Comprehensive Transportation Plan

Nash County

May, 2012

Comprehensive Transportation Plan

Nash County

Prepared by: Ivo Dernev, PE, Project Engineer
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Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with:
Town of Bailey
Town of Castalia
Town of Dortches
Town of Middlesex
Town of Momeyer
Town of Red Oak
Town of Sharpsburg
Town Spring Hope
Town of Whitakers
Nash County
Upper Coastal Plain Rural Planning Organization

May, 2012

Ivo Dernev, PE
Transportation Engineer

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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 includes 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 2035. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover standard bridge replacements, routine maintenance, or minor operations issues. Refer to Appendix A for contact information on these types of 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 in 2011. Implementation of the plan is the responsibility of Nash County, and the towns of Bailey, Castalia, Dortches, Middlesex, Momeyer, Red Oak, Spring Hope, Sharpsburg, 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. The major recommendations for improvements are listed below. More detailed information about these and other recommendations can be found in Chapter 2.

HIGHWAY:

- Widen I-95 to a six-lane divided freeway from Wilson County to Rocky Mount MPO.
- Widen I-95 to a six-lane divided freeway from Rocky Mount MPO to Hallifax County.
- Upgrade existing US 301 to an expressway from Wilson County to Rocky Mount MPO with right-in right-out access.
- Widen US 301 from 0.4 miles NE of Johnston Road (SR 1516) to NC 33 (W. Nash Street).

PUBLIC TRANSPORTATION:

There were no recommendations for Public Transportation in Nash County outside the Rocky Mount MPO area.

BICYCLE:

Multiple routes within the county were identified as preferred bicycle routes connecting different towns. For more information on these facilities, refer to Chapter 2 of this report.

PEDESTRIAN:

An inventory of existing sidewalks was completed and need for new ones identified. For a full listing of sidewalk recommendations, refer to Chapter 2 of this report.

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

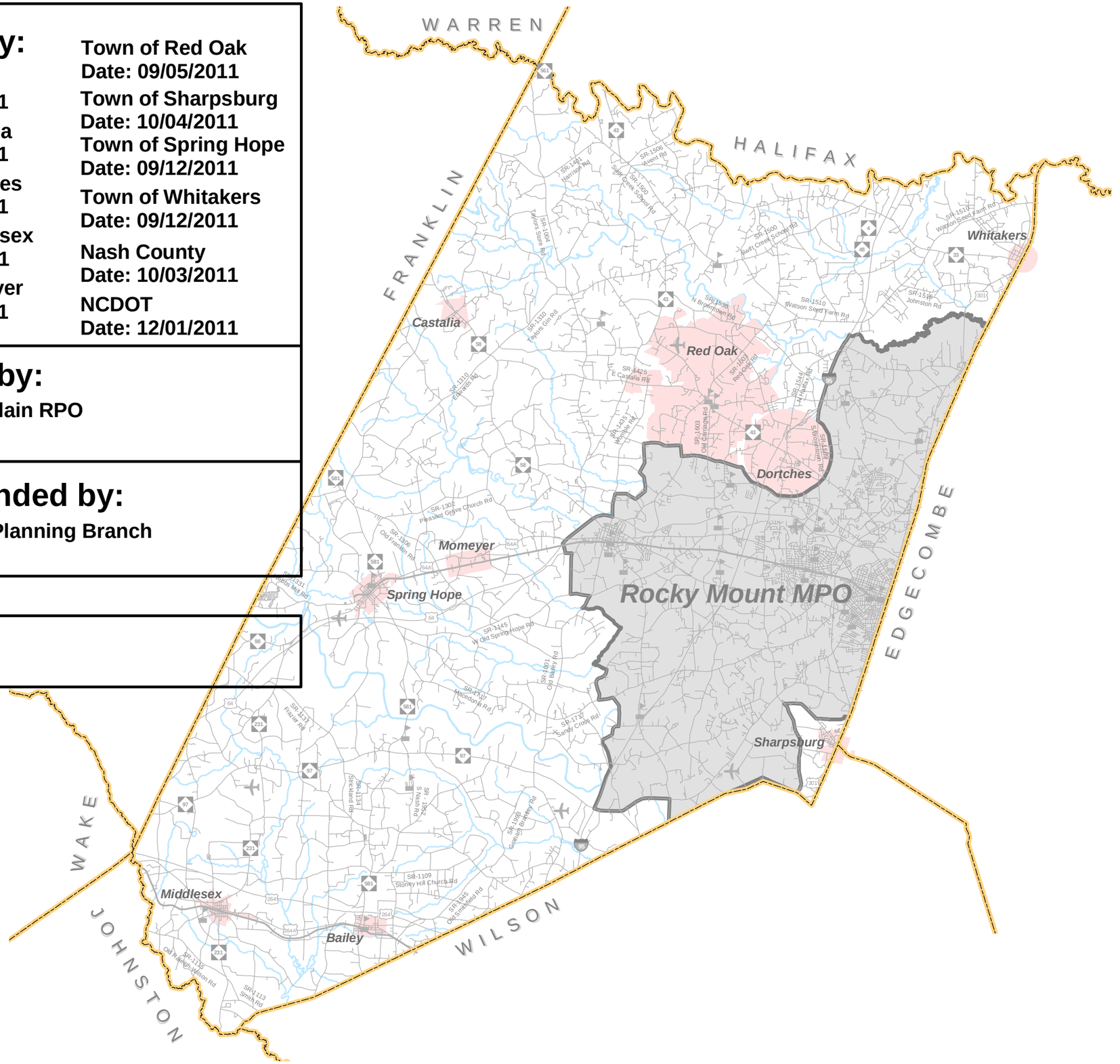
Endorsed by:

Upper Coastal Plain RPO
Date: 11/09/11

Recommended by:

Transportation Planning Branch
Date: 11/10/11

NOTES:



Nash County

Comprehensive Transportation Plan

Plan date: August 30, 2011

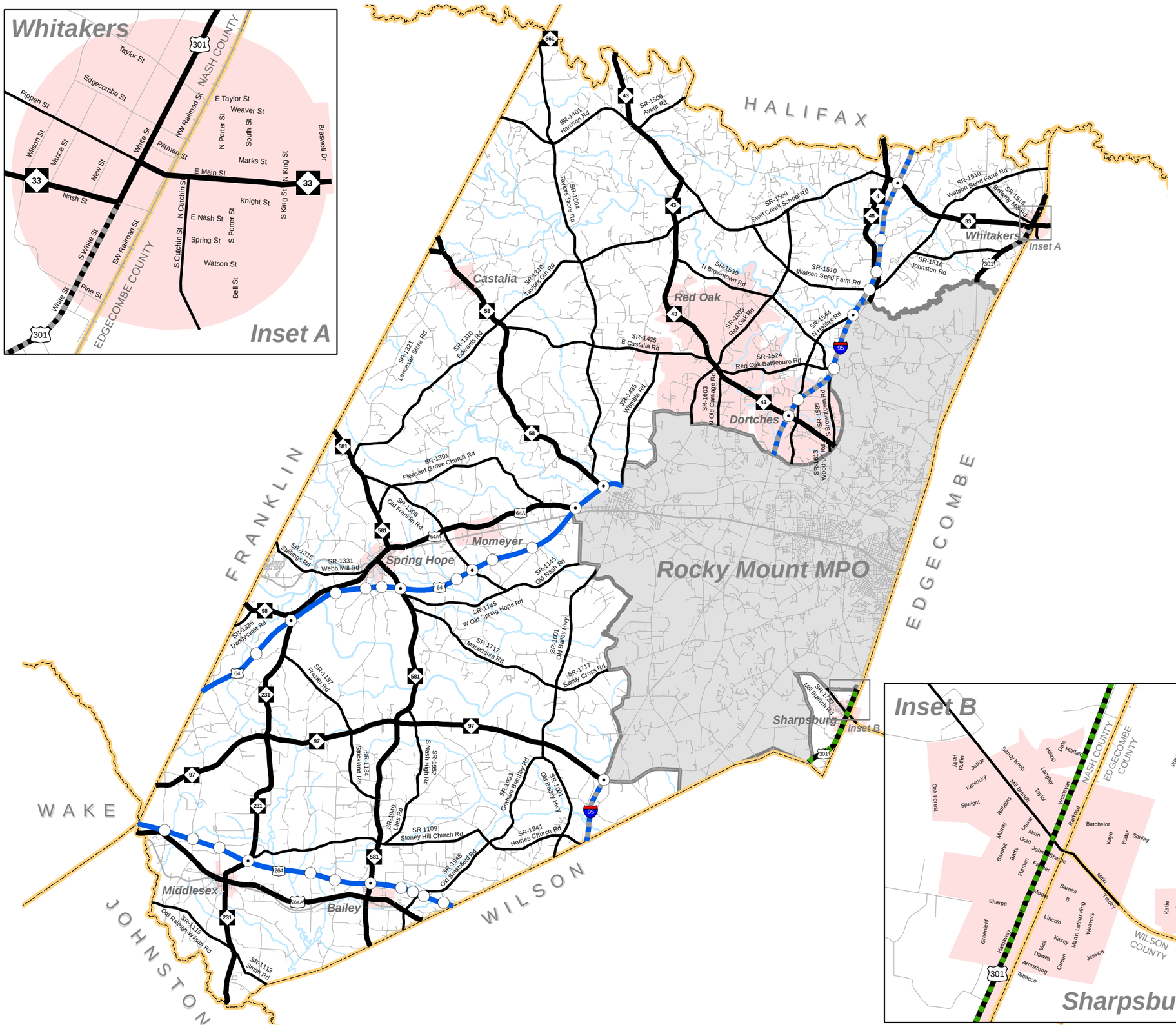
Legend

- 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

Plan date: August 30, 2011

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 1.5 3 6

Figure 1, Sheet 2 of 5

Base map date: November 2010

Public Transportation and Rail Map

Nash County
Comprehensive Transportation Plan

Plan date: August 30, 2011

Bus Routes
- Existing
- Needs Improvement
- Recommended

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

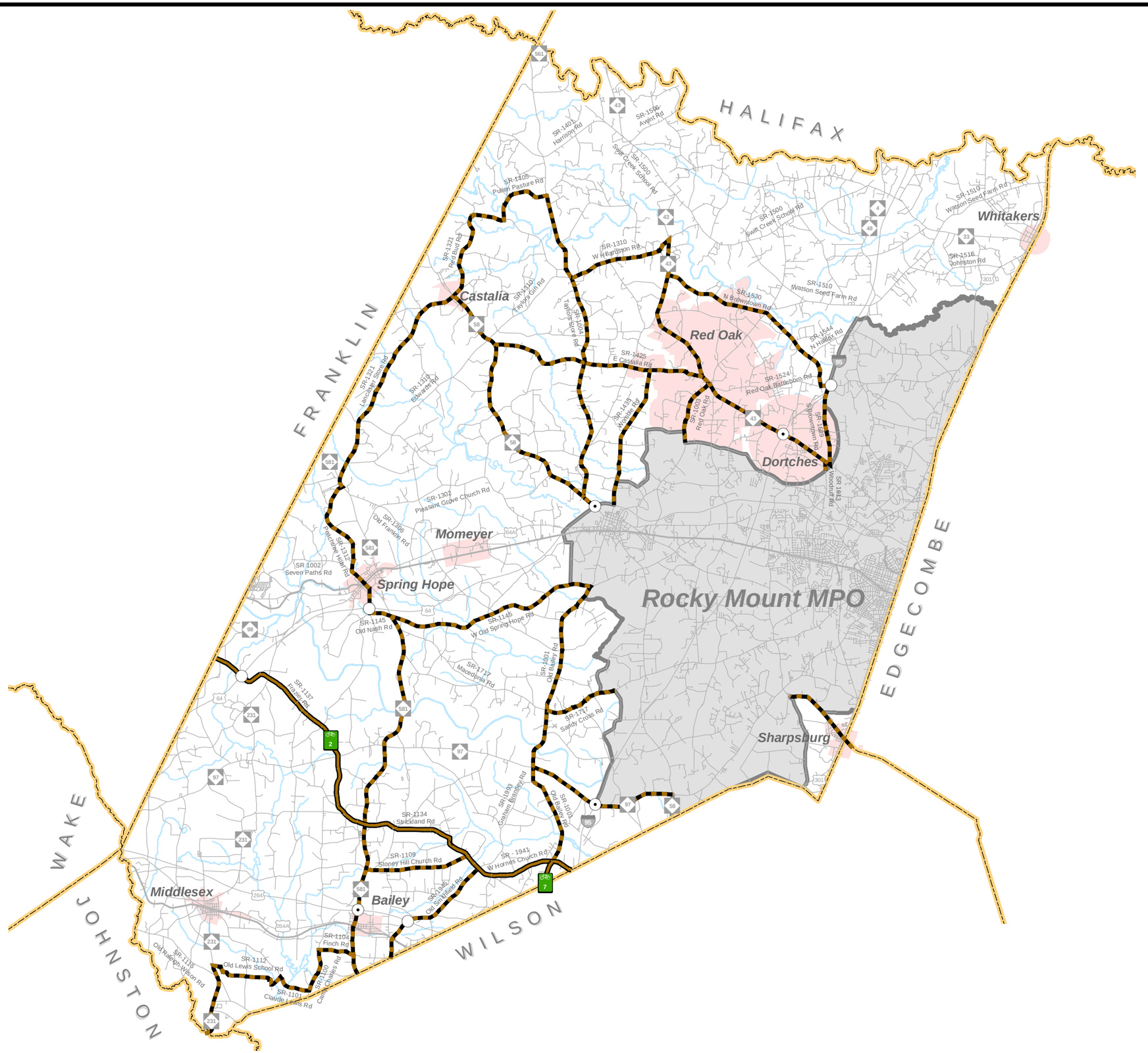
Rail Corridor
- Active
- Inactive
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

Miles
0 1.5 3 6

Figure 1, Sheet 3 of 5

Base map date: November 2010



Bicycle Map

Nash County
Comprehensive Transportation Plan

Plan date: August 30, 2011

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 1.5 3 6

Figure 1, Sheet 4 of 5

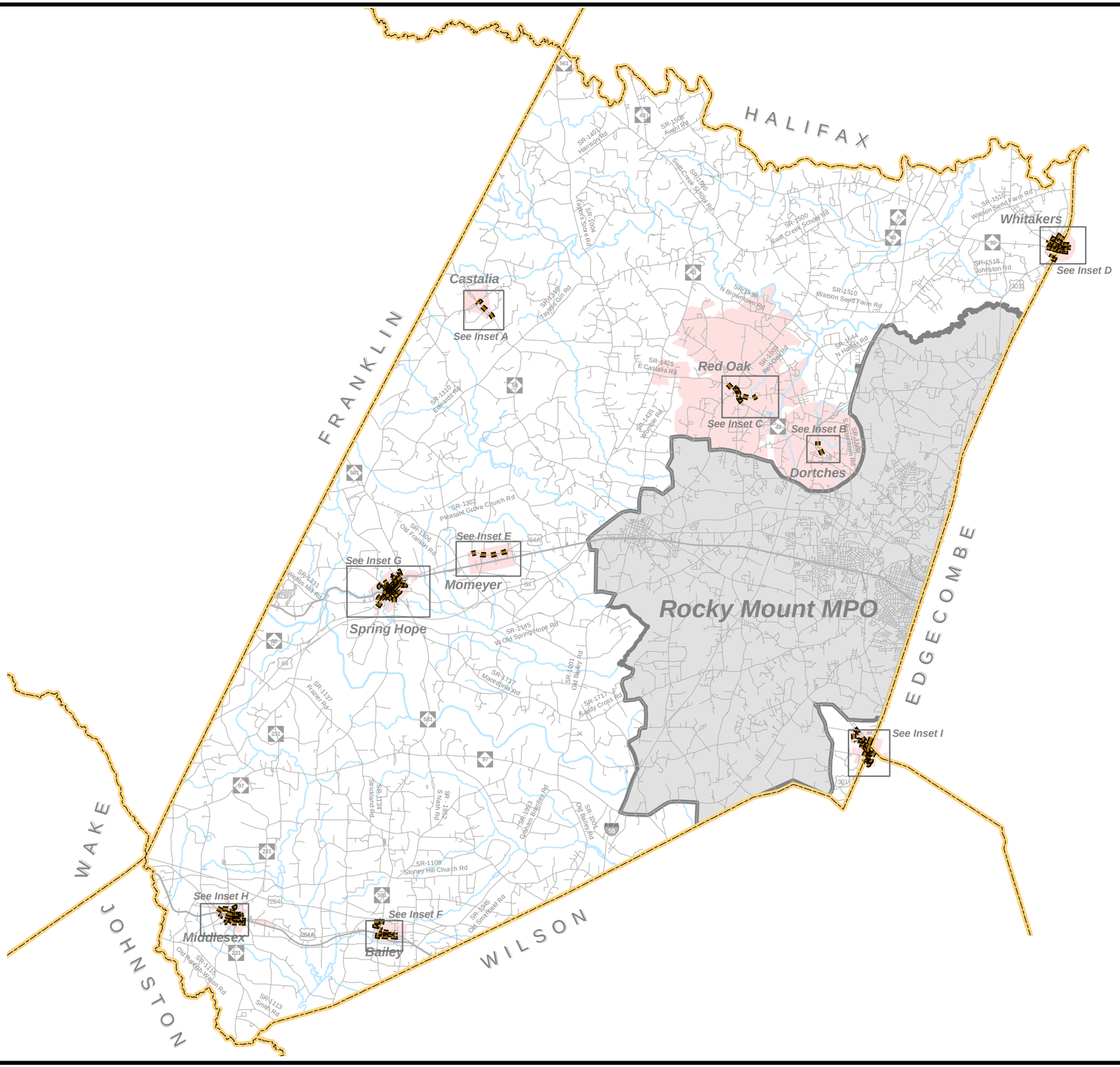
Base map date: November 2010

Pedestrian Map

Nash County

Comprehensive Transportation Plan

Plan date: August 30, 2011



Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

Miles
0 1.5 3 6

Figure 1, Sheet 5 of 5

Base map date: November 2010

Pedestrian Map
Insets A-E

Nash County

Comprehensive Transportation Plan

Plan date: August 30, 2011

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

Castalia
Inset A

Zenith St, Ruth St, Castalia Loop Rd, Boone St, Red Bud Rd, Bowden St, Main St, Church St, Spring St, Harrison St, Lancaster Store Rd, Pine St, Barns St, College St, Nelms Ave, Hedgepeth Rd, Simmons Rd

Miles: 0, 0.2, 0.4, 0.8

Dortches
Inset B

Harrisontown Rd, N Halifax Rd, Dortches Blvd, Town Hall Rd, Octavia Dr, Brake Rd

Miles: 0, 0.25, 0.5, 1

Inset C
Red Oak

E Castalia Rd, Red Oak Blvd, Church St, School St, Red Oak Rd, Ashley Dr, Red Oak Battleboro Rd, N Old Carriage Rd, Red Oak Blvd

Miles: 0, 0.25, 0.5, 1

Whitakers
Inset D

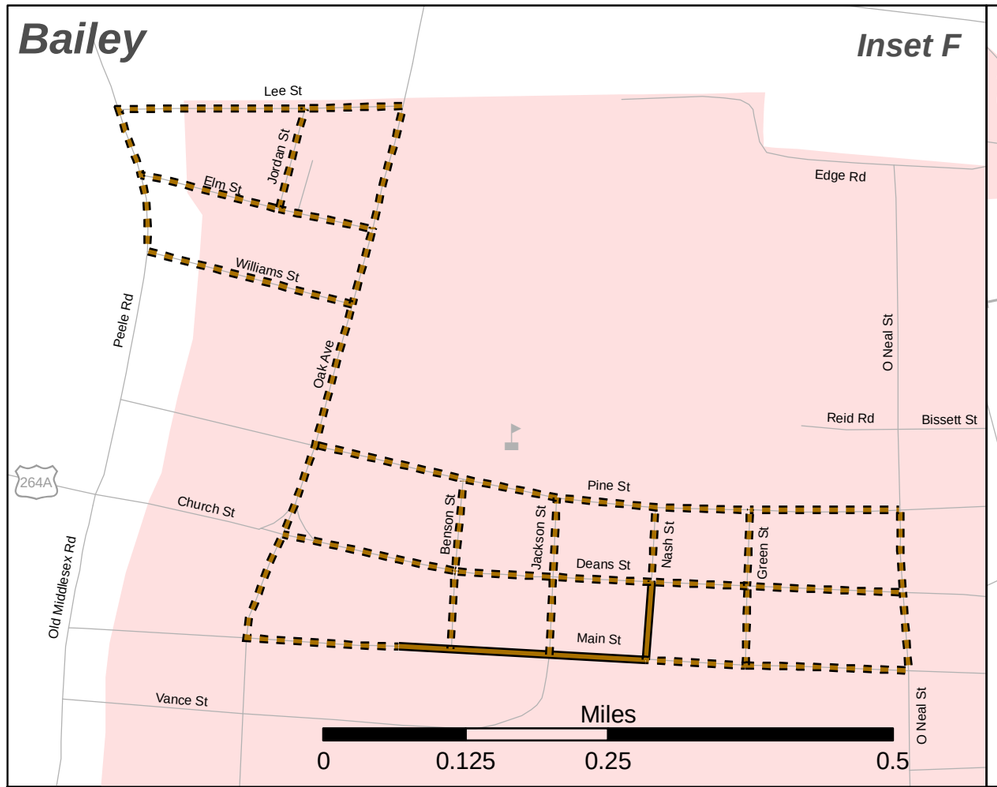
Fisher Rd, Ethridge Rd, NASH COUNTY, NE Railroad St, Bellamy Mill Rd, W Edgecombe St, N New St, W Taylor St, E Taylor St, E Weaver St, N Vance St, N White St, NW Railroad St, NE Railroad St, N Porter St, W Pippen St, W Pittman St, Marks St, N Cutchin St, S Wilson St, S Vance St, S New St, S White St, SW Railroad St, Main St, N King St, W Nash St, Knight St, S Porter St, S King St, E Nash St, Spring St, SE Railroad St, EDGECOMBE COUNTY, W Pine St, S Oak St, Elinor St, Bell St

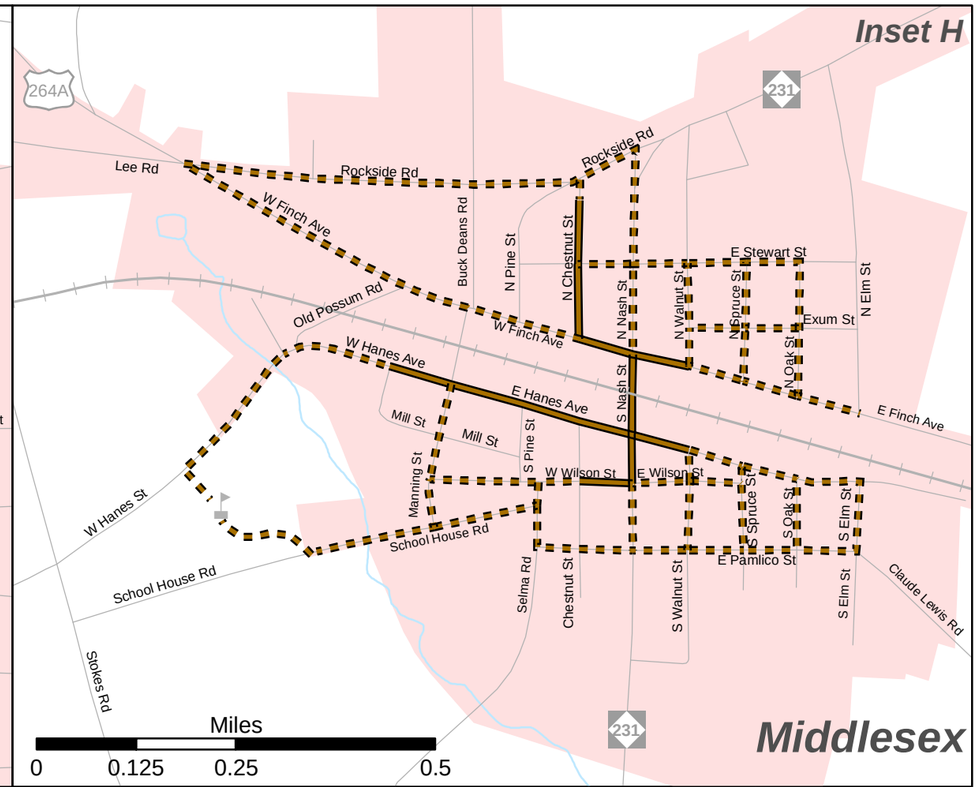
Miles: 0, 0.125, 0.25, 0.5

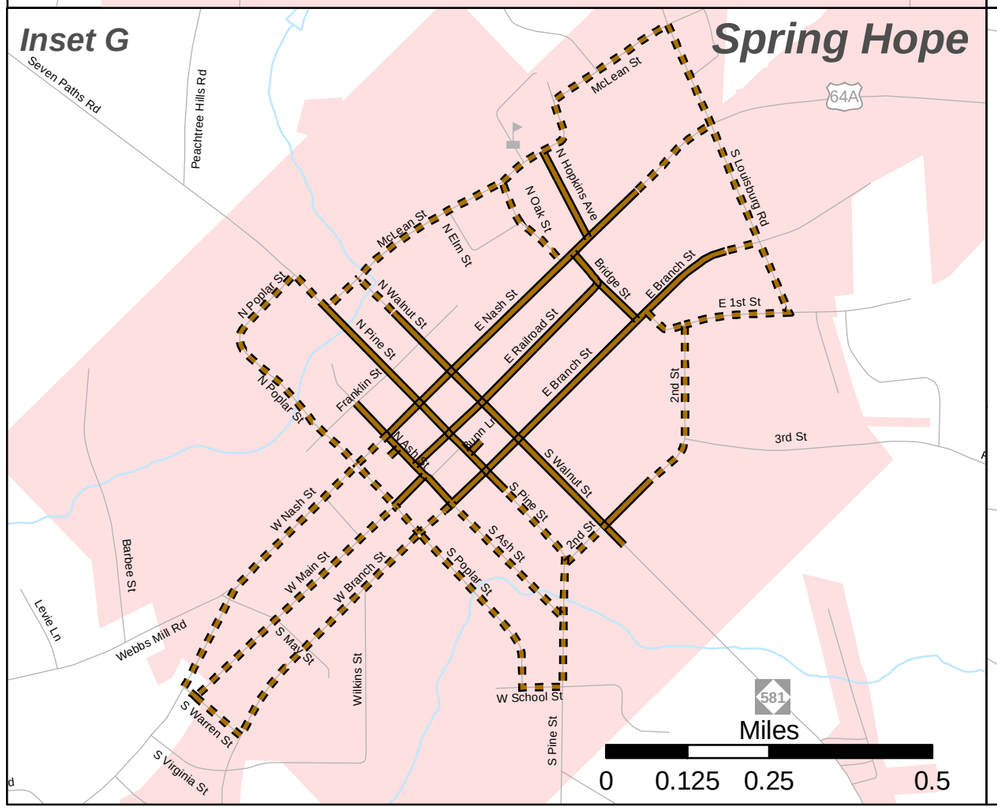
Momeyer
Inset E

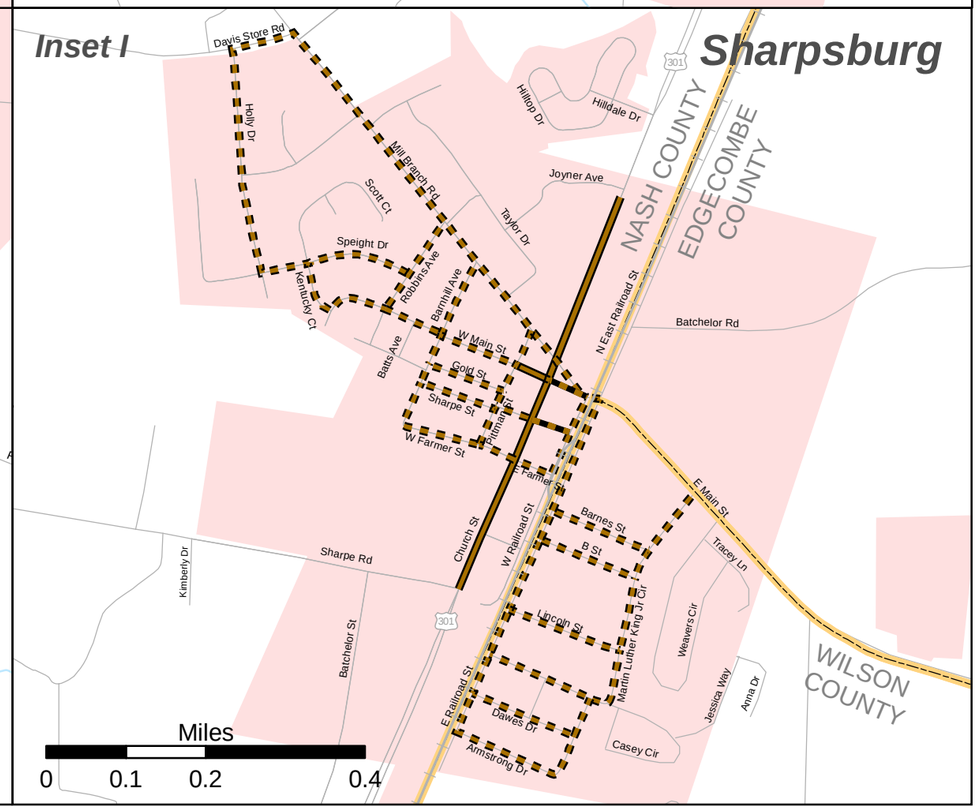
Sanctified Church Rd, Matthews St, Annie Leigh Way, Jackson Rd, Tressell Loop Rd, Momeyer Way, Pine St, Olive St, Old County Home Rd, Medfield Rd, Young Rd, S Old Franklin Rd

Miles: 0, 0.25, 0.5, 1









Pedestrian Map Insets F-I

Nash County

Comprehensive Transportation Plan

Plan date: August 30, 2011

Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

N W E S

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 Comprehensive Transportation Plan (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;
- 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 looks at 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, 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 travel desires. Emphasis is placed not 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.

One of those statewide initiatives is the Strategic Highway Corridor (SHC) Vision Plan adopted by the Board of Transportation on September 2, 2004. The SHC Vision Plan represents a timely initiative to protect and maximize the mobility and connectivity on a core set of highway corridors throughout North Carolina, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods.

The primary purpose of the SHC Vision Plan is to provide a network of high-speed, safe, reliable highways throughout North Carolina. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor – specifically towards the identification of a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare). Individual comprehensive transportation plans shall incorporate the long-term vision of each corridor.

In the development of this plan, travel demand was projected from 2009 to 2035 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1993 to 2009. 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 2012.

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 demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway’s capacity. Roadways are considered near capacity when the 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 2000 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.

Traffic Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. An analysis was performed for the Nash County CTP for crashes occurring in the planning area between July 1, 2008 and July 1, 2011. During this period, a total of 3 intersections were identified as having a high number of crashes as illustrated in Figure 4. Refer to Appendix F for a detailed crash analysis.

Bridge Deficiency Assessment

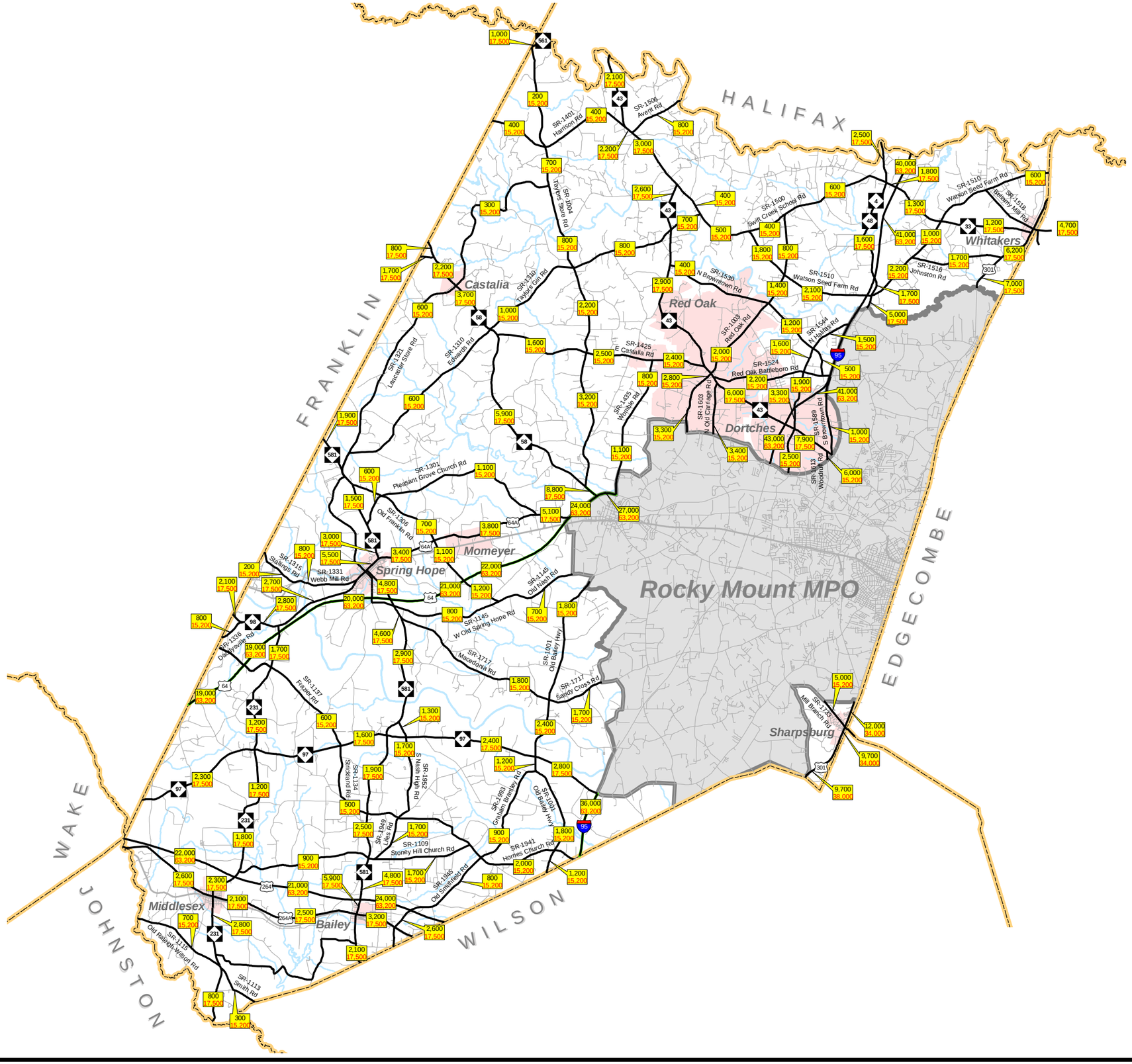
Bridges are a vital and unique element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or deficiency in a bridge reduces the value of the total investment. Third, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. Finally, and most importantly, a bridge represents the greatest opportunity of all highway failures for loss of life. For these reasons, it is imperative that bridges be constructed to the same design standards as the system of which they are a part.

The NCDOT Structure Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as Federal and State funds become available. Twenty four structurally deficient bridges were identified within the planning area and are illustrated in Figure 5. Refer to Appendix G for more detailed information.

2009 Volumes and Capacity Deficiencies

Nash County

Comprehensive Transportation Plan



Legend

- Near Capacity
- Over Capacity
- Under Capacity
- Counties Boundaries
- Railroad
- Rocky Mount MPO
- Rivers and Streams
- Municipal Boundaries
- #### / #### 2009 Volumes (AADT) / 2009 Capacity

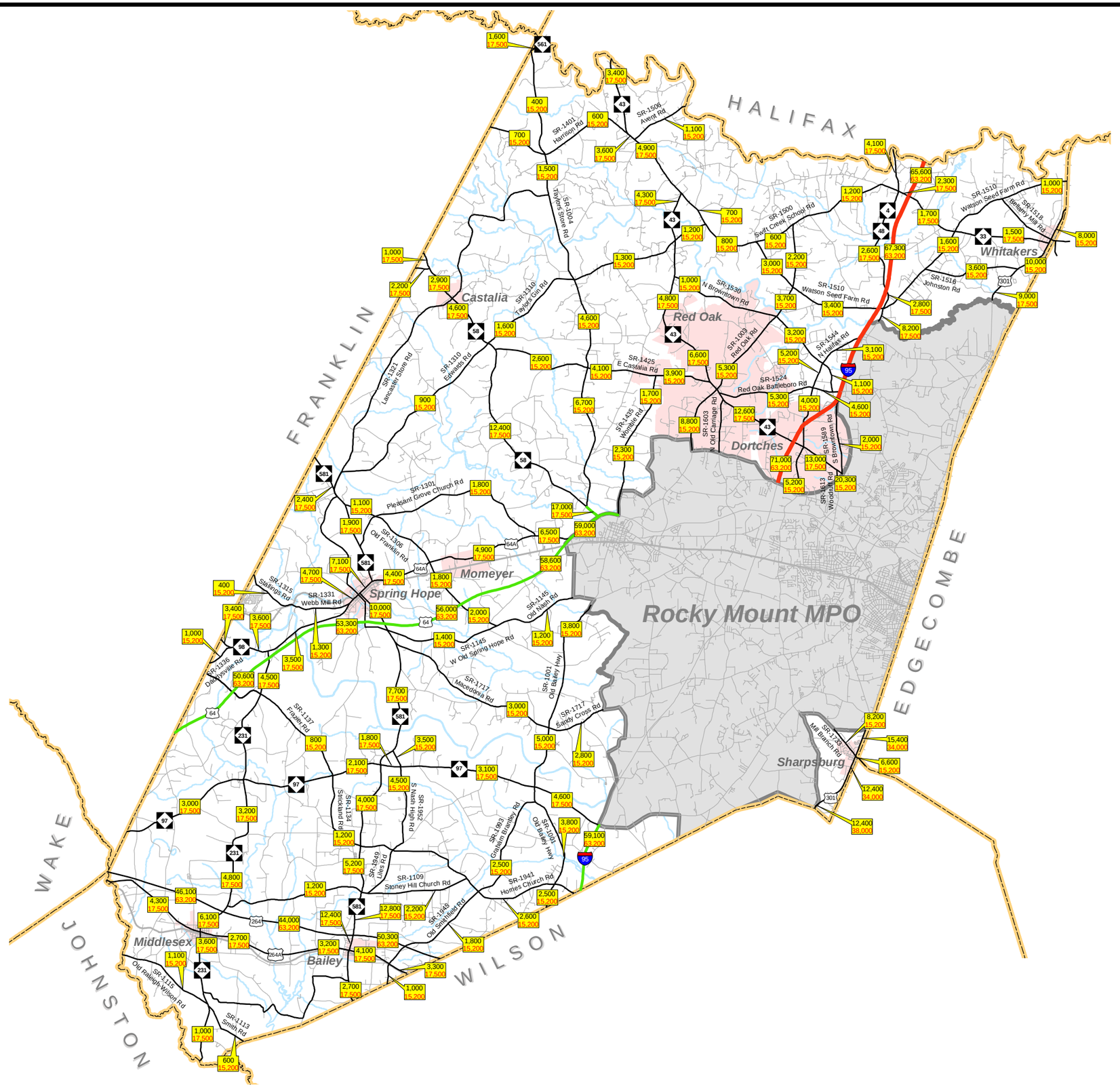
Figure 2

Base map date: November 2010

2035 Volumes and Capacity Deficiencies

Nash County

Comprehensive Transportation Plan



Legend

- Near Capacity
- Over Capacity
- Below Capacity
- Counties Boundaries
- Railroad
- Rocky Mount MPO
- Rivers and Streams
- Municipal Boundaries
- #### / #### 2035 Volumes (AADT) / 2009 Capacity

Miles

0 1.25 2.5 5

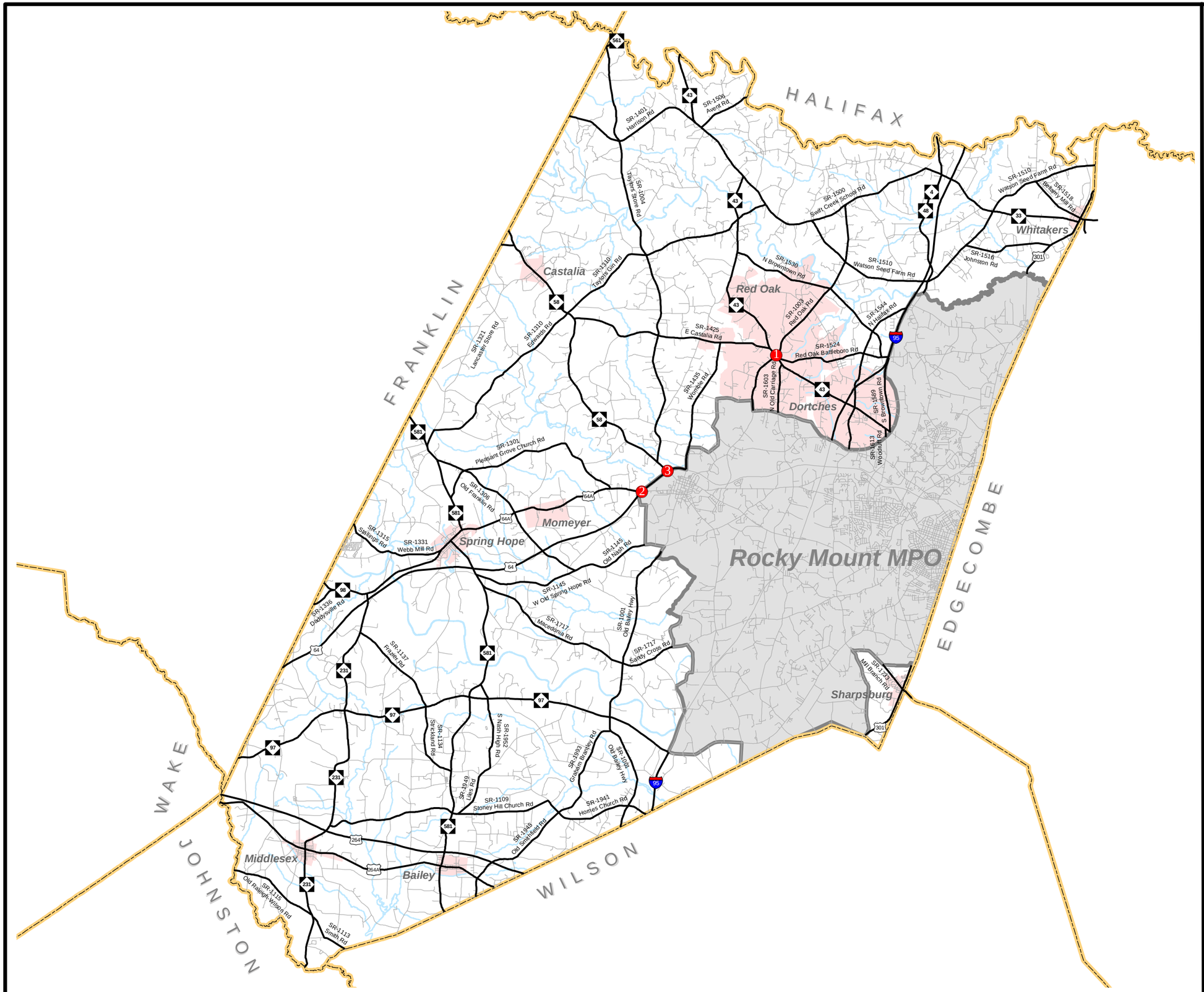
Figure 3

Base map date: November, 2010

N W E S

Crash Locations 2008-2011

Nash County
Comprehensive Transportation Plan



Legend

- Crash Locations (# Map Index)
- County Boundary
- Rocky Mount MPO
- Municipal Boundary
- Roads
- Rivers and Streams

Miles
0 1.5 3 6

Figure 4

Base map date: November, 2010

Deficient Bridges

Nash County
Comprehensive Transportation Plan

HALIFAX
FRANKLIN
WAKE
JOHNSTON
WILSON
EDGECOMBE

Castalia
Red Oak
Whitakers
Dortches
Rocky Mount MPO
Momeyer
Spring Hope
Middlesex
Bailey
Sharpsburg

SR-1401 Harrison Rd
SR-1506 Avent Rd
SR-1004 Taylors Store Rd
SR-1500 Swift Creek School Rd
SR-1510 Watson Seed Farm Rd
SR-1518 Bellamy Mill Rd
SR-1516 Johnston Rd
SR-1530 N Brownson Rd
SR-1310 Taylors Gin Rd
SR-1221 Lancaster Store Rd
SR-1310 Edwards Rd
SR-1425 E Castalia Rd
SR-1009 Red Oak Rd
SR-1544 N Halifax Rd
SR-1524 Red Oak Battleboro Rd
SR-1435 Wommack Rd
SR-1603 N Old Carriage Rd
SR-1589 S Brownson Rd
SR-1613 Woodmill Rd
SR-1301 Pleasant Grove Church Rd
SR-1306 Old Franklin Rd
SR-1315 Stallings Rd
SR-1331 Webb Mill Rd
SR-1145 Old Nash Rd
SR-1145 W Old Spring Hope Rd
SR-1717 Macedonia Rd
SR-1001 Old Bailey Hwy
SR-1717 Sandy Cross Rd
SR-1396 Daddysville Rd
SR-1137 Frayles Rd
SR-1134 Strickland Rd
S Nash High Rd
SR-1952
SR-1003 Graham Bradley Rd
SR-1049 Liles Rd
SR-1109 Stoney Hill Church Rd
SR-1941 Holmes Church Rd
SR-1945 Old Smithfield Rd
SR-1115 Old Raleigh-Wilson Rd
SR-1113 Smith Rd
SR-1733 Mill Branch Rd

Legend

- Deficient Bridges (#)
  - # - Bridge Number
- County Boundary
- Rocky Mount MPO
- Municipal Boundary
- Roads
- Rivers and Streams

Miles
0 1.5 3 6

Figure 5

Base map date: November, 2010

N
W E
S

Public Transportation and Rail

Public transportation and rail are vital modes of transportation that give alternative options for transporting people and goods from one place to another.

Public Transportation

North Carolina's public transportation systems serve more than 50 million passengers each year. Five categories define North Carolina's public transportation system: community, regional community, urban, regional urban and intercity.

- Community Transportation - Local transportation efforts formerly centered on assisting clients of human service agencies. Today, the vast majority of rural systems serve the general public as well as those clients.

- Regional Community Transportation - Regional community transportation systems are composed of two or more contiguous counties providing coordinated / consolidated service. Although such systems are not new, the NCDOT Board of Transportation is encouraging single-county systems to consider mergers to form more regional systems.

- Urban Transportation – There are currently nineteen urban transit systems operating in North Carolina, from locations such as Asheville and Hendersonville in the west to Jacksonville and Wilmington in the east. In addition, small urban systems are at work in three areas of the state. Consolidated urban-community transportation exists in five areas of the state. In those systems, one transportation system provides both urban and rural transportation within the county.

- Regional Urban Transportation - Regional urban transit systems currently operate in three areas of the state. These systems connect multiple municipalities and counties.

- Intercity Transportation - Intercity bus service is one of a few remaining examples of privately owned and operated public transportation in North Carolina. Intercity buses serve many cities and towns throughout the state and provide connections to locations in neighboring states and throughout the United States and Canada. Greyhound/Carolina Trailways operates in North Carolina. However, community, urban and regional transportation systems are providing increasing intercity service in North Carolina.

An inventory of existing fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. There are no recommendations for public transportation at this time.

Rail

North Carolina has 3,684 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back everyday. Combined, the Carolinian and Piedmont carry more than 200,000 passengers each year.

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 20 smaller freight railroads, known as shortlines.

An inventory of existing rail facilities for the planning area is presented on Figure 1, Sheet 3. Nash County is served along its eastern boundary by the Seaboard Coast Line Railroad, while Nash County Railroad serves the central portion of the county. The southern portion of the county is served by Norfolk Southern Railroad. There are numerous freight carrier terminals in the Rocky Mount area. Refer to Appendix A for NCDOT contact information for the rail division.

Bicycles & Pedestrians

Bicyclists and pedestrians are a growing part of the transportation network in North Carolina. Many communities are working to improve mobility for both cyclists and pedestrians.

NCDOT's Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities upon and along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by the NCDOT are based on this policy.

The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will participate with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a locality, state funds for a sidewalk are made available if matched by the requesting locality, using a sliding scale based on population.

NCDOT's administrative guidelines, adopted in 1994, ensure that greenways and greenway crossings are considered during the transportation planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction.

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Figure 1, Sheets 4 and 5. Two designated NC Bicycle Routes cross Nash County. NC Bike Route 2 enters the county at the Franklin County and exits at Wilson County. The route follows Frazier Road (SR 1137), Strickland Road (SR 1134) and West Hornes Church Road (SR 1941). A much shorter segment of NC Bike Route 7 begins at West Hornes Church Road (SR 1941) and exits Nash County at the border with Wilson County. It follows Old Bailey Road (SR 1958).

Land Use

Land use refers to the physical patterns of activities and land functions within an area. Figure 6 of this report shows what the current county zoning is, providing better understanding of where the areas for potential economic development could be anticipated, and how the designation of different land uses can affect potential economic development projects.

Studying recent trends in population growth and the economy helps County citizens and leaders better understand how these forces impact growth and development. Information on natural (soils and prime farmland, streams and rivers, and floodplains and wetlands) and manmade physical conditions (private development – commercial, industrial, office/institutional and residential, and public infrastructure – water, sewer and transportation facilities) provide insight into how to best designate certain areas of the County for different types and intensities of land uses. G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the Nash County Land Development Plan was used to meet this requirement and is illustrated in Figure 7.

Traffic demand in a given area is in part attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The spatial distribution of different types of land uses is a predominant determinant of when, where, and to what extent traffic congestion occurs. The travel demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

- Residential: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- Commercial: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast food restaurants and service stations; all other commercial establishments would be considered retail.
- Industrial: Land devoted to the manufacturing, storage, warehousing, and transportation of products.
- Public: Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.
- Agricultural: Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.

- Mixed Use: Land devoted to a combination of any of the categories above.

Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help to determine the location and type of proposed transportation improvements.

Nash County primarily anticipates growth in areas designated as Suburban Growth areas. The Suburban Growth land use designation defines those areas of the County where significant residential growth is expected to occur within the 10-year planning horizon. The areas designated as Suburban Growth are located primarily adjacent to municipal planning jurisdictions and where public water is available or is planned in the near future. Those areas are depicted in Figure 7.

As residential development increases in suburban growth areas, designation of large tracts for significant economic development projects will become more difficult because fewer locations will exist that have the characteristics of an attractive economic development site, particularly in terms of proximity to existing residential areas. It is noted that designation as a Suburban Growth area does not preclude the development of economic development sites considered important to the economic sustainability of Nash County.

Nash County Planning Jurisdictions & Zoning

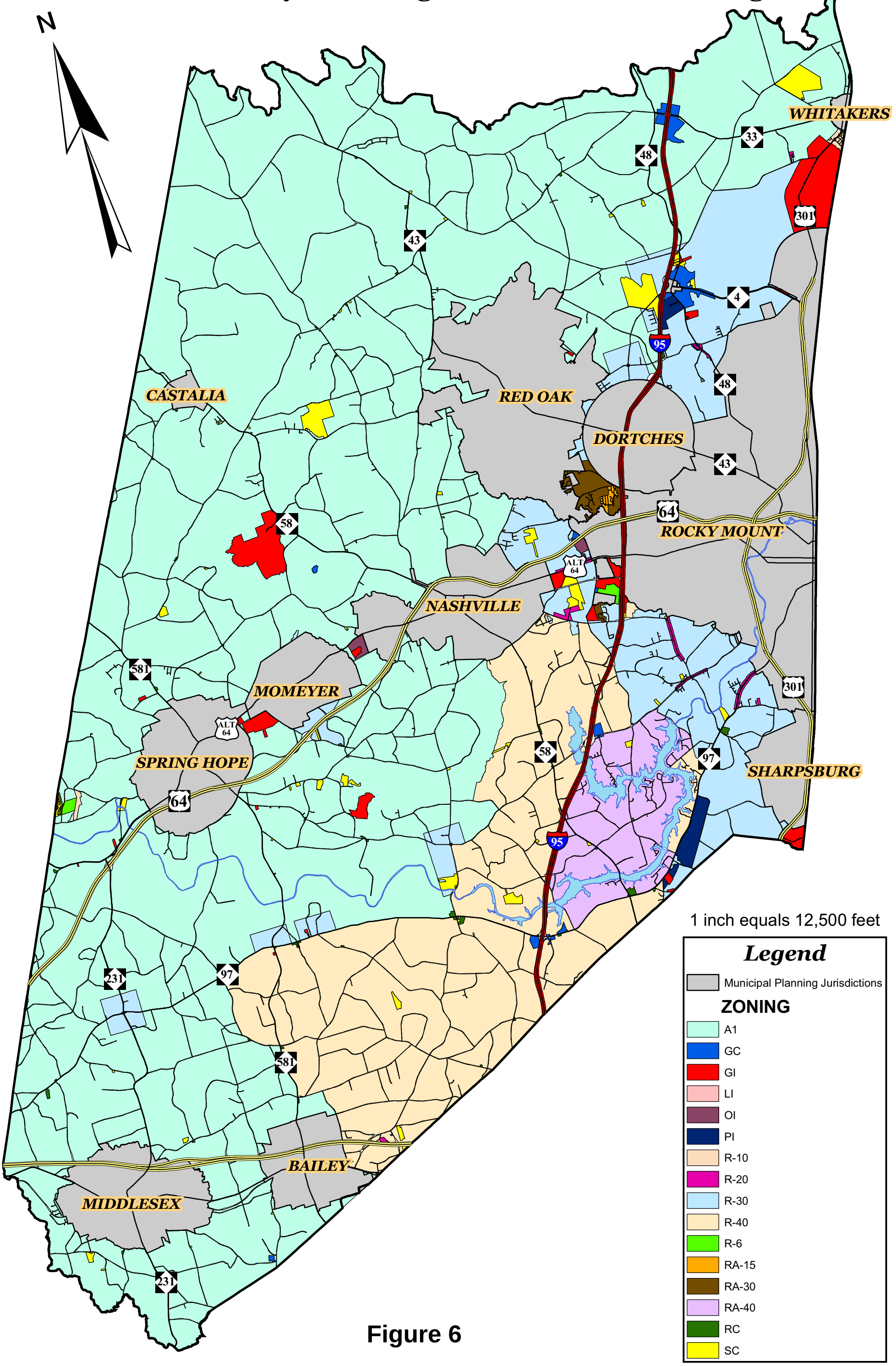


Figure 6

Nash County Future Land Development

N

WHITAKERS

CASTALIA

RED OAK

DORTCHES

ROCKY MOUNT

NASHVILLE

MOMEYER

SPRING HOPE

SHARPSBURG

BAILEY

MIDDLESEX

1 inch equals 12,500 feet

Legend

Future Land Development

- RURAL GROWTH AREA
- SUBURBAN GROWTH AREA
- SURFACE WATER PROTECTION AREA
- INDUSTRIAL AREA
- GENERAL COMMERCIAL AREA
- RURAL COMMERCIAL AREA
- Public Water Supply Watershed
- DWQ Watershed
- Municipal Planning Jurisdictions

Figure 7

Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, potential impacts to these resources were identified as a part of the project recommendations in Chapter 2 of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that were examined as a part of this study is shown in the following tables utilizing the best available data. Environmental features occurring within Nash County are shown in Figure 8.

Table 1 – Environmental Features

- Airport Boundaries
- Bike Routes (NCDOT)
- Conservation Tax Credit Properties
- Hazardous Waste Facilities
- High Quality Water and Outstanding Resource Water Management Zones
- Hydrography (1:24,000 scale)
- Land Trust Priority Areas
- National Wetlands Inventory
- Railroads (1:24,000 scale)
- Sanitary Sewer Systems – Discharges, Land Application Areas, Pipes, Pumps and Treatment Plants
- Schools – Public and Non-Public
- Target Local Watersheds
- Water Supply Watersheds

Additionally, the following environmental features were considered but are not mapped due to restrictions associated with the sensitivity of the data.

Table 2 – Restricted Environmental Features

- Archaeological Sites
- Historic National Register Districts
- Historic National Register Structures
- Macrosite Boundaries
- Managed Areas
- Megasite Boundaries

Environmental Features

Nash County
Comprehensive Transportation Plan

Legend

- Airports
- Hazardous Waste Facilities
- Land Trust Priority Areas
- Roads
- Counties Boundaries
- Rocky Mount MPO
- Public Schools
- Railroad
- Roads
- Conservation Tax Credit Properties
- Wetlands
- Water Supply Watersheds
- Target Local Watersheds
- Municipal Boundary

Miles

0 1.5 3 6

N W E S

Figure 8

Base map date: November, 2010

Public Involvement

Public involvement is a key element in the transportation planning process. Adequate documentation of this process is essential for a seamless transfer of information from systems planning to project planning and design.

The Upper Coastal Plain RPO requested the development of a comprehensive transportation plan for the rural portion of Nash County through a prioritized list of regional needs. A meeting was held with the Nash County Board of Commissioners in October 2009 to formally initiate the study, provide an overview of the transportation planning process, and to gather input on area transportation needs.

Throughout the course of the study, the Transportation Planning Branch cooperatively worked with the county Transportation Committee, which included a representative from each municipality, county staff, the RPO and others, to provide information on current local plans, to develop transportation vision and goals, to discuss population and employment projections, and to develop proposed CTP recommendations. Refer to Appendix H for detailed information on the vision statement, the goals and objectives survey and a listing of committee members.

The public involvement process included holding three public drop-in sessions in Nash County to present the proposed Comprehensive Transportation Plan to the public and solicit comments. The first meeting was held on June 28, 2011 in Red Oak; the second meeting was held on July 7, 2011 in Spring Hope and the third was held in Nashville on September 27, 2011. Each session was publicized in the local newspaper and was held from 5pm to 7pm.

Public hearings were held throughout Nash County on the following dates:

- September 5, 2011 at 7:00 pm during the Red Oak Town Council Meeting
- September 6, 2011 at 7:00 pm during the Castalia Town Council Meeting
- September 12, 2011 at 9:00 am during the Momeyer Town Council Meeting
- September 12, 2011 at 7:00 pm during the Spring Hope Town Council Meeting
- September 12, 2011 at 7:00 pm during the MIddlesex Town Council Meeting
- September 12, 2011 at 7:30 pm during the Whitakers Town Council Meeting
- September 19, 2011 at 7:00 pm during the Bailey Town Council Meeting
- September 20, 2011 at 7:00 pm during the Dortches Town Council Meeting
- October 3, 2011 at 7:00 pm during the Sharpsburg Town Council Meeting

The purpose of these meetings was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted at each of these meetings.

A public hearing was held on October 4, 2011 during the Nash County Commissioners meeting. The purpose of this meeting was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during this meeting.

The Upper Coastal Plain RPO endorsed the CTP on October 31, 2011. North Carolina Department Transportation adopted the Nash County CTP on December 1st, 2011.

II. Recommendations

This report documents the development of the 2011 Nash County CTP as shown in Figure 1. This chapter presents recommendations for each mode of transportation in the towns of Bailey, Castalia, Dortches, Middlesex, Momeyer, Red Oak, Spring Hope, Sharpsburg and Whitakers, 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 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 North Carolina Department of Transportation 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, bicycle 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

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.

I-95, Local ID: I-5133

Existing I-95 is a major north-south corridor that traverses eight North Carolina counties including Nash. Locally, I-95 functions as a major arterial that provides access to work and school, parks and other recreational facilities, shopping venues, medical facilities, and other destinations. Regionally, I-95 serves as an important route for commuters by connecting highways that carry traffic into the Raleigh-Durham and Fayetteville metropolitan areas. Nationally, I-95 is the East Coast's main north-south highway linking the nation's populous Northeast with the South Atlantic states and tourist centers of Florida.

Due to its statewide and regional importance, I-95 has been designated as a Strategic Highway Corridor (SHC) by NCDOT, and it is a vital statewide corridor for hurricane evacuation. In addition the I-95 corridor is designated as part of the National Highway Systems (NHS) Strategic Highway Network (STRAHNET). STRAHNET sets to establish a system of public highways providing access, continuity, and emergency transportation of personnel and equipment in times of peace and war.

The primary purpose of improving I-95 is to improve mobility and connectivity along the corridor throughout the state. The proposed project I-5133 is identified in the 2012-2018 State Transportation Improvement Program (STIP) and is under development by the Project Development & Environmental Analysis Branch (PDEA) through a Phase 1 Corridor Planning and Finance Study.

The proposed Comprehensive Transportation Plan (CTP) project recommends upgrading this facility to a six-lane interstate in Nash County by the design year 2035.

For additional information about I-95, (TIP Project I-5133), including the Purpose and Need, contact the NCDOT – Project Development and Environmental Analysis (PDEA) Branch.

US 301, Local ID: NASH 0002-H

Existing US 301 is a four-lane divided boulevard from Wilson County to Rocky Mount MPO with the exception of a 1 mile section five-lane boulevard in Sharpsburg from Sharpe Road to Hilldale Drive. The facility is a major arterial connecting Rocky Mount and Wilson. US 301 traverses the state connecting Virginia to South Carolina and being parallel to I-95 serves as an alternate route to the interstate. US 301 is on the statewide tier of the North Carolina Multimodal Investment Network (NCMIN) and it is part of the Strategic Highway Corridor (SHC).

Roadway capacity is defined as the maximum number of vehicles that can pass a given section of the roadway during a given period of time under prevailing (most frequent/usual) roadway, traffic and control conditions. Current capacity of the existing facility is 38,000 vehicles per day (vpd) and is sufficient through the CTP planning period of year 2035. However, it is anticipated that as traffic volumes on I-95 continue to increase and the possibility of converting I-95 to a toll facility, some traffic will shift onto US 301. To meet the design standards for a Strategic Highway Corridor and to continue maintaining connectivity and mobility, US 301 is proposed to be upgraded to an expressway:

- Upgrade the existing US 301 to an expressway from Wilson County Line to Rocky Mount MPO line with right-in right-out driveway access and limited or not at grade crossings.

As development occurs along this corridor, every effort should be made to limit access in order to maintain mobility and connectivity and the ability to achieve the corridor vision. This facility should be monitored for any changes that may lead to potential deficiencies.

While the Town of Sharpsburg supports the recommendation of this plan for improving the transportation system in Nash County, it does not support upgrading US 301 to an expressway through town.

US 301, Local ID: NASH 0003-H

US 301 north of Rocky Mount MPO is identified as a minor arterial on the Federal Functional Classification System, but it functions as a major artery for the town of Whitakers. US 301 is a five-lane section in front of the Consolidated Diesel Company (CDC), which is at the intersection with Johnston Road (SR 1516) just south of town. North of the Consolidated Diesel Company, US 301 transitions to a two-lane road up to NC 33 (West Nash Street). There is a short section just before NC 33 (West Nash Street) that is three lanes section and supports vehicles turning into the few businesses there. The three-lane section continues north to West Taylor Street (SR 1519). This facility serves several different land uses including residential, commercial and industrial developments.

US 301 is recommended to be widened from a two-lane facility to a three-lane facility with a two-way center turn lane.

- Widen US 301 from 0.4 miles NE of Johnston Road (SR 1516) to NC 33 (West Nash Street).

The primary purpose for improving US 301 to a three-lane facility is to improve capacity of the existing roadway and mobility of traffic for the industry, businesses and residences along this route and to maintain LOS D. Widening US 301 to a three-lane facility will improve traffic operations by separating left turning traffic from through traffic.

PUBLIC TRANSPORTATION & RAIL

Tar River Transit functions as a Regional Community Transportation System for Nash County. Providing services in urban and rural areas, the Tar River Transit System operates both a fixed-route bus service and a paratransit service known as DARTS. Tar River Transit is overseen by the Rocky Mount Assistant City Manager with daily activities managed by the Tar River Transit Administrator. There are no recommendations for public transportation or rail outside the Rocky Mount MPO.

BICYCLE

The NCDOT envisions that all citizens of North Carolina and visitors to the state should be able to walk and bicycle safely and conveniently to their chosen destinations with reasonable access to roadways. Information on events, funding, maps, policies, projects and processes dealing with these modes of transportation can be accessed at the Division of Bicycle and Pedestrian Transportation.

The Bicycle Element of the Nash County Comprehensive Transportation Plan is shown on Figure 1, Sheet 4. In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb and gutter sections require at minimum 4 ft bike lanes or 14 ft outside lanes.
- Shoulder sections require a minimum 4 ft paved shoulder.
- All bridges along roadways were bike facilities are recommended shall be equipped with 54'' railings.

Before any improvements are made to those facilities the Division of Bicycle and Pedestrian Transportation should be consulted.

NC 43, Local ID: NASH0001-B

The Comprehensive Transportation Plan (CTP) recommends upgrading NC 43 from West Hillardston Road (SR 1310) to South Browntown Road (SR 1589) to

accommodate bicycle travel along the NC 43 corridor. The recommended cross-section is 2A, Appendix D.

NC 58, Local ID: NASH0002-B
The Comprehensive Transportation Plan (CTP) recommends upgrading NC 58 from Lancaster Store Road/Red Budd Road (SR 1321) to US 64 Interchange to accommodate bicycle travel along the NC 58 corridor. The recommended cross-section is 2A, Appendix D.

NC 97, Local ID: NASH0003-B
The Comprehensive Transportation Plan (CTP) recommends upgrading NC 97 from Old Bailey Road (SR 1001) to NC 58 to accommodate bicycle travel along the NC 97 corridor. The recommended cross-section is 2A, Appendix D.

NC 231, Local ID: NASH0004-B
The Comprehensive Transportation Plan (CTP) recommends upgrading NC 231 from Johnston County line to Old Lewis School Road (SR 1112) to accommodate bicycle travel along the NC 231 corridor. The recommended cross-section is 2A, Appendix D.

NC 581, Local ID: NASH0005-B
The Comprehensive Transportation Plan (CTP) recommends upgrading NC 581 from Wilson County line to Old Nash/W Old Spring Road (SR 1145) to accommodate bicycle travel along the NC 581 corridor. The recommended cross-section is 2A, Appendix D.

Camp Charles Road (SR 1100), Local ID: NASH0006-B
The Comprehensive Transportation Plan (CTP) recommends upgrading Camp Charles Road (SR 1100) from Claude Lewis Road (SR 1101) to Finch Road (SR 1104) to accommodate bicycle travel along the Camp Charles Road (SR 1100) corridor. The recommended cross-section is 2A, Appendix D.

Claude Lewis Road (SR 1101) Local ID: NASH0007-B
The Comprehensive Transportation Plan (CTP) recommends upgrading Claude Lewis Road (SR 1101) from Old Lewis School Road (SR 1112) to Camp Charles Road (SR 1100) to accommodate bicycle travel along the Charles Lewis Road (SR 1101) corridor. The recommended cross-section is 2A, Appendix D.

East Castalia Road (SR 1425), Local ID: NASH0008-B
The Comprehensive Transportation Plan (CTP) recommends upgrading East Castalia Road (SR 1425) from NC 58 to NC 43 to accommodate bicycle travel along the East Castalia Road (SR 1425) corridor. The recommended cross-section is 2A, Appendix D.

Finch Road (SR 1104), Local ID: NASH0009-B
The Comprehensive Transportation Plan (CTP) recommends upgrading Finch Road (SR 1104) from Camp Charles Road (SR 1100) to NC 581 to accommodate bicycle travel along the Finch Road (SR 1104) corridor. The recommended cross-section is 2A, Appendix D.

Lancaster Store Road (SR 1321) Local ID: NASH0010-B
The Comprehensive Transportation Plan (CTP) recommends upgrading Lancaster Store Road from NC 581 to NC 58 to accommodate bicycle travel along the Lancaster Store Road (SR 1321) corridor. The recommended cross-section is 2A, Appendix D.

North Browntown Road (SR 1530) Local ID: NASH0011-B
The Comprehensive Transportation Plan (CTP) recommends upgrading North Browntown Road (SR 1530) from Red Oak Battleboro Road (SR 1524) to NC 43 to accommodate bicycle travel along the North Browntown Road (SR 1530) corridor. The recommended cross-section is 2B, Appendix D.

North Pine Street (SR 1002) Local ID: NASH0012-B
The Comprehensive Transportation Plan (CTP) recommends upgrading North Pine Street (SR 1002) from South Pine Street (SR 1144) to Peachtree Hill Road (SR 1312) to accommodate bicycle travel along the North Pine Street (SR 1002) corridor. The recommended cross-section is 2C, Appendix D.

Old Bailey Road (SR 1001) Local ID: NASH0013-B
The Comprehensive Transportation Plan (CTP) recommends upgrading Old Bailey Road (SR 1001) from West Hornes Church Road (SR 1941) to West Old Spring Hope Road (SR 1145) to accommodate bicycle travel along the Old Bailey Road (SR 1001) corridor. The recommended cross-section is 2A, Appendix D.

Old Lewis School Road (SR 1112) Local ID: NASH0014-B
The Comprehensive Transportation Plan (CTP) recommends upgrading Old Lewis School Road (SR 1112) from NC 231 to Claude Lewis Road (SR 1101) to accommodate bicycle travel along the Old Lewis School Road (SR 1112) corridor. The recommended cross-section is 2B, Appendix D.

Old Nash Road (SR 1145) Local ID: NASH0015-B
The Comprehensive Transportation Plan (CTP) recommends upgrading Old Nash Road (SR 1145) from Pine Street (SR 1002) to West Old Spring Hope Road (SR 1145) to accommodate bicycle travel along the Old Nash Road (SR 1145) corridor. The recommended cross-section is 2C, Appendix D.

Old Smithfield Road (SR 1945) Local ID: NASH0016-B
The Comprehensive Transportation Plan (CTP) recommends upgrading Old Smithfield Road (SR 1945) from Wilson County Line to Hornes Church Road (SR 1941) to accommodate bicycle travel along the Old Smithfield Road (SR 1945) corridor. The recommended cross-section is 2B, Appendix D.

Peachtree Hill Road (SR 1312) Local ID: NASH0017-B
The Comprehensive Transportation Plan (CTP) recommends upgrading Peachtree Hill Road (SR 1312) from Seven Paths Road (SR 1002) to NC 581 to accommodate bicycle

travel along the Peachtree Hill Road (SR 1312) corridor. The recommended cross-section is 2B, Appendix D.

Pullen Pasture Road (SR 1405) Local ID: NASH0018-B

The Comprehensive Transportation Plan (CTP) recommends upgrading Pullen Pasture Road (SR 1405) from Red Bud Road (SR 1321) to Taylors Store Road (SR 1004) to accommodate bicycle travel along the Pullen Pasture Road (SR 1405) corridor. The recommended cross-section is 2B, Appendix D.

Red Bud Road (SR 1321) Local ID: NASH0019-B

The Comprehensive Transportation Plan (CTP) recommends upgrading Red Bud Road (SR 1321) from NC 58 to Pullen Pasture Road (SR 1405) to accommodate bicycle travel along the Red Bud Road (SR 1321) corridor. The recommended cross-section is 2B, Appendix D.

Red Oak Road (SR 1003) Local ID: NASH0020-B

The Comprehensive Transportation Plan (CTP) recommends upgrading Red Oak Road (SR 1003) from NC 43 to Rocky Mount MPO Boundary to accommodate bicycle travel along the Red Oak Road (SR 1003) corridor. The recommended cross-section is 2B, Appendix D.

Red Oak Battleboro Road Local ID: NASH0021-B

The Comprehensive Transportation Plan (CTP) recommends upgrading Red Oak Battleboro Road (SR 1524) from South Browntown Road (SR 1589) to North Browntown Road (SR 1530) to accommodate bicycle travel along the Red Oak Battleboro Road (SR 1524) corridor. The recommended cross-section is 2B, Appendix D.

Sandy Cross Road (SR 1717) Local ID: NASH0022-B

The Comprehensive Transportation Plan (CTP) recommends upgrading Sandy Cross Road (SR 1717) from Old Bailey Road (SR 1001) to Rocky Mount MPO Boundary to accommodate bicycle travel along the Sandy Cross Road (SR 1717) corridor. The recommended cross-section is 2B, Appendix D.

South Browntown Road (SR 1589) Local ID: NASH0023-B

The Comprehensive Transportation Plan (CTP) recommends upgrading South Browntown Road (SR 1589) from NC 43 to Red Oak Battleboro Road (SR 1524) to accommodate bicycle travel along the South Browntown Road (SR 1589) corridor. The recommended cross-section is 2B, Appendix D.

South Pine Street (SR 1144) Local ID: NASH0024-B

The Comprehensive Transportation Plan (CTP) recommends upgrading South Pine Street (SR 1144) from North Pine Street (SR 1002) to Old Nash Road (SR 1145) to accommodate bicycle travel along the South Pine Street (SR 1144) corridor. The recommended cross-section is 2C, Appendix D.

Stoney Hill Church Road (SR 1109) Local ID: NASH0025-B
The Comprehensive Transportation Plan (CTP) recommends upgrading Stoney Hill Church Road (SR 1109) from NC 581 to Hornes Church Road (SR 1941) to accommodate bicycle travel along the Stoney Hill Church Road (SR 1109) corridor. The recommended cross-section is 2B, Appendix D.

Taylors Store Road (SR 1004) Local ID: NASH0026-B
The Comprehensive Transportation Plan (CTP) recommends upgrading Taylors Store Road (SR 1004) from NC 58 to Pullen Pasture Road (SR 1405) to accommodate bicycle travel along Taylors Store Road (SR 1004) corridor. The recommended cross-section is 2B, Appendix D.

West Old Spring Hope Road (SR 1145) Local ID: NASH0027-B
The Comprehensive Transportation Plan (CTP) recommends upgrading West Old Spring Hope Road (SR 1145) from Old Nash Road (SR 1145) to accommodate bicycle travel along the West Old Spring Hope Road (SR 1145) corridor. The recommended cross-section is 2B, Appendix D.

Womble Road (SR 1435) Local ID: NASH0028-B
The Comprehensive Transportation Plan (CTP) recommends upgrading Womble Road (SR 1435) from East Castalia Road (SR 1425) to Rocky Mount MPO Boundary to accommodate bicycle travel along the Womble Road (SR 1435) corridor. The recommended cross-section is 2B, Appendix D.

Woodruff Road (SR 1613) Local ID: NASH0029-B
The Comprehensive Transportation Plan (CTP) recommends upgrading Woodruff Road (SR 1613) from NC 43 to Rocky Mount MPO Boundary to accommodate bicycle travel along the Woodruff Road (SR 1613) corridor. The recommended cross-section is 2B, Appendix D.

PEDESTRIAN

Comprehensive Transportation Plan (CTP) recommendations call for new sidewalks along the following facilities in order to provide adequate connectivity for pedestrians in the area:

Bailey:

Sidewalks – Recommended on one side of a facility

NASH0001-P: Benson Street from Main Street (SR 1973) to Pine Street (SR 1968).
NASH0002-P: Deans Street (US 264) from Oak Avenue (NC 581) to O'Neal Street
NASH0003-P: Elm Street from Peele Road (SR 1105) to Oak Avenue (NC 581).
NASH0004-P: Green Street from Main Street to Pine Street (SR 1968).
NASH0005-P: Jackson Street from Main Street to Pine Street (SR 1968).

NASH0006-P: Jordan Street from Elm Street to Lee Street
NASH0007-P: Lee Street from Peele Road (SR 1105) to Oak Avenue (NC 581).
NASH0008-P: Main Street (SR 1973) from Nash Street to O'Neal Street
NASH0009-P: Main Street (SR 1973) from Oak Avenue (NC 581) to West of Benson Street
NASH0010-P: Nash Street from Deans Street (US 264) to Pine Street (SR 1968).
NASH0011-P: Oak Avenue (US 581) from Main Street (SR 1973) to Lee Street
NASH0012-P: O'Neil Street from Main Street to Pine Street (SR 1968).
NASH0013-P: Peele Road from Lee Street to Williams Street
NASH0014-P: Pine Street (SR 1968) from Oak Avenue (NC 581) to O'Neal Street
NASH0015-P: Williams Street from Peele Road (SR 1105) to Oak Avenue (NC 581).

Castalia:

Sidewalks – Recommended on one side of a facility

NASH0016-P: Boone Street from Main Street (NC 58) to Red Bud Road (SR 1321).
NASH0017-P: Main Street (NC 58) from Simmons Road (SR 1327) to Castalia Loop Road (SR 1409).
NASH0018-P: Red Bud Road (SR 1321) from Main Street (NC 58) to Boone Street

Dortches:

Sidewalks – Recommended on one side of a facility

NASH0019-P: Dortches Boulevard (NC 43) from Town Hall Road (SR 1636) to North Hallifax Road (SR 1544).
NASH0020-P: North Hallifax Road (SR 1544) from Dortches Boulevard (NC 43) to 0.15 miles north of intersection (Dollar General Store).
NASH0021-P: Town Hall Road (SR 1636) from Dortches Boulevard (NC 43) to Town Hall south of intersection.

MIddlesex:

Sidewalks – Recommended on one side of a facility

NASH0022-P: East Finch Avenue (US 264) from North Walnut Street to North Elm Street
NASH0023-P: East Hanes Avenue from South Walnut Street to South Elm Street
NASH0024-P: East Pamlico Street (SR 1101) from South Nash Street (NC 231) to South Elm Street
NASH0025-P: East Steward Street from North Chestnut Street to North Oak Street
NASH0026-P: Manning Street from School House Road to West Hanes Avenue
NASH0027-P: North Nash Street (NC 231) from West Finch Avenue (US 264) to Rockside Road (SR 1123).
NASH0028-P: North Oak Street from East Finch Avenue (US 264) to Exum Street

NASH0029-P: Rockside Road (SR 1123) from West Finch Avenue (US 264) to North Nash Street (NC 231).
NASH0030-P: North Spruce Street from East Finch Avenue (US 264) to East Steward Road
NASH0031-P: North Walnut Street from East Finch Avenue (US 264) to East Steward Road
NASH0032-P: School House Road from Selma Road (SR 1116) to Middlesex Elementary School.
NASH0033-P: Selma Road (SR 1116) from West Pamlico Street to West Wilson Street (SR 1116).
NASH0034-P: South Elm Street from East Pamlico Street (SR 1101) to East Hanes Avenue
NASH0035-P: South Nash Street (NC 231) from East Pamlico Street (SR 1101) to West Wilson Street
NASH0036-P: South Oak Street from East Pamlico Street (SR 1101) to East Hanes Avenue
NASH0037-P: South Spruce Street from East Pamlico Street (SR 1101) to East Hanes Avenue
NASH0038-P: South Walnut Street from East Pamlico Street (SR 1101) to East Hanes Avenue
NASH0039-P: West Finch Avenue (US 264) from Rockside Road (SR 1123) to North Chestnut Street
NASH0040-P: West Hanes Avenue from Mill Street to Old Possum Road
NASH0041-P: West Hanes Street (SR 1120) from Old Possum Road to Middlesex Elementary School.
NASH0042-P: West Pamlico Street from Selma Road (SR 1116) to South Nash Street (NC 231).
NASH0043-P: West Steward Street from North Chestnut Street to North Nash Street (NC 231).
NASH0044-P: West Wilson Street (SR 1116) from Manning Street to Chestnut Street
NASH0045-P: New Location from School House Road to West Hanes Street near Middlesex Elementary School.

Momeyer:

Sidewalks – Recommended on one side of a facility

NASH0046-P: Momeyer Way (US 64 Alt.) from Sanctified Church Road (SR 1303) to Jackson Road (SR 1304).

Red Oak:

Sidewalks – Recommended on one side of a facility

NASH0048-P: Church Street from Red Oak Battleboro Road (SR 1524) to School Street

NASH0049-P: Red Oak Battleboro Road (SR 1524) from Red Oak Boulevard (NC 43) to east of Ashley Drive (SR 2321).
NASH0050-P: Red Oak Boulevard (NC 43) from East Castalia Road (SR 1425) to North Old Carriage Road (SR 1603).
NASH0051-P: School Street from Red Oak Battleboro Road (SR 1524) to Church Street

Sharpsburg:

Sidewalks – Recommended on one side of a facility

NASH0112-P: Armstrong Drive from Railroad Street to Martin Luther King Jr. Circle
NASH0113-P: Holly Drive from Davis Store Road (SR 1734) to Speight Drive
NASH0052-P: Barnhill Avenue from West Farmer Street to Mill Branch Road (SR 1733).
NASH0053-P: Barnes Street from East Railroad Street to Martin Luther King Jr. Circle
NASH0054-P: B Street East from Railroad Street to Martin Luther King Jr. Circle
NASH0055-P: Davis Store Road (SR 1734) from Holly Drive to Mill Branch Road (SR 1733).
NASH0056-P: Dawes Drive from Railroad Street to Martin Luther King Jr. Circle.
NASH0057-P: East Farmer Street from Pittman Street to West Railroad Street
NASH0058-P: East Railroad Street from Armstrong Drive to East Main Street
NASH0059-P: Gold Street from Barnhill Avenue to Pittman Street
NASH0060-P: Kentucky Ct. from Speight Drive to West Main Street
NASH0061-P: Lincoln Street from Railroad Street to Martin Luther King Jr. Circle.
NASH0062-P: Martin Luther King Jr. Cir from East Railroad Street to East Main Street (SR 1146).
NASH0063-P: Mill Branch Road (SR 1733) from Davis Store Road (SR 1734) to East Main Street
NASH0064-P: Pittman Street from East Farmer Street to Mill Branch Road (SR 1733).
NASH0065-P: Robbins Avenue from West Main Street to Mill Branch Road (SR 1733).
NASH0066-P: Sharpe Street from Barnhill Avenue to Church Street (US 301).
NASH0067-P: Speight Drive from Holly Drive to Robbins Avenue
NASH0068-P: West Farmer Street from Barnhill Avenue to Pittman Street
NASH0069-P: West Railroad Street from West Farmer Street to West Main Street

Spring Hope:

Sidewalks – Recommended on one side of a facility

NASH0070-P: 2nd Street (SR 1915) from West School Street to East 1st Street
NASH0071-P: East 1st Street from East Branch Street to South Louisburg Road
NASH0072-P: East Nash Street (US 64 Alt) from east of North Hopkins Avenue to South Louisburg Road
NASH0073-P: McLean Street from North Pine Street to South Louisburg Road
NASH0074-P: North Oak Street from East Nash Street to McLean Street

NASH0075-P: North Poplar Street from North Pine Street to West Main Street
NASH0076-P: North Pine Street from North Poplar Street to McLean Street
NASH0077-P: North Walnut Street from McLean Street to south of McLean Street
NASH0078-P: South Ash Street from West Branch Street to 2nd Street
NASH0079-P: South Louisburg Road from McLean Street to East 1st Street
NASH0080-P: South Pine Street (SR 1144) from 2nd Street to Bridge Street
NASH0081-P: South Poplar Street from West School Street to West Main Street
NASH0082-P: South Warren Street from West Nash Street (US 64 Alt.) to West Branch Street
NASH0083-P: West Branch Street (SR 1148) from South Warren Street to South Ash Street
NASH0084-P: West Main Street from South Warren Street to South Poplar Street
NASH0085-P: West Nash Street (US 64 Alt.) from South Warren Street to North Ash Street
NASH0086-P: West School Street from South Poplar Street to 2nd Street

Whitakers:

Sidewalks – Recommended on one side of a facility

NASH0087-P: East Nash Street from Southeast Railroad Street to South Porter Street
NASH0088-P: East Taylor Street from Northwest Railroad Street to North Porter Street
NASH0089-P: Knight Street from South Clutchin Street to South Porter Street
NASH0090-P: Marks Street from Northeast Railroad Street to North King Street
NASH0091-P: North Cutchin Street from Main Street (NC 33) to Marks Street
NASH0092-P: North King Street from Main Street (NC 33) to Marks Street
NASH0093-P: North New Street from West Pippen Street (SR 1518) to West Taylor Street
NASH0094-P: North Porter Street from Main Street (NC 33) to East Taylor Street
NASH0095-P: North Vance Street from West Pippen Street (SR 1518) to West Edgecombe Street
NASH0096-P: North White Street from West Pippen Street (SR 1518) to east of West Taylor Street
NASH0097-P: Northwest Railroad Street from West Pippen Street (SR 1518) to West Taylor Street
NASH0098-P: South Cutchin Street from East Nash Street to Main Street (NC 33).
NASH0099-P: Southeast Railroad Street from West Pine Street to East Nash Street
NASH0100-P: South New Street from West Nash Street (NC 33) to West Pippen Street (SR 1518).
NASH0101-P: South Porter Street from East Nash Street to Main Street (NC 33).
NASH0102-P: South Vance from West Nash Street (NC 33) to West Pippen Street (SR 1518).
NASH0103-P: South White Street from West Pine Street to West Pippen Street (SR 1518).
NASH0104-P: South Wilson Street from West Nash Street (NC 33) to West Pippen Street (SR 1518).

NASH0105-P: Southwest Railroad Street from West Nash Street (NC 33) to West Pippen Street (SR 1518).
NASH0106-P: West Edgecombe Street from North Vance Street to Northwest Railroad Street
NASH0107-P: West Nash Street (NC 33) from South Wilson Street to Southeast Railroad Street
NASH0108-P: West Pine Street from South White Street to Southeast Railroad Street
NASH0109-P: West Pippen Street from South Wilson Street to Southwest Railroad Street
NASH0110-P: West Taylor Street from North New Street to Northwest Railroad Street
NASH0111-P: West Pittman Street from North White Street to Northwest Railroad Street

APPENDICES

Appendix A
Resources and Contacts

North Carolina Department of Transportation

Customer Service Office

Contact information for other units within the NCDOT that are not listed in this appendix is available by calling the Customer Service Office or by visiting the NCDOT homepage:

1-877-DOT-4YOU
(1-877-368-4968)
https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx

Secretary of Transportation

Eugene A. Conti, Jr., Ph.D.
1501 Mail Service Center
Raleigh, NC 27699-1501
(919) 707-2800
gconti@ncdot.gov
http://www.ncdot.org/about/leadership/secretary.html

Board of Transportation Member

Gus H. Tulloss
PO Box 751
Rocky Mount, NC 27802
(252) 937-6913
ghtylloss@ncdot.gov
http://www.ncdot.gov/about/board/default.html

Highway Division Engineer

Contact the Division Engineer with general questions concerning NCDOT activities within each Division and for information on Small Urban Funds.

John Rouse, PE
509 Ward Blvd.
PO Box 3165
Wilson, 27895
(252) 237-6164
jrouse@ncdot.gov
http://www.ncdot.gov/doh/operations/division4/

Division Project Manager

Contact the Division Project Manager with questions concerning transportation projects within each Division.

Jerry Page, PE
509 Ward Blvd.
PO Box 3165
Wilson, 27895
(252) 237-6164
jpage@ncdot.gov

Division Construction Engineer

Contact the Division Construction Engineer for information concerning major roadway improvements under construction.

Wendi O. Johnson, PE
509 Ward Blvd.
PO Box 3165
Wilson, 27895
(252) 237-6165 # 2104
wojohanson@ncdot.gov

Division Traffic Engineer

Contact the Division Traffic Engineer for information concerning traffic signals, highway signs, pavement markings and crash history.

Andy Brown, PE
509 Ward Blvd.
PO Box 3165
Wilson, 27895
(252) 237-6165 # 3544
ahbrown@ncdot.gov

Division Operations Engineer

Contact the Division Operations Engineer for information concerning facility operations.

Tim Little, PE
509 Ward Blvd.
PO Box 3165
Wilson, 27895
(252) 237-6164
timlittle@ncdot.gov

Division Maintenance Engineer

Contact the Division Maintenance Engineer information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit and the Equipment Unit.

Robert L. Keeter, Jr., PE
509 Ward Blvd.
PO Box 3165
Wilson, 27895
(252) 237-6165 # 3503
rkeeter@ncdot.gov

District Engineer

Contact the District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt A Highway program, encroachments on highway right of way, issuance of oversize/overwidth permits, paving priorities, secondary road construction program and road maintenance.

Bill Bass
3013 US 64-A
Nashville, 27856
(252)459-2128
billbliss@ncdot.gov

Transportation Planning Branch (TPB)

Contact the Transportation Planning Branch for information on long-range multi-modal planning services, including Strategic Highway Corridors.

1554 Mail Service Center
Raleigh, NC 27699-1554
(919) 707-0900
http://www.ncdot.gov/doh/preconstruct/tpb/

Upper Coastal Plain Rural Planning Organization (RPO)

Contact the RPO for information on long-range multi-modal planning services.

Daniel Van Liere, *Daniel.VanLiere@nashcountync.gov*
120 W. Washington St. Suite 2110
Nashville, NC 27856
Phone: 252-462-2642
http://www.ucprpo.org/

Strategic Planning Office

Contact the Strategic Planning Office for information concerning prioritization of transportation projects.

Mr. Don Voelker
1501 Mail Service Center
Raleigh, NC 27699-1501
(919) 715-0951
djvoelker@ncdot.gov
https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=11054

Project Development & Environmental Branch (PDEA)

Contact PDEA for information on environmental studies for projects that are included in the TIP.

1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 707-6000
http://www.ncdot.gov/doh/preconstruct/pe/

Secondary Roads Office

Contact the Secondary Roads Office for information regarding the status for unpaved roads to be paved, additions and deletions of roads to the State maintained system and the Industrial Access Funds program.

1535 Mail Service Center
Raleigh, NC 27699-1535
(919) 733-3250
http://www.ncdot.gov/doh/operations/secondaryroads/

Program Development Branch

Contact the Program Development Branch for information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).

1534 Mail Service Center
Raleigh, NC 27699-1534
(919) 733-2039
http://www.ncdot.org/planning/development/

Public Transportation Division

Contact the Public Transportation Division for information public transit systems.

1550 Mail Service Center
Raleigh, NC 27699-1550
(919) 733-4713
http://www.ncdot.org/transit/nctransit/

Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center
Raleigh, NC 27699-1553
(919) 733-7245
http://www.bytrain.org/

Division of Bicycle and Pedestrian Transportation

Contact this Division for bicycle and pedestrian transportation information throughout the state.

1552 Mail Service Center
Raleigh, NC 27699-1552
(919) 707-2600
http://www.ncdot.gov/transit/bicycle/

Bridge Maintenance Unit

Contact the Bridge Maintenance Unit for information on bridge management throughout the state.

1565 Mail Service Center
Raleigh, NC 27699-1565
(919) 733-4362
http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/

Highway Design Branch

The Highway Design Branch consists of the Roadway Design, Structure Design, Photogrammetry, Location & Surveys, Geotechnical, and Hydraulics Units. Contact the Highway Design Branch for information regarding design plans and proposals for road and bridge projects throughout the state.

1584 Mail Service Center
Raleigh, NC 27699-1584
(919) 250-4001
http://www.ncdot.gov/doh/preconstruct/highway/

Other State Government Offices

Department of Commerce – Division of Community Assistance

Contact the Department of Commerce for resources and services to help realize economic prosperity, plan for new growth and address community needs.

http://www.nccommerce.com/en/CommunityServices/

Appendix B
Comprehensive Transportation Plan Definitions

Highway Map

For visual depiction of facility types for the following CTP classification, visit http://www.ncdot.gov/doh/preconstruct/tpb/SHC/facility/.

Facility Type Definitions

- **Freeways**
  - Functional purpose – high mobility, high volume, high speed
  - Posted speed – 55 mph or greater
  - Cross section – minimum four lanes with continuous median
  - Multi-modal elements – High Occupancy Vehicles (HOV)/High Occupancy Transit (HOT) lanes, busways, truck lanes, park-and-ride facilities at/near interchanges, adjacent shared use paths (separate from roadway and outside ROW)
  - Type of access control – full control of access
  - Access management – interchange spacing (urban – one mile; non-urban – three miles); at interchanges on the intersecting roadway, full control of access for 1,000ft or for 350ft plus 650ft island or median; use of frontage roads, rear service roads
  - Intersecting facilities – interchange or grade separation (no signals or at-grade intersections)
  - Driveways – not allowed

- **Expressways**
  - Functional purpose – high mobility, high volume, medium-high speed
  - Posted speed – 45 to 60 mph
  - Cross section – minimum four lanes with median
  - Multi-modal elements – HOV lanes, busways, very wide paved shoulders (rural), shared use paths (separate from roadway but within ROW)
  - Type of access control – limited or partial control of access;
  - Access management – minimum interchange/intersection spacing 2,000ft; median breaks only at intersections with minor roadways or to permit U-turns; use of frontage roads, rear service roads; driveways limited in location and number; use of acceleration/deceleration or right turning lanes
  - Intersecting facilities – interchange; at-grade intersection for minor roadways; right-in/right-out and/or left-over or grade separation (no signalization for through traffic)
  - Driveways – right-in/right-out only; direct driveway access via service roads or other alternate connections

- **Boulevards**
  - Functional purpose – moderate mobility; moderate access, moderate volume, medium speed
  - Posted speed – 30 to 55 mph
  - Cross section – two or more lanes with median (median breaks allowed for U-turns per current NCDOT *Driveway Manual*
  - Multi-modal elements – bus stops, bike lanes (urban) or wide paved shoulders (rural), sidewalks (urban - local government option)
  - Type of access control – limited control of access, partial control of access, or no control of access
  - Access management – two lane facilities may have medians with crossovers, medians with turning pockets or turning lanes; use of acceleration/deceleration or right turning lanes is optional; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
  - Intersecting facilities – at grade intersections and driveways; interchanges at special locations with high volumes
  - Driveways – primarily right-in/right-out, some right-in/right-out in combination with median leftovers; major driveways may be full movement when access is not possible using an alternate roadway

- **Other Major Thoroughfares**
  - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
  - Posted speed – 25 to 55 mph
  - Cross section – four or more lanes without median *(US and NC routes may have less than four lanes)*
  - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
  - Type of access control – no control of access
  - Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
  - Intersecting facilities – intersections and driveways
  - Driveways – full movement on two lane roadway with center turn lane as permitted by the current NCDOT *Driveway Manual*

- **Minor Thoroughfares**
  - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
  - Posted speed – 25 to 55 mph
  - Cross section – ultimately three lanes (no more than one lane per direction) or less without median
  - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
  - ROW – no control of access

- Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – intersections and driveways
- Driveways – full movement on two lane with center turn lane as permitted by the current NCDOT *Driveway Manual*

Other Highway Map Definitions

- **Existing** – Roadway facilities that are not recommended to be improved.
- **Needs Improvement** – Roadway facilities that need to be improved for capacity, safety, or system continuity. The improvement to the facility may be widening, other operational strategies, increasing the level of access control along the facility, or a combination of improvements and strategies. *"Needs improvement" does not refer to the maintenance needs of existing facilities.*
- **Recommended** – Roadway facilities on new location that are needed in the future.
- **Interchange** – Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
- **Grade Separation** – Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
- **Full Control of Access** – Connections to a facility provided only via ramps at interchanges. No private driveway connections allowed.
- **Limited Control of Access** – Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.
- **Partial Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections shall be defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. These may be combined to form a two-way driveway (most common) or separated to allow for better traffic flow through the parcel. The use of shared or consolidated connections is highly encouraged.
- **No Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways.

Public Transportation and Rail Map

- **Bus Routes** – The primary fixed route bus system for the area. Does not include demand response systems.
- **Fixed Guideway** – Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway transit, and ferryboats.

- **Operational Strategies** – Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- **Rail Corridor** – Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
  - Active – rail service is currently provided in the corridor; may include freight and/or passenger service
  - Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist
  - Recommended – It is desirable for future rail to be considered to serve an area.
- **High Speed Rail Corridor** – Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
  - Existing – Corridor where high speed rail service is provided (there are currently no existing high speed corridor in North Carolina).
  - Recommended – Proposed corridor for high speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Intermodal Connector** – A location where more than one mode of transportation meet such as where light rail and a bus route come together in one location or a bus station.
- **Park and Ride Lot** – A strategically located parking lot that is free of charge to anyone who parks a vehicle and commutes by transit or in a carpool.
- **Existing Grade Separation** – Locations where existing rail facilities and are physically separated from existing highways or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where rail facilities are recommended to be physically separated from existing or recommended highways or other transportation facilities. These may be bridges, culverts, or other structures.

Bicycle Map

- **On Road-Existing** – Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- **On Road-Needs Improvement** – At the systems level, it is desirable for **an existing** highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.
- **On Road-Recommended** – At the systems level, it is desirable for **a recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.

- **Off Road-Existing** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment.
- **Off Road-Recommended** – A facility needed to accommodate only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Pedestrian Map

- **Sidewalk-Existing** – Paved paths (including but not limited to concrete, asphalt, brick, stone, or wood) on both sides of a highway facility and within the highway right-of-way that are adequate to safely accommodate pedestrian traffic.

- **Sidewalk-Needs Improvement** – Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need improvements. Improvements do not include re-paving or other maintenance activities but may include: filling in gaps, widening sidewalks, or meeting ADA (Americans with Disabilities Act) requirements.
- **Sidewalk-Recommended** – At the systems level, it is desirable for a recommended highway facility to accommodate pedestrian transportation **or** to add sidewalks on an existing facility where no sidewalks currently exist. The highway should be designed and built to safely accommodate pedestrian traffic.
- **Off Road-Existing** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way that will not adequately serve future pedestrian needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), improved horizontal or vertical alignment, and meeting ADA requirements.
- **Off Road-Recommended** – A facility needed to accommodate only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

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 Planning 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 '2035 AADT E+C' is an estimate of the volume in 2035 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2009 - 2016 Transportation Improvement Program (TIP). The '2035 AADT with CTP' is an estimate of the volume in 2035 with all proposed CTP improvements assumed to be in place. The '2035 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 Mulitmodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, 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).

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
					2009 EXISTING SYSTEM						2035 PROPOSED SYSTEM								
LOCAL ID	FACILITY	SECTION (FROM-TO)	JURISDIC-TION	Distance (mi)	CROSS-SECTION (ft)	CROSS-SECTION LANES	ROW (ft)	SPEED LIMIT (mph)	EXISTING CAPACITY (vpd)	2009 AADT	2035 AADT E+C	2035 AADT with CTP	PROPOSED CAPACITY (vpd)	CROSS-SECTION	ROW (ft)	CTP CLASSIFI-CATION	TIER	OTHER MODES
NASH0001-H	I-95	Wilson Co. Line - Rocky Mount MPO	Nash Co.	2.2	12	4	300	65	63,200	36,000	59,100	59,100	97,000	6A	450	E	Sta	-
NASH0001-H	I-95	Rocky Mount MPO - NC 43 Interchange	Nash Co.	1.4	12	4	300	65	63,200	43,000	71,000	71,000	97,000	6A	450	E	Sta	-
NASH0001-H	I-95	NC 43 Intechange - N. Hallifax Rd. Interchange	Nash Co.	4.2	12	4	300	65	63,200	41,000	67,300	67,300	97,000	6A	450	E	Sta	-
NASH0001-H	I-95	N. Hallifax Rd.Interchange - NC 33 Interchange	Nash Co.	4.8	12	4	300	65	63,200	41,000	67,300	67,300	97,000	6A	450	E	Sta	-
NASH0001-H	I-95	NC 33 Interchange - Halifax Co. Line	Nash Co.	1.3	12	4	300	65	63,200	40,000	65,600	65,600	97,000	6A	450	E	Sta	-
-	US 64	Franklin Co. Line - NC 231	Nash Co.	3.8	12	4	250	60	63,200	19,000	50,600	50,600	63,200	ADQ	250	MajT	Sta	-
-	US 64	NC 231 - NC 581	Nash Co.	4.0	12	4	250	60	63,200	20,000	53,300	53,300	63,200	ADQ	250	MajT	Sta	-
-	US 64	NC 581 - Old Franklin Rd. (SR 1306)	Nash Co.	2.6	12	4	250	60	63,200	21,000	56,000	56,000	63,200	ADQ	250	MajT	Sta	-
-	US 64	Old Franklin Rd. (SR 1306) - US 64 Alt.	Nash Co.	4.2	12	4	250	60	63,200	22,000	58,600	58,600	63,200	ADQ	250	MajT	Sta	-
-	US 64	US 64 Alt. - NC 58	Nash Co.	1.2	12	4	250	60	63,200	24,000	59,000	59,000	63,200	ADQ	250	MajT	Sta	-
-	US 64	NC 58 - Rocky Mount MPO	Nash Co.	0.7	12	4	250	60	63,200	27,000	59,000	59,000	63,200	ADQ	250	MajT	Sta	-
-	US 264	Wake Co. Line - NC 231	Nash Co.	3.9	12	4	250	65	63,200	22,000	46,100	46,100	63,200	ADQ	250	MajT	Reg	-
-	US 264	NC 231 - NC 581	Nash Co.	4.2	12	4	250	65	63,200	21,000	44,000	44,000	63,200	ADQ	250	MajT	Reg	-
-	US 264	NC 581 - Wilson Co. Line	Nash Co.	2.9	12	4	250	65	63,200	24,000	50,300	50,300	63,200	ADQ	250	MajT	Reg	-
-	US 264-ALT	Old Smithfield Rd. (SR 1945) - Wilson Co. Line	Nash Co.	0.7	12	2	100	55	17,500	2,600	3,300	3,300	17,500	ADQ	100	MajT	Reg	-
-	US 264-ALT	Bailey east town limits - Old Smithfield Rd. (SR 1945)	Nash Co.	0.5	12	2	100	55	17,500	2,900	3,700	3,700	17,500	ADQ	100	MajT	Reg	-
-	US 264-ALT	NC 581 - Bailey east town limits	Nash Co.	0.9	12	2	100	35	17,500	3,200	4,100	4,100	17,500	ADQ	100	MajT	Reg	-
-	US 264-ALT	Bailey west town limits - NC 581	Nash Co.	0.2	12	2	100	35	17,500	2,500	3,200	3,200	17,500	ADQ	100	MajT	Reg	-
-	US 264-ALT	Middlesex east town limits - Bailey west town limits	Nash Co.	3.6	12	2	100	55	17,500	2,500	3,200	3,200	17,500	ADQ	100	MajT	Reg	-
-	US 264-ALT	NC 231 - Middlesex east town limits	Nash Co.	1.2	12	2	100	35	17,500	2,100	2,700	2,700	17,500	ADQ	100	MajT	Reg	P
-	US 264-ALT	Middlesex west town limits - NC 231	Nash Co.	1.0	12	2	100	35	17,500	2,600	3,300	3,300	17,500	ADQ	100	MajT	Reg	P
-	US 264-ALT	Johnston Co. Line - Middlesex west town limits	Nash Co.	2.6	12	2	100	55	17,500	2,600	4,300	4,300	17,500	ADQ	100	MajT	Reg	-

HIGHWAY																			
					2009 EXISTING SYSTEM						2035 PROPOSED SYSTEM								
LOCAL ID	FACILITY	SECTION (FROM-TO)	JURISDIC-TION	Distance (mi)	CROSS-SECTION (ft)	CROSS-SECTION LANES	ROW (ft)	SPEED LIMIT (mph)	EXISTING CAPACITY (vpd)	2009 AADT	2035 AADT E+C	2035 AADT with CTP	PROPOSED CAPACITY (vpd)	CROSS-SECTION	ROW (ft)	CTP CLASSIFI-CATION	TIER	OTHER MODES
-	US 301	Edgecombe Co. Line - Whitakers north town limits	Nash Co.	0.6	12	2	100	55	17,500	4,700	6,000	6,000	17,500	ADQ	100	MajT	Sta	-
-	US 301	Whitakers north town limits - NC 33	Nash Co.	0.7	12	3	80	35	17,500	4,700	6,000	6,000	17,500	ADQ	80	MajT	Sta	P
NASH0003-H	US 301	NC 33 - 0.4 miles north of Johnston Rd. (SR 1516)	Nash Co.	0.9	12	2	80	35	17,500	7,000	9,000	9,000	17,500	3A	80	MajT	Sta	P
-	US 301	0.4 miles north of Johnston Rd. (SR 1516) to Rocky Mount MPO	Nash Co.	1.7	12	2	80	55	17,500	7,000	9,000	9,000	17,500	ADQ	80	MajT	Sta	-
NASH0002-H	US 301	Rocky Mount MPO Boundary -Hilldale Dr.	Nash Co.	0.6	12	4	100	55	34,000	12,000	15,400	15,400	34,000	4C	100	MajT	Sta	-
NASH0002-H	US 301	Hildale Dr. - Mill Branch Rd. (SR 1733)	Nash Co.	0.5	12	5	100	45	34,000	12,000	15,400	15,400	34,000	4C	100	MajT	Sta	-
NASH0002-H	US 301	Mill Branch Rd. (SR 1733) - 0.16 miles south of Sharpe Rd	Nash Co.	0.5	12	5	100	45	34,000	9,700	15,400	15,400	34,000	4C	100	MajT	Sta	-
NASH0002-H	US 301	0.16 miles south of Sharpe Rd.- Wilson Co. Line	Nash Co.	1.4	12	4	100	45	34,000	9,700	15,400	15,400	34,000	4C	100	MajT	Sta	-
-	US 64-ALT	NC 231 - Quiet Waters Rd. (SR 1344)	Nash Co.	0.7	12	2	100	55	17,500	2,800	3,600	3,600	17,500	ADQ	100	MajT	Reg	-
-	US 64-ALT	Quiet Waters Rd. (SR 1344) - Webb Mill Rd. (SR 1331)	Nash Co.	2.4	12	2	150	55	17,500	2,700	3,500	3,500	17,500	ADQ	150	MajT	Reg	-
-	US 64-ALT	Webb Mill Rd. (SR 1331) - NC 581	Nash Co.	0.5	12	2	100	35	17,500	3,700	4,700	4,700	17,500	ADQ	100	MajT	Reg	-
-	US 64-ALT	NC 581 - NC 581	Nash Co.	0.6	12	2	100	35	17,500	5,500	7,100	7,100	17,500	ADQ	100	MajT	Reg	-
-	US 64-ALT	NC 581 - Spring Hope east town limits	Nash Co.	0.6	12	2	100	35	17,500	3,400	4,400	4,400	17,500	ADQ	100	MajT	Reg	-
-	US 64-ALT	Spring Hope east town limits - Old Franklin Rd. (SR 1306)	Nash Co.	1.4	12	2	100	55	17,500	3,400	4,400	4,400	17,500	ADQ	100	MajT	Reg	-
-	US 64-ALT	Old Franklin Rd. (SR 1306) - Pleasant Grove Church Rd. (SR 1301)	Nash Co.	3.6	12	2	100	55	17,500	3,800	4,900	4,900	17,500	ADQ	100	MajT	Reg	-
-	US 64-ALT	Pleasant Grove Church Rd. (SR 1301) - US 64	Nash Co.	1.1	12	2	200	55	17,500	5,100	6,500	6,500	17,500	ADQ	200	MajT	Reg	-
-	NC 231	US 64 - Frazier Rd. (SR 1137)	Nash Co.	1.2	10	2	100	55	17,500	1,700	4,500	4,500	17,500	2A	100	MajT	Reg	B
-	NC 231	Frazier Rd. (SR 1137) - NC 97	Nash Co.	3.0	10	2	100	55	17,500	1,200	3,200	3,200	17,500	2A	100	MajT	Reg	B
-	NC 231	NC 97 - Stoney Hill Church Rd. (SR 1109)	Nash Co.	4.4	12	2	100	55	17,500	1,800	4,800	4,800	17,500	2A	100	MajT	Reg	B
-	NC 231	Stoney Hill Church Rd. (SR 1109) - US 264	Nash Co.	0.2	12	2	150	55	17,500	1,800	6,100	6,100	17,500	2A	150	MajT	Reg	B
-	NC 231	US 264 - Middlesex north town limits	Nash Co.	0.4	12	2	100	35	17,500	2,300	6,100	6,100	17,500	2A	100	MajT	Reg	B,P
-	NC 231	Middlesex north town limits- US 264 Alt.	Nash Co.	0.8	12	3	100	35	17,500	2,300	6,100	6,100	17,500	3B	100	MajT	Reg	B,P
-	NC 231	US 264 Alt. - Middlesex south town limits	Nash Co.	0.4	12	3	100	35	17,500	2,800	3,600	3,600	17,500	3B	100	MajT	Reg	B
-	NC 231	Middlesex south town limits - Smith Rd. (SR 1113)	Nash Co.	2.0	11	2	100	55	17,500	2,800	3,600	3,600	17,500	2A	100	MajT	Reg	B
-	NC 231	Smith Rd. (SR 1113) - Johnston Co. Line	Nash Co.	1.8	10	2	100	55	17,500	800	1,000	1,000	17,500	2A	100	MajT	Reg	B

HIGHWAY																			
					2009 EXISTING SYSTEM						2035 PROPOSED SYSTEM								
LOCAL ID	FACILITY	SECTION (FROM-TO)	JURISDIC-TION	Distance (mi)	CROSS-SECTION (ft)	CROSS-SECTION LANES	ROW (ft)	SPEED LIMIT (mph)	EXISTING CAPACITY (vpd)	2009 AADT	2035 AADT E+C	2035 AADT with CTP	PROPOSED CAPACITY (vpd)	CROSS-SECTION	ROW (ft)	CTP CLASSIFI-CATION	TIER	OTHER MODES
-	NC 33	NC 4 - I 95	Nash Co.	0.4	10	2	60	55	17,500	1,800	2,300	2,300	17,500	ADQ	60	MajT	Reg	-
-	NC 33	I 95 - Watson Seed Farm Rd. (SR 1510)	Nash Co.	1.9	10	2	60	55	17,500	1,300	1,700	1,700	17,500	ADQ	60	MajT	Reg	-
-	NC 33	Watson Seed Farm Rd. (SR 1510) - US 301	Nash Co.	3.0	10	2	60	55	17,500	1,200	1,500	1,500	17,500	ADQ	60	MajT	Reg	P
-	NC 4/48	Hallifax Co. Line - NC 33	Nash Co.	1.4	10	2	60	55	17,500	2,500	4,100	4,100	17,500	ADQ	60	MajT	Reg	-
-	NC 4/48	NC 33 - I 95	Nash Co.	3.4	10	2	60	55	17,500	1,600	2,600	2,600	17,500	ADQ	60	MajT	Reg	-
-	NC 4/48	I 95 - Watson Seed Farm Rd. (SR 1510)	Nash Co.	0.7	10	2	60	55	17,500	1,700	2,800	2,800	17,500	ADQ	60	MajT	Reg	-
-	NC 4/48	Watson Seed Farm Rd. (SR 1510) - Rocky Mount MPO	Nash Co.	0.5	10	2	60	55	17,500	5,000	8,200	8,200	17,500	ADQ	60	MajT	Reg	-
-	NC 43	Hallifax Co. Line - Avent Rd. (SR 1506)	Nash Co.	2.8	10	2	60	55	17,500	2,100	3,400	3,400	17,500	2A	60	MajT	Reg	B
-	NC 43	Avent Rd. (SR 1506) - Swift Creek School Rd. (SR 1500)	Nash Co.	2.3	10	2	60	55	17,500	3,000	4,900	4,900	17,500	2A	60	MajT	Reg	B
-	NC 43	Swift Creek School Rd. (SR 1500) - Taylor's Gin Rd. (SR 1310)	Nash Co.	1.6	10	2	60	55	17,500	2,600	4,300	4,300	17,500	2A	60	MajT	Reg	B
-	NC 43	Taylor's Gin Rd. (SR 1310) - N. Browntown Rd. (SR 1530)	Nash Co.	1.2	11	2	60	45	17,500	2,900	4,800	4,800	17,500	2A	60	MajT	Reg	B
-	NC 43	N. Browntown Rd. (SR 1530) - E. Castalia Rd. (SR 1425)	Nash Co.	3.6	11	2	60	55	17,500	2,900	4,800	4,800	17,500	2A	60	MajT	Reg	B
-	NC 43	E. Castalia Rd. (SR 1425) - Red Oak Rd. (SR 1003)	Nash Co.	0.3	11	3	60	35	17,500	5,800	9,500	9,500	17,500	3B	60	MajT	Reg	B,P
-	NC 43	Red Oak Rd. (SR 1003) - N. Old Carriage Rd. (SR 1603)	Nash Co.	0.2	11	3	60	35	17,500	6,300	13,200	13,200	17,500	3B	60	MajT	Reg	B,P
-	NC 43	N. Old Carriage Rd. (SR 1603) - I 95	Nash Co.	0.3	11	2	150	45	17,500	2,900	12,600	12,600	17,500	2A	150	MajT	Reg	B
-	NC 43	I 95 - N. Hallifax Rd. (SR 1544)	Nash Co.	0.2	11	2	150	45	17,500	4,200	6,900	6,900	17,500	2A	150	MajT	Reg	B
-	NC 43	N. Hallifax Rd. (SR 1544) - Woodruff Rd. (SR 1613)	Nash Co.	1.2	11	2	60	55	17,500	7,900	13,000	13,000	17,500	2A	60	MajT	Reg	B
-	NC 43	Woodruff Rd. (SR 1613) - S. Browntown Rd. (SR 1589)	Nash Co.	0.2	10	4	60	55	17,500	9,800	13,000	13,000	17,500	5A *	60	MajT	Reg	B
-	NC 43	S. Browntown Rd. (SR 1589) - Rocky Mount MPO	Nash Co.	0.2	11	4	60	45	17,500	7,900	13,000	13,000	17,500	5A *	60	MajT	Reg	B
-	NC 56	Franklin Co. Line - NC 58	Nash Co.	0.5	10	2	120	55	17,500	1,700	2,200	2,200	17,500	ADQ	120	MajT	Reg	-
-	NC 561	Franklin Co. Line - Hallifax Co. Line	Nash Co.	0.5	10	2	100	55	17,500	1,000	1,600	1,600	17,500	ADQ	100	MajT	Reg	-
-	NC 58	Franklin Co. Line - NC 56	Nash Co.	0.6	11	2	60	55	17,500	800	1,000	1,000	17,500	ADQ	60	MajT	Reg	-
-	NC 58	NC 56 - Church St.	Nash Co.	1.1	10	2	60	55	17,500	2,200	2,900	2,900	17,500	ADQ	60	MajT	Reg	-
-	NC 58	Church St.- Nelms Ave.	Nash Co.	0.6	10	2	60	35	17,500	2,200	4,600	4,600	17,500	ADQ	60	MajT	Reg	B, P

HIGHWAY																			
					2009 EXISTING SYSTEM						2035 PROPOSED SYSTEM								
LOCAL ID	FACILITY	SECTION (FROM-TO)	JURISDIC-TION	Distance (mi)	CROSS-SECTION (ft)	CROSS-SECTION LANES	ROW (ft)	SPEED LIMIT (mph)	EXISTING CAPACITY (vpd)	2009 AADT	2035 AADT E+C	2035 AADT with CTP	PROPOSED CAPACITY (vpd)	CROSS-SECTION	ROW (ft)	CTP CLASSIFI-CATION	TIER	OTHER MODES
-	NC 58	Nelms Ave. - Edwards Rd. (SR 1310)	Nash Co.	1.4	10	2	60	55	17,500	3,700	7,700	7,700	17,500	2A	60	MajT	Reg	B
-	NC 58	Edwards Rd. (SR 1310) - E. Castalia Rd. (SR 1425)	Nash Co.	0.3	10	2	60	55	17,500	4,100	8,600	8,600	17,500	2A	60	MajT	Reg	B
-	NC 58	E. Castalia Rd. (SR 1425) - Taylors Store Rd. (SR 1004)	Nash Co.	6.6	10	2	60	55	17,500	5,900	12,400	12,400	17,500	2A	60	MajT	Reg	B
-	NC 58	Taylors Store Rd. (SR 1004) - US 64	Nash Co.	0.4	12	2	60	55	17,500	8,800	17,000	17,000	17,500	2A	60	MajT	Reg	B
-	NC 581	Franklin Co. Line - Edwards Rd. (SR 1310)	Nash Co.	1.2	12	2	60	55	17,500	1,900	2,400	2,400	17,500	ADQ	60	MajT	Reg	-
-	NC 581	Edwards Rd. (SR 1310) - Old Franklin Rd. (SR 1306)	Nash Co.	0.6	12	2	60	55	17,500	1,900	2,400	2,400	17,500	ADQ	60	MajT	Reg	-
-	NC 581	Old Franklin Rd. (SR 1306) - Pleasant Grove Church Rd. (SR 1301)	Nash Co.	1.4	12	2	60	55	17,500	1,500	1,900	1,900	17,500	ADQ	60	MajT	Reg	-
-	NC 581	Pleasant Grove Church Rd. (SR 1301) - US 64 Alt.	Nash Co.	1.2	12	2	60	35	17,500	3,000	3,800	3,800	17,500	ADQ	60	MajT	Reg	-
-	NC 581	US 64 Alt. - Spring Hope town limits	Nash Co.	0.4	10	3	60	35	17,500	4,300	9,000	9,000	17,500	ADQ	60	MajT	Reg	P
-	NC 581	Spring Hope Minicipal town limits - US 64	Nash Co.	0.9	10	2	80	55	17,500	4,800	10,000	10,000	17,500	ADQ	80	MajT	Reg	-
-	NC 581	US 64 - W. Old Spring Hope Rd. (SR 1145)	Nash Co.	0.2	11	2	80	55	17,500	5,200	13,900	13,900	17,500	ADQ	80	MajT	Reg	-
-	NC 581	W. Old Spring Hope Rd. (SR 1145) - Macedonia Rd. (SR 1717)	Nash Co.	0.4	11	2	150	55	17,500	4,600	12,300	12,300	17,500	2A	150	MajT	Reg	B
-	NC 581	Macedonia Rd. (SR 1717) - S. Nash High Rd.(SR 1952)	Nash Co.	3.4	11	2	150	55	17,500	2,900	7,700	7,700	17,500	2A	150	MajT	Reg	B
-	NC 581	S. Nash High Rd. (SR 1952) - 0.15 miles north of NC 97	Nash Co.	0.2	11	2	150	55	17,500	2,900	7,700	7,700	17,500	2A	150	MajT	Reg	B
-	NC 581	S. Nash High Rd. (SR 1952) - NC 97	Nash Co.	0.7	11	2	80	55	17,500	2,900	7,700	7,700	17,500	2A	80	MajT	Reg	B
-	NC 581	NC 97 - Strickland Rd. (SR 1134)	Nash Co.	2.8	11	2	60	55	17,500	1,900	4,000	4,000	17,500	2A	60	MajT	Reg	B
-	NC 581	Strickland Rd. (SR 1134) - Stoney Hill Church Rd. (SR 1109)	Nash Co.	1.5	11	2	60	55	17,500	2,500	5,200	5,200	17,500	2A	60	MajT	Reg	B
-	NC 581	Stoney Hill Church Rd. (SR 1109) - 0.31 miles north or US 264	Nash Co.	1.1	11	2	60	55	17,500	4,800	12,800	12,800	17,500	2A	60	MajT	Reg	B
-	NC 581	0.31 miles north or US 264 - US 264	Nash Co.	0.3	11	2	200	55	17,500	4,800	12,800	12,800	17,500	2A	200	MajT	Reg	B
-	NC 581	US 264 - Town of Bailey north town limits	Nash Co.	0.1	12	4	200	55	17,500	5,900	12,400	12,400	17,500	2A	200	MajT	Reg	B
-	NC 581	Town of Bailey north town limits - Elm St.	Nash Co.	0.2	12	4	60	35	17,500	5,900	12,400	12,400	17,500	4C*	60	MajT	Reg	B
-	NC 581	Elm St. - US 264 Alt.	Nash Co.	0.2	12	4	60	35	17,500	5,900	12,400	12,400	17,500	4C*	60	MajT	Reg	B
-	NC 581	US 264 Alt. - Town of Bailey south town limits	Nash Co.	0.4	11	2	60	35	17,500	2,100	2,700	2,700	17,500	2B	60	MajT	Reg	B
-	NC 581	Town of Bailey south Minicipal town limits - Wilson Co. Line	Nash Co.	1.3	11	2	100	55	17,500	2,100	2,700	2,700	17,500	2A	100	MajT	Reg	B

HIGHWAY																			
					2009 EXISTING SYSTEM						2035 PROPOSED SYSTEM								
LOCAL ID	FACILITY	SECTION (FROM-TO)	JURISDIC-TION	Distance (mi)	CROSS-SECTION (ft)	CROSS-SECTION LANES	ROW (ft)	SPEED LIMIT (mph)	EXISTING CAPACITY (vpd)	2009 AADT	2035 AADT E+C	2035 AADT with CTP	PROPOSED CAPACITY (vpd)	CROSS-SECTION	ROW (ft)	CTP CLASSIFI-CATION	TIER	OTHER MODES
-	NC 97	0.51 miles west of I 95 - I 95	Nash Co.	0.5	10	2	100	55	17,500	2,800	4,600	4,600	17,500	2A	100	MajT	Reg	B
-	NC 97	Old Bailey Rd. (SR 1001) - 0.51 miles west of I 95	Nash Co.	1.9	10	2	60	55	17,500	2,800	4,600	4,600	17,500	2A	60	MajT	Reg	B
-	NC 97	S Nash High Rd. (SR 1952) - Old Bailey Rd. (SR 1001)	Nash Co.	4.4	11	2	60	55	17,500	2,400	3,100	3,100	17,500	2A	60	MajT	Reg	B
-	NC 97	US 581 - S.Nash High Rd. (SR 1952)	Nash Co.	0.6	11	2	60	55	17,500	1,400	1,800	1,800	17,500	ADQ	60	MajT	Reg	-
-	NC 97	Frazier Rd. (SR 1137) - US 581	Nash Co.	1.6	11	2	60	55	17,500	1,600	2,100	2,100	17,500	ADQ	60	MajT	Reg	-
-	NC 97	US 231 - Frazier Rd. (SR 1137)	Nash Co.	2.9	11	2	60	55	17,500	1,200	1,500	1,500	17,500	ADQ	60	MajT	Reg	-
-	NC 97	Franklin Co. Line - US 231	Nash Co.	4.3	11	2	60	55	17,500	2,300	3,000	3,000	17,500	ADQ	60	MajT	Reg	-
-	NC 98	Franklin Co. Line - Daddysville Rd. (SR 1336)	Nash Co.	0.5	10	2	60	55	17,500	2,100	3,400	3,400	17,500	ADQ	60	MajT	Reg	-
-	NC 98	Daddysville Rd. (SR 1336) - NC 231	Nash Co.	1.2	10	2	100	55	17,500	2,800	3,600	3,600	17,500	ADQ	100	MajT	Reg	-
-	Old Bailey Rd. (SR 1001)	Old Nash Rd. (SR 1145) - Sandy Cross Rd. (SR 1717)	Nash Co.	4.4	10	2	60	55	15,200	1,800	3,800	3,800	15,200	2A	60	MinT	Sub	B
-	Old Bailey Rd. (SR 1001)	Sandy Cross Rd. (SR 1717) - NC 97	Nash Co.	2.0	10	2	60	55	15,200	2,400	5,000	5,000	15,200	2A	60	MinT	Sub	B
-	Old Bailey Rd. (SR 1001)	NC 97 - Graham Brantley Rd. (SR 1993)	Nash Co.	0.5	10	2	80	55	15,200	1,200	2,500	2,500	15,200	2A	80	MinT	Sub	B
-	Old Bailey Rd. (SR 1001)	Graham Brantley Rd. (SR 1993) - Hornes Church Rd. (SR 1941)	Nash Co.	3.0	10	2	60	55	15,200	1,800	3,800	3,800	15,200	2A	60	MinT	Sub	B
-	Old Bailey Rd. (SR 1001)	Hornes Church Rd. (SR 1941) - Wilson Co. Line	Nash Co.	0.8	10	2	60	55	15,200	1,200	2,500	2,500	15,200	2A	60	MinT	Sub	B
-	N. Pine St. (SR 1002)	W. Nash St.(US 64 Alt) - Peachtree Hill Rd. (SR 1312)	Nash Co.	0.6	11	2	60	35	13,200	1,000	2,500	2,500	13,200	2B	60	MinT	Sub	B
-	Red Oak Rd. (SR 1003)	Swift Creek School Rd. (SR 1500) - Watson Seed Farm Rd. (SR 1510)	Nash Co.	2.1	11	2	60	55	15,200	800	2,200	2,200	15,200	ADQ	60	MinT	Sub	-
-	Red Oak Rd. (SR 1003)	Watson Seed Farm Rd. (SR 1510) - N. Browntown Rd. (SR 1530)	Nash Co.	1.1	11	2	60	55	15,200	1,400	3,700	3,700	15,200	ADQ	60	MinT	Sub	-
-	Red Oak Rd. (SR 1003)	N. Browntown Rd. (SR 1530) - 0.86 miles north of NC 43	Nash Co.	2.2	11	2	60	55	15,200	2,000	5,300	5,300	15,200	ADQ	60	MinT	Sub	-
-	Red Oak Rd. (SR 1003)	0.86 miles north of NC 43 - NC 43	Nash Co.	0.9	11	2	60	35	15,200	2,000	5,300	5,300	15,200	ADQ	60	MinT	Sub	-
-	Red Oak Rd. (SR 1003)	NC 43 - 0.67 miles south of NC 43	Nash Co.	0.7	10	2	60	35	15,200	2,800	7,500	7,500	15,200	2A	60	MinT	Sub	B
-	Red Oak Rd. (SR 1003)	0.67 miles south of NC 43 - Rocky Mount MPO	Nash Co.	1.6	10	2	60	55	15,200	3,300	8,800	8,800	15,200	2A	60	MinT	Sub	B

HIGHWAY																			
					2009 EXISTING SYSTEM						2035 PROPOSED SYSTEM								
LOCAL ID	FACILITY	SECTION (FROM-TO)	JURISDIC-TION	Distance (mi)	CROSS-SECTION (ft)	CROSS-SECTION LANES	ROW (ft)	SPEED LIMIT (mph)	EXISTING CAPACITY (vpd)	2009 AADT	2035 AADT E+C	2035 AADT with CTP	PROPOSED CAPACITY (vpd)	CROSS-SECTION	ROW (ft)	CTP CLASSIFI-CATION	TIER	OTHER MODES
-	Taylors Store Rd. (SR 1004)	Franklin Co. Line - Harrison Rd. (SR 1401)	Nash Co.	3.4	10	2	60	55	15,200	200	400	400	15,200	ADQ	60	MinT	Sub	-
-	Taylors Store Rd. (SR 1004)	Harrison Rd. (SR 1401) - Pullen Pasture Rd. (SR 1405)	Nash Co.	1.3	10	2	60	55	15,200	550	1,300	1,300	15,200	ADQ	60	MinT	Sub	-
-	Taylors Store Rd. (SR 1004)	Pullen Pasture Rd. (SR 1405) - Taylors Gin Rd. (SR 1004)	Nash Co.	3.0	10	2	60	55	15,200	700	1,500	1,500	15,200	2A	60	MinT	Sub	B
-	Taylors Store Rd. (SR 1004)	Taylors Gin Rd. (SR 1004) - E. Castalia Rd. (SR 1425)	Nash Co.	2.9	10	2	60	55	15,200	2,200	4,600	4,600	15,200	2A	60	MinT	Sub	B
-	Taylors Store Rd. (SR 1004)	E. Castalia Rd. (SR 1425) - NC 58	Nash Co.	5.7	10	2	60	55	15,200	3,200	6,700	6,700	15,200	2A	60	MinT	Sub	B
-	Camp Charles Rd. (SR 1100)	Claude Lewis Rd. (SR 1100) - Finch Rd. (SR 1104)	Nash Co.	1.4	10	2	60	55	15,200	600	1,300	1,300	15,200	2A	60	MinT	Sub	B
-	Claude Lewis Rd. (SR 1101)	Old Lewis School Rd. (SR 1112) - Camp Charles Rd. (SR 1100)	Nash Co.	1.2	10	2	60	55	15,200	300	700	700	15,200	2A	60	MinT	Sub	B
-	Finch Rd. (SR 1104)	Camp Charles Rd. (SR 1100) - NC 581	Nash Co.	1.2	10	2	60	55	15,200	440	1,000	1,000	15,200	2A	60	MinT	Sub	B
-	Stoney Hill Church Rd. (SR 1109)	US 231 - 0.3 miles east of US 231	Nash Co.	0.3	10	2	200	55	15,200	900	1,200	1,200	15,200	ADQ	200	MinT	Sub	-
-	Stoney Hill Church Rd. (SR 1109)	0.3 miles east of US 231 - US 581	Nash Co.	4.2	10	2	60	55	15,200	900	1,200	1,200	15,200	ADQ	60	MinT	Sub	-
-	Stoney Hill Church Rd. (SR 1109)	US 581 - Liles Rd. (SR 1949)	Nash Co.	0.2	10	2	60	55	15,200	1,300	1,700	1,700	15,200	2A	60	MinT	Sub	B
-	Stoney Hill Church Rd. (SR 1109)	Liles Rd. (SR 1425) - Old Smithfield Rd. (SR 1945)	Nash Co.	3.8	10	2	60	55	15,200	1,700	2,200	2,200	15,200	2A	60	MinT	Sub	B
-	Old Lewis School Rd. (SR 1112)	NC 231 - Claude Lewis Rd. (SR 1101)	Nash Co.	2.6	10	2	60	45	15,200	200	450	450	15,200	2B	60	MinT	Sub	B
-	Smith Rd. (SR 1113)	US 231 - Wilson Co. Line	Nash Co.	1.7	10	2	60	55	15,200	300	600	600	15,200	ADQ	60	MinT	Sub	-
-	Old Raleigh-Wilson Rd. (SR 1115)	Johnston Co. Line - US 231	Nash Co.	3.2	10	2	60	55	15,200	700	1,100	1,100	15,200	ADQ	60	MinT	Sub	-
-	Strickland Rd. (SR 1134)	NC 97 - NC 581	Nash Co.	2.8	10	2	60	55	15,200	500	1,200	1,200	15,200	ADQ	60	MinT	Sub	-
-	Frasier Rd. (SR 1137)	NC 231 - NC 97	Nash Co.	3.6	11	2	60	55	15,200	600	800	800	15,200	ADQ	60	MinT	Sub	-

HIGHWAY																			
					2009 EXISTING SYSTEM						2035 PROPOSED SYSTEM								
LOCAL ID	FACILITY	SECTION (FROM-TO)	JURISDIC-TION	Distance (mi)	CROSS-SECTION (ft)	CROSS-SECTION LANES	ROW (ft)	SPEED LIMIT (mph)	EXISTING CAPACITY (vpd)	2009 AADT	2035 AADT E+C	2035 AADT with CTP	PROPOSED CAPACITY (vpd)	CROSS-SECTION	ROW (ft)	CTP CLASSIFI-CATION	TIER	OTHER MODES
-	S. Pine St. (SR 1144)	W. Nash St. (US 64 Alt) - Warren Rd. (SR 1144)	Nash Co.	0.8	11	2	60	45	13,200	1,200	2,900	2,900	13,200	2B	60	MinT	Sub	B
-	Warren Rd. (SR 1144)	S. Pine St. (SR 1144) - Old Nash Rd. (SR 1145)	Nash Co.	0.3	11	2	60	45	13,200	1,200	2,900	2,900	13,200	2B	60	MinT	Sub	B
-	Old Nash Rd. (SR 1145)	Old Franklin Rd. (SR 1306) - Rocky Mount MPO Boundary	Nash Co.	2.8	10	2	60	55	15,200	700	1,200	1,200	15,200	2A	60	MinT	Sub	B
-	W. Old Spring Hope Rd. (SR 1145)	NC 581 - Old Franklin Rd. (SR 1306)	Nash Co.	3.7	10	2	60	55	15,200	800	1,400	1,400	15,200	2A	60	MinT	Sub	B
-	Pleasant Grove Church Rd. (SR 1301)	NC 581 - Old Franklin Rd. (SR 1306)	Nash Co.	1.1	11	2	60	55	15,200	600	1,000	1,000	15,200	ADQ	60	MinT	Sub	-
-	Pleasant Grove Church Rd. (SR 1301)	Old Franklin Rd. (SR 1306) - 64 Alt.	Nash Co.	6.1	10	2	60	55	15,200	1,100	1,800	1,800	15,200	ADQ	60	MinT	Sub	-
-	Old Franklin Rd. (SR 1306)	NC 581 - Pleasant Grove Church Rd. (SR 1301)	Nash Co.	1.0	10	2	60	55	15,200	700	1,100	1,100	15,200	ADQ	60	MinT	Sub	-
-	Old Franklin Rd. (SR 1306)	Pleasant Grove Church Rd. (SR 1301) - US 64 Alt.	Nash Co.	2.4	11	2	60	55	15,200	700	1,100	1,100	15,200	ADQ	60	MinT	Sub	-
-	Old Franklin Rd. (SR 1306)	US 64 Alt. - 0.31 miles north of US 64	Nash Co.	1.4	12	2	60	55	15,200	1,100	1,800	1,800	15,200	ADQ	60	MinT	Sub	-
-	Old Franklin Rd. (SR 1306)	0.31 miles north of US 64 - US 64	Nash Co.	0.3	12	2	100	55	15,200	1,100	1,800	1,800	15,200	ADQ	100	MinT	Sub	-
-	Old Franklin Rd. (SR 1306)	US 64 - W. Old Spring Hope Rd. (SR 1145)	Nash Co.	1.4	12	2	100	55	15,200	1,200	2,000	2,000	15,200	ADQ	100	MinT	Sub	-
-	Taylors Gin Rd./Edwards Rd. (SR 1310)	NC 581 - NC 58	Nash Co.	7.2	10	2	60	55	15,200	600	900	900	15,200	ADQ	60	MinT	Sub	-
-	Taylors Gin Rd./Edwards Rd. (SR 1310)	NC 58 - Taylors Store Rd. (SR 1004)	Nash Co.	3.6	11	2	60	55	15,200	1,000	1,600	1,600	15,200	ADQ	60	MinT	Sub	-
-	Taylors Gin Rd./Edwards Rd. (SR 1310)	Taylors Store Rd. (SR 1004) - NC 43	Nash Co.	3.6	10	2	60	55	15,200	800	1,300	1,300	15,200	ADQ	60	MinT	Sub	-
-	Taylors Gin Rd./Edwards Rd. (SR 1310)	NC 43 - Swift Creek School Rd. (SR 1501)	Nash Co.	1.1	10	2	60	55	15,200	700	1,200	1,200	15,200	ADQ	60	MinT	Sub	-
-	Peachtree Hill Rd. (SR 1312)	Seven Paths Rd. (SR 1002) - NC 581	Nash Co.	3.4	10	2	60	45	15,200	450	1,000	1,000	15,200	2B	60	MinT	Sub	B
-	Stallings Rd. (SR 1315)	Franklin Co. Line - Webb Mill Rd. (SR 1331)	Nash Co.	1.9	10	2	60	55	15,200	200	400	400	15,200	ADQ	60	MinT	Sub	-

HIGHWAY																				
					2009 EXISTING SYSTEM						2035 PROPOSED SYSTEM								
LOCAL ID	FACILITY	SECTION (FROM-TO)	JURISDIC-TION	Distance (mi)	CROSS-SECTION (ft)	CROSS-SECTION LANES	ROW (ft)	SPEED LIMIT (mph)	EXISTING CAPACITY (vpd)	2009 AADT	2035 AADT E+C	2035 AADT with CTP	PROPOSED CAPACITY (vpd)	CROSS-SECTION	ROW (ft)	CTP CLASSIFI-CATION	TIER	OTHER MODES
-	Lancaster Store Rd. (SR 1321)	NC 581 - NC 58	Nash Co.	6.8	10	2	60	55	15,200	600	1,500	1,500	15,200	2A	60	MinT	Sub	B
-	Red Bud Rd. (SR 1321)	NC 58 - Pullen Pasture Rd.	Nash Co.	4.2	10	2	60	45	15,200	120	300	300	15,200	2B	60	MinT	Sub	B
-	Webb Mill Rd. (SR 1331)	Stallings Rd. (SR 1315) - Barbee St. (SR 1334)	Nash Co.	1.6	10	2	60	55	15,200	800	1,300	1,300	15,200	ADQ	60	MinT	Sub	-
-	Webb Mill Rd. (SR 1331)	Barbee St. (SR 1334) - US 64 Alt.	Nash Co.	0.2	12	2	60	35	15,200	800	1,300	1,300	15,200	ADQ	60	MinT	Sub	-
-	Daddysville Rd. (SR 1336)	Franklin Co. Line - NC 98	Nash Co.	0.9	10	2	100	55	15,200	800	1,000	1,000	15,200	ADQ	100	MinT	Sub	-
-	Harrison Rd. (SR 1401)	Franklin Co. Line - Taylors Store Rd. (SR 1401)	Nash Co.	2.0	10	2	60	55	15,200	400	700	700	15,200	ADQ	60	MinT	Sub	-
-	Harrison Rd. (SR 1401)	Taylors Store Rd. (SR 1401) - NC 43	Nash Co.	3.2	10	2	60	55	15,200	400	600	600	15,200	ADQ	60	MinT	Sub	-
-	Pullen Pasture Rd. (SR 1405)	Red Bud Rd. (SR 1321) - Taylors Store Rd. (SR 1004)	Nash Co.	2.2	10	2	60	45	15,200	350	800	800	15,200	2B	60	MinT	Sub	B
-	E. Castalia Rd. (SR 1425)	NC 58 - Taylors Store Rd. (SR 1004)	Nash Co.	3.2	10	2	60	55	15,200	1,600	2,600	2,600	15,200	2A	60	MinT	Sub	B
-	E. Castalia Rd. (SR 1425)	Taylors Store Rd. (SR 1004) - Womble Rd.(SR 1435)	Nash Co.	2.2	10	2	60	55	15,200	2,500	4,100	4,100	15,200	2A	60	MinT	Sub	B
-	E. Castalia Rd. (SR 1425)	Womble Rd.(SR 1435) - 0.52 miles west of NC 43	Nash Co.	1.3	10	2	60	55	15,200	2,400	3,900	3,900	15,200	2A	60	MinT	Sub	B
-	E. Castalia Rd. (SR 1425)	0.52 miles west of NC 43 - NC 43	Nash Co.	0.5	10	2	60	35	15,200	2,400	3,900	3,900	15,200	2B	60	MinT	Sub	B
-	Womble Rd. (SR 1435)	E. Castalia Rd. (SR 1425) - Beulah Rd. (SR 1432)	Nash Co.	2.7	10	2	60	55	15,200	800	1,700	1,700	15,200	2B	60	MinT	Sub	B
-	Womble Rd. (SR 1435)	Beulah Rd. (SR 1432) - Rocky Mount MPO	Nash Co.	2.0	10	2	60	55	15,200	1,100	2,300	2,300	15,200	2B	60	MinT	Sub	B
-	Swift Creek School Rd. (SR 1500)	NC 43 - Taylors Gin Rd. (SR 1310)	Nash Co.	1.3	10	2	60	55	15,200	400	700	700	15,200	ADQ	60	MinT	Sub	-
-	Swift Creek School Rd. (SR 1500)	Taylors Gin Rd. (1004) - Watson Seed Farm Rd. (SR 1510)	Nash Co.	1.9	10	2	60	55	15,200	500	800	800	15,200	ADQ	60	MinT	Sub	-
-	Swift Creek School Rd. (SR 1500)	Watson Seed Farm Rd. (SR 1510) - Red Oak Rd. (SR 1003)	Nash Co.	1.4	10	2	60	55	15,200	400	600	600	15,200	ADQ	60	MinT	Sub	-
-	Swift Creek School Rd. (SR 1500)	Red Oak Rd. (SR 1003) - NC 4	Nash Co.	3.7	10	2	60	55	15,200	600	1,200	1,200	15,200	ADQ	60	MinT	Sub	-

HIGHWAY																			
					2009 EXISTING SYSTEM						2035 PROPOSED SYSTEM								
LOCAL ID	FACILITY	SECTION (FROM-TO)	JURISDIC-TION	Distance (mi)	CROSS-SECTION (ft)	CROSS-SECTION LANES	ROW (ft)	SPEED LIMIT (mph)	EXISTING CAPACITY (vpd)	2009 AADT	2035 AADT E+C	2035 AADT with CTP	PROPOSED CAPACITY (vpd)	CROSS-SECTION	ROW (ft)	CTP CLASSIFI-CATION	TIER	OTHER MODES
-	Avent Rd. (SR 1506)	Hallifax Co. Line - NC 43	Nash Co.	2.0	10	2	60	55	15,200	800	1,100	1,100	15,200	ADQ	60	MinT	Sub	-
-	Walston Seed Farm Rd. (SR 1510)	Swift Creek School Rd. (SR 1500) - Red Oak Rd. (SR 1003)	Nash Co.	1.9	11	2	60	55	15,200	1,800	3,000	3,000	15,200	ADQ	60	MinT	Sub	-
-	Walston Seed Farm Rd. (SR 1510)	Red Oak Rd. (SR 1003) - I 95	Nash Co.	2.9	11	2	60	55	15,200	2,100	3,400	3,400	15,200	ADQ	60	MinT	Sub	-
-	Walston Seed Farm Rd. (SR 1510)	I 95 - NC 4	Nash Co.	0.2	11	2	60	55	15,200	2,100	3,400	3,400	15,200	ADQ	60	MinT	Sub	-
-	Walston Seed Farm Rd. (SR 1510)	NC 4 - Johnston Rd.(SR 1516)	Nash Co.	1.9	12	2	60	55	15,200	2,200	3,600	3,600	15,200	ADQ	60	MinT	Sub	-
-	Walston Seed Farm Rd. (SR 1510)	Johnston Rd.(SR 1516) - NC 33	Nash Co.	1.6	10	2	60	55	15,200	1,000	1,600	1,600	15,200	ADQ	60	MinT	Sub	-
-	Walston Seed Farm Rd. (SR 1510)	NC 33 - Bellamy Mill Rd. (SR 1518)	Nash Co.	1.9	11	2	60	55	15,200	600	1,000	1,000	15,200	ADQ	60	MinT	Sub	-
-	Walston Seed Farm Rd. (SR 1510)	Bellamy Mill Rd. (SR 1518) - Edgecombe Co. Line	Nash Co.	2.2	10	2	60	55	15,200	600	1,000	1,000	15,200	ADQ	60	MinT	Sub	-
-	Johnston Rd. (SR 1516)	Watson Seed Farm Rd. (SR 1510) - US 301	Nash Co.	3.1	10	2	60	55	15,200	1,700	3,600	3,600	15,200	ADQ	60	MinT	Sub	-
-	Pippen St. (SR 1518)	Whitakers town limits - US 301	Nash Co.	0.4	11	2	60	35	14,100	400	1,000	1,000	14,100	ADQ	60	MinT	Sub	P
-	Bellamy Mill Rd. (SR 1518)	Watson Seed Farm Rd. (SR 1510) - Whitakers town limits	Nash Co.	1.7	10	2	60	55	14,100	400	1,000	1,000	14,100	ADQ	60	MinT	Sub	-
-	Red Oak Battleboro Rd. (SR 1524)	NC 43 - N. Hallifax Rd. (SR 1544)	Nash Co.	3.2	12	2	60	55	15,200	2,200	5,300	5,300	15,200	2B	60	MinT	Sub	B
-	Red Oak Battleboro Rd. (SR 1524)	N. Hallifax Rd. (SR 1544) -N. Browntown Rd. (SR 1530)	Nash Co.	0.7	12	2	60	55	15,200	1,900	4,600	4,600	15,200	2B	60	MinT	Sub	B
-	Red Oak Battleboro Rd. (SR 1524)	N. Browntown Rd. (SR 1530) - I 95	Nash Co.	0.3	12	2	80	55	15,200	1,900	4,600	4,600	15,200	2B	80	MinT	Sub	B

HIGHWAY																			
					2009 EXISTING SYSTEM						2035 PROPOSED SYSTEM								
LOCAL ID	FACILITY	SECTION (FROM-TO)	JURISDIC-TION	Distance (mi)	CROSS-SECTION (ft)	CROSS-SECTION LANES	ROW (ft)	SPEED LIMIT (mph)	EXISTING CAPACITY (vpd)	2009 AADT	2035 AADT E+C	2035 AADT with CTP	PROPOSED CAPACITY (vpd)	CROSS-SECTION	ROW (ft)	CTP CLASSIFI-CATION	TIER	OTHER MODES
-	N. Browntown Rd. (SR 1530)	NC 43 - Red Oak Rd. (SR 1003)	Nash Co.	3.6	10	2	60	55	15,200	400	1,000	1,000	15,200	2B	60	MinT	Sub	B
-	N. Browntown Rd. (SR 1530)	Red Oak Rd. (SR 1003) - N. Hallifax Rd. (SR 1544)	Nash Co.	2.1	10	2	60	55	15,200	1,200	3,200	3,200	15,200	2B	60	MinT	Sub	B
-	N. Browntown Rd. (SR 1530)	N Hallifax Rd. (SR 1544) - Red Oak Battleboro Rd. (SR 1524)	Nash Co.	1.0	10	2	60	55	15,200	500	1,100	1,100	15,200	2B	60	MinT	Sub	B
-	N. Halifax Rd. (SR 1544)	I 95 -N. Browntown Rd. (SR 1530)	Nash Co.	1.5	11	2	60	55	15,200	1,500	3,100	3,100	15,200	ADQ	60	MinT	Sub	-
-	N. Halifax Rd. (SR 1544)	N Browntown Rd. (SR 1530) - Red Oak Battleboro Rd. (SR 1524)	Nash Co.	0.8	11	2	60	55	15,200	1,600	3,400	3,400	15,200	ADQ	60	MinT	Sub	-
-	N. Halifax Rd. (SR 1544)	Red Oak Battleboro Rd. (SR 1524) - 0.23 miles north of I 95	Nash Co.	1.0	11	2	60	55	15,200	1,900	4,000	4,000	15,200	ADQ	60	MinT	Sub	-
-	N. Halifax Rd. (SR 1544)	0.23 miles north of I 95 - I 95	Nash Co.	0.2	11	2	60	35	15,200	3,300	7,000	7,000	15,200	ADQ	60	MinT	Sub	-
-	N. Halifax Rd. (SR 1544)	I 95 - NC 43	Nash Co.	0.7	12	2	60	35	15,200	3,300	7,000	7,000	15,200	ADQ	60	MinT	Sub	-
-	N. Halifax Rd. (SR 1544)	NC 43 - Rocky Mount MPO	Nash Co.	1.5	11	2	60	35	15,200	2,500	5,200	5,200	15,200	ADQ	60	MinT	Sub	-
-	S. Browntown Rd. (SR 1589)	Red Oak Battleboro Rd. (SR 1524) - NC 43	Nash Co.	2.7	10	2	100	35	15,200	1,000	2,000	2,000	15,200	2B	100	MinT	Sub	B
-	N. Old Carriage Rd. (SR 1603)	NC 43 - Rocky Mount MPO	Nash Co.	1.7	11	2	60	35	15,200	3,400	9,100	9,100	15,200	ADQ	60	MinT	Sub	-
-	Woodruff Rd. (SR 1613)	NC 43 - Rocky Mount MPO	Nash Co.	0.3	11	2	60	35	15,200	6,000	11,000	11,000	15,200	2B	60	MinT	Sub	B
-	Sandy Cross Rd. (SR 1717)	Old Bailey Rd. (SR 1001) - Rocky Mount MPO	Nash Co.	2.0	10	2	60	55	15,200	1,700	2,800	2,800	15,200	2C	60	MinT	Sub	B
-	Macedonia Rd. (SR 1717)	NC 581 - Old Bailey Rd. (SR 1001)	Nash Co.	5.8	12	2	60	55	15,200	1,800	3,000	3,000	15,200	ADQ	60	MinT	Sub	-
-	Mill Branch Rd. (SR 1733)	Rocky Mount MPO Boundary - Davis Store Rd. (SR 1734)	Nash Co.	0.5	12	2	60	55	15,200	5,000	8,200	8,200	15,200	ADQ	60	MinT	Sub	-
-	Mill Branch Rd. (SR 1733)	Davis Store Rd. (SR 1734) - Nash Co. Line	Nash Co.	0.5	12	2	60	35	15,200	5,000	8,200	8,200	15,200	ADQ	60	MinT	Sub	-
-	Homes Church Rd. (SR 1941)	Old Smithfield Rd. (SR 1945) - Old Bailey Hwy (SR 1001)	Nash Co.	2.6	10	2	60	55	15,200	2,000	2,600	2,600	15,200	ADQ	60	MinT	Sub	-
-	Homes Church Rd. (SR 1941)	Old Bailey Hwy (SR 1001) - Wilson Co. Line	Nash Co.	0.7	10	2	60	55	15,200	2,000	2,600	2,600	15,200	ADQ	60	MinT	Sub	-

HIGHWAY																			
					2009 EXISTING SYSTEM						2035 PROPOSED SYSTEM								
LOCAL ID	FACILITY	SECTION (FROM-TO)	JURISDIC-TION	Distance (mi)	CROSS-SECTION (ft)	CROSS-SECTION LANES	ROW (ft)	SPEED LIMIT (mph)	EXISTING CAPACITY (vpd)	2009 AADT	2035 AADT E+C	2035 AADT with CTP	PROPOSED CAPACITY (vpd)	CROSS-SECTION	ROW (ft)	CTP CLASSIFI-CATION	TIER	OTHER MODES
-	Old Smithfield Rd. (SR 1945)	Hornes Church Rd. (SR 1941) - US 264	Nash Co.	3.1	10	2	60	55	15,200	800	1,300	1,300	15,200	2A	60	MinT	Sub	B
-	Old Smithfield Rd. (SR 1945)	US 264 - US 264 Alt.	Nash Co.	0.8	11	2	140	55	15,200	600	1,000	1,000	15,200	2A	140	MinT	Sub	B
-	Old Smithfield Rd. (SR 1945)	US 264 Alt. - Wilson Co. Line	Nash Co.	0.7	10	2	60	55	15,200	600	1,000	1,000	15,200	2A	60	MinT	Sub	B
-	Liles Rd. (SR 1949)	S. Nash High Rd. (SR 1952) - Stoney Hill Church Rd.(SR 1109)	Nash Co.	4.6	10	2	60	55	15,200	1,700	4,500	4,500	15,200	ADQ	60	MinT	Sub	-
-	S. Nash High Rd. (SR 1952)	US 581 - NC 97	Nash Co.	0.6	11	2	60	55	15,200	1,300	3,500	3,500	15,200	ADQ	60	MinT	Sub	-
-	S. Nash High Rd. (SR 1952)	NC 97 - Liles Rd. (SR 1949)	Nash Co.	2.5	11	2	60	55	15,200	1,700	4,500	4,500	15,200	ADQ	60	MinT	Sub	-
-	Graham Brantley Rd. (SR 1993)	Old Bailey Rd. (SR 1001) - Hornes Church Rd. (SR 1941)	Nash Co.	3.8	10	2	60	55	15,200	900	2,500	2,500	15,200	ADQ	60	MinT	Sub	-

5A * - No pedestrian accomodations recommended.
4C * - No median recommended.

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section				Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Modes
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	Nelms Ave. - Edwards Rd. (SR 1310)	1.1	10	2	On-Road	2A	-
NASH0002-B	NC 58	Edwards Rd. (SR 1310) - E. Castalia Rd. (SR 1425)	0.3	10	2	On-Road	2A	-
NASH0002-B	NC 58	E. Castalia Rd. (SR 1425) - Taylors Store Rd. (SR 1004)	6.6	10	2	On-Road	2A	-
NASH0002-B	NC 58	Taylors Store Rd.(SR 1004) - US 64	0.4	12	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) - 0.15 miles N. of NC 97	0.2	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. or US 264	1.1	11	2	On-Road	2A	-
NASH0005-B	NC 581	0.31 miles N. or 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				Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Modes
NASH0008-B	E Castalia Rd. (SR 1425)	NC 58 - Taylors Store Rd. (SR 1004)	3.2	10	2	On-Road	2A	-
NASH0008-B	E 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. - N. Poplar St.	0.1	11	2	On-Road	2C	P
NASH0012-B	N. Pine St. (SR 1002)	N. Poplar St. - Peachtree Hill Rd. (SR 1312)	0.2	11	2	On-Road	2C	-
NASH0013-B	Old Bailey Rd. (SR 1001)	W. Old Spring Hope Rd. (SR 1145) - Sandy Cross Rd. (SR 1717)	4.4	10	2	On-Road	2A	-
NASH0013-B	Old Bailey Rd. (SR 1001)	Sandy Cross Rd. (SR 1717) - NC 97	2.0	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	-
NASH0015-B	Old Nash Rd. (SR 1145)	Pine St. (SR 1002) - W. Old Spring Hope Rd. (SR 1145)	0.7	10	2	On-Road	2C	-
NASH0016-B	Old Smithfield Rd. (SR 1945)	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.	4.2	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	2.0	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)	N. Pine St. (SR 1002) - W. Branch St.	0.1	11	2	On-Road	2C	-
NASH0024-B	S. Pine St. (SR 1144)	W. Branch St. - 2nd St.	0.2	11	2	On-Road	2C	P
NASH0024-B	S. Pine St. (SR 1144)	2nd St. - Old Nash 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)	Pullen Pasture Rd. (SR 1405) - Taylors Gin Rd. (SR 1004)	3.0	10	2	On-Road	2A	-

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section				Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Modes
NASH0026-B	Taylors Store Rd. (SR 1004)	Taylors Gin Rd. (SR 1004) - E. Castalia Rd. (SR 1425)	2.9	10	2	On-Road	2A	-
NASH0026-B	Taylors Store Rd. (SR 1004)	E. Castalia Rd. (SR 1425) - NC 58	5.7	10	2	On-Road	2B	-
NASH0027-B	W. Old Spring Hope Rd. (SR 1145)	Old Nash Rd. (SR 1145) - Rocky Mount MPO Border	7.2	10	2	On-Road	2B	-
NASH0028-B	Womble Rd. (SR 1435)	Beulah Rd. (SR 1432) - Rocky Mount MPO Border	2.0	10	2	On-Road	2B	-
NASH0028-B	Womble Rd. (SR 1435)	E. Castalia Rd. (SR 1425) - Beulah Rd. (SR 1432)	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)	Existing System			Proposed System		Other Modes
			Distance (mi)	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)	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)	Oak Ave. (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	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.	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								
NASH0016-P	Boone St.	Main St. (NC 58) - Red Bud Rd. (SR 1321)	0.13	-	-	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)	Town Hall Rd. (SR 1636) - N. Hallifax Rd. (SR 1544)	0.02	-	-	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)	N. Walnut St. - N. Elm St.	0.22	-	-	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. Chestnut St. - 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) - Exum St.	0.09	-	-	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	-
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	-
NASH0032-P	School House Rd.	Selma Rd. (SR 1116) - Middlesex Elementary School	0.29	-	-	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	
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) - N. Chestnut St.	0.54	-	-	Sidewalk	Both	-
NASH0040-P	W. Hanes Ave.	Mill St. - Old Possum Rd.	0.12	-	-	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								
NASH0048-P	Church St.	Red Oak Battleboro Rd. (SR 1524) - School St.	0.08	-	-	Sidewalk	Both	-
NASH0049-P	Red Oak Battleboro Rd. (SR 1524)	Red Oak Blvd. (NC 43) - East of Ashley Dr. (SR 2321)	0.8	-	-	Sidewalk	Both	-
NASH0050-P	Red Oak Blvd. (NC 43)	E. Castalia Rd. (SR 1425) - N. Old Carriage Rd. (SR 1603)	0.68	-	-	Sidewalk	Both	B
NASH0051-P	School St.	Red Oak Battleboro Rd. (SR 1524) - Church St.	0.18	-	-	Sidewalk	Both	-
Sharpsburg								
NASH0112-P	Armstrong Dr.	Railroad St. - Martin Luther King Jr. Cir.	0.17	-	-	Sidewalk	Both	-
NASH0054-P	B St. E.	Railroad St. - Martin Luther King Jr. Cir.	0.16	-	-	Sidewalk	Both	-
NASH0053-P	Barnes St.	E. Railroad St. - Marting Luther King Jr. Cir.	0.16	-	-	Sidewalk	Both	-
NASH0052-P	Barnhill Ave.	W. Farmer St. - Mill Branch Rd. (SR 1733)	0.27	-	-	Sidewalk	Both	-
NASH0055-P	Davis Store Rd. (SR 1734)	Holly Dr. - Mill Branch Rd. (SR 1733)	0.1	-	-	Sidewalk	Both	-
NASH0056-P	Dawes Dr.	Railroad St. - Martin Luther King Jr. Cir.	0.17	-	-	Sidewalk	Both	-
NASH0057-P	E. Farmer St.	Pittman St. - W. Railroad St.	0.12	-	-	Sidewalk	Both	-
NASH0058-P	E. Railroad St.	Armstrong Dr. - E. Main St.	0.56	-	-	Sidewalk	Both	-
NASH0059-P	Gold St.	Barnhill Ave. - Pittman St.	0.12	-	-	Sidewalk	Both	-
NASH0113-P	Holly Dr.	Davis Store Rd. (SR 1734) - Speight Dr.	0.35	-	-	Sidewalk	Both	-
NASH0060-P	Kentucky Ct.	Speight Dr. - W. Main St.	0.28	-	-	Sidewalk	Both	-
NASH0061-P	Lincoln St.	Railroad St. - Martin Luther King Jr. Cir.	0.18	-	-	Sidewalk	Both	-
NASH0062-P	Martin Luther King Jr. Cir.	E. Railroad St. - E. Main St. (SR 1146)	0.57	-	-	Sidewalk	Both	-
NASH0063-P	Mill Branch Rd. (SR 1733)	Davis Store Rd. (SR 1734) - E. Main St.	0.71	-	-	Sidewalk	Both	-
NASH0064-P	Pittman St.	E. Farmer St. - Mill Branch Rd. (SR 1733)	0.2	-	-	Sidewalk	Both	-
NASH0065-P	Robbins Ave.	W. Main St. - Mill Branch Rd. (SR 1733)	0.17	-	-	Sidewalk	Both	-
NASH0066-P	Sharpe St.	Barnhill Ave. - Church St.	0.18	-	-	Sidewalk	Both	-
NASH0067-P	Speight Dr.	Holly Dr. - Robbins Ave.	0.24	-	-	Sidewalk	Both	-
NASH0068-P	W. Farmer St.	Barnhill Ave. - Pittman St.	0.12	-	-	Sidewalk	Both	-
NASH0069-P	W. Railroad St.	W. Farmer St. - W. Main St.	0.14	-	-	Sidewalk	Both	-
Spring Hope								
NASH0070-P	2nd St. (SR 1915)	W. School St. - E. 1st St.	0.63	-	-	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. - S. Louisburg Rd.	0.73	-	-	Sidewalk	Both	-
NASH0074-P	N. Oak St.	E. Nash St. - McLean St.	0.16	-	-	Sidewalk	Both	-
NASH0076-P	N. Pine St.	N. Poplar St. - McLean St.	0.07	-	-	Sidewalk	Both	B

PEDESTRIAN								
Local ID	Facility/ Route	Section (From - To)	Existing System			Proposed System		Other Modes
			Distance (mi)	Type	Side of Street	Type	Side of Street	
NASH0075-P	N. Poplar 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	S. Louisburg Rd.	McLean St. - E. 1st St.	0.48	-	-	Sidewalk	Both	-
NASH0080-P	S. Pine St. (SR 1144)	2nd St. - Bridge St.	0.15	-	-	Sidewalk	Both	B
NASH0081-P	S. Poplar St.	W. School St. - W. Main St.	0.35	-	-	Sidewalk	Both	-
NASH0082-P	S. 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.	Poplar St. - 2nd 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. Clutchin 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. Edgecombe St.	0.13	-	-	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.	W. Pippen St. (SR 1518) - 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	-
NASH0100-P	S. New St.	W. Nash St. (US 64 Alt.) - W. Pippen St. (SR 1518)	0.16	-	-	Sidewalk	Both	-
NASH0101-P	S. Porter St.	E. Nash St. (NC 33) - 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.	W. Pine St. - E. Nash St.	0.31	-	-	Sidewalk	Both	-
NASH0104-P	S. Wilson St.	W. Nash St. (NC 33) - W. Pippen St. (SR 1518)	0.22	-	-	Sidewalk	Both	-
NASH0099-P	SE Railroad St.	W. Pine St. - E. Nash St.	0.33	-	-	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. - NW. 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	-
NASH0109-P	W. Pippen St.	S. Wilson St. - SW. Railroad St.	0.40	-	-	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 typical cross sections were updated on December 7, 2010 to support the Department's "Complete Streets" policy that was adopted in July 2009. This guidance established design elements that emphasize safety, mobility, and accessibility for multiple modes of travel. These "typical" cross sections should be used as preliminary 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 (NEPA) documentation and through final plan 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, and
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment.
- roadways which may need to accommodate an additional transportation mode

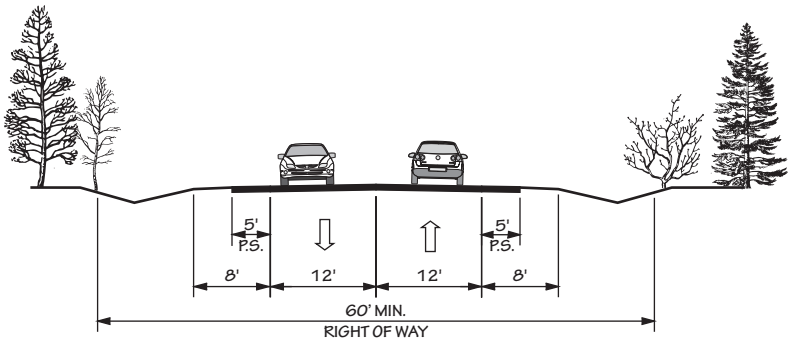
FIGURE 9

TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

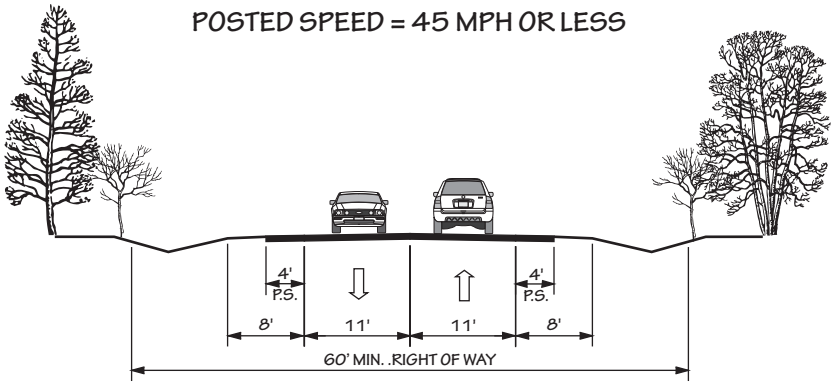
2 A

WIDE PAVED SHOULDERS
POSTED SPEED = 55 MPH



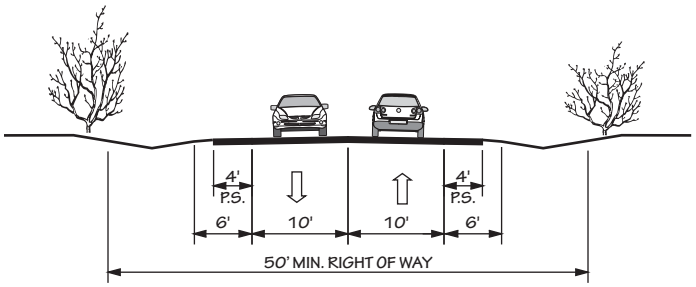
2 B

WIDE PAVED SHOULDERS
POSTED SPEED = 45 MPH OR LESS



2 C

WIDE PAVED SHOULDERS
POSTED SPEED = 35 MPH OR LESS



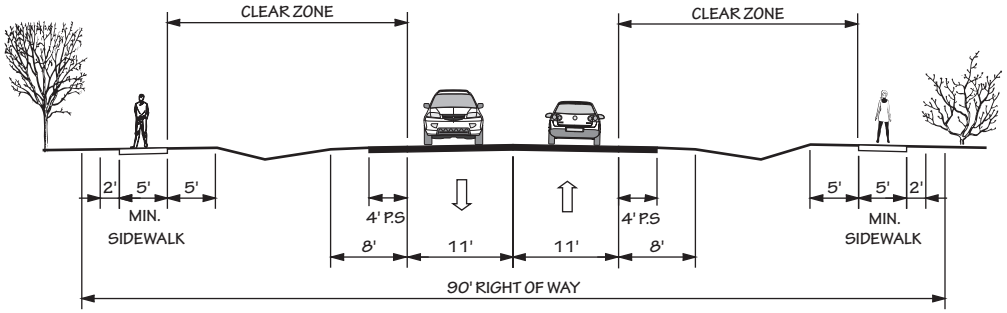
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

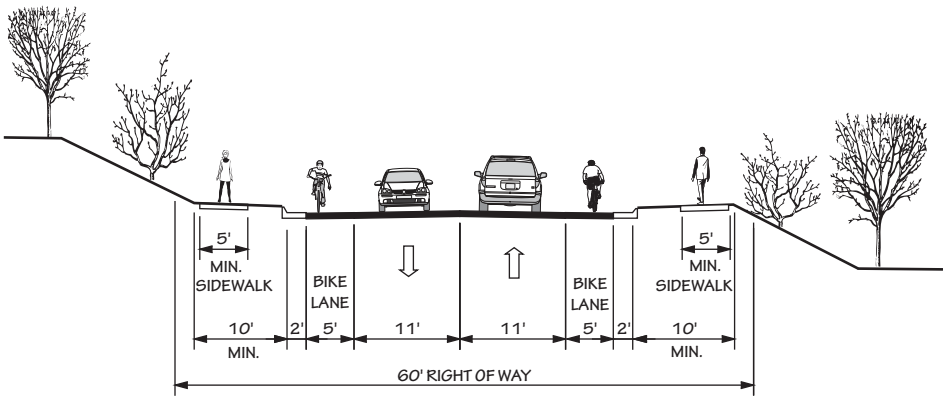
2 D

SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH



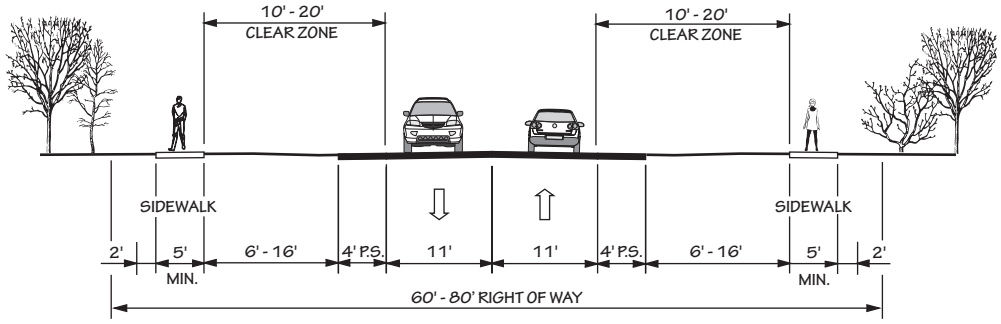
2 E

CURB AND GUTTER
WITH BIKE LANES AND SIDEWALKS



2 F

BUFFERS AND SIDEWALKS WITHOUT A ROADWAY DITCH
(20 MPH TO 45 MPH)
(TYPICALLY COASTAL AREA MANAGEMENT ACT COUNTIES)



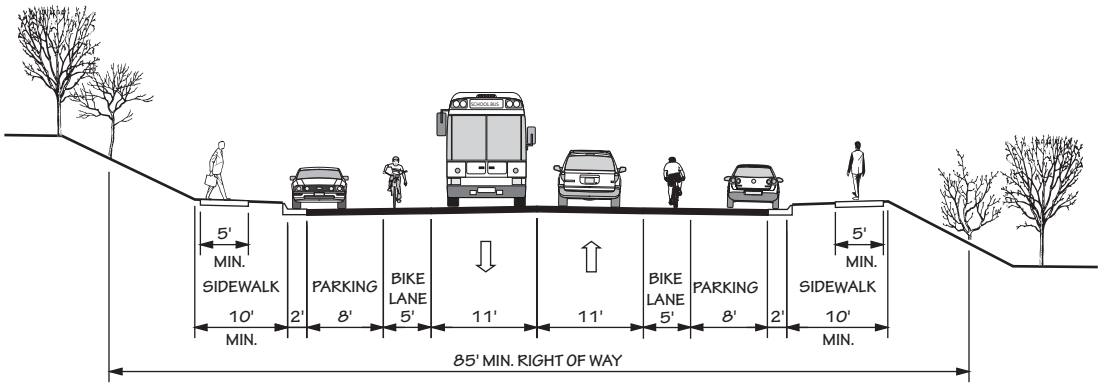
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

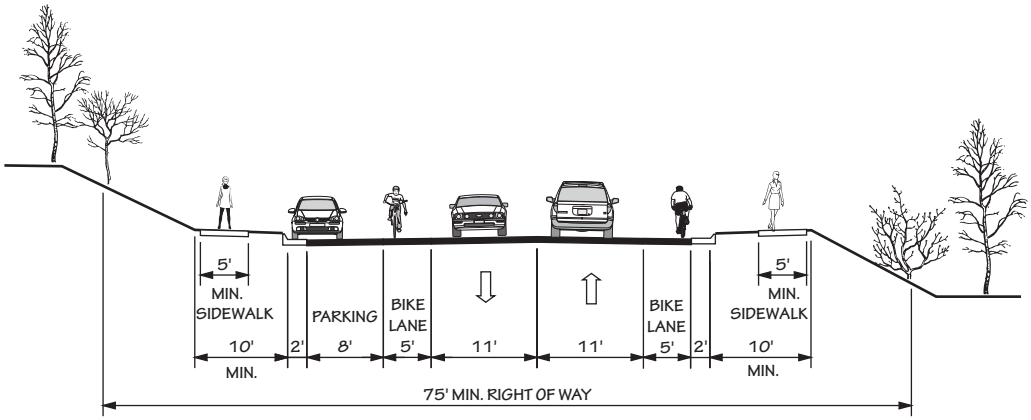
2 G

CURB & GUTTER - PARKING ON EACH SIDE



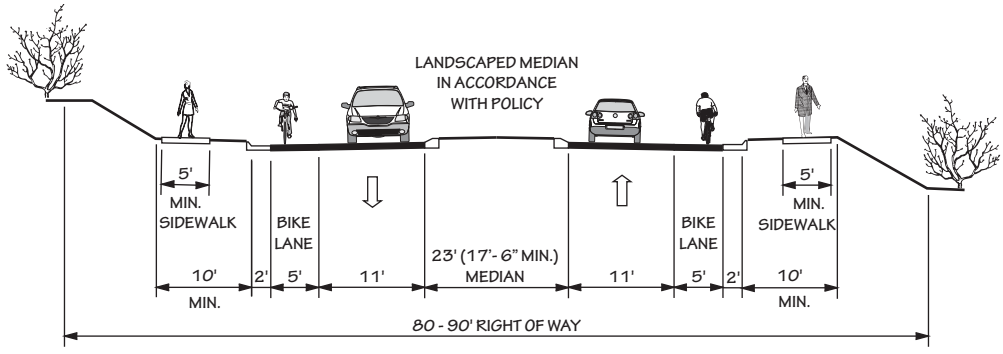
2 H

CURB & GUTTER - PARKING ON ONE SIDE



2 I

RAISED MEDIAN WITH CURB & GUTTER



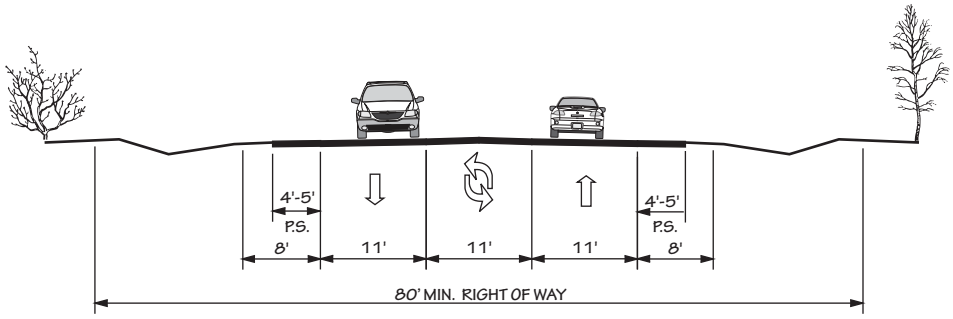
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

3 LANES

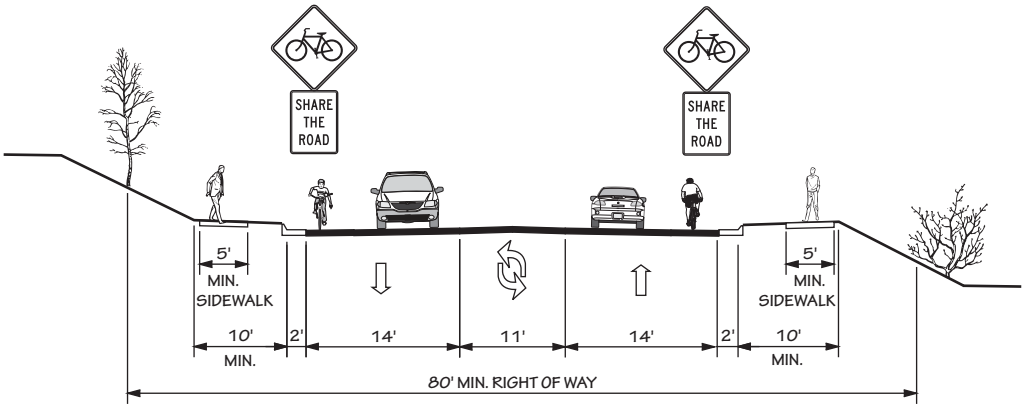
3 A

WIDE PAVED SHOULDERS



3 B

CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



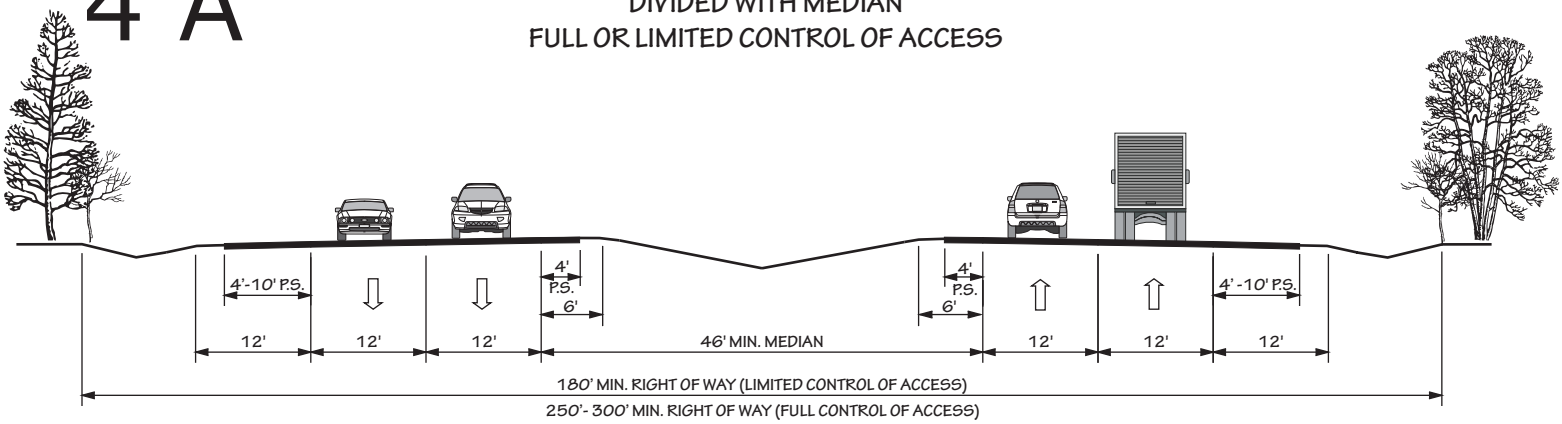
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

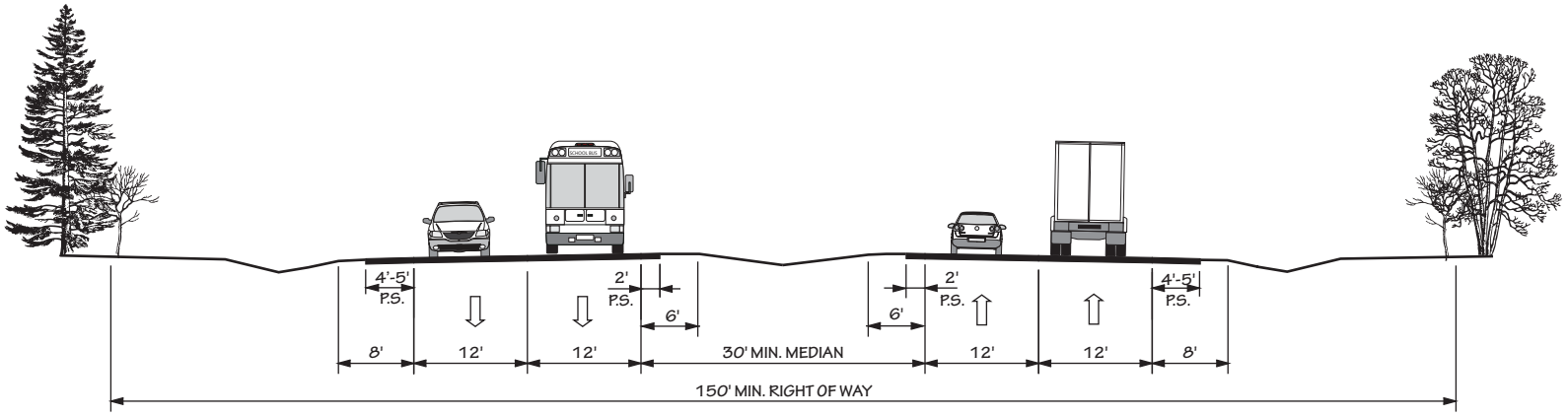
4 A

DIVIDED WITH MEDIAN
FULL OR LIMITED CONTROL OF ACCESS



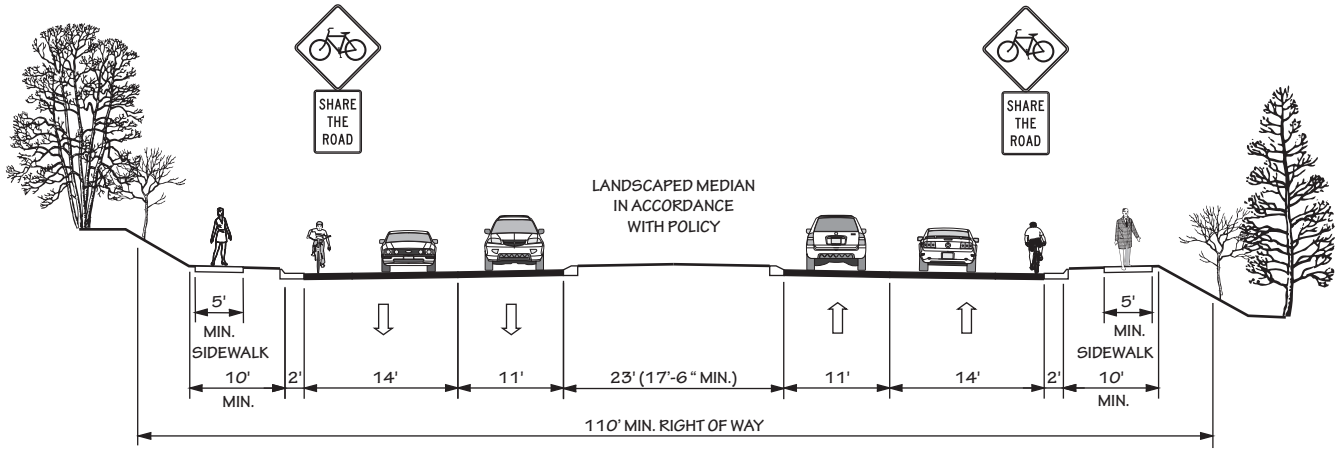
4 B

DIVIDED WITH MEDIAN - NO CURB & GUTTER
PARTIAL CONTROL OF ACCESS



4 C

RAISED MEDIAN WITH WIDE OUTSIDE LANES AND SIDEWALKS



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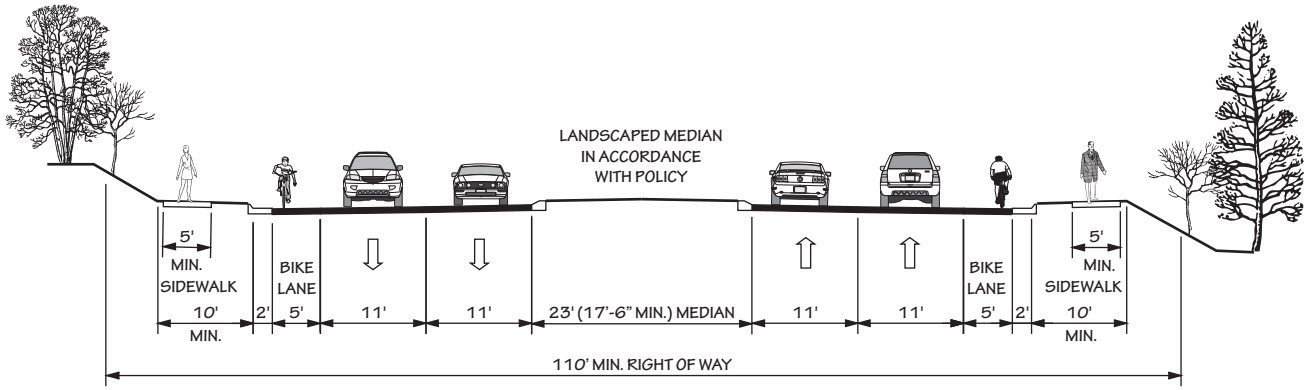
TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

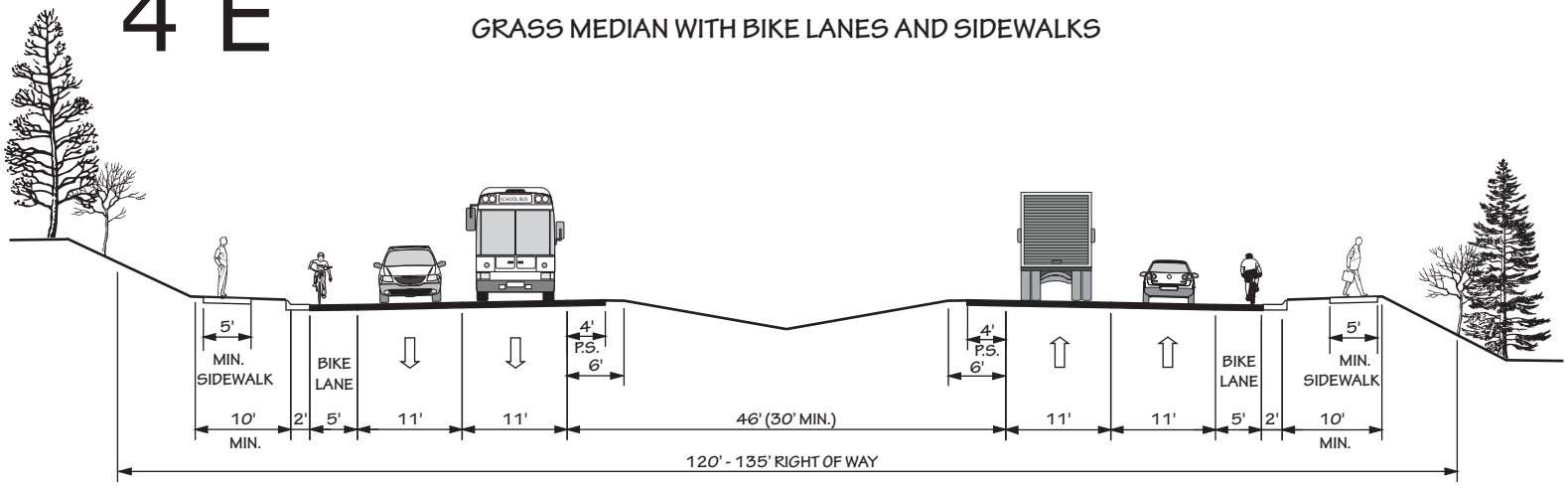
4 D

RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



4 E

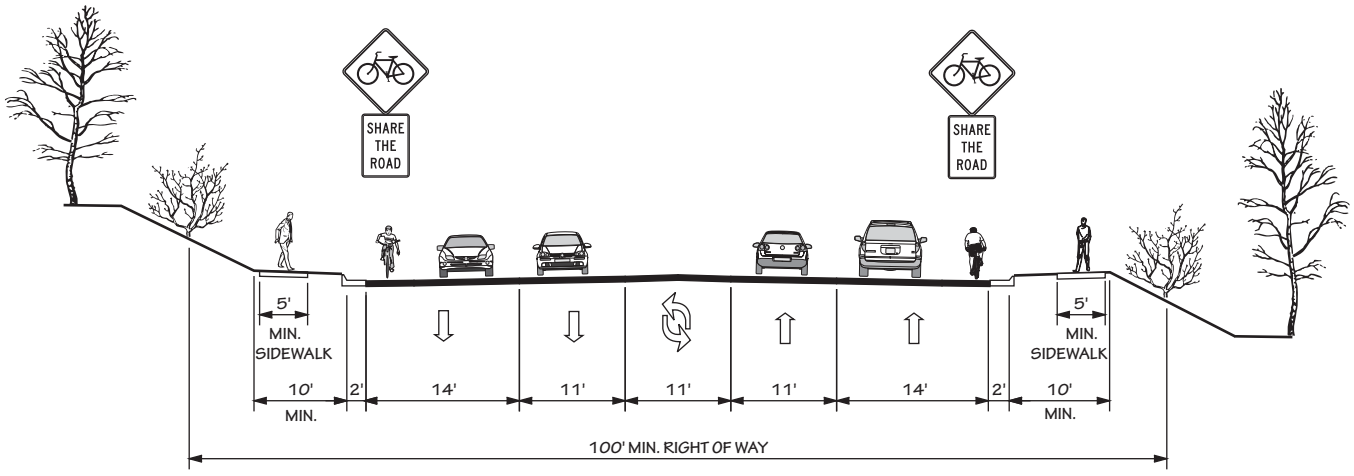
GRASS MEDIAN WITH BIKE LANES AND SIDEWALKS



5 LANES

5 A

WIDE OUTSIDE LANES



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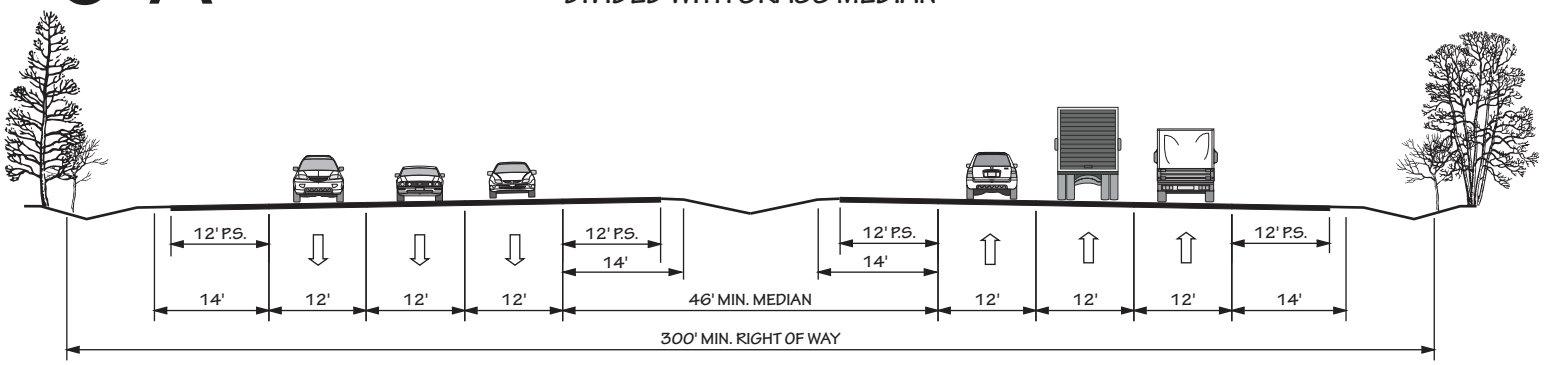
TYPICAL HIGHWAY CROSS SECTIONS

6 LANES

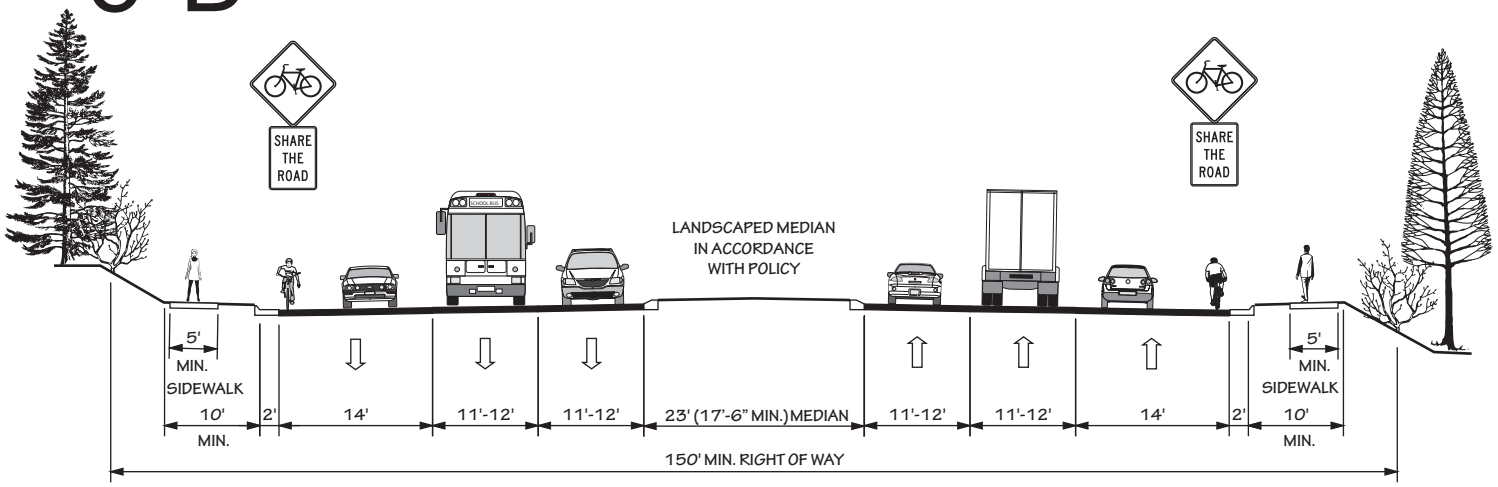
6 A

DIVIDED WITH GRASS MEDIAN



6 B

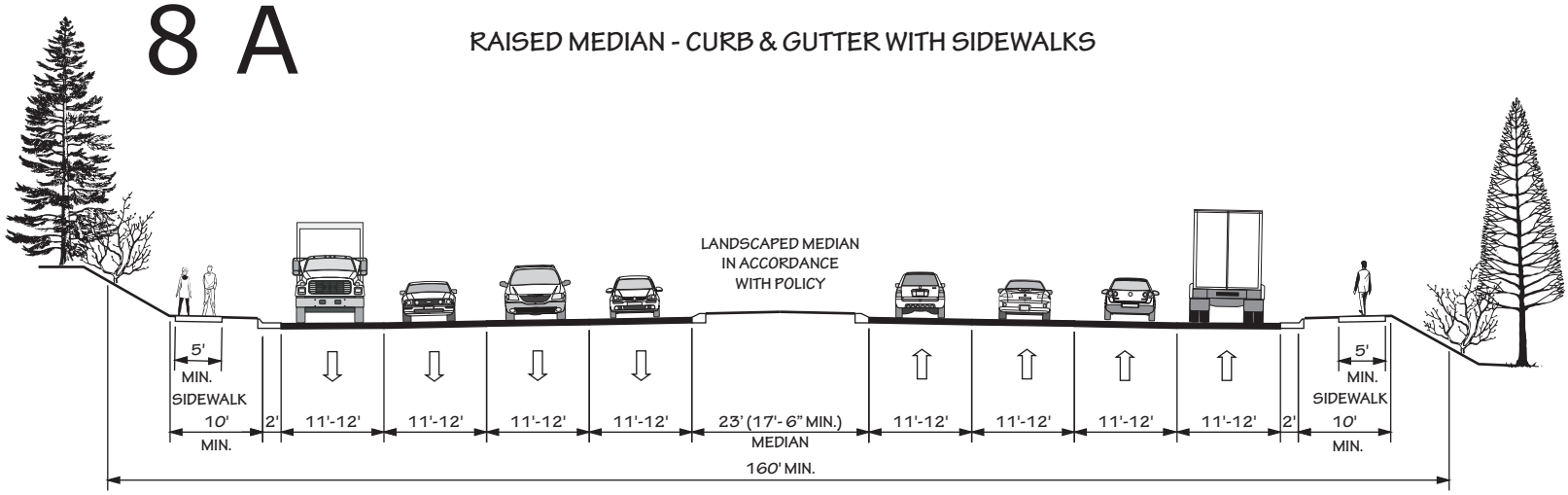
RAISED MEDIAN - CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



8 LANES

8 A

RAISED MEDIAN - CURB & GUTTER WITH SIDEWALKS

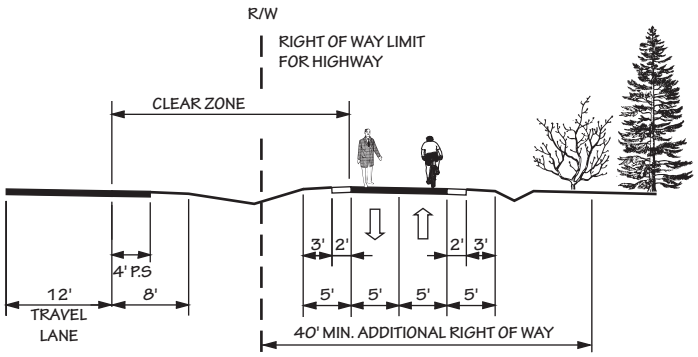


Revised 12/07/2010

TYPICAL MULTI - USE PATH

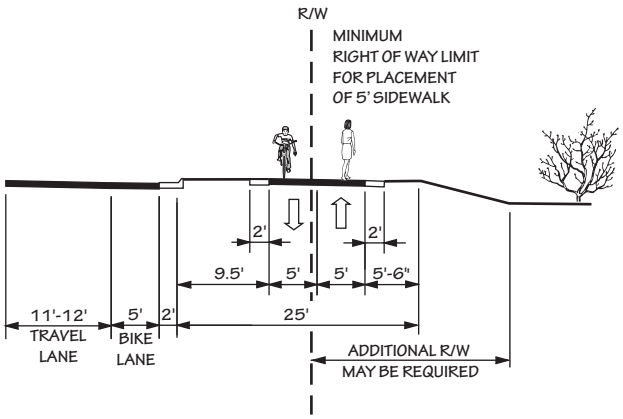
MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

M A



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

M B



Revised 12/07/2010

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

A crash analysis performed for the Nash County CTP factored crash frequency, crash type, and crash severity. Crash frequency is the total number of reported crashes and contributes to the ranking of the most problematic intersections. Crash type provides a general description of the crash and allows the identification of any trends that may be correctable through roadway or intersection improvements. Crash severity is the crash rate based upon injuries and property damage incurred.

The severity of every crash is measured with a series of weighting factors developed by the NCDOT Division of Highways (DOH). These factors define a fatal or incapacitating crash as 47.7 times more severe than one involving only property damage and a crash resulting in minor injury is 11.8 times more severe than one with only property damage. In general, a higher severity index indicates more severe accidents. Listed below are levels of severity for various severity index ranges.

Severity	Severity Index
low	< 6.0
average	6.0 to 7.0
moderate	7.0 to 14.0
high	14.0 to 20.0
very high	> 20.0

Table 4 depicts a summary of the crashes occurring in the planning area between 07/01/2008 and 07/01/2011. The data represents locations with 10 or more crashes and/or a severity average greater than that of the state's 4.56 index. The "Total" column indicates the total number of crashes reported within 150-ft of the intersection during the study period. The severity listed is the average crash severity for that location.

Table 4 - Crash Locations

Map Index	Intersection	Average Severity	Total Crashes
1	NC 43 and SR 1003	2.48	10
2	US 64 and US 64 Alt	8.09	18
3	US 64 and NC 54	4.24	16

The NCDOT is actively involved with investigating and improving many of these locations. To request a more detailed analysis for any of the locations listed in Table 4, or other intersections of concern, contact the Division Traffic Engineer. Contact information for the Division Traffic Engineer is included in Appendix A.

Appendix G
Bridge Deficiency Assessment

The Transportation Improvement Program (TIP) development process for bridge projects involves consideration of several evaluation methods in order to prioritize needed improvements. A sufficiency index is used to determine whether a bridge is sufficient to remain in service, or to what extent it is deficient. The index is a percentage in which 100 percent represents an entirely sufficient bridge and zero represents an entirely insufficient or deficient bridge. Factors evaluated in calculating the index are listed below.

- structural adequacy and safety
- serviceability and functional obsolescence
- essentiality for public use
- type of structure
- traffic safety features

The NCDOT Structure Management Unit inspects all bridges in North Carolina at least once every two years. A sufficiency rating for each bridge is calculated and establishes the eligibility and priority for replacement. Bridges having the highest priority are replaced as Federal and State funds become available.

A bridge is considered deficient if it is either structurally deficient or functionally obsolete. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is "structurally deficient" does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected and repaired/replaced at an appropriate time to maintain its structural integrity. A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand or to meet the current geometric standards, or those that may be occasionally flooded.

A bridge must be classified as deficient in order to quality for Federal replacement funds. Additionally, the sufficiency rating must be less than 50% to qualify for replacement or less than 80% to qualify for rehabilitation under federal funding. Deficient bridges within the planning area are listed in Table 5.

Table 5 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	Local ID
8	NC 231	US-264 EBL	STRUCTURALLY DEFICIENT	
29	US 64 ALT	TAR RIVER	STRUCTURALLY DEFICIENT	
32	NC 231	TURKEY CREEK	STRUCTURALLY DEFICIENT FUNCTIONALLY OBSOLETE	
41	NC 33	I-95	FUNCTIONALLY OBSOLETE	NASH0001-H
59	SR 1109	TURKEY CREEK	STRUCTURALLY DEFICIENT	
60	SR 1109	TURKEY CREEK OVERFLOW	STRUCTURALLY DEFICIENT	
77	SR 1506	FISHING CREEK	FUNCTIONALLY OBSOLETE	
91	NC 581	TAR RIVER	FUNCTIONALLY OBSOLETE	
98	NC 4/48	I-95	FUNCTIONALLY OBSOLETE	NASH0001-H
120	SR 1425	BASKET CREEK	STRUCTURALLY DEFICIENT	
126	SR 1310	BIG PEACHTREE CRE	STRUCTURALLY DEFICIENT	
135	SR 1435	BASKET CREEK OVER	STRUCTURALLY DEFICIENT	
136	SR 1435	BASKET CREEK	STRUCTURALLY DEFICIENT	
151	US 301	SWIFT CREEK	STRUCTURALLY DEFICIENT FUNCTIONALLY OBSOLETE	B-5124
187	SR 1001	LITTLE SAPONY CREEK	FUNCTIONALLY OBSOLETE	
203	SR 1522	I-95	FUNCTIONALLY OBSOLETE	NASH0001-H
221	SR 1544	I-95	FUNCTIONALLY OBSOLETE	NASH0001-H
224	SR 1510	I-95	FUNCTIONALLY OBSOLETE	NASH0001-H
225	SR 1515	I-95	FUNCTIONALLY OBSOLETE	NASH0001-H
239	SR 1949	TOISNOT SWAMP	STRUCTURALLY DEFICIENT	

Appendix H
Public Involvement

Vision Statement

Nash County CTP Goals and Objectives Statement

Purpose:

To work with the Nash County, and the Towns of Bailey, Castalia, Dortches, Middlesex, Momeyer, Red Oak, Sharpsburg, Spring Hope and Whitakers to analyze all forms of transportation utilized within these areas and develop a Comprehensive Transportation Plan to act as a guide for all future modal travel needs and recommendations.

Vision:

Enhance the connectivity of Nash County through the development of a transportation network which promotes and supports economic development compatible with the existing and future environmental and land use patterns.

Provide safe, reliable, affordable, and convenient transportation choices to the residents of Nash County as well as public awareness of those choices. Develop a regional transportation network that improves Nash County residents' quality of life and surrounding environment.

Goals:

1. Insure the integrity of the existing Transportation system by encouraging planned and strategic development.
2. Encourage right of way preservation to ensure expansion of the existing system and future roadway projects.
3. Coordinate transportation and improvement needs among municipalities and multiple jurisdictions.
4. Provide means to identifying and prioritizing transportation system needs on a local and regional scale.
5. Enhance and expand services for alternative needs of transportation including but not limited to transit, walking and bicycling through increased funding and cooperative regional planning.
6. Acknowledge ways to improve safety and congestion as well as programs to educate the public on traffic safety.
7. Recognize a sustainable transportation infrastructure linking Nash County with surrounding metropolitan areas including Raleigh, Greenville, and other areas along the Eastern United States.
8. Review existing access management and provide recommendations to improve safety and efficiency of the transportation system while enhancing development.
9. Educate the public on general transportation issues as well as alternative forms of transportation.

Steering Committee Members

Ricky Greene – NCDOT Division 4

Guss Tulloss - NCDOT Division 4 Board Member

Bob League – Rocky Mount MPO

Danny Tyson – Nash County, County Commissioner

Rosemary Dorsey – Nash County, Planning Director

Owen Strickland – Town of Bailey, Mayor

James Alston – Town of Castalia, Commissioner

Kirby Brown – Town of Dortches, Mayor

Luther Lewis, Jr. – Town of Middlesex, Mayor

Kenneth Parker – Town of Momeyer, Town Clerk

Alfred Wester – Town of Red Oak, Mayor

Sheila Williams – Town of Sharpsburg, Mayor

James Gwaltney – Town of Spring Hope, Mayor

John Holpe – Town of Spring Hope, Town Manager

Ben Neville – Town of Whitakers, Mayor

Andy Holland – Citizen, Rocky Mount

Public Meetings

Three public meetings were held in Nash County. First meeting was held on June 28th in Red Oak, the second was held on July 7th in Spring Hope and third was held on September 27th in Nashville. During the meetings CTP maps with recommendations were displayed and TPB and RPO staff was present to facilitate the meetings and answer questions.

No particular concerns were raised at any of the meetings.

- The following pages display the Nash County Transportation Survey and a summary of its results. For more information contact the Transportation Planning Branch at 919-707-0925.

Nash County

Comprehensive Transportation Plan

Public Survey

Dear Nash County Resident:

We need YOUR input! Nash County and its municipalities are working in coordination with the North Carolina Department of Transportation and the Upper Coastal Plain RPO to develop a county wide Comprehensive Transportation Plan. The purpose of this plan is to identify county and municipal transportation problems, now as well as in the future, and identify solutions which provide for a safe and reliable transportation system. In order for this plan to be truly comprehensive it must contain input from local residents. Please take a few minutes to complete this survey and ensure the opinions and concerns of Nash County residents are addressed within the plan.

Thank you for your assistance!

The due date for this survey is March 31st, 2010. All answers are ANONYMOUS and will only be used for the purpose of public input for this plan.

1. How important are the following transportation goals to you? (Please check the box that best describes the importance to you.)

	Very Important	Important	Not Important
Increased Transportation choices:(Additional opportunities to walk or bike to destinations)	☐	☐	☐
Increased Public Transportation options:(Bus or rail service to destinations; Park-n-ride lots)	☐	☐	☐
Faster Automobile Travel Times:(High-speed Roads with more lanes and fewer intersections; more connector roads; less congestion)	☐	☐	☐
Access:(Better connection to employment, medical facilities, and higher education facilities)	☐	☐	☐
Service of Special Needs:(Better transportation services for low income, elderly, and disabled residents)	☐	☐	☐
Economic Growth:(Building or improving roads and railways to attract new businesses and to allow existing businesses to expand)	☐	☐	☐
Community and Rural Character Preservation:(Keeping businesses in downtown areas; preservation of existing buildings and neighborhoods; maintaining rural culture and landscape)	☐	☐	☐

Please provide any other ideas:

2. To alleviate traffic congestion a road should be improved by: (Please check the box that best describes the importance to you)

	Very Important	Important	Not Important
Building additional travel lanes:	☐	☐	☐
Controlling the frequency and locations of driveways and cross streets that access the road:	☐	☐	☐
Better traffic signal timing (stop light):	☐	☐	☐
Adding turn lanes, widening lanes, adding shoulders:	☐	☐	☐
Pavement maintenance:	☐	☐	☐

Please provide any other ideas:

3. Are you concerned with safety or crash problems at any specific locations?

☐ Yes

☐ No

If yes, please give a description of the location(s) including road name and/or intersection:

4. Do you have an issue with sign visibility throughout Nash County?

☐ Yes

☐ No

If yes, please give description of the location(s) including road name and/or intersection:

5. When traveling in your area, do you find that you often have to go out of your way to get to your destination because the most direct route is too congested?

- ☐ Yes
- ☐ No

If yes, please give examples:

6. Is commercial truck traffic a problem in the area?

- ☐ Yes
- ☐ No

If yes, please provide road names or locations (What are the issues, e.g., noise, speed, safety, etc.):

7. What towns or roads outside of Nash County would you like to have improved access to? (Please check all that apply)

☐ Raleigh	☐ Wilson	☐ I 95
☐ Roanoke Rapids	☐ Smithfield	☐ US 64
☐ Louisburg	☐ Kinston	☐ US 264
☐ Greenville	☐ Tarboro	☐ Other

Please elaborate with any specific locations, or with additional roadways you would like improved:

8. Identify any roadways within Nash County that need improvement

9. Would you use the following daily round-trip transportation facilities instead of your own personal vehicle if they were provided? (Please check the appropriate box)

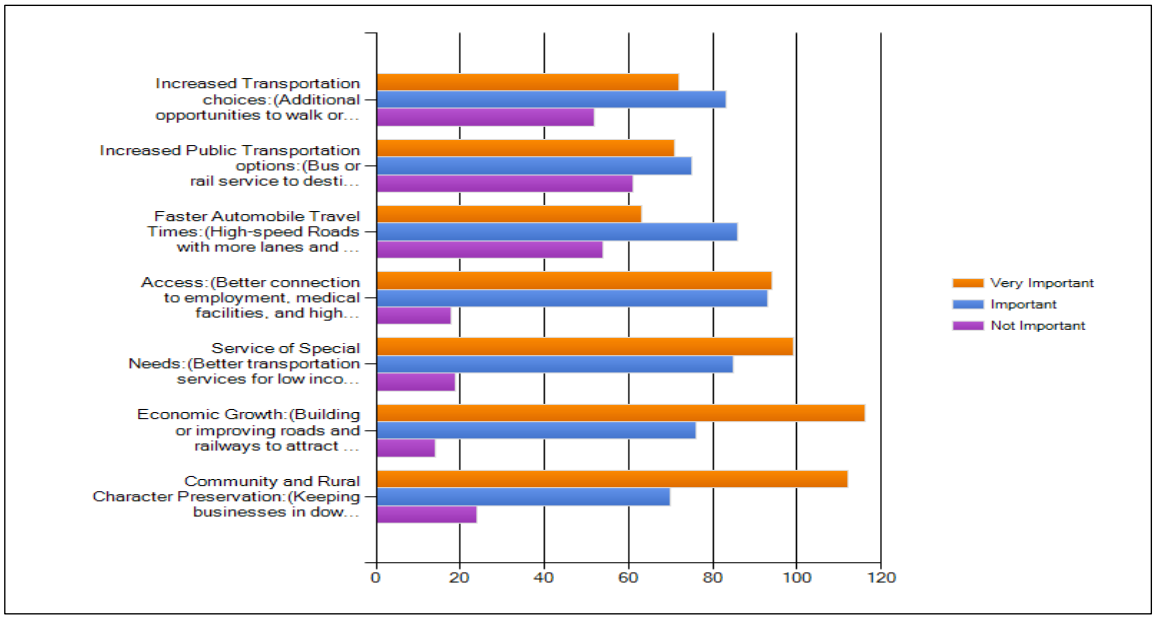
	Yes	No
On-road bicycle lanes and/or wide shoulders	☐	☐
Off-road trails or greenways for walking and biking	☐	☐
Sidewalks	☐	☐
Park-n-ride lots (parking areas to facilitate the use of public transportation and carpooling)	☐	☐
Bus service to/from Raleigh/Durham/Chapel Hill	☐	☐
Bus service to/from Wilson	☐	☐
Bus service to/from Greenville	☐	☐
Commuter Rail to/from Wake Co.	☐	☐
Commuter Rail to/from Pitt Co.	☐	☐

If you answered yes for any facilities, please provide a location as to where they may be beneficial.

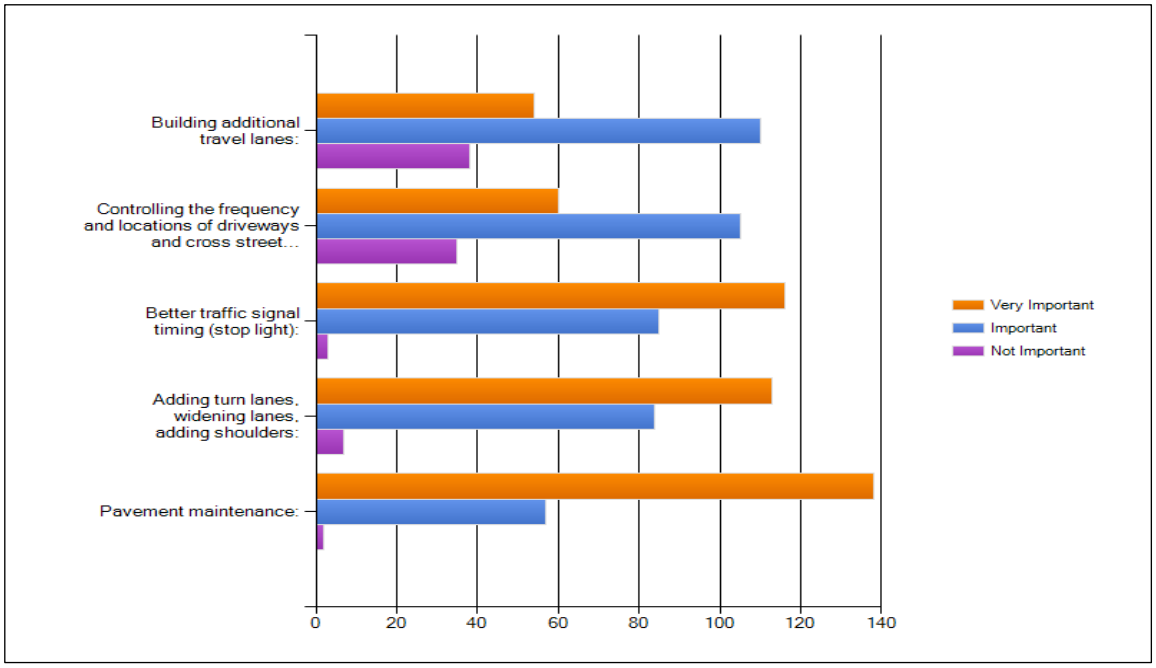
10. What other transportation issues exist in Nash County?

Goal and objectives survey results:

1. **How important are the following transportation goals to you? (Please check the box that best describes the importance to you.)**



2. **To alleviate traffic congestion a road should be improved by: (Please check the box that best describes the importance to you)**



3. Are you concerned with safety or crash problems at any specific locations?

- **Yes 43%**
- **No 57%**

4. Do you have an issue with sign visibility throughout Nash County?

- **Yes 15%**
- **No 85 %**

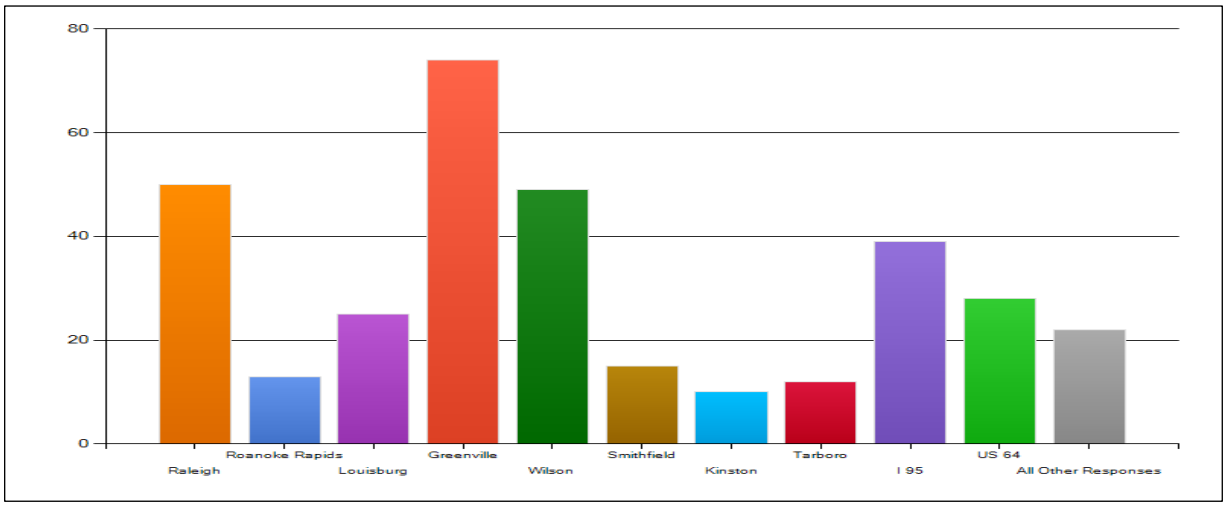
5. When traveling in your area, do you find that you often have to go out of your way to get to your destination because the most direct route is too congested?

- **Yes 23%**
- **No 77%**
-

6. Is commercial truck traffic a problem in the area?

- **Yes 14%**
- **No 86%**
-

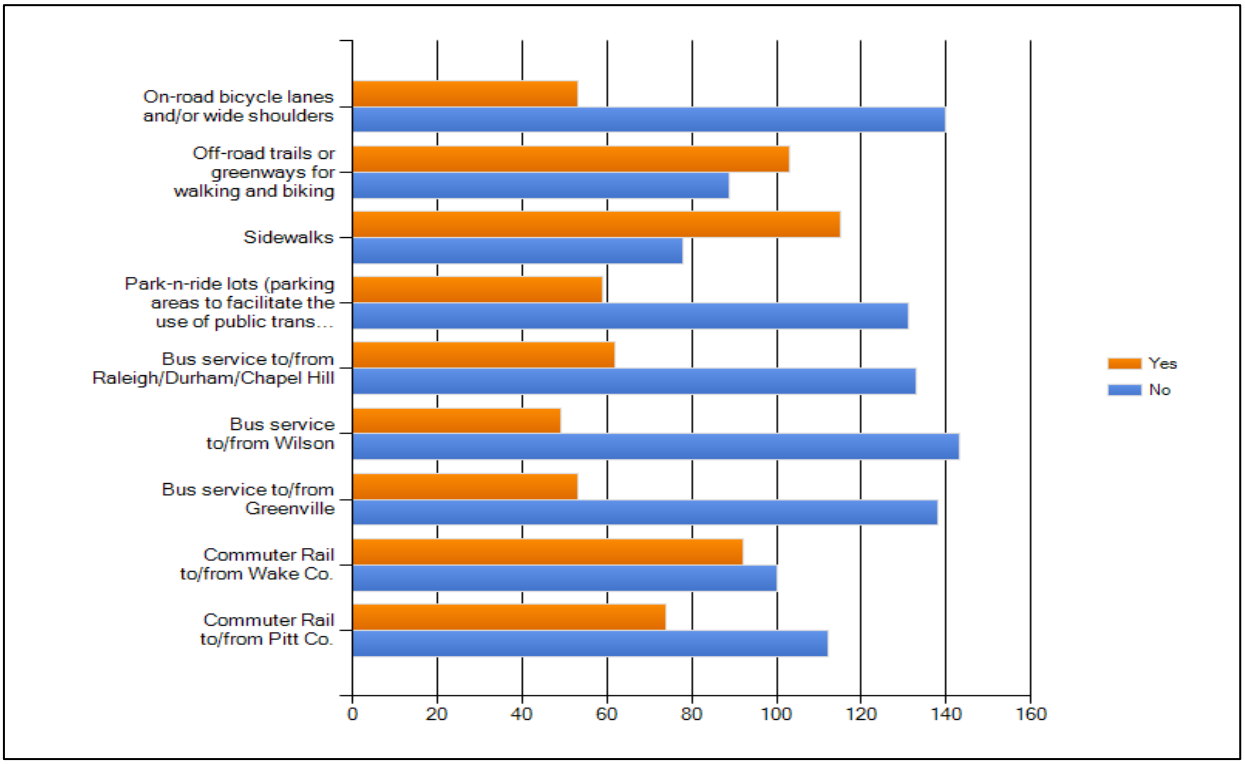
7. What towns or roads outside of Nash County would you like to have improved access to? (Please check all that apply)



8. Identify any roadways within Nash County that need improvement

- **US 64 Alt**
- **NC 581**
- **NC 58**
- **NC 43**
- **Halifax Rd**

9. Would you use the following daily round-trip transportation facilities instead of your own personal vehicle if they were provided? (Please check the appropriate box)



10. What other transportation issues exist in Nash County?

- **Public transit to Nashville and Rocky Mount**
- **Road maintenance**
- **Farm equipment traffic on roads**