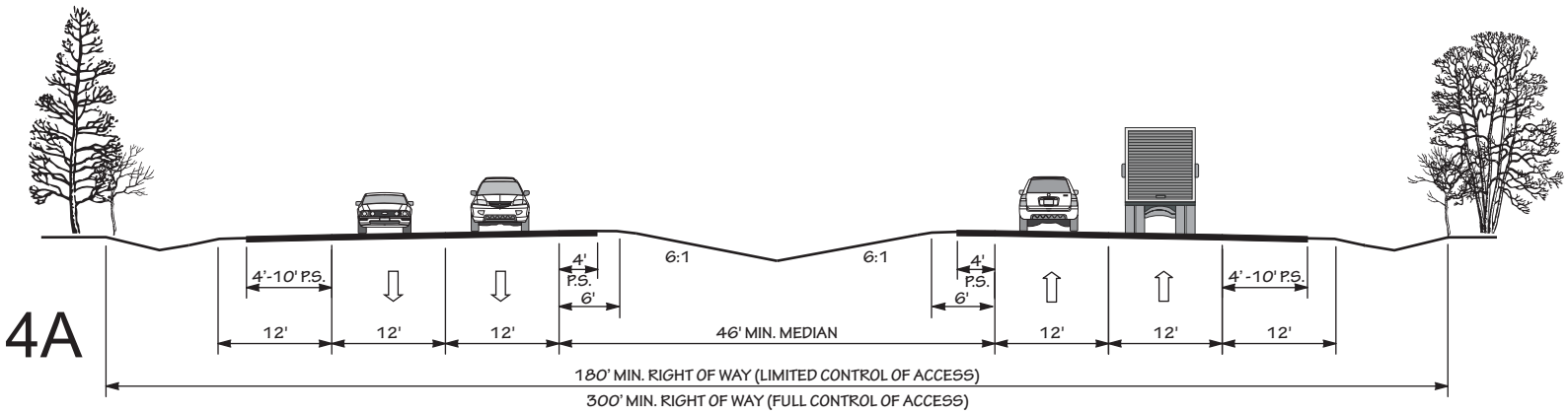


2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

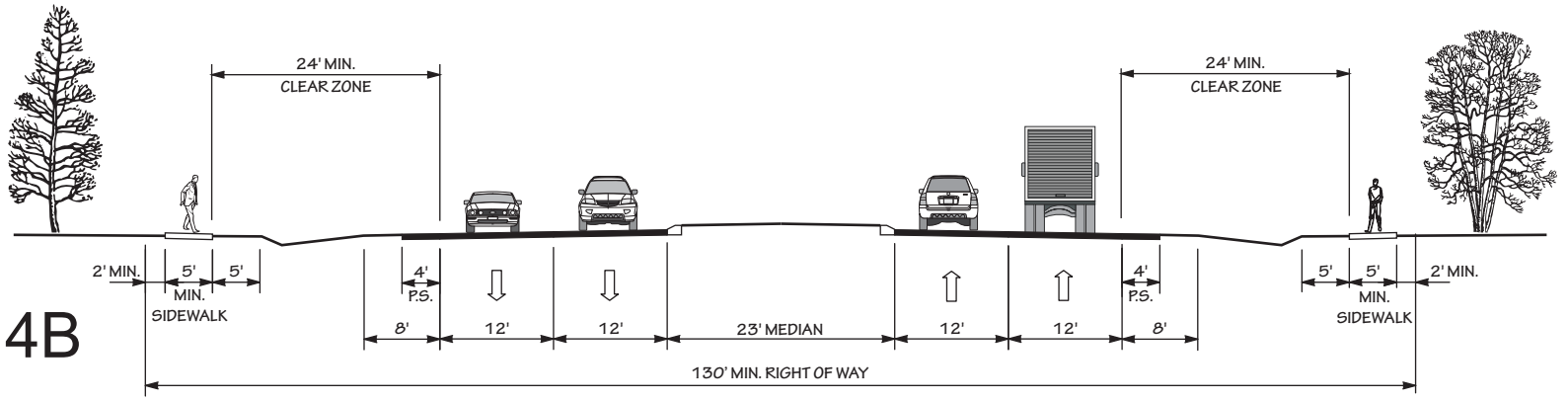
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



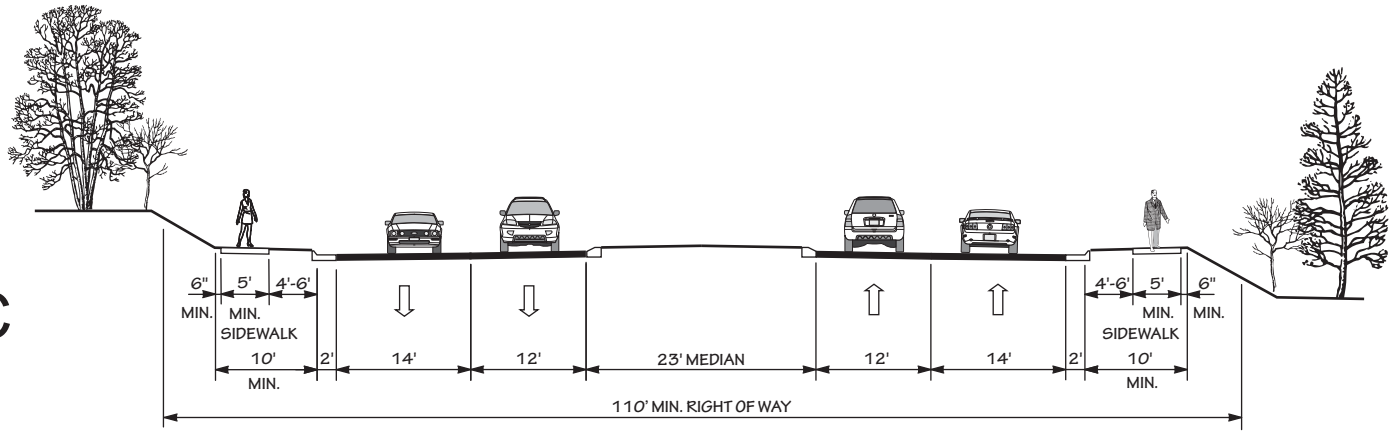
4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH



4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 35-55 MPH



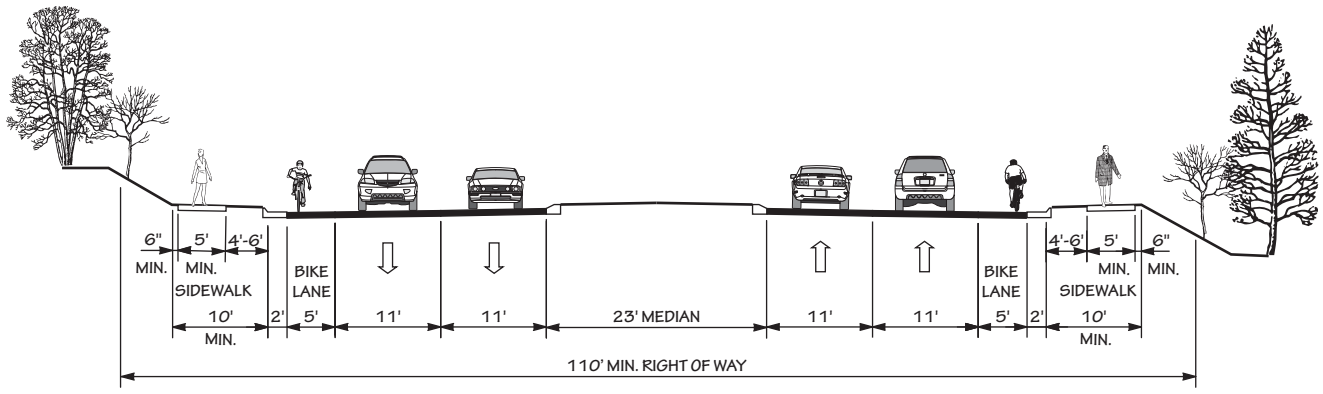
4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"Typical" Highway Cross Sections

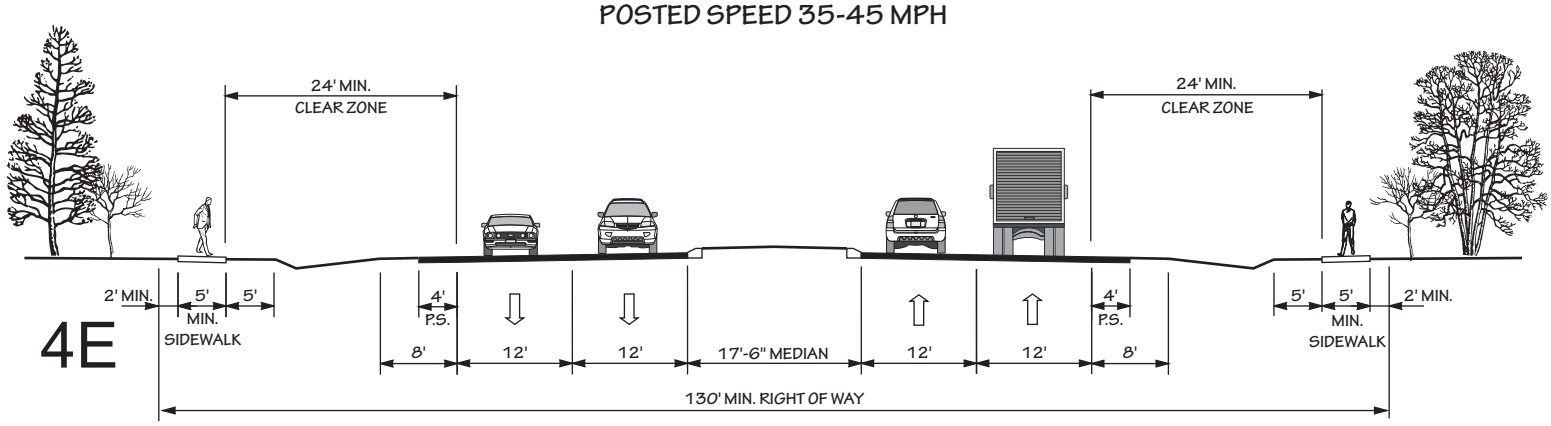
4D



4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

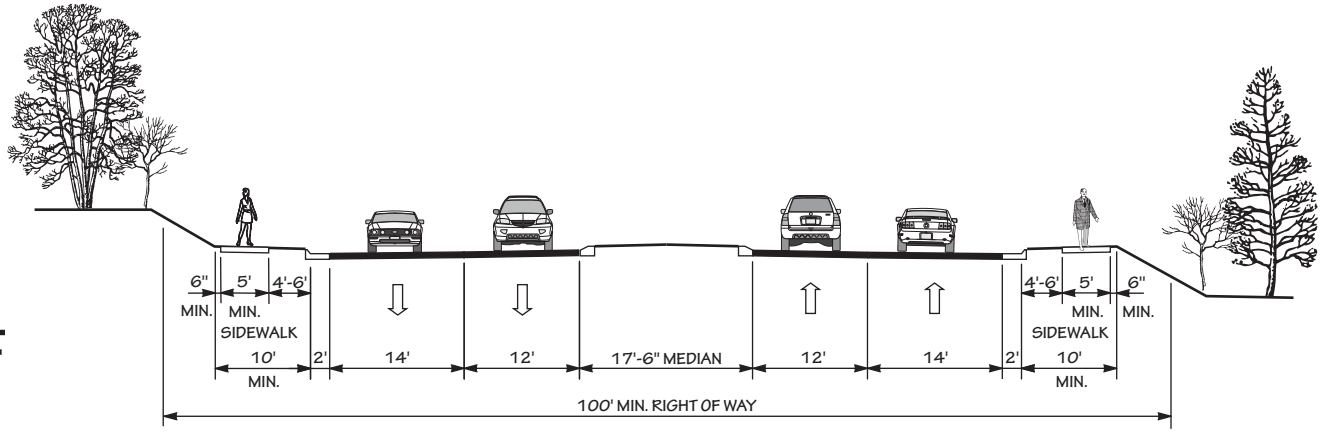
4E



4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 35-55 MPH

4F



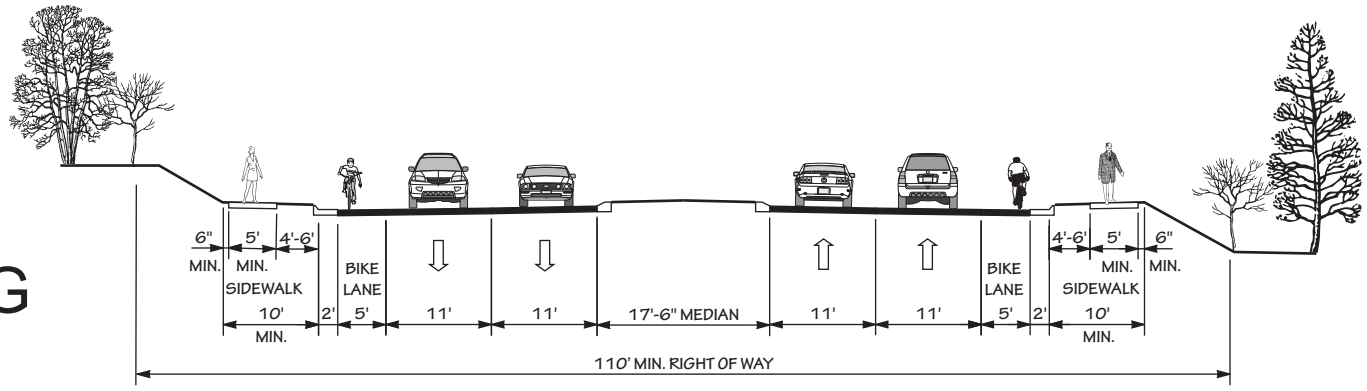
4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

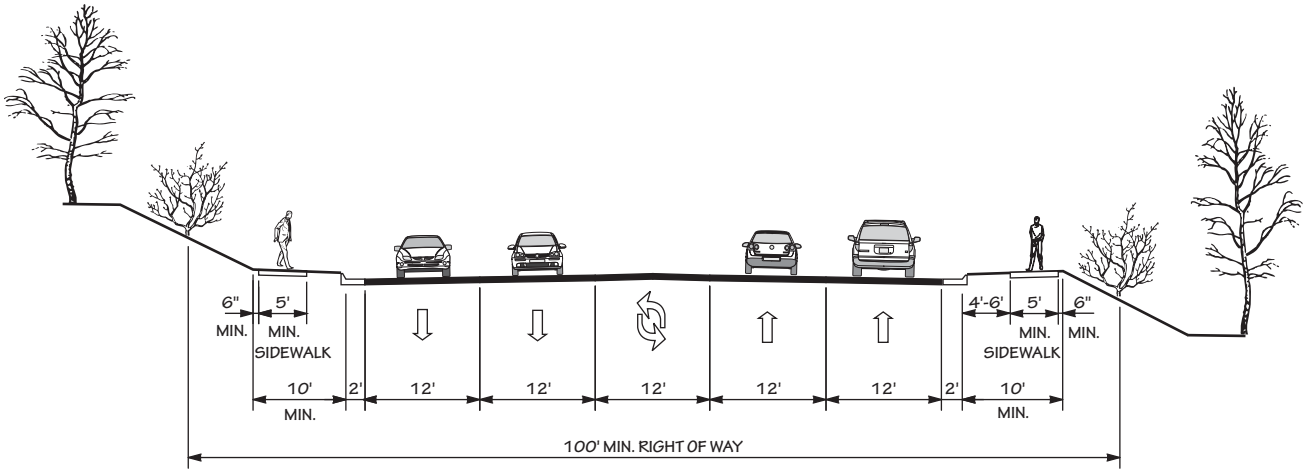
4G



4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

5A

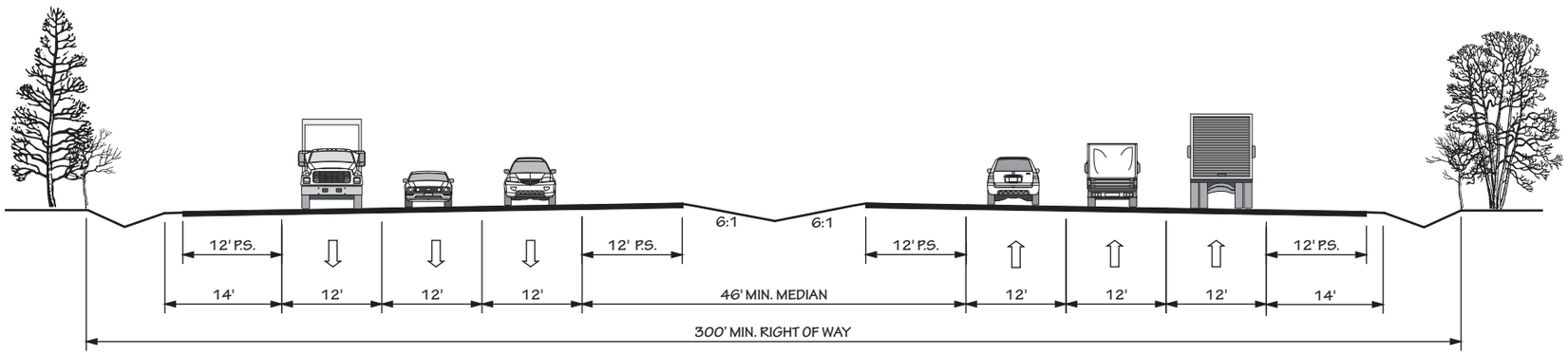


4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 35-45 MPH

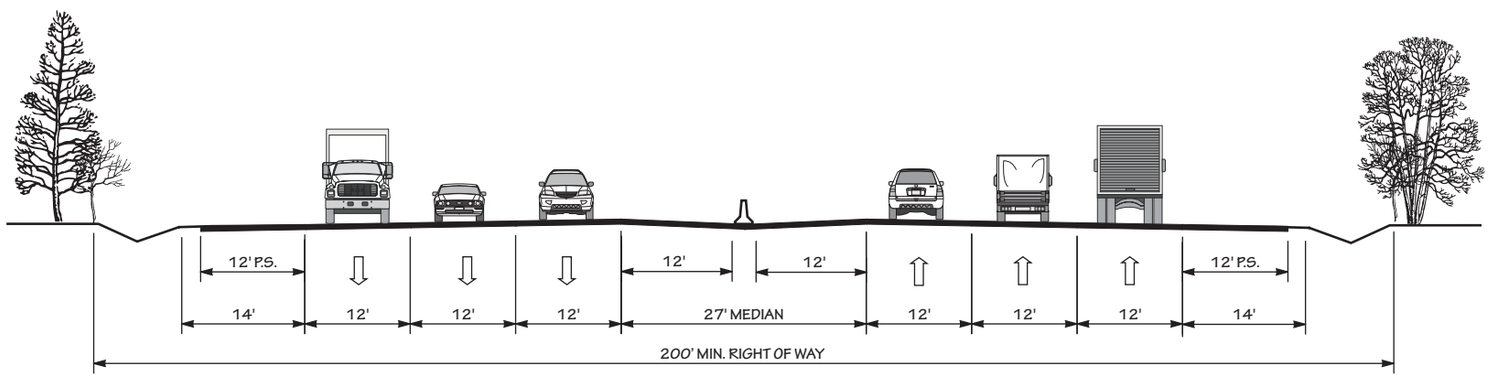
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



6A 6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH

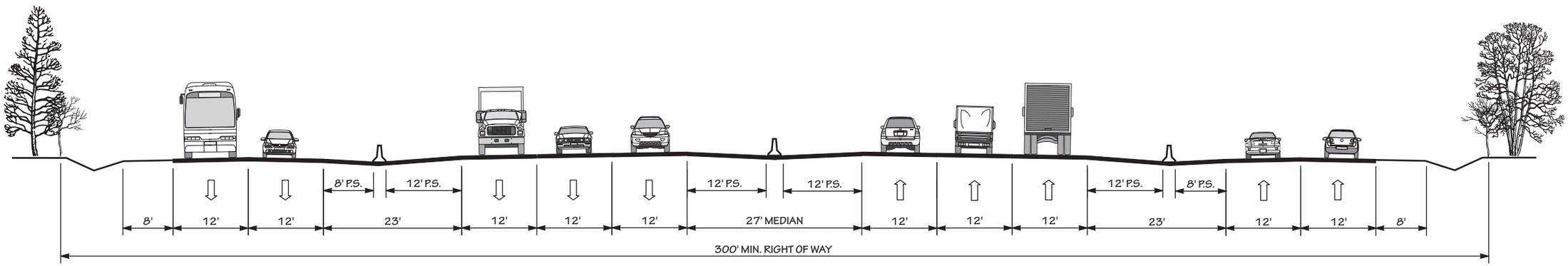


6B 6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

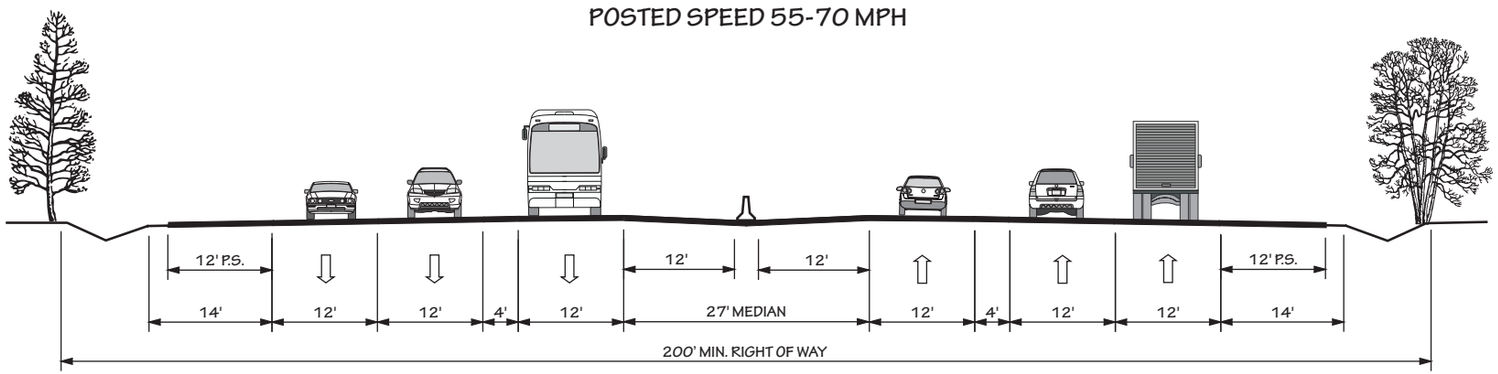
"TYPICAL" HIGHWAY CROSS SECTIONS



6C

6 LANE FREEWAY (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS AND 2 LANE ONE-WAY SERVICE ROADS EACH SIDE

POSTED SPEED 55-70 MPH



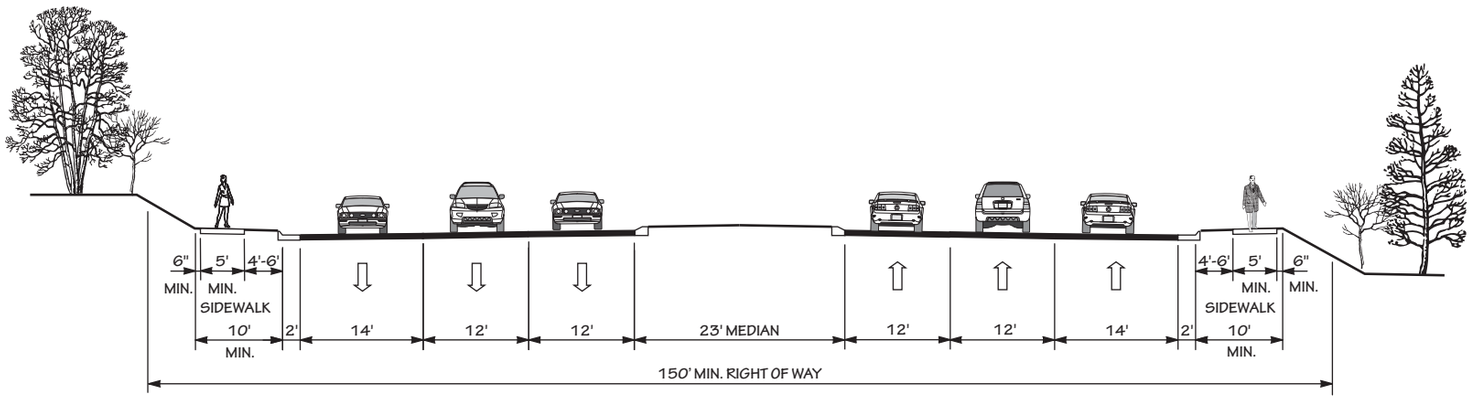
6D

6 LANE FREEWAY (4 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

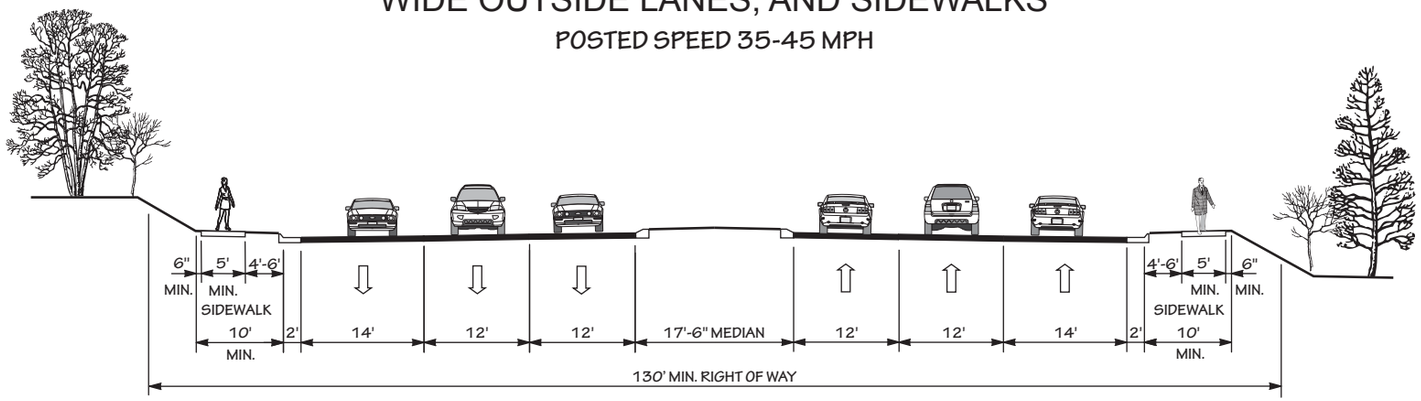
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



6E 6 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

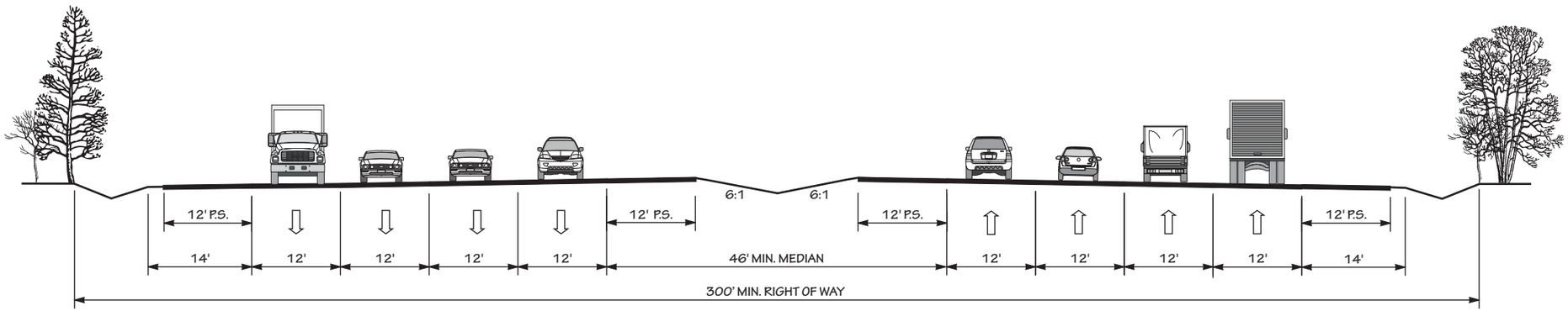


6F 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

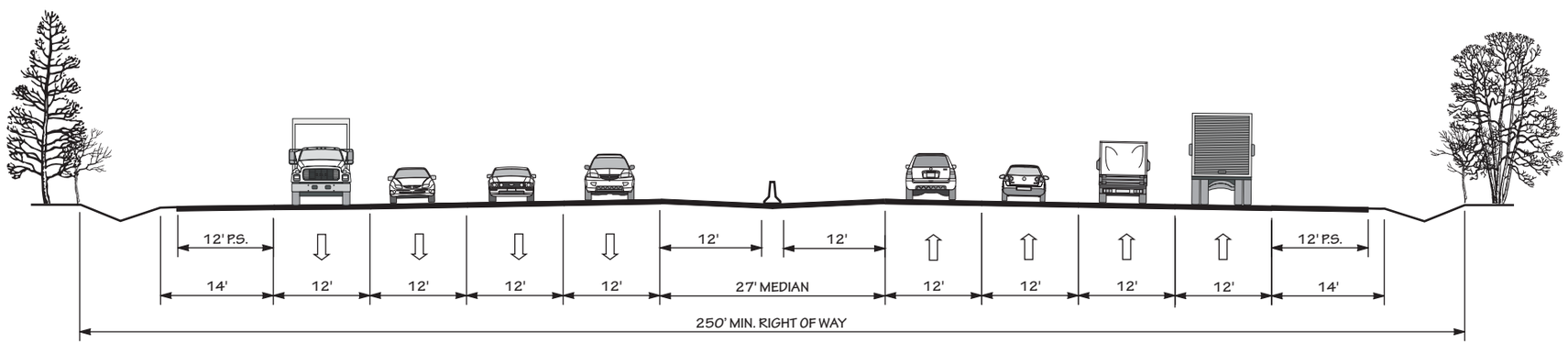
"Typical" Highway Cross Sections



8A

8 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH



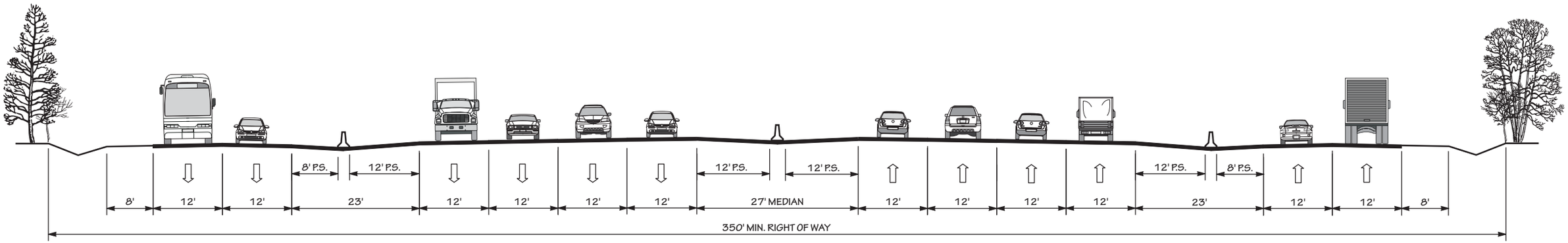
8B

8 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER)
WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

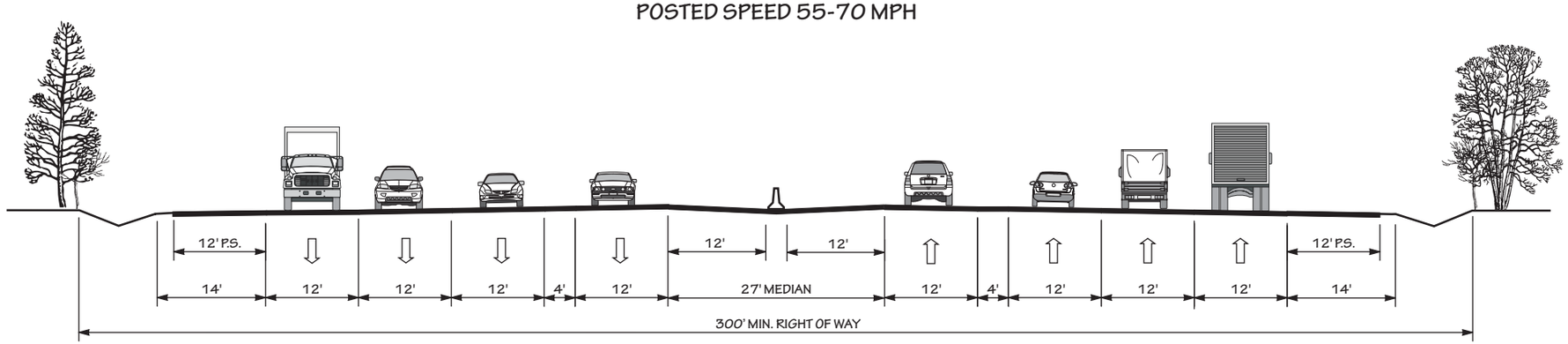
"Typical" Highway Cross Sections



8C

8 LANE FREEWAY (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS AND 2 LANE ONE-WAY SERVICE ROADS EACH SIDE

POSTED SPEED 55-70 MPH



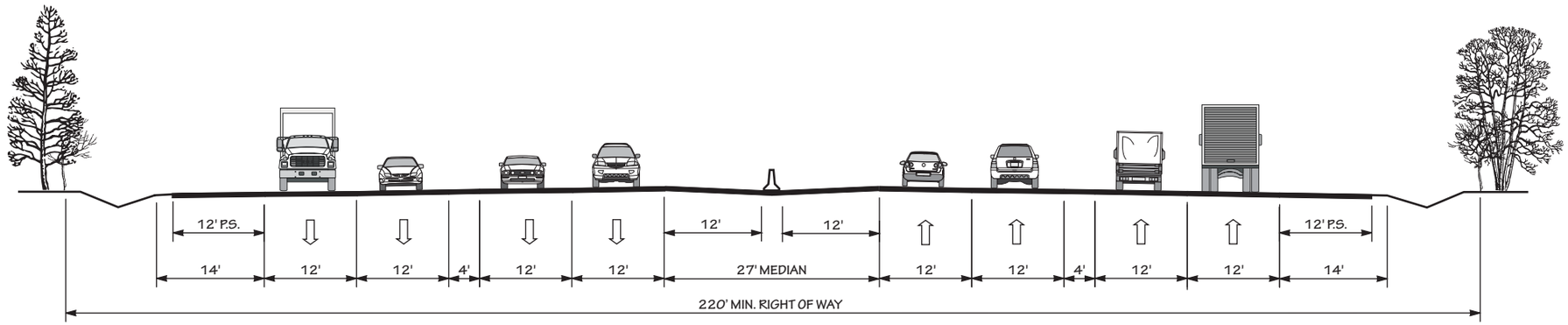
8D

8 LANE FREEWAY (6 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

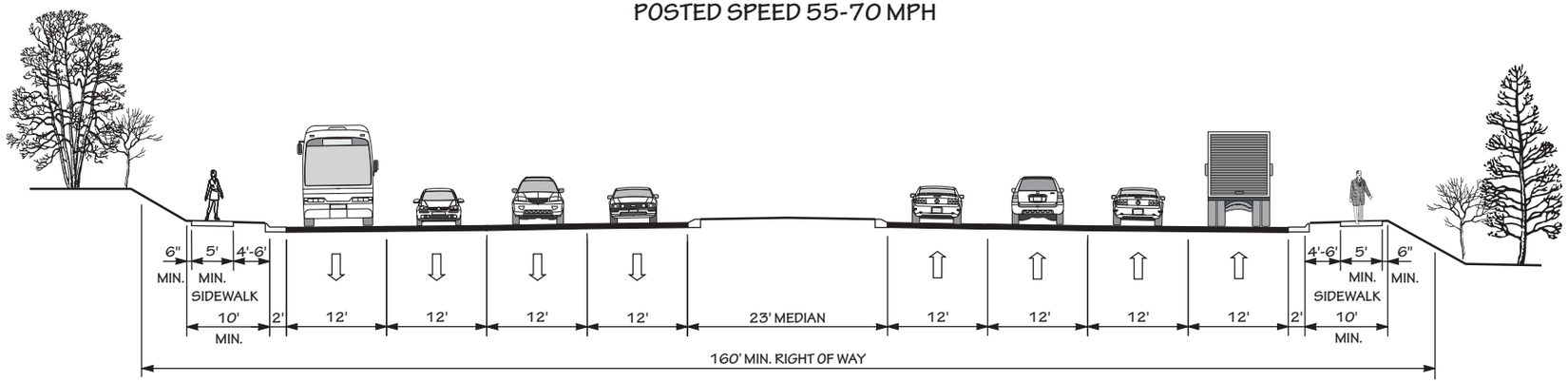
"TYPICAL" HIGHWAY CROSS SECTIONS



8E

8 LANE FREEWAY (4 GENERAL PURPOSE LANES, 4 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

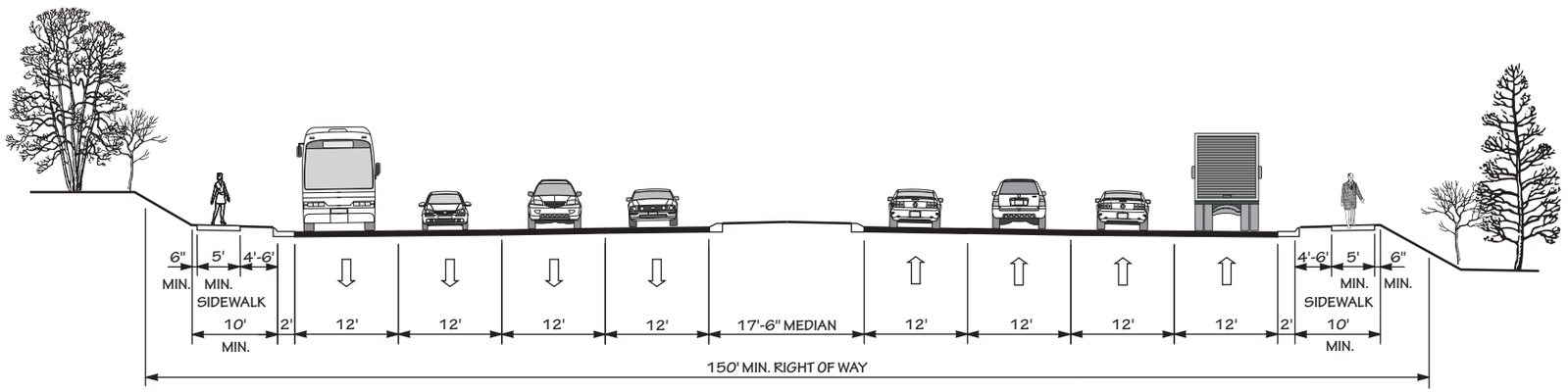


8F

8 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 35-45 MPH

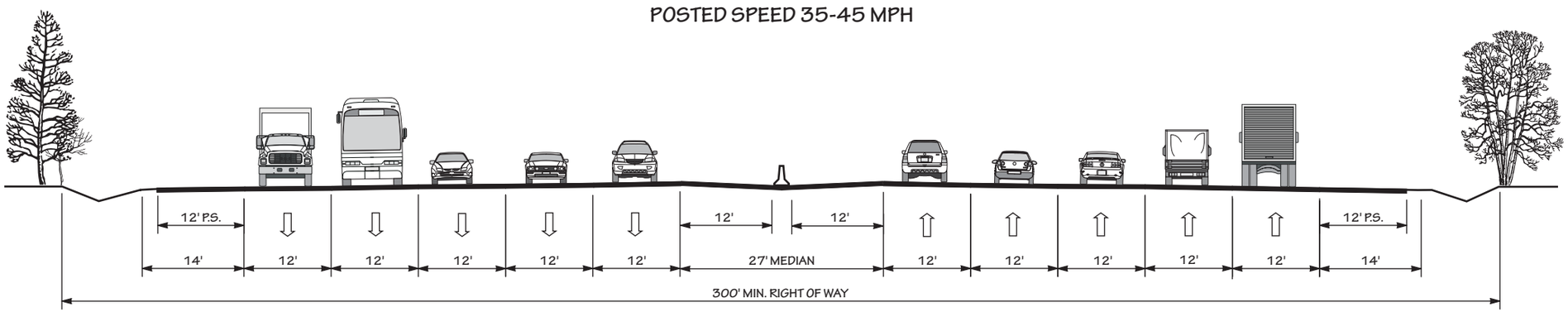
"TYPICAL" HIGHWAY CROSS SECTIONS



8G

8 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 35-45 MPH



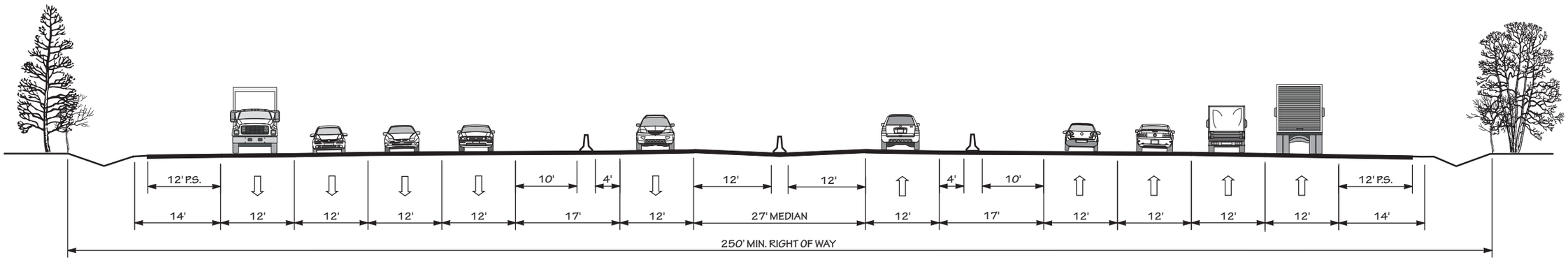
10A

10 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

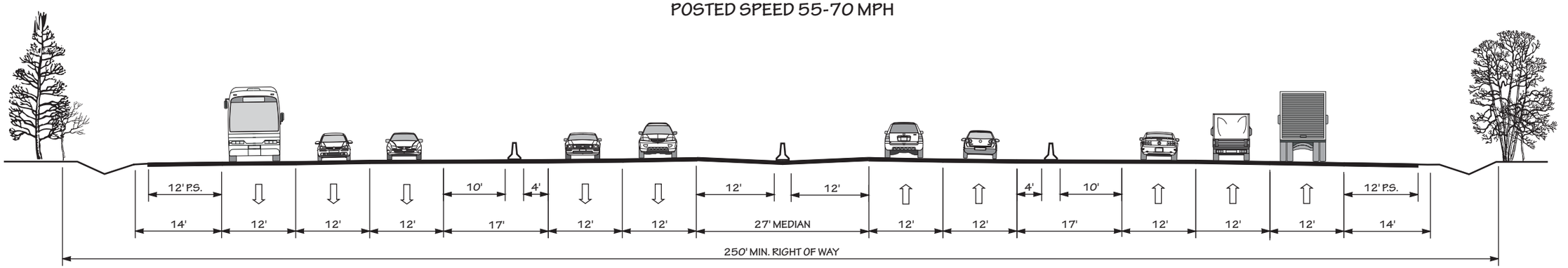
"Typical" Highway Cross Sections



10B

10 LANE FREEWAY (8 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

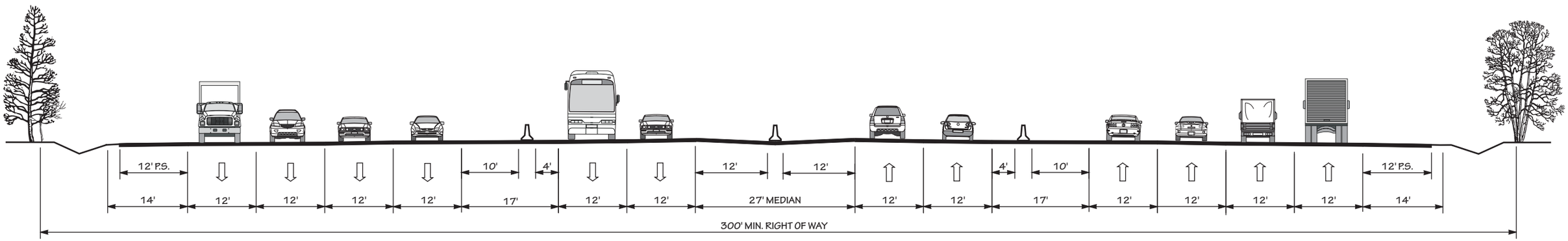


10C

10 LANE FREEWAY (6 GENERAL PURPOSE LANES, 4 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

"Typical" Highway Cross Sections



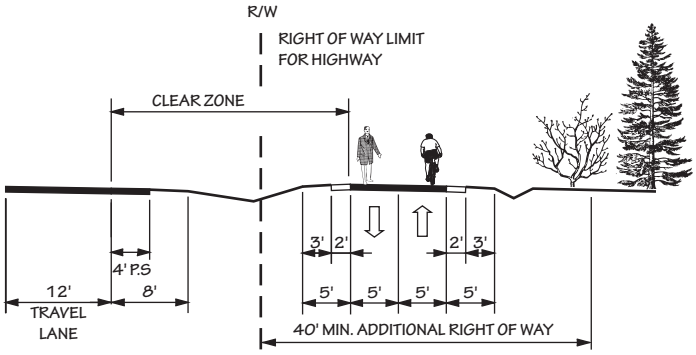
12A 12 LANE FREEWAY (8 GENERAL PURPOSE LANES, 4 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

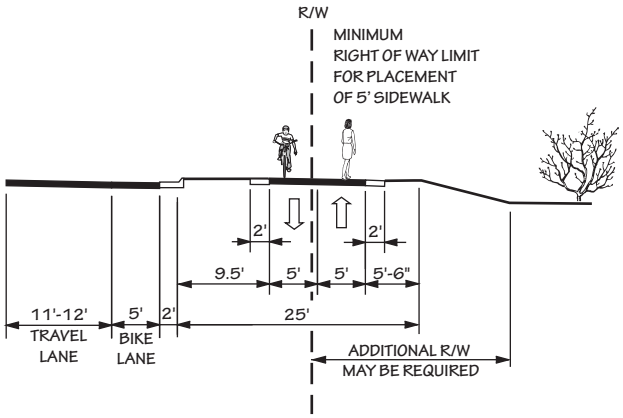
"TYPICAL" HIGHWAY CROSS SECTIONS

M A



MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

M B



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

Revised 05/05/2014

Appendix E
Level of Service Definitions

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in **Figure 10**.

- **LOS A**: Describes primarily free flow conditions. The motorist experiences a high level of physical and psychological comfort. The effects of minor incidents of breakdown are easily absorbed. Even at the maximum density, the average spacing between vehicles is about 528 ft, or 26 car lengths.

- **LOS B**: Represents reasonably free flow conditions. The ability to maneuver within the traffic stream is only slightly restricted. The lowest average spacing between vehicles is about 330 ft, or 18 car lengths.

- **LOS C**: Provides for stable operations, but flows approach the range in which small increases will cause substantial deterioration in service. Freedom to maneuver is noticeably restricted. Minor incidents may still be absorbed, but the local decline in service will be great. Queues may be expected to form behind any significant blockage. Minimum average spacing is in the range of 220 ft, or 11 car lengths.

- **LOS D**: Borders on unstable flow. Density begins to deteriorate somewhat more quickly with increasing flow. Small increases in flow can cause substantial deterioration in service. Freedom to maneuver is severely limited, and the driver experiences drastically reduced comfort levels. Minor incidents can be expected to create substantial queuing. At the limit, vehicles are spaced at about 165 ft, or 9 car lengths.

- **LOS E**: Describes operation at capacity. Operations at this level are extremely unstable, because there are virtually no usable gaps in the traffic stream. Any disruption to the traffic stream, such as a vehicle entering from a ramp, or changing lanes, requires the following vehicles to give way to admit the vehicle. This can establish a disruption wave that propagates through the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate any disruption. Any incident can be expected to produce a serious breakdown with extensive queuing. Vehicles are spaced at approximately 6 car lengths, leaving little room to maneuver.

- **LOS F**: Describes forced or breakdown flow. Such conditions generally exist within queues forming behind breakdown points.

Figure 10 - Level of Service Illustrations

Level of Service A

Driver Comfort: High

Maximum Density:

12 passenger cars per mile per lane

Level of Service B

Driver Comfort: High

Maximum Density:

20 passenger cars per mile per lane

Level of Service C

Driver Comfort: Some Tension

Maximum Density:

30 passenger cars per mile per lane

Level of Service D

Driver Comfort: Poor

Maximum Density:

42 passenger cars per mile per lane

Level of Service E

Driver Comfort: Extremely Poor

Maximum Density:

67 passenger cars per mile per lane

Level of Service F

Driver Comfort: The lowest

Maximum Density:

More than 67 passenger cars per mile per lane

Source: 2000 Highway Capacity Manual

Appendix F – Traffic Crash Analysis
Appendix G – Bridge Deficiency Assessment

Appendices F & G were not reproduced for this amendment. See Nash County Comprehensive Transportation Plan, May 2012 for specific details.

Appendix H
Public Involvement

The Vision Statement, Nash County CTP Goals and Objectives, and the current Steering Committee Members are consistent with the 2012 Nash County CTP.

Public Meetings

A drop-in session for the public was held in Nash County on February 17, 2016. During the meetings CTP maps with recommendations were displayed and the Transportation Planning Branch and Upper Coastal Plains Rural Planning Organization staff were present to facilitate the meetings and answer questions.

No particular concerns about the draft CTP were raised at this meeting.