Comprehensive Transportation Plan

Johnston County

December 2014

Comprehensive Transportation Plan

Johnston County

Prepared by: Sarah E. Lee, Project Engineer
Scott Walston, PE, Triangle Planning Group Supervisor
Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with:
Johnston County
Town of Archer Lodge
Town of Benson
Town of Clayton
Town of Four Oaks
Town of Kenly
Town of Micro
Town of Selma
Town of Smithfield
Town of Wilson's Mills
Upper Coastal Plain Rural Planning Organization
Capital Area Metropolitan Planning Organization

December 2014

_____

Scott Walston, PE
Triangle Planning Group Supervisor

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Executive Summary

In March of 2009, the Transportation Planning Branch of the North Carolina Department of Transportation and Johnston County initiated a study to cooperatively develop the Johnston County Comprehensive Transportation Plan (CTP), which includes the Towns of Archer Lodge, Benson Clayton, Four Oaks, Kenly, Micro, Selma, Smithfield, and Wilson's Mills. This is a long range multi-modal transportation plan that covers transportation needs through the 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 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 an analysis of the transportation system, environmental screening, and public input. Refer to Figure 1 for the CTP maps, which were mutually endorsed/adopted in 2011. Implementation of the plan is the responsibility of Johnston County, its municipalities, and NCDOT. Refer to Chapter 2 for information on the implementation process.

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

- **I-40:** Widen ultimately to an eight-lane divided freeway from Wake County to I-95, and to a six-lane divided freeway from I-95 to Sampson County.
- **I-40:** Construct a new interchange at Cornwallis Road (SR 1525).
- **I-40 Interchange:** Improve interchange at NC 42.
- **I-95:** Widen ultimately to an eight-lane divided freeway from Harnett County to US 70, and to a six-lane freeway from US 70 to Wilson County.
- **I-95 Interchange:** Modify interchange at Keen Road (SR 1178) and overpass at Hockaday Road (SR 1162).
- **I-95 Interchange:** Improve interchange at US 301 / US 701 / NC 96.
- **I-95 Interchange:** Improve interchange at US 70 Business.
- **US 70:** Widen to a six-lane freeway from Wake County to the US 70 Bypass split in Selma, and convert to a four-lane freeway from the US 70 Bypass merge in Selma to Wayne County.

- **NC 42:** Widen to a four-lane boulevard from Wake County to US 70 Business and from US 70 Business to NC 96.

Adopted by:

Johnston County **Date: September 6, 2011**	**Town of Micro** **Date: October 11, 2011**
Town of Archer Lodge **Date: October 10, 2011**	**Town of Selma** **Date: September 13, 2011**
Town of Benson **Date: September 13, 2011**	**Town of Smithfield** **Date: September 6, 2011**
Town of Clayton **Date: October 3, 2011**	**Town of Wilson's Mills** **Date: August 15, 2011**
Town of Four Oaks **Date: October 10, 2011**	**Capital Area MPO** **Date: November 16, 2011**
Town of Kenly **Date: September 12, 2011**	**NCDOT** **Date: January 5, 2012**

Endorsed by:

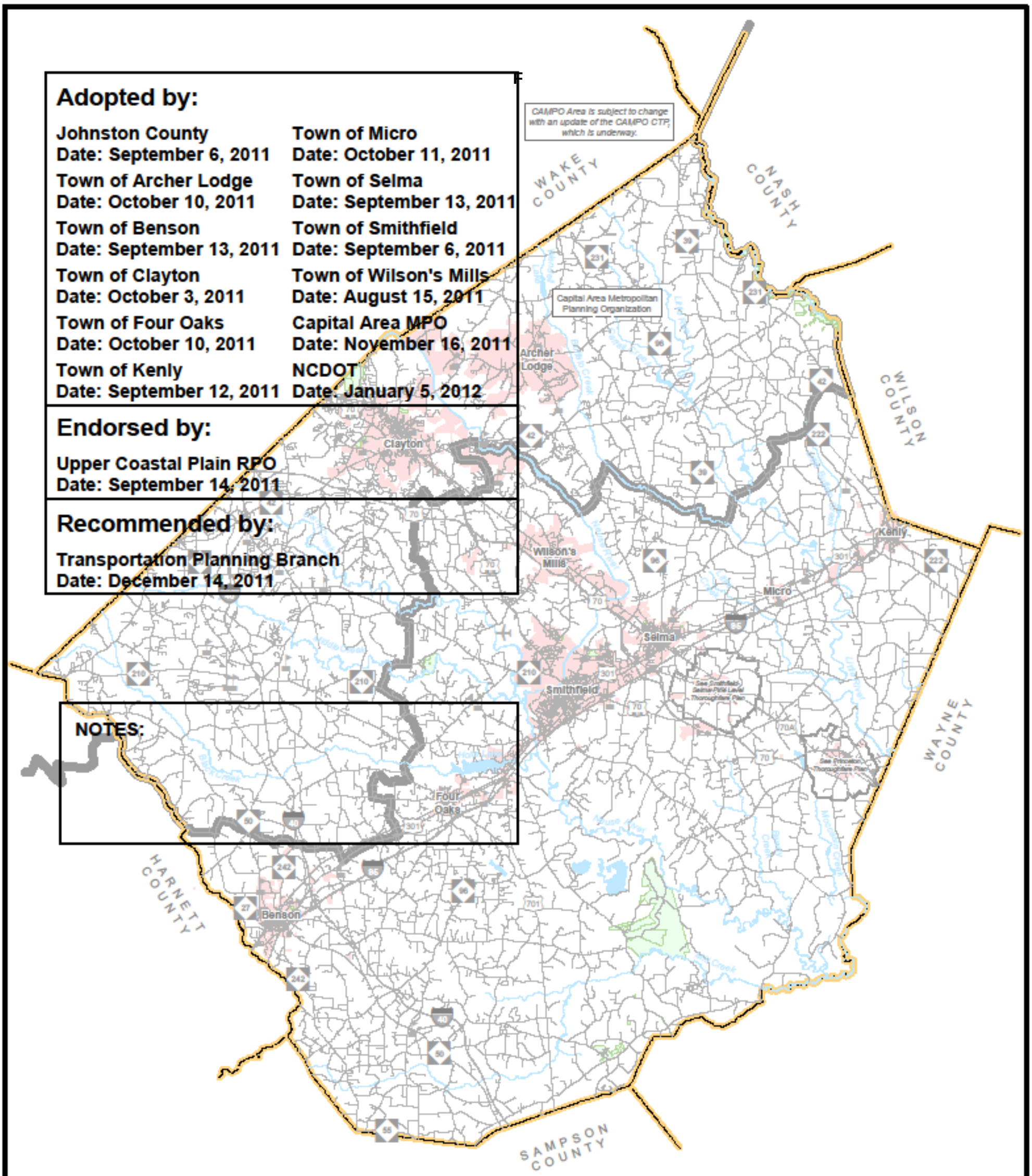
Upper Coastal Plain RPO
Date: September 14, 2011

Recommended by:

Transportation Planning Branch
Date: December 14, 2011

NOTES:

CAMPO Area is subject to change with an update of the CAMPO CTP, which is underway.



Sheet 1	**Adoption Sheet**
Sheet 2	**Highway Map**
Sheet 3	**Public Transportation and Rail Map**
Sheet 4	**Bicycle Map**
Sheet 5	**Pedestrian Map**

- Airports
- Schools
- Roads
- Railroad
- Rivers and Streams
- Water Bodies
- Parks and Game Lands
- Municipal Boundaries
- MPO Boundaries
- County Boundaries

Miles
0 1 2 4 6

N W E S

Figure 1
Sheet 1 of 5

Base map date: April, 2009

Refer to CTP document for more details

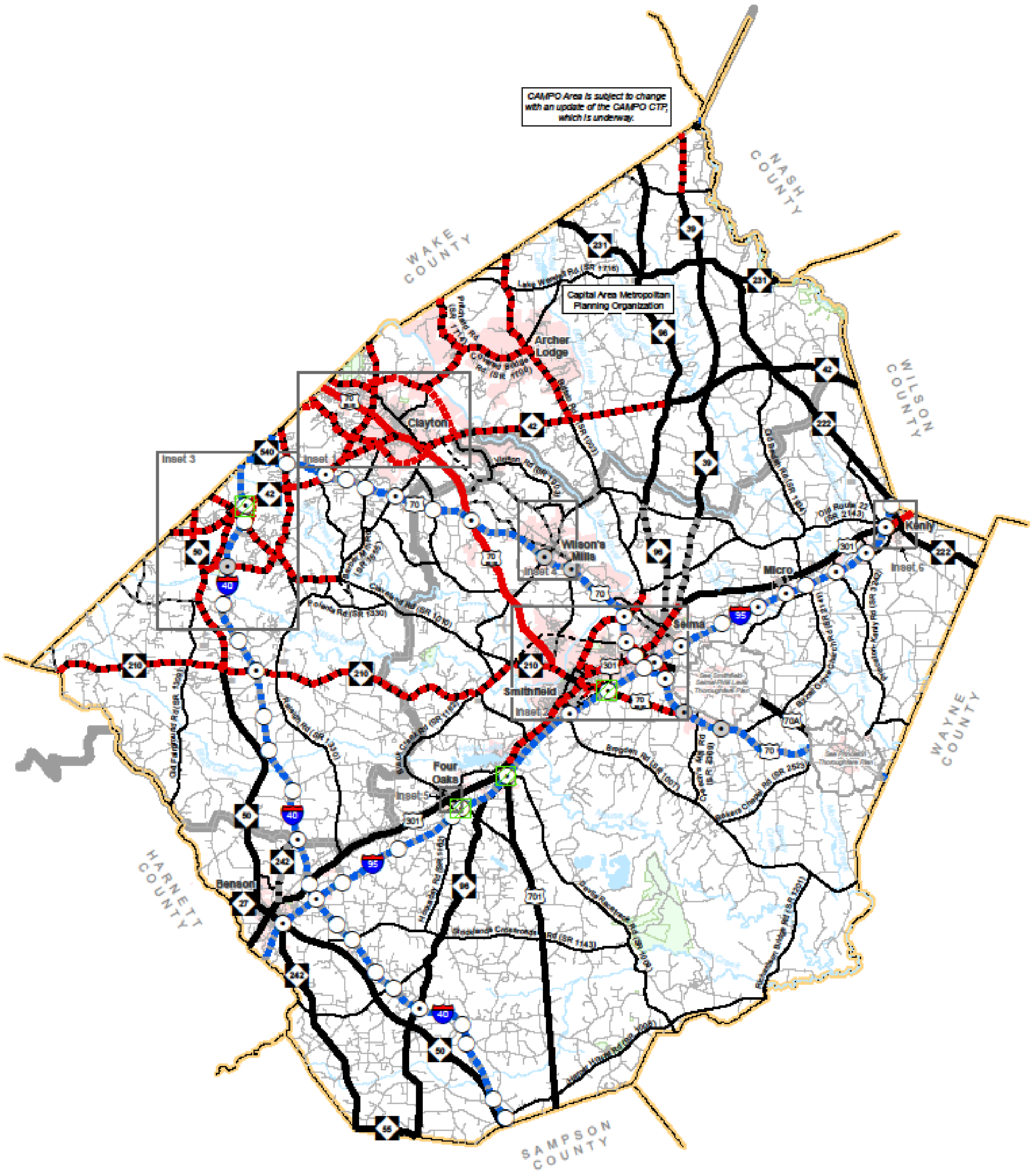
Johnston County

North Carolina

Comprehensive Transportation Plan

Plan date: July 7, 2011

Back of Figure


CAMPO Area is subject to change with an update of the CAMPO CTP, which is underway.
WAKE COUNTY
NASH COUNTY
WILSON COUNTY
WAYNE COUNTY
HARNETT COUNTY
SAMPSON COUNTY
Capital Area Metropolitan Planning Organization
Archer Lodge
Clayton
Wilson's Mills
Micro
Selma
Smithfield
Four Oaks
Benson
Kenly
Inset 1
Inset 2
Inset 3
Inset 4
Inset 5
Inset 6
Lake Wendell Rd (SR 1716)
Pritchard Rd (SR 1712)
Cleveland Rd (SR 1010)
Polenta Rd (SR 1330)
Raleigh Rd (SR 1330)
Swift Creek Rd (SR 1157)
Hodges City Rd (SR 1162)
Glenwood Cemetery Rd (SR 1143)
Bagley Rd (SR 1007)
Cleaners Mill Rd (SR 2309)
Bakers Chapel Rd (SR 2523)
Old Route 22 (SR 2143)
Buffalo Rd (SR 1843)
Bizzell Grove Church Rd (SR 2114)
Powhatan-Kenly Rd (SR 3240)
Old Fayetteville Rd (SR 1350)
Lower Hannah Rd (SR 1008)
Buffalo Bridge Rd (SR 1720)
Devils Racetrack Rd (SR 1010)
Bizzell Grove Church Rd (SR 1010)
Bryan Rd (SR 1003)
Virginia Rd (SR 1913)
Old Beulah Rd (SR 1843)
Old Route 22 (SR 2143)
Bizzell Grove Church Rd (SR 2114)
Powhatan-Kenly Rd (SR 3240)
Bagley Rd (SR 1007)
Cleaners Mill Rd (SR 2309)
Bakers Chapel Rd (SR 2523)
Glenwood Cemetery Rd (SR 1143)
Buffalo Bridge Rd (SR 1720)
Lower Hannah Rd (SR 1008)
Devils Racetrack Rd (SR 1010)
Swift Creek Rd (SR 1157)
Hodges City Rd (SR 1162)
Raleigh Rd (SR 1330)
Polenta Rd (SR 1330)
Cleveland Rd (SR 1010)
Lake Wendell Rd (SR 1716)
Pritchard Rd (SR 1712)
Bryan Rd (SR 1003)
Virginia Rd (SR 1913)
Old Beulah Rd (SR 1843)
Old Fayetteville Rd (SR 1350)
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 Grade Separation
Proposed Grade Separation
Existing Interchange
Improved Interchange
Proposed Interchange
Miles
0 1 2 4 6
N
W
E
S
Figure 1
Sheet 2 of 5
Base map date: April, 2009
Refer to CTP document for more details
Highway Map
Welcome To
JOHNSTON COUNTY
ESTABLISHED 1746
Johnston County
Comprehensive
Transportation Plan
Plan date: July 7, 2011

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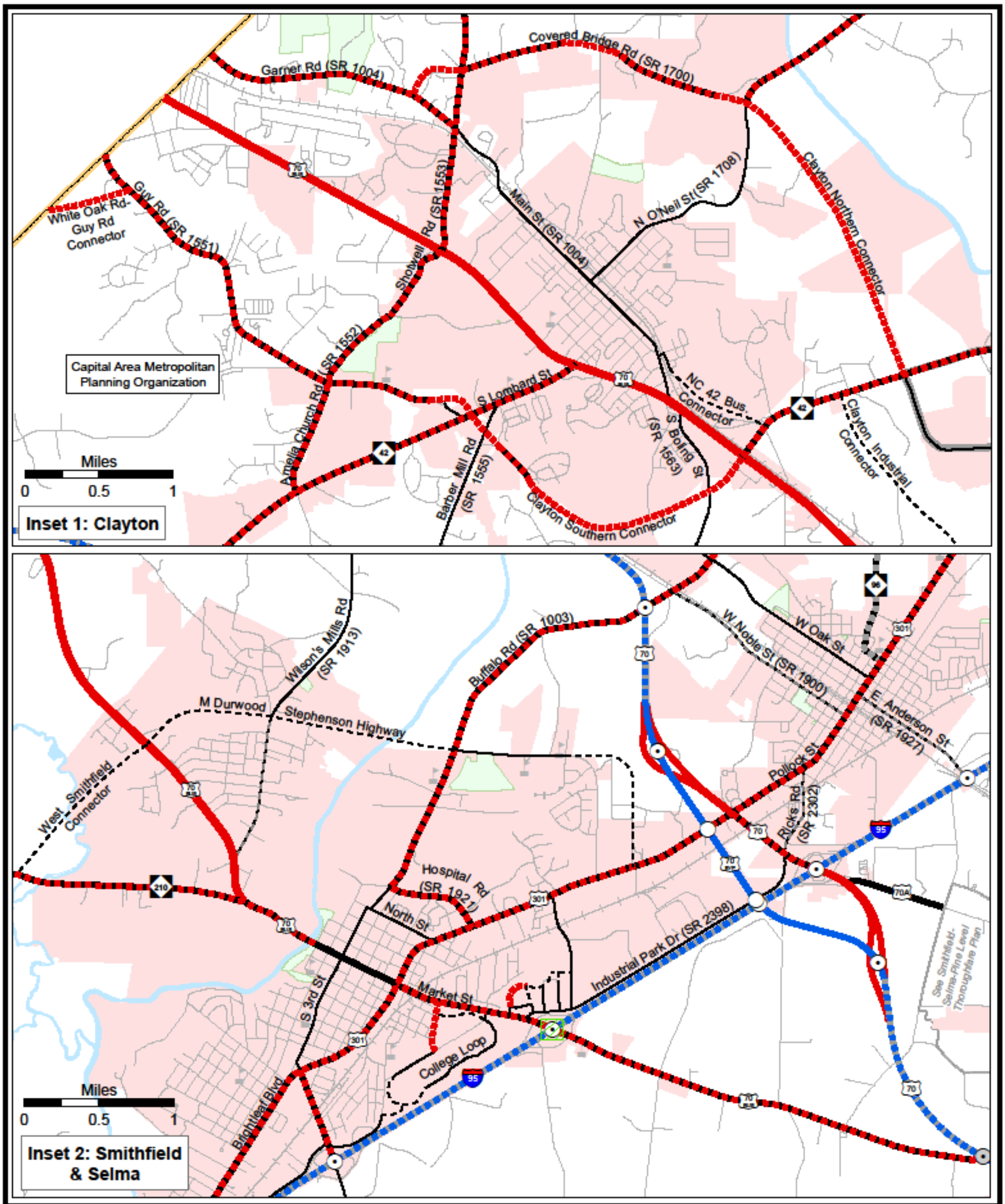
Garner Rd (SR 1004)
Covered Bridge Rd (SR 1700)
White Oak Rd-Guy Rd Connector
Guy Rd (SR 1551)
Shotwell Rd (SR 1553)
Main St (SR 1004)
N O'Neil St (SR 1708)
Clayton Northern Connector
Capital Area Metropolitan Planning Organization
Amelia Church Rd (SR 1552)
S Lombard St
NC 42 Bus. Connector
S Boling St (SR 1563)
Barber Mill Rd (SR 1555)
Clayton Southern Connector
Clayton Industrial Connector
Miles
0 0.5 1
Inset 1: Clayton
Wilson's Mills Rd (SR 1913)
Buffalo Rd (SR 1003)
W Noble St (SR 1900)
W Oak St
E Anderson St (SR 1927)
M Durwood Stephenson Highway
West Smithfield Connector
Pollock St
Ricks Rd (SR 2302)
Hospital Rd (SR 1921)
North St
Industrial Park Dr (SR 2398)
S 3rd St
Market St
College Loop
Brightleaf Blvd
See Smithfield-Selma-Pine Level Thoroughfare Plan
Miles
0 0.5 1
Inset 2: Smithfield & Selma
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 Grade Separation
Proposed Grade Separation
Existing Interchange
Improved Interchange
Proposed Interchange
N
W E
S
Figure 1
Sheet 2A of 5
Base map date: April, 2009
Refer to CTP document for more details
Highway Map
Insets 1 & 2
Welcome To JOHNSTON COUNTY
Johnston County
Comprehensive Transportation Plan
Plan date: July 7, 2011

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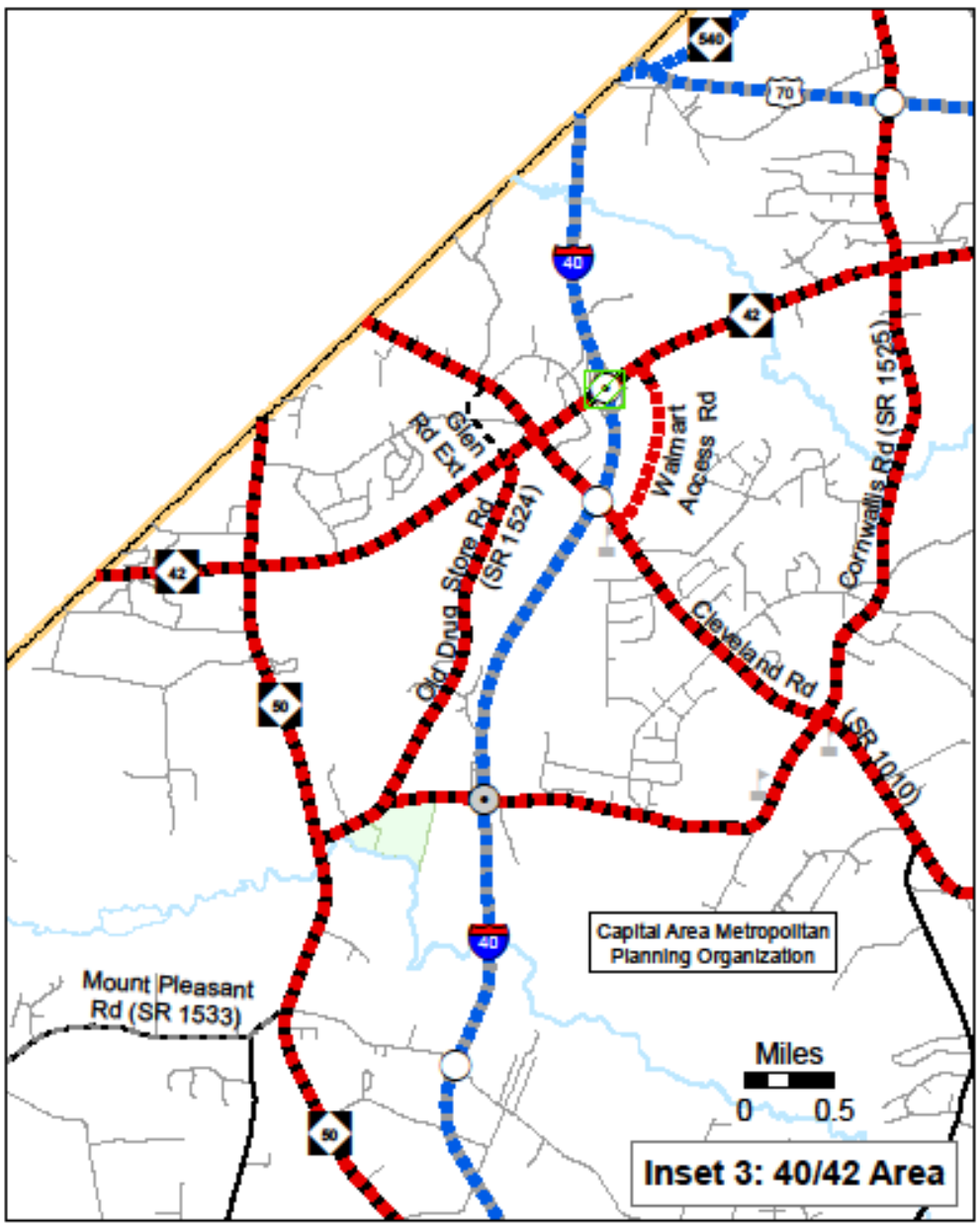

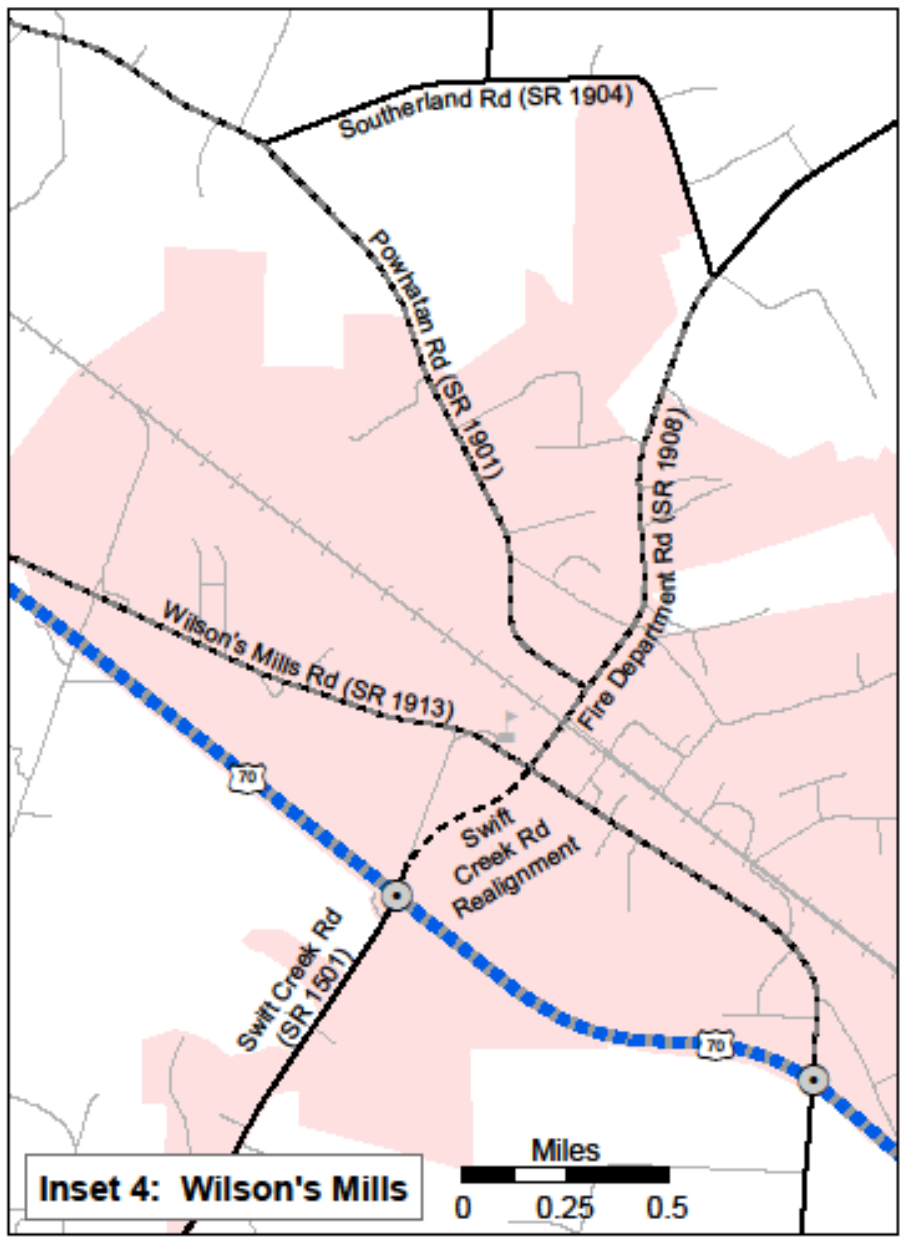

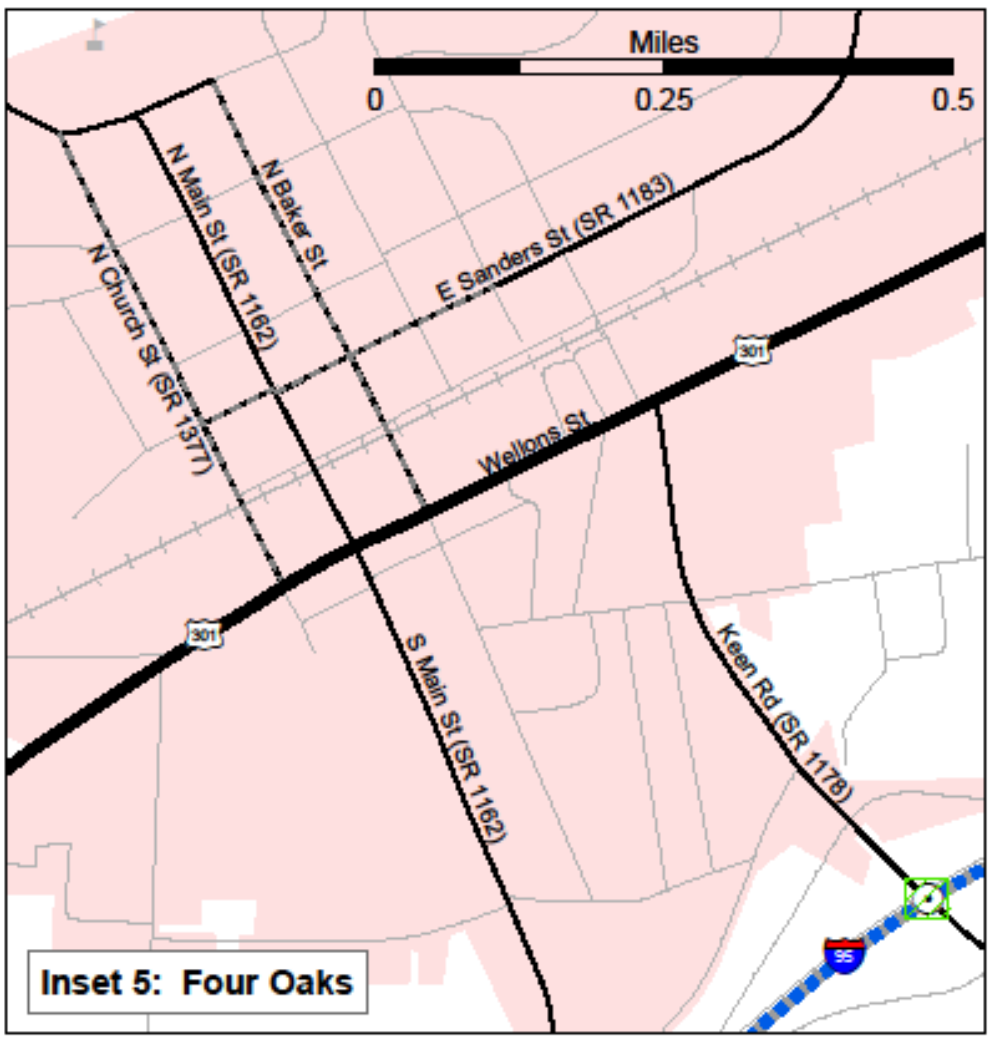

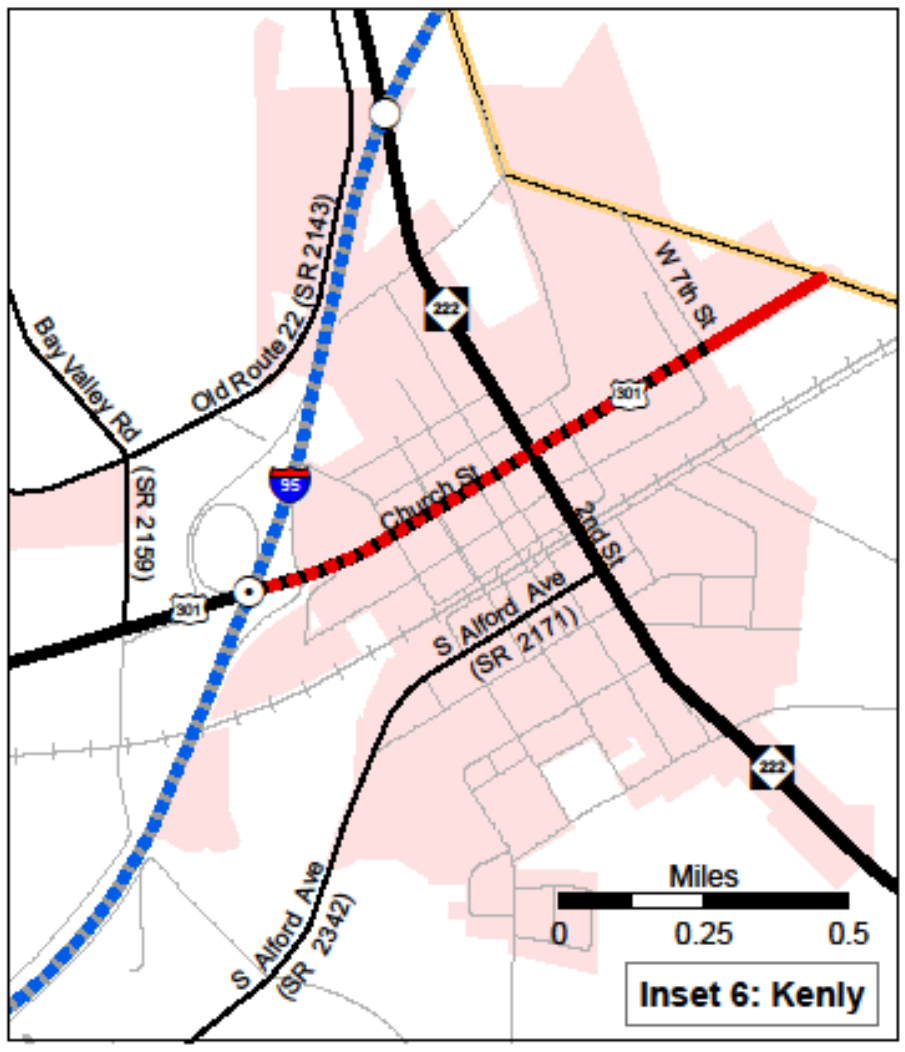

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation
- Existing Interchange
- Improved Interchange
- Proposed Interchange

N W E S

Figure 1
Sheet 2B of 5

Base map date: April, 2009

Refer to CTP document for more details

Highway Map
Insets 3, 4, 5, & 6

Johnston County
Comprehensive Transportation Plan

Plan date: July 7, 2011

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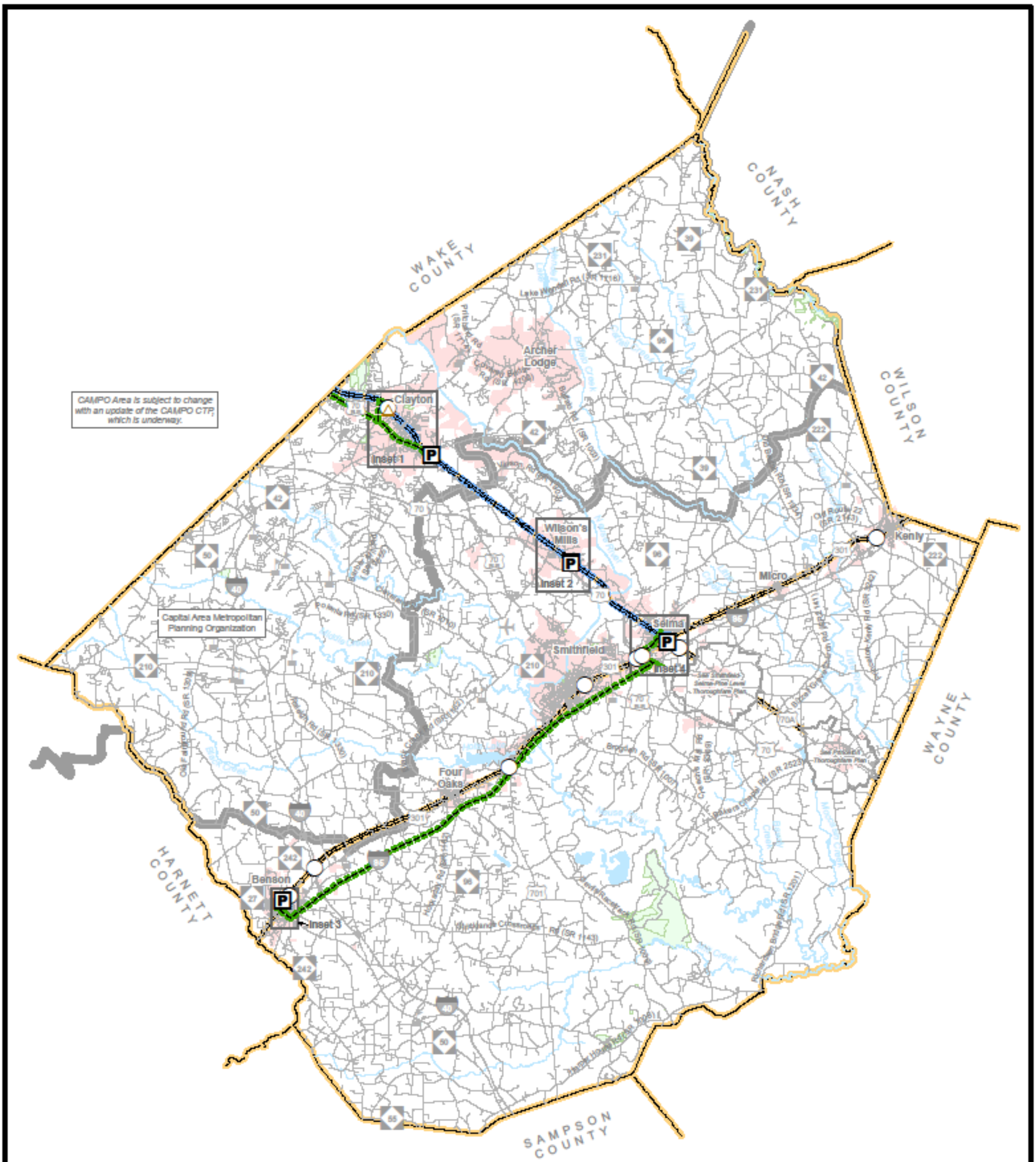
WAKE COUNTY
NASH COUNTY
WILSON COUNTY
WAYNE COUNTY
HARNETT COUNTY
SAMPSON COUNTY
CAMPO Area is subject to change with an update of the CAMPO CTP, which is underway.
Capital Area Metropolitan Planning Organization
Clayton
Inset 1
Archer Lodge
Wilson's Mills
Inset 2
Micro
Kenly
Selma
Inset 4
Smithfield
Four Oaks
Benson
Inset 3
Bus Routes
Existing
Needs Improvement
Recommended
Rail Corridor
Active
Inactive
Recommended
Intermodal Connector
Existing
Recommended
Fixed Guideway
Existing
Needs Improvement
Recommended
High Speed Rail Corridor
Existing
Recommended
Rail Stops
Existing
Recommended
Operational Strategies
Existing
Needs Improvement
Recommended
Park and Ride Lot
Existing
Recommended
NOTE: Locations of park and ride lots are approximate and subject to change.
Miles
0 1 2 4 6
N
W E
S
Figure 1
Sheet 3 of 5
Base map date: April, 2009
Refer to CTP document for more details
Public Transportation and Rail Map
Welcome To JOHNSTON COUNTY
Johnston County
Comprehensive Transportation Plan
Plan date: July 7, 2011

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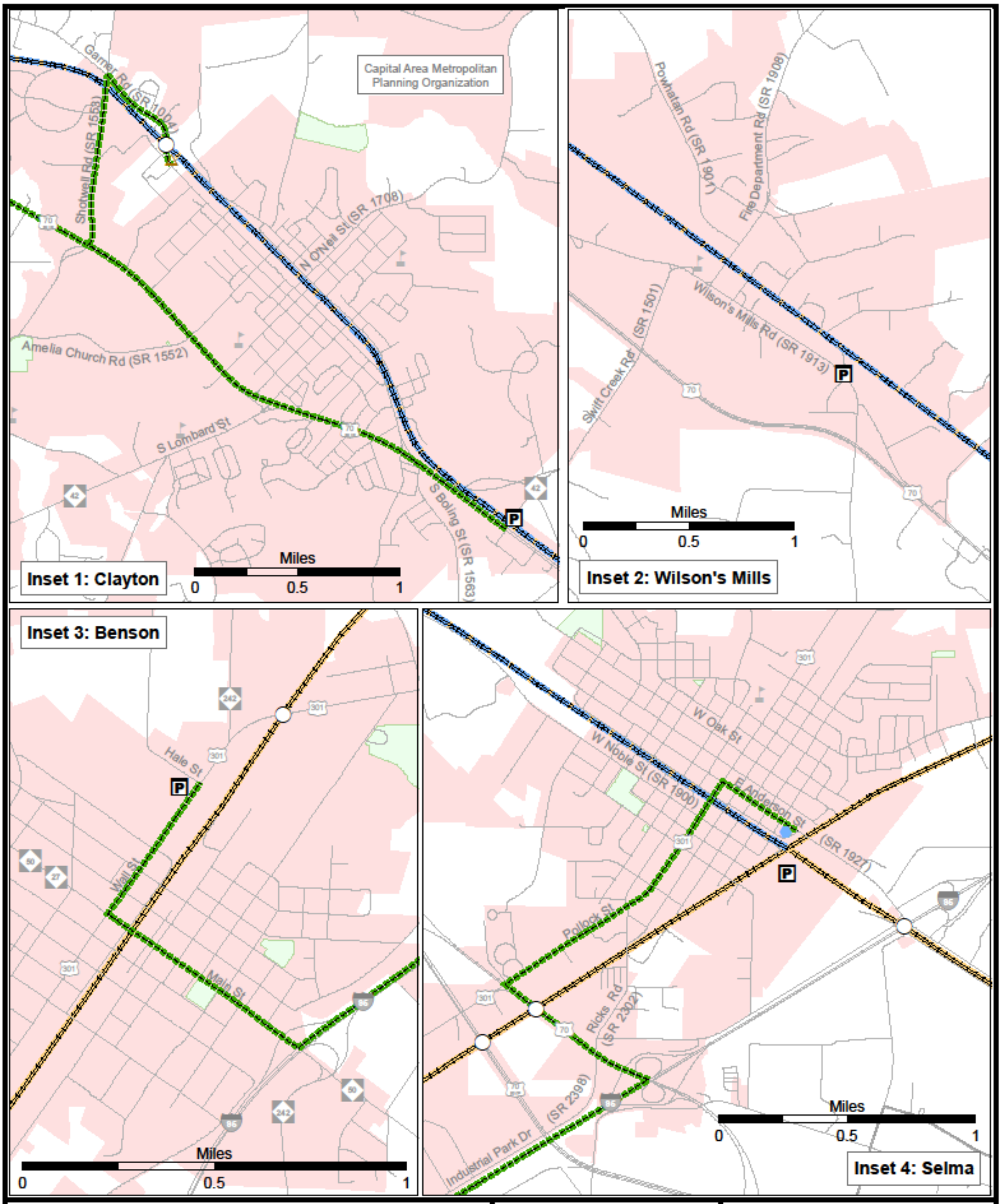

Bus Routes
- Existing
- Needs Improvement
- Recommended

Rail Corridor
- Active
- Inactive
- Recommended

Intermodal Connector
- Existing
- Recommended

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

Rail Stops
- Existing
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

Park and Ride Lot
- Existing
- Recommended

NOTE: Locations of park and ride lots are approximate and subject to change.

N W E S

Figure 1
Sheet 3A of 5

Base map date: April, 2009

Refer to CTP document for more details

Public Transportation and Rail Map
Insets 1, 2, 3, & 4

Johnston County Comprehensive Transportation Plan

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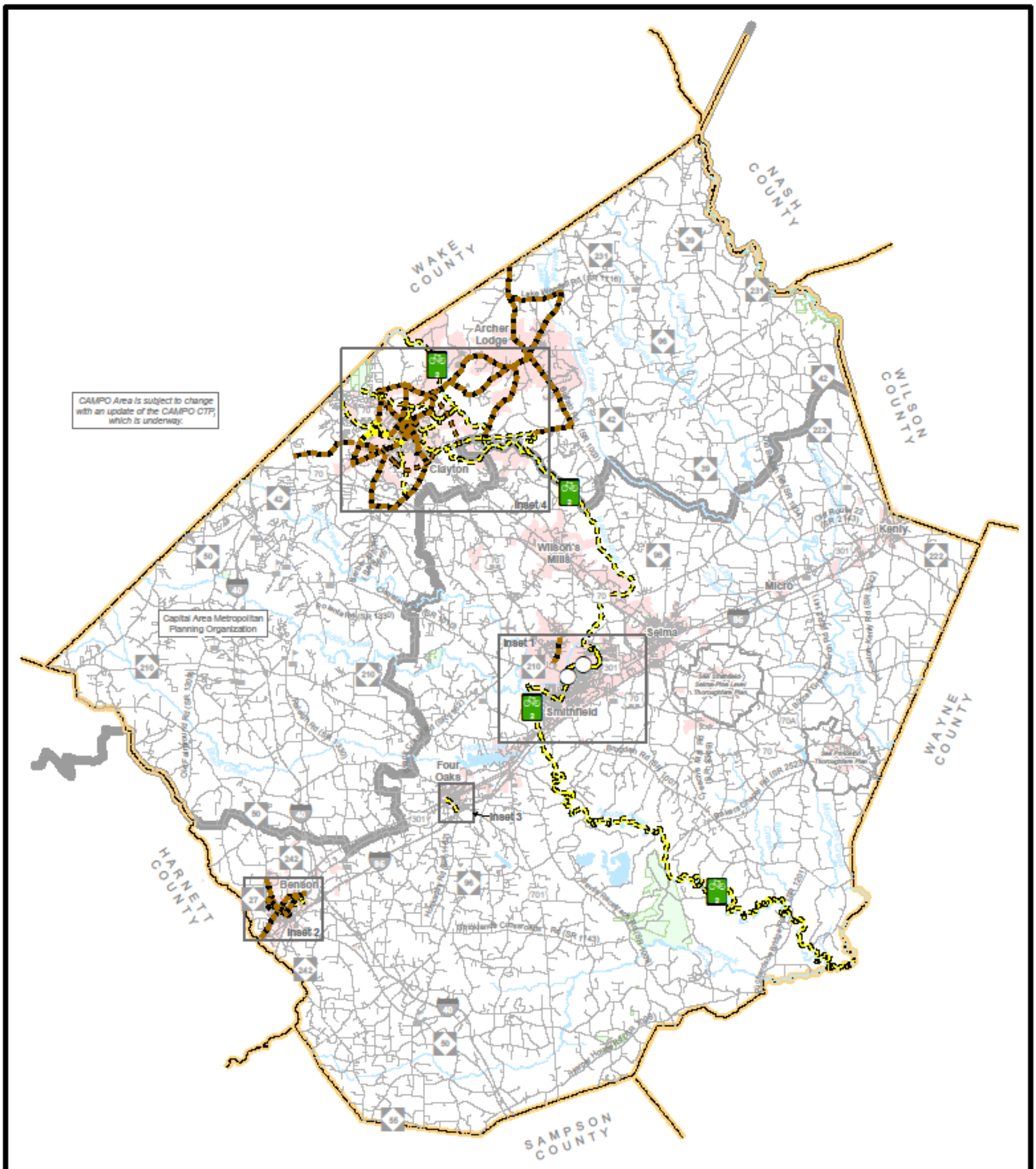
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Capital Area Metropolitan Planning Organization
WAKE COUNTY
NASH COUNTY
WILSON COUNTY
WAYNE COUNTY
HARNETT COUNTY
SAMPSON COUNTY
Archer Lodge
Clayton
Wilson's Mills
Kenly
Micro
Selma
Smithfield
Four Oaks
Benson
Inset 1
Inset 2
Inset 3
Inset 4
On-road
Existing
Needs Improvement
Recommended
Multi-Use Paths
Existing
Needs Improvement
Recommended
Off-road
Existing
Needs Improvement
Recommended
Existing Grade Separation
Proposed Grade Separation
North Carolina Bike Route
Miles
0 1 2 4 6
N
W
E
S
Figure 1
Sheet 4 of 5
Base map date: April, 2009
Refer to CTP document for more details
Bicycle Map
Welcome To
JOHNSTON COUNTY
Johnston County
Comprehensive
Transportation Plan
Plan date: July 7, 2011

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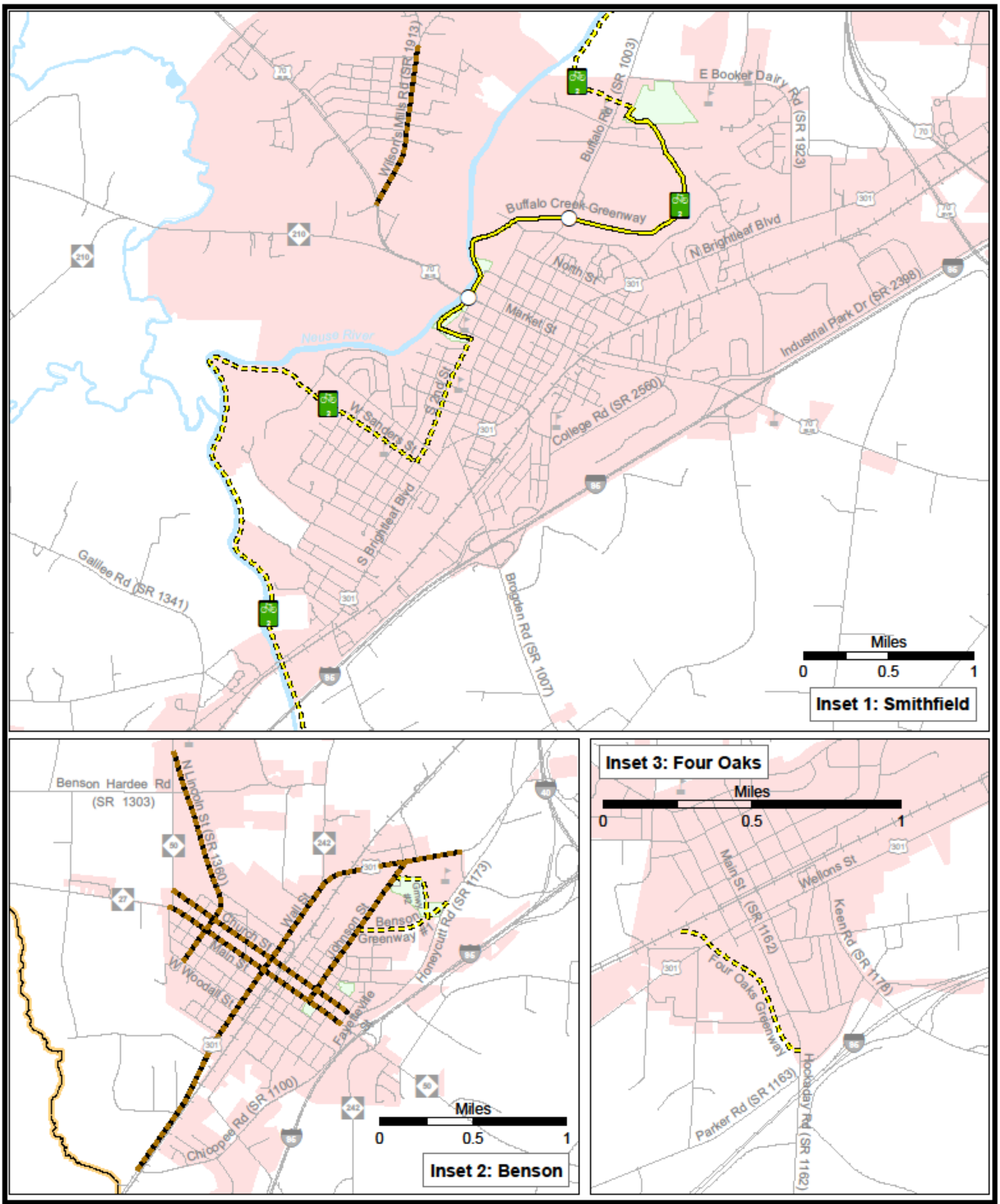

On-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation
- North Carolina Bike Route

N W E S

Figure 1
Sheet 4A of 5

Base map date: April, 2009

Refer to CTP document for more details

Bicycle Map
Insets 1, 2, & 3

Johnston County
Comprehensive Transportation Plan

Plan date: July 7, 2011

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Capital Area Metropolitan Planning Organization

Garner Rd (SR 1004)

Covered Bridge Rd (SR 1700)

Clayton Bypass Connector

Buffalo Rd (SR 1152)

Park Greenway

City Rd (SR 1709)

N. Church St (SR 1708)

Greenway

Park Greenway

Covered Bridge Rd (SR 1700)

Lees Rd (SR 1726)

Buffalo Rd (SR 1002)

Cleveland Rd (SR 1705)

Little Creek Crossing

Guy Rd (SR 1551)

Amelia Church Rd (SR 1552)

Glen Laurel Rd (SR 1902)

Glen Laurel Greenway

Southern Connector

Barbour Mill Rd (SR 1550)

Ranch Rd (SR 1556)

Little Creek Church Rd (SR 1900)

Vinson Rd (SR 1903)

Powhatan Rd (SR 1901)

Twin Acres Rd

Inset 4: Clayton / Archer Lodge

Bicycle Map
Inset 4

Johnston County
Comprehensive Transportation Plan

Plan date: July 7, 2011

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation
- North Carolina Bike Route

Miles
0 0.5 1

N W E S

Figure 1
Sheet 4 of 5

Base map date: April, 2009

Refer to CTP document for more details

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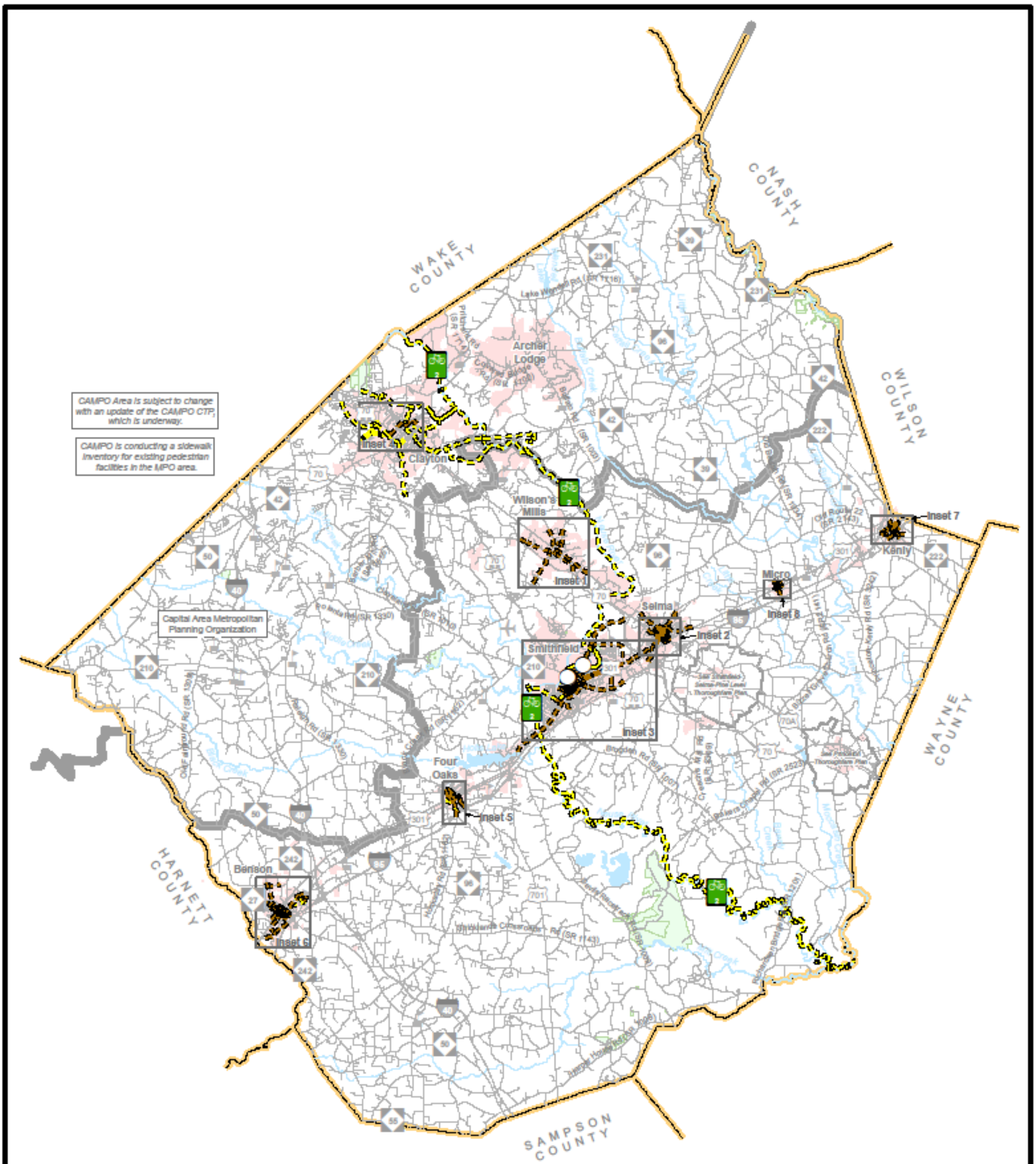
CAMPO Area is subject to change with an update of the CAMPO CTP, which is underway.
CAMPO is conducting a sidewalk inventory for existing pedestrian facilities in the MPO area.
Capital Area Metropolitan Planning Organization
WAKE COUNTY
NASH COUNTY
WILSON COUNTY
WAYNE COUNTY
HARNETT COUNTY
SAMPSON COUNTY
Archer Lodge
Clayton
Wilson's Mills
Inset 1
Selma
Inset 2
Smithfield
Inset 3
Four Oaks
Inset 5
Benson
Inset 6
Kenly
Inset 7
Micro
Inset 8
Sidewalks
Existing
Needs Improvement
Recommended
Off-Road
Existing
Needs Improvement
Recommended
Multi-Use Paths
Existing
Needs Improvement
Recommended
Existing Grade Separation
Proposed Grade Separation
North Carolina Bike Route
Miles
0 1 2 4 6
N
W
E
S
Figure 1
Sheet 5 of 5
Base map date: April, 2009
Refer to CTP document for more details
Pedestrian Map
Welcome To JOHNSTON COUNTY
Johnston County
Comprehensive Transportation Plan
Plan date: July 7, 2011

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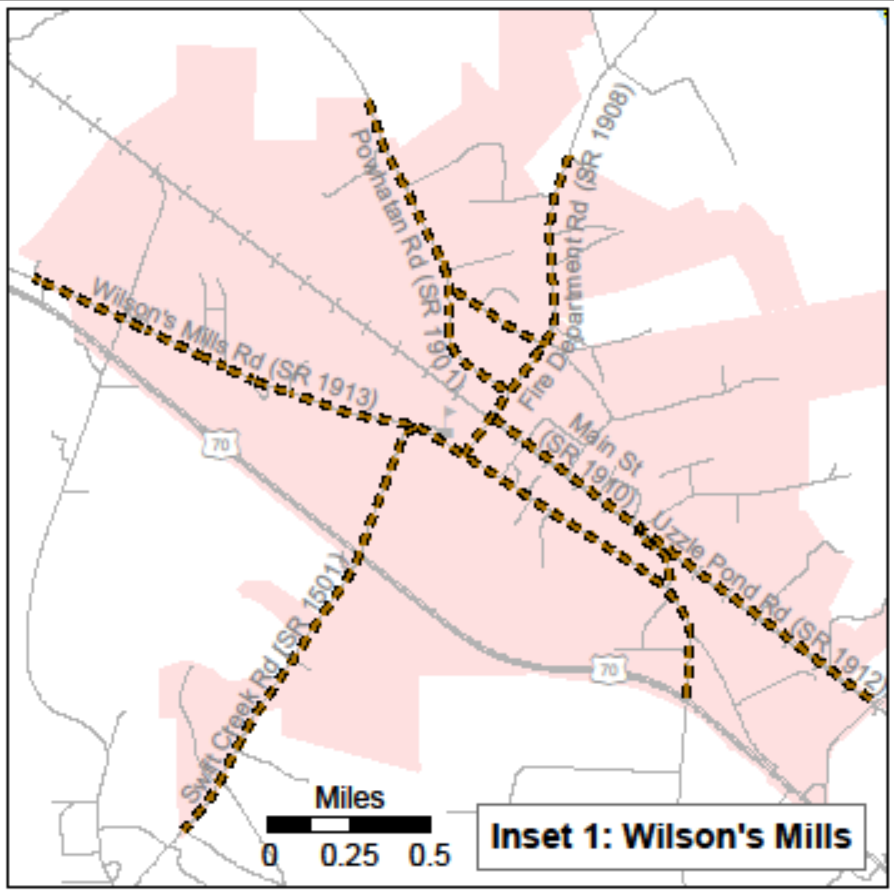
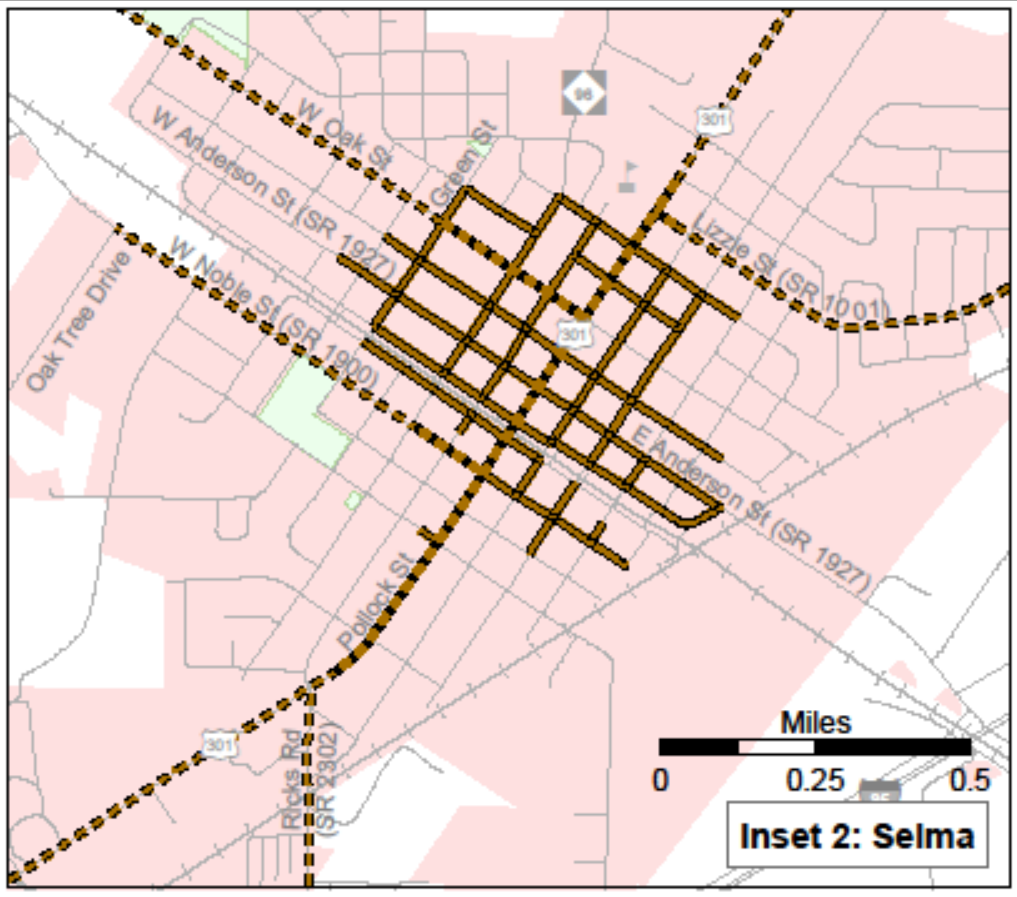
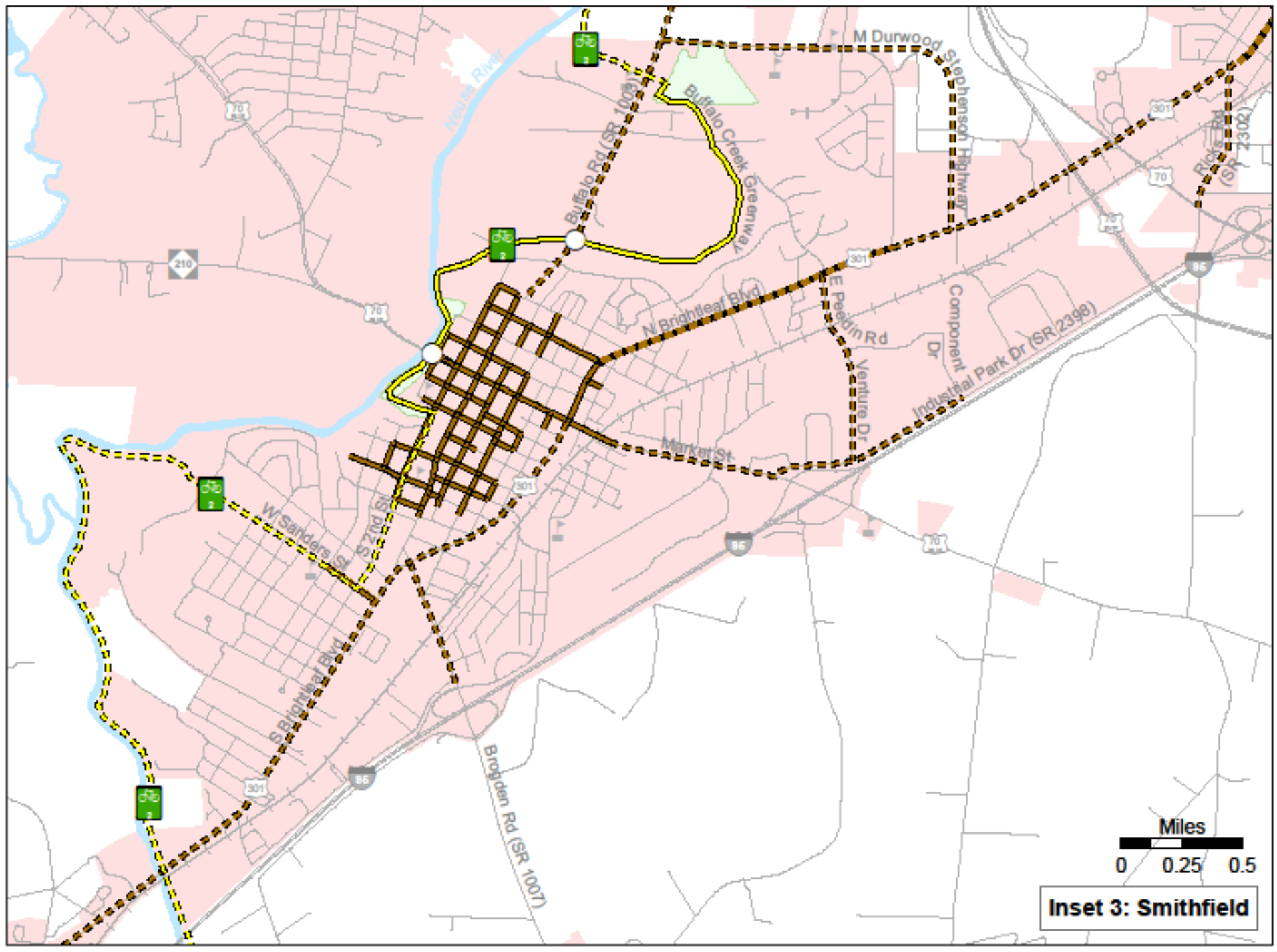






Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation
- North Carolina Bike Route

N W E S

Figure 1
Sheet 5A of 5

Base map date: April, 2009

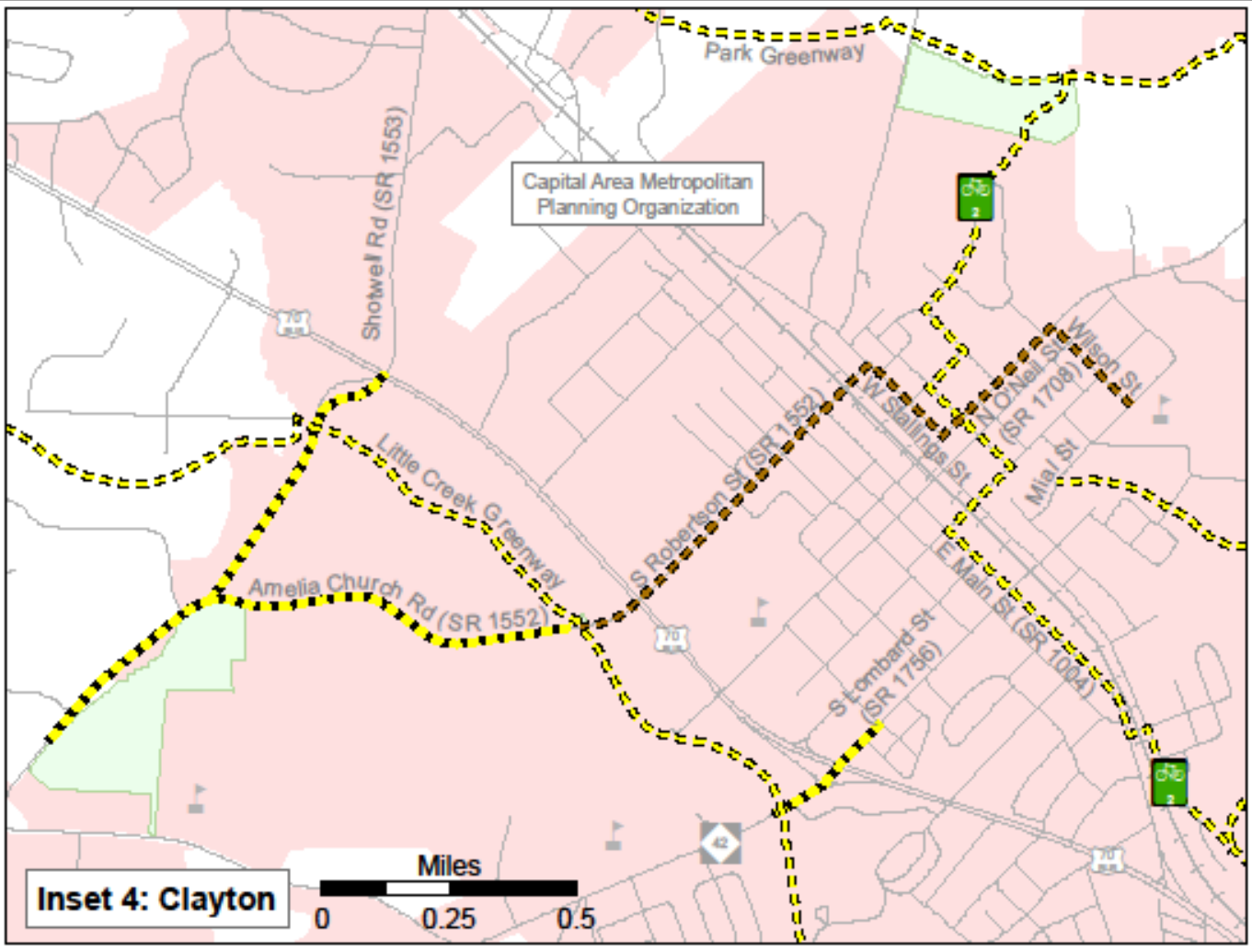
Refer to CTP document for more details

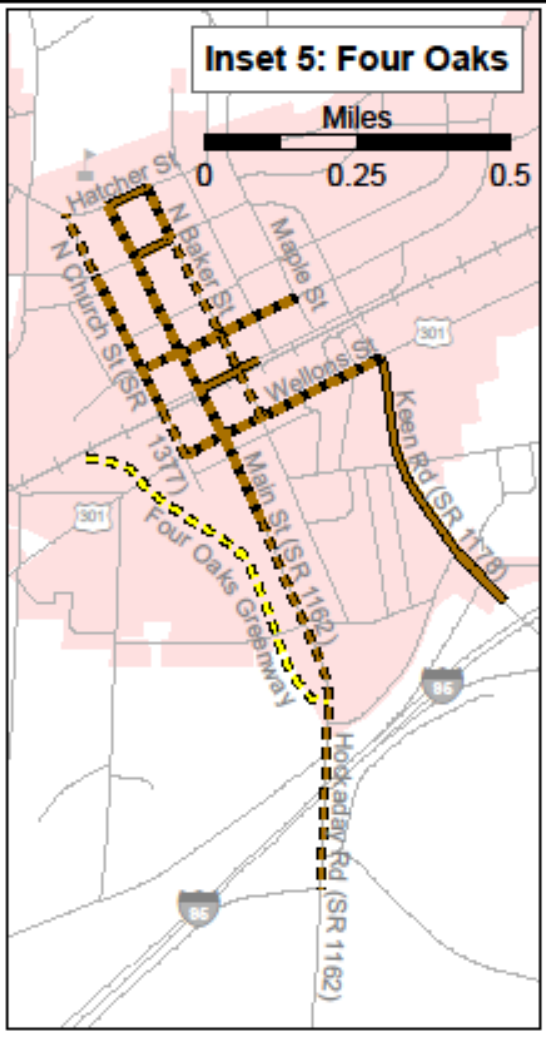
Pedestrian Map
Insets 1, 2, & 3

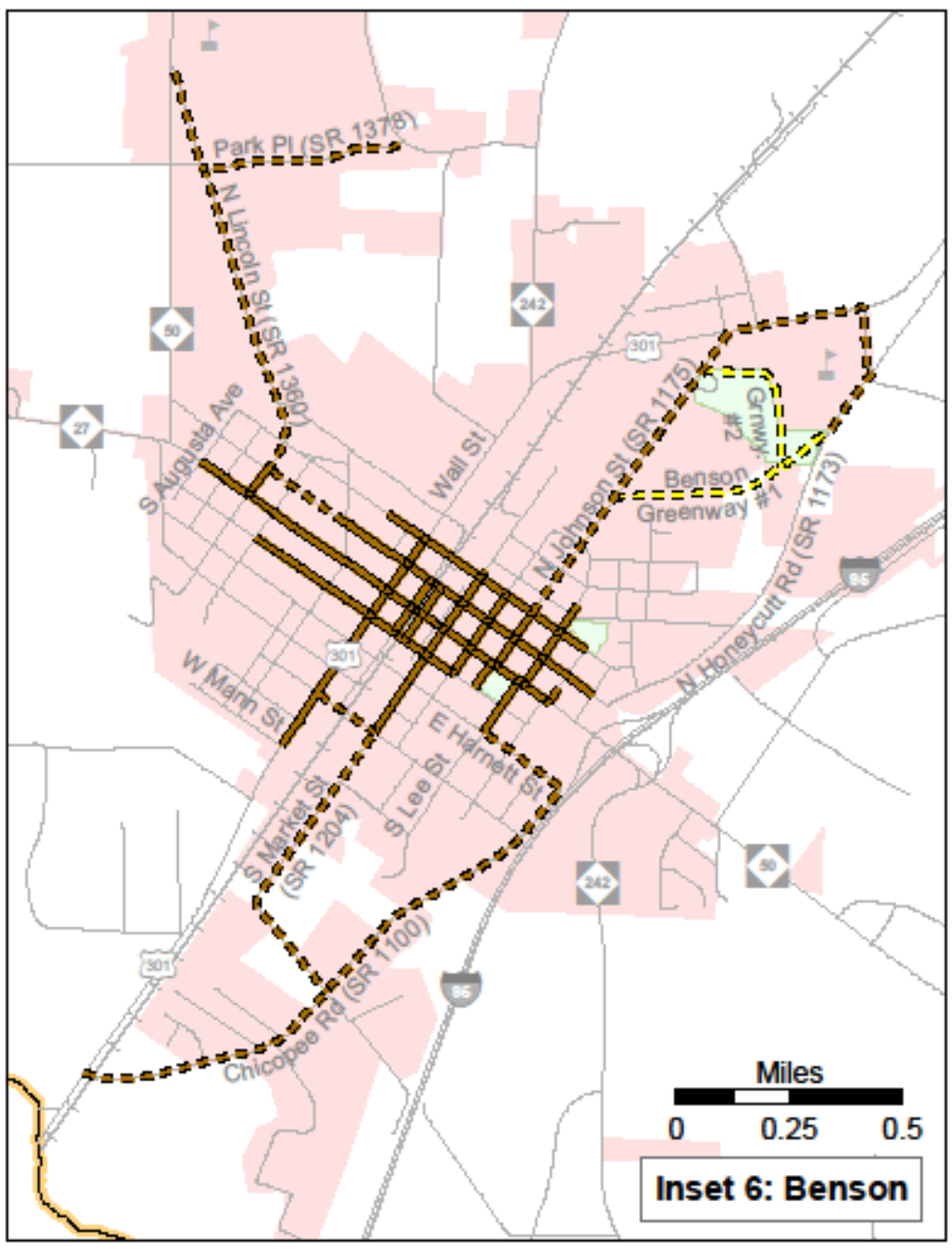
Johnston County
Comprehensive Transportation Plan

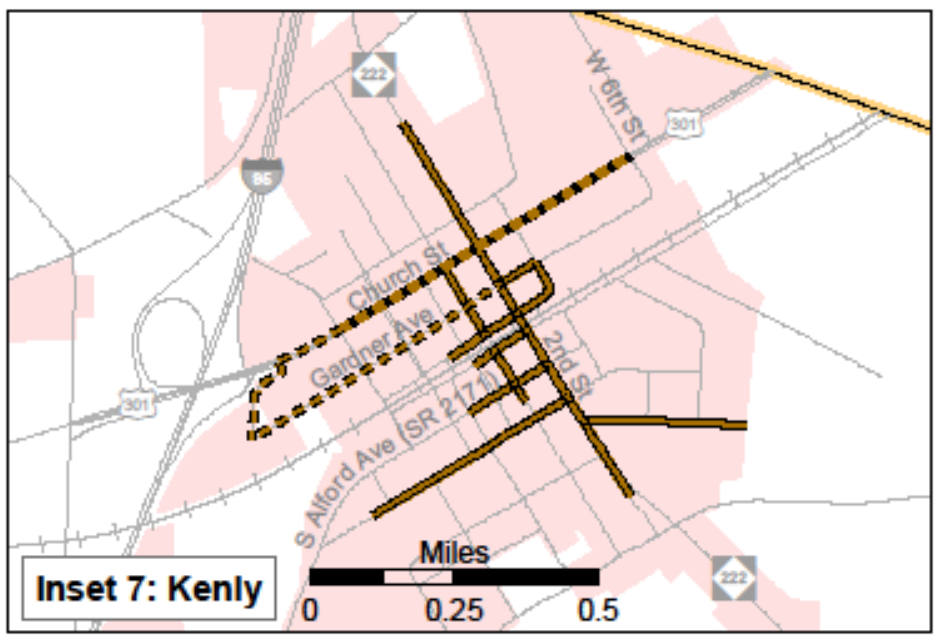
Plan date: July 7, 2011

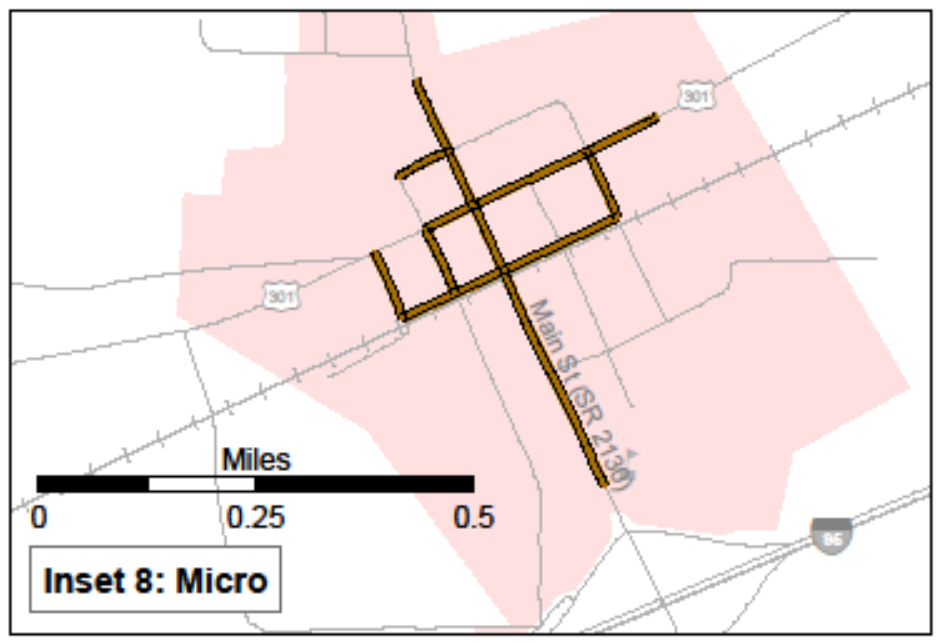
Back of Figure











Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation
- North Carolina Bike Route

N W E S

Figure 1
Sheet 5B of 5

Base map date: April, 2009

Refer to CTP document for more details

Pedestrian Map
Insets 4, 5, 6, 7, & 8

Johnston County
Comprehensive Transportation Plan

Plan date: July 7, 2011

Back of Figure

I. Analysis of the Existing and Future Transportation System

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

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

- Analysis of the transportation system, including any local and statewide initiatives;
- Impacts to the natural and human environment, including natural resources, historic resources, homes, and businesses;
- 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 and last revised on July

10, 2008. 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) for each corridor. Individual Comprehensive Transportation Plans shall incorporate the long-term vision of each corridor. Refer to Appendix A for contact information. US 70 in Johnston County is designated as a freeway on the SHC Vision Plan. The towns of Pine Level and Princeton did not participate in the CTP due to their disagreement with the US 70 SHC designation.

In the development of this plan, travel demand was projected from 2007 to 2035 by two methods. The first method was a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2007. AADT data from 2008 and 2009 was available, but due to high gasoline prices and less travel during these years, the data did not match past growth trends. To avoid underestimating future travel demand in 2035, data from 2007 was used for projections. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The second projection method used the Triangle Regional Model ("TRM V4-2008," Official Adopted Triangle Regional Model) as a comparison tool for the growth patterns of the trendline analysis; the projections were found to be consistent. The established future growth rates were endorsed by the Town of Smithfield (August 3, 2010), the Town of Kenly (August 9, 2010), the Town of Selma (August 10, 2010), the Town of Wilson's Mills (August 16, 2010), the Johnston County Board of Commissioners (September 7, 2010), the Town of Four Oaks (September 13, 2010), the Town of Micro (October 12, 2010), and the Town of Benson (November 9, 2010). Refer to Figure 2 for future growth rates.

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. Refer to Figures 3 and 4 for existing and future capacity deficiencies.

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. Many factors contribute to the capacity of a roadway including the following:

- 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

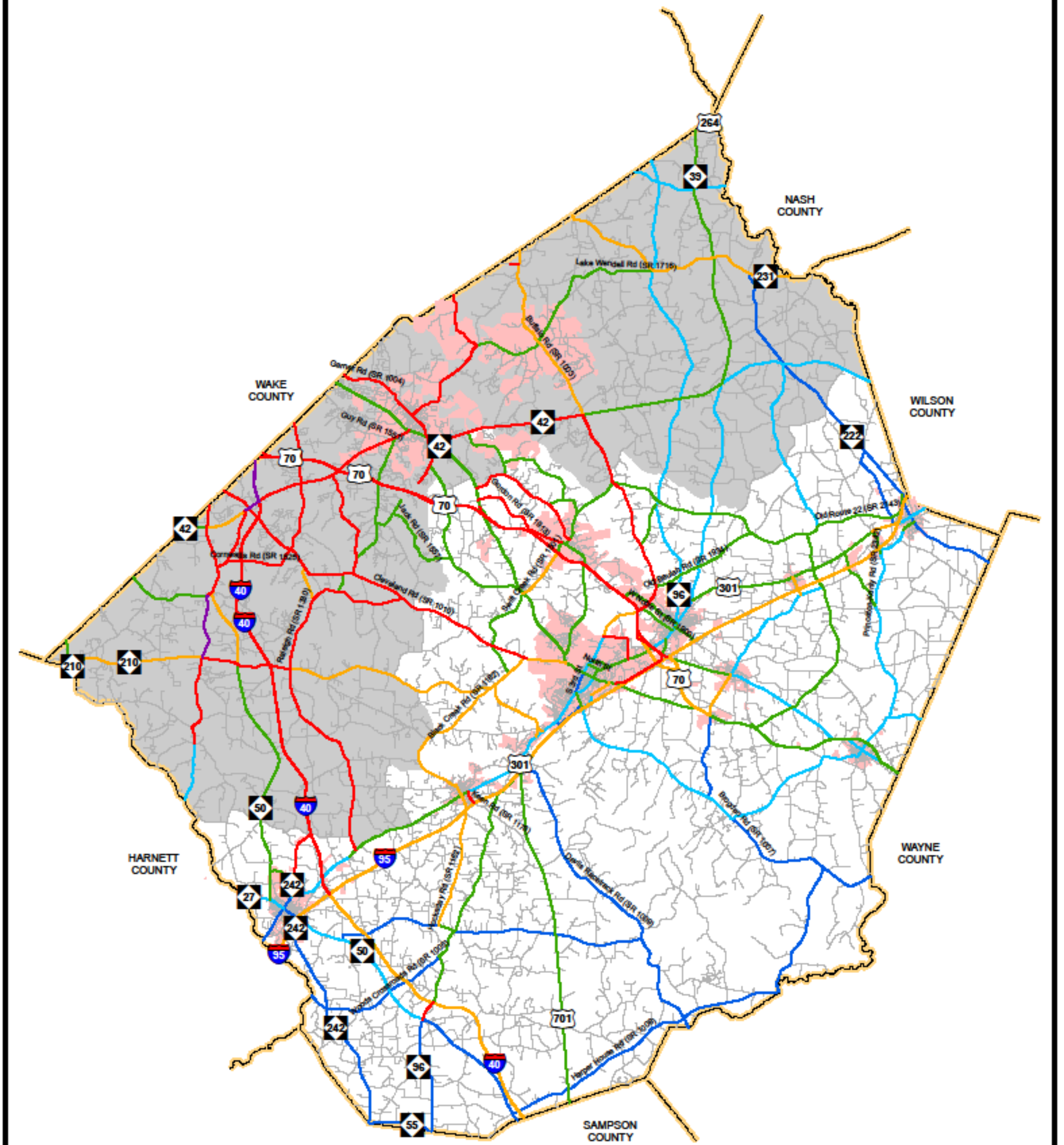
Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. A crash analysis was performed for the Johnston County CTP for crashes occurring in the planning area between January 1, 2008 and December 31, 2010. During this period, a total of 66 intersections were identified as having a high number of crashes as illustrated in Figure 5. 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 Structures 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. 49 deficient bridges were identified within the planning area and are illustrated in Figure 6. Refer to Appendix G for more detailed information.



Growth Rates

- 1.0 %
- 1.5 %
- 2.0 %
- 2.5 %
- 3.0 %
- 3.5 %

Municipal Limits

County Boundaries

CAMPO Area

Miles

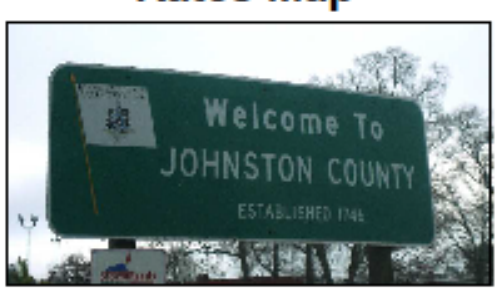
0 1 2 3 4

N W E S

Map date: March 22, 2010

Figure 2

Growth Rates Map



Johnston County

Comprehensive Transportation Plan

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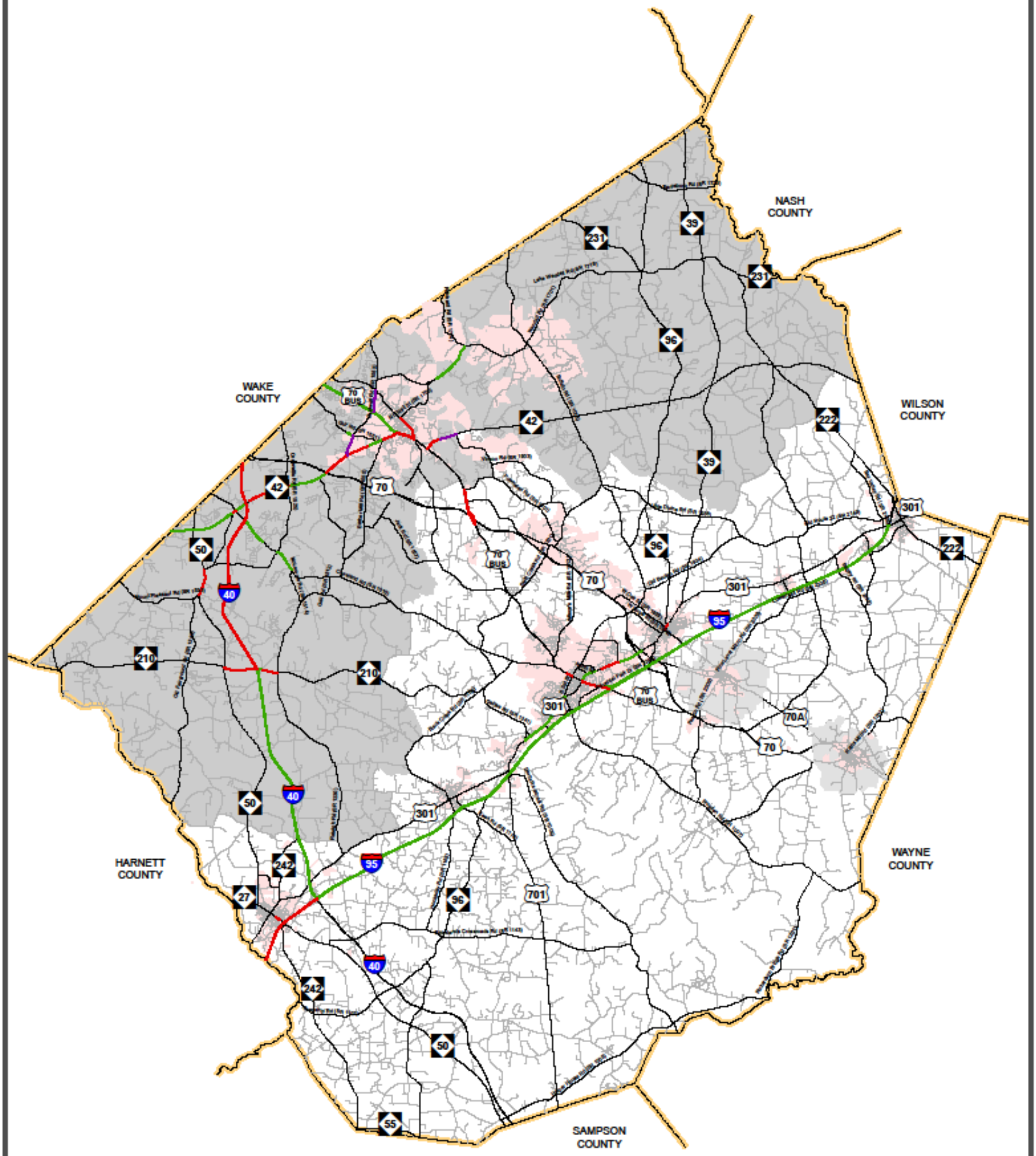

Volume/Capacity Ratios

- Under Capacity (0 - 0.79)
- Near Capacity (0.80 - 0.99)
- Over Capacity (1.00 - 1.49)
- Significantly Over Capacity (1.50+)

- ETJ - Not in CTP
- Municipal Limits
- County Boundaries
- CAMPO Area

Note: Reflects Average Annual Daily Traffic, not peak hour volumes

Miles
0 1 2 3 4

N W E S

Map date: August 3, 2010

Figure 3

Existing (2009) Roadway Deficiency Map

Johnston County

Comprehensive Transportation Plan

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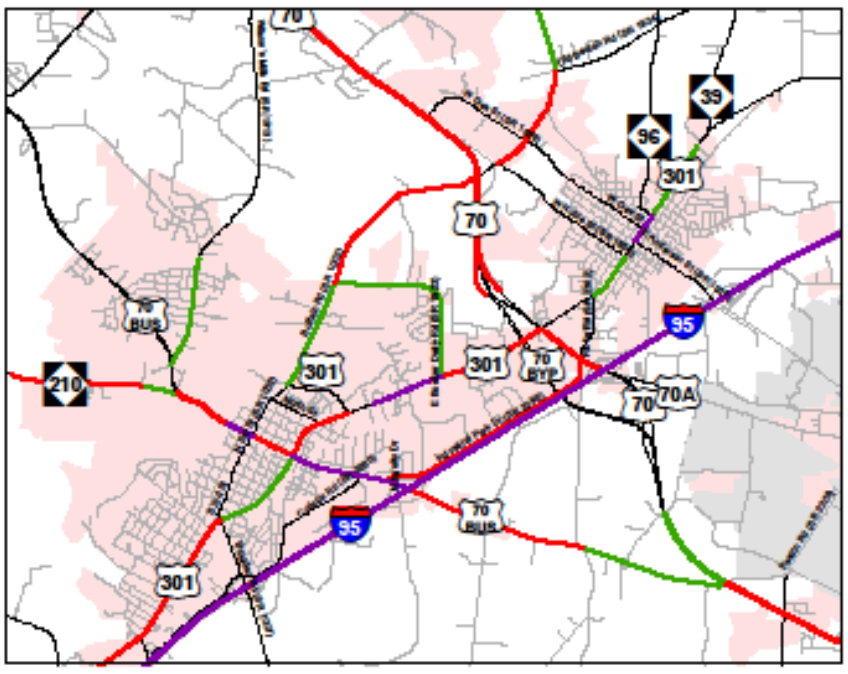
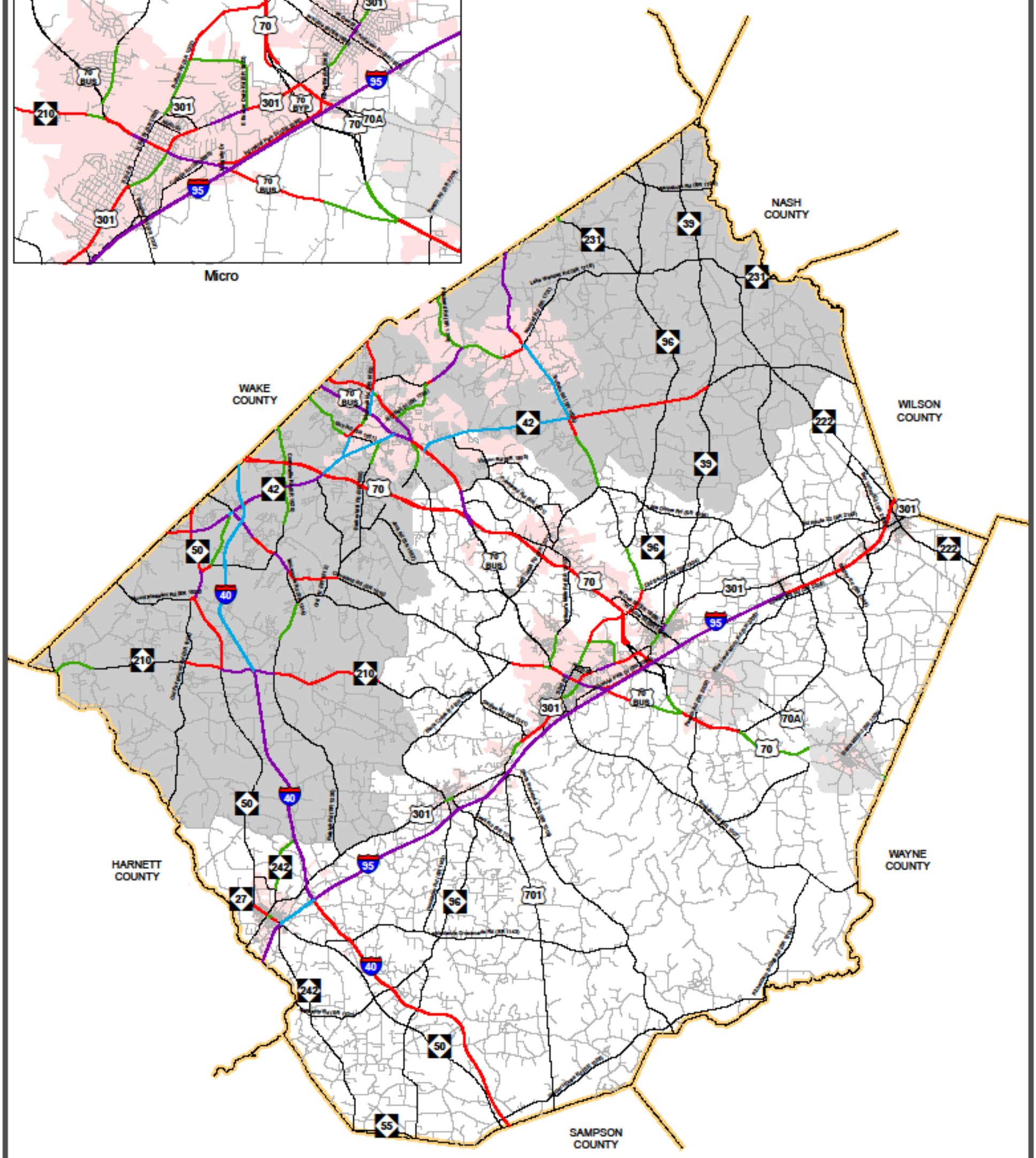


Micro



Volume/Capacity Ratios

- Under Capacity (0 - 0.79)
- Near Capacity (0.80 - 0.99)
- Over Capacity (1.00 - 1.49)
- Significantly Over Capacity (1.50 - 1.99)
- Very Significantly Over Capacity (2.00+)

Note: Reflects Average Annual Daily Traffic, not peak hour volumes

- ETJ - Not in CTP
- Municipal Limits
- County Boundaries
- CAMPO Area

Miles
0 1 2 3 4

N W E S

Map date: October 14, 2010

Figure 4

Future (2035) Roadway Deficiency Map

Johnston County

Comprehensive Transportation Plan

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WAKE COUNTY
NASH COUNTY
WILSON COUNTY
WAYNE COUNTY
HARNETT COUNTY
SAMPSON COUNTY

Crash Locations (# Map Index)
Schools
Airports
Roads
Rivers and Streams
Water Bodies
Municipal Boundaries
MPO Boundaries
County Boundaries

Miles
0 1 2 4 6

N
W E
S

Base map date: April, 2009

Figure 5

Refer to CTP document for more details

Crash Locations Map

Johnston County
Comprehensive Transportation Plan

Plan date: July 7, 2011

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WAKE COUNTY
NASH COUNTY
WILSON COUNTY
WAYNE COUNTY
HARNETT COUNTY
SAMPSON COUNTY

Deficient Bridge (# Bridge Number)
Schools
Airports
Roads
Rivers and Streams
Water Bodies
Municipal Boundaries
MPO Boundaries
County Boundaries

Miles
0 1 2 4 6

N
W E
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Base map date: April, 2009

Figure 6

Refer to CTP document for more details

Deficient Bridges Map

Johnston County Comprehensive Transportation Plan

Plan date: July 7, 2011

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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 and planned fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. There are no fixed or scheduled services that serve Johnston County. The county does offer on-demand transportation services including medical trips, workplace and job training, senior centers, child care centers, social services, public hearings, and dental care; however, these services are provided by request, so they were not included in the CTP inventory of existing routes. All recommendations for public transportation were coordinated with the local governments and the Public Transportation Division of NCDOT. Refer to Appendix A for contact information.

Rail

Today 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 and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. There are currently two existing rail facilities within the planning area. The CSX Line runs from Harnett County to Wilson County, and the North Carolina Railroad (NCRR) / Norfolk Southern Line runs from Wake County to Wayne County. A train station in Selma serves both lines. All recommendations for rail were coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information.

Bicycles & Pedestrians

Bicyclists and pedestrians are a growing part of the transportation equation 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 upon 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 highway 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 Sheets 4 and 5 of Figure 1. The 2005 Town of Clayton Comprehensive Bicycle Plan was utilized in the development of the bicycle element of the CTP, in addition to other bicycle recommendations throughout the county. The pedestrian element of the CTP is comprised primarily of local recommendations from municipalities. The Mountains to Sea Trail (NC Bicycle Route 2) (a multi-use trail for bicycles and pedestrians) runs through Johnston County from Wake County to Wayne County. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information.

Land Use

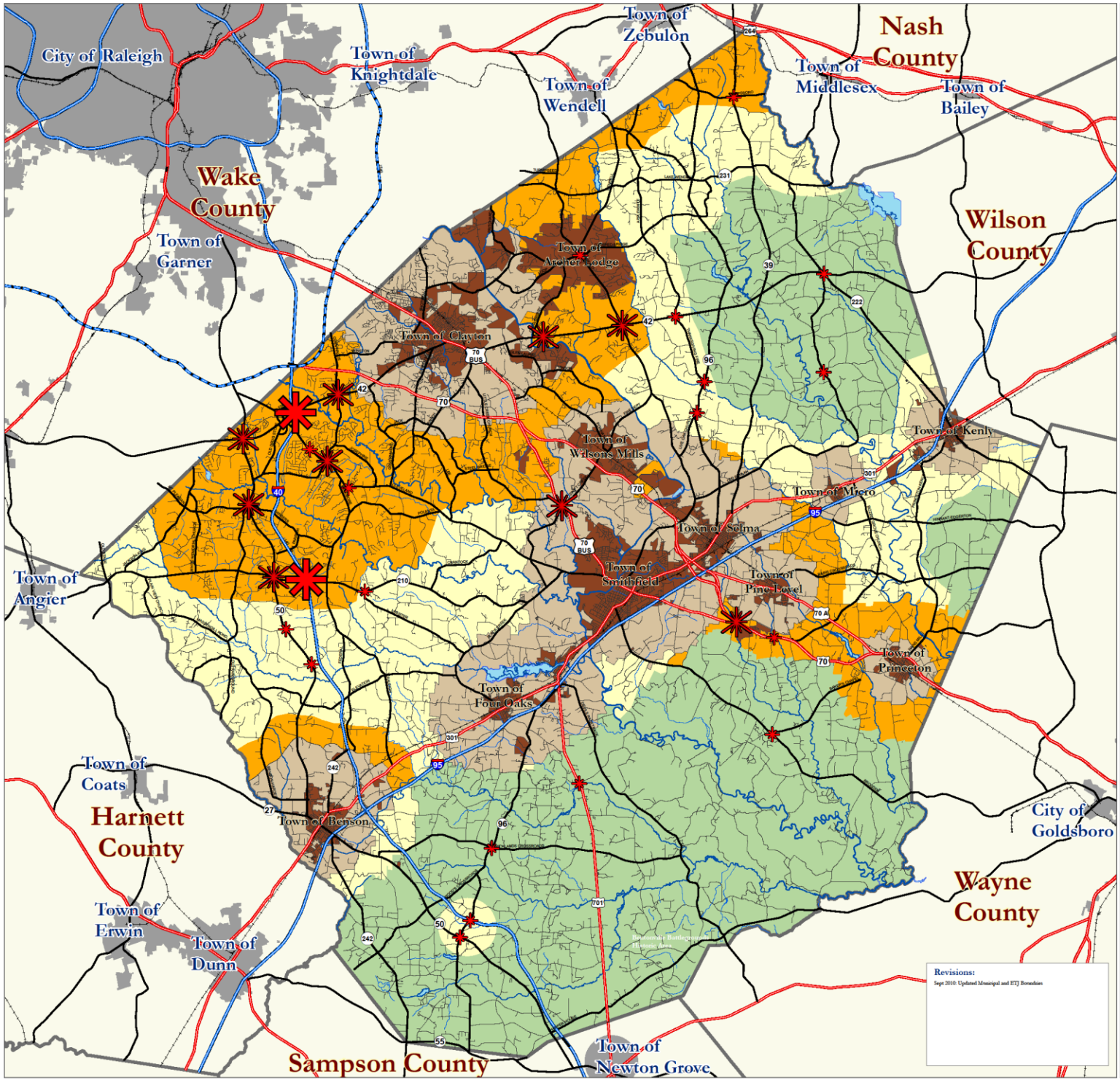
G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the Johnston County 2030 Comprehensive Plan was used to meet this requirement and is illustrated in Figure 7.

Land use refers to the physical patterns of activities and functions within an area. 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.

Johnston County has designated the northwestern area of the county, as well as areas surrounding most of the municipalities, as primary growth areas. The western area of the county contains two regional commercial activity centers along I-40. There are more community commercial activity centers primarily in the northwestern area of anticipated growth, and there are numerous neighborhood commercial activity centers scattered throughout the county. The southern area of the county, as well as portions of the northeastern area, are designated as agricultural / rural conservation areas.



JOHNSTON COUNTY
NORTH CAROLINA

COMPREHENSIVE PLAN UPDATE

Land Use Plan

Legend

- Town Limits
- Town Planning Jurisdiction
- Future Municipal Area

Future Land Use

- Primary Growth Area
- Agricultural / Rural Conservation Area
- Secondary Growth Area

Commercial Activity Nodes

- Regional Center
- Community Center
- Neighborhood Center

Note:
Primary Growth Area denotes areas in which high levels of growth pressures currently exist or are anticipated near term. Agricultural / Rural Conservations Area denotes areas in which low levels of growth pressures are anticipated over the next 20 years. These areas should be considered for rural conservation and agricultural preservation programs. Secondary Growth Area denotes areas in which low to moderate levels of growth pressures are anticipated over the next 20 years. Commercial Activity Nodes denote the vicinity and scale of commercial development. The node types are Regional Centers such as big-box retailers, Community Centers such as grocery stores, and Neighborhood Centers such as convenient stores.

Map Date: March 02, 2009

Map Prepared By:
Johnston County Planning and Zoning Department

Map Prepared In Association With:
CLARION

Declaration of Map Intent:
Johnston County and its planning consultant do not warrant the accuracy of the displayed information and specifically disclaim any warranty for merchantibility or fitness for a particular purpose.

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Miles
0 2.5 5 10

Back of Figure

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 Johnston County are shown in Figures 8, 9, 10, 11, 12, and 13.

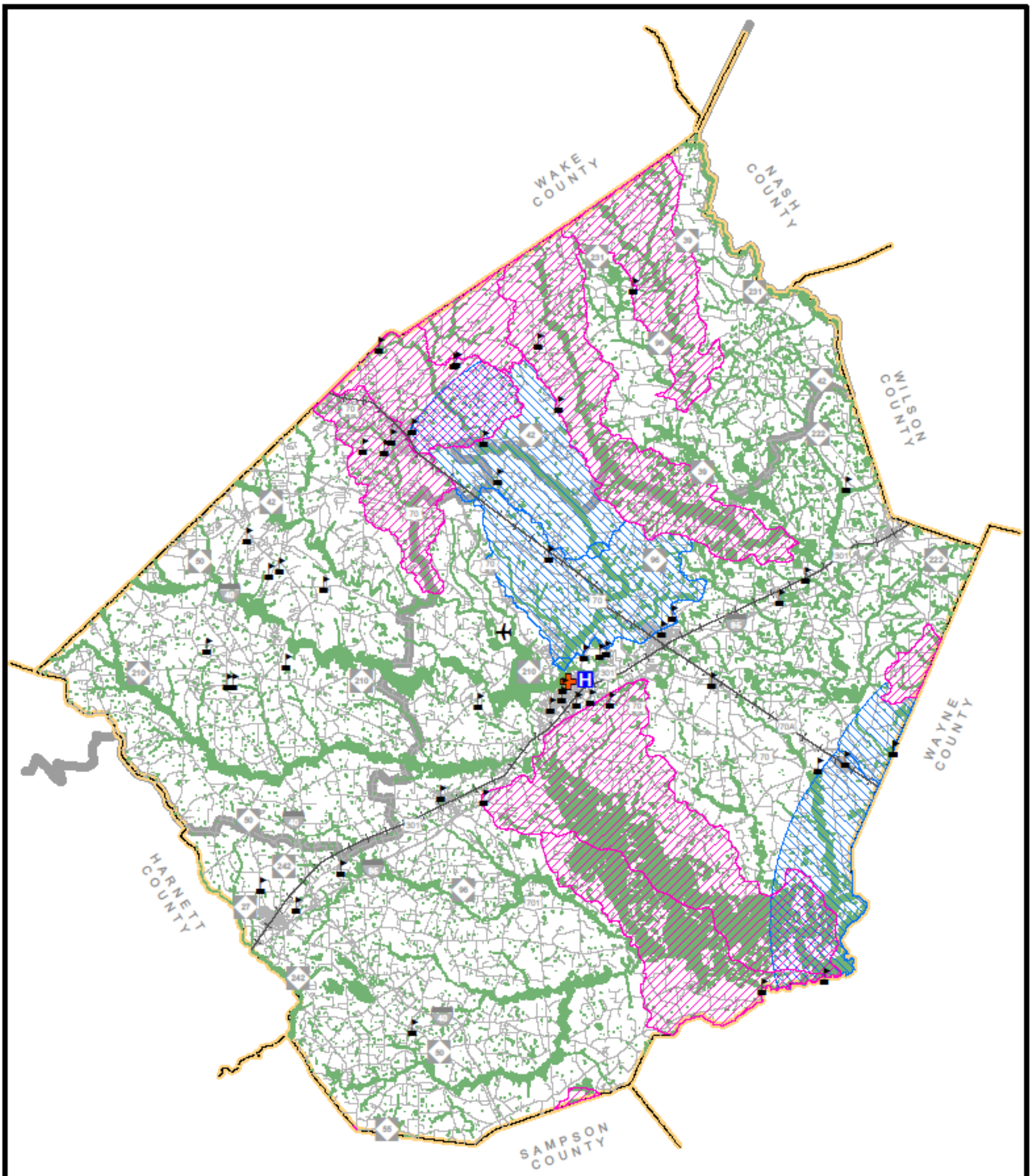
Table 1 – Environmental Features

- Airport Boundaries
- Anadromous Fish Spawning Areas
- Beach Access Sites
- Bike Routes (NCDOT)
- Coastal Marinas
- Colleges and Universities
- Conservation Tax Credit Properties
- Emergency Operation Centers
- Federal Land Ownership
- Fisheries Nursery Areas
- Geology (including Dikes and Faults)
- Hazardous Substance Disposal Sites
- Hazardous Waste Facilities
- High Quality Water and Outstanding Resource Water Management Zones
- Hospital Locations
- Hydrography (1:24,000 scale)
- Land Trust Priority Areas
- National Heritage Element Occurrences
- National Wetlands Inventory
- North Carolina Coastal Region Evaluation of Wetland Significance (NC-CREWS)
- Paddle Trails – Coastal Plain
- Railroads (1:24,000 scale)
- Recreation Projects – Land and Water Conservation Fund
- Sanitary Sewer Systems – Discharges, Land Application Areas, Pipes, Pumps and Treatment Plants
- Schools – Public and Non-Public
- Shellfish Strata
- Significant Natural Heritage Areas
- State Parks
- Submersed Rooted Vasculars
- Target Local Watersheds - EEP
- Trout Streams (DWQ)
- Trout Waters (WRC)
- Water Distribution Systems – Pipes, Pumps, Tanks, Treatment Plants, and Wells
- Water Supply Watersheds
- Wild and Scenic Rivers

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



Schools
Airports
Emergency Operation Centers
Hospital Locations
Railroad
Target Local Watersheds
Water Supply Watersheds
National Wetlands Inventory
Roads
MPO Boundaries
County Boundaries

Miles
0 1 2 4 6

N
W E
S

Base map date: April, 2009

Figure 8

Refer to CTP document for more details

Environmental Map 1

Johnston County
Comprehensive Transportation Plan

Plan date: July 7, 2011

Back of Figure

WAKE COUNTY
NASH COUNTY
WILSON COUNTY
WAYNE COUNTY
HARNETT COUNTY
SAMPSON COUNTY

- Sanitary Sewer Systems - Treatment Plants
- Sanitary Sewer Systems - Pumps
- Sanitary Sewer Systems - Discharges
- Sanitary Sewer Systems - Pipes
- Roads
- MPO Boundaries
- County Boundaries

Miles
0 1 2 4 6

N W E S

Base map date: April, 2009

Figure 9

Refer to CTP document for more details

Environmental Map 2

Johnston County
Comprehensive Transportation Plan

Plan date: July 7, 2011

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WAKE COUNTY
NASH COUNTY
WILSON COUNTY
WAYNE COUNTY
HARNETT COUNTY
SAMPSON COUNTY

Water Distribution Systems - Wells
Water Distribution Systems - Treatment Plants
Water Distribution Systems - Tanks
Water Distribution Systems - Pumps
Water Distribution Systems - Pipes
Roads
MPO Boundaries
County Boundaries

Miles
0 1 2 4 6

N
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S

Base map date: April, 2009

Figure 10

Refer to CTP document for more details

Environmental Map 3

Johnston County Comprehensive Transportation Plan

Plan date: July 7, 2011

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WAKE COUNTY
NASH COUNTY
WILSON COUNTY
WAYNE COUNTY
HARNETT COUNTY
SAMPSON COUNTY

- Inactive Hazardous Sites
- Hazardous Waste Disposal Sites
- Hazardous Waste Facilities
- Hazardous Substance Disposal Sites
- Significant Natural Heritage Areas
- Land Trust Priority Areas
- Recreation Projects - Land Water Conservation Fund
- Roads
- MPO Boundaries
- County Boundaries

Miles
0 1 2 4 6

N
W E
S

Base map date: April, 2009

Figure 11

Refer to CTP document for more details

Environmental Map 4

Johnston County Comprehensive Transportation Plan

Plan date: July 7, 2011

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WAKE COUNTY
NASH COUNTY
WILSON COUNTY
WAYNE COUNTY
HARNETT COUNTY
SAMPSON COUNTY

Anadromous Fish Spawning Areas
NC Coastal Region Evaluation of Wetland Significance
Natural Heritage Element Occurences
Conservation Tax Credit Properties
Parks and Game Lands
Roads
MPO Boundaries
County Boundaries

Miles
0 1 2 4 6

N
W E
S

Base map date: April, 2009

Figure 12

Refer to CTP document for more details

Environmental Map 5

Johnston County
Comprehensive Transportation Plan

Plan date: July 7, 2011

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WAKE COUNTY
NASH COUNTY
WILSON COUNTY
WAYNE COUNTY
HARNETT COUNTY
SAMPSON COUNTY

Geology - Faults
Geology - Dikes
Hydrography (1:24k scale)
Roads
MPO Boundaries
County Boundaries

Miles
0 1 2 4 6

N
W E
S

Base map date: April, 2009

Figure 13

Refer to CTP document for more details

Environmental Map 6

Johnston County
Comprehensive Transportation Plan

Plan date: July 7, 2011

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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.

A meeting was held with the Johnston County Board of Commissioners in July, 2009 to 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 CTP Committee, which included representatives from each participating municipality, county staff, the Upper Coastal Plain RPO, and the Capital Area MPO, and interested citizenry. The committee worked 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 public survey, and a listing of committee members.

The Johnston County Planning Board (a citizen advisory board) and the Johnston County Transportation Advisory Board were also kept informed of the status of the CTP throughout the study, and their input was taken into consideration.

The public involvement process included holding three public drop-in sessions in Johnston County to present the proposed CTP to the public and solicit comments. The first meeting was held on April 12, 2011 at the Town of Benson Conference Center; the second meeting was held on April 26, 2011 at the Town of Clayton Council Chambers; the third meeting was held on May 3, 2011 in Smithfield at the Johnston County Agricultural Center. Each session was publicized in the local newspaper and was held from 4:00pm to 7:00pm. An online comment website was also created for the duration of the study, but no comment submissions were received via that format.

The public involvement process also included a public survey, which was created by the CTP committee. It was released to the public on August 1, 2009, and closed on October 14, 2009. A total 263 surveys were completed (including both online and paper submissions).

A public hearing was held on September 6, 2011 during the Johnston County Board of 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 by the county during this meeting. The CTP was adopted by the individual municipalities on the following dates:

- Wilson's Mills, August 15, 2011
- Smithfield, September 6, 2011
- Kenly, September 12, 2011
- Benson, September 13, 2011
- Selma, September 13, 2011

- Clayton, October 3, 2011
- Archer Lodge, October 10, 2011
- Four Oaks, October 10, 2011
- Micro, October 11, 2011.

The Capital Area MPO adopted the CTP on November 16, 2011. The Upper Coastal Plain RPO endorsed the CTP on September 14, 2011. The North Carolina Board of Transportation voted to mutually adopt the Johnston County CTP on January 5, 2012.

II. Recommendations

This report documents the development of the 2012 Johnston County CTP as shown in Figure 1. This chapter presents recommendations for each mode of transportation in the County.

Unaddressed Deficiencies

The following deficiencies were identified during the development of the CTP but remain unaddressed.

- US 70 Business and Main St (SR 1004), in Clayton: Both routes are projected to exceed LOS D in 2035. Improvements are not being recommended for these facilities, but there are project proposals in other areas of Clayton (refer to the problem statements below for JOHN0033-H, JOHN0036-H, JOHN0044-H, JOHN0056-H, JOHN0057-H, JOHN0058-H, JOHN0063-H) that will help to alleviate the congestion on these two facilities.
- NC 27/50 (Main St), in Benson: This is the primary route through downtown Benson, and improvements cannot be made on the existing facility due to the historic main street and architecture. This facility is only projected to barely exceed LOS D in 2035.

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 CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the County, the MPO, 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 Capital Area MPO and 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 projects. 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.

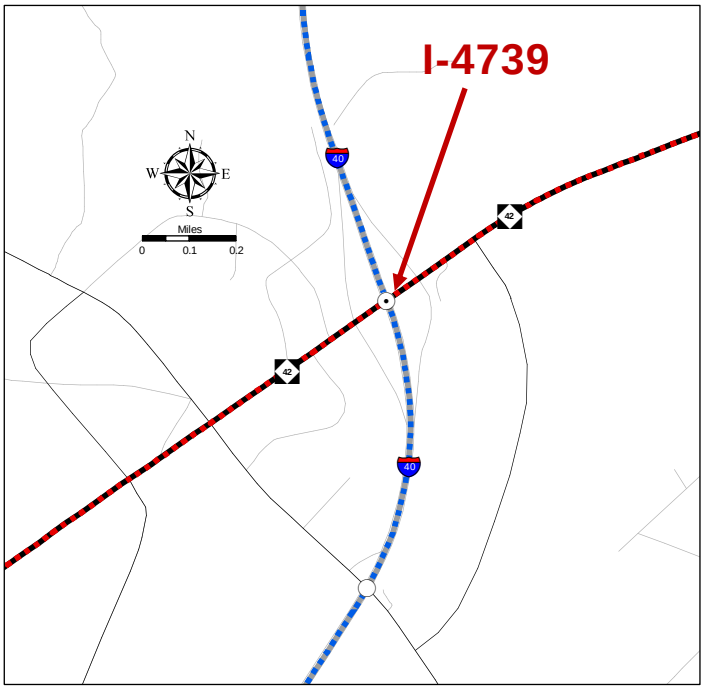
The following pages contain problem statements for each recommendation, organized by CTP modal element.

Problem Statements

HIGHWAY

Proposed improvements to I-40 Interchange at NC 42 (Exit 312)	**Local ID: I-4739 Last Updated: 12/8/14**

Identified Problem



The existing interchange on I-40 at NC 42 (Exit 312) already experiences substantial congestion daily, which is further hindered by a current substantial lack of control of access. Both roadway facilities are projected to exceed Level of Service (LOS) D by 2035. The primary purpose of improving the interchange is to relieve anticipated congestion within the area, provide better mobility, and increase safety.

Justification of Need

The I-40 / NC 42 interchange is a major stop along the I-40 corridor south of Raleigh in Johnston County. As the northwestern area of Johnston County has grown, this interchange has become a concentrated area for the growth, especially commercially. Its services are attractive both locally as well as for I-40 travelers as an adequate stopping point for many needs.

The interchange is also an important link between many areas of Johnston County and Wake County. It provides access to Wake County via I-40 to the north and NC 42 to the west. I-40 to the south connects to I-95 and the southeast portion of North Carolina, including the coast. NC 42 to the east connects to much of the growing areas of the county, as well as Clayton.

I-40 is currently a freeway with a 4-lane divided cross section in the vicinity of the interchange.

NC 42 is currently a major thoroughfare in the vicinity of the interchange, mostly consisting of a 4-lane cross section, with small sections of median, and turn lanes that frequently add and drop. Very little control of access has been exercised in the area, resulting in frequent driveways, crossroads, and signals. Mobility in the area is extremely low.

By projecting traffic using local knowledge of the growth, both roadways are anticipated to exceed LOS D by 2035. The table below displays the comparisons between the 2007 annual average daily traffic (AADT), the projected 2035 AADT, and the existing capacity of the facility at LOS D in vehicles per day (vpd).

Facility	Section (From - To)	2007 AADT	2035 AADT	Current Capacity
I-40	Wake Co - Exit 312 / NC 42	58,000	117,600	42,600
I-40	Exit 312 / NC 42 - Exit 319 / NC 210	46,000	87,400	42,600
NC 42	Cleveland Rd (SR 1010) - I-40	27,000	53,600	27,200
NC 42	I-40 - Speed Limit Change	15,000	28,600	27,200

The Triangle Regional Model ("TRM V4-2008," Official Adopted Triangle Regional Model) was consulted for comparison, which also projects both facilities to be over capacity by 2035.

Community Vision and Problem History
Due to Johnston County's close proximity to Raleigh and Wake County, it is expected to continue experiencing growth, especially in the northwestern portion and the vicinity of the I-40 / NC 42 interchange. Population and residential use, and therefore commercial and retail use as well, is expected to continue increasing through the 2035 planning period as this area continues to be an attractive location.

CTP Project Proposal

Project Description and Overview
The CTP project proposal (NCDOT project I-4739) is to provide improvements to the existing interchange and its vicinity. This could include redesign of the interchange ramp and signal configuration, better access control along NC 42, better signal coordination, and possible roadway widening in sections.

This proposal would reduce congestion in the interchange, especially in the daily hours of heavy commuting traffic. Better mobility and safety would be provided for local users as well as the through traffic on I-40 stopping temporarily at the exit.

Also being considered as part of this recommendation is project JOHN0005-H for a proposed interchange at Cornwallis Road (SR 1525).

Natural & Human Environmental Context
Small access improvements to this interchange will not have substantial impacts to businesses or residents. But if more significant modifications are made to the interchange and in its vicinity, some commercial and retail development may be affected. However, in the case of this densely developed area, and the congestion that already exists, substantial changes could mean immediate and significant benefits in mobility and safety.

There are 2-3 small natural water features and 1 sanitary sewer line (underground) in the outer area of the interchange. There is a water distribution pipe that runs along NC 42, crossing both I-40 and NC 42, and another in the far northwest vicinity of the interchange.

Relationship to Land Use Plans

The CTP proposed project would allow Johnston County to develop in a manner consistent with its 2030 Comprehensive Plan. Its Land Use Map identifies the I-40 / NC 42 interchange as a regional commercial activity center, and the majority of this area of the county as a primary growth area. However, the existing configuration and condition of the interchange area is already operating at (and often over) full potential, and will experience significant trouble when attempting to accommodate additional traffic and growth.

Linkages to Other Plans and Proposed Project History

The 2001 Johnston County Thoroughfare Plan (that was not mutually adopted) recommends improvement of I-40 to a 6-lane cross section from Wake County to NC 42. Consistent with this prior recommendation, the 2011 Johnston County CTP expands the improvement to recommend an ultimate 8-lane cross section for I-40 (JOHN0001-H).

The unadopted 2001 Johnston County Thoroughfare Plan recommends improvement of NC 42 to a 7-lane cross section from I-40 to Cleveland Road (SR 1010), and to a 5-lane cross section from Cleveland Road (SR 1010) to NC 50. These previous recommendations support the same growth patterns that the 2011 Johnston County CTP has projected. The CTP recommends conversion of NC 42 to a 4-lane divided boulevard from Wake County to US 70 Business in Clayton, which will require widening in some sections (JOHN0018-H), especially east and west of the interchange. In the interest of minimizing widening beyond 4 lanes per the previous recommendations, the CTP recommendations include more access control and measures to increase safety and mobility. The I-40 / NC 42 interchange would include many improvements as a part of the NC 42 recommendation.

I-4739 is an existing DOT project. The description of the project is to provide access improvements in the vicinity of the existing I-40 / NC 42 interchange. At this time, I-4739 is subject to reprioritization; it is currently scheduled to begin right-of-way in January, 2028 and construction in February, 2030. This project has not reached the Purpose and Need point.

As a part of the initial I-4739 study, one potential alternative to relieving congestion at the I-40 / NC 42 interchange was to recommend a new interchange at the Cornwallis Road (SR 1525) overpass on I-40. This new interchange is reflected in the Johnston County CTP as project JOHN0005-H.

The Capital Area Metropolitan Planning Organization (CAMPO) 2035 Long Range Transportation Plan (LRTP) identifies improvements to these sections of I-40 and NC 42 via various projects and time periods. CAMPO LRTP Project F44b recommends widening I-40 to 8 lanes from US 70 Business in Wake County to NC 42, and is planned to be constructed by 2025. CAMPO LRTP Project F44c recommends widening I-40 to 6 lanes from NC 42 to the CAMPO boundary, and is planned to be constructed by 2035. CAMPO LRTP Projects A407c and Jhns2b recommend widening NC 42 to 4 lanes from NC 50 to US 70 (Clayton Bypass), and are planned to be constructed by 2035.

I-40 is classified as an Interstate in the Federal Functional Classification System. It is identified as an existing freeway on the Strategic Highway Corridor Vision Plan, in order to maintain regional and statewide mobility and connectivity. It is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). I-40 is also identified as a Hurricane Evacuation Route from Wilmington to Raleigh.

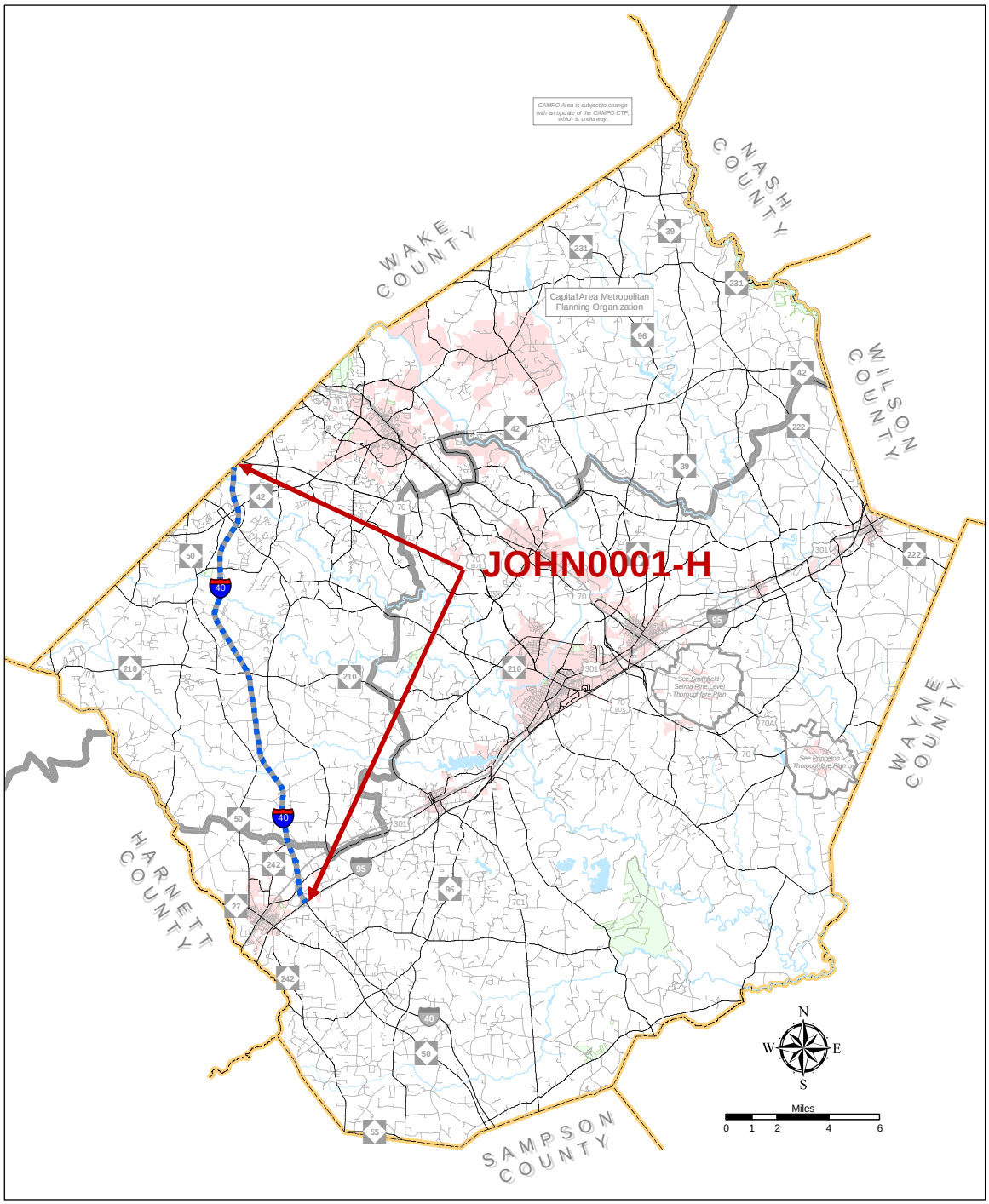
NC 42 is classified as a minor arterial in the Federal Functional Classification System. It is not part of the Strategic Highway Corridor Vision Plan. It is part of the regional tier of the NC Multimodal Investment Network (NCMIN).

Multi-modal Considerations
The CTP includes no multi-modal recommendations that interact with the I-40 / NC 42 interchange project proposal.

Public / Stakeholder Involvement
In the public survey, substantial comments were submitted regarding the congestion and lack of safety and mobility on NC 42 at the interchange. Comments were also submitted regarding the daily congestion on I-40, especially near the Wake County line. During the CTP drop-in sessions, there were no issues expressed regarding the I-40 / NC 42 interchange project proposal.

See Appendix H for more details about public involvement in the Johnston County CTP.

I-40 proposed improvements from Wake County to I-95	Local ID: JOHN0001-H Last Updated: 12/8/14



Identified Problem

Existing I-40 from the Wake County line to I-95 is projected to exceed Level of Service (LOS) D by 2035. The primary purpose of improving I-40 is to relieve anticipated congestion on the existing facility such that a minimum LOS D can be achieved.

Justification of Need

I-40 is a major northwest-southeast corridor in Johnston County, and is a vital artery in moving people and goods through North Carolina. It locally acts as a connector from a major portion of Johnston County to Raleigh and other points within Wake County, both for work and pleasure purposes. Regionally and nationally, I-40 connects western destinations, from California to Raleigh, with the southeast portion of North Carolina, including the coast. This section also connects users from the west to I-95, another major north-south corridor that runs the entire length of the east coast of the United States.

I-40 is currently a freeway with a 4-lane divided freeway cross section from Wake County to I-95.

By projecting traffic using local knowledge of the growth, the facility is anticipated to exceed LOS D by 2035. The table below displays the comparisons between the 2007 annual average daily traffic (AADT), the projected 2035 AADT, and the existing capacity of the facility at LOS D in vehicles per day (vpd).

Section (From - To)	2007 AADT	2035 AADT	Current Capacity
Wake Co - Exit 312 / NC 42	58,000	117,600	42,600
Exit 312 / NC 42 - Exit 319 / NC 210	46,000	87,400	42,600
Exit 319 / NC 210 - Exit 325 / NC 242 / Woodall Dairy Rd (SR 1356)	39,000	74,600	42,600
Exit 325 / NC 242 / Woodall Dairy Rd (SR 1356) - Exit 328 / I-95	37,000	70,200	42,600

The Triangle Regional Model ("TRM V4-2008," Official Adopted Triangle Regional Model) was consulted for comparison, which also projects the facility to be over capacity by 2035.

Community Vision and Problem History

Due to Johnston County's close proximity to Raleigh and Wake County, it is expected to continue experiencing growth, especially in the northwestern portion surrounding I-40. Population and residential use is expected to continue increasing through the 2035 planning period as this area continues to be an attractive location.

However, I-40 already currently experiences daily congestion. Since Johnston County in some ways is a "bedroom community" to Wake County, the morning commute

towards Wake County and evening commute from Wake County is usually congested. Based on current traffic counts alone, the existing facility is already over capacity. Many days, especially in the area around the Wake County line, the congestion and sheer traffic volume cause operations to deteriorate to a LOS F. This has been an ongoing problem for many years, and while the local community does understand the amount of traffic cannot be helped, ideally the facility would operate at a higher LOS and provide better mobility and more reliable conditions.

CTP Project Proposal

Project Description and Overview

The CTP project proposal (Local ID JOHN0001-H) is to ultimately provide an 8-lane freeway cross section for this facility. Initial widening could be only to 6 lanes, but 8 lanes of right-of-way could be obtained to allow for future widening.

This proposal would reduce congestion throughout the corridor, especially in the peak hours. Better efficiency and reliability would be provided for local users as well as the through traffic bound for other corridors or destinations, and other vital NC, US, and Interstate routes would be made more accessible.

This proposal would provide a LOS D along the entire section, with the exception of Wake County to NC 42, where traffic is still projected to be slightly over capacity due to the extreme volume.

Natural & Human Environmental Context

Widening of I-40 will not have substantial impacts to businesses or residents, due to the fact that most homes and businesses do not lie in the vicinity of the existing interstate. The most disruption would be felt at densely developed exits, such as NC 42 (Exit 312), where some commercial and retail development could possibly be affected by the widening.

I-40 does cross many small natural water features. However, since the project proposal is only to widen the existing roadway, current bridges could be widened, which should leave the environmental features undisturbed.

This section of I-40 has multiple contacts with wetlands from the National Wetlands Inventory; raised crossings exist at the 3 major wetlands. Within two of those major wetlands are Swift Creek and Middle Creek, which are identified as Aquatic Habitats.

There are two sanitary sewer lines and six water distribution pipes that cross this section of I-40 underground.

Relationship to Land Use Plans

I-40 is already a freeway facility with full control of access. The most significant impact on land use could potentially be better connectivity to exits along the corridor, resulting in more opportunity for development.

The CTP proposed project would allow Johnston County to develop in a manner consistent with its 2030 Comprehensive Plan. Its Land Use Map identifies a major portion of northwestern Johnston County as a primary growth area. I-40 provides direct connection to two regional commercial activity centers, and it also serves as a connector to many community and neighborhood centers.

Linkages to Other Plans and Proposed Project History

In relation to the Johnston County CTP, I-40 is an important link to many of the proposed recommendations. It directly connects to proposed improvements of NC 42 (JOHN0018-H), the I-40 / NC 42 interchange (I-4739), Cornwallis Road (SR 1525) (JOHN0032-H), the proposed Cornwallis Road (SR 1525) interchange (JOHN0005-H), NC 210 (JOHN0021-H), NC 242 (JOHN0023-H), and I-95 (JOHN0003-H).

The 2001 Johnston County Thoroughfare Plan (that was not mutually adopted) recommended improvement of I-40 to a 6-lane cross section from Wake County to NC 42. Consistent with this prior recommendation, the 2011 Johnston County CTP expands the improvement to an ultimate 8-lane cross section in order to accommodate anticipated growth.

The section of proposed project JOHN0001-H from Wake County to NC 42 (Exit 312) coincides with DOT project I-5111BB. The description of project I-5111 is to add lanes to I-40 from the I-440 split in Raleigh to NC 42 in Johnston County. The overall project was divided into segments in order to allow for a logistical construction progression. At this time, segment I-5111BB is subject to reprioritization; it is currently scheduled to begin right-of-way in December, 2018 and construction in January, 2021.

The Capital Area Metropolitan Planning Organization (CAMPO) 2035 Long Range Transportation Plan (LRTP) identifies improvements to I-40 via various projects and time periods. CAMPO LRTP Project F44b recommends widening I-40 to 8 lanes from US 70 Business in Wake County to NC 42, and is planned to be constructed by 2025. CAMPO LRTP Projects F44c and F44d recommend widening I-40 to 6 lanes from NC 42 to the CAMPO boundary, and are planned to be constructed by 2035.

I-40 is classified as an Interstate in the Federal Functional Classification System. It is identified as an existing freeway on the Strategic Highway Corridor Vision Plan, in order to maintain regional and statewide mobility and connectivity. It is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). I-40 is also identified as a Hurricane Evacuation Route from Wilmington to Raleigh.

Multi-modal Considerations

The CTP includes no multi-modal recommendations that interact with the I-40 project proposal. However, I-40 does include a grade-separated rail crossing between NC 242 (Exit 325) and I-95 (Exit 328). In widening I-40, the bridges over the railroad would be widened, but the railroad and its crossing would not be affected.

The Town of Benson did express interest in a transit service to Raleigh, but their current projected growth did not warrant a new transit route beyond the CTP recommendation for a bus route along I-95 from Benson to the Selma park-and-ride lot (JOHN0004-T). However, if in the future Benson has more growth, a transit route along I-40 to Raleigh could be studied.

Public / Stakeholder Involvement

In the public survey, substantial comments were submitted regarding the daily congestion on I-40, especially near the Wake County line. During the CTP drop-in sessions, there were no concerns expressed regarding the I-40 project proposal.

See Appendix H for more details about public involvement in the Johnston County CTP.

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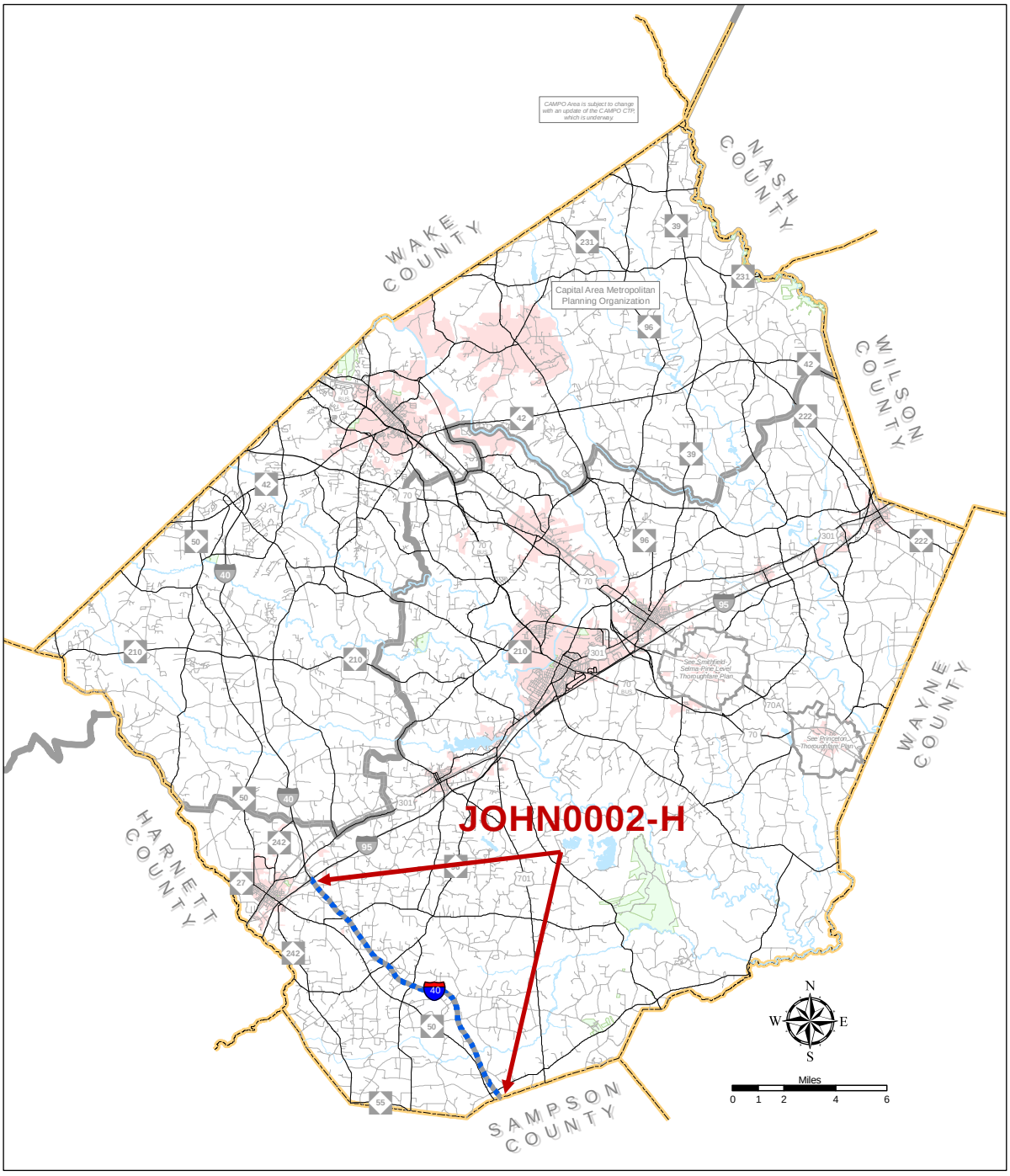
I-40 proposed improvements from I-95 to Sampson County

Local ID: JOHN0002-H
Last Updated: 12/8/14



Identified Problem

Existing I-40 from I-95 to Sampson County is projected to exceed Level of Service (LOS) D by 2035. The primary purpose of improving I-40 is to relieve anticipated congestion on the existing facility such that a minimum LOS D can be achieved.

Justification of Need

I-40 is a major northwest-southeast corridor in Johnston County, and is a vital artery in moving people and goods through North Carolina. It locally acts as a connector from a major portion of Johnston County to Raleigh and Wake County, both for work and pleasure purposes. Regionally and nationally, I-40 connects western destinations, from California to Raleigh, with the southeast portion of North Carolina, including the coast. This section also connects users from the east to I-95, another major north-south corridor that runs the entire length of the East Coast of the United States.

I-40 is currently a freeway with a 4-lane divided freeway cross section from I-95 to Sampson County.

By projecting traffic using local knowledge of the growth, the facility is anticipated to be over capacity by 2035. The table below displays the comparisons between the 2007 annual average daily traffic (AADT), the projected 2035 AADT, and the existing capacity of the facility at LOS D in vehicles per day (vpd).

Section (From - To)	2007 AADT	2035 AADT	Current Capacity
Exit 328 / I-95 - Exit 334 / NC 96	22,000	37,400	34,500
Exit 334 / NC 96 - Sampson Co	21,000	35,700	34,500

Community Vision and Problem History

This area of Johnston County does not expect the large increase in growth as the northwestern portion of the county does. It does not contain as much commuter traffic to Raleigh, and it therefore currently does not experience the daily breakdown conditions that are more common closer to Wake County.

This section of I-40 is mostly responsible for western traffic and I-95 users that access the eastern portion of the state as well as the coast. Capacity problems do not currently exist, but the continuation of current growth patterns could implicate the need for improvements in the future in order to maintain operation of the facility at a LOS D.

CTP Project Proposal

Project Description and Overview

The CTP project proposal (Local ID JOHN0002-H) is to provide a 6-lane cross section for this facility.

Projection of traffic provided volumes that would only be slightly over capacity in 2035. However, as previously stated, if growth continues as projected, this proposal would provide a LOS D along the entire section. This would be necessary in order to provide reliability for all users and maintain efficient access to vital NC, US, and Interstate routes.

Natural & Human Environmental Context

Widening of I-40 will not have substantial impacts to businesses or residents, due to the fact that most homes and businesses do not lie in the vicinity of the existing interstate. There are no densely developed exits that would be affected.

I-40 does cross many small natural water features. However, since the project proposal is only to widen the existing roadway, current bridges could be widened, having minimal or no impacts to the environmental features.

This section of I-40 has multiple contacts with wetlands from the National Wetlands Inventory; a raised crossing exists at one major wetland. There is one sanitary sewer line that crosses this section of I-40 underground.

Relationship to Land Use Plans

I-40 is already a freeway facility with full control of access. The most significant impact on land use could potentially be better connectivity to exits along the corridor.

The Land Use Map in the Johnston County 2030 Comprehensive Plan identifies one area along this facility as a secondary growth area. The majority of the remaining section is currently rural and identified to remain as agricultural/rural conservation area.

Linkages to Other Plans and Proposed Project History

This section of I-40 does not connect to any other recommendations in the Johnston County CTP except for I-95.

The 2001 Johnston County Thoroughfare Plan (which was not mutually adopted) did not recommend any improvements for this facility. This is consistent with the growth patterns identified in this CTP's traffic projections, which show the facility to be only slightly over capacity in 2035.

This project is not included in NCDOT's 5-year Work Program or 10-year Program and Resource Plan.

I-40 is classified as an Interstate in the Federal Functional Classification System. It is identified as an existing freeway on the Strategic Highway Corridor Vision Plan, in order to maintain regional and statewide mobility and connectivity. It is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). I-40 is also identified as a Hurricane Evacuation Route from Wilmington to Raleigh.

Multi-modal Considerations

The CTP includes no multi-modal recommendations that interact with the I-40 project proposal.

Public / Stakeholder Involvement

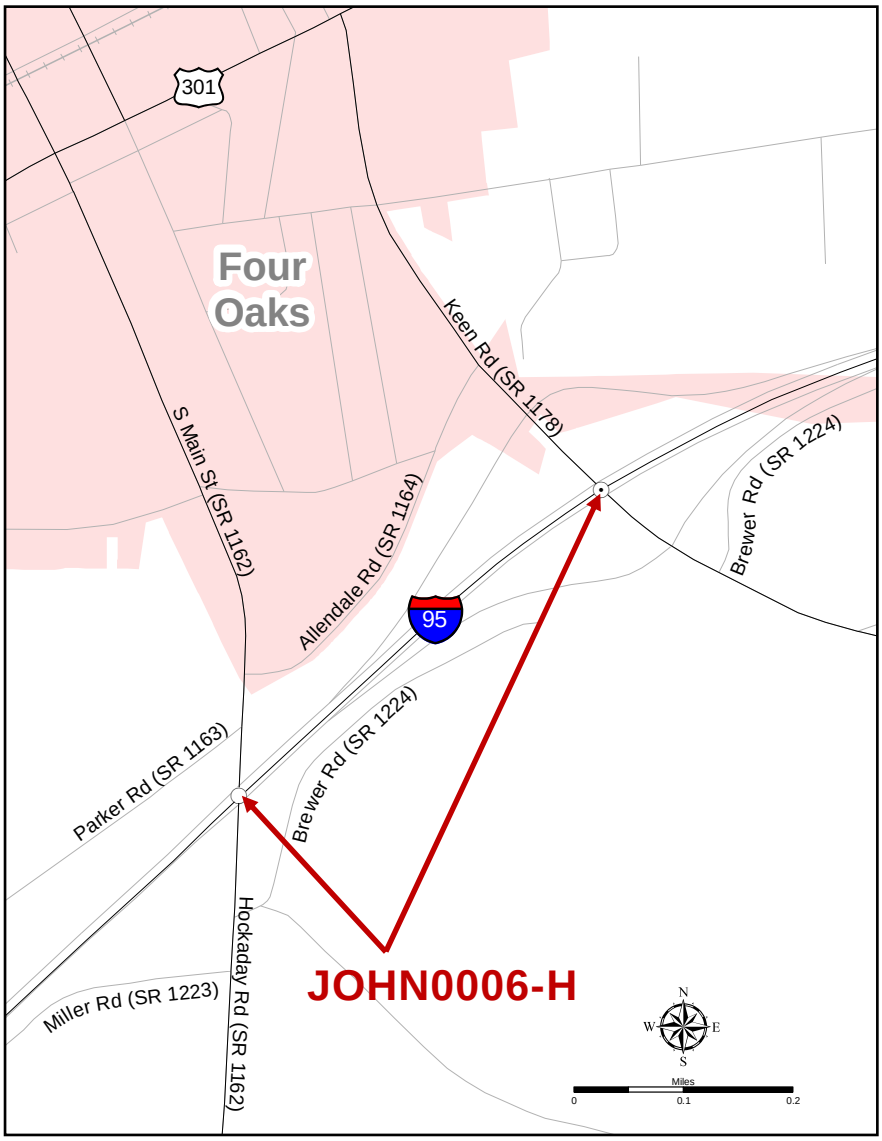
During the public survey and CTP drop-in sessions, there were no issues expressed with this section of I-40 or regarding the project proposal.

See Appendix H for more details about public involvement in the Johnston County CTP.

Proposed improvements to I-95 Interchange at Keen Road (SR 1178)	Local ID: JOHN0006-H Last Updated: 12/8/14

Identified Problem

Local feedback from Four Oaks residents stated that they felt that truck traffic was high through Four Oaks. Heavy trucks use Keen Road (SR 1178) to reach a new industrial park, due to the indirect access from the existing interchange on I-95 at Keen Road (SR 1178). The primary purpose of improving the interchange is to provide direct access for the truck traffic, while maintaining the current structures and incurring as little disturbance to the existing system as possible.



Justification of Need

The I-95 / Keen Road (SR 1178) interchange is the only current access to I-95 for the Town of Four Oaks. The nearest exits on I-95 are 6 miles to the south and 3 miles to the north. The original interchange configuration consisted of a split diamond interchange using Hockaday Road (SR 1162) and Keen Road (SR 1178); the ramps and access roads were pieced together using existing minor roads, which resulted in discontinuity along the interchange. In 2006, the interchange was modified into a conventional diamond interchange at Keen Road (SR 1178), leaving an overpass at Hockaday Road (SR 1162).

A new industrial park is planned and has begun construction south of I-95 within the planning jurisdiction of the Town of Four Oaks. It is bordered by I-95, Hockaday Road (SR 1162), and NC 96. The park is over 300 acres in size, with the capability of

housing many industries and producing mostly truck traffic. Due to lot placement and environmental constraints, the only access to the park is on Hockaday Road (SR 1162), which only provides indirect access to I-95. This results in the existing truck traffic heading toward downtown Four Oaks, using Allendale Road (SR 1164) to reach Keen Road (SR 1178) and the I-95 interchange.

I-95 is currently a freeway with a 4-lane divided cross section in the vicinity of the interchange. It is identified as an existing freeway on the Strategic Highway Corridor Vision Plan, in order to maintain regional and statewide mobility and connectivity. It is part of the statewide tier of the NC Multimodal Investment Network (NCMIN).

Keen Road (SR 1178) and Hockaday Road (SR 1162) are currently minor thoroughfares with a 2-lane cross section. They are part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

By projecting traffic using local knowledge of the growth, I-95 is anticipated to exceed LOS D by 2035. However, Keen Road (SR 1178) and Hockaday Road (SR 1162) are not projected to have capacity concerns. The table below displays the comparisons between the 2007 annual average daily traffic (AADT), the projected 2035 AADT, and the existing capacity of the facility in vehicles per day (vpd) based on the goal of providing a LOS D.

Facility	Section (From - To)	2007 AADT	2035 AADT	Current Capacity
I-95	Exit 81 / I-40 - Exit 87 / Keen Rd (SR 1178)	38,000	68,200	42,600
I-95	Exit 87 / Keen Rd (SR 1178) - Exit 90 / US 701 / NC 96	39,000	69,900	42,600
Keen Rd (SR 1178)	ECL Four Oaks - I-95	4,500	8,300	15,000
Keen Rd (SR 1178)	I-95 - NC 96	2,500	7,600	12,000
Hockaday Rd (SR 1162)	SCL Four Oaks - I-95	1,540	3,600	12,000
Hockaday Rd (SR 1162)	I-95 - Stricklands Crossroads Rd (SR 1143)	1,400	3,300	12,000

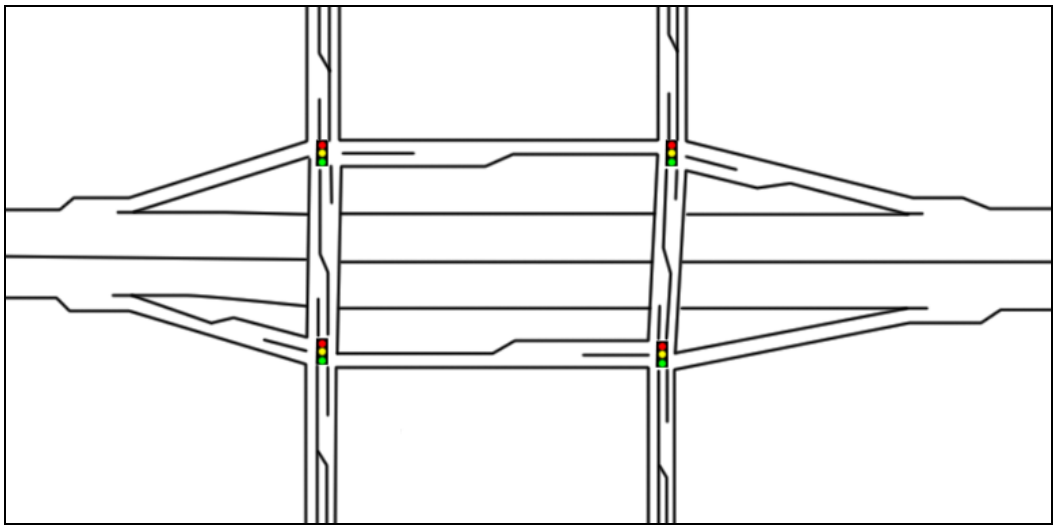
Community Vision and Problem History

The Town of Four Oaks is proactive in its planning for how and where it wants to grow, primarily regarding the separation of its industrial growth from its commercial and residential growth. In addition, the town has expressed the current issue of trucks in the downtown area and the desire to keep the industrial park traffic out of downtown. Allendale Road (SR 1164) is also a residential street that has already required maintenance and reinforcement due to the deterioration of the road from the heavy loads.

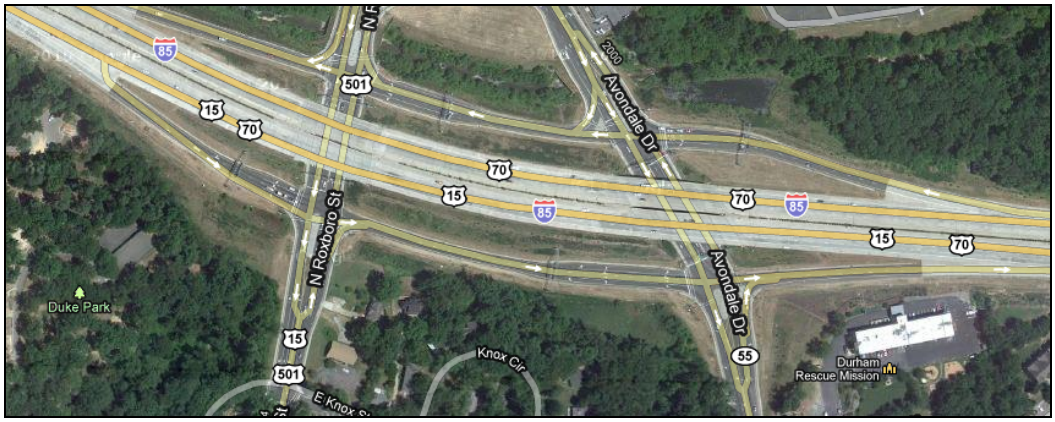
CTP Project Proposal

Project Description and Overview

The CTP project proposal (Local ID JOHN0010-H) is to modify the existing interchange into a new split diamond configuration, connecting Hockaday Road (SR 1162) and Keen Road (SR 1178). See the images below for examples of a split diamond interchange.



Example illustration



Existing split diamond interchange in Durham, NC

The proposed project will utilize the existing interchange at Keen Road (SR 1178), the overpass at Hockaday Road (SR 1162), and as much of the existing ramps and roadways as possible. No new structures should be required, and right-of-way from the old split diamond interchange still belongs to NCDOT.

The old split diamond was a connection of ramps and local roads that were pieced together, creating many intersections and no continuity. The proposed configuration (above) would be streamlined in design and provide high mobility. Service roads between Hockaday Road (SR 1162) and Keen Road (SR 1178) would have control of access, with no driveways or access except at Keen Road (SR 1178) and Hockaday

Road (SR 1162). They would most likely be one-way, which would provide higher mobility, shorter signal phases, and less right-of-way required.

The idea of a new interchange on I-95 further south of Keen Road (SR 1178) was considered, but it was eventually removed from further discussion based on numerous disadvantages. Approval of new interchanges for economic development is becoming very uncommon. A new interchange would also be much more costly due to a new structure, unless an existing overpass was used. In order to provide the minimum distance from existing interchanges, the closest location on I-95 with an overpass was studied, but it provided no direct traffic advantages to solve the problem.

Multiple agencies were contacted while studying the CTP proposal, including Federal Highway Administration (FHWA), NCDOT Congestion Management, and NCDOT Division 4. The final proposal takes into account information and guidance from each. The Town of Four Oaks was also involved throughout the process and is in agreement with the recommendation. The analysis also assumed no tolls on I-95.

Natural & Human Environmental Context

Expansion and conversion of this interchange will not have substantial impacts. NCDOT still owns right-of-way from the original split diamond interchange, so most modifications would be performed within NCDOT property. The exception would be in relation to the widening of I-95 (Local ID JOHN0003-H, also see the "I-95 Corridor Planning and Finance Study"), which could possibly require some right-of-way acquisition for the interchange, especially southeast of I-95 between Hockaday Road (SR 1162) and Keen Road (SR 1178) for the service road.

Depending on the specific design of the interchange, a few residences along Allendale Road (SR 1164) could be affected if a new service road is constructed to run parallel and closer to I-95. This could also be further affected with the widening of I-95.

There is one sanitary sewer pump located northwest of the intersection of Allendale Road (SR 1164) and South Main Street (Hockaday Road) (SR 1162). East of this pump, a sanitary sewer line (underground) runs along Allendale Road (SR 1164) to the north. A water distribution pipe (underground) also runs north from this pump along S. Main Street (Hockaday Road) (SR 1162).

One natural water feature could be impacted within the interchange modification. A field inspection was performed of the existing interchange, and the feature was found to be a large stream. In the vicinity of the interchange, the stream runs from the location of the sewer pump, under the intersection of Allendale Road (SR 1164) and S. Main Street (Hockaday Road) (SR 1162) via a large culvert, and under I-95 to the south. If modifications are made to the existing local road network, this stream crossing could potentially be impacted. Adversely, the location of the stream could potentially determine what modifications are possible in the design of the interchange.

Relationship to Land Use Plans

The CTP proposed project would allow Johnston County to develop in a manner consistent with its 2030 Comprehensive Plan. Its Land Use Map identifies the location of the interchange to be within the planning jurisdiction for the Town of Four Oaks and very near the town limits.

Linkages to Other Plans and Proposed Project History

The 1993 Four Oaks Thoroughfare Plan does not include improvements to I-95 or the interchanges at the town. However, it does recommend connecting Allendale Road (SR 1164) to Boyette Road (SR 1182) to the northeast via new location, and to a "Western Loop" new location to the west. The CTP proposal for the interchange modification would replace these prior connection recommendations.

The 2001 Johnston County Thoroughfare Plan (that was not mutually adopted) does not include improvements to I-95 or any of its interchanges.

Since this is a new project proposal, it has not yet been submitted for prioritization through the RPO, and therefore does not yet exist in the NCDOT project lists.

I-95 is classified as an Interstate in the Federal Functional Classification System. It is identified as an existing freeway on the Strategic Highway Corridor Vision Plan, in order to maintain regional and statewide mobility and connectivity. It is part of the statewide tier of the NC Multimodal Investment Network (NCMIN).

Hockaday Road (SR 1162) and Keen Road (SR 1178) are not classified in the Federal Functional Classification System, nor are they part of the Strategic Highway Corridor Vision Plan. They are part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Multi-modal Considerations

The CTP includes one multi-modal recommendation that will interact with the interchange improvement. A bus route is proposed (JOHN0001-T) from Benson to Selma that will run along I-95 and through this interchange.

Public / Stakeholder Involvement

The Four Oaks Town Council initiated the study of this project proposal, and its members have been advocates for an improvement since the beginning of the process. During the public survey and CTP drop-in sessions, there were no issues expressed from the public with this section of I-95 or regarding the project proposal for the interchange. The town's engineer did attend the Benson drop-in session on April 12, at which the interchange alternatives were discussed in depth, providing much information and guidance for further study, including the local needs and the town's plans.

See Appendix H for more details about public involvement in the Johnston County CTP.

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I-95, Local ID JOHN0003-H and JOHN0004-H

I-95 from the Harnett County line to the Wilson County line is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility.

I-95 in Johnston County is currently a freeway with a 4-lane divided cross section. It is designated as a Strategic Highway Corridor in order to maintain regional and statewide mobility and connectivity, and it is part of the statewide tier of the NC Multimodal Investment Network (NCMIN).

The table below displays the comparisons between the 2007 annual average daily traffic (AADT), the projected 2035 AADT (projected by a trendline analysis method, explained in further detail in Chapter 1), and the existing capacity of the facility at LOS D in vehicles per day (vpd).

Section (From - To)	2007 AADT	2035 AADT	Current Capacity
Harnett Co to Exit 79 / NC 50	49,000	84,900	42,600
Exit 79 / NC 50 to Exit 81 / I-40	54,000	93,400	42,600
Exit 81 / I-40 to Exit 87 / Keen Rd (SR 1178)	38,000	68,200	42,600
Exit 87 / Keen Rd to Exit 90 / US 701 / NC 96	39,000	69,900	42,600
Exit 90 / US 701 / NC 96 to Exit 93 / Brogden Rd (SR 1007)	42,000	75,000	42,600
Exit 93 / Brogden Rd (SR 1007) to Exit 95 / US 70 Bus	41,000	73,300	42,600
Exit 95 / US 70 Bus to Exit 97 / US 70	37,000	66,500	42,600
Exit 97 / US 70 to Exit 98 / E Anderson St (SR 1927) / Pine Level-Selma Rd	36,000	64,800	42,600
Exit 98 / E Anderson St (SR 1927) / Pine Level-Selma Rd to Exit 101 / Pittman Rd (SR 2137)	36,000	64,800	42,600
Exit 101 / Pittman Rd (SR 2137) to Exit 102 / E Main St / Micro Rd (SR 2130)	36,000	64,800	42,600
Exit 102 / E Main St / Micro Rd (SR 2130) to Exit 105 / Bagley Rd (2399)	35,000	63,100	42,600
Exit 105 / Bagley Rd (SR 2399) to Exit 106 / Truck Stop Rd (SR 2399)	35,000	63,100	42,600
Exit 106 / Truck Stop Rd (SR 2399) to Exit 107 / US 301	35,000	63,100	42,600
Exit 107 / US 301 to Wilson Co	29,000	52,900	42,600

From Harnett County to US 70 (Exit 97), the CTP project proposal (Local ID JOHN0003-H) is to ultimately provide an 8-lane cross section for this facility. Initial widening could be only to 6 lanes, but 8 lanes of right-of-way could be obtained with future widening in mind. This project proposal overlaps with NCDOT project I-4745C to upgrade

interchanges and add lanes on I-95 from I-95 Business (Exit 51) in Cumberland County to I-40 (Exit 81) in Johnston County.

From US 70 (Exit 97) to Wilson County, the CTP project proposal (Local ID JOHN0004-H) is to provide a 6-lane cross section for this facility.

For further information, see the "I-95 Corridor Planning and Finance Study" at www.driving95.com or by contacting the Project Development and Environmental Analysis (PDEA) Branch of NCDOT. Also known as NCDOT project I-5133, this study began in 2009 in order to evaluate the entire 182 miles of the I-95 corridor in North Carolina between both state lines. The study is anticipated to be complete in the Spring of 2012 and will provide NCDOT with a Phasing and Implementation Plan for the future development of the corridor, including detailed information on the necessary improvements, the priority of those improvements, and the costs to implement them.

The I-95 Corridor Planning and Finance Study has intentions to widen to either 6 or 8 lanes, depending on timeframes and congestion levels. However, the ultimate footprint will be 8 lanes along the entire corridor, which has no stated timeframe. The CTP recommendations for I-95 in Johnston County are consistent with these goals. This analysis also assumed no tolls on I-95.

I-40 Proposed Interchange at Cornwallis Road, Local ID JOHN0005-H

The existing interchange on I-40 at NC 42 (Exit 312) currently experiences substantial congestion daily, and is also projected to far exceed Level of Service (LOS) D by 2035. Improvements, including those beyond the existing interchange, would relieve anticipated congestion and help to maintain a minimum LOS D at the existing interchange.

I-40 is currently a freeway with a 4-lane divided cross section in the vicinity of the interchange at NC 42 (Exit 312) as well as the overpass at Cornwallis Road (SR 1525). Cornwallis Road (SR 1525) is currently a 2-3 lane, 60-foot cross section in the vicinity of I-40.

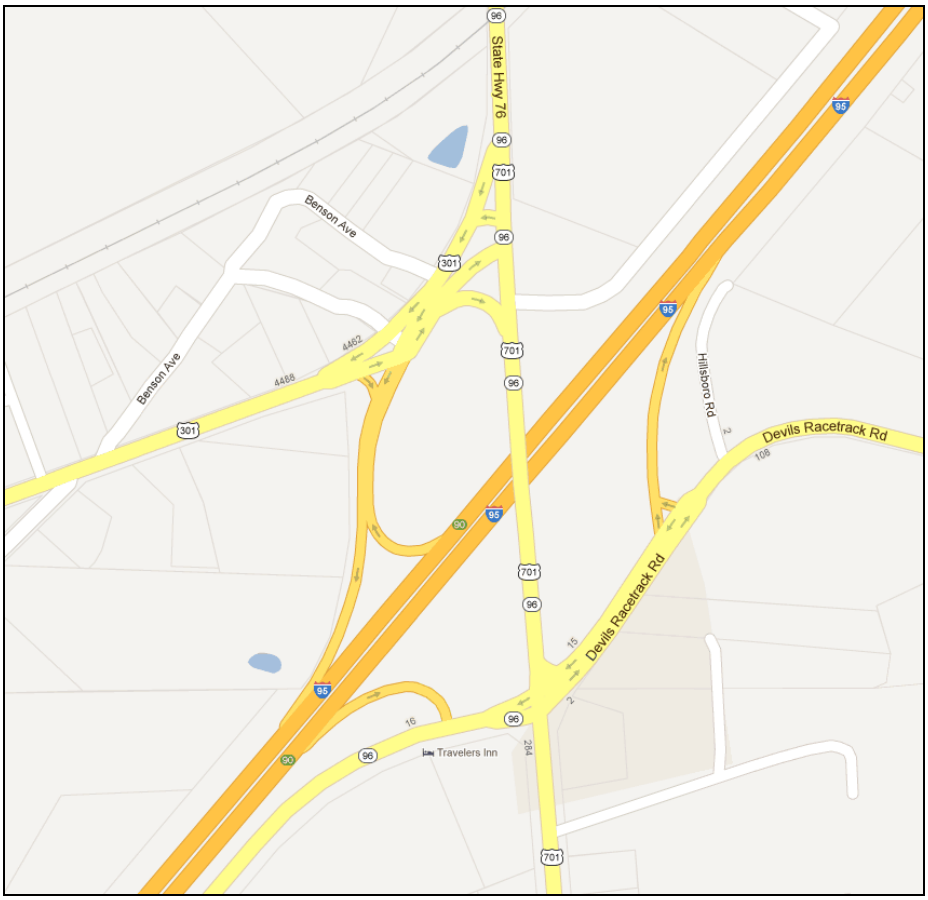
The CTP project proposal is to provide a new interchange at the current overpass of Cornwallis Road (SR 1525) over I-40. This recommendation will help to alleviate congestion at the existing interchange on I-40 at NC 42 (Exit 312). This recommendation is also being considered as part of project I-4739 for proposed improvements to the I-40 interchange at NC 42 (Exit 312).

I-95 Interchange Improvement at US 301 / 701 / NC 96, Local ID JOHN0007-H

The existing interchange on I-95 at US 701 / NC 96 (Exit 90) consists of an outdated design that has been modified multiple times, creating a confusing situation in which drivers must maneuver. Improvements are needed in order to provide more direct entrances and exits for the interstate as well as more streamlined access for the nearby US and NC routes.

See the image below for the map of the interchange and its directional movements. On the south side of the interchange, US 701 merges with NC 96 and Devil's Racetrack Road (SR 1009). The interstate entrance and exit ramps merge into NC 96 and Devil's Racetrack Road (SR 1009), instead of directly into the main crossline (US 701). On the north side of the interchange, the facility of US 701 / NC 96 merges with US 301. The interstate ramps merge directly into the intersection of all the US and NC routes, instead of directly into the main crossline (US 701). This creates a configuration of various roads merging together in an area with multiple median breaks, too many conflict points, and overall confusion. Entering or exiting from the interstate on either side of the interchange is not a direct maneuver.

The CTP project proposal is to improve the existing interchange and provide a newly designed configuration for the many ramps and US / NC routes that intersect in the vicinity.



Existing interchange configuration on I-95 at US 701 / NC 96 (Exit 90)

I-95 Interchange Improvement at US 70 Business, Local ID JOHN0008-H

The existing interchange on I-95 at US 70 Business (Exit 95 / Market Street) consists of an outdated design that has access along the ramps to other local roads, creating a confusing and unsafe situation in which drivers must maneuver. Improvements are needed in order to provide a higher level of safety and access control for the entrances and exits for the interstate.

On the south side of the interchange, the interstate ramps intersect midway with Mallard Road (SR 2507), creating a movement across interstate ramps on which vehicles are also entering and exiting the interstate at high speeds. On the north side of the interchange, Industrial Park Drive (SR 2398) intersects with US 70 Business (Market Street) directly next to the interstate exit ramp, creating a short, busy corridor with multiple signals and much congestion.

The CTP project proposal is to improve the existing interchange and provide a newly designed configuration with controlled access ramps and streamlined intersections on US 70 Business (Market Street).

US 70 (Wake County to US 70 Bypass), Local ID JOHN0009-H

US 70 from Wake County to the US 70 Bypass split (in Selma) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility.

US 70 is identified as a recommended freeway on the Strategic Highway Corridor Vision Plan, in order to maintain regional and statewide mobility and connectivity. This section of US 70 is currently a 4-lane, 48-foot divided cross section; the section from Wake County to US 70 Business (known as the Clayton Bypass) is a freeway facility, but the section from US 70 Business to the US 70 Bypass split (in Selma) contains median breaks and signals.

The CTP project proposal is to provide a 6-lane freeway cross section for this facility. The conversion to a continuous freeway is consistent the Strategic Highway Corridors Vision Plan.

See the US 70 Corridor Commission (http://www.super70corridor.com/) for more specific information on the corridor study for US 70 and the vision to transform US 70 into a freeway from Interstate 40 to the coast.

The following projects are in relation to JOHN0009-H:

US 70 Proposed Interchange at Swift Creek Road, Local ID JOHN0074-H

The CTP project proposal is to convert the at-grade intersection on US 70 at Swift Creek Road (SR 1501) into an interchange. This is consistent with the ultimate goal of Strategic Highway Corridors and the US 70 Corridor Commission to convert US 70 to a freeway.

US 70 Proposed Interchange at Wilson's Mills Road, Local ID JOHN0075-H

The CTP project proposal is to convert the at-grade intersection on US 70 at Wilson's Mills Road (SR 1913) into an interchange. This is consistent with the ultimate goal of Strategic Highway Corridors and the US 70 Corridor Commission to convert US 70 to a freeway.

US 70 (US 301 to I-95), Local ID JOHN0010-H

US 70 from US 301 (Pollock Street) to I-95 (in Selma) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. This section of US 70 is currently a 5-lane, 60-foot undivided cross section with a continuous center turn lane.

The CTP project proposal is to provide a 4-lane divided cross section for this facility. The addition of a median will allow for better access control, thereby providing higher mobility for the facility.

US 70 (US 70 Bypass to Wayne County), Local ID JOHN0011-H

US 70 from the US 70 Bypass merge (in Selma) to Wayne County is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility.

US 70 is identified as a recommended freeway on the Strategic Highway Corridor Vision Plan, in order to maintain regional and statewide mobility and connectivity. This section of US 70 is currently a 4-lane, 48-foot divided cross section, with median breaks and signals.

The CTP project proposal is to provide a 4-lane freeway cross section for this facility. The conversion to a continuous freeway is consistent with the Strategic Highway Corridors Vision Plan.

See the US 70 Corridor Commission (http://www.super70corridor.com/) for more specific information on the corridor study for US 70 and the vision to transform US 70 into a freeway from Interstate 40 to the coast.

The following project is in relation to JOHN0011-H:

US 70 Safety Improvements, Local ID W-5107

NCDOT project W-5107 for median closures and signal removals as safety improvements along US 70 near Pine Level is consistent with the ultimate goal of Strategic Highway Corridors and the US 70 Corridor Commission to convert US 70 to a freeway. Project W-5107 is currently scheduled for right-of-way in November, 2011 and construction in September, 2012.

US 70 Business (NC 210 to 1st Street), Local ID JOHN0012-H

US 70 Business (Market Street) from NC 210 to 1st Street (in Smithfield) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. This section of US 70 Business (Market Street) is currently a 5-lane, 60-foot undivided cross section with a continuous center turn lane.

The CTP project proposal is to provide a 4-lane divided cross section for this facility. The addition of a median will allow for better access control, thereby providing higher mobility for the facility.

US 70 Business (US 301 to US 70), Local ID JOHN0013-H

US 70 Business from US 301 (Brightleaf Boulevard) to US 70 is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve

anticipated congestion and to maintain a minimum LOS D on the existing facility. This section of US 70 Business (partially known as Market Street) is currently a 2-3 lane, 24-36 foot cross section, with a continuous center turn lane in some segments.

The CTP project proposal is to provide a 4-lane divided cross section for this facility. The addition of a median will allow for better access control, thereby providing higher mobility for the facility.

US 301 (US 701 to NC 39), Local ID JOHN0014-H

US 301 from US 701 to NC 39 is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility.

This section of US 301 (partially known as Brightleaf Boulevard / Pollock Street) is currently a 2-5 lane, 24-60 foot undivided cross section, mostly with a continuous center turn lane. The facility also currently experiences daily congestion, thereby producing safety issues with a high amount of conflict points.

The CTP project proposal is to provide a 4-lane divided cross section for this facility. The addition of a median will allow for better access control, thereby providing higher mobility and less conflict points for the facility.

See Appendix J for a visualization of a possible scenario for US 301.

US 301 (I-95 to W. 7th Street), Local ID JOHN0016-H

US 301 (Church Street) from I-95 to Wilson County (in Kenly) is identified as a recommended boulevard on the Strategic Highway Corridor Vision Plan, in order to maintain regional and statewide mobility and connectivity. US 301 (Church Street) from I-95 to W. 7th Street (in Kenly) is currently a 4-5 lane, 60-foot undivided cross section with signals, and mostly with a continuous center turn lane.

The CTP project proposal is to provide a 4-lane divided boulevard cross section for this facility. The conversion to a continuous boulevard will satisfy the Strategic Highway Corridors Vision Plan.

NC 39 (Wake County to Earpsboro Road), Local ID JOHN0017-H

NC 39 from Wake County to Earpsboro Road (SR 1723) is not projected to exceed Level of Service (LOS) D by 2035. However, the Capital Area MPO is recommending an upgrade to the continued section of the facility in Wake County; the general policy of the Capital Area MPO is to designate all NC or higher routes in the MPO as boulevards to accommodate anticipated future traffic to the Triangle Region. In Johnston County, this section of NC 39 is currently a 2 lane, 24-foot cross section.

The CTP project proposal is to provide a 4-lane divided boulevard cross section for this facility.

NC 42 (Wake County to US 70 Business), Local ID JOHN0018-H

NC 42 from Wake County to US 70 Business is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Also, the general policy of the Capital Area MPO is to designate all NC or higher routes in the MPO as boulevards to accommodate anticipated future traffic to the Triangle Region. This section of NC 42 is currently a 2-5 lane, 24-60 foot cross section, with a continuous center turn lane in some segments.

The CTP project proposal is to provide a 4-lane divided cross section for this facility. The addition of a median will allow for better access control, thereby providing higher mobility for the facility.

The Capital Area MPO 2035 LRTP identifies the sections of NC 42 as follows:

- Wake County to Old Stage Road (SR 1006) as part of project A407a, and
- Old Stage Road (SR 1006) to NC 50 as project A407b, and
- NC 50 to I-40 as project A407c, and
- I-40 to US 70 (Clayton Bypass) as project Jhns2b, and
- US 70 (Clayton Bypass) to US 70 Business as project Jhns2a.

Based on the LRTP, all sections should be open to traffic by 2035.

NC 42 (US 70 Business to NC 96), Local ID R-3825 and JOHN0019-H

NC 42 from US 70 Business to NC 96 is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Also, the general policy of the Capital Area MPO is to designate all NC or higher routes in the MPO as boulevards to accommodate anticipated future traffic to the Triangle Region. This section of NC 42 is currently a 2-lane, 24-foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility. The addition of a median will allow for better access control, thereby providing higher mobility for the facility.

NCDOT project R-3825 is to add lanes to NC 42 from US 70 Business to Buffalo Road (SR 1003). The section from US 70 Business to Glen Laurel Road (SR 1902) is identified as R-3825A, and construction has begun as of March, 2012 and is scheduled to be completed in October, 2013. The remaining section from Glen Laurel Road (SR 1902) to Buffalo Road (SR 1003) is scheduled to begin construction in January, 2030. For additional information about this project, including the Purpose and Need, contact NCDOT PDEA.

The Capital Area MPO 2035 LRTP identifies the section of NC 42 from US 70 Business to Glen Laurel Road (SR 1902) as project Jhns1a, and the section from Glen Laurel Road (SR 1902) to Buffalo Road (SR 1003) as project Jhns1b. Based on the LRTP, both sections should be open to traffic by 2025.

NC 50, Local ID JOHN0020-H

NC 50 from NC 210 to Wake County is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Also, the general policy of the Capital Area MPO is to designate all NC or higher routes in the MPO as boulevards to accommodate anticipated future traffic to the Triangle Region. NC 50 is currently a 2-lane, 24-foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility.

NC 210 (Harnett County to Old Fairground Road), Local ID JOHN0021-H

NC 210 from Harnett County to Old Fairground Road (SR 1309) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Also, the general policy of the Capital Area MPO is to designate all NC or higher routes as boulevards in order to accommodate anticipated future traffic to the Triangle Region. NC 210 is currently a 2-lane, 24-foot cross section.

The CTP project proposal is to provide a 2-lane divided cross section for this facility. The addition of a median will allow for better access control, thereby providing higher mobility for the facility.

NC 210 (Old Fairground Road to US 70 Business), Local ID JOHN0022-H

NC 210 from Old Fairground Road (SR 1309) to US 70 Business (Market Street in Smithfield) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Also, the general policy of the Capital Area MPO (in which a section of this project proposal lies) is to designate all NC or higher routes in the MPO as boulevards to accommodate anticipated future traffic to the Triangle Region. NC 210 is currently a 2-lane, 24-foot cross section, with small segments of medians or 3-lane, 36-foot cross sections with center turn lanes.

The CTP project proposal is to provide a 4-lane divided cross section for this facility.

NC 242, Local ID JOHN0023-H

NC 242 from US 301 (Wall Street) to I-40 is not projected to exceed Level of Service (LOS) D by 2035. However, industrial truck traffic and residential growth in the area

north of the Town of Benson has produced the need for an upgraded facility. NC 242 is currently a 2-lane, 20-foot cross section.

The CTP project proposal is to provide a 3-lane cross section for this facility.

NC 540, Local ID R-2829

NCDOT project R-2829 is the recommendation for future NC 540, the southeast extension of the Eastern Wake Freeway / Triangle Expressway (Raleigh Outer Loop). This section is from I-40 to US 64 / US 264 Bypass, and recommends a freeway cross section on new location. Project R-2829 is not yet scheduled for right-of-way or construction. This analysis assumed no tolls for NC 540.

Amelia Church Road (SR 1552), Local ID JOHN0024-H

Amelia Church Road (SR 1552) from Shotwell Road (SR 1553) to NC 42 is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Amelia Church Road (SR 1552) is currently a 2-lane, 24-foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility.

East Anderson Street (SR 1927), Local ID JOHN0025-H

East Anderson Street (SR 1927) (in Selma) from I-95 to US 301 (Pollock Street) is not projected to exceed Level of Service (LOS) D by 2035. However, it experiences the need for slightly more capacity and an upgraded facility within the Town of Selma. East Anderson Street (SR 1927) is one of the few east-west routes that exit the downtown, offering direct access on the east to I-95 and an alternative route to US 301 (Pollock Street) and US 70. It also serves as a primary gateway and entrance into the Town of Selma from the interstate. East Anderson Street (SR 1927) is currently a 2-lane, 20-24 foot cross section.

The CTP project proposal is to provide a 3-lane cross section for this facility.

Barber Mill Road Extension, Local ID JOHN0054-H

Cleveland Road (SR 1010) experiences daily congestion around Grill Road (SR 1512), Barber Mill Road (SR 1555), and Polenta Road (SR 1330). This is due to turning movements destined for the high school on Polenta Road (SR 1330), combined with the daily traffic using Cleveland Road (SR 1010) as a route to Wake County. In this area, Cleveland Road (SR 1010) is currently a 2-lane, 24-foot cross section. This area of the county is also projected to have high growth, both in residences and school size.

The CTP project proposal is to provide a 2-lane new location facility to connect Cleveland Road (SR 1010) to Monroe Road (SR 1513). Combining this project

proposal with improvements to Cleveland Road (SR 1010) (JOHN 0031-H) will help to alleviate traffic on Cleveland Road (SR 1010), especially users destined for the school.

M. Durwood Stephenson Highway (East Booker Dairy Road Extension), Local ID U-3334

U-3334 is an NCDOT project (in Smithfield) to extend East Booker Dairy Road (SR 1923) from US 70 Business to US 301 (Brightleaf Boulevard). This improvement will provide greater connectivity for the north Smithfield area, and it will offer an alternate east-west route to US 70 Business (Market Street) in downtown Smithfield.

U-3334A is a new location project for a 2-lane cross section from US 70 Business to Buffalo Road (SR 1003); construction for this section was completed in November, 2011. U-3334B is the section from Buffalo Road to US 301 to upgrade the existing 2-lane facility and add partly new location; this project is currently scheduled for construction in January, 2030. The North Carolina Board of Transportation adopted a resolution on August 4, 2011 to name the Booker Dairy Road Extension as "M. Durwood Stephenson Highway".

Brogden Road (SR 1007), Local ID JOHN0027-H

Brogden Road (SR 1007) (in Smithfield) from US 301 (Brightleaf Boulevard) to I-95 is not projected to exceed Level of Service (LOS) D by 2035. However, the facility is of local interest, since it serves as a primary gateway and entrance into the Town of Smithfield from the interstate. Brogden Road (SR 1007) is currently a 2-lane, 22-40 foot cross section.

The CTP project proposal is to provide a 2-lane divided cross section for this facility.

See Appendix J for a visualization of a possible scenario for Brogden Road (SR 1007).

Buffalo Road (SR 1003) (Hospital Road to Old Beulah Road), Local ID JOHN0028-H

Buffalo Road (SR 1003) from Hospital Road (SR 1921) to Old Beulah Road (SR 1934) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Buffalo Road (SR 1003) is currently a 2-3 lane, 24-33 foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility.

Buffalo Road (SR 1003) (NC 42 to Wake County), Local ID JOHN0029-H

Buffalo Road (SR 1003) from NC 42 to Wake County is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated

congestion and to maintain a minimum LOS D on the existing facility. Buffalo Road (SR 1003) is currently a 2-lane, 22-24 foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility.

The following project is in relation to JOHN0029-H:

Buffalo Road (SR 1003) Realignment, Local ID JOHN0061-H
Currently, at the intersection of Buffalo Road (SR 1003) with Wendell Road (SR 1701), the free-flowing continuous route is from Buffalo Road (SR 1003) to Wendell Road (SR 1701). The CTP project proposal is to realign the intersection to make Buffalo Road (SR 1003) the free-flowing continuous facility. This will provide route continuity, as Buffalo Road (SR 1003) is the major facility in this case.

Buffalo Road (SR 1003) Realignment, Local ID JOHN0060-H
Currently, at the intersection of Buffalo Road (SR 1003) with Fire Department Road (SR 1908), the free-flowing continuous route is from Fire Department Road (SR 1908) to Buffalo Road (SR 1003). The CTP project proposal is to realign the intersection to make Buffalo Road (SR 1003) the free-flowing continuous facility. This will provide route continuity, as Buffalo Road (SR 1003) is the major facility in this case.

The following projects are in relation to JOHN0060-H:

Fire Department Road (SR 1908) Realignment, Local ID JOHN0079-H
The CTP project proposal is to realign Fire Department Road (SR 1908) at the intersection with Buffalo Road (SR 1003) on a small section of new location to the south of the current intersection. This will create a new intersection with 90-degree angles and better visibility in all directions. This project could coincide with the construction of project JOHN0060-H.

Little Divine Road (SR 1938) Realignment, Local ID JOHN0080-H
The CTP project proposal is to realign Little Divine Road (SR 1938) at the intersection with Buffalo Road (SR 1003). Ideally, this project would coincide with the construction of project JOHN0079-H to realign Fire Department Road (SR 1908). This will create a new intersection with 90-degree angles and better visibility in all directions.

Clayton Industrial Connector, Local ID JOHN0055-H
US 70 Business on the east side of Clayton is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on existing US 70 Business. However,

improvements are focused on alternative routes in order to maintain the existing cross section for US 70 Business, which already experiences daily congestion in the peak hours.

The CTP project proposal is to provide a 2-lane new location facility to connect NC 42 to Powhatan Road (SR 1901). This project is reflected in the 2008 Town of Clayton Strategic Growth Plan, and it will serve the town by providing an alternative connection to US 70 Business, thereby helping to alleviate traffic on that facility.

Clayton Northern Connector, Local ID JOHN0056-H

US 70 Business and W. Main Street (SR 1004) in Clayton are both projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facilities. However, improvements are focused on alternative routes in order to maintain the existing cross sections for US 70 Business, which already experiences daily congestion in the peak hours, and W. Main Street (SR 1004).

The CTP project proposal is to provide a 4-lane divided new location facility to connect Covered Bridge Road (SR 1700) to NC 42. This project is reflected in the 2008 Town of Clayton Strategic Growth Plan, and it will serve the town by providing better connectivity between north and east Clayton, thereby helping to alleviate traffic on US 70 Business and W. Main Street (SR 1004). According to that plan, this project will be critical within 10 years due to residential growth in northeast Clayton.

Clayton Southern Connector, Local ID JOHN0057-H

US 70 Business in Clayton is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. However, improvements are focused on alternative routes in order to maintain the existing cross section for US 70 Business, which already experiences daily congestion in the peak hours.

The CTP project proposal is to provide a 4-lane divided facility (partly on new location, partly upgrading existing facilities) to connect Guy Road (SR 1551) to US 70 Business. The project will be mostly on new location, including a realignment of Guy Road (SR 1551), but will include upgrading a section of existing Dairy Road (SR 1583). This project is reflected in the 2008 Town of Clayton Strategic Growth Plan, and it will serve the town by providing better connectivity between west and southeast Clayton, thereby helping to alleviate traffic on US 70 Business.

Cleveland Road (SR 1010), Local ID JOHN0031-H

Cleveland Road (SR 1010) from Barber Mill Road (SR 1555) to Wake County is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the

existing facility. Cleveland Road (SR 1010) is currently a 2-3 lane, 24-36 foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility.

College Road Realignment, Local ID JOHN0072-H

The CTP project proposal is to provide a new location 2-lane divided cross section from US 70 Business (Market Street) to the existing College Road (SR 2560). This facility will replace the existing College Road as the new primary entrance into Johnston County Community College, and will take the name "College Road". Refer to the Johnston County Community College Master Plan for details.

The following project is in relation to JOHN0072-H:

College Loop / College Loop Extension / College Loop Connector, Local ID JOHN0071-H

The CTP project proposal is to provide a combination of modifications to existing facilities and new location 2-lane cross sections within the Johnston County Community College area. The western end of the existing College Road (SR 2560) will be disconnected from Martin Luther King Jr Drive, and it will be extended around to the south and east to connect to an existing facility and create College Loop. A new location facility will be constructed at the south end of College Loop to connect to Martin Luther King Jr. Drive, creating College Loop Connector. The northern end of the existing College Loop will be extended across the existing College Road (SR 1560) to the new College Road (JOHN0072-H), creating College Loop Extension. Refer to the Johnston County Community College Master Plan for details.

Cornwallis Road (SR 1525), Local ID JOHN0032-H

Cornwallis Road (SR 1525) from Old Drug Store Road (SR 1524) to Wake County is in an area of high growth. Although this road is not quite projected to exceed Level of Service (LOS) D by 2035, sections are projected to be near LOS D. Surrounding roads in the area are projected for high growth, and therefore upgrades to those surrounding facilities are being proposed. Cornwallis Road (SR 1525) is currently a 2-3 lane, 20-36 foot cross section.

In the interest of consistency for the area, the CTP project proposal is to provide a 4-lane divided cross section for this facility. In relation to this project, also see project JOHN0005-H for the proposed interchange on I-40 at Cornwallis Road (SR 1525).

The following projects are in relation to JOHN0032-H:

Old Drug Store Road (SR 1524) (NC 50 to Cornwallis Road), Local ID JOHN0042-H

Old Drug Store Road (SR 1524) from NC 50 to Cornwallis Road (SR 1525) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Old Drug Store Road (SR 1524) is currently a 2-lane, 22-foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility.

Cornwallis Road (SR 1525) Realignment, Local ID JOHN0062-H

The CTP project proposal is to realign Cornwallis Road (SR 1525) at the intersection with Old Drug Store Road (SR 1524) to make Cornwallis Road (SR 1525) the continuous route. This will provide route continuity, as Cornwallis Road (SR 1525) is the major facility in this case.

Covered Bridge Road (SR 1700) (Shotwell Road (SR 1553) to Clayton Northern Connector), Local ID JOHN0033-H

US 70 Business and W. Main Street (SR 1004) in Clayton are both projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facilities. However, improvements are focused on alternative routes in order to maintain the existing cross sections for US 70 Business, which already experiences daily congestion in the peak hours, and W. Main Street (SR 1004). Covered Bridge Road (SR 1700) is currently a 2-lane, 22-foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility. This project is also reflected in the 2008 Town of Clayton Strategic Growth Plan in order to continue the cross section of the Clayton Northern Connector (JOHN0056-H). This will provide better connectivity between north and east Clayton, thereby helping to alleviate traffic on US 70 Business and W. Main Street (SR 1004). According to that plan, this project will be critical within 10 years due to residential growth in northeast Clayton.

The following projects are in relation to JOHN0033-H:

Covered Bridge Road (SR 1700) Realignment, Local ID JOHN0063-H

The CTP project proposal is to realign Covered Bridge Road (SR 1700) approximately one mile from Shotwell Road (SR 1553) to straighten out the sharp curve. Ideally, this project would coincide with the construction of project JOHN0033-H.

Covered Bridge Road Extension, Local ID JOHN0058-H

The CTP project proposal is to provide a new location 4-lane divided cross section from Shotwell Road (SR 1553) to Garner Road (SR 1004). This project is reflected in the 2008 Town of Clayton Strategic Growth Plan in order to continue the cross section of project JOHN0033-H and the Clayton Northern Connector (JOHN0056-H). This will provide better connectivity between north and east Clayton, thereby helping to alleviate traffic on US 70 Business and W. Main Street (SR 1004). According to that plan, this project will be critical within 10 years due to residential growth in northeast Clayton.

Covered Bridge Road (SR 1700) (North O'Neil Street to Buffalo Road), Local ID JOHN0070-H

Covered Bridge Road from North O'Neil Street (SR 1708) to Buffalo Road (SR 1003) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Covered Bridge Road (SR 1700) is currently a 2-lane, 22-foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility.

The following project is in relation to JOHN0070-H:

N. O'Neil Street (SR 1708), Local ID JOHN0041-H

N. O'Neil Street (SR 1708) from Covered Bridge Road (SR 1700) to the proposed Clayton Northern Connector (JOHN0056-H) is currently a 2-lane, 22-foot cross section. The CTP project proposal is to provide a 4-lane divided cross section for this facility. This proposal will connect project JOHN0070-H to project JOHN0056-H (Clayton Northern Connector).

Glen Road Extension, Local ID JOHN0059-H

NC 42 in the vicinity of the intersection with Cleveland Road (SR 1010) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Glen Road (SR 1547) is currently a 2-3 lane cross section that connects NC 42 to Cleveland Road (SR 1010) around the north quadrant of the intersection, providing an alternate route to the actual intersection.

The CTP project proposal is to provide a new location 2-lane cross section that extends Glen Road (SR 1547) to the west from Cleveland Road (SR 1010) and connects back to NC 42. This improvement will help to further alleviate congestion at the main intersection, in addition to the NC 42 improvement project (JOHN0018-H).

Guy Road (SR 1551), Local ID JOHN0036-H

Guy Road (SR 1551) from Wake County to the proposed Clayton Southern Connector is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Guy Road (SR 1551) is currently a 2-3 lane, 24-36 foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility.

Hospital Road (SR 1921), Local ID JOHN0037-H

Hospital Road (SR 1921) (in Smithfield) from Buffalo Road (SR 1003) to US 301 (Brightleaf Boulevard) is not projected to exceed Level of Service (LOS) D by 2035. However, the facility is of local interest, as it serves as the entrance to Johnston Medical Center, which is projected to grow. Hospital Road (SR 1921) is currently a 2-lane, 24-foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility. This will greatly help to improve traffic circulation around the hospital area.

Industrial Park Drive (SR 2398) Realignment, Local ID JOHN0065-H

The CTP project proposal is to realign Industrial Park Drive (SR 2398) at the intersection with US 70 Business (Market Street). This is a major portion of the overall Smithfield Crossings project in the Town of Smithfield. The project proposal includes widening the exit ramps for southbound I-95 and adding dual turn lanes that direct traffic into Industrial Park Drive (SR 2398). In addition, the project proposal eliminates the existing exit from Industrial Park Drive (SR 2398) onto US 70 Business (Market Street). Refer to the Smithfield Crossing and Industrial Park Drive Development plans by Ramey Kemp & Associates for details.

The following project is in relation to JOHN0065-H:

Smithfield Crossing Projects, Local ID JOHN0073-H

The CTP project proposal is to provide a combination of modifications to existing facilities and new location cross sections within the Smithfield Crossing and Industrial Park Drive area. A new location 4-lane divided facility will extend to the north from the existing Smithfield Crossing Drive, and reduce to a new location 3-lane cross section. A second new location 3-lane cross section will connect that to Venture Drive. A third new location 3-lane cross section will connect Industrial Park Drive (SR 2398) to the first new 4-lane facility. Refer to the Smithfield Crossing and Industrial Park Drive Development plans by Ramey Kemp & Associates for details.

NC 42 Business Connector, Local ID U-3605

US 70 Business in Clayton is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. However, improvements are focused on alternative routes in order to maintain the existing facility for US 70 Business, which already experiences daily congestion in the peak hours.

This NCDOT project for the NC 42 Business Connector (in Clayton) is a new location project for a 2-lane facility from Mills Street to NC 42. This project is also reflected in the 2008 Town of Clayton Strategic Growth Plan, and the town has been actively reserving its right-of-way. The project will serve the town by providing the connection between the eastern portion of downtown and NC 42 without the need to access US 70 Business, thereby helping to alleviate traffic on that facility.

West Noble Street (SR 1900), Local ID JOHN0051-H

West Noble Street (SR 1900) from Buffalo Road (SR 1003) to US 301 (Pollock Street) is not projected to exceed Level of Service (LOS) D by 2035. However, it experiences the need for slightly more capacity and an upgraded facility within the Town of Selma. West Noble Street (SR 1900) is one of the few east-west routes that exit the downtown, offering direct access on the west to US 70 via Buffalo Road (SR 1003) and an alternative route to US 301 (Pollock Street) and US 70. West Noble Street (SR 1900) is currently a 2-lane, 20-32 foot cross section.

The CTP project proposal is to provide a 3-lane cross section for this facility. This will help to draw traffic use, thereby alleviating some congestion on US 301 (Pollock Street) and US 70 in Selma.

Old Drug Store Road (SR 1524) (Cornwallis Road to NC 42), Local ID JOHN0043-H

Old Drug Store Road (SR 1524) from Cornwallis Road (SR 1525) to NC 42 is in an area of high growth. Although this road is not quite projected to exceed Level of Service (LOS) D by 2035, it is projected to be near LOS D. Surrounding roads in the area are projected for high growth, and therefore upgrades to those surrounding facilities are being proposed. Old Drug Store Road (SR 1524) is currently a 2-lane, 20-foot cross section.

In the interest of consistency for the area, the CTP project proposal is to provide a 2-lane divided cross section for this facility.

Old Garner Road (SR 1004), Local ID JOHN0044-H

Old Garner Road (SR 1004) from Wake County to Shotwell Road (SR 1553) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in

order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Old Garner Road (SR 1004) is currently a 2-lane, 20-foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility.

Pritchard Road (SR 1714), Local ID JOHN0047-H

Pritchard Road (SR 1714) from Wake County to Covered Bridge Road (SR 1700) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Pritchard Road (SR 1714) is currently a 2-lane, 22-foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility.

Ricks Road (SR 2302), Local ID JOHN0048-H

Ricks Road (SR 2302) from US 301 (Pollock Street) to US 70 is not projected to exceed Level of Service (LOS) D by 2035. However, it experiences the need for slightly more capacity and an upgraded facility within the Town of Selma. It acts as a feeder into US 70 in Selma, and due to the close proximity to I-95, the intersection of these two facilities houses many driveways to retail and dining venues with quick turnaround. Ricks Road (SR 2302) also acts as a cut-through facility from the heart of Selma towards I-95 and the Smithfield area, offering users an alternative route to US 301 (Pollock Street) and US 70. Ricks Road (SR 2302) is currently a 2-lane, 24-foot cross section.

The CTP project proposal is to provide a 3-lane cross section for this facility. This will help to draw traffic use, thereby alleviating some congestion on US 301 (Pollock Street) and US 70 in Selma.

Shotwell Road (SR 1553), Local ID JOHN0050-H

Shotwell Road (SR 1553) from Wake County to Amelia Church Road (SR 1552) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Shotwell Road (SR 1553) is currently a 2-3 lane, 20-36 foot cross section.

The CTP project proposal is to provide a 4-lane divided cross section for this facility.

The Capital Area MPO 2035 LRTP identifies the section of Shotwell Road (SR 1553) from US 70 Business to Old Garner Road (SR 1004) as project A406a. Based on the LRTP, this project should be open to traffic by 2025.

Swift Creek Road (SR 1501) Realignment, Local ID JOHN0067-H

Wilson's Mills Road (SR 1913) (in Wilson's Mills) currently experiences daily congestion in the peak hours at the primary intersection within the town. Swift Creek Road (SR 1501) and Fire Department Road (SR 1908) do not intersect with Wilson's Mills Road (SR 1913) at the same location, creating a dogleg that north-south users must maneuver. Combined with traffic from the nearby school, this creates congestion in the peak hours due to the various turning movements.

The CTP project proposal is to realign Swift Creek Road (SR 1501) between US 70 and Wilson's Mills Road (SR 1913) on a new location 2-lane cross section, so that the facility intersects directly with Fire Department Road (SR 1908). This will create a continuous route and allow for direct movements across Wilson's Mills Road (SR 1913).

Walmart Access Road, Local ID JOHN0068-H

The existing interchange on I-40 at NC 42 (Exit 312) already experiences substantial congestion daily, which is further hindered by a current substantial lack of control of access. The existing intersection of NC 42 and Cleveland Road (SR 1010) also experiences daily congestion due to the same reasons. In this area, NC 42 and Cleveland Road (SR 1010) are both projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facilities.

The CTP project proposal is to provide a new location 4-lane divided cross section from NC 42 (east of the I-40 interchange) to Cleveland Road (SR 1010). This improvement will provide an alternate route to NC 42 and Cleveland Road (SR 1010), helping to alleviate congestion at the interchange and the intersection, in addition to the NC 42 improvement project (JOHN0018-H) and the interchange improvement project (I-4739).

West Smithfield Connector, Local ID JOHN0076-H

U-3334 is an NCDOT project (in Smithfield) to extend East Booker Dairy Road (SR 1923) from US 70 Business (Market Street) to US 301 (Brightleaf Boulevard), also known as M. Durwood Stephenson Highway. This improvement will provide greater connectivity for the north Smithfield area, and it will offer an alternate east-west route to US 70 Business (Market Street) in downtown Smithfield.

The CTP project proposal (JOHN0076-H) is to provide a new location 2-lane cross section from NC 210 to US 70 Business (Market Street) to connect to U-3334. This will extend the connectivity into the west Smithfield area, providing a much more direct alternate route to US 70 Business (Market Street) and NC 210.

White Oak Road – Guy Road Connector, Local ID JOHN0069-H

Guy Road (SR 1551) from Wake County to the proposed Clayton Southern Connector is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in

order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. Guy Road (SR 1551) is currently a 2-3 lane, 24-36 foot cross section.

The CTP project proposal is to provide a new location facility that connects White Oak Road (in Wake County) to Guy Road (SR 1551). The cross section will most likely be 2 lanes in the short term, but possibly with right-of-way acquisition for a 4-lane divided cross section at buildout. This improvement will provide an alternate route to Guy Road (SR 1551) into Wake County, thereby helping to further alleviate congestion on Guy Road (SR 1551), in addition to the Guy Road (SR 1551) improvement project (JOHN0036-H). Ultimately, this could also help to alleviate congestion at the interchange on I-40 at US 70 Business.

Wilson's Mills Road (SR 1913), Local ID JOHN0053-H

Wilson's Mills Road (SR 1913) from Barbour Road (SR 1918) to US 70 Business is not projected to exceed Level of Service (LOS) D by 2035. However, due to the extension of East Booker Dairy Road (SR 1923) (U-3334 / M. Durwood Stephenson Highway), it is anticipated that this section will experience the need for slightly more capacity and an upgraded facility to accommodate the additional traffic. Wilson's Mills Road (SR 1913) is currently a 2-lane, 24-foot cross section.

The CTP project proposal is to provide a 3-lane cross section for this facility.

Minor Improvements

The following facilities are not projected to exceed Level of Service (LOS) D by 2035, but improvements such as turn lanes, minor widening, and/or surfacing are ideal for better mobility and more streamlined facilities as growth occurs.

- **US 301 (Micro Municipal Limits – Micro Municipal Limits), Local ID JOHN0015-H:** US 301 from the Micro western municipal limits to the Micro eastern municipal limits is currently a 2-lane, 24-foot cross section. The CTP project proposal is to provide a facility with wide shoulders and turn lanes where needed.
- **NC 39 (US 301 to Little Divine Road / Browns Pond Road), Local ID JOHN0077-H:** NC 39 from US 301 (Pollock Street) to Little Divine Road / Browns Pond Road (SR 1938) is a focus area for expected residential, commercial, and industrial growth for the Town of Selma in the future. NC 39 is currently a 2-lane, 24-foot cross section. The CTP project proposal is to provide wide shoulders and turn lanes where needed.
- **NC 96 (US 301 to Little Divine Road), Local ID JOHN0078-H:** NC 96 (partially W. Richardson Street / N. Sumner Street) from US 301 (Pollock Street) to Little Divine Road (SR 1938) is a focus area for expected residential, commercial, and industrial growth for the Town of Selma in the future. NC 96 is currently a 2-lane, 24-30 foot cross section. The CTP project proposal is to provide wide shoulders and turn lanes where needed.

- **N. Baker Street, Local ID JOHN0026-H:** N. Baker Street (in Four Oaks) from E. Hatcher Street to US 301 (Wellons Street) is currently a 2-lane, 20-foot cross section. The CTP project proposal is to provide a 24-foot cross section with curb and gutter.
- **N. Church Street (SR 1377), Local ID JOHN0030-H:** N. Church Street (SR 1377) (in Four Oaks) from W. Hatcher Street (SR 1162) to US 301 (Wellons Street) is currently a 2-lane, 21-foot cross section. The CTP project proposal is to provide a 24-foot cross section with curb and gutter.
- **Earpsboro Road (SR 1723), Local ID JOHN0034-H:** Earpsboro Road (SR 1723) from Wake County to NC 96 is currently a 2-lane, 18-foot cross section. The CTP project proposal is to provide a 24-foot cross section with wide shoulders and turn lanes where needed.
- **Fire Department Road (SR 1908), Local ID JOHN0035-H:** Fire Department Road (SR 1908) from Wilson's Mills Road (SR 1913) to Southerland Road (SR 1904) is currently a 2-lane, 22-foot cross section. The CTP project proposal is to provide a 24-foot cross section with wide shoulders and turn lanes where needed.
- **Gordon Road / Wilson's Mills Road (SR 1913), Local ID JOHN0052-H:** Gordon Road / Wilson's Mills Road (SR 1913) from US 70 Business to US 70 is currently a 2-lane, 18-24 foot cross section. The CTP project proposal is to provide a 24-foot cross section with wide shoulders and turn lanes where needed.
- **Harper House Road (SR 1008) Realignment, Local ID JOHN0064-H:** Harper House Road (SR 1008) is currently a 2-lane, 20-22 foot cross section at the intersection with US 701, but with a dogleg along Harper House Road (SR 1008). The CTP project proposal is to realign the intersection to make Harper House Road (SR 1008) a continuous route across US 701.
- **Jackson King Road (SR 1531), Local ID JOHN0038-H:** Jackson King Road (SR 1531) from Wake County to Mount Pleasant Road (SR 1533) is currently a 2-lane, 20-foot cross section. The CTP project proposal is to provide a 24-foot cross section with wide shoulders and turn lanes where needed.
- **Lake Wendell Road (SR 2637 / 1716) Realignment, Local ID JOHN0066-H:** Lake Wendell Road (SR 2637 / 1716) is currently a 2-lane, 20-foot cross section at the intersection with Buffalo Road (SR 1003), but with a dogleg along Lake Wendell Road (SR 2637 / 1716). The CTP project proposal is to realign the intersection to make Lake Wendell Road (SR 2637 / 1716) a continuous route across Buffalo Road (SR 1003).
- **Monroe Road (SR 1513), Local ID JOHN0039-H:** Monroe Road (SR 1513) from Polenta Road (SR 1330) to Cleveland Road (SR 1010) is currently an unsurfaced, 22-foot cross section. The CTP project proposal is to provide a surfaced, 24-foot cross section suitable for public traffic use, which is needed for local traffic access to nearby Cleveland High School.
- **Mount Pleasant Road (SR 1533), Local ID JOHN0040-H:** Mount Pleasant Road (SR 1533) from NC 50 to Wake County is currently a 2-lane, 20-foot cross section. The CTP project proposal is to provide a 24-foot cross section with wide

shoulders and turn lanes where needed; turn lanes specifically are needed at NC 50.

- **Old Stage Road (SR 1006), Local ID JOHN0045-H:** Old Stage Road (SR 1006) from Harnett County to Wake County is currently a 2-lane, 20-foot cross section. The CTP project proposal is to provide a 24-foot cross section with wide shoulders and turn lanes where needed.
- **Powhatan Road (SR 1901), Local ID JOHN0046-H:** Powhatan Road (SR 1901) from US 70 Business to Fire Department Road (SR 1908) is currently a 2-lane, 20-foot cross section. The CTP project proposal is to provide a 24-foot cross section with wide shoulders and turn lanes where needed.
- **W. Sanders Street / E. Sanders Street (SR 1183), Local ID JOHN0049-H:** W. Sanders Street / E. Sanders Street (SR 1183) (in Four Oaks) from N. Church Street (SR 1377) to Maple Street is currently a 2-lane, 18-foot cross section. The CTP project proposal is to provide a 24-foot cross section with curb and gutter.

PUBLIC TRANSPORTATION & RAIL

Bus Route (Benson to Selma), Local ID JOHN0001-T

Western Johnston County has experienced high growth in recent years. This growth is primarily residential, as many residents commute to Wake County on a daily basis. As the growth continues, it is expected to expand further south in the county towards the Town of Benson. Existing I-40 already experiences congestion from the Wake County line to I-95, and it is projected to exceed Level of Service (LOS) D by 2035.

Although the Town of Benson did express interest in a transit service to Raleigh, the current projected growth does not yet warrant a new transit route along I-40. However, in conjunction with other CTP recommendations, in an effort to reduce anticipated congestion, the CTP project proposal is to provide bus service along I-95 from the Benson park-and-ride lot (JOHN0003-T) to the Selma existing rail station and proposed park-and-ride lot (JOHN0003-T). This will connect users of the bus route to the commuter rail line (JOHN0001-R).

If Benson continues to experience more growth in the future, a transit route along I-40 to Wake County could be studied.

Bus Route (Wake County to Clayton), Local ID JOHN0002-T

US 70 Business from Wake County to US 70 (Clayton Bypass) is projected to exceed Level of Service (LOS) D by 2035. US 70 Business is a major corridor used by drivers commuting to Wake County.

In an effort to reduce anticipated congestion, the CTP project proposal is to provide bus service along US 70 Business from Wake County to the Clayton park-and-ride lot (JOHN0005-T). The route would include a stop at the Intermodal Connector (Transit Center) in Clayton (JOHN0006-T).

This project would provide connectivity to Wake County from Clayton, as well as better mobility along US 70 Business, thereby helping to alleviate traffic on that facility. The project would also have a positive impact on the environment and air quality, as fewer motorists would be included in the traffic congestion.

The Capital Area MPO also recommends this area as a potential transit corridor.

Commuter Rail (Raleigh to Selma, Local ID JOHN0001-R

The majority of US 70 and US 70 Business from Wake County to Smithfield and Selma are projected to exceed Level of Service (LOS) D by 2035. Both facilities serve traffic destined for Wake County, including daily commuting traffic.

In an effort to reduce anticipated congestion, the CTP project proposal is to provide commuter rail service along the existing North Carolina Railroad (NCRR) / Norfolk Southern rail line from Wake County to the existing rail stop and proposed park-and-ride lot in Selma (JOHN0004-T). The route would include stops at the Intermodal Connector (Transit Center) in Clayton (JOHN0006-T) as well as the park-and-ride lots in Clayton (JOHN0005-T) and Wilson's Mills (JOHN0007-T).

This project would provide connectivity to Wake County from much of western and central Johnston County, as well as better mobility along US 70 and US 70 Business, thereby helping to alleviate traffic on those facilities. The project would also have a positive impact on the environment and air quality, as fewer motorists would be included in traffic congestion.

The Capital Area MPO also recommends this area as a potential transit corridor.

Park-and-Ride Lots & Intermodal Connectors

The CTP proposes the following potential park-and-ride lots and intermodal connectors to provide access to the proposed bus routes (JOHN0001-T and JOHN0002-T) and commuter rail (JOHN0001-R). All locations were discussed and agreed upon among the local municipalities, the county, the Capital Area MPO, and the Upper Coastal Plain RPO. However, all locations are based on current available information and are subject to change based on further study in the future.

- **Local ID JOHN0003-T:** The CTP project proposal is to provide a park-and-ride lot in Benson at the intersection of US 301 (Wall Street) and W. Hale Street (American Legion). The Town of Benson identified this potential location. This project would provide access to the bus route from Benson to Selma (JOHN0001-T).
- **Local ID JOHN0004-T:** The CTP project proposal is to provide a park-and-ride lot in Selma on East Railroad Street at the existing train station. This project would provide access to the bus route from Benson to Selma (JOHN0001-T) as well as the commuter rail line from Wake County to Selma (JOHN0001-R).
- **Local ID JOHN0005-T:** The CTP project proposal is to provide a park-and-ride lot in Clayton at the intersection of NC 42 East and US 70 Business. The Capital Area MPO and the Town of Clayton identified this potential location. This project would provide access to the bus route from Wake County to Clayton (JOHN0002-T) as well as the commuter rail line from Wake County to Selma (JOHN0001-R).
- **Local ID JOHN0006-T:** The CTP project proposal is to provide an intermodal connector (transit center) in Clayton at Old Garner Road (SR 1004) at existing rail underpass, east of Shotwell Road (SR 1553). The Capital Area MPO and the Town of Clayton identified this potential location. This project would provide access to the bus route from Wake County to Clayton (JOHN0002-T) as well as the commuter rail line from Wake County to Selma (JOHN0001-R).

- **<u>Local ID JOHN0007-T</u>:** The CTP project proposal is to provide a park-and-ride lot in Wilson's Mills at the intersection of Main Street (SR 1910) and Wilson's Mills Road (SR 1913). The Town of Wilson's Mills identified this potential location. This project would provide access to the commuter rail line from Wake County to Selma (JOHN0001-R).

BICYCLE

Increased bicycle safety and connectivity are needed within Johnston County. Certain areas of the county are popular for cyclists, specifically the northwestern section of the county, which lacks fully sufficient facilities for bicycle traffic.

Grouped by area, the following facilities have been identified for on-road bicycle improvements in the Johnston County CTP. The primary purposes of these improvements are to provide safer bicycle facilities in the rural areas of the county, and to provide bicycle facilities within municipalities that are safe and attractive to local users as an alternative mode of transportation. See CTP maps, Appendix B, and Appendix C for more information.

For recommendations suitable for use by both bicycles and pedestrian, refer to the "Multi-Use Paths" section for problem statements for these facilities.

ARCHER LODGE

- **Local ID JOHN0046-B:** NC 42 from Mountains to Sea Trail (NC Bicycle Route 2 / JOHN0001-M) to Buffalo Road (SR 1003).
- **Local ID JOHN0045-B:** Archer Lodge Road (SR 1702) from Covered Bridge Road (SR 1700) to Wendell Road (SR 1701).
- **Local ID JOHN0013-B:** Buffalo Road (SR 1003) from Wake County to NC 42.
- **Local ID JOHN0026-B:** Lake Wendell Road (SR 1716) from Buffalo Road (SR 1003) to Wendell Road (SR 1701).
- **Local ID JOHN0042-B:** Wendell Road (SR 1701) from Buffalo Road (SR 1003) to Lake Wendell Road (SR 1716).

BENSON

- **Local ID JOHN0001-B:** US 301 (Wall Street) from Chicopee Road (SR 1100) to Benson Middle School access road.
- **Local ID JOHN0002-B:** NC 27 / 50 (Main Street) from Benson western municipal limits to Fayetteville Street (SR 1173).
- **Local ID JOHN0003-B:** Church Street from NC 50 to Fayetteville Street (SR 1173).
- **Local ID JOHN0004-B:** Johnson Street (SR 1175) from NC 27 / 50 (Main Street) to US 301 (Wall Street).
- **Local ID JOHN0005-B:** Lincoln Street (SR 1360) from NC 50 to Woodall Street.

CLAYTON (The following projects reflect the 2005 Town of Clayton Comprehensive Bicycle Plan. See this plan for more information regarding existing needs, names of proposed loops, local destinations/ connections, and priorities.)

- **Local ID JOHN0007-B:** NC 42 from Amelia Church Road (SR 1552) to Little Creek Greenway (JOHN0006-M).

- **Local ID JOHN0009-B:** 2nd Street from S. O'Neil Street to E. Main Street (SR 1004).
- **Local ID JOHN0010-B:** Amelia Church Road (SR 1552) from NC 42 to Springwood Place.
- **Local ID JOHN0015-B:** Amelia Church Road (SR 1552) from Little Creek Greenway (JOHN0006-M) to US 70 Business.
- **Local ID JOHN0011-B:** Barber Mill Road (SR 1555) from Twin Acres Road (SR 1599) to Clayton Southern Connector (JOHN0057-H).
- **Local ID JOHN0012-B:** Blanche Street from S. O'Neil Street to S. Lombard Street (SR 1756).
- **Local ID JOHN0014-B:** Castleberry Road (SR 1705) from NC 42 to Covered Bridge Road (SR 1700).
- **Local ID JOHN0016-B:** Champion Street from Everette Avenue to US 70 Business.
- **Local ID JOHN0017-B:** City Road (SR 1709) from W. Stallings Street (SR 1709/1552) to Covered Bridge Road (SR 1700).
- **Local ID JOHN0020-B:** Covered Bridge Road (SR 1700) from Shotwell Road (SR 1553) to Castleberry Road (SR 1705).
- **Local ID JOHN0022-B:** Everette Avenue from Champion Street to S. Boling Street (SR 1563).
- **Local ID JOHN0023-B:** Front Street from N. O'Neil Street (SR 1708) to Central Street.
- **Local ID JOHN0024-B:** Garner Road (SR 1004) from Shotwell Road (SR 1553) to W. Stallings Street (SR 1709).
- **Local ID JOHN0025-B:** Guy Road (SR 1551) from Amelia Church Road (SR 1552) to Clayton Southern Connector JOHN0057-H).
- **Local ID JOHN0027-B:** Laurel Ridge Drive from NC 42 to Guy Road (SR 1551).
- **Local ID JOHN0028-B:** Little Creek Church Road / S. Boling Street (SR 1563) from Ranch Road (SR 1560) to Everette Avenue.
- **Local ID JOHN0029-B:** N. Lombard Street from E. Front Street to E. Stallings Street.
- **Local ID JOHN0030-B:** S. Lombard Street (SR 1756) from Hamby Street to E. 2nd Street.
- **Local ID JOHN0031-B:** Loop Road (SR 1706) from Covered Bridge Road (SR 1700) to Covered Bridge Road (SR 1700).
- **Local ID JOHN0032-B:** Mial Street from E. Stallings Street to E. Wilson Street.
- **Local ID JOHN0033-B:** E. Main Street (SR 1004) from Central Street to US 70 Business.
- **Local ID JOHN0034-B:** N. O'Neil Street (SR 1708) from E. Main Street (SR 1004) to Covered Bridge Road (SR 1700).
- **Local ID JOHN0035-B:** S. O'Neil Street from Blanche Street to E. Main Street (SR 1004).
- **Local ID JOHN0036-B:** Ranch Road (SR 1560) from Twin Acres Road (SR 1599) to Little Creek Church Road (SR 1563).

- **Local ID JOHN0037-B:** Robertson Street (SR 1552) from US 70 Business to W. Stallings Street.
- **Local ID JOHN0047-B:** Shotwell Road (SR 1553) from Clemmons Forest Connector (JOHN0004-M) to Covered Bridge Road (SR 1700).
- **Local ID JOHN0039-B:** E. Stallings Street from Mial Street to N. Lombard Street
- **Local ID JOHN0040-B:** W. Stallings Street from Garner Road (SR 1004) to N. O'Neil Street (SR 1708).
- **Local ID JOHN0041-B:** Twin Acres Road (SR 1599) from Barber Mill Road (SR 1555) to Ranch Road (SR 1560).
- **Local ID JOHN0043-B:** E. Wilson Street from N. O'Neil Street (SR 1708) to Mial Street.

CLAYTON (The following projects reflect new CTP proposals beyond 2005 Town of Clayton Comprehensive Bicycle Plan.)

- **Local ID JOHN0008-B:** NC 42 from US 70 Business to Mountains to Sea Trail (NC Bicycle Route 2 / JOHN0001-M).
- **Local ID JOHN0018-B:** Clayton Northern Connector (JOHN0056-H) from Covered Bridge Road (SR 1700) to NC 42.
- **Local ID JOHN0019-B:** Clayton Southern Connector (JOHN0057-H) from Guy Road (SR 1551) to US 70 Business.
- **Local ID JOHN0048-B:** Covered Bridge Road (SR 1700) from Castleberry Road (SR 1705) to Buffalo Road (SR 1003).
- **Local ID JOHN0021-B:** Covered Bridge Road Extension (JOHN0058-H) from Garner Road (SR 1004) to Shotwell Road (SR 1553).
- **Local ID JOHN0038-B:** Shotwell Road (SR 1553) from US 70 Business to Garner Road (SR 1004).
- **Local ID JOHN0044-B:** Winston Road (SR 1550) from Cornwallis Road (SR 1525) to Guy Road (SR 1551).

SMITHFIELD

- **Local ID JOHN0006-B:** Wilson's Mills Road (SR 1913) from US 70 Business to Future E. Booker Dairy Road (SR 1923) (U-3334 / M. Durwood Stephenson Highway).

PEDESTRIAN

Increased pedestrian safety and connectivity are needed within Johnston County, especially in the municipalities. Many local areas lack fully sufficient facilities for pedestrian traffic.

Grouped by area, the following facilities have been identified for pedestrian improvements in the Johnston County CTP, with the goal of providing sidewalk on both sides of the facility. Improvements include recommending new sidewalk, or improving existing facilities either by adding sidewalk to the other side of the road or improving the condition of the existing sidewalk.

The primary purpose of these improvements is to provide safer pedestrian facilities within municipalities that are safe and attractive to local users as an alternative mode of transportation. See CTP maps, Appendix B, and Appendix C for more information.

For recommendations suitable for use by both bicycles and pedestrian, refer to the "Multi-Use Paths" section for problem statements for these facilities.

BENSON

- **Local ID JOHN0002-P:** US 301 (Wall Street) from Johnson Street (SR 1175) to Benson Middle School access road (JOHN0011-P). New sidewalk.
- **Local ID JOHN0011-P:** Benson Middle School access road from US 301 (Wall Street) to Honeycutt Street (SR 1173). New sidewalk.
- **Local ID JOHN0003-P:** Brocklyn Street from US 301 (Wall Street) to Market Street (SR 1204). New sidewalk.
- **Local ID JOHN0004-P:** Chicopee Road (SR 1100) from US 301 (Wall Street) to Harnett Street. New sidewalk.
- **Local ID JOHN0005-P:** Church Street from Lincoln Street (SR 1360) to Farmer Drive. New sidewalk.
- **Local ID JOHN0006-P:** Harnett Street from Chicopee Road (SR 1100) to Lee Street. New sidewalk.
- **Local ID JOHN0007-P:** Honeycutt Street (SR 1173) from Benson Greenway #1 (JOHN0002-M) to Benson Middle School access road (JOHN0011-P). New sidewalk.
- **Local ID JOHN0008-P:** Johnson Street (SR 1175) from Hill Street to US 301 (Wall Street). New sidewalk.
- **Local ID JOHN0009-P:** Lincoln Street (SR 1360) from NC 50 to Church Street. New sidewalk.
- **Local ID JOHN0010-P:** Market Street (SR 1204) from Chicopee Road (SR 1100) to Brocklyn Street. New sidewalk.
- **Local ID JOHN0012-P:** Park Place (SR 1378) from Lincoln Street (SR 1360) to Dogeye Road (SR 1359). New sidewalk.

CLAYTON

- **Clayton Community Center Pedestrian Connector, Local ID JOHN0001-P:** Route begins on Amelia Church Road (SR 1552) at Little Creek Greenway (JOHN0006-M). Follows Amelia Church Road (SR 1552), S. Robertson Street (SR 1552), W. Stallings Street, N. O'Neil Street (SR 1708), Wilson Street, and ends at Cooper Elementary School. New sidewalk; where applicable, improve existing sidewalk and add sidewalk to other side of road. (The entire route for the Clayton Community Center Pedestrian Connector includes a section of multi-use path (JOHN0011-M) from Shotwell Road (SR 1553) to Little Creek Greenway (JOHN0006-M). The project as a whole was submitted by the Capital Area MPO as a 2012 Bike/Ped Project in the Locally Administered Projects Program.)

FOUR OAKS

- **Local ID JOHN0013-P:** US 301 (Wellons Street) from N. Church Street (SR 1377) to Keen Road (SR 1182). Improve existing sidewalk and add sidewalk to other side of road.
- **Local ID JOHN0014-P:** Baker Street from US 301 (Wellons Street) to W. Hatcher Street (SR 1162). New sidewalk; where applicable, improve existing sidewalk and add sidewalk to other side of road.
- **Local ID JOHN0015-P:** N. Church Street (SR 1377) from US 301 (Wellons Street) to W. Hatcher Street (SR 1162). New sidewalk; where applicable, improve existing sidewalk and add sidewalk to other side of road.
- **Local ID JOHN0016-P:** N. Main Street (SR 1182) from US 301 (Wellons Street) to W. Hatcher Street (SR 1162). Improve existing sidewalk.
- **Local ID JOHN0017-P:** S. Main Street / Hockaday Road (SR 1182) from US 301 (Wellons Street) to Miller Road (SR 1223). New sidewalk; where applicable, improve existing sidewalk and add sidewalk to other side of road.
- **Local ID JOHN0018-P:** Sanders Street (SR 1163) from N. Church Street (SR 1377) to Maple Street. Improve existing sidewalk and add sidewalk to other side of road.

KENLY

- **Local ID JOHN0019-P:** US 301 (Church Street) from S. Gardner Avenue to W. 6th Street. New sidewalk; where applicable, improve existing sidewalk and add sidewalk to other side of road.
- **Local ID JOHN0020-P:** S. Gardner Avenue from US 301 (Church Street) to NC 222 (2nd Street). New sidewalk.

SELMA

- **Local ID JOHN0021-P:** US 301 (Pollock Street) from Selma southern municipal limits (Smithfield northern municipal limits) to NC 39. New sidewalk; where applicable, improve existing sidewalk and add sidewalk to other side of road.
- **Local ID JOHN0022-P:** E. Lizzie Street / Lizzie Mill Road (SR 1001) from US 301 (Pollock Street) to the railroad. New sidewalk; where applicable, improve existing sidewalk and add sidewalk to other side of road.

- **Local ID JOHN0023-P:** W. Noble Street (SR 1900) from US 301 (Pollock Street) to Oak Tree Drive. New sidewalk; where applicable, improve existing sidewalk and add sidewalk to other side of road.
- **Local ID JOHN0024-P:** Oak Street (SR 1929) from US 301 (Pollock Street) to Buffalo Road (SR 1003). New sidewalk; where applicable, improve existing sidewalk and add sidewalk to other side of road.
- **Local ID JOHN0025-P:** Ricks Road (SR 2302) from US 70 to US 301 (Pollock Street). New sidewalk.

SMITHFIELD

- **Local ID JOHN0026-P:** US 70 Business from Malta Street / Futrell Way to Industrial Park Drive (SR 2398). New sidewalk.
- **Local ID JOHN0027-P:** US 301 (Brightleaf Boulevard) from Smithfield southern municipal limits to US 70 Business (Market Street). New sidewalk.
- **Local ID JOHN0028-P:** US 301 (Brightleaf Boulevard) from Hancock Street to E. Booker Dairy Road (SR 1923). Add sidewalk to other side of road.
- **Local ID JOHN0029-P:** US 301 (Brightleaf Boulevard) from E. Booker Dairy Road (SR 1923) to Smithfield northern municipal limits (Selma southern municipal limits). New sidewalk.
- **Local ID JOHN0030-P:** M. Durwood Stephenson Highway (E. Booker Dairy Road Extension (SR 1923)) from Buffalo Road (SR 1003) to US 301. New sidewalk.
- **Local ID JOHN0031-P:** Brogden Road (SR 1007) from US 301 (Brightleaf Boulevard) to Martin Luther King Jr. Drive. New sidewalk.
- **Local ID JOHN0032-P:** Buffalo Road (SR 1003) from North Street to US 70. New sidewalk.
- **Local ID JOHN0033-P:** Industrial Park Drive (SR 2398) from US 70 Business (Market Street) to Component Drive. New sidewalk.
- **Local ID JOHN0034-P:** E. Peedin Road / Venture Drive from US 301 (Brightleaf Boulevard) to Industrial Park Drive (SR 2398). New sidewalk.

WILSON'S MILLS (These projects originated from the 2008 Town of Wilson's Mills Capital Improvement Plan. See this plan for more information.)

- **Local ID JOHN0036-P:** Fire Department Road (SR 1908) from Wilson's Mills Road (SR 1913) to Wilson's Mills northern town limits. New sidewalk.
- **Local ID JOHN0037-P:** Harrison Road (SR 1989) from Fire Department Road (SR 1908) to Powhatan Road (SR 1901). New sidewalk.
- **Local ID JOHN0038-P:** Main Street (SR 1910) from Wilson's Mills Road (SR 1913) to Fire Department Road (SR 1908). New sidewalk.
- **Local ID JOHN0039-P:** Powhatan Road (SR 1901) from Fire Department Road (SR 1908) to Wilson's Mills northern town limits. New sidewalk.
- **Local ID JOHN0040-P:** Swift Creek Road (SR 1501) from Wilson's Mills Road (SR 1913) to Wilson's Mills southern municipal limits. New sidewalk.

- **Local ID JOHN0041-P:** Uzzle Pond Road (SR 1912) from Main Street (SR 1910) to Bear Farm Road (SR 1914). New sidewalk.
- **Local ID JOHN0035-P:** Wilson's Mills Road (SR 1913) from Wilson's Mills western town limits to US 70. New sidewalk.

MULTI-USE PATHS

Increased bicycle and pedestrian safety and connectivity are needed within Johnston County. On-road bicycle facilities serve a specific purpose, as do sidewalks. But multi-use paths offer a unique combination of the two, catering to both modes of transportation, while typically also offering an off-road, safer, more recreational experience.

Grouped by area, the following facilities have been proposed as multi-use paths in the Johnston County CTP. The primary purpose of these improvements is to provide alternative facilities beyond the on-road bicycle and pedestrian facilities that are safe, recreational, and attractive to local users as an alternative mode of transportation. Some offer local connectivity within municipalities, while others promote regional connectivity through the county. See CTP maps, Appendix B, and Appendix C for more information. Also see the 2005 Town of Clayton Comprehensive Bicycle Plan, from which the Clayton projects originated.

COUNTY-WIDE

- **Mountains to Sea Trail (NC Bicycle Route 2), Local ID JOHN0001-M:** The existing Mountains to Sea Trail (NC Bicycle Route 2) leaves northern Wake County and traverses Franklin, Nash, Wilson, and Wayne Counties as it heads east, avoiding Johnston County. The CTP project proposal reflects the new proposed route for the Mountains to Sea Trail (NC Bicycle Route 2), which is a combination of multi-use paths in both rural and downtown settings. The proposed route enters Johnston County from eastern Wake County following the Neuse River. It splits into two paths at the Park Greenway (JOHN0007-M) in Clayton, with one path continuing along the Neuse River. The other path splits off the Park Greenway (JOHN007-M) and into downtown Clayton, following Barnes Street, Kildee Street, Whitaker Street, Church Street, Main Street (SR 1004), Central Street, Front Street, NC 42 Business Connector (U-3605), NC 42 across the Neuse River, and turning south to join the original path on the Neuse River again. The proposed route then follows the Neuse River to Smithfield, where it meets an existing section of the path known as the Buffalo Creek Greenway. The existing section ends in downtown Smithfield at 2nd Street, with the proposed route following 2nd Street, Sanders Street, and the Neuse River into Wayne County. (The section of this project from Wake County to Sam's Branch Creek is NCDOT project EB-4993, which is currently under construction and 37% complete.)

BENSON

- **Benson Greenway #1, Local ID JOHN0002-M:** The CTP project proposal is a multi-use path from Johnson Street (SR 1175) to Honeycutt Street (SR 1173).

- **Benson Greenway #2, Local ID JOHN0003-M:** The CTP project proposal is a multi-use path from Johnson Street (SR 1175) to Benson Greenway #1 (JOHN0002-M).

CLAYTON

- **Clemmons Forest Connector, Local ID JOHN0004-M:** The CTP project proposal is a multi-use path from Harmony Court to the Park Greenway (JOHN0007-M), following Garner Road (SR 1004) and Shotwell Road (SR 1553).
- **Glen Laurel Greenway, Local ID JOHN0005-M:** The CTP project proposal is a multi-use path from NC 42 to the Neuse River.
- **Little Creek Greenway, Local ID JOHN0006-M:** The CTP project proposal is a multi-use path from US 70 Business to Ranch Road (SR 1560).
- **Park Greenway, Local ID JOHN0007-M:** The CTP project proposal is a multi-use path beginning at the Neuse River that splits into various sections towards downtown Clayton. Its termini are at Shotwell Road (SR 1553) / Clemmons Forest Connector (JOHN0004-M), Mial Street, and NC 42 Business Connector (U-3605) / Mountains to Sea Trail (NC Bicycle Route 2 / JOHN0001-M).
- **Local ID JOHN0010-M:** The CTP project proposal is a multi-use path following NC 42 and S. Lombard Street (SR 1756) from Little Creek Greenway (JOHN0006-M) to Hamby Street, connecting on-road bicycle facilities (JOHN0007-B and JOHN0030-B).
- **Local ID JOHN0011-M:** The CTP project proposal is a multi-use path following Amelia Church Road (SR 1552) from Springwood Place to Little Creek Greenway (JOHN0006-M), connecting on-road bicycle facilities (JOHN0010-B and JOHN0015-B) as well as the Clayton Community Center Pedestrian Connector (JOHN0001-P).
- **Local ID JOHN0012-M:** The CTP project proposal is a multi-use path following Shotwell Road (SR 1553) from Amelia Church Road (SR 1552) to US 70 Business, connecting a multi-use path (JOHN0011-M) to an on-road bicycle facility (JOHN0038-B).

FOUR OAKS

- **Four Oaks Greenway, Local ID JOHN0008-M:** The CTP project proposal is a multi-use path from the railroad / local park to Hockaday Road (SR 1162).

SELMA

- **Selma Greenway, Local ID JOHN0009-M:** The CTP project proposal is a multi-use path from the Neuse River / Mountains to Sea Trail (NC Bicycle Route 2 / JOHN0001-M) to Selma Middle School. The town has not yet selected an alignment to use in the reservation of right-of-way. Therefore, the town requested that this project be included in the CTP, but not yet displayed on the CTP maps. The alignment of the project is to-be-determined, and can be included in future updates to the CTP.

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APPENDICES

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Appendix A
Resources and Contacts

Local Planning Organization

Upper Coastal Plain Rural Planning Organization (*http://www.ucprpo.org/index.html*)
Contact the RPO for information on long-range multi-modal planning services.
Suite 2110, 120 W. Washington St. Nashville, NC 27856 (252) 462-2642

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 directory:

1-877-DOT-4YOU (1-877-368-4968) *http://www.ncdot.gov/contact/*

Secretary of Transportation (*http://www.ncdot.org/about/leadership/secretary.html*)
1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2800

Board of Transportation (*http://www.ncdot.gov/about/board/*)
1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2820

Highway Division 4 (*https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx*)
PO Box 3165 / 509 Ward Blvd. Wilson, NC 27895 (252) 237-6164

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

Contact the following NCDOT divisions and units[1] for:

Transportation Planning Branch (TPB)	*Information on long-range multi-modal planning services.* 1554 Mail Service Center Raleigh, NC 27699 (919) 707-0900
Strategic Planning Office	*Information concerning prioritization of transportation projects.* 1501 Mail Service Center Raleigh, NC 27699 (919) 707-4740
Project Development & Environmental Analysis (PDEA)	*Information on environmental studies for projects that are included in the TIP.* 1548 Mail Service Center Raleigh, NC 27699 (919) 707-6000
State Asset Management Unit	*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 (919) 707-2500

[1] Unit websites are hyperlinked and can also be accessed at *https://connect.ncdot.gov/Pages/default.aspx*.

Program Development Branch	*Information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).* 1542 Mail Service Center Raleigh, NC 27699 (919) 707-4610
Public Transportation Division	*Information on public transit systems.* 1550 Mail Service Center Raleigh, NC 27699 (919) 707-4670
Rail Division	*Rail information throughout the state.* 1553 Mail Service Center Raleigh, NC 27699 (919) 707-4700
Division of Bicycle and Pedestrian Transportation	*Bicycle and pedestrian transportation information throughout the state.* 1552 Mail Service Center Raleigh, NC 27699 (919) 707-2600
Structures Management Unit	*Information on bridge management throughout the state.* 1581 Mail Service Center Raleigh, NC 27699 (919) 707-6400
Roadway Design Unit	*Information regarding design plans and proposals for road and bridge projects throughout the state.* 1582 Mail Service Center Raleigh, NC 27699 (919) 707-6200
Transportation Mobility and Safety Division	*Information regarding crash data throughout the state.* 1561 Mail Service Center Raleigh, NC 27699 (919) 773-2800

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/cd

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.

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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 the Road Characteristics shapefile from the NCDOT GIS Unit. 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 the NCLOS program, 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 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).

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CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0001-H / I-5111BB	I-40	Wake Co - Exit 312 / NC 42	CAMPO	1.5	48	4, div	230	70	42,600	58,000	117,600	115,900	8A[1]	270 [1]	F	Sta	-
JOHN0001-H	I-40	Exit 312 / NC 42 - Exit 319 / NC 210	CAMPO	6.8	48	4, div	230-250	70	42,600	46,000	87,400	115,900	8A[1]	270 [1]	F	Sta	-
JOHN0001-H	I-40	Exit 319 / NC 210 - Exit 325 / NC 242 / Woodall Dairy Rd	CAMPO	6.7	48	4, div	250	70	42,600	39,000	74,600	115,900	8A[1]	270 [1]	F	Sta	-
JOHN0001-H	I-40	Exit 325 / NC 242 / Woodall Dairy Rd - Exit 328 / I-95	County	2.4	48	4, div	250	70	42,600	37,000	70,200	115,900	8A[1]	270 [1]	F	Sta	-
JOHN0002-H	I-40	Exit 328 / I-95 - Exit 334 / NC 96	County	5.7	48	4, div	210-300	70	34,500	22,000	37,400	87,000	6A	300	F	Sta	-
JOHN0002-H	I-40	Exit 334 / NC 96 - Sampson Co	County	6.1	48	4, div	300-320	70	34,500	21,000	35,700	87,000	6A	300	F	Sta	-
I-4739	I-40 Interchange Improvement	Exit 312 / NC 42	CAMPO	-	-	-	-	-	-	-	-	-	-		-	-	-
JOHN0005-H	I-40 Proposed Interchange	Cornwallis Rd (SR 1525)	CAMPO	-	-	-	-	-	-	-	-	-	-		-	-	-
JOHN0003-H / I-4745	I-95	Harnett Co - Exit 79 / NC 50	County	1.5	48	4, div	170	65	42,600	49,000	84,900	115,900	8A[1]	270 [1]	F	Sta	T
JOHN0003-H / I-4745	I-95	Exit 79 / NC 50 - Exit 81 / I-40	County	1.5	48	4, div	230-260	65	42,600	54,000	93,400	115,900	8A[1]	270 [1]	F	Sta	T
JOHN0003-H	I-95	Exit 81 / I-40 - Exit 87 / Keen Rd	County	6.6	48	4, div	260	65	42,600	38,000	68,200	115,900	8A[1]	270 [1]	F	Sta	T
JOHN0003-H	I-95	Exit 87 / Keen Rd - Exit 90 / US 701 / NC 96	County	2.1	48	4, div	270	65	42,600	39,000	69,900	115,900	8A[1]	270 [1]	F	Sta	T
JOHN0003-H	I-95	Exit 90 / US 701 / NC 96 - Exit 93 / Brogden Rd	County	3.3	48	4, div	250	65	42,600	42,000	75,000	116,400	8A[1]	270 [1]	F	Sta	T
JOHN0003-H	I-95	Exit 93 / Brogden Rd - Exit 95 / US 70 Bus	County	1.7	48	4, div	250	65	42,600	41,000	73,300	116,400	8A[1]	270 [1]	F	Sta	T
JOHN0003-H	I-95	Exit 95 / US 70 Bus - Exit 97 / US 70	County	2.0	48	4, div	250	65	42,600	37,000	66,500	116,400	8A[1]	270 [1]	F	Sta	T

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0004-H	I-95	Exit 97 / US 70 - Exit 98 / E Anderson St / Pine Level-Selma Rd	County	1.2	48	4, div	220-250	65	42,600	36,000	64,800	86,500	6A	300	F	Sta	-
JOHN0004-H	I-95	Exit 98 / E Anderson St / Pine Level-Selma Rd - Exit 101 / Pittman Rd	County	3.1	48	4, div	220	65	42,600	36,000	64,800	87,000	6A	300	F	Sta	-
JOHN0004-H	I-95	Exit 101 / Pittman Rd - Exit 102 / E Main St / Micro Rd E	County	1.1	48	4, div	220	65	42,600	36,000	64,800	87,000	6A	300	F	Sta	-
JOHN0004-H	I-95	Exit 102 / E Main St / Micro Rd E - Exit 105 / Bagley Rd	County	2.0	48	4, div	220	65	42,600	35,000	63,100	87,000	6A	300	F	Sta	-
JOHN0004-H	I-95	Exit 105 / Bagley Rd - Exit 106 / Truck Stop Rd	County	1.3	48	4, div	220	65	42,600	35,000	63,100	87,000	6A	300	F	Sta	-
JOHN0004-H	I-95	Exit 106 / Truck Stop Rd - Exit 107 / US 301	County	1.2	48	4, div	220	65	42,600	35,000	63,100	87,000	6A	300	F	Sta	-
JOHN0004-H	I-95	Exit 107 / US 301 - Wilson Co	County	1.1	48	4, div	320	65	42,600	29,000	52,900	87,000	6A	300	F	Sta	-
JOHN0006-H	I-95 Interchange Improvement	Exit 87 / Keen Rd (SR 1178) and Hockaday Rd (SR 1162)	County	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JOHN0007-H	I-95 Interchange Improvement	Exit 90 / US 701 / NC 96	County	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JOHN0008-H	I-95 Interchange Improvement	Exit 95 / US 70 Bus	County	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-2829	NC 540	Wake Co - Wake Co	CAMPO	*New location*							-				-	-	-
JOHN0009-H	US 70 (Clayton Bypass)	Wake Co - NC 42	CAMPO	3.0	48	4, div	300	70	38,000	21,340	45,700	87,000	6A	300	F	Sta	-
JOHN0009-H	US 70 (Clayton Bypass)	NC 42 - Ranch Rd (SR 1560) / CAMPO	CAMPO	2.7	48	4, div	300	70	38,000	20,370	38,900	87,000	6A	300	F	Sta	-
JOHN0009-H	US 70 (Clayton Bypass)	Ranch Rd (SR 1560) / CAMPO - US 70 Bus	County	3.0	48	4, div	300	70	38,000	20,370	38,900	87,000	6A	300	F	Sta	-
JOHN0009-H	US 70	US 70 Bus - ECL Wilson's Mills	County	2.1	48	4, div	250	55	36,000	20,370	38,900	87,000	6A	300	F	Sta	-

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0009-H	US 70	ECL Wilson's Mills - Swift Creek Rd (SR 1501)	Wilson's Mills	1.1	48	4, div	250	55	36,000	20,000	37,700	87,000	6A	300	F	Sta	-
JOHN0009-H	US 70	Swift Creek Rd (SR 1501) - Wilson's Mills Rd (SR 1913)	Wilson's Mills	1.1	48	4, div	250	55	36,000	21,000	38,600	87,000	6A	300	F	Sta	-
JOHN0009-H	US 70	Wilson's Mills Rd (SR 1913) - WCL Wilson's Mills	Wilson's Mills	0.6	48	4, div	250	55	36,000	26,000	48,000	87,000	6A	300	F	Sta	-
JOHN0009-H	US 70	WCL Wilson's Mills - W Oak St (SR 1929)	County	1.4	48	4, div	200	55	36,000	26,000	48,000	87,000	6A	300	F	Sta	-
JOHN0009-H	US 70	W Oak St (SR 1929) - Buffalo Rd (SR 1003)	County	0.7	48	4, div	200	55	36,000	26,000	48,000	87,000	6A	300	F	Sta	-
JOHN0009-H	US 70	Buffalo Rd (SR 1003) - US 70 Bypass split	County	0.6	48	4, div	200	55	36,000	26,000	49,000	87,000	6A	300	F	Sta	-
-	US 70	US 70 Bypass split - WCL Selma / Speed Limit change	County	0.8	48	4, div	200	55	36,000	12,000	23,300	-	ADQ	-	-	Reg	-
-	US 70	WCL Selma / Speed Limit change - US 301	Selma	0.2	48	4, div	150	45	36,000	12,000	23,300	-	ADQ	-	-	Reg	-
JOHN0010-H	US 70	US 301 - Ricks Rd (SR 2302) / Industrial Park Dr (SR 2398)	Selma	0.4	60	5	150	45	30,000	19,000	36,200	36,600	4C	110	B	Reg	T
JOHN0010-H	US 70	Ricks Rd (SR 2302) / Industrial Park Dr (SR 2398) - I-95	Selma	0.2	60	5	150	45	30,000	20,000	38,000	36,600	4C	110	B	Reg	T
-	US 70	I-95 - US 70 Alt / ECL Selma	Selma	0.2	48	4, div	150	45	36,000	7,200	12,200	-	ADQ	-	-	Reg	-
-	US 70	US 70 Alt / ECL Selma - US 70 Bypass merge	County	1.0	48	4, div	250	55	36,000	7,200	12,200	-	ADQ	-	-	Reg	-
JOHN0011-H	US 70	US 70 Bypass merge - US 70 Bus	County	1.2	48	4, div	250	55	36,000	17,000	28,900	60,700	4A	250 - 300	F	Sta	-
JOHN0011-H	US 70	US 70 Bus - Peedin Rd / Creech's Mill Rd (SR 2309)	County	0.5	48	4, div	150	55	36,000	23,000	39,100	60,700	4A	250 - 300	F	Sta	-
JOHN0011-H	US 70	Peedin Rd / Creech's Mill Rd (SR 2309) - Country Store Rd (SR 2312)	County	2.7	48	4, div	150	55	36,000	23,000	35,900	60,700	4A	250 - 300	F	Sta	-
JOHN0011-H	US 70	Country Store Rd (SR 2312) - ETJ Princeton / Pondfield Rd (SR 2314)	County	3.0	48	4, div	150	55	36,000	20,000	31,200	60,700	4A	250 - 300	F	Sta	-
JOHN0011-H	US 70	ETJ Princeton - Wayne Co	County	0.2	48	4, div	200	55	36,000	19,000	29,600	60,700	4A	250 - 300	F	Sta	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	US 70 Bus	Wake Co - WCL Clayton / Shotwell Rd (SR 1553)	CAMPO	1.8	48	4, div	200	55	46,700	42,000	71,500	-	ADQ	-	-	Reg	T
-	US 70 Bus	WCL Clayton / Shotwell Rd (SR 1553) - NC 42	Clayton	1.3	48	4, div	200	45	46,700	42,000	71,500	-	ADQ	-	-	Reg	T
-	US 70 Bus	NC 42 - E Main St (SR 1004)	Clayton	0.6	48	4, div	200	45	46,700	50,000	92,000	-	ADQ	-	-	Reg	T
-	US 70 Bus	E Main St (SR 1004) - S Boiling St (SR 1563)	Clayton	0.1	48	6, div	200	45	70,100	47,000	87,300	-	ADQ	-	-	Reg	T
-	US 70 Bus	S Boiling St (SR 1563) - NC 42	Clayton	0.5	48	6, div	200	45	70,100	47,000	87,300	-	ADQ	-	-	Reg	T
-	US 70 Bus	NC 42 - ECL Clayton	Clayton	0.5	48	4, div	150	45	46,700	37,000	57,700	-	ADQ	-	-	Reg	-
-	US 70 Bus	ECL Clayton - Powhatan Rd (SR 1901) / CAMPO	CAMPO	1.6	48	4, div	150	55	46,700	37,000	57,700	-	ADQ	-	-	Reg	-
-	US 70 Bus	Powhatan Rd (SR 1901) / CAMPO - Gordon Rd (SR 1913)	County	0.3	48	4, div	150	55	36,000	36,000	56,200	-	ADQ	-	-	Reg	-
-	US 70 Bus	Gordon Rd (SR 1913) - US 70 (Clayton Bypass)	County	0.8	48	4, div	150	55	36,000	36,000	56,200	-	ADQ	-	-	Reg	-
-	US 70 Bus	US 70 (Clayton Bypass) - Little Creek Church Rd (SR 1563)	County	3.2	48	4, div	150	55	36,000	11,000	17,200	-	ADQ	-	-	Reg	-
-	US 70 Bus	Little Creek Church Rd (SR 1563) - Swift Creek Rd (SR 1501)	County	0.2	48	4, div	150	55	36,000	11,000	17,200	-	ADQ	-	-	Reg	-
-	US 70 Bus	Swift Creek Rd (SR 1501) - WCL Smithfield	County	1.6	48	4, div	130-150	55	36,000	10,000	15,600	-	ADQ	-	-	Reg	-
-	US 70 Bus (W Market St)	WCL Smithfield - Wilson's Mills Rd (SR 1913)	Smithfield	1.3	48	4, div	130	45	36,000	11,000	17,200	-	ADQ	-	-	Reg	-
-	US 70 Bus (W Market St)	Wilson's Mills Rd (SR 1913) - NC 210 / Divided Hwy	Smithfield	0.3	48	4, div	130	45	36,000	18,000	28,100	-	ADQ	-	-	Reg	-
JOHN0012-H	US 70 Bus (W Market St)	NC 210 / Divided Hwy - Speed Limit Change / 1st St	Smithfield	0.6	60	5	60	45	35,000	24,000	37,400	36,600	4C	110	B	Reg	-
-	US 70 Bus (W Market St)	Speed Limit Change / 1st St - N 3rd St (SR 1003)	Smithfield	0.2	60	5	60	25	23,300	24,000	37,400	-	ADQ	-	-	Reg	P
-	US 70 Bus (E Market St)	N 3rd St (SR 1003) - US 301	Smithfield	0.3	44	4	60	25	23,300	15,000	23,400	-	ADQ	-	-	Reg	P
JOHN0013-H	US 70 Bus (E Market St)	US 301 - 9th St	Smithfield	0.1	44	2	60	25	12,500	14,000	21,800	31,600	4C	110	B	Reg	P

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0013-H	US 70 Bus (E Market St)	9th St - Etna St / C&G	Smithfield	0.1	24	2	60	35	12,500	14,000	21,800	31,600	4C	110	B	Reg	P
JOHN0013-H	US 70 Bus (E Market St)	Etna St / C&G - College Rd (SR 2560)	Smithfield	0.4	33	3	60	35	12,500	14,000	21,800	31,600	4C	110	B	Reg	P
JOHN0013-H	US 70 Bus (E Market St)	College Rd (SR 2560) - Industrial Park Dr (SR 2398)	Smithfield	0.2	33	3	60-100	35	12,500	14,000	21,800	31,600	4C	110	B	Reg	P
JOHN0013-H	US 70 Bus (E Market St)	Industrial Park Dr (SR 2398) - I-95	Smithfield	0.2	33	3	100	35	12,500	14,000	21,800	31,600	4C	110	B	Reg	-
JOHN0013-H	US 70 Bus	I-95 - ECL Smithfield	Smithfield	0.3	36	3	150	35	12,500	9,500	14,800	31,600	4C	110	B	Reg	-
JOHN0013-H	US 70 Bus	ECL Smithfield - Yelverton Grove Rd (SR 2508 / 2301)	County	0.5	36	3	150	55	12,000	9,500	14,800	45,200	4C	110	B	Reg	-
JOHN0013-H	US 70 Bus	Yelverton Grove Rd (SR 2508 / 2301) - Hill Rd (SR 2509) / AADT Change	County	0.9	24	2	150	55	12,000	7,800	12,200	45,200	4C	110	B	Reg	-
JOHN0013-H	US 70 Bus	Hill Rd (SR 2509) / AADT Change - US 70	County	1.3	24	2	150	55	12,000	7,000	10,900	45,200	4C	110	B	Reg	-
W-5107	US 70 Safety Improvements	Firetower Road (SR 2305) to east of Davis Mill Road / Steven's Chapel Road (SR 2310)	County	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JOHN0074-H	US 70 Proposed Interchange	Swift Creek Rd (SR 1501)	Wilson's Mills	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JOHN0075-H	US 70 Proposed Interchange	Wilson's Mills Rd (SR 1913)	Wilson's Mills	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	US 70 Alt	US 70 - ETJ Pine Level / Firetower Rd (SR 2305)	County	0.7	24	2	60	55	12,000	4,400	6,900	-	ADQ	-	-	Reg	-
-	US 70 Alt	ETJ Pine Level - Bizzell Grove Church Rd (SR 2141)	County	0.9	24	2	60	55	12,000	2,500	3,600	-	ADQ	-	-	Reg	-
-	US 70 Alt	Bizzell Grove Church Rd (SR 2141) - ETJ Princeton	County	1.5	24	2	60	55	12,000	2,300	3,300	-	ADQ	-	-	Reg	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	US 70 Bypass	US 70 split - US 70 merge	Selma	2.8	48	4, div	250	55	36,000	14,000	23,800	-	ADQ	-	-	Sta	-
-	US 264	Wake Co - Nash Co	County	0.1	48	4	410	65	42,600	21,000	32,800	-	ADQ	-	-	Sta	-
-	US 264 Alt	Wake Co - Nash Co	County	0.2	24	2	100	55	12,000	2,700	4,200	-	ADQ	-	-	Reg	-
-	US 301 (S Wall St)	Harnett Co - SCL Benson	County	0.9	24	2	60	55	12,000	5,900	7,600	-	ADQ	-	-	Reg	-
-	US 301 (S Wall St)	SCL Benson - Mann St / Speed Limit Change	Benson	0.1	24	2	60	55	12,000	7,300	9,300	-	ADQ	-	-	Reg	B
-	US 301 (S Wall St)	Mann St / Speed Limit Change - Speed Limit Change	Benson	0.3	24	2	60	35	13,300	7,300	9,300	-	ADQ	-	-	Reg	B
-	US 301 (S Wall St)	Speed Limit Change - Parrish Dr	Benson	0.1	36	3	60	25	13,300	7,300	9,300	-	ADQ	-	-	Reg	B
-	US 301 (S Wall St)	Parrish Dr - NC 50 / NC 27	Benson	0.1	44	3	60	25	13,300	7,300	9,300	-	ADQ	-	-	Reg	B
-	US 301 (N Wall St)	NC 50 / NC 27 - W Church St / Speed Limit Change	Benson	0.1	44	3	60	25	13,300	7,100	9,100	-	ADQ	-	-	Reg	T, B
-	US 301 (N Wall St)	W Church St / Speed Limit Change - NC 242	Benson	0.4	44	4	60	35	25,300	7,100	9,100	-	ADQ	-	-	Reg	T, B
-	US 301 (N Wall St)	NC 242 - NCL Benson	Benson	0.5	24	2	60-100	35	13,500	3,900	5,500	-	ADQ	-	-	Reg	B, P
-	US 301	NCL Benson - Speed Limit Change	County	0.4	24	2	60	35	13,500	3,700	5,300	-	ADQ	-	-	Reg	-
-	US 301	Speed Limit Change - Hannah Creek Rd (SR 1171) / AADT Change	County	1.8	24	2	60	55	12,000	3,700	5,300	-	ADQ	-	-	Reg	-
-	US 301	Hannah Creek Rd (SR 1171) / AADT Change - Raleigh Rd (SR 1330)	County	0.3	24	2	60	55	12,000	4,000	6,200	-	ADQ	-	-	Reg	-
-	US 301	Raleigh Rd (SR 1330) - Speed Limit Change	County	3.9	24	2	60	55	12,000	4,000	6,300	-	ADQ	-	-	Reg	-
-	US 301	Speed Limit Change - SCL Four Oaks	County	0.2	24	2	60	35	13,400	4,000	6,300	-	ADQ	-	-	Reg	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	US 301 (W Wellons St)	SCL Four Oaks - Church St / C&G	Four Oaks	0.3	24	2	60	35	13,400	4,800	7,600	-	ADQ	-	-	Reg	-
-	US 301 (W Wellons St)	Church St / C&G - Main St (SR 1162)	Four Oaks	0.1	24	2	60	35	13,400	4,800	7,600	-	ADQ	-	-	Reg	P
-	US 301 (E Wellons St)	Main St (SR 1162) - Baker St	Four Oaks	0.1	44	2	60	35	13,400	7,040	10,900	-	ADQ	-	-	Reg	P
-	US 301 (E Wellons St)	Baker St - C&G	Four Oaks	0.1	33	2	60	35	13,400	7,040	10,900	-	ADQ	-	-	Reg	P
-	US 301 (E Wellons St)	C&G - Keen Rd (SR 1182)	Four Oaks	0.1	33	3	60	35	13,400	7,040	10,900	-	ADQ	-	-	Reg	P
-	US 301	Keen Rd (SR 1182) - Speed Limit Change	Four Oaks	0.3	36	3	60	35	13,400	3,800	5,400	-	ADQ	-	-	Reg	-
-	US 301	Speed Limit Change - Boyette Rd (SR 1182) / AADT Change	Four Oaks	1.7	36	3	60	45	12,000	3,800	5,400	-	ADQ	-	-	Reg	-
-	US 301	Boyette Rd (SR 1182) / AADT Change - Speed Limit Change	Four Oaks	0.2	36	3	60	45	12,000	4,300	6,100	-	ADQ	-	-	Reg	-
-	US 301	Speed Limit Change - US 701	Four Oaks	0.1	36	3	60	40	12,000	4,300	6,100	-	ADQ	-	-	Reg	-
JOHN0014-H	US 301	US 701 - Speed Limit Change	Four Oaks	0.2	36	3	60	40	15,000	8,400	11,900	36,600	4C	110	B	Reg	-
JOHN0014-H	US 301	Speed Limit Change - NCL Four Oaks	Four Oaks	0.3	36	3	60	45	15,000	8,400	11,900	36,600	4C	110	B	Reg	-
JOHN0014-H	US 301 (S Brightleaf Blvd)	NCL Four Oaks - SCL Smithfield	County	0.1	36	3	60	45	15,000	8,400	11,900	36,600	4C	110	B	Reg	P
JOHN0014-H	US 301 (S Brightleaf Blvd)	SCL Smithfield - Galilee Rd (SR 1341)	Smithfield	0.4	36	3	60	45	15,000	10,000	14,200	36,600	4C	110	B	Reg	P
JOHN0014-H	US 301 (S Brightleaf Blvd)	Galilee Rd (SR 1341) - Packing Plant Rd (SR 1343)	Smithfield	0.3	36	3	60	45	15,000	12,000	17,000	36,600	4C	110	B	Reg	P
JOHN0014-H	US 301 (S Brightleaf Blvd)	Packing Plant Rd (SR 1343) - Speed Limit Change	Smithfield	0.3	33	3	60	45	15,000	12,000	17,000	36,600	4C	110	B	Reg	P
JOHN0014-H	US 301 (S Brightleaf Blvd)	Speed Limit Change - Wal Pat Rd (SR 2500)	Smithfield	0.4	36	3	60	35	13,000	12,000	17,000	31,600	4C	110	B	Reg	P
JOHN0014-H	US 301 (S Brightleaf Blvd)	Wal Pat Rd (SR 2500) - Brogden Rd (SR 1007)	Smithfield	1.2	36	3	60	35	13,000	12,000	17,000	31,600	4C	110	B	Reg	P
JOHN0014-H	US 301 (S Brightleaf Blvd)	Brogden Rd (SR 1007) - US 70 Bus	Smithfield	0.9	55	5	60	35	24,300	16,000	22,700	28,100	4C	110	B	Reg	P

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0014-H	US 301 (N Brightleaf Blvd)	US 70 Bus - North St	Smithfield	0.4	60	5	60	35	24,300	20,000	31,200	28,100	4C	110	B	Reg	P
JOHN0014-H	US 301 (N Brightleaf Blvd)	North St - Hospital Rd (SR 1921)	Smithfield	0.3	60	5	60	35	24,300	20,000	31,200	31,600	4C	110	B	Reg	P
JOHN0014-H	US 301 (N Brightleaf Blvd)	Hospital Rd (SR 1921) - E Booker Dairy Rd (SR 1923) . AADT Change	Smithfield	0.9	60	5	60-80	35	24,300	30,000	46,800	31,600	4C	110	B	Reg	P
JOHN0014-H	US 301 (N Brightleaf Blvd)	E Booker Dairy Rd (SR 1923) . AADT Change - NCL Smithfield / SCL Selma	Smithfield	0.7	60	5	80	35	24,300	20,000	31,200	31,600	4C	110	B	Reg	P
JOHN0014-H	US 301 (S Pollock St)	NCL Smithfield / SCL Selma - US 70	Selma	0.3	60	5	80	45	24,900	20,000	31,200	36,600	4C	110	B	Reg	P
JOHN0014-H	US 301 (S Pollock St)	US 70 - Speed Limit Change	Selma	0.3	60	5	80	45	24,900	12,000	17,000	36,600	4C	110	B	Reg	T, P
JOHN0014-H	US 301 (S Pollock St)	Speed Limit Change - Ricks Rd (SR 2302)	Selma	0.3	60	5	80	35	26,200	16,000	22,700	31,600	4C	110	B	Reg	T, P
JOHN0014-H	US 301 (S Pollock St)	Ricks Rd (SR 2302) - W Noble St	Selma	0.4	60	5	80	35	26,200	16,000	22,700	28,100	4C	110	B	Reg	T, P
JOHN0014-H	US 301 (S Pollock St)	W Noble St - E Anderson St (SR 1927)	Selma	0.2	60	5	80	35	26,200	14,000	19,900	28,100	4C	110	B	Reg	P
JOHN0014-H	US 301 (N Pollock St)	E Anderson St (SR 1927) - W Oak St	Selma	0.1	33	3	60	35	10,400	12,000	17,000	28,100	4C	110	B	Reg	P
JOHN0014-H	US 301 (N Pollock St)	W Oak St - NC 96 (W Richardson St)	Selma	0.1	33	3	60	35	10,400	12,000	17,000	28,100	4C	110	B	Reg	P
JOHN0014-H	US 301 (N Pollock St)	NC 96 (W Richardson St) - AADT / Pvmt Change	Selma	0.4	33	3	60	35	10,400	7,000	9,900	28,100	4C	110	B	Reg	P
JOHN0014-H	US 301 (N Pollock St)	AADT / Pvmt Change - Speed Limit Change	Selma	0.1	24	2	60	35	10,400	6,000	8,500	31,600	4C	110	B	Reg	P
JOHN0014-H	US 301 (N Pollock St)	Speed Limit Change - NC 39 / NCL Selma	Selma	0.4	24	2	60	45	12,000	6,000	8,500	36,600	4C	110	B	Reg	-
-	US 301	NC 39 / NCL Selma - WCL Micro	County	3.7	24	2	60-70	55	12,000	3,100	4,800	-	ADQ	-	-	Reg	-
JOHN0015-H	US 301	WCL Micro - W Main St (SR 2130)	Micro	0.4	24	2	60	35	14,300	3,600	5,600	11,600	2C [3]	50	Maj	Reg	-
JOHN0015-H	US 301	W Main St (SR 2130) - ECL Micro	Micro	0.4	24	2	60	35	14,300	3,600	5,600	11,600	2C [3]	50	Maj	Reg	-

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	US 301	ECL Micro - Speed Limit Change	County	0.2	24	2	60	45	12,000	3,600	5,600	-	ADQ	-	-	Reg	-
-	US 301	Speed Limit Change - Oak Grove Inn Rd / Bizzell Grove Church Rd (SR 2141)	County	0.2	24	2	60	55	12,000	3,600	5,600	-	ADQ	-	-	Reg	-
-	US 301	Oak Grove Inn Rd / Bizzell Grove Church Rd (SR 2141) - Bagley Rd (SR 2339)	County	1.3	24	2	60	55	12,000	3,470	5,400	-	ADQ	-	-	Reg	-
-	US 301	Bagley Rd (SR 2339) - Speed Limit Change	County	1.1	24	2	60	55	12,000	4,100	6,900	-	ADQ	-	-	Reg	-
-	US 301	Speed Limit Change - Truck Stop Rd (SR 2399)	County	0.3	24	2	60	45	12,000	4,100	6,900	-	ADQ	-	-	Reg	-
-	US 301	Truck Stop Rd (SR 2399) - Bay Valley Rd / Johnston Pkwy (SR 2159)	County	0.8	24	2	60	55	11,900	4,720	7,900	-	ADQ	-	-	Reg	-
-	US 301	Bay Valley Rd / Johnston Pkwy (SR 2159) - I-95	County	0.2	60	4	200	45	27,400	5,330	9,000	-	ADQ	-	-	Reg	-
JOHN0016-H	US 301 (S Church St)	I-95 - WCL Kenly	County	0.1	60	4	150	45	27,400	6,000	8,500	36,600	4C	110	B	Sta	-
JOHN0016-H	US 301 (S Church St)	WCL Kenly - NC 222	Kenly	0.4	60	5	90-150	35	27,400	6,000	8,500	31,600	4C	110	B	Sta	P
JOHN0016-H	US 301 (N Church St)	NC 222 - W 7th St / Div Hwy	Kenly	0.4	60	5	150	35	27,400	6,600	9,400	31,600	4C	110	B	Sta	P
-	US 301 (N Church St)	W 7th St / Div Hwy - Wilson Co / ECL Kenly	Kenly	0.2	48	4, div	150	55	36,000	6,600	9,400	-	ADQ	-	-	Sta	-

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	US 701	Sampson Co - Harper House Rd (SR 1008)	County	0.5	24	2	100	55	12,000	3,200	6,000	-	ADQ	-	-	Reg	-
-	US 701	Harper House Rd (SR 1008) - Stricklands Crossroads Rd (SR 1143)	County	5.8	24	2	100	55	12,000	3,100	5,800	-	ADQ	-	-	Reg	-
-	US 701	Stricklands Crossroads Rd (SR 1143) - Keen Rd (SR 1178) / AADT Change	County	3.9	24	2	100	55	12,000	3,800	6,900	-	ADQ	-	-	Reg	-
-	US 701	Keen Rd (SR 1178) / AADT Change - ECL Four Oaks	County	2.3	24	2	100	55	12,000	5,300	8,300	-	ADQ	-	-	Reg	-
-	US 701	ECL Four Oaks - NC 96 / Devils' Racetrack Rd (SR 1009)	Four Oaks	0.1	36	3	100	55	12,000	5,300	8,300	-	ADQ	-	-	Reg	-
-	US 701	NC 96 / Devils' Racetrack Rd (SR 1009) - I-95	Four Oaks	0.1	24	2	100	55	12,000	5,300	8,300	-	ADQ	-	-	Reg	-
-	US 701	I-95 - US 301	Four Oaks	0.1	24	2	100	40	15,300	5,300	8,300	-	ADQ	-	-	Reg	-
-	NC 27	Harnett Co - Speed Limit Change	County	0.6	22	2	100	55	12,000	6,100	8,700	-	ADQ	-	-	Reg	-
-	NC 27	Speed Limit Change - WCL Benson	County	0.1	22	2	100	45	12,000	6,100	8,700	-	ADQ	-	-	Reg	-
-	NC 27 (W Main St)	WCL Benson - Speed Limit Change	Benson	0.2	20	2	100	45	12,000	6,100	8,700	-	ADQ	-	-	Reg	-
-	NC 27 (W Main St)	Speed Limit Change - NC 50	Benson	0.1	20	2	100	35	15,000	6,100	8,700	-	ADQ	-	-	Reg	B
-	NC 27 (W Main St)	NC 50 - US 301	Benson	0.5	36	2	70	35	12,300	8,700	12,400	-	ADQ	-	-	Reg	B

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	NC 39	US 70 - US 301	*Concurrent with US 301*													Reg	T, B
JOHN0077-H	NC 39	US 301 - Old Beulah Rd (SR 1934)	County	1.3	24	2	60	55	12,000	3,800	5,400	15,100	2A [3]	60		Reg	-
JOHN0077-H	NC 39	Old Beulah Rd (SR 1934) - Little Divine Rd / Browns Pond Rd (SR 1938) / CAMPO	County	2.1	24	2	60	55	12,000	3,700	5,300	15,100	2A [3]	60		Reg	-
-	NC 39	Little Divine Rd / Browns Pond Rd (SR 1938) / CAMPO - Old Dam Rd (SR 2123) / AADT Change	CAMPO	3.1	24	2	60	55	12,000	3,600	5,100	-	ADQ	-	-	Reg	-
-	NC 39	Old Dam Rd (SR 2123) / AADT Change - NC 42	CAMPO	1.9	24	2	60	55	12,000	2,800	4,000	-	ADQ	-	-	Reg	-
-	NC 39	NC 42 - Whitley Rd (SR 2107)	CAMPO	3.3	24	2	60	55	12,000	3,400	7,700	-	ADQ	-	-	Reg	-
-	NC 39	Whitley Rd (SR 2107) - NC 231	CAMPO	1.6	24	2	60	55	12,000	3,400	7,700	-	ADQ	-	-	Reg	-
-	NC 39	NC 231 - Earpsboro Rd (SR 1723)	CAMPO	2.7	24	2	60	55	12,000	4,100	8,800	-	ADQ	-	-	Reg	-
JOHN0017-H	NC 39	Earpsboro Rd (SR 1723) - Wake Co	CAMPO	2.2	24	2	60	55	12,000	4,000	8,600	45,200	4C	110	B	Reg	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0018-H	NC 42	Wake Co - NC 50	CAMPO	0.8	22	2	100	45	12,000	10,000	15,600	43,600	4C	110	B	Reg	-
JOHN0018-H	NC 42	NC 50 - Old Drug Store Rd (SR 1524) / AADT Change	CAMPO	1.5	22	2	100	45	12,000	11,000	18,700	43,600	4C	110	B	Reg	-
JOHN0018-H	NC 42	Old Drug Store Rd (SR 1524) / AADT Change - Cleveland Rd (SR 1010)	CAMPO	0.2	36	3	100	35	13,500	17,000	33,700	43,600	4C	110	B	Reg	-
JOHN0018-H	NC 42	Cleveland Rd (SR 1010) - I-40	CAMPO	0.4	60	5	100	35	27,200	27,000	53,600	43,600	4C	110	B	Reg	-
JOHN0018-H	NC 42	I-40 - Speed Limit Change	CAMPO	0.2	48	4	100	35	27,200	15,000	28,600	43,600	4C	110	B	Reg	-
JOHN0018-H	NC 42	Speed Limit Change - Pvmt Change	CAMPO	0.6	60	5	100	45	15,000	15,000	28,600	43,600	4C	110	B	Reg	-
JOHN0018-H	NC 42	Pvmt Change - Cornwallis Rd (SR 1525)	CAMPO	0.9	22	2	100	55	15,000	15,000	28,600	45,200	4C	110	B	Reg	-
JOHN0018-H	NC 42	Cornwallis Rd (SR 1525) - Pvmt Change	CAMPO	0.8	22	2	100	55	15,000	14,000	26,800	45,200	4C	110	B	Reg	-
JOHN0018-H	NC 42	Pvmt Change - Government Rd (SR 1556)	CAMPO	0.4	36	3	100	55	15,000	14,000	26,800	45,200	4C	110	B	Reg	-
JOHN0018-H	NC 42	Government Rd (SR 1556) - US 70	CAMPO	0.3	48	4	100	55	15,000	14,000	26,800	45,200	4C	110	B	Reg	-
JOHN0018-H	NC 42	US 70 - WCL Clayton / Pvmt Change	CAMPO	0.3	60	5	100	55	12,000	13,000	29,900	45,200	4C	110	B	Reg	-
JOHN0018-H	NC 42	WCL Clayton / Pvmt Change - Speed Limit Change	Clayton	0.2	22	2	100	55	12,000	13,000	29,900	40,500	4C	110	B	Reg	-
JOHN0018-H	NC 42 (S Lombard St)	Speed Limit Change - Speed Limit Change	Clayton	0.2	22	2	100	45	12,000	13,000	29,900	36,600	4C	110	B	Reg	-
JOHN0018-H	NC 42 (S Lombard St)	Speed Limit Change - Amelia Church Rd (SR 1552) / AADT Change	Clayton	0.3	22	2	100	55	12,000	13,000	29,900	40,500	4C	110	B	Reg	-
JOHN0018-H	NC 42 (S Lombard St)	Amelia Church Rd (SR 1552) / AADT Change - Speed Limit Change	Clayton	0.6	22	2	100	55	12,000	14,000	31,800	40,500	4C	110	B	Reg	B
JOHN0018-H	NC 42 (S Lombard St)	Speed Limit Change - Guy Rd (SR 1551) / Pvmt Change	Clayton	0.4	22	2	100	45	15,000	14,000	31,800	36,600	4C	110	B	Reg	B
JOHN0018-H	NC 42 (S Lombard St)	Guy Rd (SR 1551) / Pvmt Change - Barber Mill Rd (SR 1555)	Clayton	0.4	36	3	100	35	15,000	14,000	31,800	31,600	4C	110	B	Reg	B

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0018-H	NC 42 (S Lombard St)	Barber Mill Rd (SR 1555) - US 70 Bus	Clayton	0.5	24	2	100	35	15,000	19,000	41,000	31,600	4C	110	B	Reg	B
-	NC 42	US 70 Bus - US 70 Bus	*Concurrent with US 70 Bus*													Reg	T
JOHN0019-H / R-3825	NC 42	US 70 Bus - ECL Clayton	Clayton	0.1	24	2	100	35	15,000	19,000	49,400	31,600	4C	110	B	Reg	P
JOHN0019-H / R-3825	NC 42	ECL Clayton - Speed Limit Change	CAMPO	0.5	24	2	100	35	15,000	19,000	49,400	43,600	4C	110	B	Reg	P, B
JOHN0019-H / R-3825	NC 42	Speed Limit Change - Glen Laurel Rd (SR 1902)	CAMPO	0.6	24	2	100	55	12,000	19,000	49,400	45,200	4C	110	B	Reg	P, B
JOHN0019-H / R-3825	NC 42	Glen Laurel Rd (SR 1902) - Buffalo Rd (SR 1003)	CAMPO	4.4	24	2	100	55	12,000	8,900	30,800	45,200	4C	110	B	Reg	P, B
JOHN0019-H	NC 42	Buffalo Rd (SR 1003) - Thanksgiving Fire Rd (SR 1720) / AADT Change	CAMPO	2.0	24	2	100	55	12,000	6,500	15,500	45,200	4C	110	B	Reg	-
JOHN0019-H	NC 42	Thanksgiving Fire Rd (SR 1720) / AADT Change - NC 96	CAMPO	1.6	24	2	100	55	12,000	5,500	14,000	45,200	4C	110	B	Reg	-
-	NC 42	NC 96 - NC 39	CAMPO	1.7	24	2	100	55	12,000	5,800	14,400	-	ADQ	-	-	Reg	-
-	NC 42	NC 39 - Speed Limit Change	CAMPO	2.2	24	2	100	55	12,000	4,400	9,200	-	ADQ	-	-	Reg	-
-	NC 42	Speed Limit Change - Old Beulah Rd (SR 1934) / NC 222	CAMPO	0.3	24	2	100	45	12,000	4,400	9,200	-	ADQ	-	-	Reg	-
-	NC 42	Old Beulah Rd (SR 1934) / NC 222 - Speed Limit Change	CAMPO	0.3	24	2	100	45	12,000	3,400	7,800	-	ADQ	-	-	Reg	-
-	NC 42	Speed Limit Change - Glendale Rd / Flower Hill Rd (SR 2110) / AADT Change / CAMPO	CAMPO	2.3	24	2	100	55	12,000	3,400	7,800	-	ADQ	-	-	Reg	-
-	NC 42	Glendale Rd / Flower Hill Rd (SR 2110) / AADT Change / CAMPO - Wilson Co	County	1.0	24	2	100	55	12,000	3,400	7,800	-	ADQ	-	-	Reg	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	NC 50	Sampson Co - Harper House Rd (SR 1008)	County	0.3	24	2	100	55	12,000	1,300	1,900	-	ADQ	-	-	Reg	-
-	NC 50	Harper House Rd (SR 1008) - Speed Limit Change	County	4.7	24	2	100	55	12,000	2,700	3,700	-	ADQ	-	-	Reg	-
-	NC 50	Speed Limit Change - NC 96	County	0.3	24	2	100	35	15,000	2,700	3,700	-	ADQ	-	-	Reg	-
-	NC 50	NC 96 - Speed Limit Change	County	0.1	24	2	100	35	15,000	2,900	4,300	-	ADQ	-	-	Reg	-
-	NC 50	Speed Limit Change - Woods Crossroads Rd (SR 1005)	County	1.5	24	2	100	55	12,000	2,900	4,300	-	ADQ	-	-	Reg	-
-	NC 50	Woods Crossroads Rd (SR 1005) - Stricklands Crossroads Rd (SR 1143)	County	2.7	24	2	100	55	12,000	2,700	4,000	-	ADQ	-	-	Reg	-
-	NC 50	Stricklands Crossroads Rd (SR 1143) - Surles Rd (SR 1104) / AADT Change	County	0.8	24	2	100	55?	12,000	4,300	6,100	-	ADQ	-	-	Reg	-
-	NC 50	Surles Rd (SR 1104) / AADT Change - ECL Benson / Morgan Rd (SR 1211)	County	0.8	24	2	100	55?	12,000	5,900	8,400	-	ADQ	-	-	Reg	-
-	NC 50	ECL Benson / Morgan Rd (SR 1211) - S Eastwood Dr	Benson	0.1	48	4	100	35	25,600	5,900	8,400	-	ADQ	-	-	Reg	-
-	NC 50 (E Main St)	S Eastwood Dr - NC 242	Benson	0.1	60	5	100	35	25,600	5,900	8,400	-	ADQ	-	-	Reg	-
-	NC 50 (E Main St)	NC 242 - I-95	Benson	0.1	60	5	100	35	25,600	5,900	8,400	-	ADQ	-	-	Reg	-
-	NC 50 (E Main St)	I-95 - Dunn St	Benson	0.1	60	5	60-100	35	25,600	14,000	17,900	-	ADQ	-	-	Reg	T, B
-	NC 50 (E Main St)	Dunn St - Elm St	Benson	0.2	36	3	60	35	12,300	14,000	17,900	-	ADQ	-	-	Reg	T, B
-	NC 50 (E Main St)	Elm St - US 301	Benson	0.2	30	3	60	25	12,100	8,600	11,000	-	ADQ	-	-	Reg	T, B
-	NC 50 (W Main St)	US 301 - NC 27	*Concurrent with NC 27*													Reg	B
-	NC 50	NC 27 - Benson Hardee Rd (SR 1303) / AADT Change	Benson	0.6	24	2	100	55	12,000	2,900	4,500	-	ADQ	-	-	Reg	-

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	NC 50	Benson Hardee Rd (SR 1303) / AADT Change - Dogeye Rd (SR 1359)	Benson	0.4	24	2	100	55	12,000	3,300	5,100	-	ADQ	-	-	Reg	-
-	NC 50	Dogeye Rd (SR 1359) - NCL Benson	Benson	0.1	24	2	100	55	12,000	3,300	5,100	-	ADQ	-	-	Reg	-
-	NC 50	NCL Benson - Denning Rd / Tarheel Rd (SR 1168) / CAMPO	County	1.8	24	2	100	55	12,000	3,300	5,100	-	ADQ	-	-	Reg	-
-	NC 50	Denning Rd / Tarheel Rd (SR 1168) / CAMPO - Elevation Rd (SR 1308) / AADT Change	CAMPO	1.2	24	2	100	55	12,000	3,500	5,500	-	ADQ	-	-	Reg	-
-	NC 50	Elevation Rd (SR 1308) / AADT Change - S Pleasant-Coates Rd (SR 1324)	CAMPO	3.7	24	2	100	55	12,000	4,000	6,200	-	ADQ	-	-	Reg	-
-	NC 50	S Pleasant-Coates Rd (SR 1324) - Speed Limit Change	CAMPO	0.8	24	2	100	55	12,000	6,000	9,400	-	ADQ	-	-	Reg	-
-	NC 50	Speed Limit Change - NC 210	CAMPO	0.6	24	2	100	45	12,000	6,000	9,400	-	ADQ	-	-	Reg	-
JOHN0020-H	NC 50	NC 210 - Speed Limit Change	CAMPO	0.4	24	2	100	45	12,000	7,400	12,600	43,600	4C	110	B	Reg	-
JOHN0020-H	NC 50	Speed Limit Change - Mt Pleasant Rd (SR 1533)	CAMPO	2.5	24	2	100	55	12,000	7,400	12,600	45,200	4C	110	B	Reg	-
JOHN0020-H	NC 50	Mt Pleasant Rd (SR 1533) - Old Drug Store Rd (SR 1524)	CAMPO	1.0	24	2	100	55	12,000	12,000	22,100	45,200	4C	110	B	Reg	-
JOHN0020-H	NC 50	Old Drug Store Rd (SR 1524) - NC 42	CAMPO	1.5	24	2	100	55	12,000	7,900	14,500	45,200	4C	110	B	Reg	-
JOHN0020-H	NC 50	NC 42 - Wake Co	CAMPO	0.9	24	2	100	55	12,000	6,600	12,100	45,200	4C	110	B	Reg	-
-	NC 55	Sampson Co - Sampson Co	County	2.3	22	2	60	55	12,000	2,800	3,600	-	ADQ	-	-	Reg	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	NC 96	Sampson Co - Godwin Lake Rd (SR 1116) / AADT Change	County	3.6	20	2	60	55	12,000	760	1,200	-	ADQ	-	-	Reg	-
-	NC 96	Godwin Lake Rd (SR 1116) / AADT Change - Speed Limit Change	County	0.7	20	2	60	55	12,000	1,700	2,400	-	ADQ	-	-	Reg	-
-	NC 96	Speed Limit Change - NC 50	County	0.3	20	2	60	45	12,000	1,700	2,400	-	ADQ	-	-	Reg	-
-	NC 96	NC 50 - Old NC 96 / Pvmt Change	County	0.2	20	2	150	55	12,000	1,800	3,500	-	ADQ	-	-	Reg	-
-	NC 96	Old NC 96 / Pvmt Change - I-40	County	0.5	24	2	150	55	12,000	1,800	3,500	-	ADQ	-	-	Reg	-
-	NC 96	I-40 - Pvmt Change	County	0.3	24	2	60	55	12,000	1,060	2,200	-	ADQ	-	-	Reg	-
-	NC 96	Pvmt Change - Woods Crossroads Rd (SR 1005)	County	1.5	20	2	60	55	12,000	1,060	2,200	-	ADQ	-	-	Reg	-
-	NC 96	Woods Crossroads Rd (SR 1005) - Speed Limit Change	County	0.8	20	2	60	55	12,000	1,500	3,300	-	ADQ	-	-	Reg	-
-	NC 96	Speed Limit Change - Stricklands Crossroads Rd (SR 1143)	County	0.3	20	2	60	45	12,000	1,500	3,300	-	ADQ	-	-	Reg	-
-	NC 96	Stricklands Crossroads Rd (SR 1143) - Thomas Rd (SR 1161) / AADT Change	County	3.1	20	2	60	55	12,000	1,300	3,500	-	ADQ	-	-	Reg	-
-	NC 96	Thomas Rd (SR 1161) / AADT Change - Speed Limit Change	County	1.0	20	2	60	55	12,000	1,700	4,200	-	ADQ	-	-	Reg	-
-	NC 96	Speed Limit Change - Keen Rd (SR 1178)	County	1.0	20	2	60	45	12,000	1,700	4,200	-	ADQ	-	-	Reg	-
-	NC 96	Keen Rd (SR 1178) - Brewer Rd (SR 1225)	County	0.6	20	2	60	55	12,000	1,700	2,700	-	ADQ	-	-	Reg	-
-	NC 96	Brewer Rd (SR 1225) - US 701 / SCL Four Oaks	County	1.2	22	2	60	55	12,000	1,600	2,500	-	ADQ	-	-	Reg	-
-	NC 96	US 701 - US 301	*Concurrent with US 701*												-	Reg	-
-	NC 96	US 301 - US 301	*Concurrent with US 301*												-	Reg	T, P
JOHN0078-H	NC 96 (W Richardson St)	US 301 - N Sumner St	Selma	0.1	30	2	60	35	15,000	2,400	3,400	11,600	2C [3]	50	-	Reg	-

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0078-H	NC 96 (N Sumner St)	N Sumner St - NCL Selma	Selma	0.3	24	2	60	35	15,000	2,400	3,400	11,600	2C [3]	50	-	Reg	-
JOHN0078-H	NC 96	NCL Selma - Old Beulah Rd (SR 1934)	County	1.3	24	2	60	55	12,000	2,400	3,400	15,100	2C [3]	50	-	Reg	-
JOHN0078-H	NC 96	Old Beulah Rd (SR 1934) - Live Oak Church Rd (SR 1939)	County	2.9	24	2	60	55	12,000	2,000	2,800	15,100	2C [3]	50	-	Reg	-
JOHN0078-H	NC 96	Live Oak Church Rd (SR 1939) - Little Divine Rd (SR 1938)	County	0.1	24	2	60	55	12,000	3,800	5,400	15,100	2C [3]	50	-	Reg	-
-	NC 96	Little Divine Rd (SR 1938) - Thanksgiving Fire Rd / Old Moore Rd (SR 1720) / CAMPO	County	1.1	24	2	60	55	12,000	2,130	3,000	-	ADQ	-	-	Reg	-
-	NC 96	Thanksgiving Fire Rd / Old Moore Rd (SR 1720) / CAMPO - Dunn Rd (SR 1945)	CAMPO	1.7	24	2	60	55	12,000	2,130	3,000	-	ADQ	-	-	Reg	-
-	NC 96	Dunn Rd (SR 1945) - NC 42	CAMPO	1.2	24	2	60	55	12,000	2,130	3,000	-	ADQ	-	-	Reg	-
-	NC 96	NC 42 - Covered Bridge Rd (SR 1700) / AADT Change	CAMPO	3.8	24	2	60	55	12,000	2,230	3,200	-	ADQ	-	-	Reg	-
-	NC 96	Covered Bridge Rd (SR 1700) / AADT Change - Lake Wendell Rd (SR 1716)	CAMPO	1.4	24	2	60	55	12,000	2,540	3,600	-	ADQ	-	-	Reg	-
-	NC 96	Lake Wendell Rd (SR 1716) - NC 231	CAMPO	0.1	24	2	60	55	12,000	2,540	3,600	-	ADQ	-	-	Reg	-
-	NC 96	NC 231 - Earpsboro Rd (SR 1723)	CAMPO	3.4	24	2	60	55	12,000	2,130	3,000	-	ADQ	-	-	Reg	-
-	NC 96	Earpsboro Rd (SR 1723) - Wake Co	CAMPO	0.8	24	2	60	55	12,000	2,840	4,000	-	ADQ	-	-	Reg	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0021-H	NC 210	Harnett Co - Plainview Church Rd (SR 1313)	CAMPO	1.6	24	2	60	55	12,000	6,300	10,700	22,600	2I	80	B	Reg	-
JOHN0021-H	NC 210	Plainview Church Rd (SR 1313) - Speed Limit Change	CAMPO	3.0	24	2	60-100	55	12,000	5,500	9,400	22,600	2I	80	B	Reg	-
JOHN0021-H	NC 210	Speed Limit Change - Old Fairground Rd (SR 1309)	CAMPO	0.5	24	2	60	45	12,000	5,500	9,400	21,800	2I	80	B	Reg	-
JOHN0022-H	NC 210	Old Fairground Rd (SR 1309) - NC 50	CAMPO	1.4	24	2	60	45	12,000	6,800	12,700	43,600	4C	110	B	Reg	-
JOHN0022-H	NC 210	NC 50 - Speed Limit / AADT Change	CAMPO	0.8	24	2	60	45	12,000	12,000	22,400	43,600	4C	110	B	Reg	-
JOHN0022-H	NC 210	Speed Limit / AADT Change - I-40	CAMPO	0.4	24	2, div	60	35	15,000	11,330	20,900	43,600	4C	110	B	Reg	-
JOHN0022-H	NC 210	I-40 - Speed Limit Change	CAMPO	0.4	36	3	50-60	35	15,000	12,000	22,500	43,600	4C	110	B	Reg	-
JOHN0022-H	NC 210	Speed Limit Change - Speed Limit Change	CAMPO	0.2	24	2	60	45	12,000	12,000	22,500	43,600	4C	110	B	Reg	-
JOHN0022-H	NC 210	Speed Limit Change - Raleigh Rd (SR 1330)	CAMPO	0.2	24	2	60	55	12,000	12,000	22,500	45,200	4C	110	B	Reg	-
JOHN0022-H	NC 210	Raleigh Rd (SR 1330) - Crantock Rd (SR 1504) / AADT Change	CAMPO	4.2	24	2	60	55	12,000	7,100	12,400	45,200	4C	110	B	Reg	-
JOHN0022-H	NC 210	Crantock Rd (SR 1504) / AADT Change - Lassiter Pond Rd (SR 1338) / CAMPO	CAMPO	1.0	24	2	60	55	12,000	4,100	7,200	45,200	4C	110	B	Reg	-
JOHN0022-H	NC 210	Lassiter Pond Rd (SR 1338) / CAMPO - Speed Limit Change	County	1.7	24	2	60	55	12,000	4,900	8,300	45,200	4C	110	B	Reg	-
JOHN0022-H	NC 210	Speed Limit Change - Black Creek Rd (SR 1162)	County	1.4	24	2	60	45	12,000	4,900	8,300	43,600	4C	110	B	Reg	-
JOHN0022-H	NC 210	Black Creek Rd (SR 1162) - Galilee Rd (SR 1341)	County	0.3	24	2	60	45	12,000	4,900	8,300	43,600	4C	110	B	Reg	-
JOHN0022-H	NC 210	Galilee Rd (SR 1341) - Speed Limit Change	County	0.1	24	2	60	45	12,000	5,500	9,400	43,600	4C	110	B	Reg	-
JOHN0022-H	NC 210	Speed Limit Change - Swift Creek Rd (SR 1501)	County	0.5	24	2	60	55	12,000	5,500	9,400	45,200	4C	110	B	Reg	-
JOHN0022-H	NC 210	Swift Creek Rd (SR 1501) - Speed Limit Change	County	0.7	24	2	60	55	12,000	5,500	9,400	45,200	4C	110	B	Reg	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
					Cross-Section												
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	(ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0022-H	NC 210	Speed Limit Change - Cleveland Rd (SR 1010) / WCL Smithfield	County	0.2	24	2	60	45	12,000	5,500	9,400	43,600	4C	110	B	Reg	-
JOHN0022-H	NC 210	Cleveland Rd (SR 1010) / WCL Smithfield - Speed Limit Change	County	1.2	24	2	60	45	12,000	7,600	12,900	36,600	4C	110	B	Reg	-
JOHN0022-H	NC 210	Speed Limit Change - US 70 Bus.	Smithfield	0.3	24	2	60	35	15,000	7,600	12,900	31,600	4C	110	B	Reg	-
-	NC 222	NC 231 - Antioch Church Rd (SR 1733) / AADT Change	CAMPO	2.1	22	2	100	55	12,000	1,500	1,900	-	ADQ	-	-	Reg	-
-	NC 222	Antioch Church Rd (SR 1733) / AADT Change - NC 42	CAMPO	1.7	22	2	100	55	12,000	2,000	2,600	-	ADQ	-	-	Reg	-
-	NC 222	NC 42 - Glendale Rd (SR 2110) / CAMPO	CAMPO	2.3	22	2	60	55	12,000	2,100	2,700	-	ADQ	-	-	Reg	-
-	NC 222	Glendale Rd (SR 2110) / CAMPO - Beulahtown Rd (SR 2148)	County	2.1	22	2	60	55	12,000	2,300	2,900	-	ADQ	-	-	Reg	-
-	NC 222	Beulahtown Rd (SR 2148) - Old Route 22 (SR 2143)	County	2.2	22	2	60	55	12,000	2,300	2,900	-	ADQ	-	-	Reg	-
-	NC 222	Old Route 22 (SR 2143) - NCL Kenly	County	0.4	22	2	100	55	12,000	3,400	4,400	-	ADQ	-	-	Reg	-
-	NC 222 (W 2nd St)	NCL Kenly - Pvmt Change	Kenly	0.2	24	2	100	35	15,000	3,400	4,400	-	ADQ	-	-	Reg	-
-	NC 222 (W 2nd St)	Pvmt Change - US 301	Kenly	0.2	24	2	60	35	15,000	6,600	8,400	-	ADQ	-	-	Reg	-
-	NC 222 (W 2nd St)	US 301 - S Alford Ave (SR 2171)	Kenly	0.2	24	2	60	20	15,000	5,800	7,400	-	ADQ	-	-	Reg	-
-	NC 222 (E 2nd St)	S Alford Ave (SR 2171) - Speed Limit Change	Kenly	0.1	24	2	60	20	14,700	2,900	3,700	-	ADQ	-	-	Reg	-
-	NC 222 (E 2nd St)	Speed Limit Change - E 2nd St split	Kenly	0.1	24	2	60	35	14,700	2,900	3,700	-	ADQ	-	-	Reg	-
-	NC 222 (E 2nd St Ext)	E 2nd St split - SCL Kenly	Kenly	0.6	24	2	60	35	14,700	2,900	3,700	-	ADQ	-	-	Reg	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	NC 222	SCL Kenly - Speed Limit Change	County	0.1	24	2	60	45	12,000	1,300	1,700	-	ADQ	-	-	Reg	-
-	NC 222	Speed Limit Change - Speed Limit Change	County	1.0	24	2	60	55	12,000	1,300	1,700	-	ADQ	-	-	Reg	-
-	NC 222	Speed Limit Change - Speed Limit Change	County	0.7	24	2	60	45	12,000	1,300	1,700	-	ADQ	-	-	Reg	-
-	NC 222	Speed Limit Change - Wayne Co	County	0.7	24	2	60	55	12,000	1,300	1,700	-	ADQ	-	-	Reg	-
-	NC 231	Wake Co - Wendell Rd (SR 1701)	CAMPO	0.2	20	2	60	55	12,000	6,100	10,400	-	ADQ	-	-	Reg	-
-	NC 231	Wendell Rd (SR 1701) - Harris-Wilson Rd (SR 1725)	CAMPO	2.0	22	2	60	55	12,000	3,600	6,100	-	ADQ	-	-	Reg	-
-	NC 231	Harris-Wilson Rd (SR 1725) - Speed Limit Change	CAMPO	1.1	22	2	60	55	12,000	1,900	3,200	-	ADQ	-	-	Reg	-
-	NC 231	Speed Limit Change - NC 96	CAMPO	0.5	22	2	60	45	12,000	1,900	3,200	-	ADQ	-	-	Reg	-
-	NC 231	NC 96 - Speed Limit Change	CAMPO	0.5	24	2	60	45	12,000	2,500	4,300	-	ADQ	-	-	Reg	-
-	NC 231	Speed Limit Change - Richardson Rd (SR 1728) / AADT Change	CAMPO	0.5	24	2	60	55	12,000	2,500	4,300	-	ADQ	-	-	Reg	-
-	NC 231	Richardson Rd (SR 1728) / AADT Change - NC 39	CAMPO	1.3	24	2	60	55	12,000	2,300	3,900	-	ADQ	-	-	Reg	-
-	NC 231	NC 39 - NC 222	CAMPO	1.5	24	2	60	55	12,000	2,200	3,700	-	ADQ	-	-	Reg	-
-	NC 231	NC 222 - Nash Co	CAMPO	1.5	24	2	60	55	12,000	970	1,600	-	ADQ	-	-	Reg	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	NC 242	Sampson Co - Woods Crossroads Rd (SR 1005) / AADT Change	County	3.6	22	2	60	55	12,000	1,400	1,800	-	ADQ	-	-	Reg	-
-	NC 242	Woods Crossroads Rd (SR 1005) / AADT Change - Dragstrip Rd (SR 1107)	County	1.1	22	2	60	55	12,000	2,500	3,200	-	ADQ	-	-	Reg	-
-	NC 242	Dragstrip Rd (SR 1107) - SCL Benson	County	3.3	22	2	60	55	12,000	3,600	4,600	-	ADQ	-	-	Reg	-
-	NC 242 (S Walton Ave)	SCL Benson - Pvmt Change	Benson	0.1	20	2	60	35	15,000	3,600	4,600	-	ADQ	-	-	Reg	-
-	NC 242 (S Walton Ave)	Pvmt Change - NC 50	Benson	0.2	30	3	60	35	15,000	3,600	4,600	-	ADQ	-	-	Reg	-
-	NC 242	NC 50 - US 301	*Concurrent with NC 50*												-	Reg	T, B
-	NC 242	US 301 - US 301	*Concurrent with US 301*												-	Reg	T, B
JOHN0023-H	NC 242	US 301 - NCL Benson / Dogeye Rd (SR 1359)	Benson	0.4	20	2	100	45	12,000	4,400	5,600	12,900	3A	80	Min	Reg	-
JOHN0023-H	NC 242	NCL Benson / Dogeye Rd (SR 1359) - I-40	County	2.1	20	2	100	55	12,000	5,600	10,300	15,400	3A	80	Min	Reg	-
-	S 3rd St	Brogden Rd - Speed Limit Change	Smithfield	0.6	32	2	60	25	14,700	1,300	1,700	-	ADQ	-	-	Sub	-
-	S 3rd St	Speed Limit Change - US 70 Bus	Smithfield	0.2	24	2	60	20	14,700	1,300	1,700	-	ADQ	-	-	Sub	-
-	N 3rd St (SR 1003)	US 70 Bus - Bridge St	Smithfield	0.1	24	2	60	20	14,700	6,000	8,500	-	ADQ	-	-	Sub	-
-	N 3rd St (SR 1003)	Bridge St - North St	Smithfield	0.3	32	2	60	20	14,700	6,000	8,500	-	ADQ	-	-	Sub	-
-	S Alford Ave (SR 2171)	SCL Kenly - NC 222	Kenly	0.5	18	2	60	35	15,000	860	1,300	-	ADQ	-	-	Sub	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0024-H	Amelia Church Rd (SR 1552)	Shotwell Rd (SR 1553) - Guy Rd (SR 1551)	Clayton	0.6	24	2	60	45	15,000	10,300	18,700	36,600	4C	110	B	Sub	B
JOHN0024-H	Amelia Church Rd (SR 1552)	Guy Rd (SR 1551) - NC 42	Clayton	0.8	24	2	60	45	5,300	8,760	15,900	36,600	4C	110	B	Sub	B
JOHN0025-H	E Anderson St (SR 1927)	I-95 - Myrtle Rd (SR 2380)	County	0.1	24	2	60	35	15,000	4,000	6,200	12,700	3A	80	Min	Sub	-
JOHN0025-H	E Anderson St (SR 1927)	Myrtle Rd (SR 2380) - ECL Selma	County	0.1	20	2	60	35	15,000	4,000	6,200	11,900	3A	80	Min	Sub	-
JOHN0025-H	E Anderson St (SR 1927)	ECL Selma - C&G	Selma	0.2	20	2	60	35	15,000	4,000	6,200	14,900	3A	80	Min	Sub	-
JOHN0025-H	E Anderson St (SR 1927)	C&G - US 301	Selma	0.3	24	2	50	35	15,000	4,000	6,200	16,000	3A	80	Min	Sub	T
-	Archer Lodge Rd (SR 1702)	Wendell Rd (SR 1701) - Buffalo Rd (SR 1003)	Archer Lodge	0.1	18	2	60	45	12,000	2,450	3,800	-	ADQ	-	-	Sub	B
-	Archer Lodge Rd (SR 1702)	Buffalo Rd (SR 1003) - Covered Bridge Rd (SR 1700)	Archer Lodge	0.2	18	2	60	45	12,000	2,020	3,200	-	ADQ	-	-	Sub	B
-	Bagley Rd (SR 2339)	Princeton-Kenly Rd (SR 2342) - Speed Limit Change	County	1.6	20	2	60	55	12,000	3,060	4,700	-	ADQ	-	-	Sub	-
-	Bagley Rd (SR 2339)	Speed Limit Change - I-95	County	0.2	20	2	60	45	12,000	3,060	4,700	-	ADQ	-	-	Sub	-
-	Bagley Rd (SR 2339)	I-95 - US 301	County	0.5	20	2	60	45	12,000	2,000	3,100	-	ADQ	-	-	Sub	-
JOHN0026-H	N Baker St	E Hatcher St - E Sanders St (SR 1183)	Four Oaks	0.3	20	2	60	25	12,500	-	-	11,600	2E	60	Min	Sub	P
JOHN0026-H	N Baker St	E Sanders St (SR 1183) - US 301	Four Oaks	0.1	20	2	60	25	12,500	-	-	11,600	2E	60	Min	Sub	P

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Baker's Chapel Rd (SR 2523)	Brogden Rd (SR 1007) - Eli Olive Rd (SR 2523) / AADT Change	County	0.8	20	2	60	55	12,000	1,000	1,400	-	ADQ	-	-	Sub	-
-	Baker's Chapel Rd (SR 2523)	Eli Olive Rd (SR 2523) / AADT Change - Progressive Church Rd (SR 2530)	County	3.3	20	2	60	55	12,000	690	1,000	-	ADQ	-	-	Sub	-
-	Barber Mill Rd (SR 1555)	Cleveland Rd (SR 1010) - Government Rd (SR 1556)	CAMPO	0.6	22	2	60	55	15,000	4,200	8,300	-	ADQ	-	-	Sub	-
-	Barber Mill Rd (SR 1555)	Government Rd (SR 1556) - Lee Rd (SR 1561)	CAMPO	1.6	22	2	60	45	15,000	5,000	8,200	-	ADQ	-	-	Sub	-
-	Barber Mill Rd (SR 1555)	Lee Rd (SR 1561) - SCL Clayton	CAMPO	2.5	22	2	60	45	15,000	5,000	8,000	-	ADQ	-	-	Sub	B
-	Barber Mill Rd (SR 1555)	SCL Clayton - NC 42	Clayton	0.8	22	2	60	45	15,000	8,100	12,800	-	ADQ	-	-	Sub	B
JOHN0054-H	Barber Mill Rd Extension	Cleveland Rd (SR 1010) - Monroe Rd (SR 1513)	CAMPO	0.8	*New location*						-	15,100	2A	60	Min	Sub	-
-	Bay Valley Rd (SR 2159)	Beulahtown Rd (SR 2148) - Old Route 22 (SR 2143)	County	2.4	20	2	60	45	12,000	500	600	-	ADQ	-	-	Sub	-
-	Bay Valley Rd (SR 2159)	Old Route 22 (SR 2143) - US 301	County	0.3	20	2	60	45	12,000	1,700	2,200	-	ADQ	-	-	Sub	-
-	Beulahtown Rd (SR 2148)	NC 222 - Bay Valley Rd (SR 2159)	County	0.4	20	2	60	55	12,000	710	900	-	ADQ	-	-	Sub	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Bizzell Grove Church Rd (SR 2141)	Country Store Rd (SR 2312) - Pvmt Change	County	0.2	20	2	60	55	12,000	690	1,100	-	ADQ	-	-	Sub	-
-	Bizzell Grove Church Rd (SR 2141)	Pvmt Change - WC Braswell Rd (SR 2313)	County	0.5	18	2	60	55	12,000	690	1,100	-	ADQ	-	-	Sub	-
-	Bizzell Grove Church Rd (SR 2141)	WC Braswell Rd (SR 2313) - US 70 Alt	County	0.9	18	2	60	55	12,000	690	1,100	-	ADQ	-	-	Sub	-
-	Bizzell Grove Church Rd (SR 2141)	US 70 Alt - Rains Crossroads Rd (SR 2320)	County	2.5	20	2	60	55	12,000	890	1,400	-	ADQ	-	-	Sub	-
-	Bizzell Grove Church Rd (SR 2141)	Rains Crossroads Rd (SR 2320) - Lowell Mill Rd (SR 2335)	County	2.9	20	2	60	55	12,000	890	1,400	-	ADQ	-	-	Sub	-
-	Bizzell Grove Church Rd (SR 2141)	Lowell Mill Rd (SR 2335) - I-95 Overpass	County	0.3	20	2	60	55	12,000	910	1,400	-	ADQ	-	-	Sub	-
-	Bizzell Grove Church Rd (SR 2141)	I-95 Overpass - US 301	County	0.4	22	2	60	55	12,000	910	1,400	-	ADQ	-	-	Sub	-
-	Black Creek Rd (SR 1162)	NC 210 - Lassiter Rd (SR 1335) / AADT Change	County	3.1	20	2	60-100	55	12,000	1,330	2,600	-	ADQ	-	-	Sub	-
-	Black Creek Rd (SR 1162)	Lassiter Rd (SR 1335) / AADT Change - Speed Limit Change	County	1.7	20	2	60	55	12,000	3,000	5,900	-	ADQ	-	-	Sub	-
-	Black Creek Rd (SR 1162)	Speed Limit Change - WCL Four Oaks	County	0.6	20	2	60	45	12,000	3,000	5,900	-	ADQ	-	-	Sub	-
-	S Boling St (SR 1563)	US 70 Bus - ECL Clayton	Clayton	0.6	20	2	60	35	15,000	7,110	12,900	-	ADQ	-	-	Sub	B
U-3334	E Booker Dairy Rd (SR 1923)	Buffalo Rd (SR 1003) - Pvmt Change	Smithfield	1.2	22	2	60	45	12,000	5,800	10,700	12,300	2B	60	Min	Sub	P
U-3334	E Booker Dairy Rd (SR 1923)	Pvmt Change - US 301	Smithfield	0.4	36	3	60	45	12,000	6,300	11,600	12,300	2B	60	Min	Sub	-

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Brogden Rd	S 3rd St - US 301	Smithfield	0.1	24	2	60	35	15,000	1,300	1,700	-	ADQ	-	-	Sub	-
JOHN0027-H	Brogden Rd (SR 1007)	US 301 - S 5th St	Smithfield	0.1	40	3	60	35	15,000	5,100	8,000	15,600	2I	80	B	Sub	P
JOHN0027-H	Brogden Rd (SR 1007)	S 5th St - C&G / RR	Smithfield	0.1	32	2	60	35	15,000	5,100	8,000	15,600	2I	80	B	Sub	P
JOHN0027-H	Brogden Rd (SR 1007)	C&G / RR - Wal-Pat Rd (SR 2548)	Smithfield	0.2	22	2	60	35	15,000	5,100	8,000	15,600	2I	80	B	Sub	P
JOHN0027-H	Brogden Rd (SR 1007)	Wal-Pat Rd (SR 2548) - Martin Luther King Jr Dr	Smithfield	0.0	22	2	60	35	15,000	5,100	8,000	15,600	2I	80	B	Sub	P
JOHN0027-H	Brogden Rd (SR 1007)	Martin Luther King Jr Dr - I-95	Smithfield	0.1	22	2	60	35	15,000	5,100	8,000	15,600	2I	80	B	Sub	-
-	Brogden Rd (SR 1007)	I-95 - SCL Smithfield	Smithfield	0.1	20	2	60	35	15,000	2,900	4,100	-	ADQ	-	-	Sub	-
-	Brogden Rd (SR 1007)	SCL Smithfield - Marshall Rd (SR 2558) / AADT Change	County	1.1	20	2	60	55	12,000	2,900	4,100	-	ADQ	-	-	Sub	-
-	Brogden Rd (SR 1007)	Marshall Rd (SR 2558) / AADT Change - Creech's Mill Rd (SR 2309)	County	5.0	20	2	60	55	12,000	2,500	3,600	-	ADQ	-	-	Sub	-
-	Brogden Rd (SR 1007)	Creech's Mill Rd (SR 2309) - Baker's Chapel Rd (SR 2523)	County	1.2	20	2	60	55	12,000	1,905	2,700	-	ADQ	-	-	Sub	-
-	Brogden Rd (SR 1007)	Baker's Chapel Rd (SR 2523) - Richardson Bridge Rd (SR 1201)	County	4.4	20	2	60	55	12,000	1,310	1,700	-	ADQ	-	-	Sub	-
-	Brogden Rd (SR 1007)	Richardson Bridge Rd (SR 1201) - Wayne Co	County	2.1	22	2	60	55	12,000	850	1,100	-	ADQ	-	-	Sub	-
-	Browns Pond Rd (SR 1938)	NC 39 - Old Beulah Rd (SR 1934)	County	1.9	20	2	60	55	12,000	1,330	2,100	-	ADQ	-	-	Sub	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Buffalo Rd (SR 1003)	North St - Hospital Rd (SR 1921)	Smithfield	0.2	26	2	60	35	15,000	7,600	10,800	-	ADQ	-	-	Sub	P
JOHN0028-H	Buffalo Rd (SR 1003)	Hospital Rd (SR 1921) - Pvmt Change	Smithfield	0.7	26	2	60	45	12,000	7,600	10,800	36,600	4C	110	B	Sub	P
JOHN0028-H	Buffalo Rd (SR 1003)	Pvmt Change - E Booker Dairy Rd (SR 1923) / NCL Smithfield	Smithfield	0.3	33	3	60	45	12,000	7,600	10,800	36,600	4C	110	B	Sub	P
JOHN0028-H	Buffalo Rd (SR 1003)	E Booker Dairy Rd (SR 1923) / NCL Smithfield - US 70	County	1.7	24	2	60	45	12,000	7,600	12,900	43,600	4C	110	B	Sub	P
JOHN0028-H	Buffalo Rd (SR 1003)	US 70 - W Noble St (SR 1900) / SCL Selma	County	0.2	24	2	60	45	12,000	9,100	17,900	43,600	4C	110	B	Sub	-
JOHN0028-H	Buffalo Rd (SR 1003)	W Noble St (SR 1900) / SCL Selma - W Oak St (SR 1929)	Selma	0.3	24	2	60	45	12,000	9,100	17,900	36,600	4C	110	B	Sub	-
JOHN0028-H	Buffalo Rd (SR 1003)	W Oak St (SR 1929) - NCL Selma	Selma	0.5	24	2	60	45	12,000	8,400	17,300	36,600	4C	110	B	Sub	-
JOHN0028-H	Buffalo Rd (SR 1003)	NCL Selma - Old Beulah Rd (SR 1934)	County	0.1	24	2	60	45	12,000	8,400	17,300	43,600	4C	110	B	Sub	-
-	Buffalo Rd (SR 1003)	Old Beulah Rd (SR 1934) - Live Oak Church Rd (SR 1939)	County	1.7	24	2	60	45	12,000	4,890	10,900	-	ADQ	-	-	Sub	-
-	Buffalo Rd (SR 1003)	Live Oak Church Rd (SR 1939) - Little Divine Rd (SR 1938) / Fire Department Rd (SR 1908) / CAMPO	County	2.7	24	2	60	55	12,000	3,600	8,400	-	ADQ	-	-	Sub	-
-	Buffalo Rd (SR 1003)	Little Divine Rd (SR 1938) / Fire Department Rd (SR 1908) / CAMPO - Speed Limit Change	CAMPO	1.4	24	2	60	55	12,000	5,300	11,600	-	ADQ	-	-	Sub	-
-	Buffalo Rd (SR 1003)	Speed Limit Change - Nortford Dr / Southwick Ave / AADT Change	CAMPO	0.6	24	2	60	45	12,000	5,300	11,600	-	ADQ	-	-	Sub	-
-	Buffalo Rd (SR 1003)	Nortford Dr / Southwick Ave / AADT Change - NC 42	CAMPO	0.7	24	2	60	45	12,000	7,300	15,200	-	ADQ	-	-	Sub	-
JOHN0029-H	Buffalo Rd (SR 1003)	NC 42 - SCL Archer Lodge	CAMPO	1.1	24	2	60	55	12,000	6,360	25,100	45,200	4C	110	B	Sub	B
JOHN0029-H	Buffalo Rd (SR 1003)	SCL Archer Lodge - Speed Limit Change	Archer Lodge	1.7	24	2	60	55	12,000	6,360	25,100	40,500	4C	110	B	Sub	B
JOHN0029-H	Buffalo Rd (SR 1003)	Speed Limit Change - Archer Lodge Rd (SR 1702)	Archer Lodge	0.2	22	2	60	45	12,000	7,300	26,800	36,600	4C	110	B	Sub	B

HIGHWAY																	
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Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0029-H	Buffalo Rd (SR 1003)	Archer Lodge Rd (SR 1702) - Speed Limit Change	Archer Lodge	0.6	22	2	60	35	15,000	3,600	20,500	31,600	4C	110	B	Sub	B
JOHN0029-H	Buffalo Rd (SR 1003)	Speed Limit Change - NCL Archer Lodge	Archer Lodge	1.1	22	2	60	45	12,000	3,600	20,500	36,600	4C	110	B	Sub	B
JOHN0029-H	Buffalo Rd (SR 1003)	NCL Archer Lodge - Speed Limit Change	CAMPO	0.1	22	2	60	45	12,000	3,600	20,500	43,600	4C	110	B	Sub	B
JOHN0029-H	Buffalo Rd (SR 1003)	Speed Limit Change - Lake Wendell Rd (SR 1716) / AADT Change	CAMPO	0.7	22	2	60	55	12,000	3,500	20,400	45,200	4C	110	B	Sub	B
JOHN0029-H	Buffalo Rd (SR 1003)	Lake Wendell Rd (SR 1716) / AADT Change - Wake Co	CAMPO	1.2	22	2	60	55	12,000	4,410	21,800	45,200	4C	110	B	Sub	B
JOHN0060-H	Buffalo Rd Realignment	Intersection at Fire Department Rd (SR 1908)	County	-	-	-	-	-	-	-	-	-	-	-	-		-
JOHN0061-H	Buffalo Rd Realignment	Intersection at Wendell Rd (SR 1701)	Archer Lodge	-	-	-	-	-	-	-	-	-	-	-	-		B
-	Central St	E Main St (SR 1004) - E Front St	Clayton	0.1	20	2	-	25	12,500	-	-	-	ADQ	-	-		B, P
JOHN0030-H	N Church St (SR 1377)	W Hatcher St (SR 1162) - W Sanders St	Four Oaks	0.3	21	2	65	35	15,000	-	-	10,800	2E	60	Min	Sub	P
JOHN0030-H	N Church St (SR 1377)	W Sanders St - US 301	Four Oaks	0.2	21	2	65	35	15,000	-	-	10,800	2E	60	Min	Sub	P
JOHN0055-H	Clayton Industrial Connector	NC 42 - Powhatan Rd (SR 1901)	Clayton	2.0	*New location*						-	12,700	2B	60	Min	Sub	-
JOHN0056-H	Clayton Northern Connector	Covered Bridge Rd (SR 1700) - N O'Neal St (SR 1708)	Clayton	0.2	*New location*						-	36,600	4C	110	B	Sub	B
JOHN0056-H	Clayton Northern Connector	N O'Neal St (SR 1708) - NC 42	Clayton	2.1	*New location*						-	36,600	4C	110	B	Sub	B

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0057-H	Clayton Southern Connector	Guy Rd (SR 1551) - NC 42	Clayton	0.3	*New location*						-	36,600	4C	110	B	Sub	B
JOHN0057-H	Clayton Southern Connector	NC 42 - Barber Mill Rd (SR 1555)	Clayton	0.1	*New location*						-	36,600	4C	110	B	Sub	B
JOHN0057-H	Clayton Southern Connector	Barber Mill Rd (SR 1555) - Dairy Rd (SR 1583)	Clayton	0.1	*New location*						-	36,600	4C	110	B	Sub	B
JOHN0057-H	Dairy Rd (SR 1583)	Clayton Southern Connector new location - Clayton Southern Connector new location	Clayton	0.3	22	2	60	35	15,000	-	-	36,600	4C	110	B	Sub	B
JOHN0057-H	Clayton Southern Connector	Dairy Rd (SR 1583) - Little Creek Church Rd (SR1563)	Clayton	1.3	*New location*						-	36,600	4C	110	B	Sub	B
JOHN0057-H	Clayton Southern Connector	Little Creek Church Rd (SR1563) - US 70 Bus	Clayton	0.3	*New location*						-	36,600	4C	110	B	Sub	B
-	Cleveland Rd (SR 1010)	NC 210 - Swift Creek Rd (SR 1501)	County	1.2	24	2	60	55	12,000	4,400	8,200	-	ADQ	-	-	Sub	-
-	Cleveland Rd (SR 1010)	Swift Creek Rd (SR 1501) - Lee Rd (SR 1562) / CAMPO	County	3.4	24	2	60-80	55	12,000	4,400	8,500	-	ADQ	-	-	Sub	-
-	Cleveland Rd (SR 1010)	Lee Rd (SR 1562) / CAMPO - Polenta Rd (SR 1330)	CAMPO	0.5	24	2	60-75	55	12,000	4,400	8,500	-	ADQ	-	-	Sub	-
-	Cleveland Rd (SR 1010)	Polenta Rd (SR 1330) - Barber Mill Rd (SR 1555)	CAMPO	2.1	24	2	60-80	45	15,000	4,840	9,200	-	ADQ	-	-	Sub	-
JOHN0031-H	Cleveland Rd (SR 1010)	Barber Mill Rd (SR 1555) - Grill Rd (SR 1512)	CAMPO	0.4	24	2	60	45	15,000	8,650	15,900	43,600	4C	110	B	Sub	-
JOHN0031-H	Cleveland Rd (SR 1010)	Grill Rd (SR 1512) - Pvmt Change	CAMPO	0.7	24	2	60-80	45	15,000	8,650	15,900	43,600	4C	110	B	Sub	-
JOHN0031-H	Cleveland Rd (SR 1010)	Pvmt Change - McLemore Rd (SR 1514)	CAMPO	0.8	36	3	60	45	15,000	8,650	15,900	43,600	4C	110	B	Sub	-
JOHN0031-H	Cleveland Rd (SR 1010)	McLemore Rd (SR 1514) - Cornwallis Rd (SR 1525)	CAMPO	0.8	36	3	60-90	45	15,000	12,360	22,800	43,600	4C	110	B	Sub	-
JOHN0031-H	Cleveland Rd (SR 1010)	Cornwallis Rd (SR 1525) - Shiloh Rd (SR 1526) / AADT Change	CAMPO	0.7	22	2	60	45	15,000	9,790	18,000	43,600	4C	110	B	Sub	-
JOHN0031-H	Cleveland Rd (SR 1010)	Shiloh Rd (SR 1526) / AADT Change - Pvmt Change	CAMPO	0.6	36	3	60	45	15,000	12,000	22,300	43,600	4C	110	B	Sub	-
JOHN0031-H	Cleveland Rd (SR 1010)	Pvmt Change - Pvmt Change	CAMPO	0.6	22	2	60-135	45	15,000	14,000	26,000	43,600	4C	110	B	Sub	-

HIGHWAY																	
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Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0031-H	Cleveland Rd (SR 1010)	Pvmt Change - NC 42	CAMPO	0.2	36	3	60	45	15,000	14,000	26,000	43,600	4C	110	B	Sub	-
JOHN0031-H	Cleveland Rd (SR 1010)	NC 42 - Wake Co	CAMPO	1.1	22	2	60-80	45	15,000	6,100	11,200	43,600	4C	110	B	Sub	-
-	College Rd (SR 2560)	US 70 Bus - Martin Luther King Jr Dr	Smithfield	0.8	24	2	60	35	15,000	2,830	4,900	-	ADQ	-	-	Sub	-
JOHN0071-H	College Loop, Extenstion, & Connector	(see JCCC Master Plan)	Smithfield	*New location*							-	11,600	2C	50	Min	Sub	-
JOHN0072-H	(New) College Rd	US 70 Bus to existing College Rd (SR 2560) (see JCCC Master Plan)	Smithfield	*New location*							-	15,600	2I	80	B	Sub	-
JOHN0032-H	Cornwallis Rd (SR 1525)	Old Drug Store Rd (SR 1524) - I-40 Overpass	CAMPO	0.6	24	2	60	55	15,000	2,300	4,200	45,200	4C	110	B	Sub	-
JOHN0032-H	Cornwallis Rd (SR 1525)	I-40 Overpass - Lee Dr (SR 1849) / AADT Change	CAMPO	1.9	36	3	60	55	15,000	2,300	4,200	45,200	4C	110	B	Sub	-
JOHN0032-H	Cornwallis Rd (SR 1525)	Lee Dr (SR 1849) / AADT Change - Speed Limit Change	CAMPO	0.2	36	3	60	55	15,000	3,800	7,000	45,200	4C	110	B	Sub	-
JOHN0032-H	Cornwallis Rd (SR 1525)	Speed Limit Change - Cleveland Rd (SR 1010)	CAMPO	0.5	36	3	60	45	15,000	3,800	7,000	43,600	4C	110	B	Sub	-
JOHN0032-H	Cornwallis Rd (SR 1525)	Cleveland Rd (SR 1010) - Speed Limit Change	CAMPO	1.4	22	2	60	45	15,000	4,500	8,300	43,600	4C	110	B	Sub	-
JOHN0032-H	Cornwallis Rd (SR 1525)	Speed Limit Change - NC 42	CAMPO	1.2	22	2	60	55	15,000	7,400	13,600	45,200	4C	110	B	Sub	-
JOHN0032-H	Cornwallis Rd (SR 1525)	NC 42 - Wake Co	CAMPO	2.3	20	2	60-90	45	15,000	7,520	13,700	43,600	4C	110	B	Sub	-
JOHN0062-H	Cornwallis Rd Realignment	Intersection at Old Drug Store Rd (SR 1524)	CAMPO	-	-	-	-	-	-	-	-	-	-	-	-		-
-	Country Store Rd (SR 2312)	Bizzell Grove Church Rd (SR 2141) - US 70	County	0.1	20	2	60	55	12,000	860	1,300	-	ADQ	-		Sub	-

HIGHWAY																	
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Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0033-H	Covered Bridge Rd (SR 1700)	Shotwell Rd (SR 1553) - NCL Clayton	CAMPO	1.0	22	2	60	55	12,000	2,400	4,400	45,200	4C	110	B	Sub	B
JOHN0033-H	Covered Bridge Rd (SR 1700)	NCL Clayton - proposed Northern Clayton Connector	Clayton	0.8	22	2	60	55	12,000	2,400	4,400	40,500	4C	110	B	Sub	B
-	Covered Bridge Rd (SR 1700)	Proposed Northern Clayton Connector - N O'Neil St (SR 1708) / NCL Clayton	Clayton	0.4	22	2	60	55	12,000	2,400	4,400	-	ADQ	-	-	Sub	B
JOHN0070-H	Covered Bridge Rd (SR 1700)	N O'Neil St (SR 1708) / NCL Clayton - Speed Limit Change	CAMPO	0.1	22	2	60	35	15,000	9,900	18,200	43,600	4C	110	B	Sub	B
JOHN0070-H	Covered Bridge Rd (SR 1700)	Speed Limit Change - Speed Limit Change	CAMPO	0.3	22	2	60	45	12,000	9,900	18,200	43,600	4C	110	B	Sub	B
JOHN0070-H	Covered Bridge Rd (SR 1700)	Speed Limit Change - Speed Limit Change	CAMPO	1.9	22	2	60	55	12,000	9,900	18,200	45,200	4C	110	B	Sub	B
JOHN0070-H	Covered Bridge Rd (SR 1700)	Speed Limit Change - Pritchard Rd (SR 1714)	CAMPO	0.6	22	2	60	45	12,000	9,900	18,200	43,600	4C	110	B	Sub	B
JOHN0070-H	Covered Bridge Rd (SR 1700)	Pritchard Rd (SR 1714) - WCL Archer Lodge	CAMPO	0.3	22	2	60	45	12,000	7,400	11,500	43,600	4C	110	B	Sub	B
JOHN0070-H	Covered Bridge Rd (SR 1700)	WCL Archer Lodge - Speed Limit Change	Archer Lodge	0.8	22	2	60	45	12,000	7,400	11,500	36,600	4C	110	B	Sub	B
JOHN0070-H	Covered Bridge Rd (SR 1700)	Speed Limit Change - Loop Rd (SR 1706) / AADT Change	Archer Lodge	0.6	22	2	60	55	12,000	7,400	11,500	40,500	4C	110	B	Sub	B
JOHN0070-H	Covered Bridge Rd (SR 1700)	Loop Rd (SR 1706) / AADT Change -Buffalo Rd (SR 1003)	Archer Lodge	0.7	22	2	60	55	12,000	7,700	12,000	40,500	4C	110	B	Sub	B
JOHN0058-H	Covered Bridge Rd Extension	Shotwell Rd (SR 1553) to Garner Rd (SR 1004)	Clayton	0.4	*New location*						-	43,600	4C	110	B		B
JOHN0063-H	Covered Bridge Rd Realignment	At curve 1 mile from Shotwell Rd (SR 1553)	CAMPO	-	*New lcoation*						*See JOHN0033-H*				-		B
-	Creech's Mill Rd (SR 2309)	US 70 - Preston Rd (SR 2516) / AADT Change	County	1.1	20	2	60	55	12,000	1,620	2,100	-	ADQ	-	-	Sub	-
-	Creech's Mill Rd (SR 2309)	Preston Rd (SR 2516) / AADT Change - Brogden Rd (SR 1007)	County	2.1	20	2	60	55	12,000	860	1,100	-	ADQ	-	-	Sub	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Devils Racetrack Rd (SR 1009)	US 701 - ECL Four Oaks	Four Oaks	0.1	22	2	60	55	12,000	1,490	1,900	-	ADQ	-	-	Sub	-
-	Devils Racetrack Rd (SR 1009)	ECL Four Oaks - Doras Rd (SR 1230)	County	1.4	22	2	60	55	12,000	1,190	1,500	-	ADQ	-	-	Sub	-
-	Devils Racetrack Rd (SR 1009)	Doras Rd (SR 1230) - Stewart Rd (SR 1179)	County	2.3	20	2	60	55	12,000	1,190	1,500	-	ADQ	-	-	Sub	-
-	Devils Racetrack Rd (SR 1009)	Stewart Rd (SR 1179) - Stricklands Crossroads Rd (SR 1143)	County	4.6	22	2	60-90	55	12,000	890	1,100	-	ADQ	-	-	Sub	-
-	Devils Racetrack Rd (SR 1009)	Stricklands Crossroads Rd (SR 1143) - Bass Rd (SR 1194)	County	2.8	22	2	60	55	12,000	580	700	-	ADQ	-	-	Sub	-
-	Devils Racetrack Rd (SR 1009)	Bass Rd (SR 1194) - Harper House Rd (SR 1008)	County	1.1	22	2	60	55	12,000	350	400	-	ADQ	-	-	Sub	-
-	Devils Racetrack Rd (SR 1009)	Harper House Rd (SR 1008) - Wayne Co	County	0.5	20	2	60	55	12,000	190	200	-	ADQ	-	-	Sub	-
-	Dogeye Rd (SR 1359)	NC 50 - NC 242	Benson	1.1	18	2	60	45	2,500	190	300	-	ADQ	-	-	Sub	-
-	Dragstrip Rd (SR 1107)	Harnett Co - NC 242	County	0.7	20	2	60	55	12,000	1,200	1,500	-	ADQ	-	-	Sub	-
-	Dragstrip Rd (SR 1107)	NC 242 - Woods Crossroads Rd (SR 1005)	County	1.2	18	2	60	55	12,000	760	1,000	-	ADQ	-	-	Sub	-
JOHN0034-H	Earpsboro Rd (SR 1723)	Wake Co - NC 96	CAMPO	1.0	18	2	60	55	12,000	1,100	1,600	15,100	2A [3]	60	Min	Sub	-
-	Earpsboro Rd (SR 1723)	NC 96 - NC 39	CAMPO	1.4	18	2	60	55	12,000	1,100	1,600	-	ADQ	-	-	Sub	-
-	Earpsboro Rd (SR 1723)	NC 39 - Nash Co	CAMPO	1.2	18	2	60	55	12,000	1,100	1,600	-	ADQ	-	-	Sub	-
-	N Equity Dr	Industrial Park Dr (SR 2398) - Industrial Park Dr (SR 2398)	Smithfield	0.5	2	20	50	25	12,500	-	-	-	ADQ	-	-	Sub	-

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0035-H	Fire Department Rd (SR 1908)	Wilsons Mills Rd (SR 1913) - Powhatan Rd (SR 1901)	Wilson's Mills	0.2	22	2	60	35	15,000	3,400	6,500	11,200	2C [3]	50	Min	Sub	P
JOHN0035-H	Fire Department Rd (SR 1908)	Powhatan Rd (SR 1901) - NCL Wilson's Mills	Wilson's Mills	0.6	22	2	60	35	15,000	3,400	6,500	11,200	2C [3]	50	Min	Sub	P
JOHN0035-H	Fire Department Rd (SR 1908)	NCL Wilson's Mills - Southerland Rd (SR 1904)	County	0.4	22	2	60	55	12,000	3,400	6,500	15,100	2A [3]	60	Min	Sub	-
-	Fire Department Rd (SR 1908)	Southerland Rd (SR 1904) - CAMPO	County	0.8	22	2	60-160	55	12,000	3,400	5,300	-	ADQ	-	-	Sub	-
-	Fire Department Rd (SR 1908)	CAMPO - Buffalo Rd (SR 1003)	CAMPO	1.0	22	2	60-160	55	12,000	3,400	5,300	-	ADQ	-	-	Sub	-
JOHN0079-H	Fire Department Rd Realignment	Intersection at Buffalo Rd (SR 1003)	County	-	*New location*						-	15,100	2A	60	Min		-
-	E Front St	Central St - Mill St	Clayton	0.1	20	2	-	25	12,500	-	-	-	ADQ	-	-		B, P
-	Galilee Rd (SR 1341)	NC 210 - Speed Limit Change	County	0.7	22	2	60	45	12,000	3,000	5,100	-	ADQ	-	-	Sub	-
-	Galilee Rd (SR 1341)	Speed Limit Change - Packing Plant Rd (SR 1343)	County	1.8	22	2	60	55	12,000	3,000	5,100	-	ADQ	-	-	Sub	-
-	Galilee Rd (SR 1341)	Packing Plant Rd (SR 1343) - WCL Smithfield	County	0.1	22	2	60	35	15,000	2,500	4,300	-	ADQ	-	-	Sub	-
-	Galilee Rd (SR 1341)	WCL Smithfield - US 301	Smithfield	0.2	22	2	60	35	15,000	2,500	4,300	-	ADQ	-	-	Sub	-
-	Glen Laurel Rd (SR 1902)	NC 42 - WCL Clayton	CAMPO	0.2	20	2	60	45	12,000	2,200	3,400	-	ADQ	-	-	Sub	-
-	Glen Laurel Rd (SR 1902)	WCL Clayton - SCL Clayton	Clayton	1.2	20	2	60	45	12,000	2,200	3,400	-	ADQ	-	-	Sub	-
-	Glen Laurel Rd (SR 1902)	SCL Clayton - Vinson Rd (SR 1903)	CAMPO	0.5	20	2	60	45	12,000	2,200	3,400	-	ADQ	-	-	Sub	-
-	Glen Laurel Rd (SR 1902)	Vinson Rd (SR 1903) - Powhatan Rd (SR 1901)	CAMPO	0.4	20	2	60	45	12,000	2,200	3,400	-	ADQ	-	-	Sub	-

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0059-H	Glen Rd (SR 1547) Extension	NC 42 to Cleveland Rd (SR 1010)	CAMPO	0.5	*New location*						-	14,600	2B	60	Min	Sub	-
-	Grill Rd (SR 1512)	Cleveland Rd (SR 1010) - Polenta Rd (SR 1330)	CAMPO	0.7	20	2	60	45	12,000	2,000	3,500	-	ADQ	-		Sub	-
JOHN0052-H	Gordon Rd (SR 1913)	US 70 Bus - Pvmt Change	County	2.5	18	2	60-100	55	10,900	1,800	3,300	15,100	2A [3]	60	Min	Sub	-
JOHN0052-H	Gordon Rd (SR 1913)	Pvmt Change - WCL Wilson's Mills	Wilson's Mills	0.1	24	2	60	55	12,000	1,800	3,300	14,600	2A [3]	60	Min	Sub	-
-	Government Rd (SR 1556)	NC 42 - Barber Mill Rd (SR 1555)	CAMPO	3.6	22	2	60	45	15,000	3,400	6,500	-	ADQ	-	-	Sub	-
JOHN0036-H	Guy Rd (SR 1551)	Wake Co - Winston Rd (SR 1550) / AADT Change	CAMPO	2.1	24	2	60	45	15,000	7,730	14,000	43,600	4C	110	B	Sub	-
JOHN0036-H	Guy Rd (SR 1551)	Winston Rd (SR 1550) / AADT Change - Amelia Church Rd (SR 1552)	CAMPO	0.2	24	2	60	45	15,000	9,600	17,700	43,600	4C	110	B	Sub	-
JOHN0036-H	Guy Rd (SR 1551)	Amelia Church Rd (SR 1552) - proposed Clayton Southern Connector	CAMPO	0.7	36	3	60-85	45	15,000	6,200	11,400	43,600	4C	110	B	Sub	B
-	Guy Rd (SR 1551)	Proposed Clayton Southern Connector - NC 42	CAMPO	0.2	36	3	60-70	45	15,000	6,200	11,400	-	ADQ	-	-		B
JOHN0057-H	Guy Rd Realignment	NC 42 - proposed Clayton Southern Connector	Clayton	-	-	-	-	-	-	-	-	-	-	-	-		B

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Harper House Rd (SR 1008)	NC 50 - I-40 (overpass)	County	0.2	20	2	60-170	55	12,000	690	900	-	ADQ	-	-	Sub	-
-	Harper House Rd (SR 1008)	I-40 (overpass) - US 701	County	2.1	20	2	60-170	55	12,000	580	700	-	ADQ	-	-	Sub	-
-	Harper House Rd (SR 1008)	US 701 - Devils Racetrack Rd (SR 1009)	County	5.3	22	2	60	55	12,000	770	1,000	-	ADQ	-	-	Sub	-
-	Harper House Rd (SR 1008)	Devils Racetrack Rd (SR 1009) - Richardson Bridge Rd (SR 1201) / Wayne Co	County	3.8	20	2	60	55	12,000	810	1,000	-	ADQ	-	-	Sub	-
JOHN0064-H	Harper House Rd Realignment	Intersection at US 701	County	-	-	-	-	-	-	-	-	-	-	-	-		-
-	W Hatcher St (SR 1162)	WCL Four Oaks - N Main St (SR 1162)	Four Oaks	0.3	20	2	60	35	14,900	3,400	6,800	-	ADQ	-	-	Sub	-
-	E Hatcher St	N Main St (SR 1162) - N Baker St	Four Oaks	0.1	20	2	60	35	14,900	-	-	-	ADQ	-	-	Sub	-
-	Hockaday Rd (SR 1162)	SCL Four Oaks - I-95	County	0.1	20	2	-	55	12,000	1,540	3,600	-	ADQ	-	-	Sub	P
-	Hockaday Rd (SR 1162)	I-95 - Stricklands Crossroads Rd (SR 1143)	County	4.6	20	2	60-100	55	12,000	1,400	3,300	-	ADQ	-	-	Sub	P
-	Holts Pond Rd (SR 2530)	Martin Livestock Rd (SR 2522) - ETJ Princeton / Pondfield Rd (SR 2314)	County	0.1	20	2	90	45	12,000	1,500	2,100	-	ADQ	-	-	Sub	-
JOHN0037-H	Hospital Rd (SR 1921)	Buffalo Rd (SR 1003) - US 301	Smithfield	0.6	24	2	60	35	15,000	6,120	9,500	31,600	4C	110	B	Sub	-
-	Industrial Park Dr (SR 2398)	US 70 - CL Smithfield/Selma	Smithfield	1.5	0	3	100	45	15,000	8,300	15,300	-	ADQ	-	-	Sub	-
-	Industrial Park Dr (SR 2398)	CL Smithfield/Selma - Speed Limit Change	Smithfield	0.3	36	2	100	45	15,000	12,000	22,100	-	ADQ	-	-	Sub	-
-	Industrial Park Dr (SR 2398)	Speed Limit Change - US 70 Bus	Smithfield	0.3	36	2	100	35	15,000	12,000	22,100	-	ADQ	-	-	Sub	P

HIGHWAY																	
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Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0065-H	Industrial Park Dr Realignment	Intersection with US 70 Bus (see Ramey Kemp study)	Smithfield	-	-	-	-	-	-	-	-	-	-	-	-		-
-	Jack Rd (SR 1557)	Ranch Rd (SR 1560) - Steel Bridge Rd (SR 1562)	CAMPO	3.2	20	2	60	45	15,000	1,800	2,800	-	ADQ	-	-	Sub	-
JOHN0038-H	Jackson King Rd (SR 1531)	Wake Co - Mount Pleasant Rd (SR 1533)	CAMPO	1.6	20	2	60	55	12,000	940	1,500	15,100	2A [3]	60	Min	Sub	-
-	Keen Rd (SR 1182)	US 301 - Boyette Rd (SR 1182)	Four Oaks	0.2	36	3	70-90	35	15,000	4,500	8,300	-	ADQ	-	-	Sub	-
-	Keen Rd (SR 1178)	Boyette Rd (SR 1182) - ECL Four Oaks	Four Oaks	0.2	36	3	70-90	35	15,000	4,500	8,300	-	ADQ	-	-	Sub	-
-	Keen Rd (SR 1178)	ECL Four Oaks - I-95	County	0.1	36	3	100	35	15,000	4,500	8,300	-	ADQ	-	-	Sub	-
-	Keen Rd (SR 1178)	I-95 - NC 96	County	0.7	20	2	60-140	55	12,000	2,500	7,600	-	ADQ	-	-	Sub	-
-	Keen Rd (SR 1178)	NC 96 - US 701	County	1.6	20	2	60	55	12,000	1,440	3,600	-	ADQ	-	-	Sub	-
-	Lake Wendell Rd (SR 2637)	Wake Co - Buffalo Rd (SR 1003)	CAMPO	1.4	20	2	60	55	12,000	270	400	-	ADQ	-	-	Sub	-
-	Lake Wendell Rd (SR 1716)	Buffalo Rd (SR 1003) - Wendell Rd (SR 1701)	CAMPO	2.1	20	2	60	55	12,000	810	1,200	-	ADQ	-	-	Sub	B
-	Lake Wendell Rd (SR 1716)	Wendell Rd (SR 1701) - Applewhite Rd (SR 1720)	CAMPO	1.1	18	2	60	55	12,000	810	1,200	-	ADQ	-	-	Sub	-
-	Lake Wendell Rd (SR 1716)	Applewhite Rd (SR 1720) - Old Eason Rd (SR 1739) / AADT Change	CAMPO	0.9	18	2	60	55	12,000	860	1,300	-	ADQ	-	-	Sub	-
-	Lake Wendell Rd (SR 1716)	Old Eason Rd (SR 1739) / AADT Change - Speed Limit Change	CAMPO	0.8	18	2	60	55	12,000	970	1,500	-	ADQ	-	-	Sub	-
-	Lake Wendell Rd (SR 1716)	Speed Limit Change - NC 96	CAMPO	0.3	18	2	60	45	12,000	970	1,500	-	ADQ	-	-	Sub	-

HIGHWAY																		
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Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0066-H	Lake Wendell Rd Realignment	At intersection with Buffalo Rd (SR 1003)	CAMPO	-	-	-	-	-	-	-	-	-	-	-	-		-
-	Lee Rd (SR 1561)	Barber Mill Rd (SR 1555) - Ranch Rd (SR 1560)	CAMPO	0.3	22	2	60	55	12,000	5,300	8,200	-	ADQ	-	-	Sub	-
-	Little Creek Church Rd (SR 1563)	ECL Clayton - Ranch Rd (SR 1560)	CAMPO	0.4	22	2	60	35	15,000	7,110	12,900	-	ADQ	-	-	Sub	-
-	Little Creek Church Rd (SR 1563)	Ranch Rd (SR 1560) - Pony Farm Rd (SR 1570) / CAMPO	CAMPO	1.0	22	2	60	55	12,000	4,000	6,200	-	ADQ	-	-	Sub	-
-	Little Creek Church Rd (SR 1563)	Pony Farm Rd (SR 1570) / CAMPO - Speed Limit Change	County	0.9	20	20	60-100	55	12,000	4,000	6,200	-	ADQ	-	-	Sub	-
-	Little Creek Church Rd (SR 1563)	Speed Limit Change - Speed Limit Change	County	0.8	20	20	60	45	12,000	4,000	6,200	-	ADQ	-	-	Sub	-
-	Little Creek Church Rd (SR 1563)	Speed Limit Change - Steel Bridge Rd (SR 1562)	County	1.0	20	20	60	55	12,000	4,000	6,200	-	ADQ	-	-	Sub	-
-	Little Creek Church Rd (SR 1563)	Steel Bridge Rd (SR 1562) - US 70 Bus	County	3.1	20	2	60	55	12,000	2,100	3,300	-	ADQ	-	-	Sub	-
-	Little Divine Rd (SR 1938)	Buffalo Rd (SR 1003) - NC 96	County	1.9	20	2	60	55	12,000	1,500	2,300	-	ADQ	-	-	Sub	-
-	Little Divine Rd (SR 1938)	NC 96 - NC 39	County	2.1	20	2	60	55	12,000	1,500	2,300	-	ADQ	-	-	Sub	-
JOHN0080-H	Little Divine Rd Realignment	Intersection at Buffalo Rd (SR 1003)	County	-	*New location*						-	15,100	2A	60.0	Min	Sub	-
-	Live Oak Church Rd (SR 1939)	Buffalo Rd (SR 1003) - Speed Limit Change	County	0.3	20	2	60	45	12,000	-	3,000	-	ADQ	-	-	Sub	-
-	Live Oak Church Rd (SR 1939)	Speed Limit Change - NC 96	County	1.2	20	2	60	55	12,000	-	3,000	-	ADQ	-	-	Sub	-
-	Lowell Mill Rd (SR 2335)	Hinnant Edgerton Rd (SR 1001) - Micro Rd (SR 2130)	County	0.5	20	2	60	55	12,000	1,420	2,000	-	ADQ	-	-	Sub	-
-	Lowell Mill Rd (SR 2335)	Micro Rd (SR 2130) - Bizzell Grove Church Rd (SR 2141)	County	0.8	20	2	60	55	12,000	1,420	2,000	-	ADQ	-	-	Sub	-

HIGHWAY																	
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Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Lizzie Mill Rd (SR 1001)	Pine Level Micro Rd (SR 2309) - Hinnant Edgerton Rd (SR 1001)	County	1.1	20	2	60	55	12,000	1,420	2,000	-	ADQ	-	-	Sub	-
-	W Main St (SR 1004)	NCL Clayton - S Robertson St (SR 1552)	Clayton	0.5	22	2	60	35	7,600	5,700	10,500	-	ADQ	-	-	Sub	-
-	W Main St (SR 1004)	S Robertson St (SR 1552) - N O'Neil St (SR 1708)	Clayton	0.2	22	2	60	25	7,600	5,700	10,500	-	ADQ	-	-	Sub	-
-	E Main St (SR 1004)	N O'Neil St (SR 1708) - E 2nd St	Clayton	0.6	22	2	60	25	7,600	11,000	20,200	-	ADQ	-	-	Sub	B, P
-	E Main St (SR 1004)	E 2nd St - N Durham St.	Clayton	0.2	24	2	60	35	7,600	11,000	20,200	-	ADQ	-	-	Sub	-
-	E Main St (SR 1004)	N Durham St. - US 70 Bus	Clayton	0.1	24	2	60	35	7,600	11,000	20,200	-	ADQ	-	-	Sub	-
-	N Main St (SR 1162)	W Hatcher St - US 301	Four Oaks	0.4	36	2	60	25	14,900	2,500	5,300	-	ADQ	-	-	Sub	P
-	S Main St (SR 1162)	US 301 - Pvmt Change	Four Oaks	0.3	36	2	60	35	14,900	1,800	4,100	-	ADQ	-	-	Sub	P
-	S Main St (SR 1162)	Pvmt Change - SCL Four Oaks	Four Oaks	0.1	20	3	60	35	14,900	1,540	3,600	-	ADQ	-	-	Sub	P
-	E Main St (SR 2130)	SCL Micro - Pvmt Change	Micro	0.2	36	3	60	35	15,000	3,800	6,500	-	ADQ	-	-	Sub	-
-	E Main St (SR 2130)	Pvmt Change - Speed Limit Change	Micro	0.1	32	2	60	35	15,000	3,800	6,500	-	ADQ	-	-	Sub	-
-	W Main St (SR 2130)	Speed Limit Change - US 301	Micro	0.1	36	2	60	25	14,700	3,800	6,500	-	ADQ	-	-	Sub	-
-	Martin Luther King Jr Dr	Johnston Tech Rd (SR 2560) - Brogden Rd (SR 1007)	Smithfield	0.7	24	2	60	35	15,000	2,860	4,100	-	ADQ	-	-	Sub	-
-	McLemore Rd (SR 1514)	Cleveland Rd (SR 1010) - Raleigh Rd / Polenta Rd (SR 1330)	CAMPO	1.3	24	2	60	55	12,000	3,500	6,200	-	ADQ	-	-	Sub	-

HIGHWAY																	
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Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Micro Rd (SR 2130)	Lowell Mill Rd (SR 2335) - I-95	County	0.2	22	2	60	35	15,000	1,800	3,100	-	ADQ	-	-	Sub	-
-	Micro Rd (SR 2130)	I-95 - SCL Micro	County	0.1	22	2	60	35	15,000	3,800	6,500	-	ADQ	-	-	Sub	-
JOHN0039-H	Monroe Rd (SR 1513)	Polenta Rd (SR 1330) - Cleveland Rd (SR 1010)	CAMPO	0.9	22	Dirt	30	-	-	-	-	14,600	2B	60	Min	Sub	-
JOHN0040-H	Mount Pleasant Rd (SR 1533)	NC 50 - Old Fairground Rd (SR 1309)	CAMPO	0.2	20	2	60	45	15,000	8,550	15,900	14,600	2B [3]	60	Min	Sub	-
JOHN0040-H	Mount Pleasant Rd (SR 1533)	Old Fairground Rd (SR 1309) - White Memorial Church Rd (SR 1532) / AADT Change	CAMPO	1.6	20	2	60	45	15,000	4,000	6,200	14,600	2B [3]	60	Min	Sub	-
JOHN0040-H	Mount Pleasant Rd (SR 1533)	White Memorial Church Rd (SR 1532) / AADT Change - Jackson-King Rd (SR 1531)	CAMPO	0.5	20	2	60	45	15,000	2,700	4,200	14,600	2B [3]	60	Min	Sub	-
JOHN0040-H	Mount Pleasant Rd (SR 1533)	Jackson-King Rd (SR 1531) - Wake Co	CAMPO	0.8	20	2	60	55	15,000	2,700	4,200	15,100	2A [3]	60	Min	Sub	-
U-3605	NC 42 Business Connector	Mills St to NC 42	Clayton	0.8	*New location*						-	11,600	2C	50	Min	Sub	B
JOHN0051-H	W Noble St (SR 1900)	Buffalo Rd (SR 1003) - Speed Limit Change	Selma	0.8	20	2	60	45	12,000	5,200	8,100	12,900	3A	80	Min	Sub	
JOHN0051-H	W Noble St (SR 1900)	Speed Limit Change - C&G	Selma	0.2	20	2	60	35	15,000	5,200	8,100	12,000	3A	80	Min	Sub	-
JOHN0051-H	W Noble St (SR 1900)	C&G - US 301	Selma	0.3	32	2	60	35	15,000	5,200	8,100	12,000	3A	80	Min	Sub	-
-	North St (SR 1003)	N 3rd St - Buffalo Rd	Smithfield	0.1	24	2	60	20	14,700	6,000	8,500	-	ADQ	-	-	Sub	-
-	North St	Buffalo Rd (SR 1003) - US 301	Smithfield	0.5	24	2	60	35	15,000	6,120	9,500	-	ADQ	-	-	Sub	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0041-H	N O'Neil St (SR 1708)	Covered Bridge Rd (SR 1700) - proposed Clayton Northern Connector	CAMPO	1.3	22	2	60	25	14,700	7,500	13,800	45,200	4C	110	B	Sub	B
-	N O'Neil St (SR 1708)	Proposed Clayton Northern Connector - NCL Clayton	CAMPO	1.3	22	2	60	25	14,700	7,500	13,800	-	ADQ	-	-		B
-	N O'Neil St (SR 1708)	NCL Clayton - W Wilson St / Pvmt Change	Clayton	0.3	22	2	60	25	14,700	7,500	13,800	-	ADQ	-	-	Sub	B
-	N O'Neil St (SR 1708)	W Wilson St / Pvmt Change - E Main St (SR 1004)	Clayton	0.4	26	2	60	25	14,700	7,500	13,800	-	ADQ	-	-	Sub	B, P
-	Oak Grove Inn Rd (SR 2141)	US 301 - AADT Change	County	1.3	20	2	60	55	12,000	910	1,400	-	ADQ	-	-	Sub	-
-	Oak Grove Inn Rd (SR 2141)	AADT Change - Old Beulah Rd (SR 1934)	County		20	2	60	55	12,000	1,100	1,700	-	ADQ	-	-	Sub	-
-	W Oak St (SR 1929)	US 70 / WCL Selma - Buffalo Rd (SR 1003)	Selma	1.1	24	2	60	45	12,000	1,220	1,900	-	ADQ	-	-	Sub	P
-	W Oak St (SR 1929)	Buffalo Rd (SR 1003) - Pvmt Change	Selma	0.5	20	2	60	45	12,000	1,220	1,900	-	ADQ	-	-	Sub	P
-	W Oak St (SR 1929)	Pvmt Change - River Rd (SR 1928)	Selma	0.3	18	2	60	35	15,000	1,220	1,900	-	ADQ	-	-	Sub	P
-	W Oak St	River Rd (SR 1928) - US 301	Selma	0.4	18	2	60	25	14,700	1,220	1,900	-	ADQ	-	-	Sub	P

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Old Beulah Rd (SR 1934)	NC 42 - Old Dam Rd (SR 2123) / AADT Change	CAMPO	2.3	20	2	60	55	12,000	700	1,000	-	ADQ	-	-	Sub	-
-	Old Beulah Rd (SR 1934)	Old Dam Rd (SR 2123) / AADT Change - Shoeheel Rd (SR 2127 / 2149) / CAMPO	CAMPO	1.5	20	2	60	55	12,000	1,200	1,700	-	ADQ	-	-	Sub	-
-	Old Beulah Rd (SR 1934)	Shoeheel Rd (SR 2127 / 2149) / CAMPO - Old Route 22 (SR 2143)	County	2.8	20	2	60	55	12,000	1,220	1,700	-	ADQ	-	-	Sub	-
-	Old Beulah Rd (SR 1934)	Old Route 22 (SR 2143) - Oak Grove Inn Rd (SR 2141)	County	0.5	20	2	60	55	12,000	1,220	1,900	-	ADQ	-	-	Sub	-
-	Old Beulah Rd (SR 1934)	Oak Grove Inn Rd (SR 2141) - Davis Homestead Rd (SR 2137) / AADT Change	County	1.5	20	2	60	55	12,000	1,220	1,900	-	ADQ	-	-	Sub	-
-	Old Beulah Rd (SR 1934)	Davis Homestead Rd (SR 2137) / AADT Change - Browns Pond Rd (SR 1938)	County	0.6	20	2	60	55	12,000	1,500	2,300	-	ADQ	-	-	Sub	-
-	Old Beulah Rd (SR 1934)	Browns Pond Rd (SR 1938) - Jerry Rd (SR 2133)	County	1.9	20	2	60	55	12,000	1,400	2,200	-	ADQ	-	-	Sub	-
-	Old Beulah Rd (SR 1934)	Jerry Rd (SR 2133) - NC 39	County	0.5	24	2	60	55	12,000	1,400	2,200	-	ADQ	-	-	Sub	-
-	Old Beulah Rd (SR 1934)	NC 39 - NC 96	County	0.7	24	2	60	55	12,000	1,630	2,500	-	ADQ	-	-	Sub	-
-	Old Beulah Rd (SR 1934)	NC 96 - Speed Limit Change	County	0.6	24	2	60	55	12,000	1,630	2,500	-	ADQ	-	-	Sub	-
-	Old Beulah Rd (SR 1934)	Speed Limit Change - Buffalo Rd (SR 1003)	County	0.3	24	2	60	45	12,000	1,630	2,500	-	ADQ	-	-	Sub	-
JOHN0042-H	Old Drug Store Rd (SR 1524)	NC 50 - Cornwallis Rd (SR 1525)	CAMPO	0.4	22	2	60	55	12,000	7,100	13,100	45,200	4C	110	B	Sub	-
JOHN0043-H	Old Drug Store Rd (SR 1524)	Cornwallis Rd (SR 1525) - AADT Change	CAMPO	0.7	20	2	60	55	12,000	5,360	9,700	22,600	2I	80	B	Sub	-
JOHN0043-H	Old Drug Store Rd (SR 1524)	AADT Change - NC 42	CAMPO	1.3	20	2	60	55	12,000	6,400	11,800	22,600	2I	80	B	Sub	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Old Fairground Rd (SR 1309)	Mount Pleasant Rd (SR 1533) - Speed Limit Change	CAMPO	1.5	22	2	60	45	12,000	2,380	4,600	-	ADQ	-	-	Sub	-
-	Old Fairground Rd (SR 1309)	Speed Limit Change - NC 210	CAMPO	0.9	22	2	60	55	12,000	2,380	4,600	-	ADQ	-	-	Sub	-
-	Old Fairground Rd (SR 1309)	NC 210 - Benson Hardee Rd (SR 1303) / AADT Change	CAMPO	3.5	22	2	60	55	12,000	2,500	4,600	-	ADQ	-	-	Sub	-
-	Old Fairground Rd (SR 1309)	Benson Hardee Rd (SR 1303) / AADT Change - Harnett Co	CAMPO	2.2	22	2	60	55	12,000	1,420	2,000	-	ADQ	-	-	Sub	-
JOHN0044-H	Old Garner Rd (SR 1004)	Wake Co - Shotwell Rd (SR 1553) / AADT Change	CAMPO	1.8	20	2	60	45	12,000	6,590	12,000	36,600	4C	110	B	Sub	B
-	Old Garner Rd (SR 1004)	Shotwell Rd (SR 1553) / AADT Change - Speed Limit Change	CAMPO	0.1	22	2	60	45	12,000	5,700	10,500	-	ADQ	-	-	Sub	T,B
-	Old Garner Rd (SR 1004)	Speed Limit Change - NCL Clayton	CAMPO	0.5	22	2	60	35	7,600	5,700	10,500	-	ADQ	-	-	Sub	T,B
-	Old Route 22 (SR 2143)	Old Beulah Rd (SR 1934) - Bay Valley Rd (SR 2159)	County	3.0	20	2	60	55	12,000	840	1,300	-	ADQ	-	-	Sub	-
-	Old Route 22 (SR 2143)	Bay Valley Rd (SR 2159) - NC 222	County	1.0	20	2	60-100	55	12,000	840	1,300	-	ADQ	-	-	Sub	-
JOHN0045-H	Old Stage Rd (SR 1006)	Harnett Co - Wake Co	CAMPO	1.0	20	2	60	55	12,000	2,800	4,400	15,100	2A [3]	60	Min	Sub	-
-	Packing Plant Rd (SR 1343)	US 301 - Galilee Rd (SR 1341)	Smithfield	0.2	18	2	60	35	15,000	2,500	4,300	-	ADQ	-	-	Sub	-
-	Pine Level Micro Rd (SR 2309)	Lizzie Mill Rd (SR 1001) - ETJ Pine Level	County	1.0	20	2	60	55	12,000	1,420	2,000	-	ADQ	-	-	Sub	-
-	Peedin Rd (SR 2309)	ETJ Pine Level - US 70	Pine Level	0.3	20	2	60	55	12,000	1,230	2,100	-	ADQ	-	-	Sub	-
-	E Peedin Rd (SR 2403) / Venture Dr	US 301 / N Brightleaf Blvd - Industrial Park Dr (SR 2398)	Smithfield	0.8	36	3	-	35	14,900	-	-	-	ADQ	-	-	Sub	P

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Polenta Rd (SR 1330)	Cleveland Rd (SR 1010) - Grill Rd (SR 1512)	CAMPO	2.6	20	2	60	55	12,000	1,700	4,300	-	ADQ	-	-	Sub	-
-	Polenta Rd (SR 1330)	Grill Rd (SR 1512) - McLemore Rd (SR 1514)	CAMPO	1.1	22	2	60	55	12,000	3,900	8,000	-	ADQ	-	-	Sub	-
JOHN0046-H	Powhatan Rd (SR 1901)	US 70 Bus - Glen Laurel Rd (SR 1902)	County	1.2	20	2	60	55	12,000	4,800	9,100	15,100	2A [3]	60	Min	Sub	-
JOHN0046-H	Powhatan Rd (SR 1901)	Glen Laurel Rd (SR 1902) - Southerland Rd (SR 1904)	County	2.0	20	2	60	55	12,000	1,440	2,900	15,100	2A [3]	60	Min	Sub	-
JOHN0046-H	Powhatan Rd (SR 1901)	Southerland Rd (SR 1904) - NCL Wilson's Mills	County	0.5	20	2	60	55	12,000	1,440	2,600	15,100	2A [3]	60	Min	Sub	-
JOHN0046-H	Powhatan Rd (SR 1901)	NCL Wilson's Mills - Fire Department Rd (SR 1908)	Wilson's Mills	1.0	20	2	60	45	12,000	1,440	2,600	12,700	2B [3]	60	Min	Sub	P
-	Princeton-Kenly Rd (SR 2342)	Rains Mill Rd (SR 1002) - Rains Crossroads Rd (SR 2320)	County	2.1	20	2	60	55	12,000	1,520	2,200	-	ADQ	-	-	Sub	-
-	Princeton-Kenly Rd (SR 2342)	Rains Crossroads Rd (SR 2320) - Bagley Rd (SR 2339)	County	2.3	20	2	60	55	12,000	1,500	2,100	-	ADQ	-	-	Sub	-
-	Princeton-Kenly Rd (SR 2342)	Bagley Rd (SR 2339) - Speed Limit Change	County	1.7	20	2	60	55	12,000	1,400	2,000	-	ADQ	-	-	Sub	-
-	Princeton-Kenly Rd (SR 2342)	Speed Limit Change - Truck Stop Rd (SR 2399)	County	0.1	20	2	60	45	12,000	1,400	2,000	-	ADQ	-	-	Sub	-
-	Princeton-Kenly Rd (SR 2342)	Truck Stop Rd (SR 2399) - SCL Kenly	County	1.3	20	2	60	45	12,000	860	1,200	-	ADQ	-	-	Sub	-
JOHN0047-H	Pritchard Rd (SR 1714)	Wake Co - NCL Clayton	CAMPO	0.2	22	2	60	45	12,000	5,300	9,800	43,600	4C	110	B	Sub	-
JOHN0047-H	Pritchard Rd (SR 1714)	NCL Clayton - SCL Clayton	Clayton	2.2	22	2	60-100	45	12,000	5,300	9,800	36,600	4C	110	B	Sub	-
JOHN0047-H	Pritchard Rd (SR 1714)	SCL Clayton - Covered Bridge Rd (SR 1700)	CAMPO	0.1	22	2	60	45	12,000	5,300	9,800	43,600	4C	110	B	Sub	-
-	Progressive Church Rd (SR 2530)	Baker's Chapel Rd (SR 2530) - Martin Livestock Rd (SR 2522)	County	0.2	20	2	60	45	12,000	1,500	2,100	-	ADQ	-	-	Sub	-

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Rains Mill Rd (SR 1002)	ETJ Princeton - Princeton-Kenly Rd (SR 2342)	County	0.7	20	2	60	55	12,000	3,250	4,600	-	ADQ	-	-	Sub	-
-	Rains Mill Rd (SR 1002)	Princeton-Kenly Rd (SR 2342) - Wayne Co	County	1.2	20	2	60	55	12,000	2,440	3,400	-	ADQ	-	-	Sub	-
-	Raleigh Rd (SR 1330)	McLemore Rd (SR 1514) - Sanders Rd (SR 1517) / AADT Change	CAMPO	1.3	22	2	60	55	12,000	6,100	11,800	-	ADQ	-	-	Sub	-
-	Raleigh Rd (SR 1330)	Sanders Rd (SR 1517) / AADT Change - Speed Limit Change	CAMPO	0.3	22	2	60	55	12,000	2,300	4,800	-	ADQ	-	-	Sub	-
-	Raleigh Rd (SR 1330)	Speed Limit Change - Speed Limit Change	CAMPO	0.4	20	2	60	45	12,000	2,300	4,800	-	ADQ	-	-	Sub	-
-	Raleigh Rd (SR 1330)	Speed Limit Change - NC 210	CAMPO	0.4	22	2	60	55	12,000	2,300	4,800	-	ADQ	-	-	Sub	-
-	Raleigh Rd (SR 1330)	NC 210 - Speed Limit Change	CAMPO	1.1	22	2	60	55	12,000	2,900	5,400	-	ADQ	-	-	Sub	-
-	Raleigh Rd (SR 1330)	Speed Limit Change - Zacks Mill Rd	CAMPO	0.6	22	2	60	45	12,000	2,900	5,400	-	ADQ	-	-	Sub	-
-	Raleigh Rd (SR 1330)	Zacks Mill Rd - Elevation Rd (SR 1308) / AADT Change	CAMPO	2.6	22	2	60	55	12,000	2,900	5,400	-	ADQ	-	-	Sub	-
-	Raleigh Rd (SR 1330)	Elevation Rd (SR 1308) / AADT Change - US 301	CAMPO	3.4	22	2	60	55	12,000	1,550	2,900	-	ADQ	-	-	Sub	-
-	Ranch Rd (SR 1560)	Lee Rd (SR 1561) - Jack Rd (SR 1557)	CAMPO	0.5	20	2	60	55	15,000	5,300	8,200	-	ADQ	-	-	Sub	-
-	Ranch Rd (SR 1560)	Jack Rd (SR 1557) - Pvmt Change	CAMPO	0.5	20	2	60	55	15,000	5,300	8,200	-	ADQ	-	-	Sub	-
-	Ranch Rd (SR 1560)	Pvmt Change - US 70	CAMPO	0.5	24	2	60	55	15,000	5,300	8,200	-	ADQ	-	-	Sub	B
-	Ranch Rd (SR 1560)	US 70 - Speed Limit Change	CAMPO	0.4	24	2	60	55	15,000	5,360	9,700	-	ADQ	-	-	Sub	B
-	Ranch Rd (SR 1560)	Speed Limit Change - Little Creek Church Rd (SR 1563)	CAMPO	0.8	20	2	60	45	15,000	5,360	9,700	-	ADQ	-	-	Sub	B
-	Richardson Bridge Rd (SR 1201)	Brogden Rd (SR 1107) - Harper House Rd (SR 1008)	County	5.3	22	2	60	55	12,000	920	1,200	-	ADQ	-	-	Sub	-

HIGHWAY																	
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Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
JOHN0048-H	Ricks Rd (SR 2302)	US 301 - Crocker Rd (SR 2393) / AADT Change	Selma	0.5	24	2	60	35	15,000	5,100	7,900	12,900	3A	80	Min	Sub	P
JOHN0048-H	Ricks Rd (SR 2302)	Crocker Rd (SR 2393) / AADT Change - US 70	Selma	0.1	24	2	60	35	15,000	6,300	9,800	12,900	3A	80	Min	Sub	P
JOHN0049-H	W Sanders St	N Church St (SR 1377) - N Main St (SR 1162)	Four Oaks	0.1	18	2	60	35	15,000	-	-	11,600	2E	60	Min	Sub	P
JOHN0049-H	E Sanders St (SR 1183)	N Main St (SR 1162) - N Baker St	Four Oaks	0.1	18	2	60	35	15,000	1,500	2,300	11,600	2E	60	Min	Sub	P
JOHN0049-H	E Sanders St (SR 1183)	N Baker St - Maple St	Four Oaks	0.1	18	2	60	35	15,000	1,500	2,300	11,600	2E	60	Min	Sub	P
-	E Sanders St (SR 1183)	Maple St - ECL Four Oaks	Four Oaks	1.2	18	2	60	35	15,000	1,500	2,300	-	ADQ	-	-		-
JOHN0073-H	Smithfield Crossing projects	(see Ramey Kemp study)	Smithfield	-	*New location*						(see Ramey Kemp study)				-	Sub	-
JOHN0050-H	Shotwell Rd (SR 1553)	Wake Co - Covered Bridge Rd (SR 1700)	CAMPO	1.5	24	2	60	45	15,000	9,580	17,400	43,600	4C	110	B	Sub	-
JOHN0050-H	Shotwell Rd (SR 1553)	Covered Bridge Rd (SR 1700) - NCL Clayton / Garner Rd (SR 1004)	CAMPO	0.4	24	2	60-70	45	15,000	9,580	17,400	43,600	4C	110	B	Sub	B
JOHN0050-H	Shotwell Rd (SR 1553)	NCL Clayton / Garner Rd (SR 1004) - US 70 Bus	Clayton	0.8	36	3	70-80	45	5,300	9,580	17,400	36,600	4C	110	B	Sub	T,B
JOHN0050-H	Shotwell Rd (SR 1553)	US 70 Bus - Speed Limit Change	Clayton	0.3	20	2	60-90	35	15,000	7,600	14,000	31,600	4C	110	B	Sub	B
JOHN0050-H	Shotwell Rd (SR 1553)	Speed Limit Change - Amelia Church Rd (SR 1552)	Clayton	0.5	20	2	60	45	5,300	7,600	14,000	36,600	4C	110	B	Sub	B
-	Southerland Rd (SR 1904)	Powhatan Rd (SR 1901) - Vinson Rd (SR 1903)	County	0.5	20	2	60	45	12,000	860	1,700	-	ADQ	-	-	Sub	-
-	Southerland Rd (SR 1904)	Vinson Rd (SR 1903) - Fire Department Rd (SR 1908)	County	0.8	20	2	60	45	12,000	860	1,400	-	ADQ	-	-	Sub	-

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Smithfield Crossing Dr	US 70 Bus - Industrial Park Dr (SR 2398)	Smithfield	0.2	24	2	50-90	25	12,500	-	-	-	ADQ	-	-	Sub	-
-	Steel Bridge Rd (SR 1562)	Jack Rd (SR 1557) / CAMPO - Speed Limit Change	CAMPO	0.1	20	2	60	45	12,000	1,800	2,800	-	ADQ	-	-	Sub	-
-	Steel Bridge Rd (SR 1562)	Speed Limit Change - Little Creek Church Rd (SR 1563)	County	0.7	20	2	60	55	12,000	1,800	2,800	-	ADQ	-	-	Sub	-
-	Stricklands Crossroads Rd (SR 1143)	NC 50 - I-40 (overpass)	County	1.1	20	2	60-85	55	12,000	1,400	2,300	-	ADQ	-	-	Sub	-
-	Stricklands Crossroads Rd (SR 1143)	I-40 (overpass) - Hockaday Rd (SR 1162)	County	2.9	20	2	60-170	55	12,000	1,210	2,000	-	ADQ	-	-	Sub	-
-	Stricklands Crossroads Rd (SR 1143)	Hockaday Rd (SR 1162) - NC 96	County	0.6	18	2	60	55	10,900	1,530	2,400	-	ADQ	-	-	Sub	-
-	Stricklands Crossroads Rd (SR 1143)	NC 96 - US 701	County	3.8	20	2	60	55	12,000	1,500	2,200	-	ADQ	-	-	Sub	-
-	Stricklands Crossroads Rd (SR 1143)	US 701 - Joiner Bridge Rd (SR 1185) / AADT Change	County	1.6	18	2	60	55	10,900	1,000	1,400	-	ADQ	-	-	Sub	-
-	Stricklands Crossroads Rd (SR 1143)	Joiner Bridge Rd (SR 1185) / AADT Change - Devils Racetrack Rd (SR 1009)	County	1.7	18	2	60	55	10,900	450	700	-	ADQ	-	-	Sub	-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Swift Creek Rd (SR 1501)	Wilsons Mills Rd (SR 1913) - US 70	Wilson's Mills	0.4	22	2	60	35	12,000	1,630	3,400	-	ADQ	-	-	Sub	P
-	Swift Creek Rd (SR 1501)	US 70 - SCL Wilson's Mills	Wilson's Mills	1.0	24	2	60	45	12,000	3,800	6,500	-	ADQ	-	-	Sub	P
-	Swift Creek Rd (SR 1501)	SCL Wilson's Mills - Pvmt Change	County	0.6	24	2	60	45	12,000	3,800	6,500	-	ADQ	-	-	Sub	-
-	Swift Creek Rd (SR 1501)	Pvmt Change - US 70 Bus	County	0.3	36	3	80	45	12,000	3,180	5,300	-	ADQ	-	-	Sub	-
-	Swift Creek Rd (SR 1501)	US 70 Bus - Rock Pillar Rd (SR 1572) / AADT Change	County	0.8	24	2	60	55	12,000	3,880	6,000	-	ADQ	-	-	Sub	-
-	Swift Creek Rd (SR 1501)	Rock Pillar Rd (SR 1572) / AADT Change - Cleveland Rd (SR 1010)	County	3.1	24	2	60	55	12,000	2,600	4,100	-	ADQ	-	-	Sub	-
-	Swift Creek Rd (SR 1501)	Cleveland Rd (SR 1010) - NC 210	County	1.2	24	2	60	55	12,000	2,600	4,100	-	ADQ	-	-	Sub	-
JOHN0067-H	Swift Creek Rd Realignment	Swift Creek Rd (SR 1501) (0.1 mi east of US 70) to Wilson's Mills Rd (SR 1913)	Wilson's Mills	0.4	*New lcoation*						-	14,600	2A	60	Min	Sub	-
-	Thunder Rd (SR 1183)	ECL Four Oaks - US 301	County	1.6	18	2	60	55	12,000	1,500	2,300	-	ADQ	-	-	Sub	-
-	Truck Stop Rd (SR 2399)	Princeton-Kenly Rd (SR 2342) - I-95	County	0.2	22	2	100	35	15,000	2,550	4,000	-	ADQ	-	-	Sub	-
-	Truck Stop Rd (SR 2399)	I-95 - US 301	County	0.6	22	2	100	35	15,000	1,630	2,500	-	ADQ	-	-	Sub	-
-	Turnipseed Rd (SR 1717)	Wake Co - Buffalo Rd (SR 1003)	CAMPO	0.7	20	2	60	55	12,000	2,800	4,400	-	ADQ	-	-	Sub	-
-	Vinson Rd (SR 1903)	Glen Laurel Rd (SR 1902) - Southerland Rd (SR 1904)	County	3.4	20	2	60-120	55	12,000	3,170	5,000	-	ADQ	-	-	Sub	-

HIGHWAY																		
					2009 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
-	Wal-Pat Rd (SR 2548)	Brogden Rd (SR 1007) - Wal-Pat Rd (SR 2500)	Smithfield	1.1	24	2	60	45	15,000	1,620	2,100	-	ADQ	-	-	Sub	-
-	Wal-Pat Rd (SR 2500)	Wal-Pat Rd (SR 2548) - US 301	Smithfield	0.2	24	2	60	35	15,000	1,620	2,100	-	ADQ	-	-	Sub	-
JOHN0068-H	Walmart Access Rd	Cleveland Rd (SR 1010) to NC 42	CAMPO	1.0	*New location*						-	43,600	4C	110	B		-
-	Wendell Rd (SR 1701)	Lake Wendell Rd (SR 1716) - NCL Archer Lodge	CAMPO	1.1	20	2	60	55	12,000	2,400	3,700	-	ADQ	-	-	Sub	B
-	Wendell Rd (SR 1701)	NCL Archer Lodge - Wall Rd (SR 1747) / AADT Change	Archer Lodge	0.8	20	2	60	55	12,000	2,400	3,700	-	ADQ	-	-	Sub	B
-	Wendell Rd (SR 1701)	Wall Rd (SR 1747) / AADT Change - Archer Lodge Rd (SR 1702)	Archer Lodge	0.8	20	2	60	55	12,000	2,450	3,800	-	ADQ	-	-	Sub	B
JOHN0076-H	West Smithfield Connector	NC 210 to US 70 Bus	Smithfield	1.2	*New location*						-	12,700	2B	60	Min	Sub	-
JOHN0069-H	White Oak Rd - Guy Rd Connector	Wake Co to Guy Rd (SR 1551)	CAMPO	0.6	*New location*						-	43,600	4C	110	B		-

HIGHWAY																	
					2009 Existing System						2035 Proposed System						
					Cross-Section		ROW	Speed Limit	Existing Capacity	2007 AADT	2035 AADT	Proposed Capacity (vpd) [2]	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	(ft)	lanes	(ft)	(mph)	(vpd)								
JOHN0052-H	Wilsons Mills Rd (SR 1913)	WCL Wilson's Mills - Speed Limit Change	Wilson's Mills	0.9	24	2	100	55	12,000	1,800	3,300	14,600	2A [3]	60	Min	Sub	P
JOHN0052-H	Wilsons Mills Rd (SR 1913)	Speed Limit Change - Swift Creek Rd (SR 1501)	Wilson's Mills	0.2	24	2	100	45	12,000	1,800	3,300	12,700	2B [3]	60	Min	Sub	P
JOHN0052-H	Wilsons Mills Rd (SR 1913)	Swift Creek Rd (SR 1501) - Fire Department Rd (SR 1908)	Wilson's Mills	0.2	24	2	100	45	12,000	3,700	6,700	12,700	2B [3]	60	Min	Sub	P
JOHN0052-H	Wilsons Mills Rd (SR 1913)	Fire Department Rd (SR 1908) - Main St (SR 1910) / AADT Change	Wilson's Mills	0.7	24	2	100	45	12,000	3,670	6,000	12,700	2B [3]	60	Min	Sub	P
JOHN0052-H	Wilsons Mills Rd (SR 1913)	Main St (SR 1910) / AADT Change - US 70 / SCL Wilson's Mills	Wilson's Mills	0.3	24	2	60	45	12,000	5,100	8,300	12,700	2B [3]	60	Min	Sub	P
-	Wilsons Mills Rd (SR 1913)	US 70 / SCL Wilson's Mills - NCL Smithfield	County	2.3	24	2	60	45	12,000	2,300	3,700	-	ADQ	-	-	Sub	-
-	Wilsons Mills Rd (SR 1913)	NCL Smithfield - Barbour Rd (SR 1918) / AADT Change	Smithfield	0.3	24	2	60-100	45	12,000	3,500	5,600	-	ADQ	-	-	Sub	-
JOHN0053-H	Wilsons Mills Rd (SR 1913)	Barbour Rd (SR 1918) / AADT Change - US 70 Bus	Smithfield	1.0	24	2	50-60	45	12,000	6,500	10,200	13,800	3A	80	Min	Sub	-
-	Woods Crossroads Rd (SR 1005)	Dragstrip Rd (SR 1107) - NC 50	County	1.5	20	2	60	55	12,000	1,100	1,500	-	ADQ	-	-	Sub	-
-	Woods Crossroads Rd (SR 1005)	NC 50 - I-40 Overpass / Pvmt Change	County	0.7	18	2	60	55	12,000	690	1,400	-	ADQ	-	-	Sub	-
-	Woods Crossroads Rd (SR 1005)	I-40 Overpass / Pvmt Change - NC 96	County	1.5	20	2	60	55	12,000	690	1,400	-	ADQ	-	-	Sub	-

[1] CTP recommendation is 8-lane freeway cross section with paved shoulder. No other 8-lane cross section is available beyond 8A, which contains curb and gutter with sidewalks. The CTP recommendation is similar to 6A, but with 2 additional lanes, so ROW is assumed to be similar to required ROW for 6A.

[2] Proposed Capacity uses the new Level of Service D Standards for Systems Level Planning, which was not yet developed for use in Existing Capacity. Existing Capacity used the NC Level of Service Program.

[3] Add turn lanes where needed.

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION[1]							
					Existing System	Proposed System	
Local ID	Facility/ Route	Section (From - To)	Speed Limit (mph)	Distance (mi)	Type	Type	Other Modes
JOHN0001-T	Benson-Selma Bus Route	Benson Park and Ride [2] - I-95 - Selma Park & Ride [3]	25-65	20.6	None	Bus	H
JOHN0002-T	Raleigh-Clayton Bus Route	Wake Co - Clayton Park & Ride [4]	45-55	4.6	None	Bus	-

[1] Only major public transportation routes and proposals are shown here. For further documentation of the public transportation system, refer to CTP document.
[2] Park and Ride lot proposed in Benson at US 301 at W Hale St (American Legion).
[3] Park and Ride lot proposed in Selma at existing train station.
[4] Park and Ride lot proposed in Clayton at NC 42 East near US 70 Bus.
[5] Transit Center (Intermodal Connector) proposed in Clayton at Old Garner Rd (SR 1004) at existing rail underpass.
[6] Park and Ride lot proposed in Wilson's Mills at Main St (SR 1910) at Wilson's Mills Rd (SR 1913).

RAIL										
							Proposed System			
Local ID	Facility/ Route	Section (From - To)	Class	Speed Limit [8] (mph)	Distance (mi)	ROW (ft)	Type	ROW (ft)	Trains per day	Other Modes
-	CSX Line	Harnett Co - Wilson Co	I	60 [8]-79 [9]	30	130	-	-	-	-
JOHN0001-R [7]	NCRR / Norfolk Southern Line	Wake Co - Selma train station / Selma Park & Ride [3]	I	49 [8]-79 [9]	16	200	Comm. Rail	Existing	-	-
-	NCRR / Norfolk Southern Line	Selma train station / Selma Park & Ride [3] - Wayne Co	I	49 [8]	10	200	-	-	-	-

[7] Proposed route includes stops at proposed Clayton Transit Center, proposed Clayton Park & Ride, proposed Wilson's Mills Park & Ride, and proposed Selma Park & Ride
[8] Freight trains
[9] Passenger trains

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BICYCLE AND PEDESTRIAN [1]

BICYCLE

Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System Cross-Section (ft)	Existing System Cross-Section lanes	Proposed System Type	Proposed System Cross-Section	Other Modes
JOHN0001-B	US 301 (Wall St)	Chicopee Rd (SR 1100) - Benson Middle School access road	2.6	24-44	2-4	On Road	Varies	-
JOHN0013-B	Buffalo Rd (SR 1003)	Wake Co - NC 42	7	22-24	2	On Road	2A, 2B, 2C	H
JOHN0020-B	Covered Bridge Rd (SR 1700)	Shotwell Rd (SR 1553) - Castleberry Rd (SR 1705)	6.5	22	2	On Road	2A, 2B, 2C	H

PEDESTRIAN

Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System Type	Existing System Side of Street	Proposed System Type	Proposed System Side of Street	Other Modes
JOHN0021-P	US 301 (Pollock St)	Selma southern municipal limits - NC 39	2.7	Sidewalk	Varies	Sidewalk	Both	H,T
JOHN0027-P	US 301 (Brightleaf Blvd)	Smithfield southern municipal limits - US 70 Bus (Market St)	3.6	-	-	Sidewalk	Both	H
JOHN0028-P	US 301 (Brightleaf Blvd)	Hancock St - E Booker Dairy Rd (SR 1923)	1.3	Sidewalk	North	Sidewalk	Both	H
JOHN0029-P	US 301 (Brightleaf Blvd)	E Booker Dairy Rd (SR 1923) - Smithfield northern municipal limits	0.7	-	-	Sidewalk	Both	H
JOHN0035-P	Wilson's Mills Rd (SR 1913)	Wilson's Mills western town limits - US 70	2.5	-	-	Sidewalk	Both	H

MULTI-USE PATH

Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System Side of Street	Existing System Cross-Section	Proposed System Side of Street	Proposed System Cross-Section	Other Modes
JOHN0001-M	Mountains to Sea Trail (NC Bicycle Route 2)	Wake County - Wayne County	51	-	MA	-	MA	-

[1] Only major routes and proposals are shown here. For further documentation of bicycle and pedestrian facilities and proposals, refer to CTP maps and Chapter 2 of CTP document.

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Appendix D
Typical Cross Sections

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

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

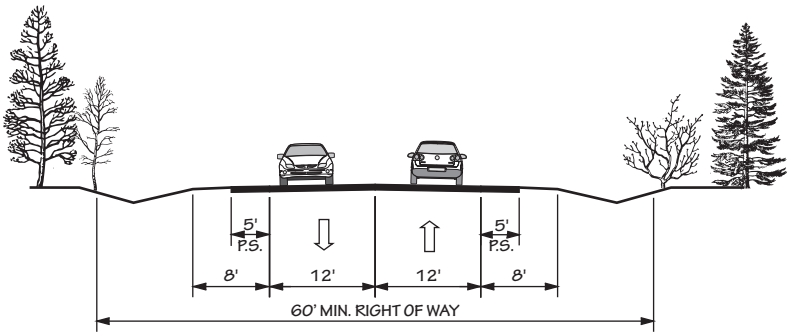
On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following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

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

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

FIGURE 14
"TYPICAL" HIGHWAY CROSS SECTIONS

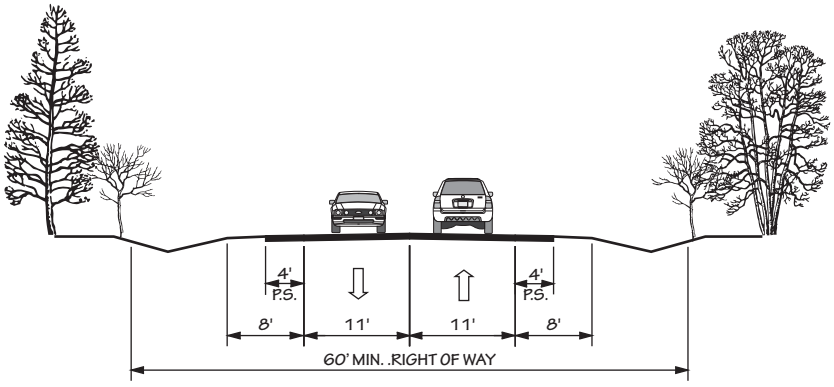
2A



2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 55 MPH

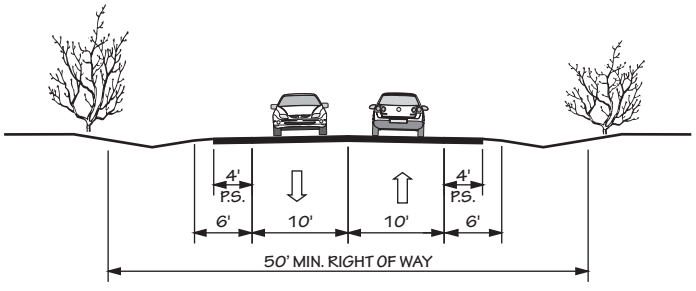
2B



2 LANES UNDIVIDED

POSTED SPEED 45 MPH OR LESS

2C



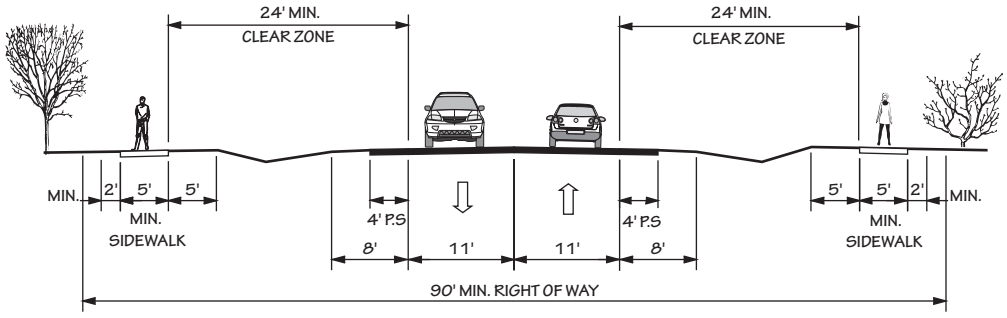
2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 25 - 35 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

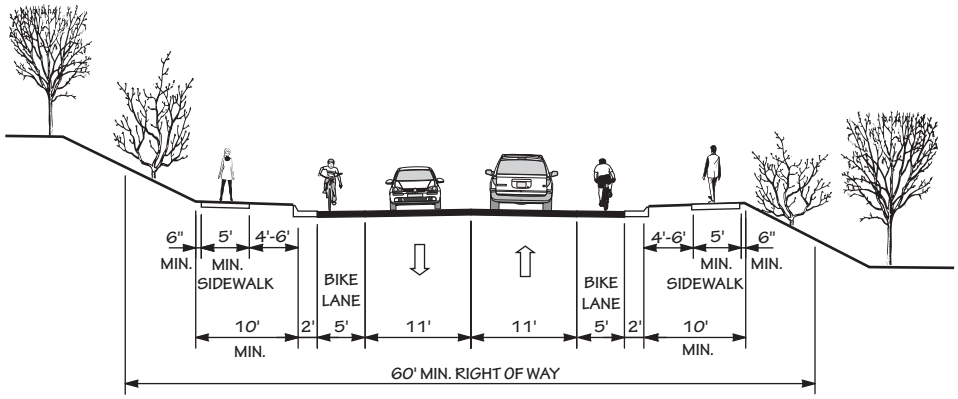
2D



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 25-45 MPH

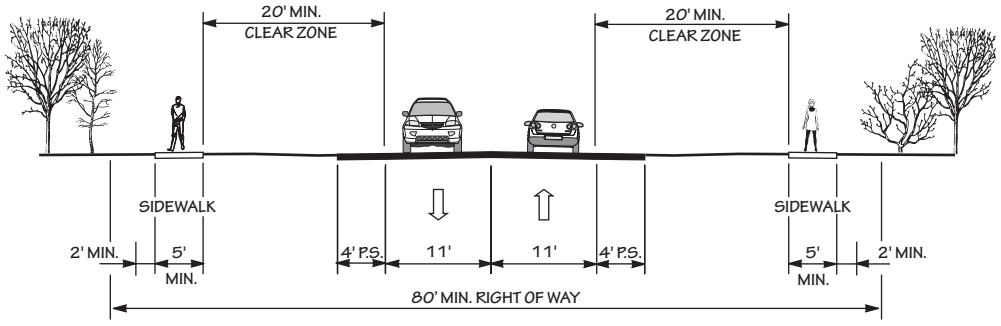
2E



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

POSTED SPEED 25-45 MPH

2F



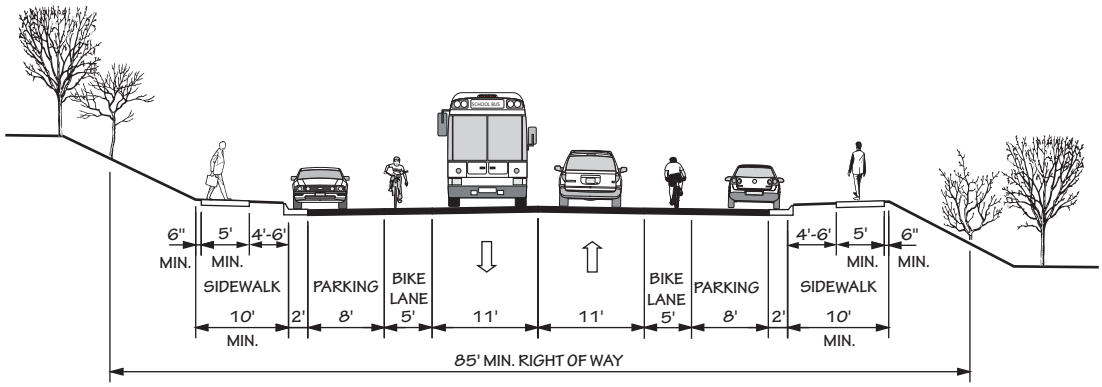
2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CAMA COUNTIES

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

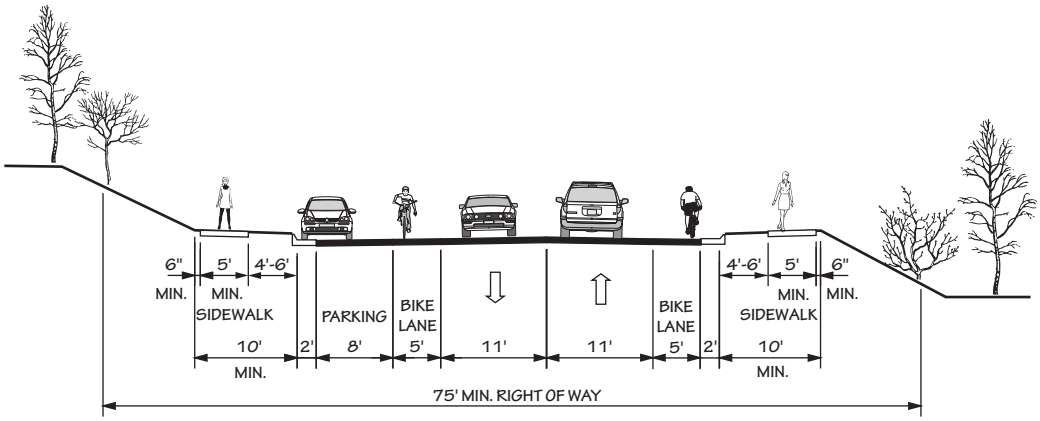
2G



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

POSTED SPEED 25-45 MPH

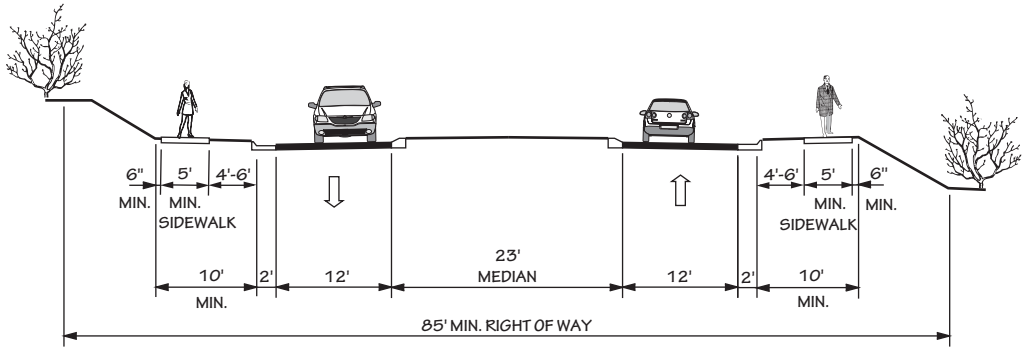
2H



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

POSTED SPEED 25-45 MPH

2I



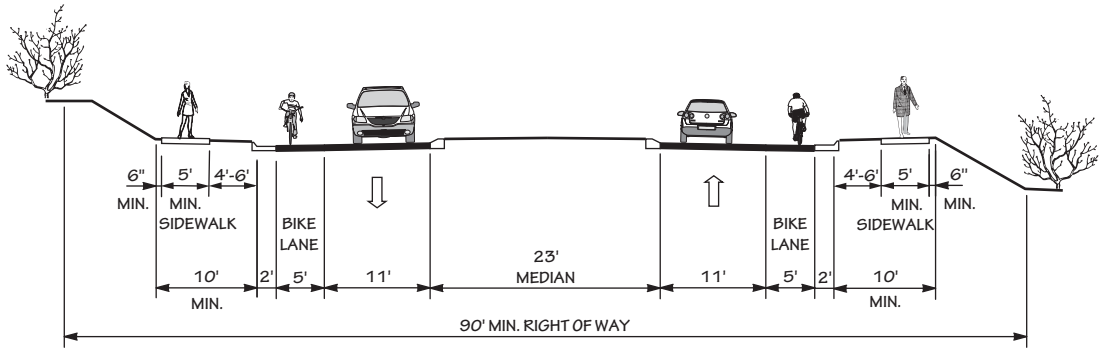
2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

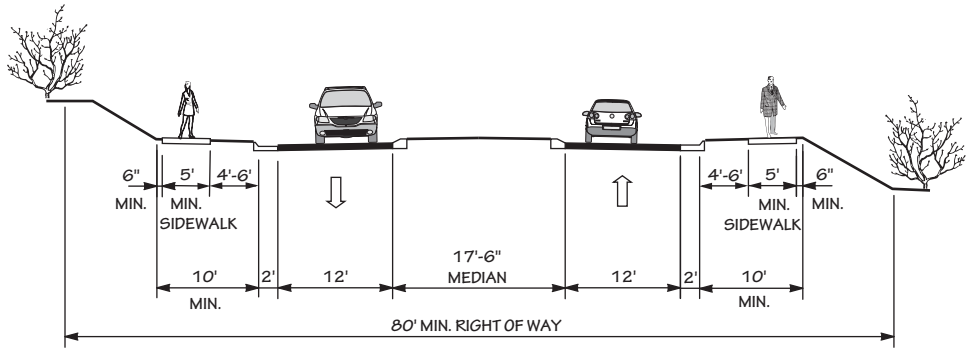
2J



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

POSTED SPEED 25-45 MPH

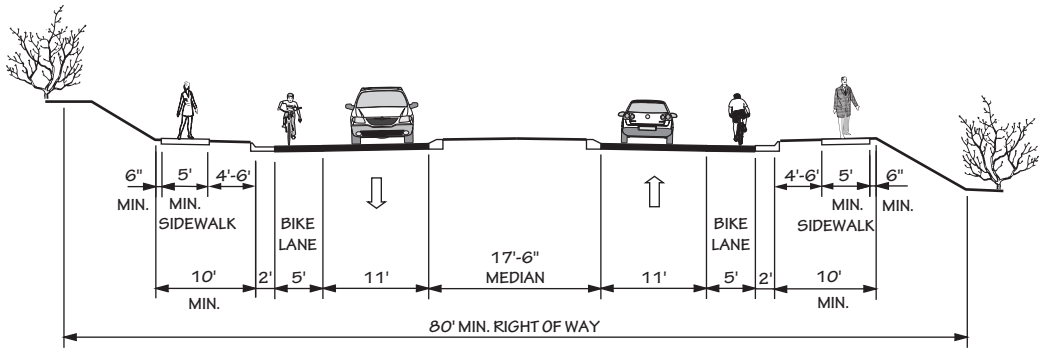
2K



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

POSTED SPEED 25-45 MPH

2L



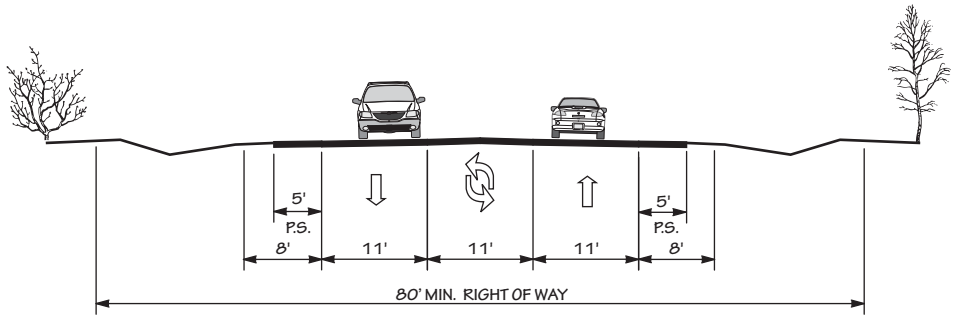
2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

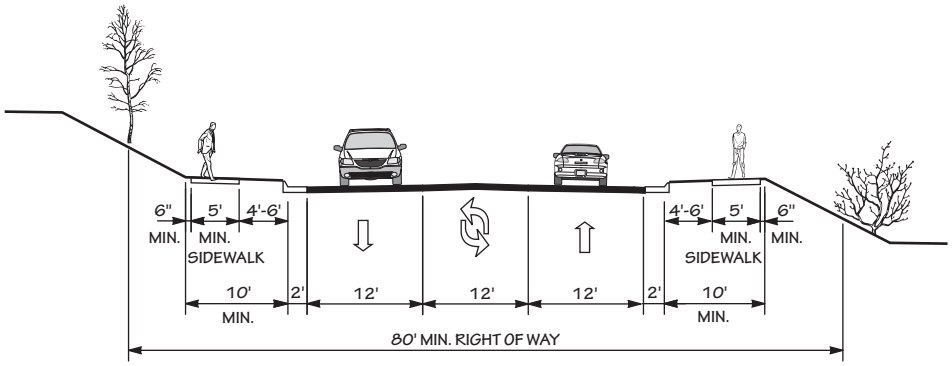
3A



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

POSTED SPEED 25-55 MPH

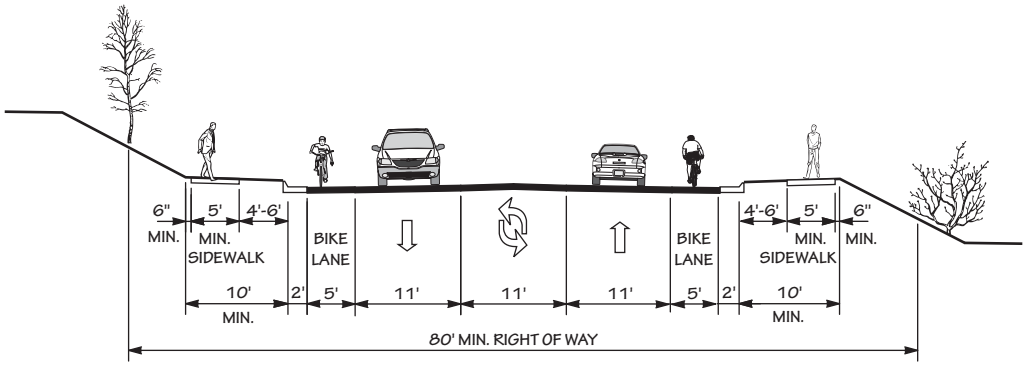
3B



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

POSTED SPEED 25-45 MPH

3C

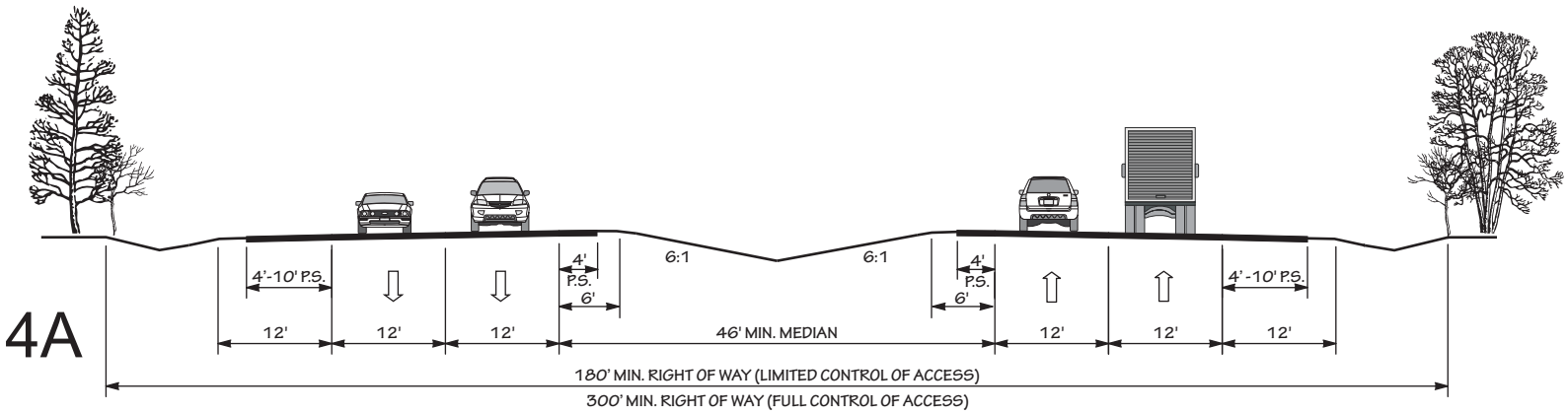


2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

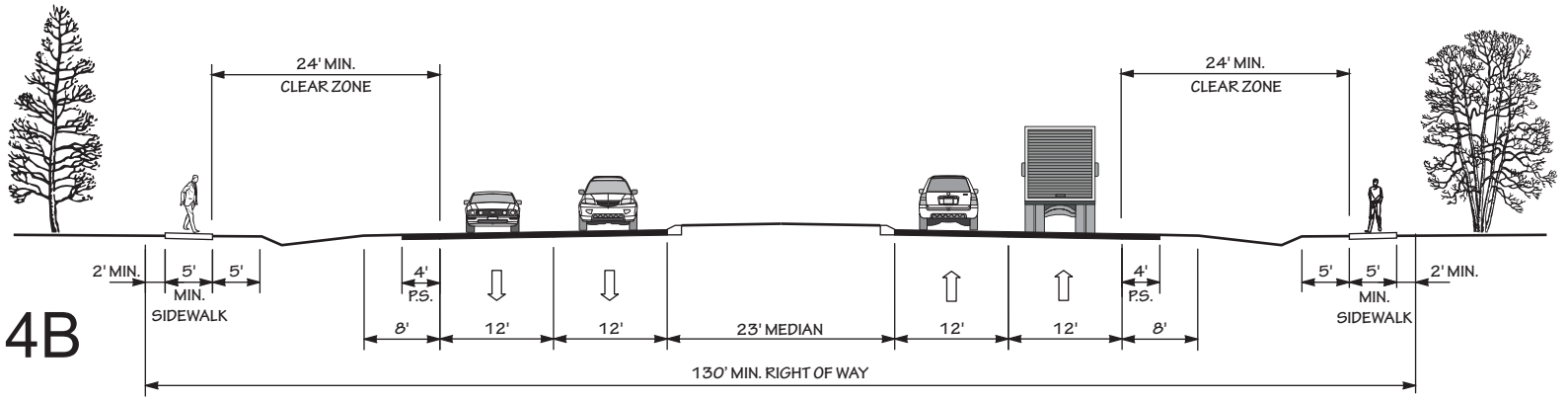
Revised 05/05/2014

"Typical" Highway Cross Sections



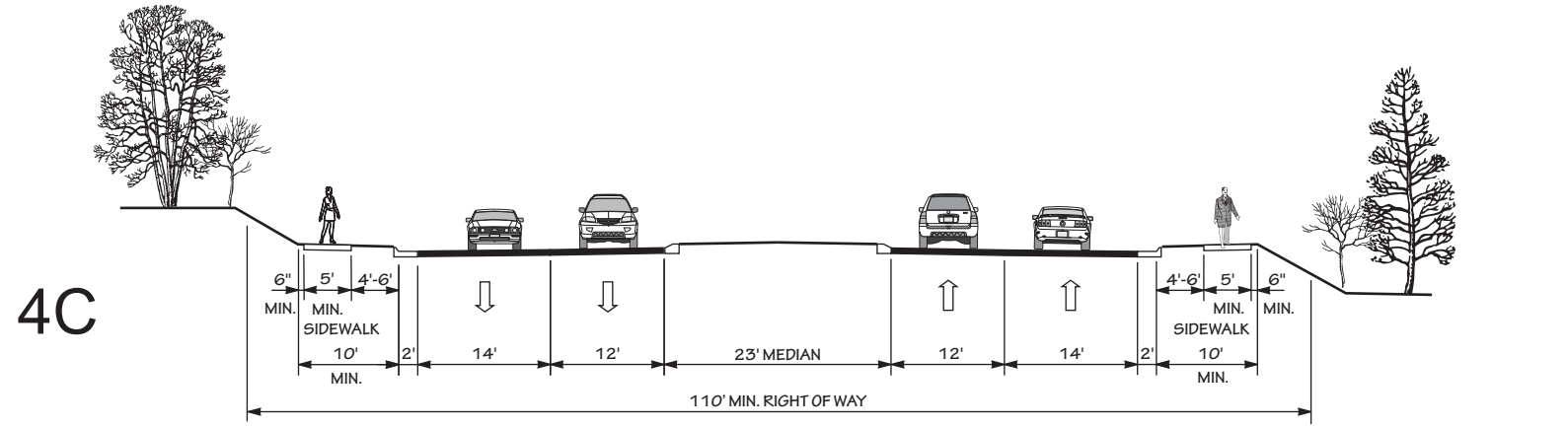
4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH



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

POSTED SPEED 35-55 MPH



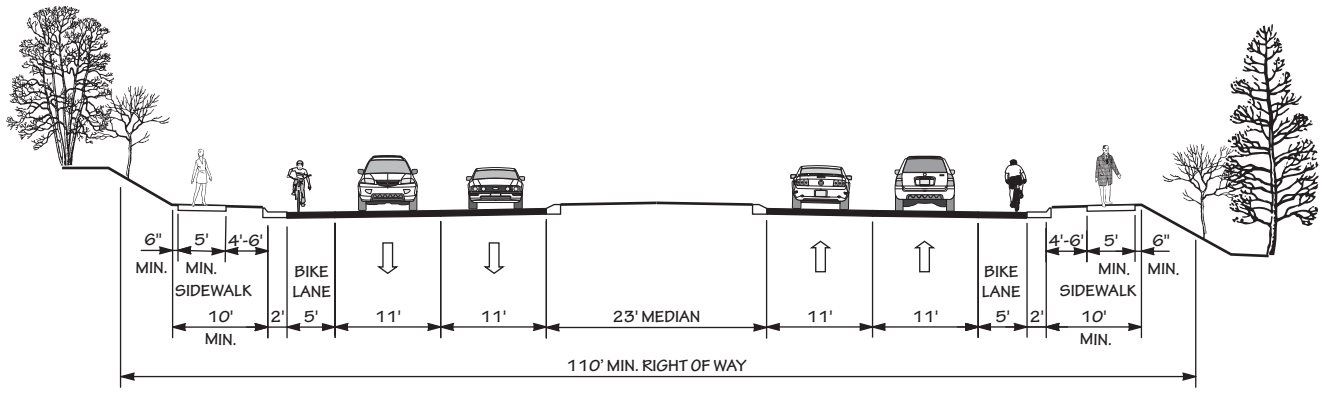
4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"Typical" Highway Cross Sections

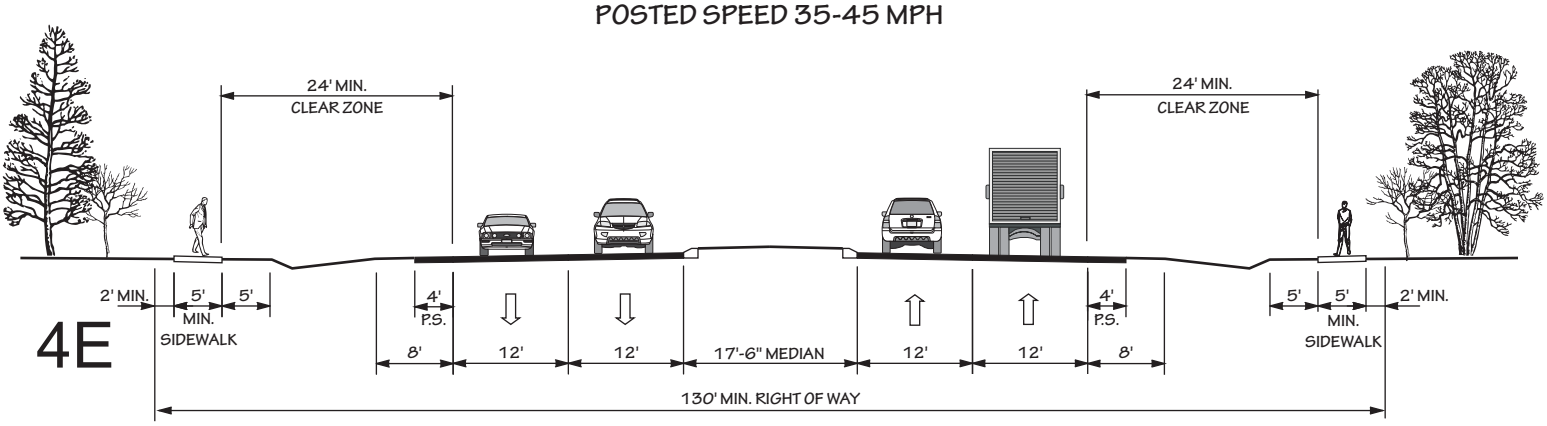
4D



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

POSTED SPEED 35-45 MPH

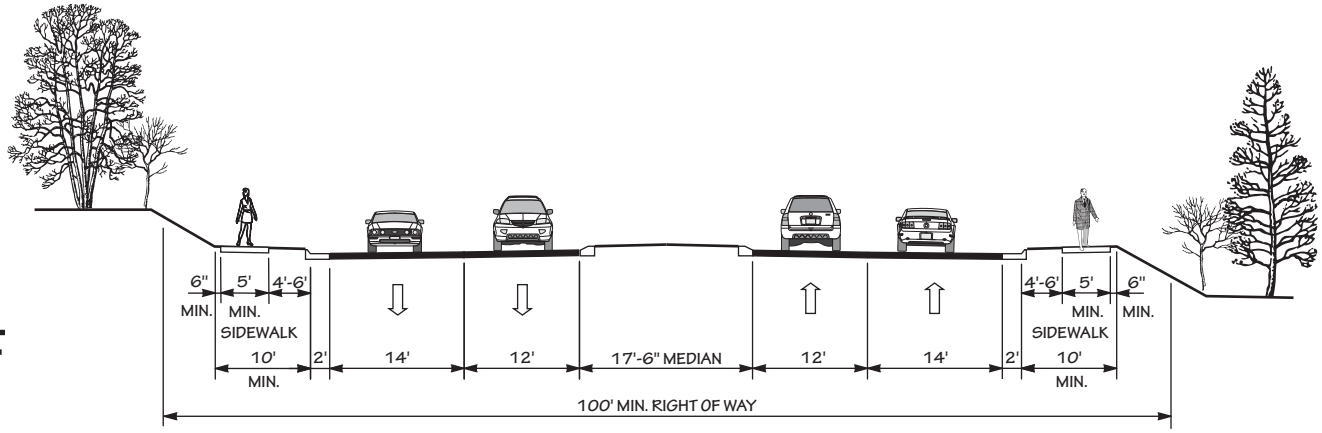
4E



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

POSTED SPEED 35-55 MPH

4F



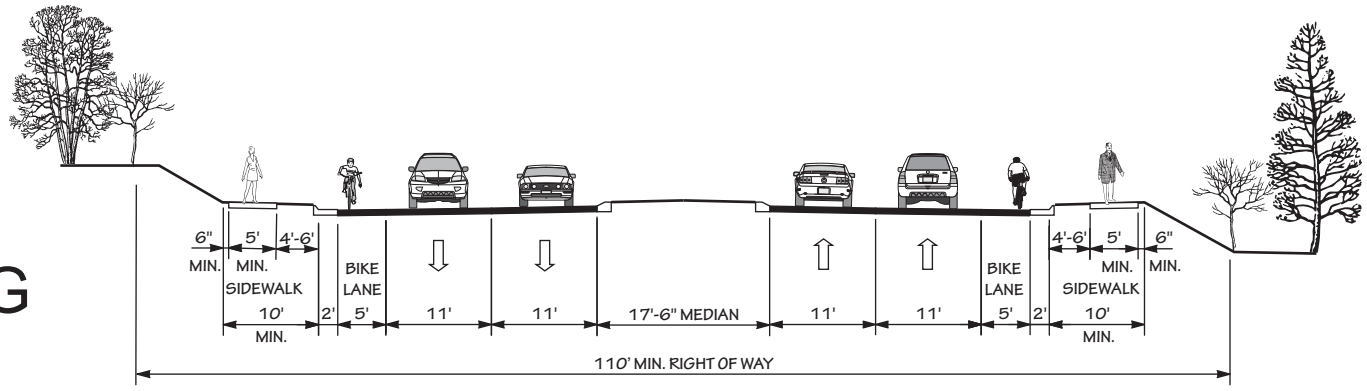
4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

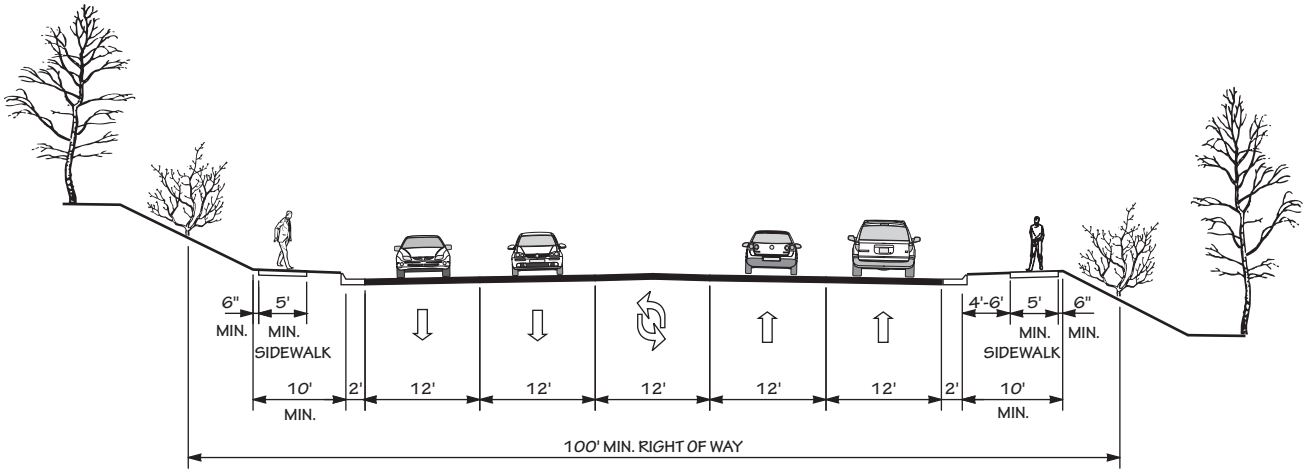
4G



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

POSTED SPEED 35-45 MPH

5A

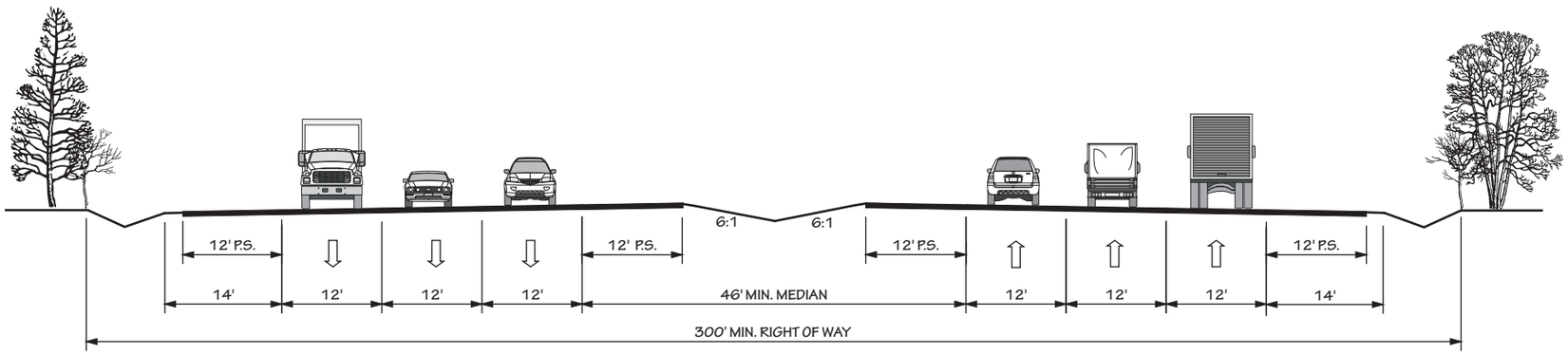


4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 35-45 MPH

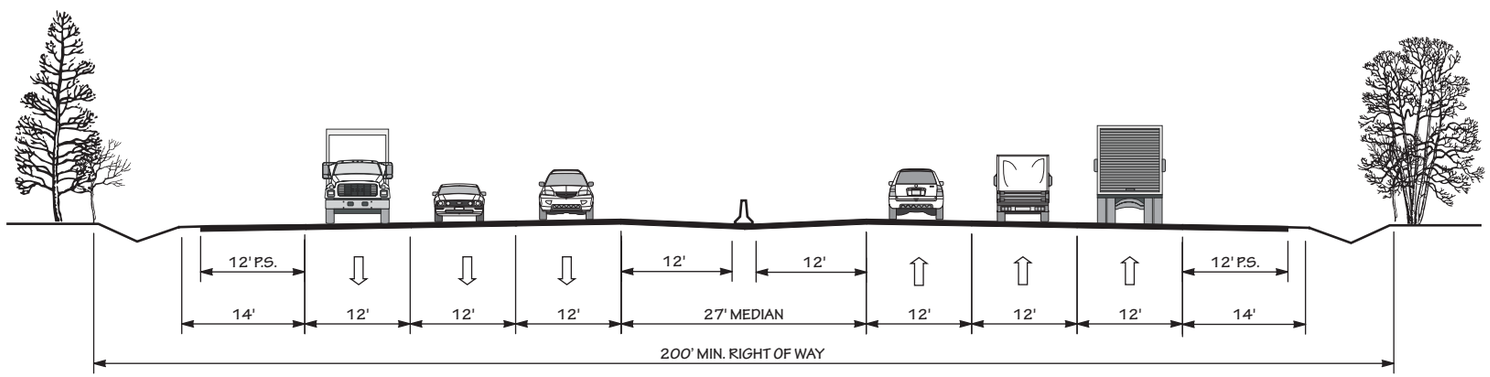
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

POSTED SPEED 45-70 MPH

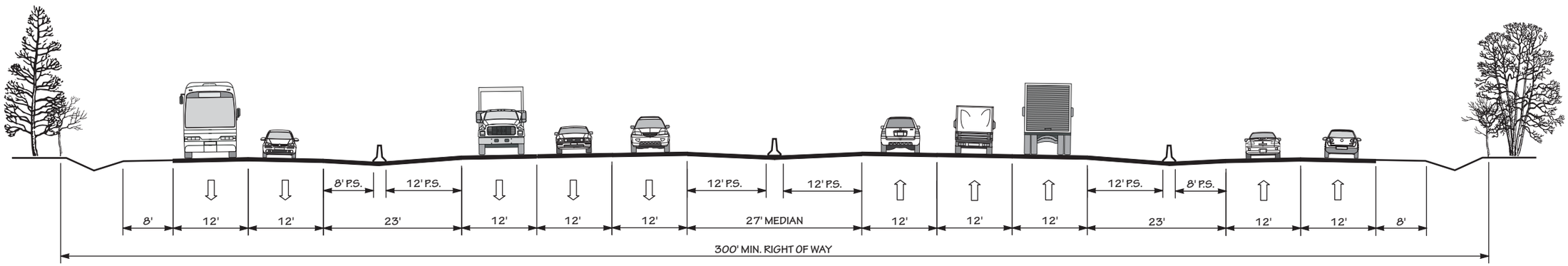


6B 6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

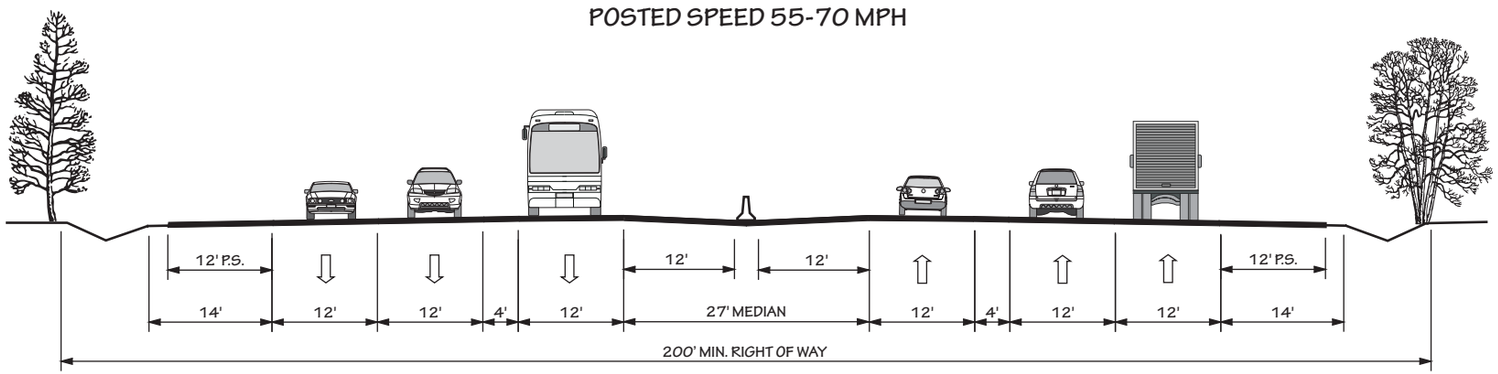
"TYPICAL" HIGHWAY CROSS SECTIONS



6C

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

POSTED SPEED 55-70 MPH



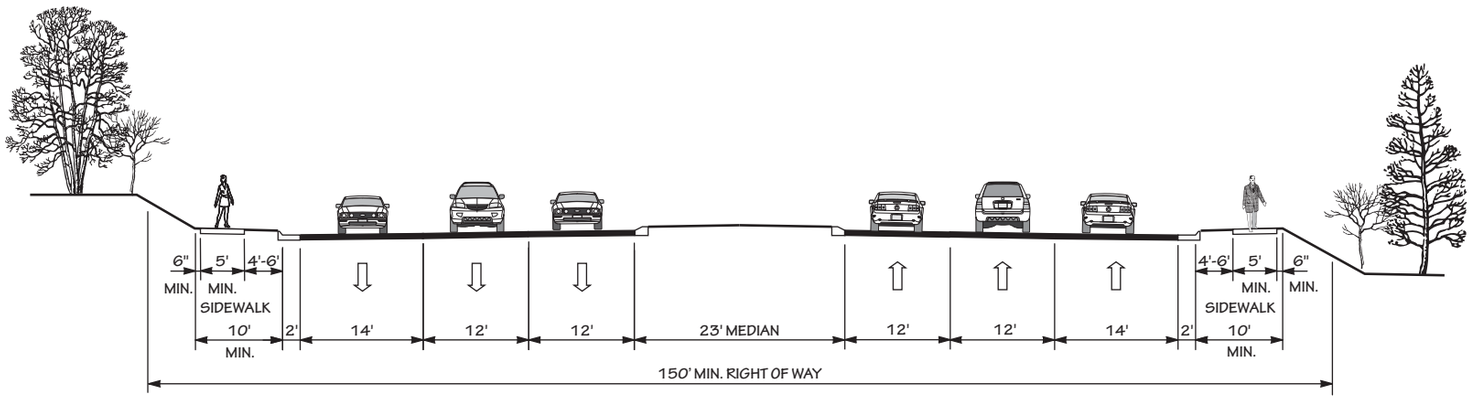
6D

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

POSTED SPEED 55-70 MPH

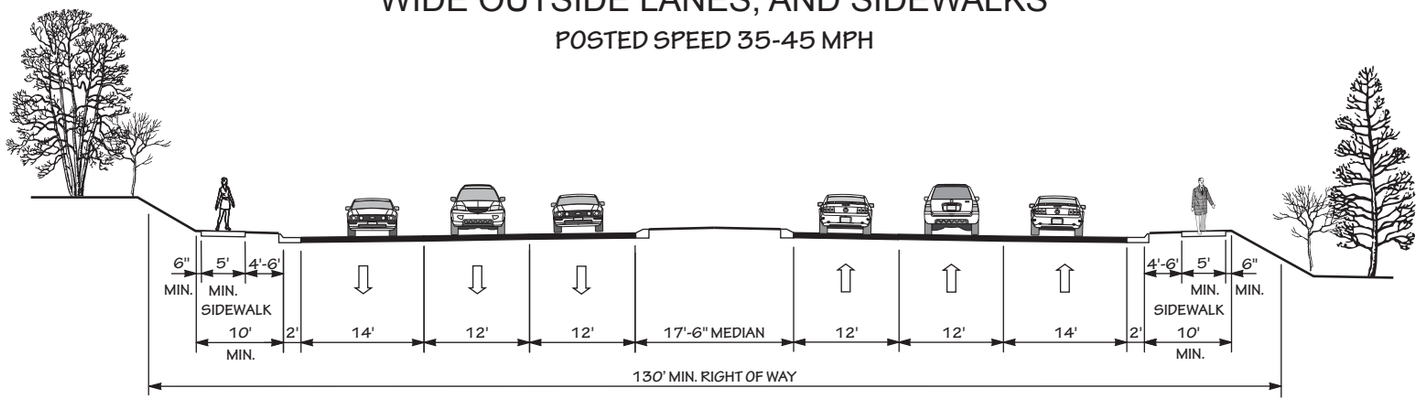
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

POSTED SPEED 35-45 MPH

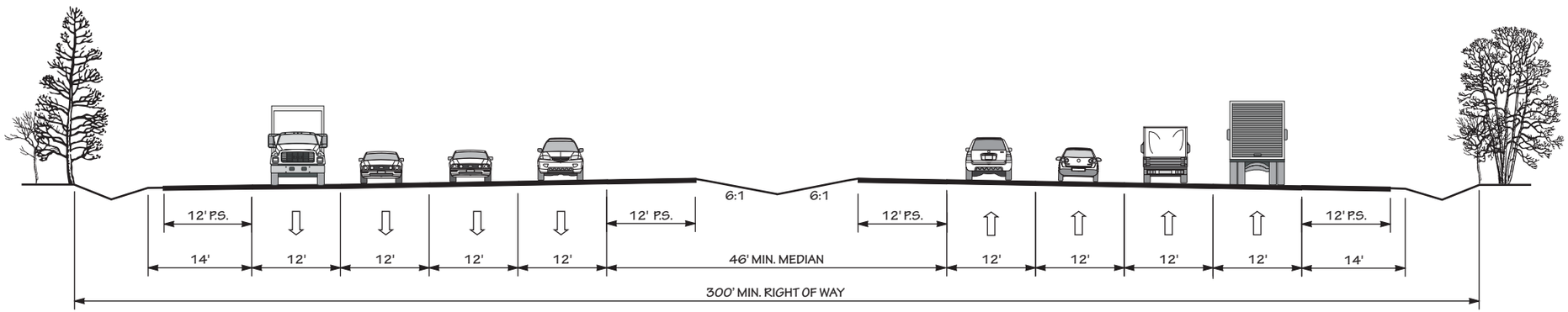


6F 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

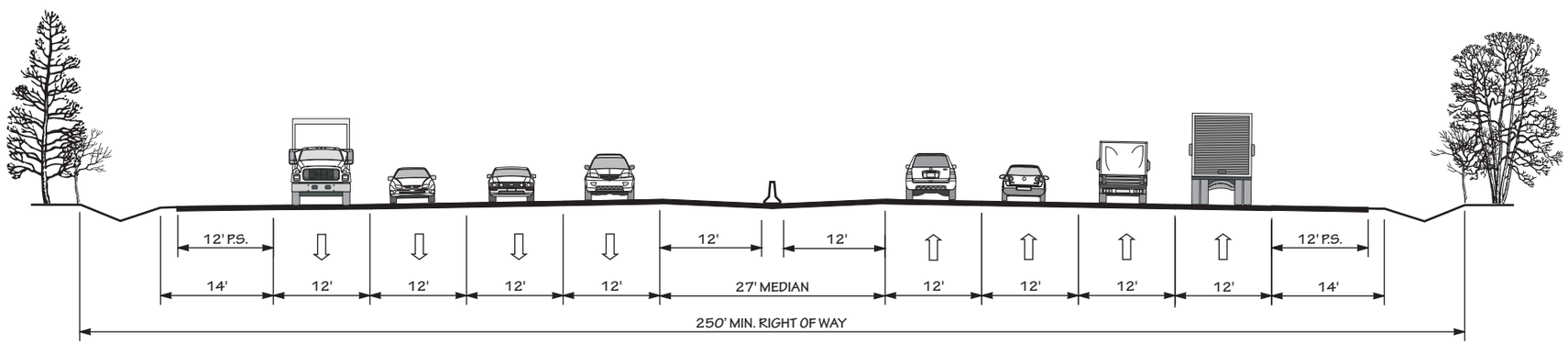
"TYPICAL" HIGHWAY CROSS SECTIONS



8A

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

POSTED SPEED 45-70 MPH



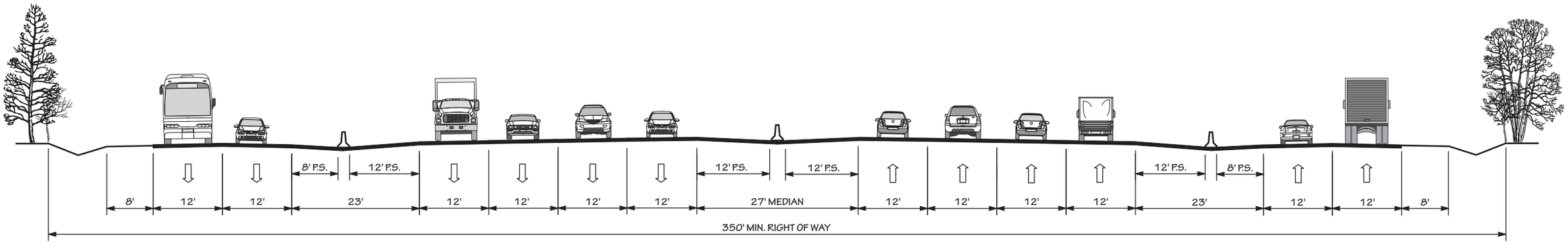
8B

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

POSTED SPEED 55-70 MPH

Revised 05/05/2014

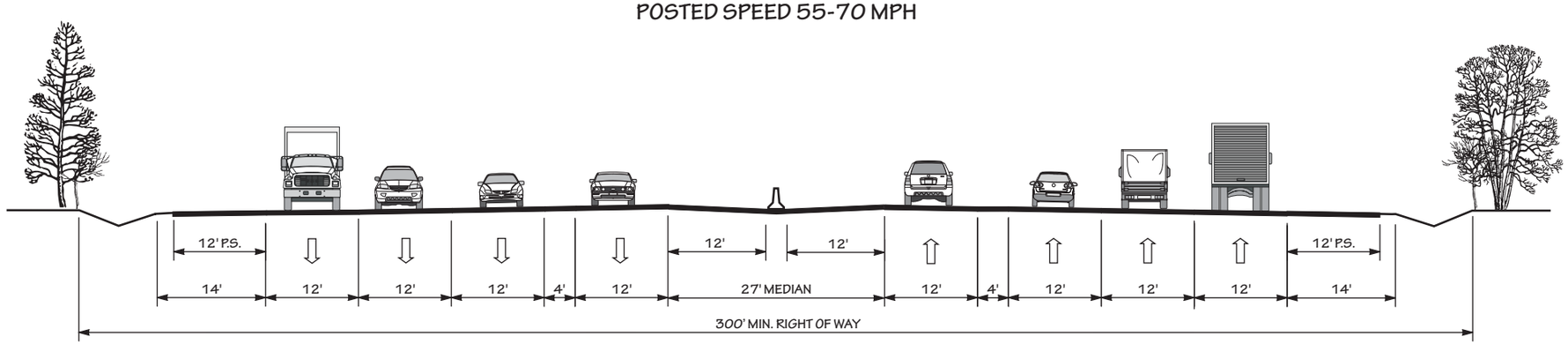
"Typical" Highway Cross Sections



8C

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

POSTED SPEED 55-70 MPH



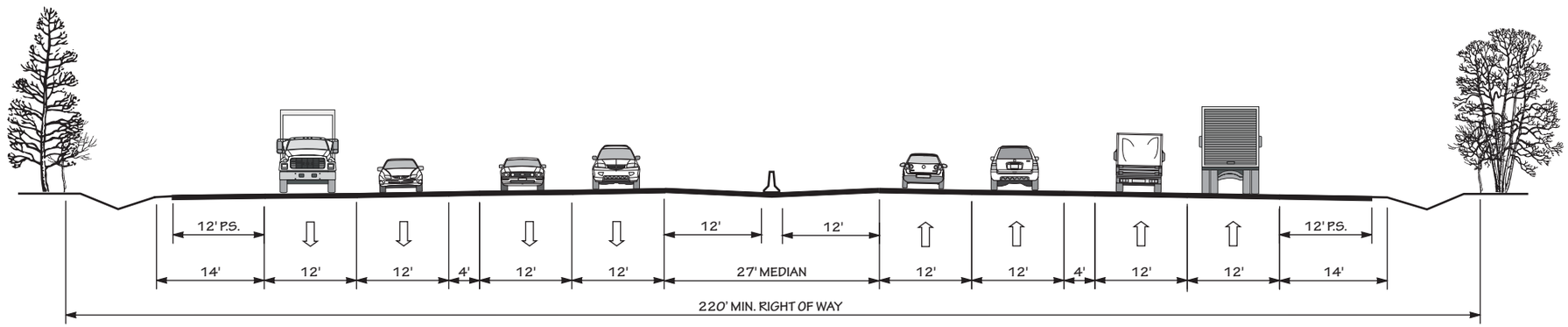
8D

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

POSTED SPEED 55-70 MPH

Revised 05/05/2014

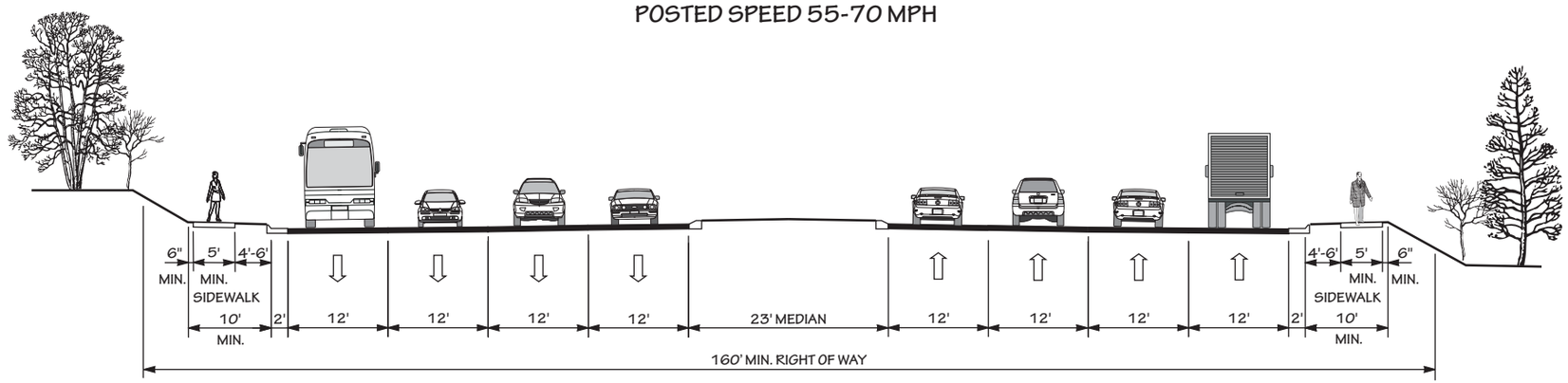
"TYPICAL" HIGHWAY CROSS SECTIONS



8E

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

POSTED SPEED 55-70 MPH

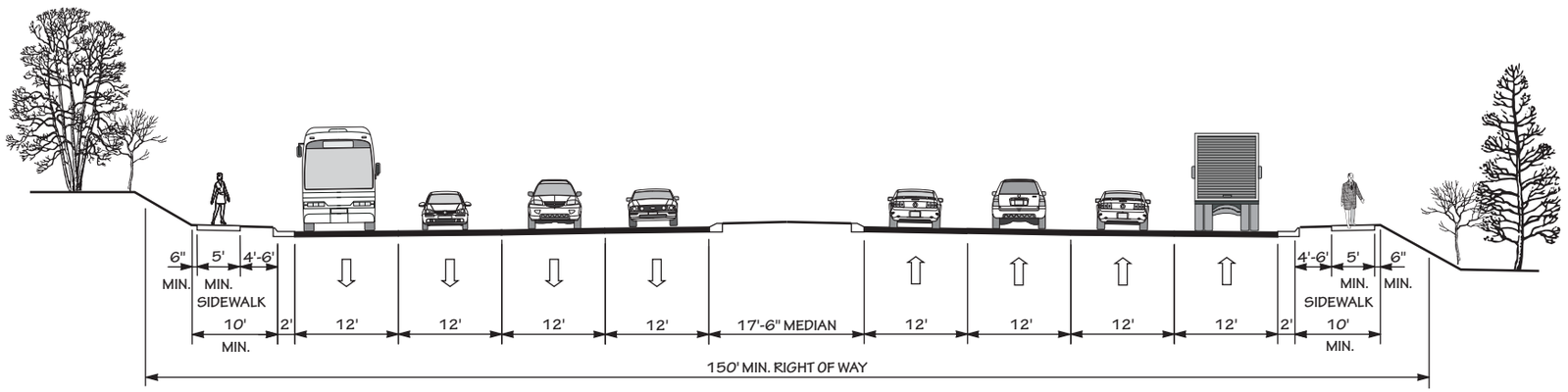


8F

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

POSTED SPEED 35-45 MPH

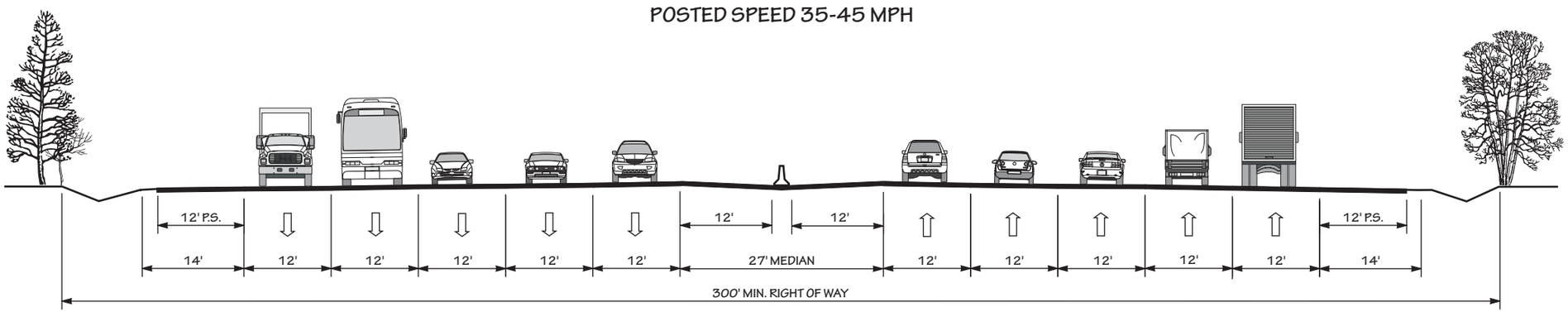
"TYPICAL" HIGHWAY CROSS SECTIONS



8G

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

POSTED SPEED 35-45 MPH



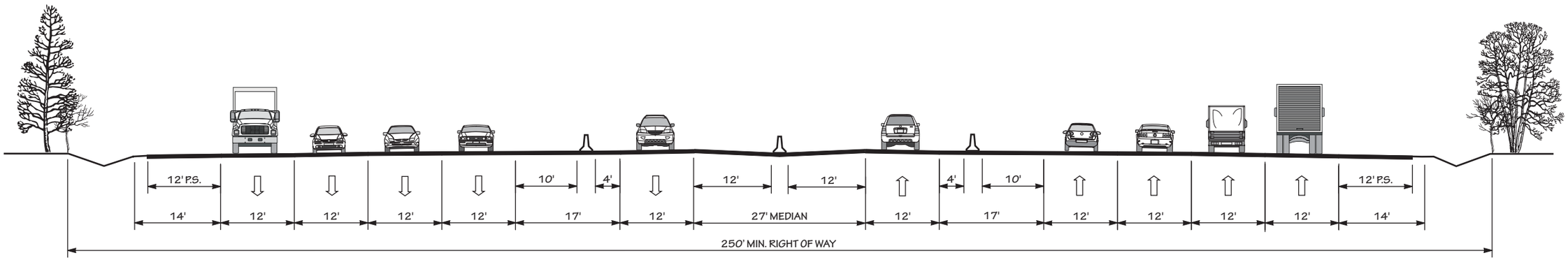
10A

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

POSTED SPEED 55-70 MPH

Revised 05/05/2014

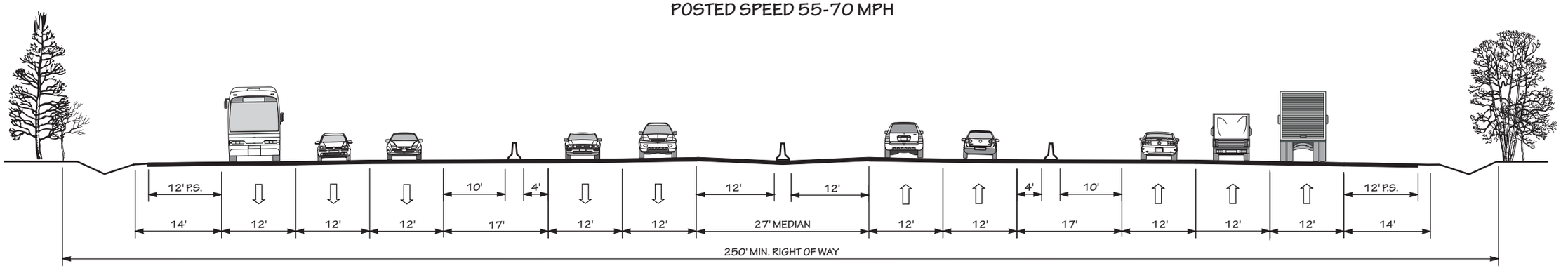
"Typical" Highway Cross Sections



10B

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

POSTED SPEED 55-70 MPH

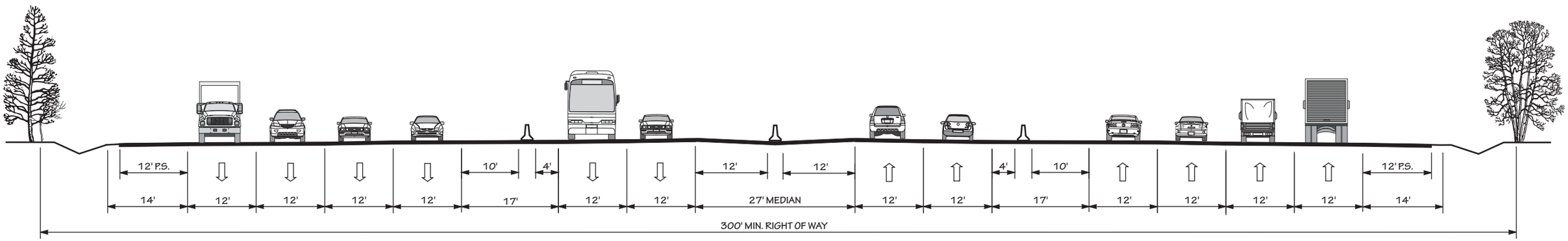


10C

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

POSTED SPEED 55-70 MPH

"Typical" Highway Cross Sections



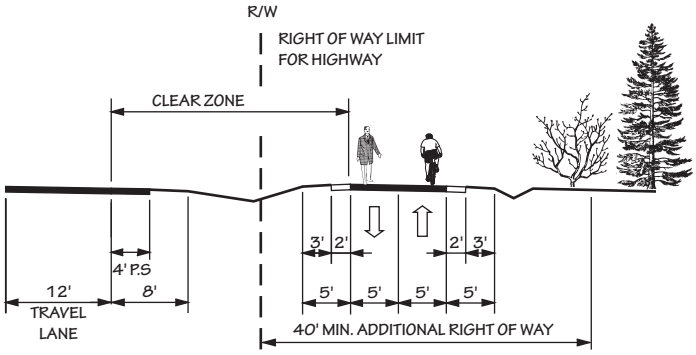
12A 12 LANE FREEWAY (8 GENERAL PURPOSE LANES, 4 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

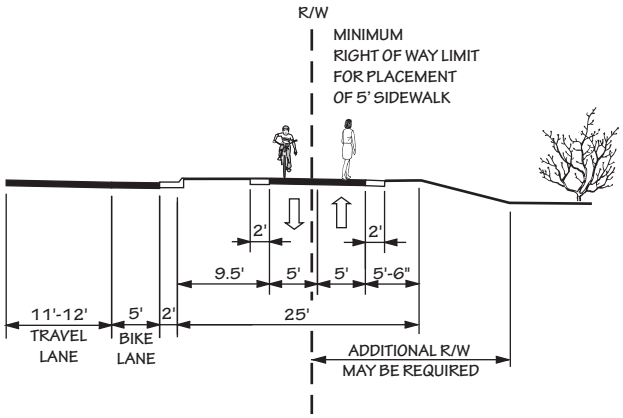
"TYPICAL" HIGHWAY CROSS SECTIONS

M A



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

M B



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

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 15.

- **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 15 - 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 Johnston 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 January 1, 2008 and December 31, 2010. The data represents locations with 10 or more crashes and/or a severity average greater than that of the state's 4.37 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	US 70 & SR 1002	13.94	14
2	NC 96 & SR 1938	12.6	11
3	NC 96 & SR 1178	11.93	11
4	NC 42 & Barber Mill	8.55	12
5	NC 39 & NC 42	8.51	17
6	Front & Market	7.13	16
7	US 70 & NC 42	6.78	39
8	US 70 & SR 1913	5.71	11

9	NC 210 & SR 1309	5.44	15
10	NC 96 & SR 1934	5.44	10
11	US 70 & US 301	5.05	37
12	SR 1010 & SR 1501	5.04	11
13	SR 1560 & SR 1563	5.04	11
14	US 301 & Ava Gardner	5.04	11
15	Brightleaf & Market	4.7	10
16	NC 42 & SR 1010	4.44	43
17	I-40 & NC 210	4.32	34
18	US 301 & Noble	4.08	12
19	US 301 & SR 1923	4.08	12
20	US 70 & US 70B	4.03	22
21	I-40 & NC 42	3.86	73
22	Booker Dairy & Brightleaf	3.69	11
23	NC 42 & SR 1800	3.61	17
24	US 70B & Town Centre	3.47	36
25	NC 210 & SR 1010	3.47	15
26	NC 42 & NC 50	3.47	15
27	US 70 & US 70	3.47	21
28	Market & Smithfield Crossing	3.47	12
29	I-95 & US 70	3.22	40
30	US 70 & John	3.22	10
31	US 70 & Amelia Church	3.22	10
32	NC 42 & SR 1902	3.22	10
33	NC 42 & SR 1003	3.22	10
34	NC 42 & SR 1525	3.16	24
35	US 70 & Ricks	3.11	14
36	US 70 & SR 1003	3.02	11
37	US 70 & Smithfield Crossing	3.02	11
38	US 70 & Robertson	2.85	16
39	NC 42 & SR 1552	2.85	12
40	NC 42 & SR 1554	2.85	12
41	Executive & Shotwell	2.85	12
42	US 70 & Industrial Park	2.76	21
43	Town Centre & Town Centre	2.74	17
44	Fourth & Market	2.64	18
45	NC 42 & SR 1547	2.52	39
46	Fayetteville & Main	2.48	10
47	US 70 & Lombard	2.48	15
48	US 70 & Shotwell	2.39	48
49	Church & Main	2.35	11
50	US 70 & Champion	2.35	11
51	US 70 & Main	2.31	17
52	US 70 & Moore	2.23	24
53	I-40 & I-95	2.23	12
54	Lombard & Main	2.14	13

55	NC 50 & NC 210	2.01	22
56	SR 1330 & SR 1517	1.99	15
57	US 301 & North	1.74	10
58	Brightleaf & Brogden	1.67	11
59	Main & O-Neil	1.67	11
60	US 70 & US 70 Alt.	1.62	12
61	Industrial & Venture	1.62	12
62	Market & Third	1.57	13
63	Market & Second	1.49	15
64	SR 1010 & SR 1555	1.44	17
65	College & Market	1	10
66	Amelia Church & Shotwell	1	12

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.

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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 Bridge Maintenance 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
5	US 70 (WBL)	NEUSE RIVER OVERFLOW	FO	JOHN0009-H
10	US 70 Bus (EBL)	NC 42	FO	-
11	SR 1201 (Richardson Bridge Rd)	MILL CREEK	SD	-
18	US 264A	MOCASSIN CREEK	FO	-
21	NC 42	SWIFT CREEK	FO	JOHN0018-H
30	SR 1913 (Wilson's Mills Rd)	POPLAR BRANCH	SD	-
37	US 301	CSX RR	FO	JOHN0014-H
40	US 70B	NEUSE RIVER	FO	JOHN0012-H
45	NC 42	WHITE OAK CREEK	FO	JOHN0018-H
50	NC 210	MIDDLE CREEK	FO	JOHN0022-H
58	NC 42	LITTLE CREEK	FO	JOHN0018-H
59	NC 210	SWIFT CREEK OVERFLOW	FO	JOHN0022-H
62	SR 1162 (Hockaday Rd)	I-95	FO	-
66	US 70 Bus (EBL)	I-95	FO	JOHN0013-H
67	US 701	I-95	FO	-
72	NC 210	SWIFT CREEK	FO	JOHN0022-H
74	NC 50	BLACK CREEK	SD & FO	-
75	NC 42	NEUSE RIVER	SD & FO	R-3825 / JOHN0019-H
86	SR 1330 (Raleigh Rd)	STONEY FORK CREEK	SD & FO	-
92	NC 50	MIDDLE CREEK	FO	JOHN0020-H
93	NC 42	BUFFALO CREEK	FO	JOHN0019-H
97	US 70 (EBL)	SOUTHERN RAILWAY	FO	JOHN0011-H
104	NC 42	LITTLE RIVER	FO	-
105	SR 1007 (Brogden Rd)	I-95	FO	JOHN0027-H
111	SR 2141 (Bizzell Grove Church Rd)	I-95	FO	-
112	SR 2339 (Bagley Rd)	I-95	FO	-
113	SR 1309 (Old Fairground Rd)	BIG BRANCH	SD & FO	-
114	I-95 (NBL)	LITTLE RIVER	SD	JOHN0004-H
117	SR 2399 (Truck Stop Rd)	I-95	FO	-
122	I-95	US 301	FO	JOHN0004-H
145	SR 1555 (Barber Mill Rd)	SWIFT CREEK	SD & FO	-
147	SR 1525 (Cornwallis Rd)	SWIFT CREEK	SD	JOHN0032-H
169	SR 1701 (Wendell Rd)	BUFFALO CREEK	FO	-
182	SR 1908 (Fire Department Rd)	NEUSE RIVER	FO	-
200	SR 1501 (Swift Creek Rd)	SWIFT CREEK	FO	-

206	SR 1562 (Steel Bridge Rd)	LITTLE CREEK	SD	-
215	SR 2159 (Bay Valley Rd)	BR.OF BUFFALO CREEK	SD & FO	-
216	SR 2143 (Old Route 22)	LITTLE BUFFALO CREEK	SD	-
310	SR 1553 (Shotwell Rd)	BRANCH	FO	JOHN0050-H
326	SR 1525 (Cornwallis Rd)	MILL BRANCH CREEK	SD	JOHN0032-H
460	SR 1007 (Brogden Rd)	BAWDY CREEK	SD & FO	-
463	SR 2141 (Oak Grove Inn Rd)	CREEK	FO	-
484	US 301	I-40	FO	-
486	I-40 WBL RAMP	I-40	FO	-
499	SR 1525 (Cornwallis Rd)	I-40	FO	JOHN0032-H
501	NC 42	I-40	FO	JOHN0018-H
514	SR 1501 (Swift Creek Rd)	POPLAR CREEK	FO	-
515	US 70A	MOCASSIN CREEK	FO	-
517	SR 1003 (Buffalo Rd)	US 70	FO	JOHN0028-H

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Appendix H
Public Involvement

Includes:

- Listing of committee members;
- CTP Vision Statement / Goals and Objectives
- Public survey description and summary of results; and
- Summary of public involvement sessions.

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Johnston County CTP Committee List

Name	Organization
Berry Gray	Johnston County Planning
Braston Newton / Matt Zapp	Town of Benson
David DeYoung (formerly Skip Browder)	Town of Clayton
Bill Summers (formerly Tooie Hales)	Town of Kenly
Johnny Dixon	Town of Micro
Ryan Simons	Town of Selma
Paul Embler	Town of Smithfield
Fleta Byrd	Town of Wilson's Mills
Daniel Van Liere	Upper Coastal Plain RPO
Gerald Daniel / Chris Lukasina / Shelby Powell / Ed Johnson	Capital Area MPO
Tim Little	NCDOT Division 4
Sarah Lee / Scott Walston	NCDOT Transportation Planning Branch
Rich Cregar	Citizen / Wake Technical Community College Automotive Systems Technology
Gabrielle Kazeleski	Citizen
Keith Brinson	The Greater Smithfield-Selma Area Chamber of Commerce

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Johnston County Comprehensive Transportation Plan
Vision Statement / Goals and Objectives

Vision:
To provide an efficient transportation system throughout Johnston County without regards to jurisdictional boundaries to ensure continued and enhanced quality of life through safe and sufficient transportation.

Goals:

1. Ensure the integrity of the existing transportation system by encouraging planned and strategic development.

2. Identify various funding alternatives for traffic improvements and transportation needs.

3. Encourage right of way preservation to ensure expansion of the existing system and future roadway projects.

4. Coordinate transportation and improvement needs between multiple jurisdictions, including the RPO and MPO.

5. Provide a means to identifying and prioritizing transportation system needs on a local and regional scale.

6. Enhance and expand services for alternative modes of transportation including but not limited to transit, walking and bicycling through increased funding and cooperative regional planning.

7. Identify ways to improve safety and congestion as well as programs to educate the public on traffic safety.

8. Encourage identification and consideration of sustainable practices and environmental sensitivity.

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Johnston County CTP Public Survey

The public survey was open from August 1, 2009 to October 14, 2009, and a total of 263 surveys were completed (including both online and paper submissions).

The following sheets contain a short summary of the information garnered from the survey results.

Other documents pertaining to the public survey, including:

- The blank survey that was distributed to the public,
- The overall results of the survey (not including open-ended answers), and
- A full response set of the survey results, including all open-ended responses, pie charts, and graphs,

can be viewed on the Johnston County CTP website at http://www.ncdot.gov/doh/preconstruct/tpb/planning/johnstonCo.html.

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Survey Results

Importance of Transportation Objectives

High Priority...

- Safer and more efficient travel (use of turn lanes, better traffic signal timing, improved intersection design)
- Economic growth (improve infrastructure to support industrial and commercial growth)
- Community and rural preservation (maintain rural culture by improving road networks around towns and major activity centers)

Lower Priority...

- Increased transportation choices (bus, rail, bike, pedestrian)
- Increased recreational opportunities (expand and interconnect greenway and trail systems with town and recreation centers)

Road Improvement Methods

Top rated...

- Build additional travel lanes
- Improve intersection designs for turn lanes and traffic signal timing
- Provide for alternative means of transportation (bus, rail, bike, park-n-ride)

Lowest rated...

- Build more roads to the same destinations
- Provide for alternative means of transportation (bus, rail, bike, park-n-ride)

Picked many times for both - shows that both ends of spectrum are accounted for

Alleviating Traffic Congestion by Alternative Means of Transportation

Highly effective...

- Public transportation (bus or rail)

Effective...

- Carpool, vanpool, park-n-ride lot

Less effective...

- Bike lanes
- Sidewalks

Use of Alternative Transportation Methods

More Likely...

- Sidewalks
- Greenway walking and biking recreation trails

Would Consider...

- Commuter rail

Less Likely...

- On-road bike lanes
- Public bus service
- Park-n-ride

Comments...

- Rail
    - From 40/42 to downtown Raleigh
    - Clayton to Raleigh
    - Clayton to RTP
    - Johnston County to Wake County
    - Smithfield to Raleigh
    - Cleveland area
    - Smithfield to Raleigh
    - Benson to Raleigh
    - to Cary
    - Smithfield / Selma to Raleigh / Durham

- Bus/Van
    - From 40/42 to downtown Raleigh
    - Cleveland area
    - I-40 to downtown Raleigh (existing vanpool doesn't go downtown)
    - to Cary
    - Lot at Main St and Lombard in Clayton that connects to downtown Raleigh and RTP
    - Smithfield / Selma to Raleigh / Durham
    -
- Park-n-ride
    - Clayton
        - Vacant town lot in downtown
    - Smithfield
- Bike routes
    - Subdivisions west of Clayton to Clayton
    - Hwy 70
    - Amelia Church Rd
    - Guy Rd
    - Old Garner Hwy
    - Smithfield Rd
    - Covered Bridge Rd
    - 40/42
    - Connect downtown Clayton to Wake Med facility on 42 West and large employers in east Clayton
    - City Rd into downtown Clayton
    - Cleveland School Rd
    - Cornwallis Rd
    - Kenly
- Bike trails / greenways
    - Clayton area
    - Subdivisions to commercial centers (ex. using utility easements)
    - Cleveland area
    - Connecting Four Oaks and Smithfield
    - to Legend Park
    - Smithfield / Selma area
- Sidewalks
    - 40/42
    - Carolina Outlets in Smithfield
    - Cleveland School Rd
    - Lionsgate to Lowes parking lot
    - Lionsgate to CVS/Walgreens (Clayton town center)
    - Smithfield / Selma area
    - Amelia Church Rd
    - Cornwallis Rd

Congested Routes

Comments...

- Routes
    - Guy Rd
    - 42 and Glenn Rd
    - 42 between Fuquay and Flowers Plantation (needs 4 lanes)
    - 42 from Amelia Church to NC 50
    - 42 from I-40 to Cleveland School Rd
    - Shotwell Rd from Amelia Church
    - 301 (Brightleaf Blvd)
    - 70 Business in Clayton
    - Smithfield Rd

    - Covered Bridge Rd
    - Old Stage Rd
    - Cleveland School Rd
    - Raleigh Rd
    - Sanders Rd
    - Swift Creek Rd at 70
    - Cornwallis at 42
    - 70 Business in Smithfield
    - NC 50 toward Garner
    - I-40 to 319
    - 70 Bus at I-95
    - 70 at I-95 in Selma
    - NC 210 at NC 50
    - Micro stoplight
- Alternately used routes
    - NC 50
    - Cornwallis
    - Old Garner Rd
    - White Oak
    - Winston
    - Garner Industrial park
    - Buffalo Rd

Safety Issues

Comments...

-
-
- Timed merging from US 70 Bypass onto I-40 (see beltway in Virginia)

Important Transportation Issues

Top picks...

- Increased walking and biking choices
- Service for low income, elderly, and disabled residents
- Preserving the community/rural character and heritage
- Protecting the natural environment, such as air and water quality
- Sustainable and efficient use of natural and financial resources

How to Improve a Road

Top rated...

- Build additional travel lanes
- Provide an alternative means of transportation, such as bus, train, bicycle, or park-n-ride

Lowest rated...

- Control the access of driveways and cross streets
- Use less frequent traffic signals

Comments...

- Stop building additional roads
- Promote public transportation/transit
- Bike lanes on roads that don't have them
    - Estes
    - Carrboro to Hillsborough
    - Old NC 86
- Separate bike paths
- Bypass around Hillsborough

- Enforce traffic laws with bicyclists
- Connector roads between neighborhoods
- Light rail from Chapel Hill / Durham / Raleigh to RDU and RTP
- Better signal timing and synchronization
- Sidewalks and greenways in other areas of county besides the main towns
- Information Technology
- Multi-use land-use and zoning - live and work close together

Roads to Focus Improvements

Top rated...

- US 70 Bypass
- New NC 86
- NC 15-501

Lowest rated...

- I-85/40
- NC 49
- NC 57
- NC 157

Comments...

- Sidewalks, bike routes, and public transportation connecting Efland with Hillsborough
- Old NC 86
- Bike lanes
    - Between Orange County schools in the county and population centers like Hillsborough
    - New Hope Church Rd
    - NC 10
    - Erwin Rd (commute to Durham)
    - Extend existing in Carrboro on Greensboro St/Hillsborough Rd to Calvander on SR 1009
    - Across the bypass from 15-501 up Columbia St toward campus and town
    - New NC 86
    - Old NC 86
    - NC 15-501
    - NC 54
- NC 86 bypass of Hillsborough
- NC 86 connector to I-85
- Sidewalks and bike lanes on Smith Level from high school to NC 54
- Reopen bus service from Hillsborough to Durham - to Duke East Campus, down Main St to downtown

Congested Routes

Comments... (all in MPO)

Economic Development Districts

Comments... (all 3 mentioned, all in MPO)

Safety/Crash Problems

Comments...

- Bicyclists on Old Greensboro Rd
- Dodson's Crossroads at NC 54

Safe and Convenient Bike Routes

Important - 79%

Comments...

- Dairyland
- Orange Grove

- Dodson's Crossroads
- Bradshaw Quarry
- NC 86
- Old NC 86
- Off-road greenways
- Jones Ferry
- Old Greensboro
- where there are schools (ex. Cameron Park)
- New Sharon Church Rd
- Schley
- NC 57
- NC 157
- NC 54

Safe and Convenient Walking Routes
Important - 78%
Comments...

- NC 86
- Dairyland

Destinations for Taxi, Bus, or Van Service
Top picks...

- RDU Airport
- Downtown Durham
- UNC and Duke hospitals

Comments...

- Efland
- Shopping - Southpoint, Crabtree
- Alamance Community College
- Pittsboro

Any Other Transportation Issues
Comments...

- Improving Efland-Cedar Grove Rd, due to traffic using it from Virginia to I-40/85
- Transportation service in rural areas for not only elderly but disabled as well
- Want bike routes and sidewalks to the schools
- Preserve rural peace and quiet

General observations...

- Lots of concern for bicycling - many wanting better facilities
    - Also many drivers frustrated at the safety issues bicycles present, as well as bicyclists not obeying traffic laws, and the fact that they must share the road but are not registered or taxed
- Generally don't want more roads - instead want more public transit, as well as more mixed use development and consolidated growth
- There is interest in rail service to connect the Triangle
- Got a few comments that they appreciated the survey and it had good questions

*****Most summaries here only list answers from the RPO areas for purpose of the CTP study. There are many more answers regarding the MPO area within the survey results.

*****Questions not included in this summary...

- NC 86 / Strategic Highways
- Traffic in downtown Hillsborough
- Demographic section

Summary of Public Involvement Sessions

Three total sessions were held for members of the public to attend to learn about the Johnston County CTP and provide input. Common information presented at all sessions included the basic definition of a CTP, the typical CTP process, a description of the Strategic Highway Vision Plan and its corridors in Johnston County, and the definitions and examples of highway facility types.

Public input received at each session was overall positive, and there were no comments received that conflicted with the information presented.

Below is information specific to each public session.

April 12, 2011
Public Drop-in Session
4:00pm to 7:00pm
Town of Benson Conference Center, 303 E. Church St., Benson
Purpose / information presented: growth data, traffic projections, draft recommendations
Number of attendees: 9

April 26, 2011
Public Drop-in Session
4:00pm to 7:00pm
Town of Clayton Council Chambers, 111 E. 2nd St., Clayton
Purpose / information presented: growth data, traffic projections, draft recommendations
Number of attendees: 26

May 3, 2011
Public Drop-in Session
4:00pm to 7:00pm
Johnston County Agricultural Center, 2736 NC Hwy. 210, Smithfield
Purpose / information presented: growth data, traffic projections, draft recommendations
Number of attendees: 18

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Appendix I
Existing Transportation Plans

The following CTPs or Thoroughfare Plans for areas within the County that are not included as a part of this plan are listed below:

- 1993 Smithfield / Selma / Pine Level Thoroughfare Plan (for the Pine Level area only)
- 1999 Princeton Thoroughfare Plan

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Appendix J
Visualizations

Visualizations were created for the Johnston County CTP by the NCDOT Visualization Unit in order to show conceptual displays of highway recommendations in the CTP. Current conditions and conceptual visualizations are shown for the following projects:

- **JOHN0014-H:** US 301 in Smithfield/Selma
- **JOHN0027-H:** Brogden Road (SR 1007) in Smithfield

These drawings are concepts. When funded, these areas will be studied to reflect conditions at the time of construction.

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Brogden Rd. - Current

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NCDOT ENTERPRISE
Visualization
www.ncdot.org/it/visualization

Proposed Improvements to Brogden Road - Smithfield, NC

Revision:
Revision:

Artist Concept - May not reflect final Design

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