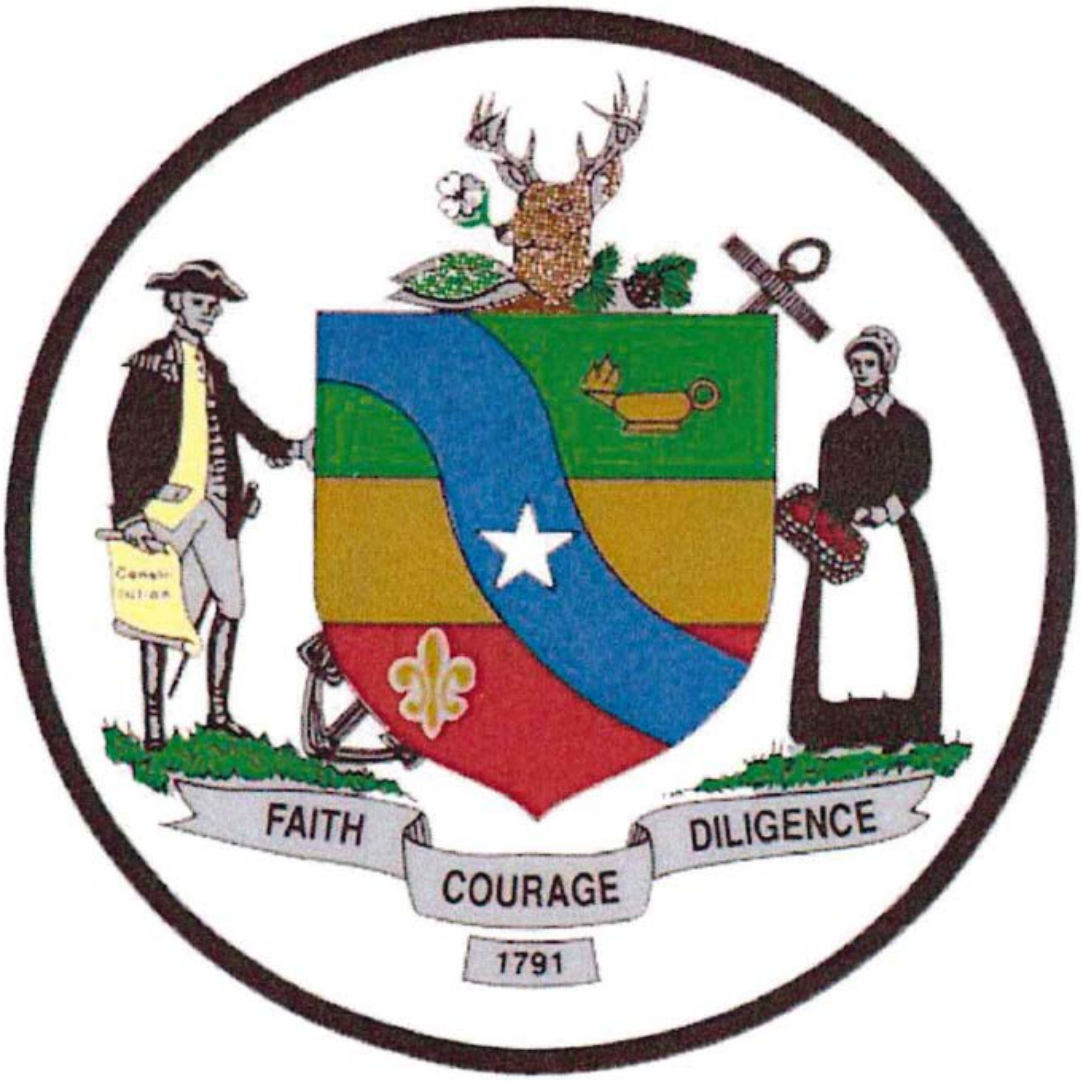
# 2018 Lenoir County
# Comprehensive Transportation Plan



# 2018 Lenoir County
# Comprehensive Transportation Plan


**Prepared by:** John A. Bailey, Project Engineer
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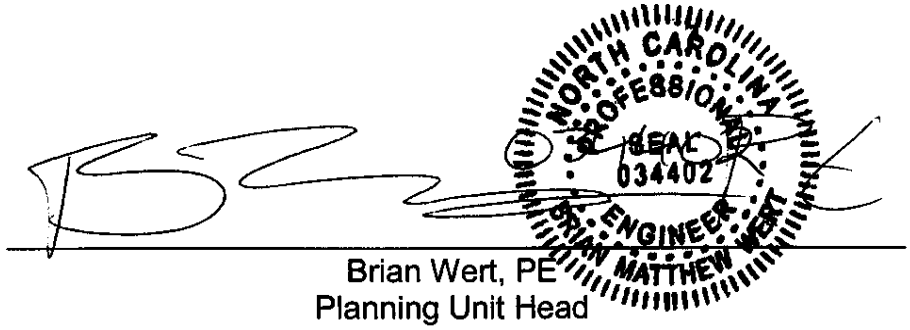
Transportation Planning Division
N.C. Department of Transportation

**In Cooperation with:** Lenoir County
City of Kinston
Town of La Grange
Town of Pink Hill
Eastern Carolina Rural Planning Organization



*Published:* September 2018


Brian Wert, PE
Planning Unit Head

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# Executive Summary

In February of 2016, the Transportation Planning Division of the North Carolina Department of Transportation (NCDOT) and Lenoir County initiated a study to cooperatively develop the Lenoir County Comprehensive Transportation Plan (CTP), which includes Kinston, La Grange, and Pink Hill. This is a long range multi-modal transportation plan that covers transportation needs through 2045. Modes of transportation evaluated as part of this plan include: highway, public transportation & 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, which are detailed in Chapter 1. Figure 1 shows the CTP maps, which were mutually adopted by NCDOT in 2018. Descriptive information and definitions for designations depicted on the CTP maps can be found in Appendix B. Implementation of the plan is the responsibility of the 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 Lenoir 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-42/US 70:** Improve to a four lane freeway from Wayne County to Jones County, including a bypass (STIP R-2553) on new location in Kinston.

- **US 258 South:** Improve with the addition of alternating passing lanes and intersection improvements from Jones County to Tyree Road (SR 1341) and widen the existing facility to a four lane boulevard from Tyree Road (SR 1341) to the proposed Kinston Bypass (STIP R-2553).

- **US 258 North (STIP R-5814):** Widen to a four lane expressway from NC 148 to Greene County.

- **NC 11 South**: Widen to a three lane major thoroughfare with center left-turn lane from Duplin County to Rosewood Drive (SR 1194) in Pink Hill.

- **NC 11 Relocation:** Construct a new four lane freeway from the proposed Kinston Bypass (STIP R-2553) to 0.2 miles south of NC 55 and improve to a four lane freeway from 0.2 miles south of NC 55 to the proposed Harvey Parkway Extension (STIP R-5703).

- **NC 11 North (STIP R-5815):** Improve to a four lane freeway from the proposed Harvey Parkway Extension (STIP R-5703) to Pitt County.

- **NC 55 Relocation:** Reroute NC 55 0.2 miles south to join with the proposed NC 11 relocation interchange.
- **NC 148 (Global TransPark area):** Upgrade to a four lane freeway from US 258 to NC 58
- **NC 148 (STIP R-5703 – Harvey Parkway Extension):** Construct a new four lane freeway from NC 58 to NC 11.
- **Carey Road Extension (STIP U-3618):** Construct a four lane boulevard from US 258 and Paul's Path Road (SR 1001) to Rouse Road (SR 1572) and existing Carey Road (SR 1569).
- **Spine Road:** Construct a new four lane boulevard from NC 148 and Poole Road (SR 1575) to NC 58.

## Adopted by:

**City of Kinston**
**Date: June 4, 2018**

**Town of La Grange**
**Date: June 4, 2018**

**Town of Pink Hill**
**Date: June 25, 2018**

**Lenoir County**
**Date: July 16, 2018**

**NCDOT**
**Date: August 2, 2018**

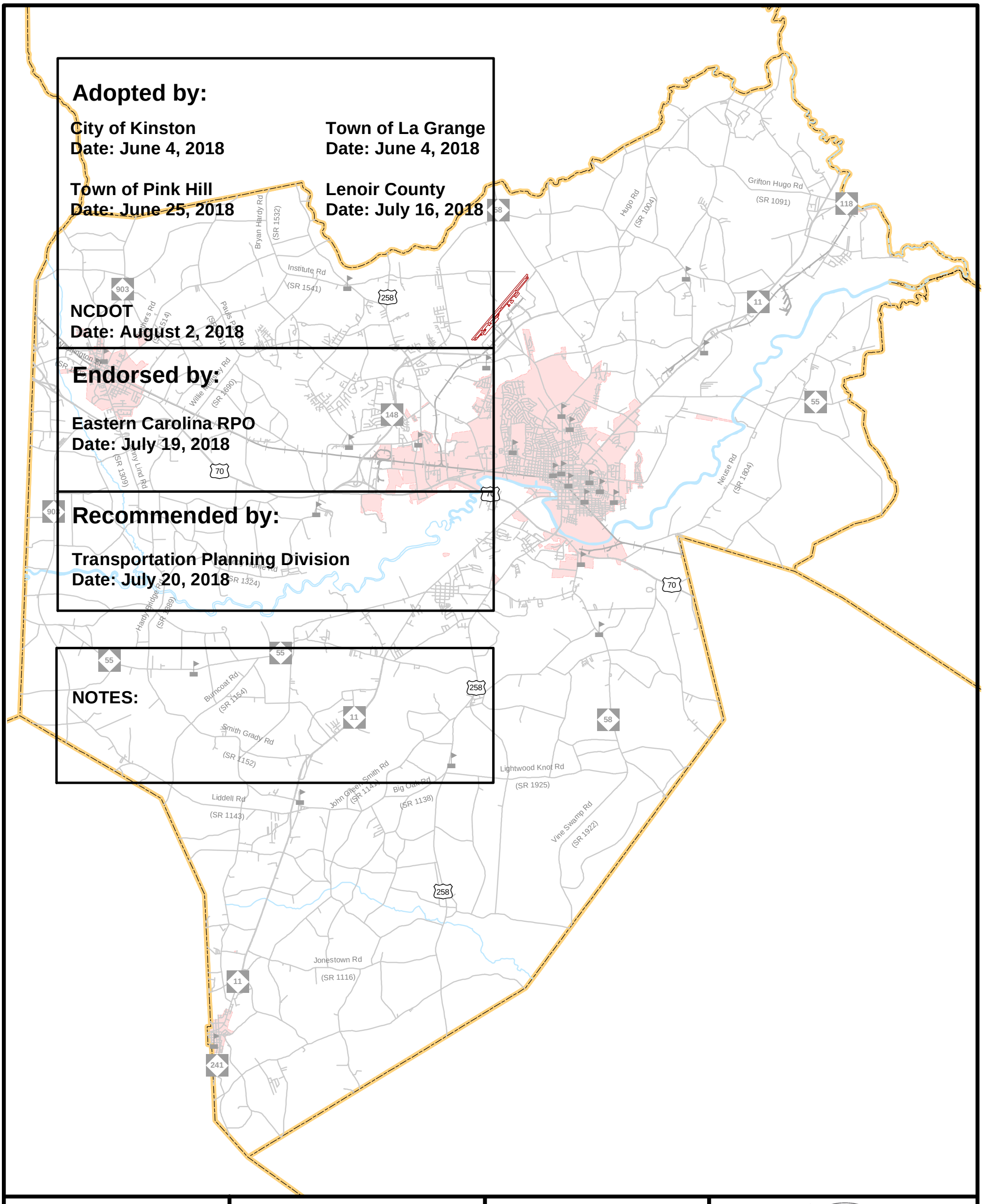
## Endorsed by:

**Eastern Carolina RPO**
**Date: July 19, 2018**

## Recommended by:

**Transportation Planning Division**
**Date: July 20, 2018**

## NOTES:




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

**Legend**

- Schools
- Water Bodies
- Roads
- Rivers and Streams
- Railroads
- County Boundaries
- Airport
- Municipal Boundaries

0 1 2 4 Miles

N W E S

Sheet 1 of 5

*Base map date: May 2016*

Refer to CTP document for more details

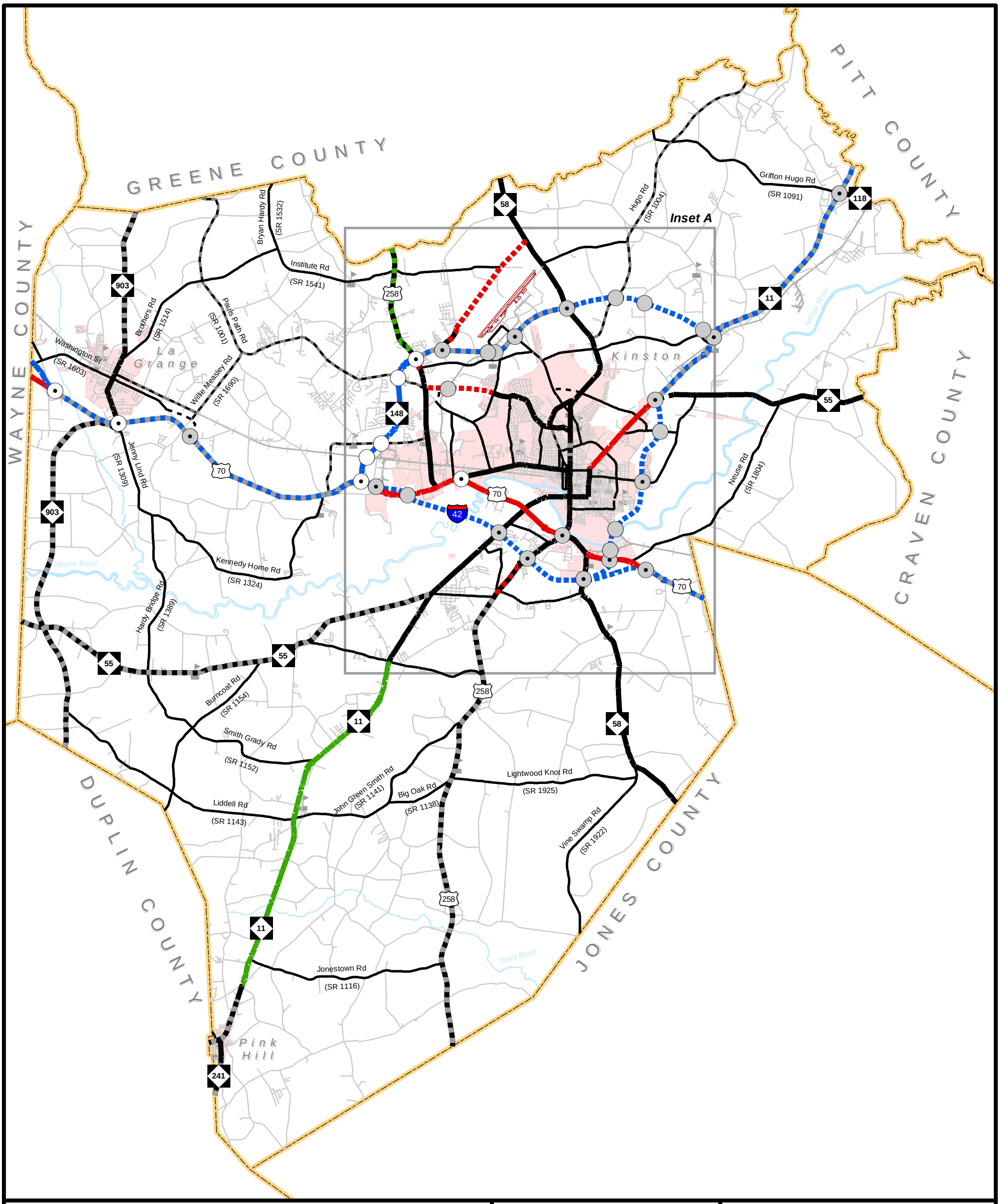
# Lenoir County

County Name

**North Carolina**

## Comprehensive Transportation Plan

Plan date: March 7, 2018




Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

- Existing Interchange
- Proposed Interchange
- Interchange Needs Improvement
- Existing Grade Separation
- Proposed Grade Separation

0 1 2 4 Miles

N W E S

Sheet 2 of 5

*Base map date: May 2016*

Refer to CTP document for more details

# Highway Map

# Lenoir County
## Comprehensive Transportation Plan

Plan date: March 7, 2018

GREENE COUNTY

Institute Rd (SR 1541)

Wheat Swamp Rd (SR 1536)

Spine Rd

Taylor Heath Rd (SR 1703)

Hugo Rd (SR 1004)

Harvey Parkway Extension

Rouse Road Ext (SR 1572)

Poole Rd (SR 1575)

Dobbs Farm Rd (SR 1573)

Airport Rd (SR 1578)

Academy Heights Rd (SR 1579)

Tighman Mill Rd (SR 1742)

Kinston

Pauls Path Rd (SR 1001)

Carey Rd Ext

Rouse Rd (SR 1572)

Carey Rd (SR 1571)

N Herritage St (SR 1570)

Plaza Blvd (SR 1600)

Old Snow Hill Rd (SR 1746)

Cunningham Rd (SR 1745)

Hull Rd (SR 1557)

Hillcrest Rd (SR 1552)

Banks School Rd (SR 1546)

Hardee Rd

Carey Rd (SR 1569)

College St (SR 1570)

E Highland Ave (SR 1747)

Dunn Rd (SR 1811)

J P Harrison Blvd (SR 1845)

Tower Hill Rd (SR 1810)

E Vernon Ave (SR 1838)

E Washington Ave (SR 1810)

Towerhill Rd (SR 1810)

Mitchell St

N Secrest St (SR 1845)

Lincoln St

Neuse River

Kinston Bypass*

Old Asphalt Rd (SR 1351)

Neuse Rd (SR 1804)

Goodman Rd (SR 1344)

Tyree Rd (SR 1341)

Will Baker Rd (SR 1342)

JONES COUNTY

Greene Haynes Rd (SR 1161)

Albrittons Rd (SR 1161)

**** CTP Shows Alternative 1S***

***Final location and number of interchanges of the Kinston Bypass to be determined by the R-2553 Final Environmental Impact Statement in 2020***

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

- Existing Interchange
- Proposed Interchange
- Interchange Needs Improvement
- Existing Grade Separation
- Proposed Grade Separation

0 0.75 1.5 Miles

N W E S

Sheet 2A of 5

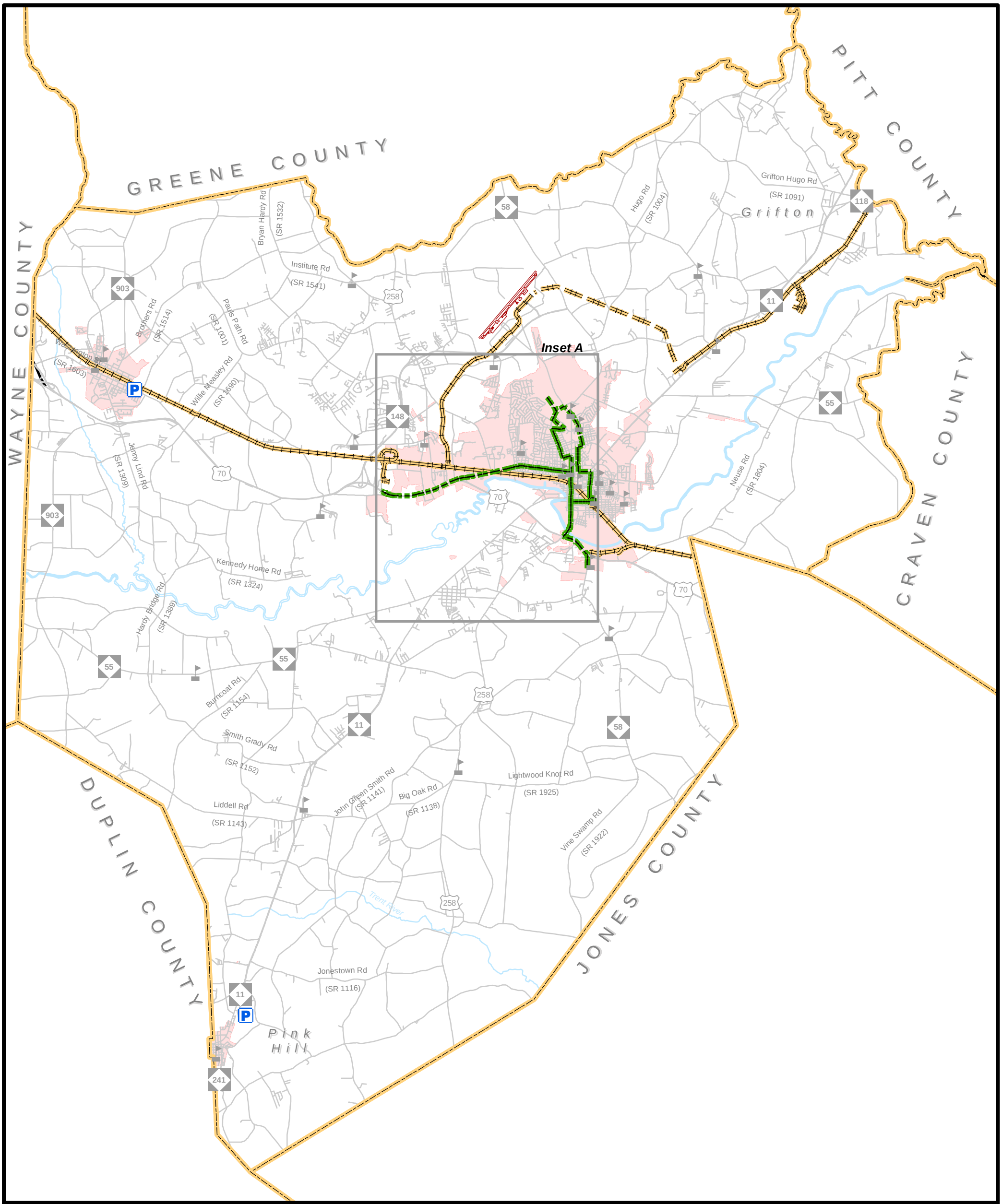
*Base map date: May 2016*

Refer to CTP document for more details

# Highway Map, Inset A

# Lenoir County
## Comprehensive Transportation Plan

Plan date: March 7, 2018




**Bus Routes**
- Existing
- Needs Improvement
- Recommended

**Fixed Guideway**
- Existing
- Needs Improvement
- Recommended

**Operational Strategies**
- Existing
- Needs Improvement
- Recommended

**Rail Corridor**
- Active
- Inactive
- Recommended

**High Speed Rail Corridor**
- Existing
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

**Multimodal Connector**
- Existing
- Recommended

**Park and Ride Lot**
- Existing
- Recommended

0 1 2 4 Miles

N W E S

Sheet 3 of 5

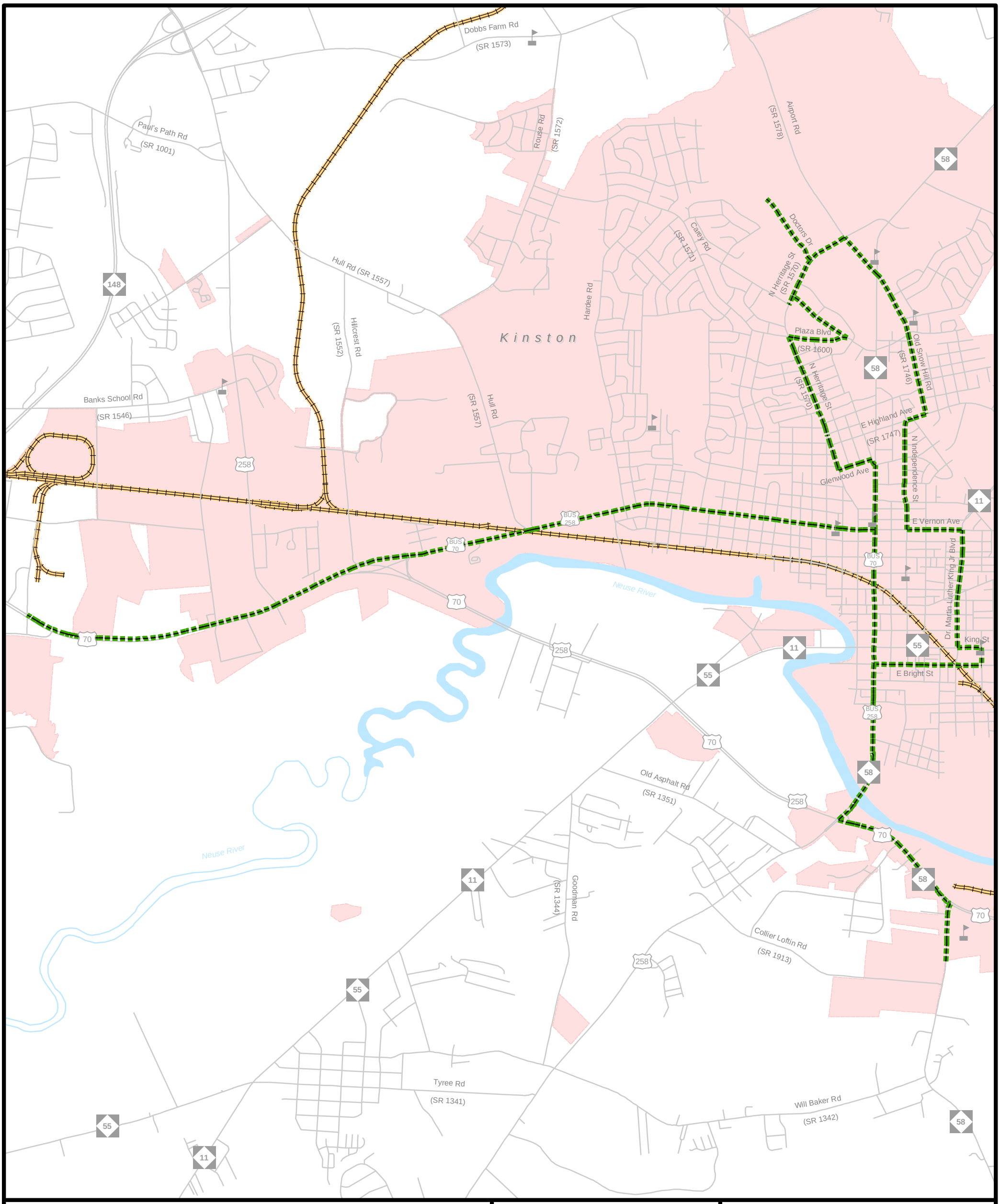
*Base map date: May 2016*

Refer to CTP document for more details

**Public Transportation & Rail Map**

# Lenoir County
## Comprehensive Transportation Plan

Plan date: March 7, 2018




Bus Routes
- Existing
- Needs Improvement
- Recommended

Rail Corridor
- Active
- Inactive
- Recommended

Multimodal Connector
- Existing
- Recommended

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

Park and Ride Lot
- Existing
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.45 0.9

N W E S

Sheet 3A of 5

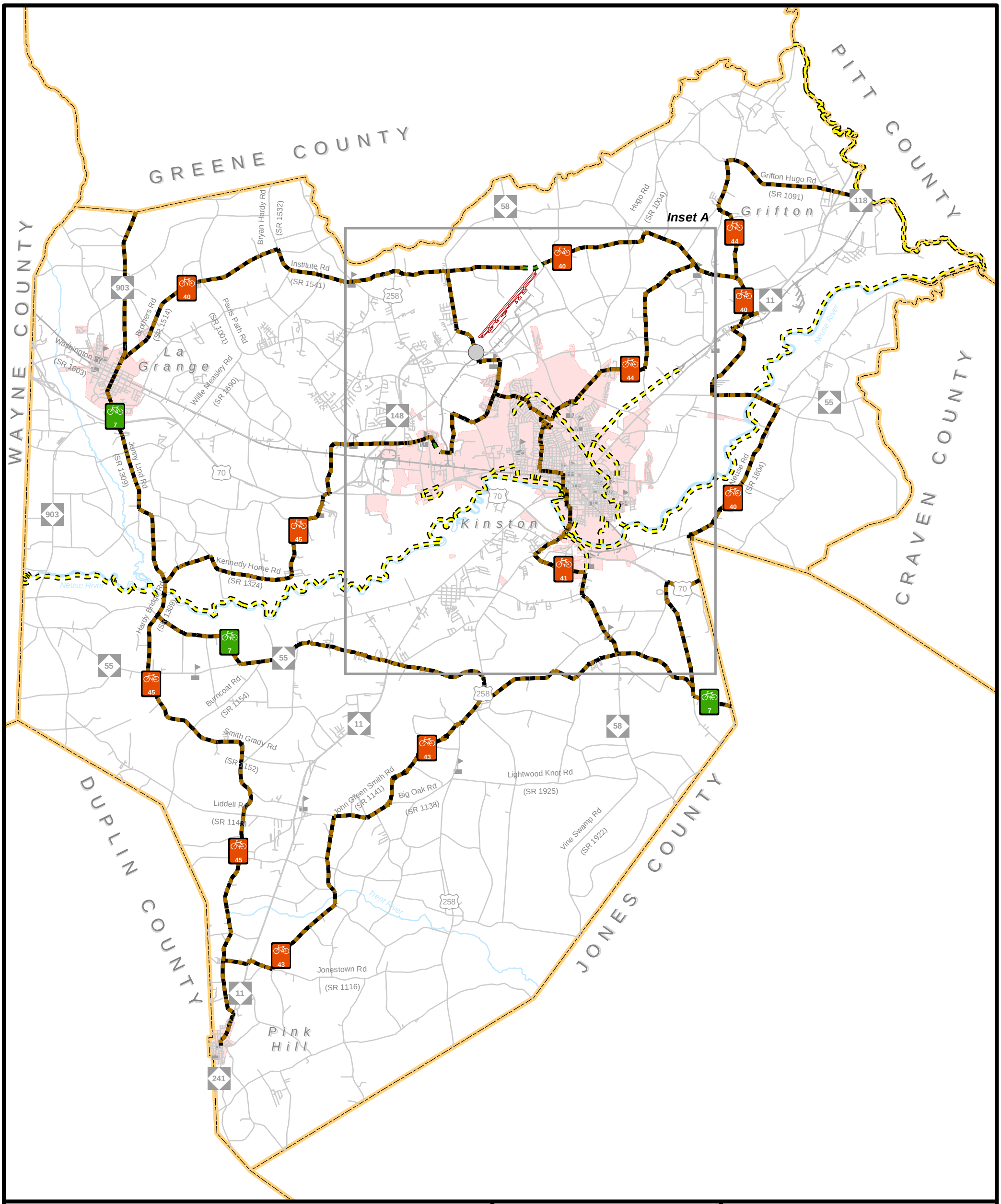
*Base map date: May 2016*

Refer to CTP document for more details

**Public Transportation & Rail Map Inset A**

# Lenoir County Comprehensive Transportation Plan

Plan date: March 7, 2018




State Bicycle Routes

County Bicycle Routes

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

0 1 2 4 Miles

N W E S

Sheet 4 of 5

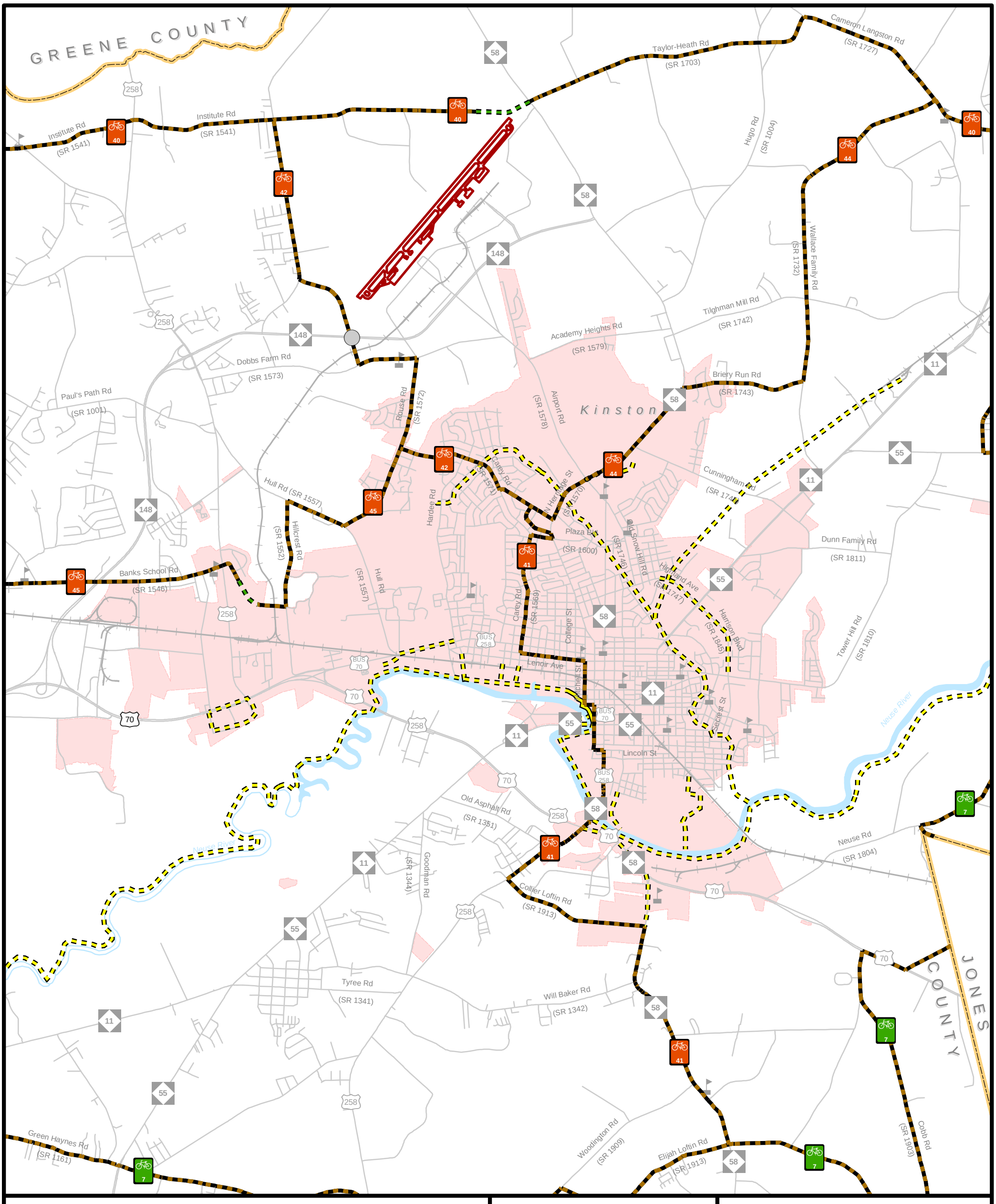
*Base map date: May 2016*

Refer to CTP document for more details

# Bicycle Map

# Lenoir County
## Comprehensive Transportation Plan

Plan date: March 7, 2018




State Bicycle Routes

County Bicycle Routes

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

Miles
0 0.75 1.5

N W E S

Sheet 4A of 5

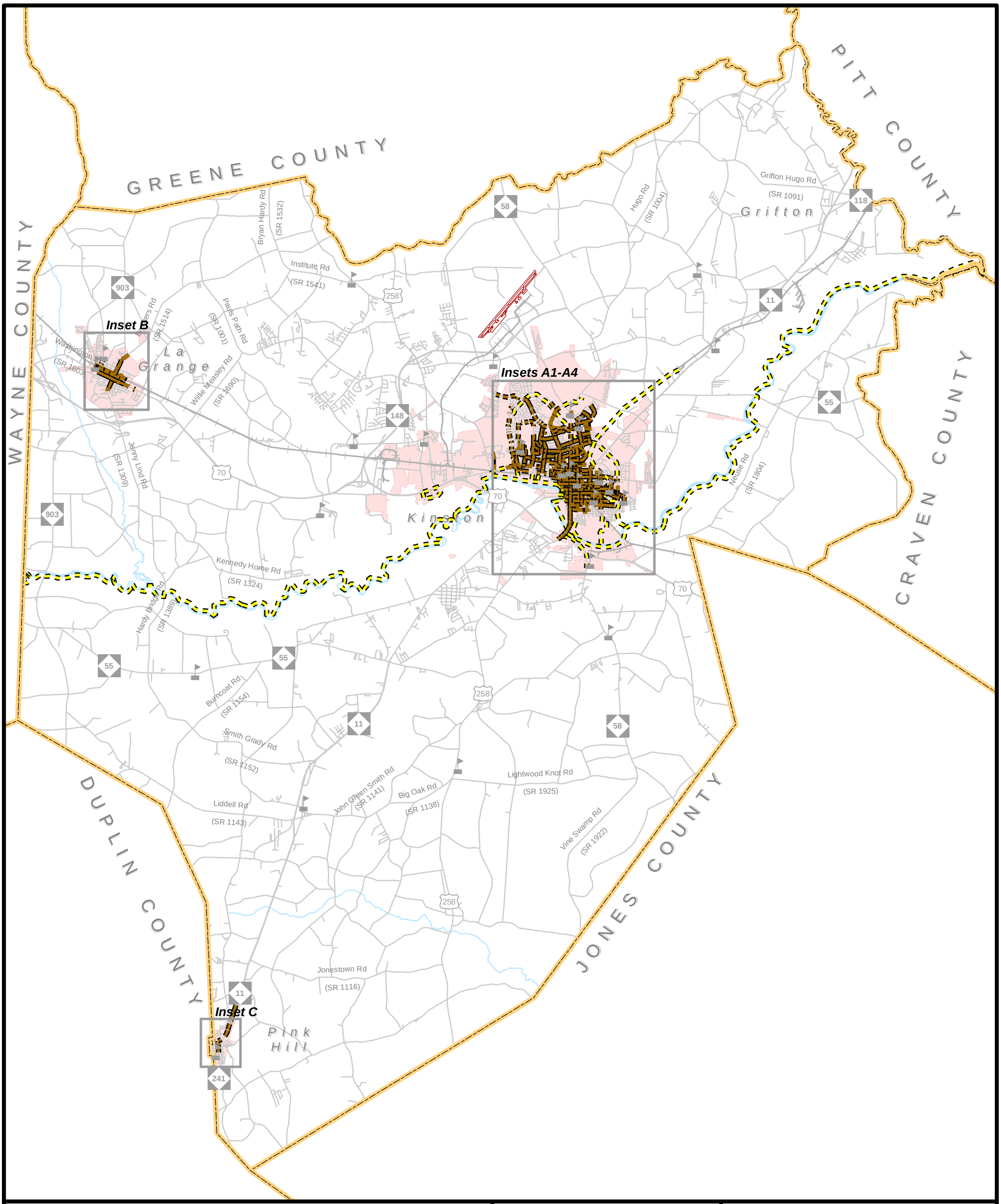
*Base map date: May 2016*

Refer to CTP document for more details

**Bicycle Network Map**
**Inset A**

# Lenoir County
## Comprehensive Transportation Plan

Plan date: March 7, 2018




Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 1 2 4 Miles

N W E S

Sheet 5 of 5

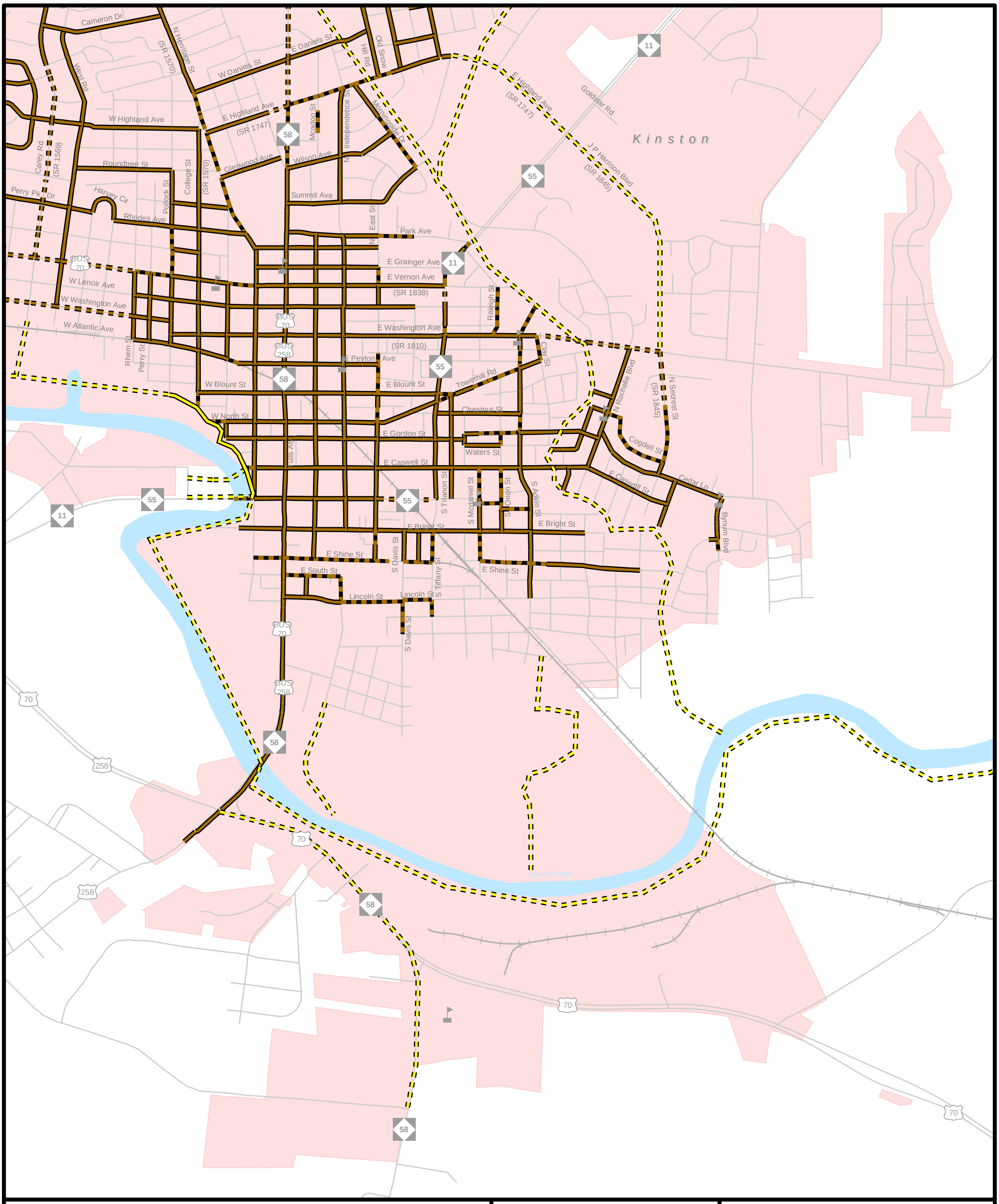
*Base map date: May 2016*

Refer to CTP document for more details

# Pedestrian Map

# Lenoir County
## Comprehensive Transportation Plan

Plan date: March 7, 2018




Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.25 0.5

N W E S

Sheet 5A1 of 5

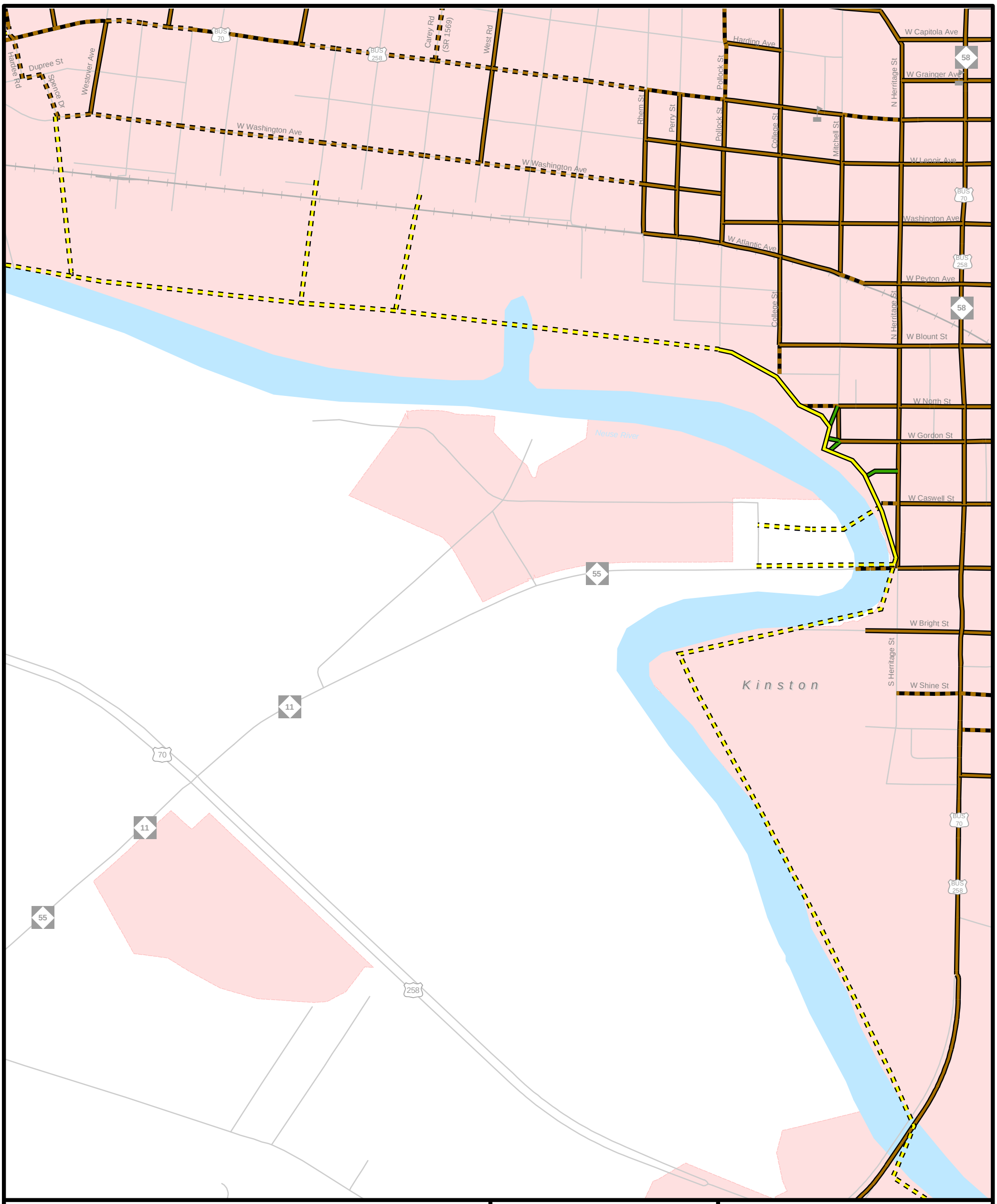
*Base map date: May 2016*

Refer to CTP document for more details

# Pedestrian Network Map
# Inset A1

# Lenoir County
## Comprehensive Transportation Plan

Plan date: March 7, 2018




Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.1 0.2

N W E S

Sheet 5A2 of 5

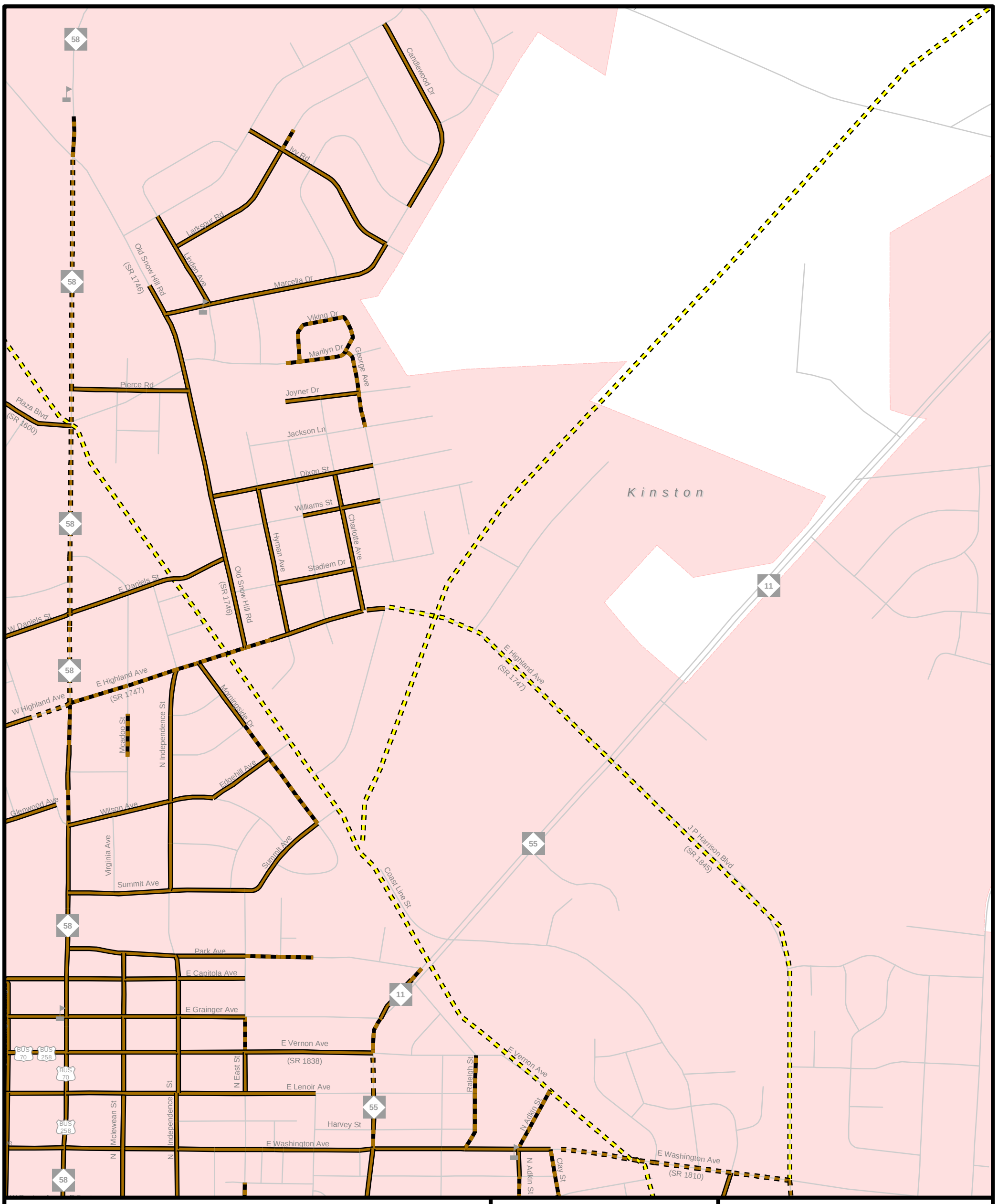
*Base map date: May 2016*

Refer to CTP document for more details

**Pedestrian Network Map**
**Inset A2**

# Lenoir County
## Comprehensive Transportation Plan

Plan date: March 7, 2018




Sidewalks

- Existing
- Needs Improvement
- Recommended

Off-Road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.125 0.25

N W E S

Sheet 5A3 of 5

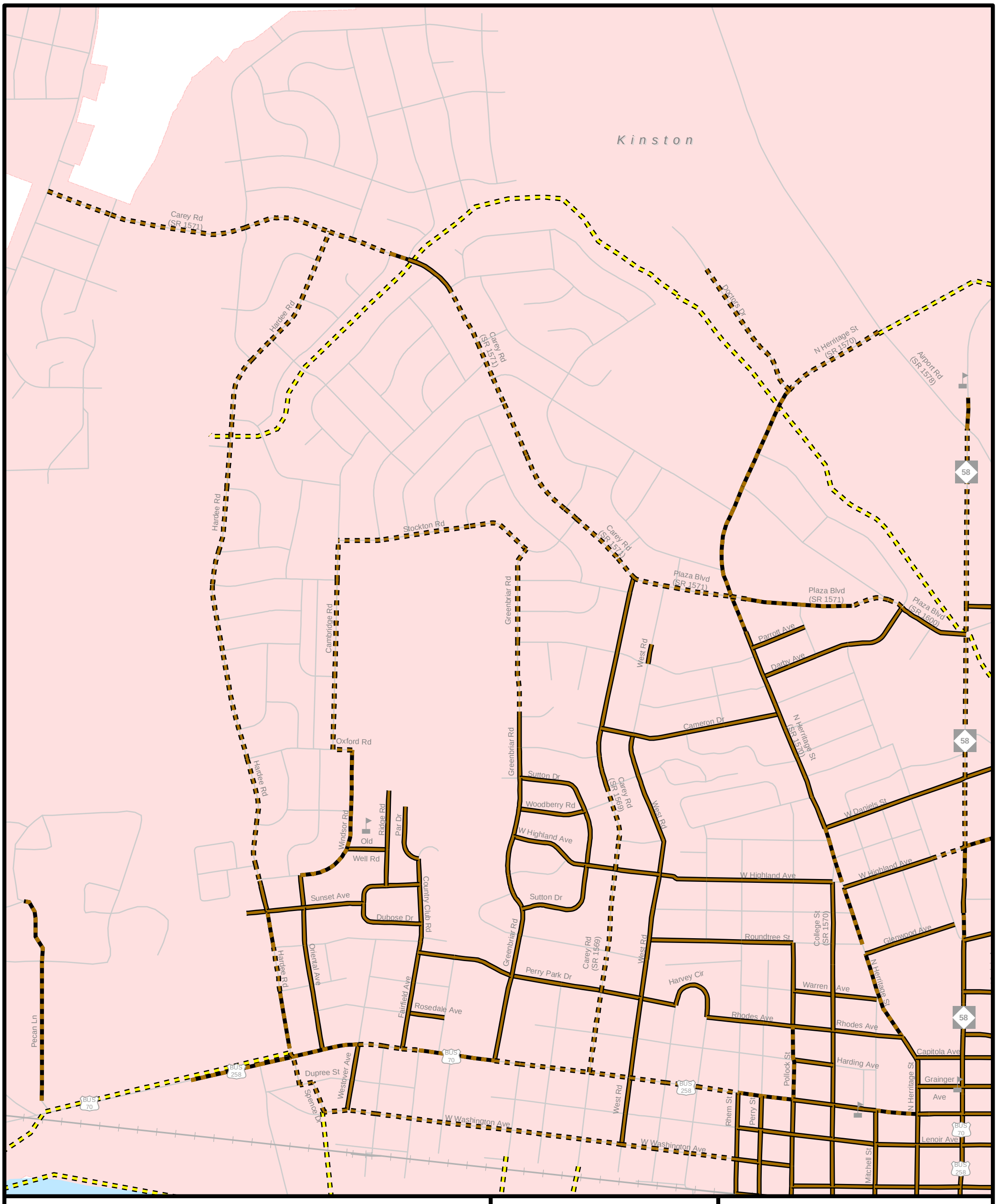
*Base map date: May 2016*

Refer to CTP document for more details

# Pedestrian Network Map Inset A3

# Lenoir County Comprehensive Transportation Plan

Plan date: March 7, 2018




Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.15 0.3

N W E S

Sheet 5A4 of 5

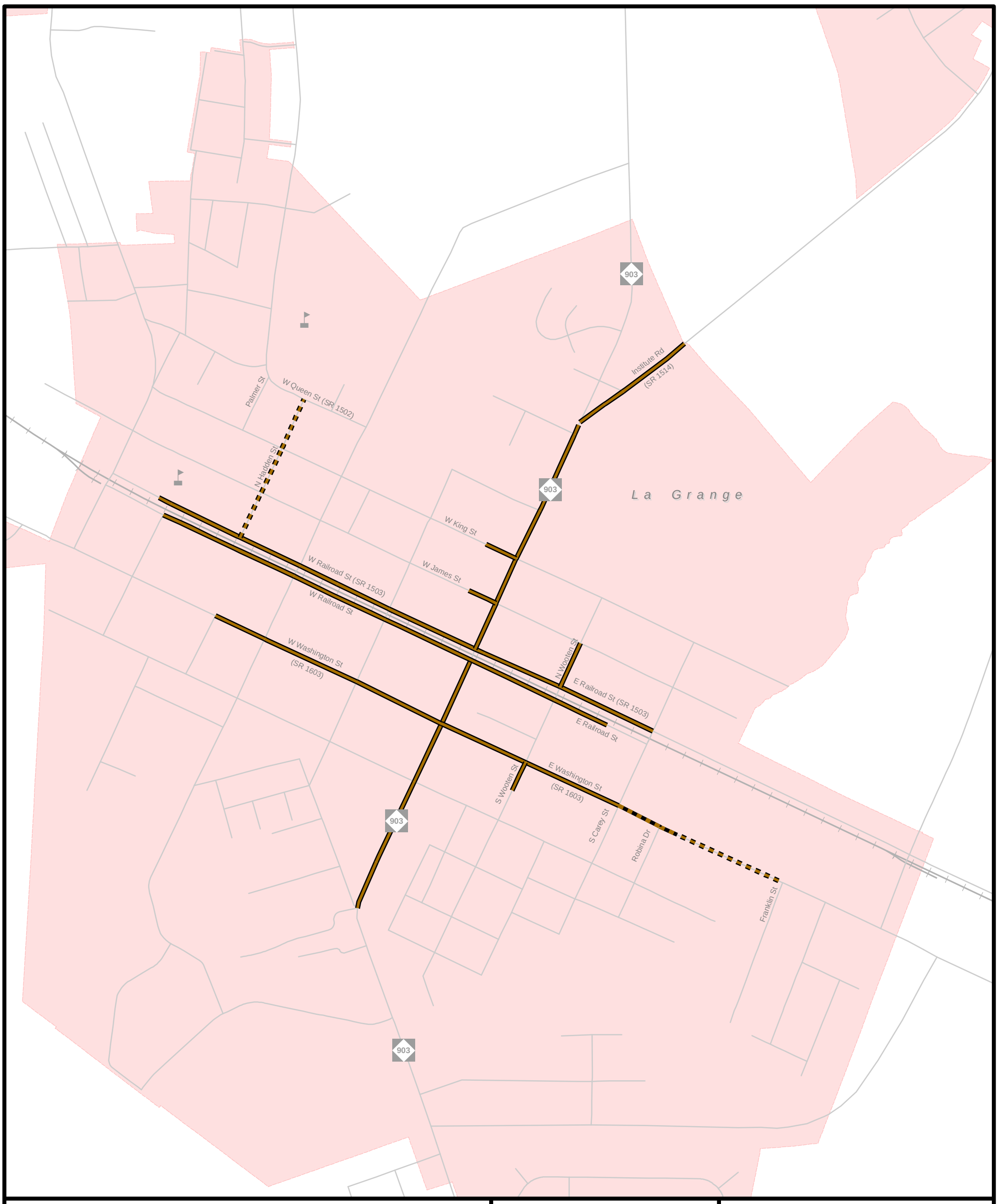
*Base map date: May 2016*

Refer to CTP document for more details

# Pedestrian Network Map Inset A4

# Lenoir County Comprehensive Transportation Plan

Plan date: March 7, 2018




Sidewalks

- Existing
- Needs Improvement
- Recommended

Off-Road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.075 0.15 0.3

N
W E
S

Sheet 5B of 5

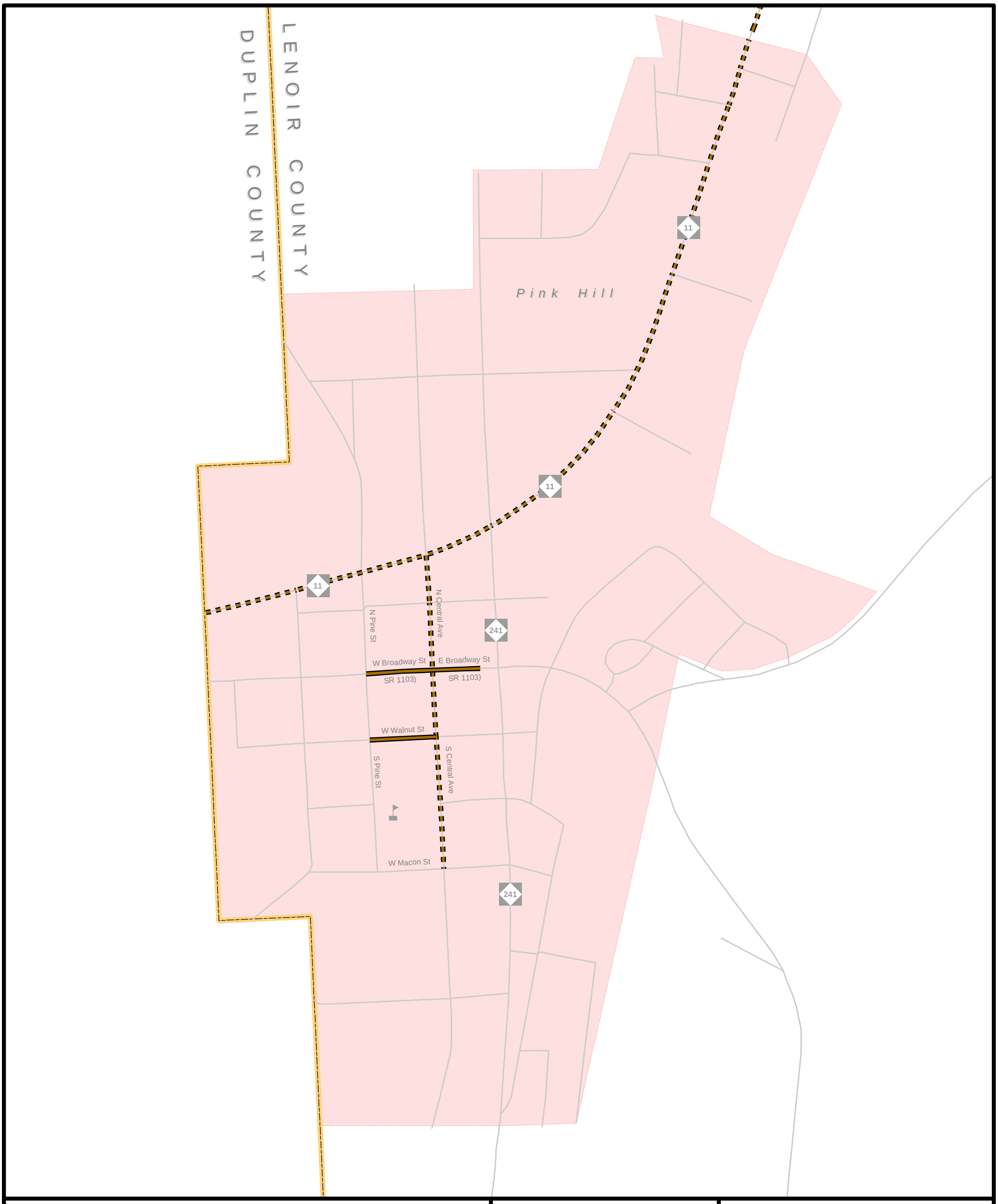
*Base map date: May 2016*

Refer to CTP document for more details

# Pedestrian Network Map
# Inset B

# Lenoir County
## Comprehensive Transportation Plan

Plan date: March 7, 2018




Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 0.075 0.15 Miles

N W E S

Sheet 5C of 5

*Base map date: May 2016*

Refer to CTP document for more details

**Pedestrian Network Map**
**Inset C**

# Lenoir County
## Comprehensive Transportation Plan

Plan date: March 7, 2018

# 1. Analysis of the Existing and Future Transportation System

A Comprehensive Transportation Plan (CTP) is developed to ensure that the 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, goals, and objectives.

## *1.1 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 demand. 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 in pavement widths, intersection geometry, or intersection controls. System deficiencies may result from missing travel links, bypass routes, loop facilities, or radial routes; or improvements needed to meet statewide initiatives.

One of those statewide initiatives is the Strategic Transportation Corridors (STC)[1] adopted by the Board of Transportation on March 4, 2015.

[1] *For more information on the STC, go to:* https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx

The STC identify a network of critical multimodal transportation corridors considered the backbone of the state's transportation system. These 25 corridors move most of our freight and people, link critical centers of economic activity to international air and sea ports, and support interstate commerce. They must operate well to help North Carolina attract new businesses, grow jobs and catalyze economic development.

The primary purpose of the STC is to provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities that connect statewide and regional activity centers to enhance economic development, promote highly-reliable, efficient mobility and connectivity, and support good decision-making. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor that establishes the statewide or regional importance of facilities and the need for maintaining high capacity and travel speed. During the development of CTPs, the STC network was cross-referenced to ensure plan consistency. Incorporating the statewide and regional mobility goals set forth in the STC network was done in a manner that fits with the character and vision for the community or county. If this cannot be achieved through the use of existing facilities, an alternative solution was sought.

In the development of this plan, travel demand was projected from 2015 to 2045 using a travel demand model in northern Lenoir County, including the City of Kinston and the Town of La Grange, and trend analysis for southern Lenoir County, including the Town of Pink Hill. Travel demand models are developed to replicate travel patterns on the existing transportation system, as well as to estimate travel patterns for 2045. In addition, local land use plans and growth expectations were used to develop future growth rates and patterns. The established future growth rates were endorsed by the Lenoir County Commissioners on May 15, 2017. Refer to Appendix G for more detailed information on growth expectations and the socio-economic data forecasting methodology.

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 2 and 3 for existing and future capacity deficiencies. The 2045 traffic volumes in Figure 3 are an estimate of the traffic volume in 2045 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2018 – 2027 State Transportation Improvement Program[2] (STIP).

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:

[2] *For more information on the STIP, go to:* https://connect.ncdot.gov/projects/planning/Pages/default.aspx

- ❖ 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 experience delay. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the Transportation Planning Division's *LOS D Standards for Systems Level Planning*. 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 Assessment

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. The Traffic Safety Unit of NCDOT's Transportation Mobility and Safety Division identifies high frequency crashes at intersections and along roadway sections during a five year period. The high frequency crash locations examined during the development of the Lenoir County CTP occurred between January 1, 2011 and December 31, 2015. During this period, a total of 165 intersections and 446 roadway sections were identified as having a high frequency of crashes as illustrated in Figure 4, Sheets 1-2. Contact information for the Transportation Mobility and Safety Division can be found in Appendix A.

The NCDOT is actively involved with investigating and improving many of these locations. To request a more detailed analysis for any of these locations, or other intersections of concern, contact the Division Traffic Engineer (see Appendix A).

## Bridge Deficiency Assessment

Bridges are a vital 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. Nineteen deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 5. Of these, eight are scheduled for replacement in the 2018 – 2027 TIP. Additionally, four others occur along roadways recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendations and the cross section associated with the recommendations. Table 3 in Appendix F gives a listing of the deficient bridges identified in the CTP and the ID number associated with the CTP project proposal. Refer to Appendix F for more detailed bridge deficiency information.

GREENE COUNTY
WAYNE COUNTY
PITT COUNTY
CRAVEN COUNTY
JONES COUNTY
DUPLIN COUNTY

Inset A
Inset B

La Grange
Grifton
Pink Hill

Paul's Path Rd (SR 1001)
Brothers Rd (SR 1514)
Bryan Hardy Rd (SR 1532)
Institute Rd (SR 1541)
Hugo Road (SR 1004)
Grifton-Hugo Road (SR 1091)
Jenny Lind Rd (SR 1309)
Kennedy Home Rd (SR 1324)
Hardy Bridge Rd (SR 1389)
Burncoat Rd (SR 1154)
Liddell Rd (SR 1143)
Smith Grady Rd (SR 1152)
John Green Smith Road (SR 1141)
J.G.S. Road (SR 1141)
Lightwood Knot Rd (SR 1925)
Vine Swamp Road (SR 1922)
Neuse Road (SR 1804)
Jonestown Road (SR 1116)
Washington Street (SR 1613)

Neuse River
Trent River
Bear Creek

| | | | |
|---|---|---|---|
| 2200 12000 | 903 | 2400 12000 | 2600 12000 |
| 700 10700 | 800 12000 | 1200 12000 | 900 12000 |
| 700 12000 | 3500 10700 | 2500 12000 | 22000 57400 |
| 70 | 1100 10700 | 1600 10700 | 1100 10700 |
| 800 12000 | 3000 12700 | 2500 12700 | 55 |
| 1300 12000 | 3000 12700 | 700 12000 | 3000 12700 |
| 1200 10700 | 900 10700 | 903 | 1000 12000 |
| 600 10700 | 700 10700 | 700 12000 | 4000 12700 |
| 8000 12200 | 7300 28700 | 1300 12700 | 7800 28700 |
| 500 12700 | 5000 12700 | 258 | 11 |
| 9000 28700 | 9800 28700 | 8200 28700 | 8300 28700 |
| 1200 12000 | 400 12000 | 6100 12700 | 7000 12700 |
| 800 12000 | 500 10700 | 400 10700 | 2700 12700 |
| 900 12000 | 3700 12700 | 58 | 4100 12700 |
| 2000 12000 | 1000 12000 | 1100 12000 | 2200 12000 |
| 1000 12000 | 15000 57400 | 148 | 55 |
| 2600 12700 | 800 12700 | 1200 12000 | 70 |

Inset B

| | | | |
|---|---|---|---|
| La Grange | 903 | 1900 12000 | Brothers Rd (SR 1514) |
| 1100 10300 | Washington Street (SR 1613) | 3800 12700 | 3400 11100 |
| 5400 10500 | 70 | 18000 66200 | 903 |
| 2800 12700 | 3600 12700 | 19000 66200 | 70 |
| 2400 12000 | 3200 12000 | 903 | 22000 57400 |
| 2700 12000 | Jenny Lind Rd (SR 1309) | 0 0.25 0.5 1 Miles | |

8100 2015 Volume (AADT)
12400 2015 Capacity

- Near Capacity
- Over Capacity
- Network Roads
- Committed STIP Projects
- Other Roads
- Airport
- Railroads
- Schools
- County Boundaries
- Rivers and Streams
- Municipal Boundaries

0 1 2 4 Miles

N W E S

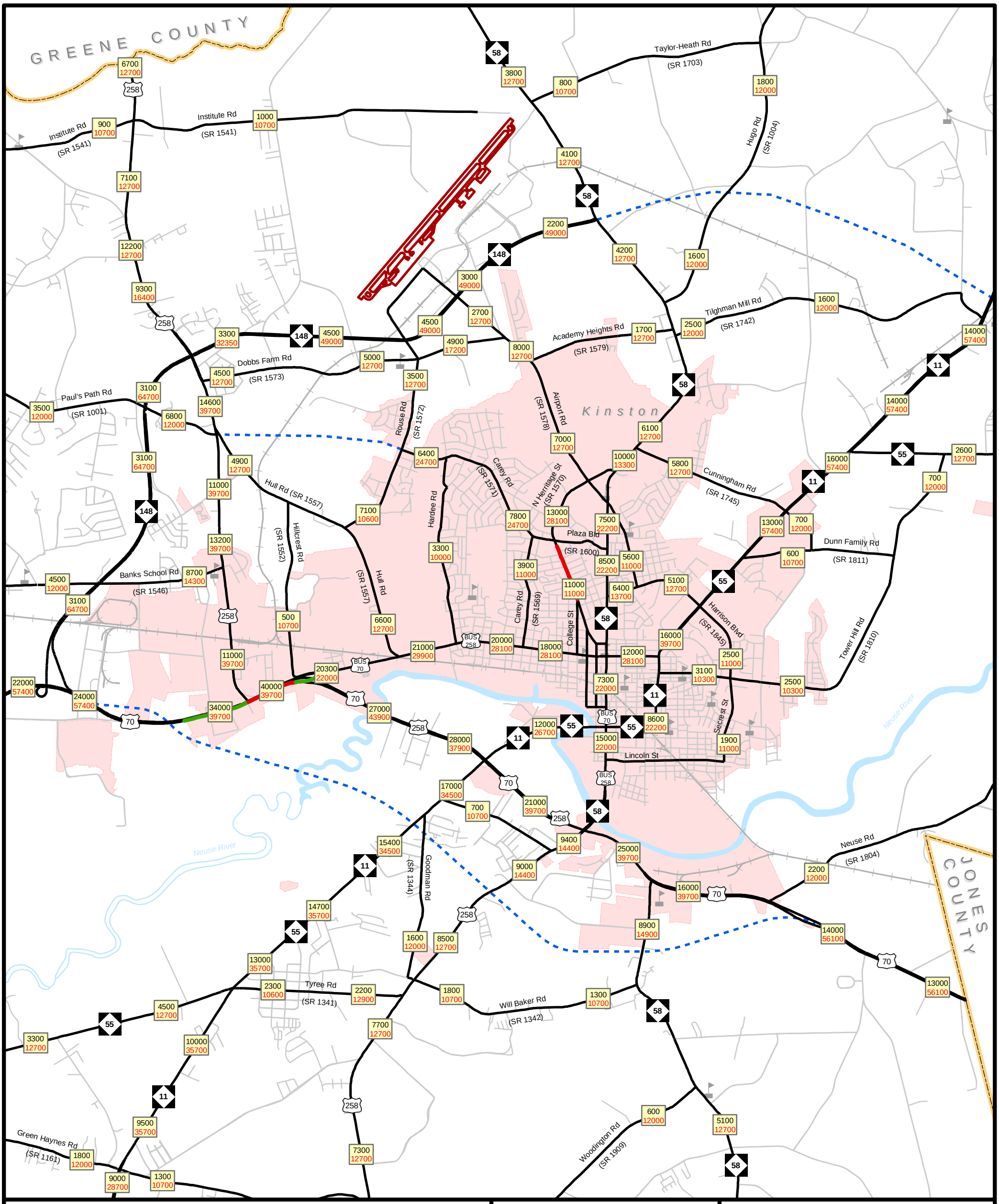
Sheet 1 of 2

*Base map date: May 2016*

Refer to CTP document for more details

**Figure 2 - 2015 Volumes and Capacity Deficiencies**

# Lenoir County
## Comprehensive Transportation Plan




8100 2015 Volume (AADT)
12400 2015 Capacity

- Near Capacity
- Over Capacity
- Network Roads
- Committed STIP Projects
- Other Roads
- Airport
- Railroads
- Schools
- County Boundaries
- Rivers and Streams
- Municipal Boundaries

0 0.75 1.5 Miles

N W E S

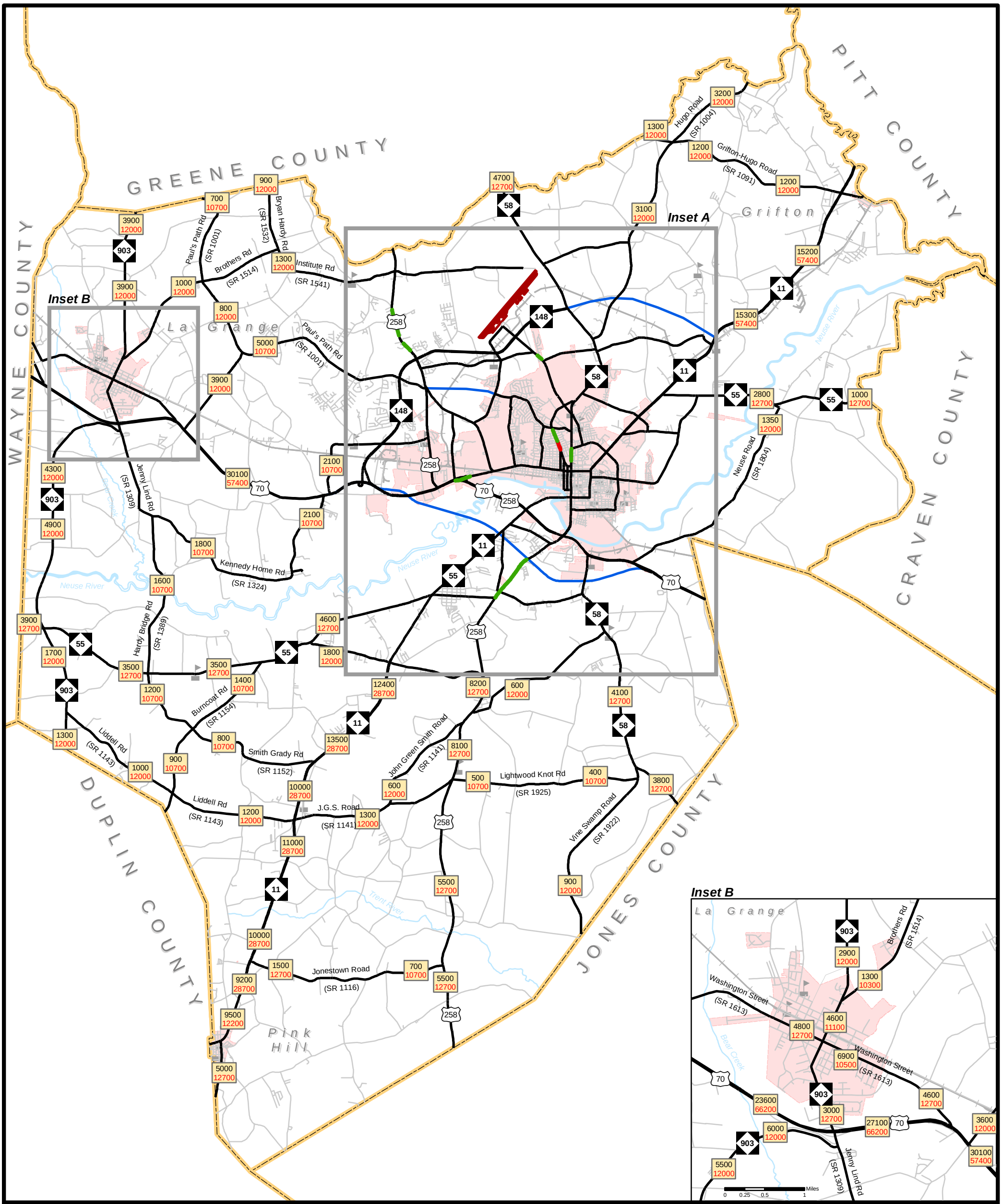
Sheet 2 of 2

*Base map date: May 2016*

Refer to CTP document for more details

**Figure 2A - 2015 Volumes and Capacity Deficiencies**

# Lenoir County
## Comprehensive Transportation Plan




8100 2045 Volume (AADT)
12400 2015 Capacity

- Near Capacity
- Over Capacity
- Network Roads
- Committed STIP Projects
- Other Roads
- Airport
- Railroads
- Schools
- County Boundaries
- Rivers and Streams
- Municipal Boundaries

0 1 2 4 Miles

N W E S

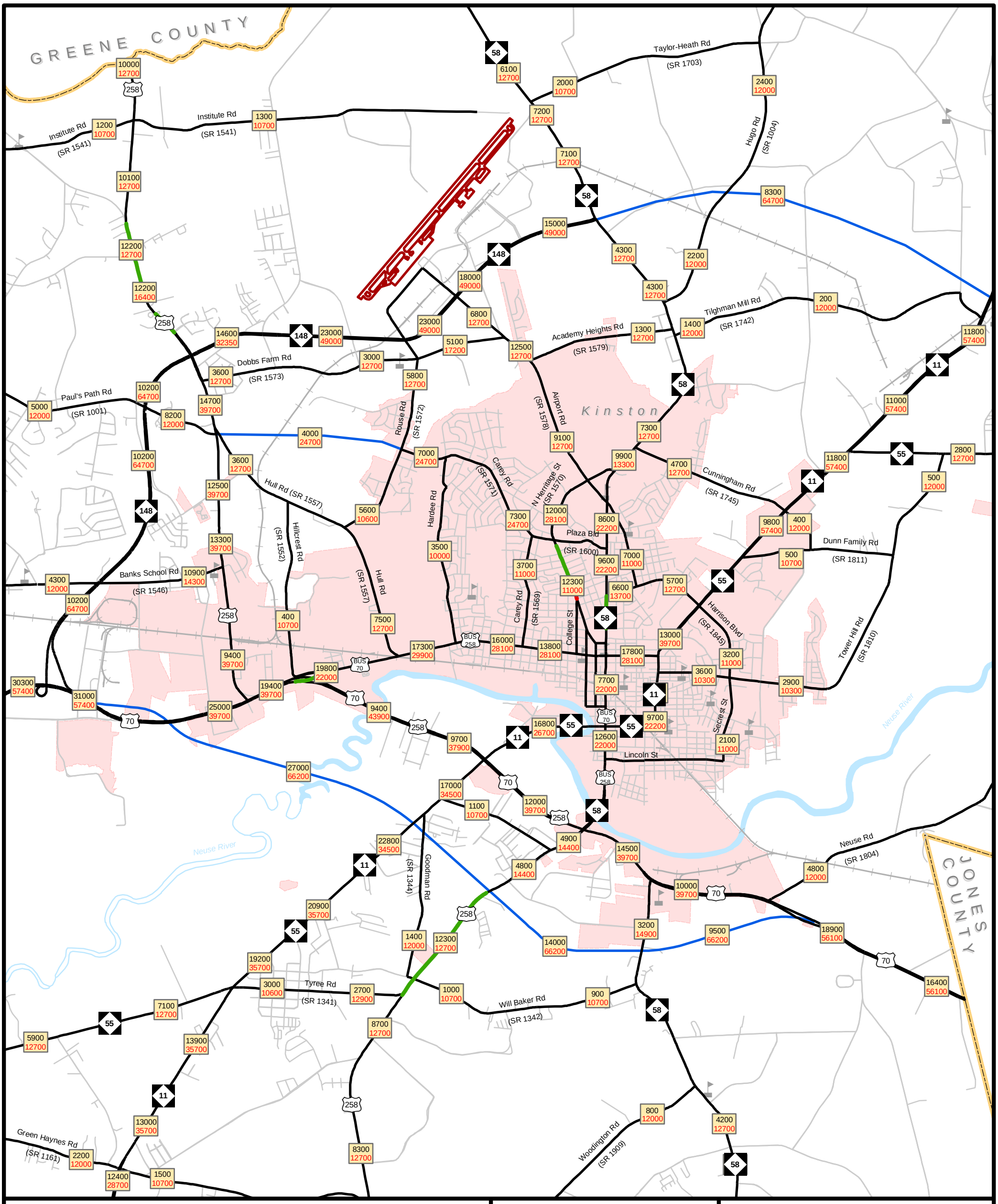
Sheet 1 of 2

*Base map date: May 2016*

Refer to CTP document for more details

**Figure 3 - 2045 Volumes and Capacity Deficiencies**

# Lenoir County
## Comprehensive Transportation Plan




8100 2045 Volume (AADT)
12400 2015 Capacity

- Near Capacity
- Over Capacity
- Network Roads
- Committed STIP Projects
- Other Roads
- Airport
- Railroads
- Schools
- County Boundaries
- Rivers and Streams
- Municipal Boundaries

0 0.75 1.5 Miles

N W E S

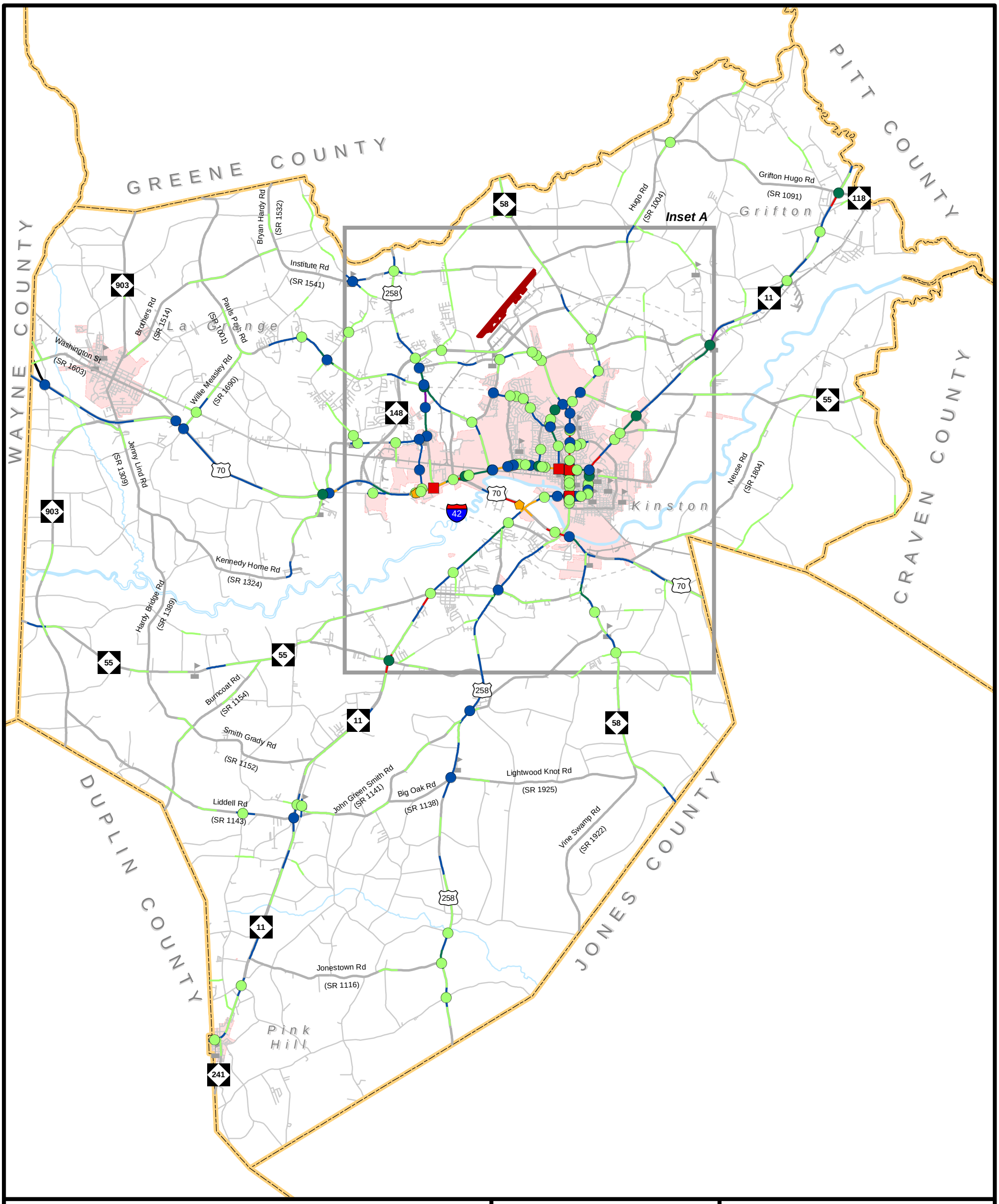
Sheet 2 of 2

*Base map date: May 2016*

Refer to CTP document for more details

**Figure 3A - 2045 Volumes and Capacity Deficiencies**

# Lenoir County
## Comprehensive Transportation Plan




**Crash Intersections**

- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 4 to 9

**Crash Sections**

- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 4 to 9

- Airport
- Network Roads
- Railroads
- Schools
- County Boundaries
- Rivers and Streams
- Municipal Boundaries

Miles
0 1 2 4

N W E S

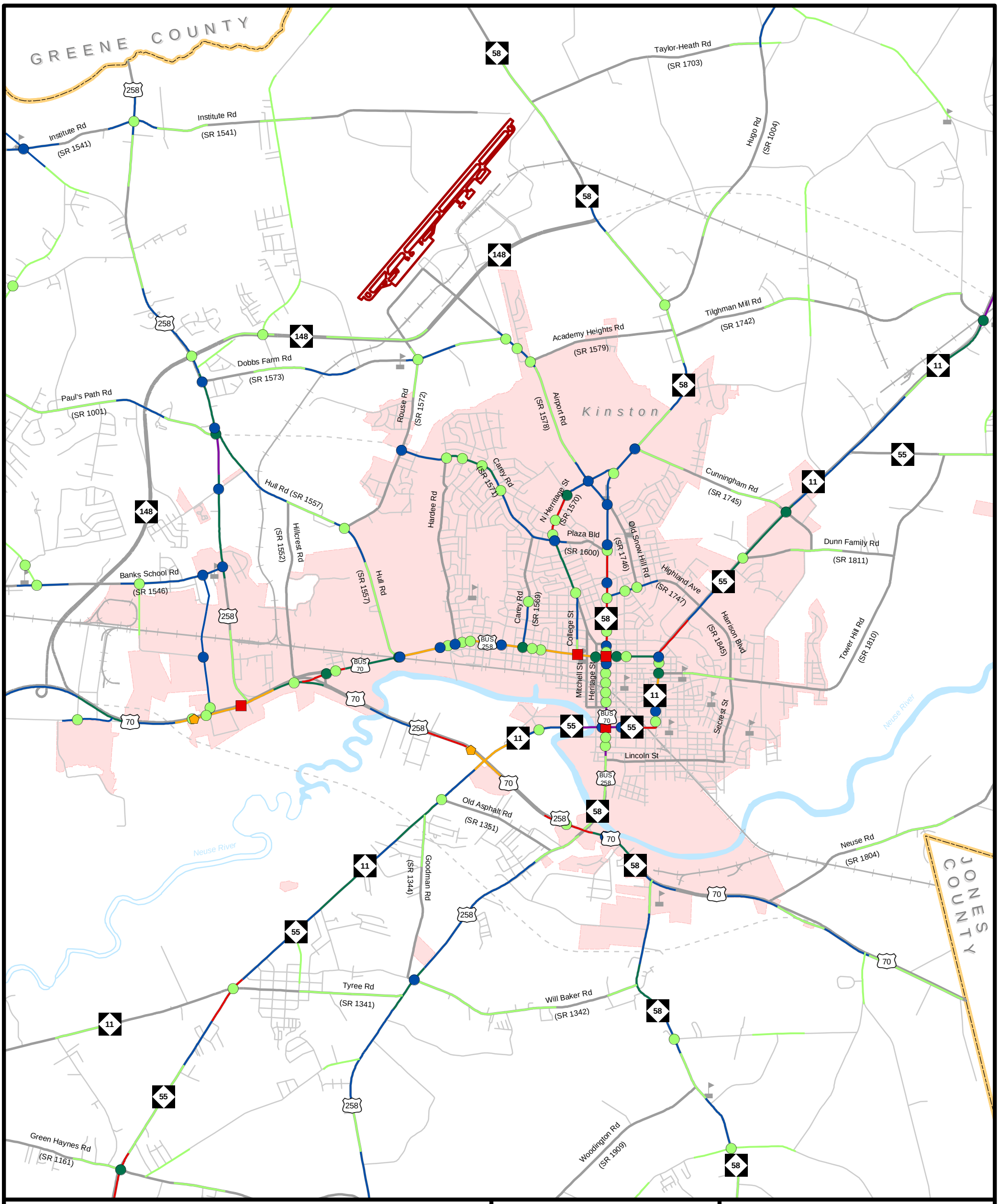
Sheet 1 of 2

*Base map date: May 2016*

Refer to CTP document for more details

## Figure 4 - High Frequency Crash Locations

# Lenoir County
## Comprehensive Transportation Plan




**Crash Intersections**

- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 4 to 9

**Crash Sections**

- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 4 to 9

- Airport
- Network Roads
- Railroads
- Schools
- County Boundaries
- Rivers and Streams
- Municipal Boundaries

0 0.75 1.5 Miles

N W E S

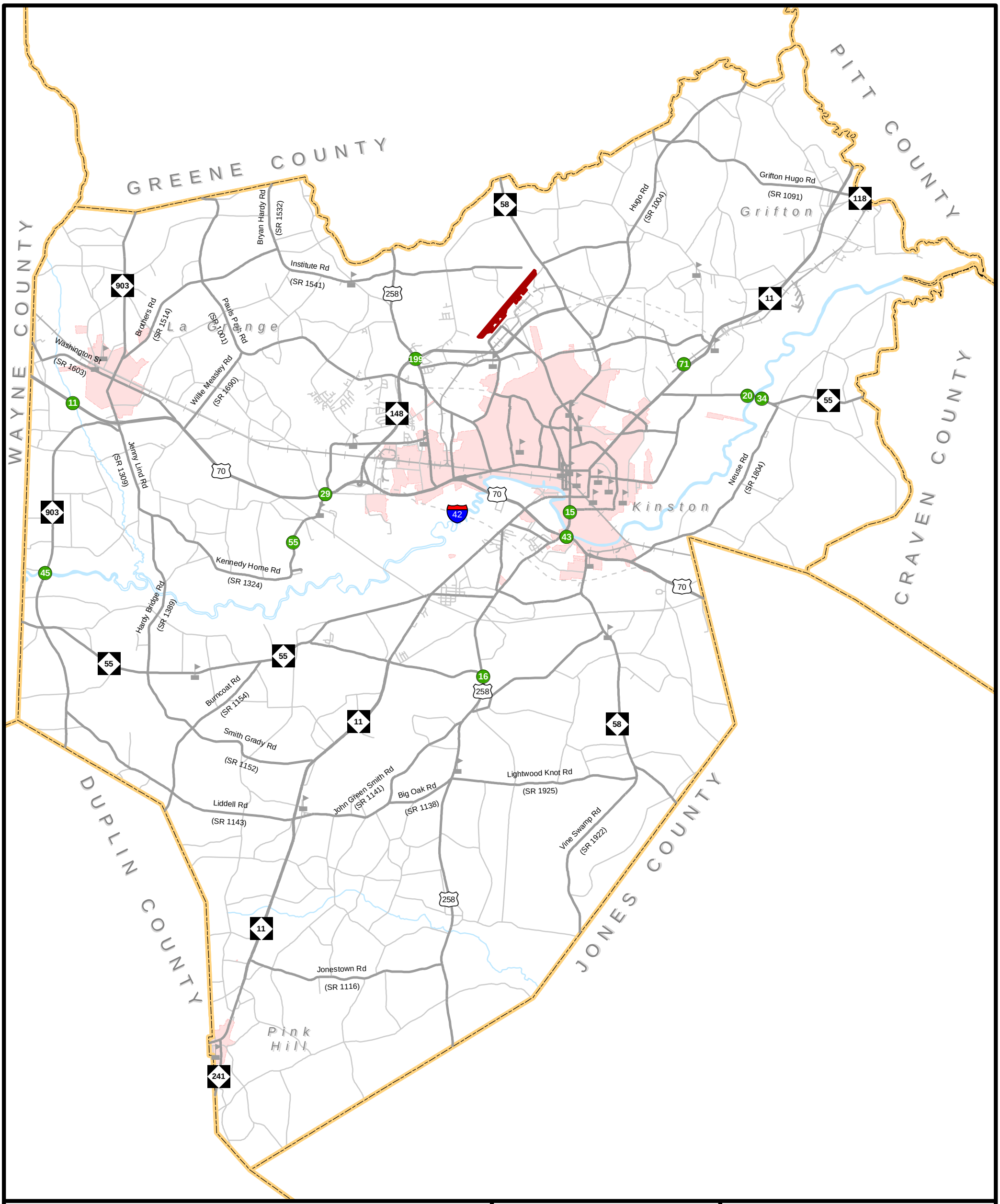
Sheet 2 of 2

*Base map date: May 2016*

Refer to CTP document for more details

## Figure 4A - High Frequency Crash Locations

# Lenoir County
## Comprehensive Transportation Plan




Deficient Bridge
(# Bridge Number)

Airport

Network Roads

Railroads

Schools

County Boundaries

Rivers and Streams

Municipal Boundaries

0 0.75 1.5 3 Miles

N W E S

Sheet 1 of 1

*Base map date: May 2016*

Refer to CTP document for more details

## Figure 5 - Bridge Locations

# Lenoir County
## Comprehensive Transportation Plan

### *Public Transportation and Rail*

Public transportation and rail are vital modes of transportation that give alternatives 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, single-county systems are encouraged 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 provide service 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, Amtrak passenger station and throughout the United States and Canada. Greyhound and Amtrak Thruway service operate 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. Lenoir County Transit (LCT) is the primary provider of transportation services for Lenoir County Department of Social Services, Lenoir County Health Department, Vocational Rehabilitation, Council on Aging and Eastpointe Mental Health. Services are performed using demand response and subscription scheduling. LCT provides transportation to and from work, shopping trips, to and from Lenoir Community College, non-emergency medical transportation, and visits to Woodmen Community Center, Neuseway Nature Center, and other points of interest. 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 for the Public Transportation Division.

Rail

Today North Carolina has 3,245 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

Intercity passenger service is provided by Amtrak which currently operates six passenger services daily in or through North Carolina serving 16 cities across the state. Five of the services are interstate (Crescent, Palmetto, Silver Meteor, Silver Star, and Carolinian passenger trains) and one service (Piedmont passenger train) operates exclusively within North Carolina. In addition to the six passenger services mentioned, Amtrak also operates its Auto Train service which passes through North Carolina but does not make any stops. Amtrak ridership demand has been on a rise in the state. In 2010 ridership was 840,000 and increased to 896,292 passengers in 2016. Amtrak operates a Thruway Bus Service that connects Kinston to passenger rail service in Wilson.

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 every day. Combined, the Carolinian and Piedmont carry more than 300,000 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 17 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. Two Class 1 Railroads serve Lenoir County. Norfolk Southern operates a line from Wayne County to Jones County, primarily paralleling US 70. CCX operates a line from Pitt County to just north of Kinston, primarily paralleling NC 11. There is also a rail spur from the Norfolk Southern Railroad west of Kinston to the Global TransPark, primarily paralleling NC 148. All recommendations for rail were coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information for the Rail Division.

### *Bicycles & Pedestrians*

Bicyclists and pedestrians are a growing part of the transportation system 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 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 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 Lenoir County Bicycle Plan, the 2008 City of Kinston Comprehensive Pedestrian Plan, and the 2015 Kinston Riverfront Greenway and Cycle Track Plan were utilized in the development of these elements of the CTP. North Carolina Bicycle Route 7 bisects the south central part of the 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 for the Division of Bicycle and Pedestrian Transportation.

### *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 2015 Lenoir County Land Use Plan (refer to Appendix G, Figures 10 and 11) was used to meet this requirement.

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.

Existing commercial land uses in Lenoir County are primarily located along US and NC highways within each of the municipalities with scattered commercial development along US 70, NC 11, and other signed routes in rural areas. Industrial areas are located within the Global TransPark and western Kinston. Lenoir Community College is located at the intersection of US 70 and NC 58 in Southeastern Kinston. UNC Lenoir Health Care Hospital is located on NC 58 in North Kinston.

The highest projected population growth rates in Lenoir County are in areas west, north and east of Kinston. For employment, the highest projected increases are in and near the Global TransPark, north of Kinston.

For detailed information on how land use and growth projections were developed for and applied in the CTP, refer to Appendix G.

## *1.2 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[3] (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, every effort was made to minimize potential impacts to these features utilizing the best available data. Any 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.

[3] *For more information on NEPA, go to:* https://ceq.doe.gov/.

A full listing of environmental features that are typically examined as a part of a CTP study is shown in the following tables. Environmental features occurring within Lenoir County are shown in Figure 6, Sheets 1-5, and are shown in bold text in Table 1.

**Table 1 – Environmental Features**

- **24k Hydro Lines**
- 303D Streams
- **Airport Boundaries**
- Anadromous Fish Spawning Areas
- APNEP - Submerged Aquatic Vegetation
- Beach and Waterfront Access
- Benthic Habitat
- Bicycle Routes
- Boating Access
- Churches and Cemeteries
- **Colleges and Universities (Points)**
- Conservation Tax Credit Properties
- Critical Habitat for Threatened and Endangered Species
- Emergency Operation Centers
- Fish Nursery Areas
- Hazard Substance Disposal Sites (points & polygons)
- Hazardous Waste Facilities
- High Quality Waters and Outstanding Resource Water Management
- **Historic Resources – National Register and Determined Eligible (points and polygons)**
- **Hospitals**
- **Hydrography - 1:24,000-scale (polygons)**
- **Landscape Habitat Indicator Guilds (LHIGs)Managed Areas**
- **National Wetlands Inventory (polygons)**
- Natural Heritage Element Occurrences
- **NC-CREWS: N.C. Coastal Region Evaluation of Wetland Significance**
- NCDOT Maintained Mitigation Sites
- **Railroads (1:24,000)**
- **Recreation Projects - Land and Water Conservation Fund**
- Regional Trails
- Sanitary Sewer Systems - Treatment Plants
- **Schools (Public & Non-Public)**
- Significant Natural Heritage Areas
- State Natural and Scenic Rivers
- State Parks
- Target Local Watersheds - EEP
- Trout Streams (DWQ)
- Trout Waters WRC (arcs & polygons)
- Unique Wetlands
- Water Distribution Systems – Tanks & Treatment Plants
- Water Supply Watersheds

Archaeological sites were also considered but are not mapped due to restrictions associated with the sensitivity of the data.

## *1.3 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 Lenoir County Board of Commissioners in April 2016 to formally initiate the study, provide an overview of the transportation planning process, and to gather input on area transportation needs.

Throughout the course of the study, the NCDOT Transportation Planning Division cooperatively worked with the Lenoir County CTP Steering Committee, which included a representative from each municipality, county staff, the Eastern Carolina RPO, NCDOT Division 2, and others. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and developed proposed CTP recommendations. Refer to Appendix H for detailed information on the vision statement, the goals and objectives survey and a listing of committee members.

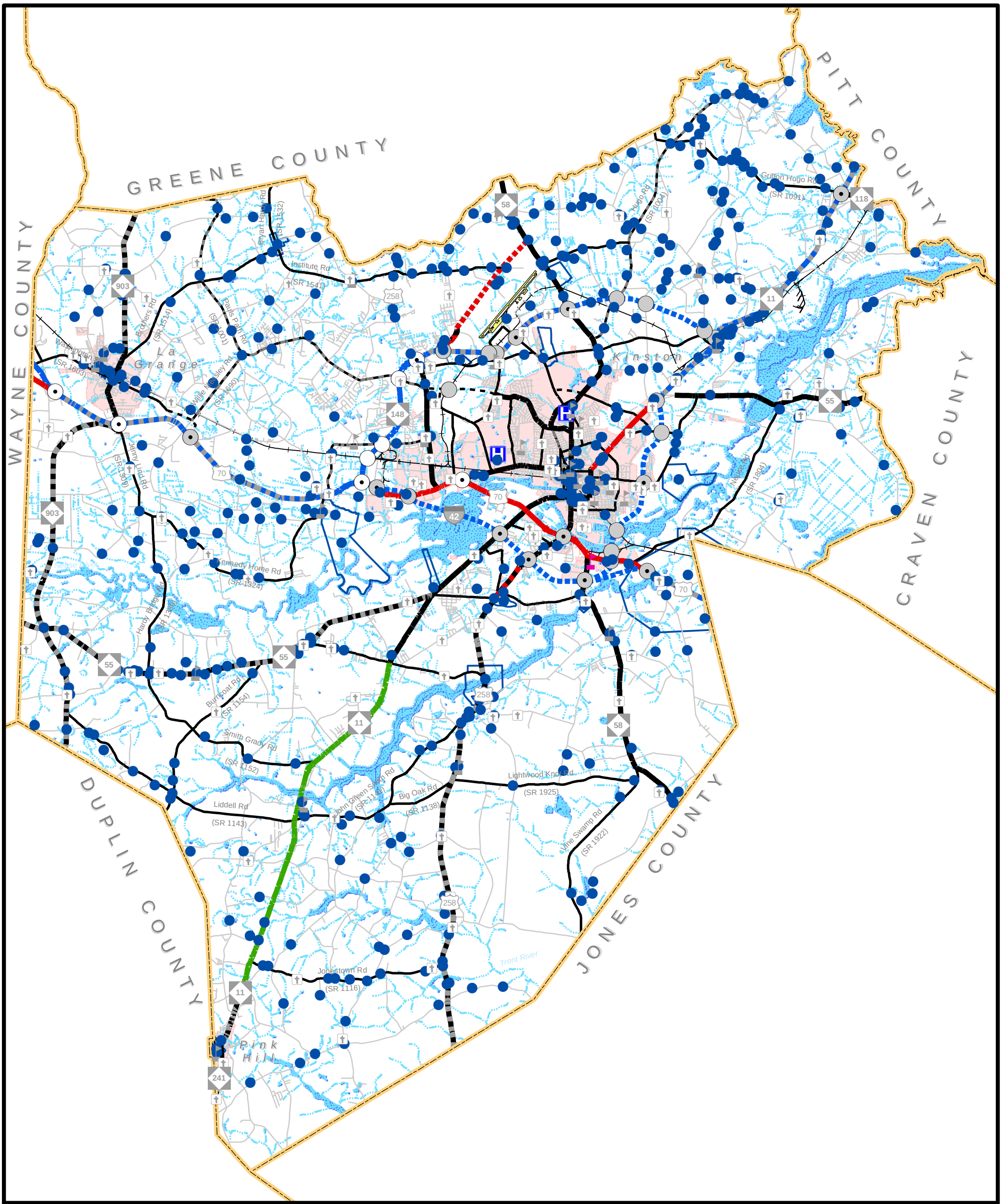
The public involvement process included holding three public drop-in sessions in Lenoir County to present the proposed CTP to the public and solicit comments. The first meeting was held on May 7, 2018 at the La Grange Community Center; the second meeting was held on May 8, 2018 at the Livestock Arena; the third meeting was held on May 9, 2018 at the Woodmen Community Center. Each session was held from 4:00-7:00 pm and were publicized on various government websites, Facebook, and flyers that were distributed throughout the county. One comment form was submitted during the session held on May 9, 2018.

Public hearings were held at the following locations and dates:

- Kinston City Council June 4, 2018
- La Grange Town Council June 4, 2018
- Pink Hill Town Council June 25, 2018
- Lenoir County Commissioners Meeting July 16, 2018

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

The Eastern Carolina RPO endorsed the CTP on July 19, 2018. The North Carolina Department of Transportation mutually adopted the Lenoir County CTP on August 2, 2018.




- Churches & Cemeteries
- Colleges & Universities
- Schools
- Historic Resources Sites
- Hospitals
- Airport Boundary
- Historic Resources Areas
- 24k Hydro Lines
- Hydrography Areas
- County Boundaries
- Roads
- Railroads
- Municipal Boundaries

0 1 2 4 Miles

N W E S

Sheet 1 of 5

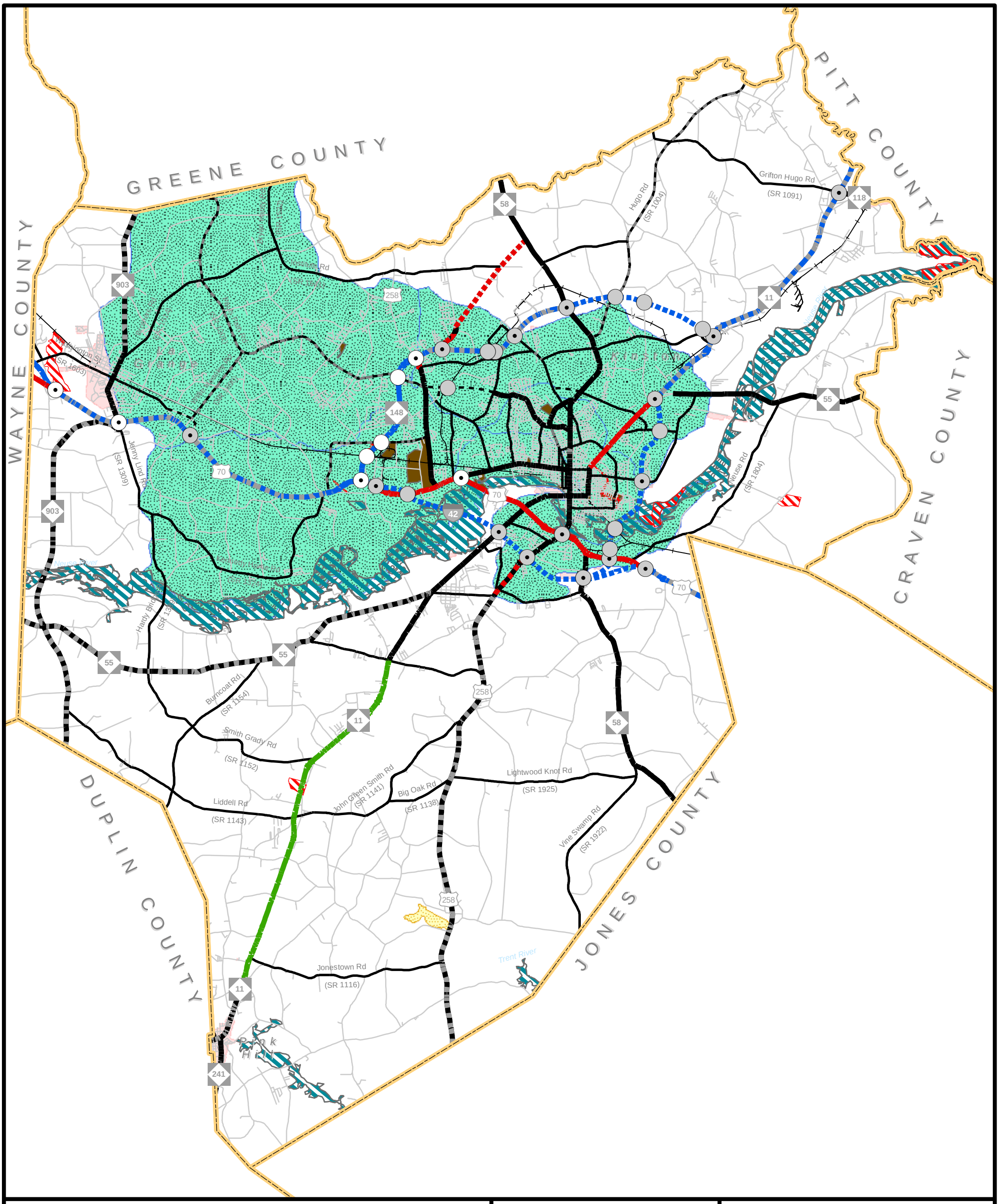
*Base map date: May 2016*

Refer to CTP document for more details

# Figure 6 - Environmental Features Map (Primary)

# Lenoir County

## Comprehensive Transportation Plan




- NCDOT Maintained Mitigation Sites
- Lands & Water Conservation Funds
- Landscape Habitat Indicator Guilds
- Significant Natural Heritage Areas
- Target Local Watersheds - EEP
- County Boundaries
- Roads
- Railroads
- Municipal Boundaries

0 1 2 4 Miles

N W E S

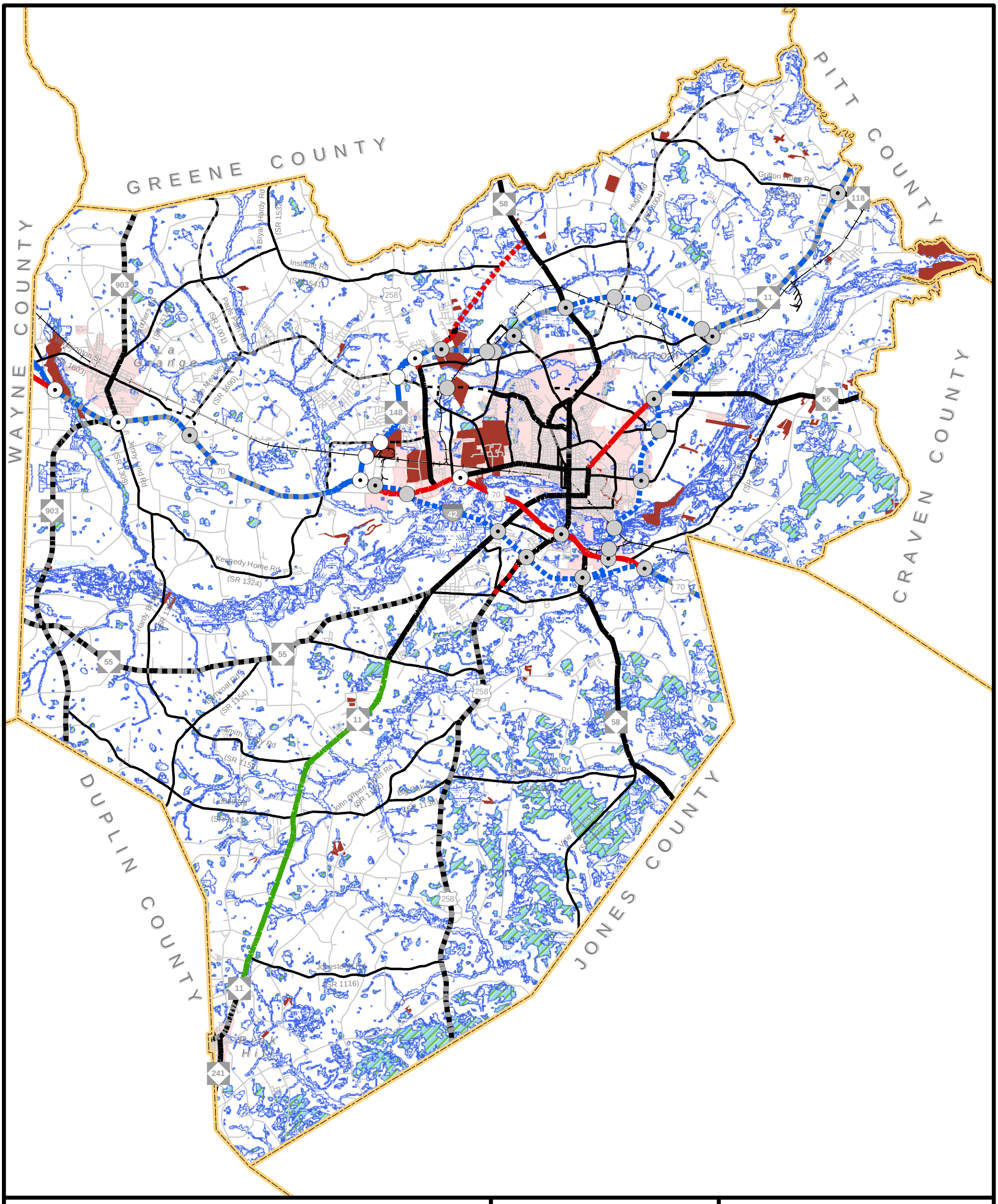
Sheet 2 of 5

*Base map date: May 2016*

Refer to CTP document for more details

# Figure 6 - Environmental Features Map (Primary)

# Lenoir County
## Comprehensive Transportation Plan




- County Boundaries
- Roads
- Railroads
- Managed Areas
- National Wetlands Inventory
- NC-CREWS
- Municipal Boundaries

Miles
0 1 2 4

N
W E
S

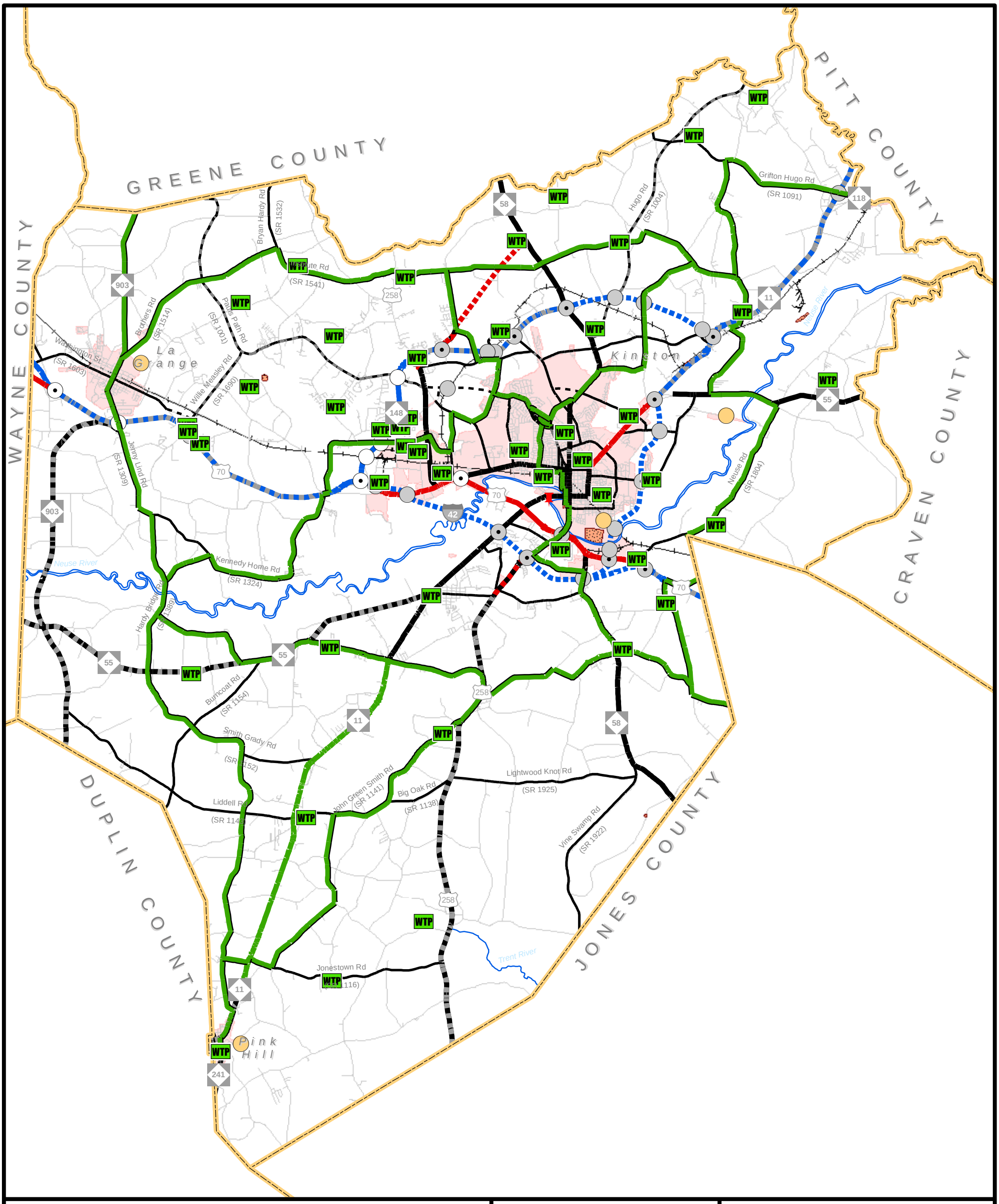
Sheet 3 of 5

*Base map date: May 2016*

Refer to CTP document for more details

# Figure 6 - Environmental Features Map (Primary)

# Lenoir County
## Comprehensive Transportation Plan




- Boat Access
- Sewer Treatment Plants
- Water Distribution Treatment Plants
- County Boundaries
- Bike Routes
- Anadromous Fish Spawning Areas
- Hazardous Substance Disposal Sites
- Roads
- Railroads
- Municipal Boundaries

0 1 2 4 Miles

N W E S

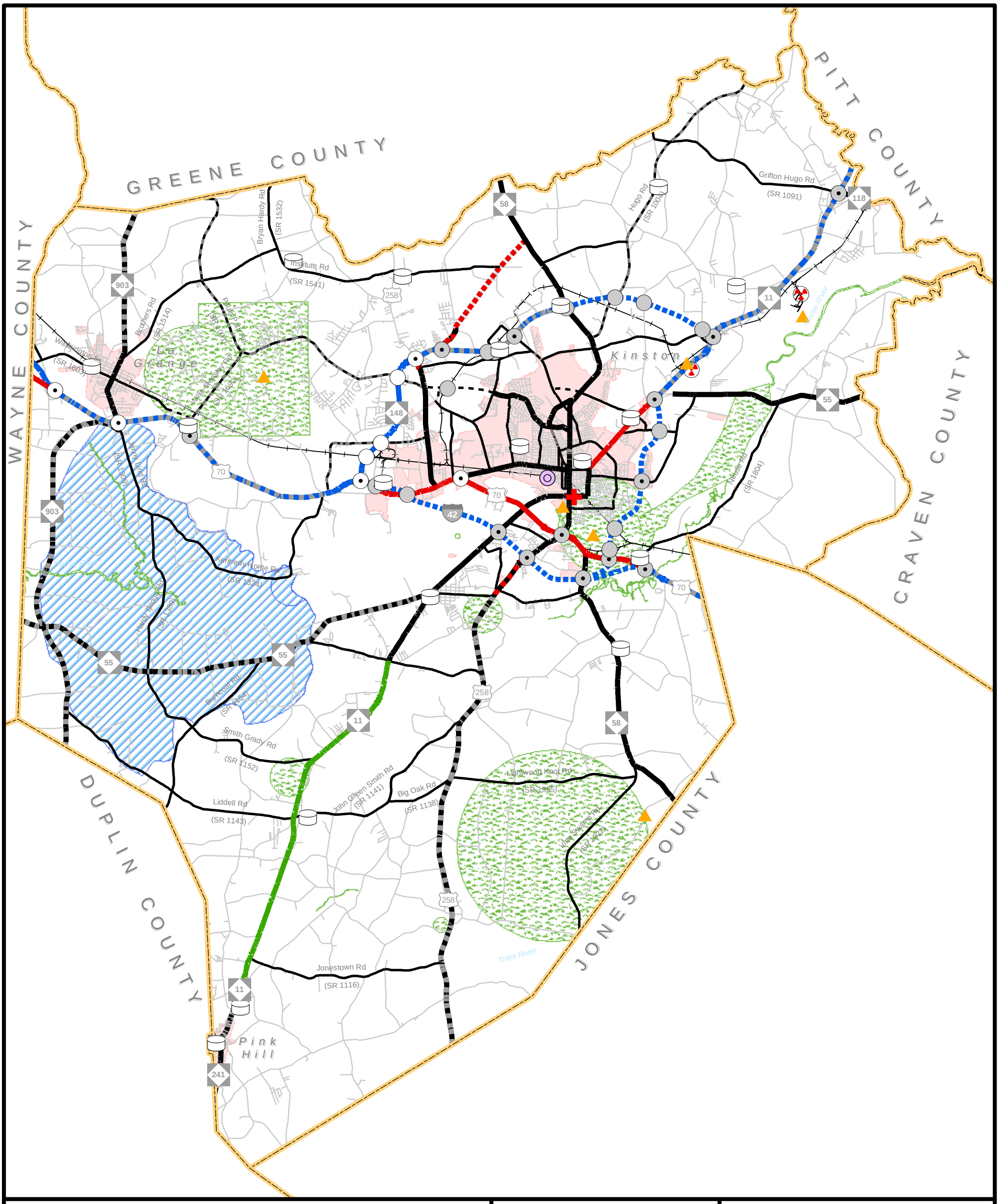
Sheet 4 of 5

*Base map date: May 2016*

Refer to CTP document for more details

# Figure 6 - Environmental Features Map (Secondary)

# Lenoir County
## Comprehensive Transportation Plan




- Emergency Operation Centers
- Hazardous Substance Disposal Sites
- Hazardous Waste Facilities
- Water Distribution Tanks
- Water Distribution Systems Pumps
- Natural Heritage Element Occurrences
- Water Supply Watersheds
- County Boundaries
- Roads
- Railroads
- Municipal Boundaries

0 1 2 4 Miles

N W E S

Sheet 5 of 5

*Base map date: May 2016*

Refer to CTP document for more details

# Figure 6 - Environmental Features Map (Secondary)

# Lenoir County
## Comprehensive Transportation Plan

# 2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2018 Lenoir County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

NCDOT adopted a "Complete Streets[1]" policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the Department will collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area. The benefits of this approach include:

- making it easier for travelers to get where they need to go;
- encouraging the use of alternative forms of transportation;
- building more sustainable communities;
- increasing connectivity between neighborhoods, streets, and transit systems;
- improving safety for pedestrians, cyclists, and motorists.

Complete Streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists and individuals of all ages and capabilities. These streets generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths, context-based traffic speeds, and are well-integrated with surrounding land uses. The Complete Street policy and concepts were utilized in the development of the CTP. The CTP proposes projects that include multi-modal project recommendations as documented in the problem statements within this chapter. Refer to Appendix C for recommended cross sections for all project proposals and Appendix D for more detailed information on the typical cross sections.

## *2.1 Unaddressed Deficiencies*

N. Herritage Street (SR 1570), Local ID: LENO0110-H, is currently at capacity from College Street to Plaza Boulevard (SR 1600). By 2045, this section is projected to be over capacity. Improvements are needed to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

N. Herritage Street (SR 1570) runs north-south through northern Kinston and provides access from the Lenoir County Hospital to downtown Kinston. This facility is a two-lane minor thoroughfare with 12 foot lanes from College Street to Plaza Boulevard (SR 1600). Annual Average Daily Traffic (AADT) on N. Herritage Street (SR 1570) from College Street to Plaza Boulevard (SR 1600) is projected to increase from 11,000 vehicles per day (vpd) in 2015 to 12,300 vpd in 2045, compared to a LOS D capacity of 11,000 vpd.

[1] *For more information on Complete Streets, go to: http://www.completestreetsnc.org/*

This section of N. Herritage Street (SR 1570) passes through an established residential neighborhood with many of the housing units being close to the existing roadway. There are also commercial and institutional developments on the northern end of this section of N. Herritage Street (SR 1570), which are also close to the existing roadway. There is no access control along this section of N. Herritage Street (SR 1570). It is lined with numerous driveway and roadway access points. For these reasons, widening of N. Herritage Street (SR 1570) is thought to be unviable.

A crash assessment performed during the development of the CTP identified 22 crashes, including 14 injury crashes, along this section of N. Herritage Street (SR 1570) between January 1, 2011 and December 31, 2015. The proposed improvements may reduce the amount and severity of crashes along this section of N. Herritage Street (SR 1570) by increasing the different modes of transportation along this corridor.

The CTP project proposal (LENO0110-H) is to study and implement transportation demand strategies along this corridor. The Lenoir County CTP has proposed a transit route along this corridor to serve growing transportation needs. Strategies that promote other modes of transportation such as pedestrian, bicycle, transit and ridesharing are recommended for further study. Other strategies to be considered include access management, modifying signal timing, intersection improvements, driveway connections for businesses, service routes to the business for alternate access, and any other strategies to reduce turning conflicts and improve safety. Additionally, the CTP project proposal of the W. Highland Ave/N. Herritage Street (SR 1570) Offset (Local ID: LENO0006-H) should improve safety along this corridor.

## *2.2 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 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 Eastern Carolina RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

Recommended improvements shown on the CTP map represent an agreement of identified transportation deficiencies and potential solutions to address the deficiencies. While the CTP does propose recommended solutions, it may not represent the final location or cross section associated with the improvement. All CTP recommendations are based on high level systems analyses that seek to minimize impacts to the natural and human environment. 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[2] (SEPA). During the NEPA/SEPA process, the specific project location and cross section will be determined based on environmental analysis and public input. This CTP may be used to support transportation decision making and provide transportation planning data in the NEPA/SEPA process.

## *2.3 Problem Statements*

The following pages contain problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, with full problem statements occurring first in each section. Full problem statements are denoted by a gray shaded box containing project information. Minimum problem statements are more concise and less detailed than full problem statements, but include all known or readily available information. Reference problem statements are developed for Statewide Transportation Improvement Program (STIP) projects where the purpose and need for the project has already been established.

[2]*For more information on SEPA, go to: http://www.doa.nc.gov/clearing/faq.aspx.*

# HIGHWAY

## I-42/US 70, Local ID: LENO0101-H

I-42/US 70 is a vital transportation corridor that stretches from I-40 near Raleigh in Johnston County to Morehead City in Carteret County. Within North Carolina, I-42/US 70 provides a direct connection between Raleigh-Durham, Goldsboro, Kinston, New Bern, and Morehead City. The purpose of this project is to improve mobility and connectivity of statewide transportation operations along the I-42/US 70 corridor.

The I-42/US 70 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network[3] (NCTN). The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NC Transportation Network (NCTN) is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity. The I-42/US 70 corridor provides connections to five major activity centers: the Research Triangle Park in Raleigh-Durham, Seymour Johnson Air Force Base in Goldsboro, Global TransPark in Kinston, Cherry Point Marine Corps Air Station in Havelock, and the Port of Morehead City. Additionally, the NCDOT 2040 Plan[4] identifies the following investments for eastern North Carolina:

- Strengthen Military Connections
    - Improve highway and rail connections between bases and to ports of embarkation and debarkation.
    - Improve highway connections between bases and regional healthcare and education centers.

- Strengthen Highway Connectivity from Mountains to Coast
    - Improve U.S. 70 to interstate standards from I-40 to Morehead City to improve freight movements and in-state access to the Port of Morehead City.

This project area in Lenoir County consists of two non-contiguous sections, connected by the proposed Kinston Bypass (STIP Project R-2553). The first section begins at the terminus of the Goldsboro Bypass in Western Lenoir County and ends at the western end of the proposed Kinston Bypass (STIP Project R-2553), just west of Kinston. The second section begins at the eastern end of the proposed Kinston Bypass (STIP Project R-2553) east of Kinston and continues to the Jones County Line.

US 70 also forms the part of the southern route of the “Quad-East Interstate Loop” concept. Four facilities form this quadrangle: I-795 between I-587/US 264 and I-42/70

[3] *For more information on the NCTN, go to: https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx.*

[4] *For more information on the 25 Year Vision for North Carolina, go to: https://www.ncdot.gov/performance/reform/2040Plan/.*

form the western route, I-42/US 70 and NC 148 between I-795 and NC 11 form the southern route, NC 11 between NC 148 and US 264 form the eastern route, and I-587/US 264 between NC 11 and I-795 form the northern route. The vision of this Quad-East Interstate Loop is to provide high-speed interstate access between eastern North Carolina cities and I-95.

This project area is comprised of mostly rural farmland, with some commercial and industrial development interspersed throughout. Based on a planning level environmental review using available GIS data, the proposed project may potentially impact the Neuse River Basin watershed area as well as local watershed areas. National wetland areas and Natural Heritage Element Occurrences may also be affected along this facility.

**Project Description and Overview**

The project proposal (LENO0101-H) is to upgrade the existing facility to interstate standards from the US 70 Bypass/Business interchange west of La Grange to the proposed Kinston Bypass, west of Kinston, and from the proposed Kinston Bypass, east of Kinston, to Jones County, including the addition of an interchange (STIP Project R-5813) near Willie Measley Road (SR 1252) with the addition of service roads to existing land uses near US 70. This interchange will also necessitate the relocation of Washington Street (SR 1603).

## I-42/US 70 Kinston Bypass, STIP No. R-2553

US 70 is currently a four-to-five lane major thoroughfare from NC 148 west of Kinston to Neuse Road (SR 1804) east of Kinston and is projected to be either near or over capacity by 2045. The 2018-2027 STIP includes project R-2553 to address this problem. The project consists of constructing a four-lane freeway on new location from east of NC 148 to east of Neuse Road (SR 1804), including possible interchanges with existing US 70 west of Kinston, NC 11/55, US 258, NC 58, and/or existing US 70 east of Kinston. The project is currently in the project development phase. For additional information, including Purpose and Need, contact either NCDOT's Central Project Delivery Team or NCDOT Division 2.

## US 258, Local ID: LENO0102-H (Formally STIP No. R-2235, since removed from the STIP)

US 258 is currently a two lane major thoroughfare from Jones County to Tyree Road (SR 1341). There is a history of several fatal and injury crashes along this section of roadway. This section of roadway has a higher than average critical crash rate and severity index rating. Through traffic from Jacksonville to points further north mixes with local traffic, creating conflicts with speed and safety, specifically in passing zones and at intersections. While there are not any projected capacity issues along this section of roadway, traffic volumes are high enough that crashes in existing passing zones could increase if not addressed.

The US 258 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network[5] (NCTN). The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NC Transportation Network (NCTN) is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity. The US 258 corridor provides a connection from US 70 in Kinston to Camp Lejeune Marine Corps Base in Jacksonville. Additionally, the NCDOT 2040 Plan[6] identifies the following investments for eastern North Carolina:

- Strengthen Military Connections
  - Improve highway and rail connections between bases and to ports of embarkation and debarkation.
  - Improve highway connections between bases and regional healthcare and education centers.

- Strengthen Highway Connectivity from Mountains to Coast
  - Improve U.S. 258 to from US 70 in Kinston to NC 24-27 just north of Jacksonville to improve freight movements and in-state access to Camp Lejeune.

A crash assessment performed during the development of the CTP identified the following intersections along this section of US 258 as experiencing a high number of crashes between January 1, 2011 and December 31, 2015:

| Crash Location | Number of Crashes (2011-15) |
|---|---|
| Pleasant Hill Rd (SR 1105) | 5 |
| Jonestown Rd (SR 1116) | 6 |
| Nobles Mill Rd (SR 1120) | 6 |
| Sandy Foundation Rd (SR 1137) | 11 |
| Woodington Rd (SR 1909) | 10 |

This crash assessment also identified 18 segments along this section of US 258 as experiencing a high number of crashes between January 1, 2011 and December 31, 2015. These sections experienced 4 fatal or serious injury crashes as well as 54 other injury accidents during this time period. Information provided by the local fire departments indicated that several of these crashes were head-on collisions.

Refer to Chapter 1 of the CTP report for more detailed information on this location. The proposed improvements to US 258 will help to reduce congestion as well as improve safety and mobility in the area.

[5] *For more information on the NCTN, go to: https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx.*
[6] *For more information on the 25 Year Vision for North Carolina, go to: https://www.ncdot.gov/performance/reform/2040Plan/.*

**Project Description and Overview**

The project proposal (LENO0102-H) is to add an alternating passing lane along this section of roadway, improve intersection visibility where applicable, add rumble stripes along the center yellow lines and the white lines along the shoulders, and apply more reflective thermoplastic paint to road markings. The proposed improvements could help address the safety issues along this facility.

## US 258, Local ID: LENO0103-H

US 258 is projected to be near capacity by 2045 from Tyree Road (SR 1341) to the proposed Kinston Bypass (STIP Project R-2553). Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved under most conditions. While the AADT in 2045 is projected to be slightly less than capacity, seasonal variations are likely to result in traffic volumes above capacity on a number of days. This is based on historic seasonal variability data developed by NCDOT.

The US 258 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network[7] (NCTN). The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NC Transportation Network (NCTN) is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity. The US 258 corridor provides a connection from US 70 and Kinston to Camp Lejeune Marine Corps Base and Jacksonville. Additionally, the NCDOT 2040 Plan[8] identifies the following investments for eastern North Carolina:

- Strengthen Military Connections
    - Improve highway and rail connections between bases and to ports of embarkation and debarkation.
    - Improve highway connections between bases and regional healthcare and education centers.

- Strengthen Highway Connectivity from Mountains to Coast
    - Improve U.S. 258 to from US 70 in Kinston to NC 24-27 just north of Jacksonville to improve freight movements and in-state access to Camp Lejeune.

By 2045, this section of US 258 is projected to be near capacity from Tyree Road (SR 1341) to the proposed Kinston Bypass (STIP Project R-2553). Traffic is projected to increase from 8,500 vehicles per day (vpd) in 2015 to 12,300 vpd in 2045, compared to a LOS D capacity of 12,700 vpd.

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[7] *For more information on the NCTN, go to: https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx.*

[8] *For more information on the 25 Year Vision for North Carolina, go to: https://www.ncdot.gov/performance/reform/2040Plan/.*

Ten crashes were identified occurring at the intersection of US 258 and Will Baker Road (SR 1342) between January 1, 2011 and December 31, 2015.

This crash assessment also identified 3 segments along this section of US 258 as experiencing a high number of crashes between January 1, 2011 and December 31, 2015. These sections experienced 1 fatal or serious injury crashes as well as 18 other injury accidents during this time period.

Refer to Chapter 1 of the CTP report for more detailed information on this location. The proposed improvements to US 258 could help to help address the safety issues as well as improve mobility along this facility.

**Project Description and Overview**

The proposed project (Local ID: LENO0103-H) is to widen the existing two-lane facility to a four-lane divided boulevard with 12-foot lanes and a left-turn lane at Tyree Road (SR 1341) and Will Baker Road/Central Avenue (SR 1342). The widening to four lanes is to address capacity deficiencies, while the median divided cross-section is recommended to help improve safety and improve the transition from the Kinston Bypass and the more developed area just south of Kinston to the rural area of southern Lenoir County.

## US 258, STIP No. R-5814

US 258 is projected to be near capacity by 2045 from 0.3 miles north of NC 148 to 0.6 miles north of NC 148 and from 0.7 miles south of Wheat Swamp Road (SR 1536) to Wheat Swamp Road (SR 1536). Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved under most conditions. While the AADT in 2045 is projected to be slightly less than capacity, seasonal variations are likely to result in traffic volumes above capacity on a number of days. This is based on historic seasonal variability data developed by NCDOT.

By 2045, these sections of US 258 are projected to be near capacity. Traffic along US 258 from 0.3 miles north of NC 148 to 0.6 miles north of NC 148 is projected to increase from 10,300 vehicles per day (vpd) in 2015 to 13,200 vpd in 2045, compared to a LOS D capacity of 16,400. Traffic along US 258 from 0.7 miles south of Wheat Swamp Road (SR 1536) to Wheat Swamp Road (SR 1536) is projected to increase from 10,200 vpd in 2015 to 12,200 vpd in 2045, compared to a LOS D capacity of 12,700.

A crash assessment performed during the development of the CTP identified the following intersections along this section of US 258 as experiencing a high number of crashes between January 1, 2011 and December 31, 2015:

| Crash Location | Number of Crashes (2011-15) |
|---|---|
| NC 148 | 5 |
| Institute Rd (SR 1541) | 9 |

This crash assessment also identified 5 segments along this section of US 258 as experiencing a high number of crashes between January 1, 2011 and December 31, 2015. These sections experienced 16 injury accidents during this time period.

Refer to Chapter 1 of the CTP report for more detailed information on this location. The proposed improvements to US 258 could help to help address the safety issues as well as improve mobility along this facility.

### Project Description and Overview

The proposed project (STIP Project R-5814) is to widen the existing two-to-three lane facility to a four-lane divided expressway with 12-foot lanes and left turn lanes at major intersections and points of activity from 0.3 miles north of NC 148 to Greene County. The widening to four lanes is to address capacity deficiencies, while the median divided cross-section will improve the continuity of the existing four-lane divided section of US 258 from NC 148 to 0.3 miles north of NC 148 and to a lesser extent, improve safety.

## NC 11 South, Local ID: LENO0104-H

NC 11 is a vital transportation corridor that stretches from I-40 in Duplin County to US 70 in Lenoir County. NC 11 provides a direct connection between Kenansville and Kinston. The purpose of this project is to improve mobility along the NC 11 corridor.

NC 11 is currently a two-lane facility from Duplin County, through Pink Hill, to Rosewood Drive (SR 1194), then becomes a three-lane facility with center left-turn lane from Rosewood Drive (SR 1194) to 0.7 miles south of Jonestown Road (SR 1116), and then becomes a multi-lane divided facility from 0.7 miles south of Jonestown Road (SR 1116) to US 70 in Kinston.

There are inconsistencies in the cross-sections of NC 11, especially through the Town of Pink Hill, making it more difficult for vehicles to traverse this corridor. There are also numerous roads, streets, and driveways that intersect NC 11 through Pink Hill. Any left-turning traffic must wait to turn, potentially causing backups for through travel. And while there are not any projected capacity issues along this section of roadway, traffic volumes are high enough that left-turning traffic may increase the likelihood of rear-end crashes if not addressed.

### Project Description and Overview

The proposed project (Local ID: LENO0104-H) is to widen the existing two-lane facility to a three-lane major thoroughfare with center left-turn lane, where feasible, from Duplin County to Rosewood Drive (SR 1194). The proposed improvements will help to improve mobility and safety along this facility. Bike lanes are recommended from NC 241 to Old Pink Hill Road (SR 1111) and sidewalks are recommended on both sides of NC 11 for the entire length of the project.

## NC 11 Relocation, Local ID: LENO0001C-H, Feasibility Study No. FS-0802A

NC 11 is a vital transportation corridor that stretches from US 264 in Pitt County to US 70 in Lenoir County. NC 11 provides a direct connection between Greenville and Kinston and points south. The purpose of this project is to improve mobility and connectivity of statewide transportation operations along the NC 11 corridor.

The NC 11 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network[9] (NCTN). The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NC Transportation Network (NCTN) is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity. The NC 11 corridor provides connections to two major activity centers: East Carolina University in Greenville and the Global TransPark in Kinston. Additionally, the NCDOT 2040 Plan[10] identifies the following investments for eastern North Carolina:

- Strengthen Military Connections
    - Improve highway and rail connections between bases and to ports of embarkation and debarkation.
    - Improve highway connections between bases and regional healthcare and education centers.

- Strengthen Highway Connectivity from Mountains to Coast
    - Improve NC 11 to interstate standards from the proposed NC 148 – Harvey Parkway Extension just north of Kinston to the proposed Kinston Bypass, just south of Kinston to improve freight movements and in-state access between the Global TransPark and points south and east.

Existing NC 11 traverses downtown Kinston, concurrently in some locations with other routes, including Business US 70/US 258 and NC 58. North-south travelers that do not need access to downtown Kinston are forced either to find an indirect route consisting of east-west and north-south facilities, or travel through the increasingly-congested central business district (CBD). The relocation of NC 11 would accommodate both through trips and trips with destinations in downtown Kinston and also would help alleviate current and projected congestion.

### Project Description and Overview

It is recommended that NC 11 be relocated onto a new four-lane freeway from the proposed Kinston Bypass to 0.2 miles south of NC 55 and that NC 11 be upgraded to a four-lane freeway from 0.2 miles south of NC 55 to the proposed Harvey Parkway Extension. This proposal also includes the construction of four interchanges at: the proposed Kinston Bypass, US 70, Tower Hill Road (SR 1810), and NC 11, 0.2 miles south

[9] *For more information on the NCTN, go to: https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx.*
[10] *For more information on the 25 Year Vision for North Carolina, go to: https://www.ncdot.gov/performance/reform/2040Plan/.*

of NC 55. This proposal also includes three grade separations at: the North Carolina Railroad and spur line, and Dunn Road (SR 1811). For additional information, refer to Feasibility Study FS-0802A.

The primary benefits of this project will be to relieve congestion in the downtown Kinston central business district and allow traffic from the south and east to access the Global TransPark more efficiently.

At the request of the Lenoir County CTP Steering Committee, an alternative for crossing the Neuse River was considered on the east side of downtown Kinston, connecting NC 58 north to S. Tiffany Street, just south of NC 11/NC 55. As this alternative was further researched, environmental concerns, including an old landfill, were discovered in the project area between the Neuse River and downtown Kinston. Due to the old landfill's close proximity to the Neuse River, it would be infeasible to build such a facility without risking breaches in the landfill and its contents.

## NC 11 North, STIP No. R-5815

NC 11 is a vital transportation corridor that stretches from US 264 in Pitt County to US 70 in Lenoir County. NC 11 provides a direct connection between Greenville and Kinston. The purpose of this project is to improve mobility and connectivity of statewide transportation operations along the NC 11 corridor.

The NC 11 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network[11] (NCTN). The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NC Transportation Network (NCTN) is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity. The NC 11 corridor provides connections to two major activity centers: East Carolina University in Greenville and the Global TransPark in Kinston. Additionally, the NCDOT 2040 Plan[12] identifies the following investments for eastern North Carolina:

- Strengthen Military Connections
    - Improve highway and rail connections between bases and to ports of embarkation and debarkation.
    - Improve highway connections between bases and regional healthcare and education centers.

[11] *For more information on the NCTN, go to: https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx.*
[12] *For more information on the 25 Year Vision for North Carolina, go to: https://www.ncdot.gov/performance/reform/2040Plan/.*

- Strengthen Highway Connectivity from Mountains to Coast
    - Improve NC 11 to interstate standards from the southwest bypass just south of Greenville (currently under construction) to the proposed NC 148 – Harvey Parkway Extension just north of Kinston to improve freight movements and in-state access between the Global TransPark and points north.

NC 11 also forms the eastern route of the "Quad-East Interstate Loop" concept. Four facilities form this quadrangle: I-795 between I-587/US 264 and I-42/70 form the western route, I-42/US 70 and NC 148 between I-795 and NC 11 form the southern route, NC 11 between NC 148 and US 264 form the eastern route, and I-587/US 264 between NC 11 and I-795 form the northern route. The vision of this Quad-East Interstate Loop is to provide high-speed interstate access between eastern North Carolina cities and I-95.

This project area in Lenoir County begins at the terminus of the NC 148 – Harvey Parkway Extension (STIP Project No. R-2553) to the Pitt County Line. This project area is comprised of mostly rural farmland, with some commercial and industrial development scattered along the route. Based on a planning level environmental review using available GIS data, national wetland areas may potentially be affected along this facility.

### Project Description and Overview

The project proposal (R-5815) is to upgrade the existing facility to interstate standards consistent with the "Quad East Interstate Loop" concept from the proposed NC 148 – Harvey Parkway Extension (STIP Project R-5703) to Pitt County, including the addition of interchanges at the proposed NC 148 – Harvey Parkway Extension, NC 118 near Grifton, and another possible interchange between NC 148 and NC 118 to be determined by the R-5815 study.

## NC 55 Relocation, Local ID: LENO0023-H

The proposed NC 11 relocation (LENO0001C-H) will begin on the current NC 11/NC 55 corridor, approximately 0.2 miles southwest of where NC 55 joins NC 11, requiring the construction of an interchange.

### Project Description and Overview

To avoid possible conflicts with the proposed NC 11 Eastern Bypass relocation interchange being in too close of proximity to the existing NC 11 and NC 55 intersection, it is recommended that NC 55 be rerouted to join the NC 11 relocation interchange.

The project will require approximately 0.3 miles of two-lane facility on new location starting on the current NC 55 approximately 0.3 miles east of the existing NC 11 and NC 55 intersection to the proposed NC 11 Eastern Bypass relocation interchange.

## NC 148 (Global TransPark area), Local ID: LENO0105-H

NC 148 is a vital transportation corridor that stretches from US 70 west of Kinston to NC 58 north of Kinston. NC 148 provides a direct connection between US 70 and points to the west, including Goldsboro, I-95, I-40, and Raleigh-Durham to the Global TransPark, a multi-modal industrial/airport site north of Kinston. The purpose of this project is to improve mobility and connectivity of transportation operations along the NC 148 Corridor.

Currently, NC 148 is a four-lane freeway from US 70 to US 258. It then becomes a four-lane divided boulevard with intersections and traffic signals from US 258 to its current terminus at NC 58.

NC 148 also forms the part of the southern route of the "Quad-East Interstate Loop" concept. Four facilities form this quadrangle: I-795 between I-587/US 264 and I-42/US 70 form the western route, I-42/US 70 and NC 148 between I-795 and NC 11 form the southern route, NC 11 between NC 148 and US 264 form the eastern route, and I-587/US 264 between NC 11 and I-795 form the northern route. The vision of this Quad-East Interstate Loop is to provide high-speed interstate access between eastern North Carolina cities and I-95.

This project area is comprised of a mix of residential and industrial development as well as some farmland. Based on a planning level environmental review using available GIS data, the proposed project may potentially impact local watershed areas as well as national wetland areas.

### Project Description and Overview

The project proposal (LENO0105-H) is to upgrade the existing facility to interstate standards consistent with the "Quad East Interstate Loop" concept from US 258 to NC 58, including the addition of possible interchanges at Poole Road (SR 1575)/Proposed Spine Road and/or Airport Road (SR 1578). The proposed improvements will improve mobility along the NC 148 Corridor.

## NC 148 (Harvey Parkway Extension), STIP No. R-5703

NC 148 is a four-lane divided facility that currently terminates at NC 58. There is a lack of connectivity between the Global TransPark on the north side of Kinston and NC 11 and Greenville to the northeast of Kinston. The 2018-2027 STIP includes project R-5703 (Alternative 2) to address this problem. The project consists of constructing a four-lane freeway on new location from east of NC 58 to NC 11, including interchanges at NC 58 and NC 11 as well as grade separations at Hugo Road (SR 1004), Wallace Family Road (SR 1732), Ferrell Road (SR 1735), and Sharon Church Road (SR 1720). The project is currently in the right-of-way phase. For additional information, including Purpose and Need, contact NCDOT Division 2.

## Banks School Road (SR 1546) Improvements, Local ID: LENO0017-H

Banks School Road (SR 1546) is currently a two-lane minor thoroughfare from US 70 to Hill Farm Road (SR 1548) and a three-lane minor thoroughfare with a center left-turn lane from Hill Farm Road (SR 1548) to US 258, West of Kinston. There is a history of several crashes along this section of roadway, as well as reoccurring congestion, especially near the intersections of Banks School Road (SR 1546) and Falling Creek Road (SR 1544). These issues are caused in part due to Banks Elementary School and Bethel Christian Academy. Through traffic from rural residential areas west of Kinston traveling to US 258 and Kinston mixes with local traffic, especially the two schools, creating conflicts with speed and safety, in particular in passing zones and at intersections.

A crash assessment performed during the development of the CTP identified the following intersections along Banks School Road (SR 1548) as experiencing a high number of crashes between January 1, 2011 and December 31, 2015:

| Crash Location | Number of Crashes (2011-15) |
|---|---|
| US 70 | 12 |
| Falling Creek Rd (SR 1544) | 8 |
| Parrott Dickerson Rd (SR 1547) | 9 |
| Hill Farm Rd (SR 1548) | 12 |
| US 258 | 18 |

This crash assessment also identified five segments along Banks School Road (SR 1546) as experiencing a high number of crashes between January 1, 2011 and December 31, 2015. These sections experienced 9 injury accidents during this time period.

Refer to Chapter 1 of the CTP report for more detailed information on this location. The proposed improvements to Banks School Road (SR 1546) will help to reduce congestion and improve mobility in the area.

### Project Description and Overview

The project proposal (LENO0017-H) is to add center left-turn lanes at major intersections on Banks School Road (SR 1546) from US 70 to Hill Farm Road (SR 1548), including at Falling Creek Road (SR 1544) and to construct operational improvements on Banks School Road (SR 1546) from Hill Farm Road (SR 1548) to US 258. The proposed improvements should help address the safety and mobility issues along this facility.

## Carey Road (SR 1569) Extension, STIP No. U-3618

Currently there is no direct east/west route connecting the northern portion of downtown Kinston and the residential and commercial developments directly to the west of the city. Traveling between these areas requires use of an inefficient route that can include a combination of east-west and north-south facilities, including Rouse Road (SR 1572) and Hull Road (SR 1557) which connect to Carey Road (SR 1571) and Pauls Path Road (SR 1001), respectively. The 2018-2027 STIP includes project U-3618 to address this

problem. The project consists of constructing a four-lane divided boulevard on new location from the intersection of Paul's Path Road (SR 1001) and US 258 to intersection of Rouse Road (SR 1572) and existing Carey Road (SR 1569). This project may also call for the realignment of Hull Road (SR 1557) to avoid a five-legged intersection with US 258, Paul's Path Road (SR 1001) and the proposed Carey Road (SR 1569) extension. The project is currently in the project development phase. For additional information, including Purpose and Need, contact either NCDOT's Central Project Delivery Team or NCDOT Division 2.

## Cunningham Road (SR 1745) Extension, Local ID: LENO0002A-H

Cunningham Road (SR 1745) is currently a two-lane minor thoroughfare from NC 58 to Dunn Road (SR 1811) to NC 58. There is a lack of connecting facilities from the eastern part of Kinston to Airport Road (SR 1578) and the Global TransPark. The primary purpose of this project will be to add an east-west alternative from the eastern part of Kinston to the Global TransPark.

### Project Description and Overview

The project proposal (LENO0002A-H) is to construct a two-lane facility on new location from the current terminus of Cunningham Road (SR 1745) to Airport Road (SR 1578). The proposed improvements will improve access to the Global TransPark from the eastern part of Kinston.

## Spine Road, Local ID: LENO0115-H (Formally STIP No. U-3341, since removed from the STIP)

There is currently a lack of connecting roads through the Global TransPark. Global TransPark is expected to develop significantly, creating thousands of jobs over the next 20-30 years. This degree of development will require significant changes to the transportation system around the Global TransPark, including efficient access to the GTP facilities from everywhere in the region. The proposed Spine Road would provide optimum access for delivery to, and shipment from internal facilities at the GTP. The project will serve as a crucial link to both NC 148 (C.F. Harvey Parkway) and NC 58.

### Project Description and Overview

The project proposal (LENO0106-H) is to construct a four-lane divided facility, part on new location to serve as the Global TransPark internal loop, beginning from NC 148 at Poole Road (SR 1575) to NC 58, including an interchange with NC 148 as well as left turn lanes at other major intersections and points of activity. The proposed improvements will improve access to existing and future Global TransPark facilities with NC 148 and NC 58.

## Minor Widening Improvements

The following routes are not expected to exceed capacity, but were identified as candidates for upgrading to NCDOT design standards. All facilities listed are recommended to have a minimum of 12-foot lanes with paved shoulders in order to improve mobility, safety and/or to accommodate bicycles. Additionally, some facilities may require improvements to the vertical and/or horizontal alignment. Implementation of the proposed projects should be coordinated through NCDOT's Highway Division 2 office (reference Appendix A for contact information).

- **NC 55, LENO0010-H:** from Wayne County to NC 11, including operational improvements at the NC 11/NC 55 intersection
- **NC 241, LENO0106-H:** from Duplin County to Old Beulaville Road
- **NC 903, LENO0107-H:** from Duplin County to Jenny Lend Road (SR 1309)
- **NC 903, LENO0108-H:** from 0.3 miles north of Brothers Road (SR 1514) to Greene County
- **Hugo Road (SR 1004), LENO0111-H:** from NC 58 to Greene County
- **Paul's Path Road (SR 1001), LENO0112-H:** from Greene County to US 258
- **E. Railroad Street/Fields Station Road (SR 1503), LENO0113-H:** from 0.1 miles east of N. Carey Street to Willie Measley Road (SR 1515)
- **Willie Measley Road (SR 1690), LENO0115-H:** from US 70 to Paul's Path Road (SR 1001)

## Other Operational Improvements

**US 70 and US 258 (Queen Street) Overpass with Square Loop Design, Feasibility Study No. FS-1502A –** The US 70 and US 258 (Queen Street) intersection experiences delays, especially during peak travel periods and seasons. There have also been nine traffic crashes at this intersection between January 1, 2011 and December 31, 2015 as well as numerous crashes along US 70 and US 258 leading up to the intersection. The project proposal (FS-1502A) is to construct an overpass with a square loop design. The proposed improvements will improve mobility and safety through this intersection.

**NC 58 Restriping, Local ID: LENO0025-H –** NC 58 is a major thoroughfare through downtown Kinston. By 2045, NC 58 from Summit Ave to Daniels St will be nearing capacity. NC 58 is a direct connection between downtown Kinston, the Lenoir County Hospital, and Global TransPark. The purpose of this project is to improve mobility along the NC 58 Corridor. Currently, NC 58 is a two-lane facility from Summit Ave to Highland Ave. Any left-turn traffic causes delays for through traffic along this section of NC 58. This portion of NC 58 traverses through a historically significant residential area of Kinston. The project proposal (LENO0025-H) is to restripe NC 58 from Summit Avenue to Highland Avenue from its current two-lane configuration to a three-lane section with center left-turn lane.

**Airport Road (SR 1578), Local ID: LENO0109-H –** Airport Road (SR 1578) is a minor thoroughfare serving Global TransPark, Kinston High School, and several medical facilities. It also serves as an important connector between downtown Kinston, NC 58, and the Global TransPark.

Airport Road (SR 1578) is projected to be near capacity by 2045 from Academy Heights Road (SR 1579) to Dobbs Farm Road (SR 1573) Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Traffic along Airport Road (SR 1578) from Academy Heights Road (SR 1579) to Dobbs Farm Road (SR 1573) is projected to increase from 8,000 vehicles per day (vpd) in 2015 to 12,500 vpd in 2045, compared to a LOS D capacity of 12,700 vpd.

A crash assessment performed during the development of the CTP identified the following intersections along this section of Airport Road (SR 1578) as experiencing a high number of crashes between January 1, 2011 and December 31, 2015:

| Crash Location | Number of Crashes (2011-15) |
|---|---|
| Academy Heights Rd (SR 1579) | 5 |
| Farmgate Rd (SR 1604) | 5 |
| Dobbs Farm Rd (SR 1573) | 5 |

This crash assessment also identified this segment of Airport Road (SR 1578) as experiencing a high number of crashes (16) between January 1, 2011 and December 31, 2015.

### Project Description and Overview

The project proposal (LENO0109-H) is to construct operational improvements on Airport Road (SR 1578) from Academy Heights Road (SR 1579) to Dobbs Farm Road (SR 1573). The proposed improvement should help address the safety and mobility issues along this facility.

**Secrest Bridge, Local ID: LENO0013-H –** For the neighborhoods north and south of Yadkin Branch, there is a lack of nearby river crossings for vehicles. While there are some pedestrian bridges, motor vehicles must travel out of their way either east or west in order to get from north of the Yadkin Branch to US 70, or from south of the Yadkin Branch to northern Kinston. It is recommended that a two-lane bridge be constructed over the Yadkin Branch linking S. Secrest Street and Forrest Street. This will link the two neighborhoods, and provide easier access to local facilities. In particular, the neighborhoods south of Yadkin Branch will have more efficient access to Rochelle Middle School and Holloway Park to the north, and the neighborhoods north of Yadkin Branch will have better access to US 70 to the south.

**W. Highland Ave/N. Herritage Street (SR 1570) Offset, Local ID: LENO0006-H –** N. Herritage Street (SR 1570) is a major north-south corridor through the Kinston central business district. The misaligned intersection with W. Highland Avenue causes difficult turning movements and contributes to unnecessary congestion on both W. Highland Avenue and N. Herritage Street (SR 1570). Westbound travel on W. Highland Avenue necessitates a right turn at N. Herritage Street (SR 1570) and an immediate left to get back on W. Highland Avenue. Similarly, eastbound travel on W. Highland Avenue necessitates a right onto N. Herritage Street (SR 1570) and an immediate left to get back onto W. Highland Avenue. It is recommended that the portion of W. Highland Avenue that is west of N. Herritage Street be realigned to intersect properly with the opposite leg of the intersection. This can help create a safer, more efficient intersection with less conflict points.

## PUBLIC TRANSPORTATION & RAIL

A public transportation and rail assessment was completed during the development of the CTP. Existing and planned public transportation and rail facilities are shown on the Public Transportation and Rail Map, Sheet 3 of Figure 1. Recommended public transportation and rail improvements identified during the development of the CTP are detailed below.

### Proposed Global TransPark Rail Connector, LENO0001-R

Currently, the existing Kinston & Snow Hill Railroad connects from the Norfolk-Southern Line, west of Kinston to the Global TransPark. The CSX line connects between Greenville along NC 11 to just northeast of Kinston. There is no connection between the Kinston & Snow Hill Railroad to the CSX Line. The primary purpose of proposing a rail connection between these two lines is to provide more industrial rail access to and from the Global TransPark.

The project proposal (LENO0001-R) is to construct a new rail facility from the existing Kinston & Snow Hill Railroad terminus within the Global TransPark east along the NC 148 – Harvey Parkway Extension to the terminus of the CSX Line near NC 11, northeast of Kinston. The proposed rail connector will improve rail access between the Global TransPark and Greenville.

### Proposed Kinston Fixed Bus Route, LENO0001-T

Currently, there are no fixed route bus services within Kinston. Many residents in Kinston commute within the city each day for work, shopping, higher education opportunities, medical appointments, and other purposes. The primary purpose of proposing transit service is to provide another mode of transportation throughout the Kinston area.

The proposed project recommends that the Lenoir County Public Transportation Department pursue development of a fixed route bus service throughout Kinston. This proposed route(s) should connect to the Amtrak Thruway Bus Stop at the Kinston-Lenoir

County Visitor and Information Center located at 101 E. New Bern Road in Kinston. The proposed route(s) will be used to connect the follow major points of activity within Kinston:

- Electrolux Manufacturing Plant
- Sanderson Farms Processing Plant
- Smithfield Packaging Plant
- Walmart and surrounding commercial areas along US 70/US 258 (W. Vernon Avenue)
- Caswell Development Center
- Vernon Park Mall
- Commercial businesses along Business US 70/Business US 258 (W. Vernon Avenue)
- Residential neighborhoods and commercial developments north of downtown Kinston
- UNC Lenoir Health Care Hospital and surrounding medical facilities
- Downtown Kinston
- Residential neighborhoods east of downtown Kinston
- Commercial areas along US 70 (E. New Bern Road)
- Lenoir Community College

The CTP process identified potential locations for Park-and-Ride lots throughout the county as listed below:

- Near the E Washington Street (SR 1603)/Robina Drive intersection in La Grange
- Near the NC 11/Ash Davis Rd (SR 1113) intersection north of Pink Hill

## BICYCLE

During the development of the CTP, a goal of the Lenoir County CTP Steering Committee was to develop a transportation system that preserves and promotes the quality of life within the county. One of the objectives of this goal is to improve bicycle opportunities throughout Lenoir County. Feedback from the CTP Steering Committee and members of the public indicated that a comprehensive bicycle network should take advantage of the existing Riverwalk along the Neuse River on the southwestern side of downtown Kinston and improve roadways to accommodate bicycles from residential areas to downtown Kinston as well as other shopping, recreational, and educational facilities.

The following facilities were identified as recommended bicycle routes and will need improvement. In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available: Curb & gutter sections require a minimum 5-foot bike lanes or 14-foot wide shoulder lanes. Shoulder sections require a minimum of 4 foot paved shoulder. All bridges along the roadways where bike facilities are recommended shall be equipped with 54-inch railings.

- State Bicycle Route #7 (passes through the northwestern to central and eastern part of the county, including La Grange, using NC 903 NC 55, US 258, US 70, and various secondary routes)
- Lenoir County Bicycle Route #40 (passes through the northern to eastern part of the county, including La Grange, using NC 55 and various secondary routes)
- Lenoir County Bicycle Route #41 (passes through north and downtown Kinston to just south of Kinston, using Business US 70/Business US 258, US 258, NC 58, and various secondary routes)
- Lenoir County Bicycle Route #42 (passes through north Kinston to northwest of Kinston, near Global TransPark, using various secondary routes)
- Lenoir County Bicycle Route #43 (passes through the southern part of the county, using various secondary routes). This includes improvements along NC 11 (LENO0104-H) from NC 241 to Old Pink Hill Road (SR 1111).
- Lenoir County Bicycle Route #44 (passes through north Kinston to northeast of Kinston, using NC 58 and various secondary routes)
- Lenoir County Bicycle Route #45 (passes through the southern to central part of the county, including Pink Hill and Kinston, using NC 11 and various secondary routes)

## PEDESTRIAN

During the development of the CTP, a goal of the Lenoir County CTP Steering Committee was to develop a transportation system that preserves and promotes the quality of life within the county. One of the objectives of this goal is to improve pedestrian opportunities throughout Lenoir County.

The 2008 City of Kinston Comprehensive Pedestrian Plan[13] and 2015 Kinston Riverfront Greenway and Cycle Track Plan[14] identify existing and proposed multiuse paths and pedestrian facilities in Kinston. These features are shown on the Pedestrian Map as existing sidewalks or recommended sidewalks. It also identifies connections to the Mountains to Sea Trail and Neuse River Greenway system. These features are shown on the Bicycle and Pedestrian Maps of Figure 1 as recommended multi-use paths. The 2015 Kinston Riverfront and Cycle Track plan identify recommended greenways for bicycles and pedestrians throughout Kinston, mostly along and to the Kinston Riverwalk along the Neuse River. These features are shown on the Bicycle and Pedestrian Maps of Figure 1 as existing and recommended multi-use paths. In addition to the pedestrian and multi-use paths from the above plans, the CTP recommends the following multi-use paths to improve connectivity and mobility in the greenway system:

[13] *For more information on the 2008 City of Kinston Comprehensive Pedestrian Plan, go to: https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/Kinston%20Ped%20Plan.pdf/*

[14] *For more information on the 2015 Kinston Riverfront Greenway and Cycle Track Plan, go to: http://stewartinc.com/portfolio-post/kinston-riverfront-greenway-cycle-track/*

Sidewalks – Needs Improvement (Sidewalks needed on one side of a facility)

- **LENO0001-P:** E. Washington Street (SR 1603), from S. Carey Street to 0.1 miles east of Robina Drive

Sidewalks – Recommended (Sidewalks needed on one or both sides of a facility)

- **LENO0002-P:** E. Washington Street (SR 1603), from 0.1 miles east of Robina Drive to Franklin Street
- **LENO0003-P:** N. Hadden Street, from W. Railroad Street to Martin Luther King Junior Drive (SR 1502)
- **LENO0104-H**: NC 11, from Duplin County to Rosewood Drive (SR 1194)
- **LENO0004-P:** Central Ave, from Macon Street to NC 11

## MULTI-USE PATHS

During the development of the CTP, a goal of the Lenoir County CTP Steering Committee was to develop a transportation system that preserves and promotes the quality of life within the county. One of the objectives of this goal is to improve multi-modal opportunities throughout Lenoir County.

The North Carolina Mountains to Sea Trail[15] is an approximately 1,200 mile existing and planned network of connected footpaths from Clingmans Dome in the Great Smokey Mountains to Jockey's Ridge on the Outer Banks. Part of the entire state planned route parallels the Neuse River in Lenoir County. A portion of this route has been constructed via the Kinston Riverwalk.

The 2008 City of Kinston Comprehensive Pedestrian Plan[16] and 2015 Kinston Riverfront Greenway and Cycle Track Plan[17] identify existing and proposed multiuse paths in Kinston. It also identifies connections to the Mountains to Sea Trail and Neuse River Greenway system. These features are shown on the Bicycle and Pedestrian Maps of Figure 1 as recommended multi-use paths.

[15] *For more information on the Mountains to Sea Trail, go to: https://mountainstoseatrail.org/the-trail/*

[16] *For more information on the 2008 City of Kinston Comprehensive Pedestrian Plan, go to: https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/Kinston%20Ped%20Plan.pdf/*

[17] *For more information on the 2015 Kinston Riverfront Greenway and Cycle Track Plan, go to: http://stewartinc.com/portfolio-post/kinston-riverfront-greenway-cycle-track/*

# APPENDICES

# Appendix A
# Resources and Contacts

## *Local Planning Organization*

*Eastern Carolina Rural Planning Organization (http://www.eccog.org/)*
Contact the RPO for information on long-range multi-modal planning services.

233 Middle Street, Ste. 300 New Bern, NC 28563 (252) 638-3185

## *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*
*(https://www.ncdot.gov/about-us/our-people/Pages/default.aspx)*
1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2800

*Board of Transportation*
*(https://www.ncdot.gov/about-us/board-offices/boards/board-transportation/Pages/default.aspx)*
1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2820

*Highway Division 2*
*(https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx)*
2815 Rouse Road Extension Kinston, NC 28504 (252) 775-6100

*Contact the Highway Division with questions concerning NCDOT activities within each Division.*

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

| | |
|---|---|
| *Transportation Planning Division (TPD)* | *Information on long-range multi-modal planning services.*<br>1554 Mail Service Center Raleigh, NC 27699 (919) 707-0900 |
| *Strategic Planning Office* | *Information concerning prioritization of transportation projects.*<br>1501 Mail Service Center Raleigh, NC 27699 (919) 707-4740 |
| *Environmental Analysis Unit* | *Information on environmental studies for projects that are included in the TIP.*<br>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.*<br>1535 Mail Service Center Raleigh, NC 27699 (919) 707-2500 |
| *Program Development Branch* | *Information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).*<br>1542 Mail Service Center Raleigh, NC 27699 (919) 707-4610 |
| *Public Transportation Division* | *Information on public transit systems.*<br>1550 Mail Service Center Raleigh, NC 27699 (919) 707-4670 |
| *Rail Division* | *Rail information throughout the state.*<br>1553 Mail Service Center Raleigh, NC 27699 (919) 707-4700 |
| *Division of Bicycle and Pedestrian Transportation* | *Bicycle and pedestrian transportation information throughout the state.*<br>1552 Mail Service Center Raleigh, NC 27699 (919) 707-2600 |
| *Structures Management Unit* | *Information on bridge management throughout the state.*<br>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.*<br>1582 Mail Service Center Raleigh, NC 27699 (919) 707-6200 |
| *Transportation Mobility and Safety Division* | *Information regarding crash data throughout the state.*<br>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)*

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

# Appendix B
# Comprehensive Transportation Plan Definitions

This appendix contains descriptive information and definitions for the designations depicted on the CTP maps shown in Figure 1.

## *Highway Map*

*The "NCDOT Facility Type –Control of Access Definitions" document provides a visual depiction of facility types for the following CTP classification.*

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, operations, or system continuity. The improvement to the facility may be widening, increasing the level of access control along the facility, operational strategies (including but not limited to traffic control and enforcement, incident and emergency management, and deployment of Intelligent Transportation Systems (ITS) technologies), or a combination of improvements and strategies. *"Needs improvement" does not refer to the maintenance needs of existing facilities or the replacement or rehab of structures.*
- **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 higher-speed rail service (over 79 mph) is provided or a corridor that is officially designated by FRA to run higher speed trains in the future. There is currently one federally designated high-speed rail corridor in North Carolina - The Southeast High Speed Rail Corridor.
  - Recommended – Proposed corridor for higher speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Multimodal 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. (NOTE- intermodal refers to two or more modes that transfer the same cargo unit-like 40' shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes and in NC is used in public transit settings i.e. Charlotte Multimodal Station)
- **Park and Ride Lot** – A strategically located parking lot that provides commuters connections to transit or carpools.
- **Existing Grade Separation** – Locations where existing rail facilities are physically separated from existing highways or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where rail facilities are recommended to be physically separated from existing or recommended highways or other transportation facilities. These may be bridges, culverts, or other structures.

## *Bicycle Map*

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

- **On Road-Recommended** – At the systems level, it is desirable for a recommended highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.

- **Off Road-Existing** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.

- **Off Road-Needs Improvement** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment.

- **Off Road-Recommended** – A facility needed to accommodate only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.

- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

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

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

## *Pedestrian Map*

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

- **Sidewalk-Needs Improvement** – Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need improvements. Improvements do not include re-paving or other maintenance activities but may include: filling in gaps, widening sidewalks, or meeting ADA (Americans with Disabilities Act) requirements.

- **Sidewalk-Recommended** – At the systems level, it is desirable for a recommended highway facility to accommodate pedestrian transportation **or** to add sidewalks on an existing facility where no sidewalks currently exist. The highway should be designed and built to safely accommodate pedestrian traffic.

- **Off Road-Existing** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.

- **Off Road-Needs Improvement** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way that will not adequately serve future pedestrian needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), improved horizontal or vertical alignment, and meeting ADA requirements.

- **Off Road-Recommended** – A facility needed to accommodate only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.

- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

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

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

# Appendix C
# CTP Inventory and Recommendations

**Assumptions/ Notes:**

- **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- **Existing Cross-Section:** Listed under 'Total Width (ft)' is the approximate width of the roadway from edge of pavement to edge of pavement and under 'Lane Width (ft)' is the approximate width of a single lane based on centerline/ edge line markings. Listed under 'Lanes' is the total number of lanes, with 'D' if the facility is divided, and 'OW' if it is a one-way facility.
- **Existing ROW:** The estimated existing right-of-way is based on the road characteristics shapefile. 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 based on the 2000 Highway Capacity Manual using the Transportation Planning Division's LOS D Standards for Systems Level Planning, as documented in Chapter 1.
- **Existing and Proposed Volumes**, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2045 Volume E+C' is an estimate of the volume in 2045 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2018 - 2027 Transportation Improvement Program (TIP). The '2045 Volume with CTP' is an estimate of the volume in 2045 with all proposed CTP improvements assumed to be in place. The '2045 Volume 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 1.
- **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 for the given mode as part of the CTP.
- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.

- **Tier:** Tiers are defined as part of the North Carolina Multimodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- **Proposals for 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, P= pedestrian, and M= multi-use path).

# *LENOIR COUNTY CTP INVENTORY AND RECOMMENDATIONS*

| HIGHWAY | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Section | | | | 2015 Existing System | | | | | | | 2045 Proposed System | | | | | | | |
| Local ID | Facility | From | To | Jurisdiction | Dist. (mi) | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2015 Volume | 2045 Volume E+C | 2045 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | CTP Classification | Tier | Proposals for Other Modes |
| | US 70 Bypass | Wayne County | US 70 Bus | Lenoir County | 0.9 | 48 | 4 | 12 | 300 | 70 | 66200 | 12000 | 15400 | 15400 | ADQ | ADQ | ADQ | F | Sta | |
| LENO0101-H | US 70 | US 70 Bus | NC 903 | Lenoir County | 1.9 | 48 | 4 | 12 | 200 | 70 | 66200 | 18000 | 23700 | 23700 | ADQ | ADQ | 300 | F | Sta | |
| LENO0101-H | US 70 | NC 903 | E Washington St (SR 1604) | Lenoir County | 1.5 | 48 | 4 | 12 | 200 | 70 | 66200 | 22800 | 31700 | 26400 | ADQ | ADQ | 300 | F | Sta | |
| LENO0101-H | US 70 | E Waskington St (SR 1604) | Willie Measley Rd (SR 1690) | Lenoir County | 0.2 | 48 | 4 | 12 | 200 | 55 | 49000 | 21000 | 29200 | 29000 | 66200 | 4A | 300 | F | Sta | |
| LENO0101-H | US 70 | Willie Measley Rd (SR 1690) | Kennedy Home Rd (SR 1324) | Lenoir County | 4.2 | 48 | 4 | 12 | 200 | 55 | 57400 | 22000 | 29400 | 28900 | 66200 | 4A | 300 | F | Sta | |
| LENO0101-H | US 70 | Kennedy Home Rd (SR 1324) | Banks School Rd (SR 1546) | Lenoir County | 0.2 | 48 | 4 | 12 | 200 | 55 | 57400 | 22000 | 30300 | 29900 | 66200 | 4A | 300 | F | Sta | |
| LENO0101-H | US 70 | Banks School Rd (SR 1546) | NC 148 | Lenoir County | 0.9 | 48 | 4 | 12 | 300 | 55 | 57400 | 22000 | 29300 | 28900 | 66200 | 4A | 300 | F | Sta | |
| LENO0101-H | US 70 | NC 148 | Kinston Bypass | Kinston | 0.4 | 48 | 4 | 12 | 300 | 55 | 57400 | 24000 | 30000 | 32000 | 66200 | 4A | 300 | F | Sta | |
| R-2553 | Kinston Bypass | US 70 | NC 11/NC 55 | Lenoir County | 3.3 | - | - | - | - | - | - | - | - | 27000 | 66200 | 4A | 300 | F | Sta | |
| R-2553 | Kinston Bypass | NC 11/NC 55 | US 258 | Lenoir County | 1.0 | - | - | - | - | - | - | - | - | 17900 | 66200 | 4A | 300 | F | Sta | |
| R-2553 | Kinston Bypass | US 258 | NC 58 | Lenoir County | 1.6 | - | - | - | - | - | - | - | - | 14000 | 66200 | 4A | 300 | F | Sta | |
| R-2553 | Kinston Bypass | NC 58 | US 70 | Lenoir County | 1.6 | - | - | - | - | - | - | - | - | 9500 | 66200 | 4A | 300 | F | Sta | |
| | US 70 | Kinston Bypass | US 258 N | Kinston | 1.7 | 48 | 4 | 12 | 180 | 45-55 | 39700 | 34000 | 25000 | 23700 | ADQ | ADQ | ADQ | B | Sta | T |
| | US 70/US 258 | US 258 N | US 70 Bus/US 258 Bus | Kinston | 2.0 | 48 | 4 | 12 | 180 | 45 | 39700 | 40000 | 19400 | 18700 | ADQ | ADQ | ADQ | B | Sta | T |
| | US 70/US 258 | US 70 Bus/US 258 Bus/NC 58 | NC 11/NC 55 | Kinston | 2.0 | 48 | 4 | 12 | 180 | 55 | 43900 | 27000 | 9400 | 9100 | ADQ | ADQ | ADQ | B | Sta | |
| | US 70/US 258 | NC 11/NC 55 | US 258 & US 70 Bus/US 258 Bus/NC 58 | Kinston | 1.2 | 48 | 4 | 12 | 180 | 45 | 39700 | 21000 | 12000 | 11500 | ADQ | ADQ | ADQ | B | Sta | |
| | US 70/NC 58 | US 258 & US 70 Bus/US 258 Bus/NC 58 | NC 58 | Kinston | 0.8 | 84 | 6 | 12 | 100 | 45 | 39700 | 25000 | 14500 | 5500 | ADQ | ADQ | ADQ | Maj | Sta | T |
| | US 70 | NC 58 | Neuse Rd (SR 1804)/Eastern Bypass | Kinston | 1.2 | 48 | 4 | 12 | 200 | 45-55 | 39700 | 16000 | 10000 | 3700 | ADQ | ADQ | ADQ | B | Sta | |
| | US 70 | Neuse Rd (SR 1804)/Eastern Bypass | Kinston Bypass | Lenoir County | 0.3 | 48 | 4 | 12 | 200 | 55 | 56100 | 14000 | 8900 | 10800 | ADQ | ADQ | ADQ | B | Sta | |
| LENO0101-H | US 70 | Kinston Bypass | Jones County | Lenoir County | 1.8 | 48 | 4 | 12 | 400 | 55 | 56100 | 13000 | 16400 | 19000 | 66200 | 4A | ADQ | F | Sta | |
| LENO0102-H | US 258 | Jones County | Jonestown Rd (SR 1116) | Lenoir County | 2.2 | 22 | 2 | 11 | 100 | 55 | 12700 | 5000 | 5500 | 5500 | 17800 | 3A (1) | ADQ | Maj | Sta | |
| LENO0102-H | US 258 | Jonestown Rd (SR 1116) | Sandy Foundation Rd (SR 1137) | Lenoir County | 5.0 | 22 | 2 | 11 | 100 | 55 | 12700 | 5000 | 6500 | 6500 | 17800 | 3A (1) | ADQ | Maj | Sta | |
| LENO0102-H | US 258 | Sandy Foundation Rd (SR 1137) | John Green Smith Rd (SR 1141) | Lenoir County | 0.9 | 22 | 2 | 11 | 100 | 55 | 12700 | 6100 | 7300 | 7300 | 17800 | 3A (1) | ADQ | Maj | Sta | |
| LENO0102-H | US 258 | John Green Smith Rd (SR 1141) | Albrittons Rd (SR 1161) | Lenoir County | 1.4 | 22 | 2 | 11 | 100 | 55 | 12700 | 7200 | 8700 | 8600 | 17800 | 3A (1) | ADQ | Maj | Sta | B |
| LENO0102-H | US 258 | Albrittons Rd (SR 1161) | Tyree Rd (SR 1341) | Lenoir County | 2.1 | 22 | 2 | 11 | 100 | 55 | 12700 | 7700 | 8700 | 8200 | 17800 | 3A (1) | ADQ | Maj | Sta | |
| LENO0103-H | US 258 | Tyree Rd (SR 1341) | Will Baker Rd (SR 1342) | Lenoir County | 0.2 | 24 | 2 | 12 | 120 | 55 | 12700 | 9200 | 10800 | 10500 | 49000 | 4B | 130 | B | Sta | |
| LENO0103-H | US 258 | Will Baker Rd (SR 1342) | Kinston Bypass | Lenoir County | 1.1 | 24 | 2 | 12 | 120 | 55 | 12700 | 8700 | 12500 | 12300 | 49000 | 4B | 130 | B | Sta | |
| | US 258 | Kinston Bypass | Old Asphalt Rd (SR 1351) | Lenoir County | 0.7 | 36 | 3 | 12 | 150 | 45 | 14400 | 9000 | 4800 | 4200 | ADQ | ADQ | ADQ | Maj | Sta | |
| | US 258 | Old Asphalt Rd (SR 1351) | US 70 | Kinston | 0.4 | 36 | 3 | 12 | 150 | 45 | 14400 | 9400 | 5100 | 4200 | ADQ | ADQ | ADQ | Maj | Sta | B |
| | US 258 | US 70 | Banks School Rd (SR 1546) | Lenoir County | 1.3 | 60 | 5 | 12 | 100 | 45 | 29900 | 11000 | 12300 | 7300 | ADQ | ADQ | ADQ | Maj | Sta | |
| | US 258 | Banks School Rd (SR 1546) | Paul's Path Rd (SR 1001)/Hull Rd (SR 1557) | Lenoir County | 1.0 | 60 | 5 | 12 | 100 | 45 | 29900 | 13200 | 13300 | 13100 | ADQ | ADQ | ADQ | Maj | Sta | |
| | US 258 | Paul's Path Rd (SR 1001)/Hull Rd (SR 1557) | Dobbs Farm Rd (SR 1573) | Lenoir County | 0.5 | 60 | 5 | 12 | 100 | 45 | 29900 | 14600 | 15900 | 15700 | ADQ | ADQ | ADQ | Maj | Sta | |
| | US 258 | Dobbs Farm Rd (SR 1573) | NC 148 | Lenoir County | 0.3 | 48 | 4 | 12 | 100 | 45 | 36600 | 15000 | 15700 | 12400 | ADQ | ADQ | ADQ | B | Sta | |
| R-5814 | US 258 | NC 148 | 0.3 miles N of NC 148 | Lenoir County | 0.3 | 48 | 4 | 12 | 100 | 45 | 36600 | 10300 | 13200 | 12900 | ADQ | ADQ | ADQ | E | Sta | |
| R-5814 | US 258 | 0.3 miles N of NC 148 | Wheat Swamp Rd (SR 1536) | Lenoir County | 0.9 | 24 | 2 | 12 | 100 | 45-55 | 12700 | 9300 | 12200 | 12000 | 36600 | 4A | 300 | E | Sta | |
| R-5814 | US 258 | Wheat Swamp Rd (SR 1536) | Institute Rd (SR 1541) | Lenoir County | 1.0 | 24 | 2 | 12 | 100 | 55 | 12700 | 7100 | 10100 | 9800 | 36600 | 4A | 300 | E | Sta | |
| R-5814 | US 258 | Institute Rd (SR 1541) | Greene County | Lenoir County | 0.6 | 24 | 2 | 12 | 100 | 55 | 12700 | 6700 | 10000 | 1000 | 36600 | 4A | 300 | E | Sta | |
| | Bus US 70/Bus US 258 | US 70/US 258 | Hull Rd (SR 1557) | Kinston | 0.8 | 60 | 5 | 12 | 100 | 45 | 29900 | 20000 | 19800 | 18400 | ADQ | ADQ | ADQ | Maj | Sta | T |

| HIGHWAY | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Section | | | | 2015 Existing System | | | | | | | 2045 Proposed System | | | | | | | |
| Local ID | Facility | From | To | Jurisdiction | Dist. (mi) | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2015 Volume | 2045 Volume E+C | 2045 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | CTP Classification | Tier | Proposals for Other Modes |
| | Bus US 70/Bus US 258 | Hull Rd (SR 1557) | Hardee Rd | Kinston | 0.6 | 60 | 5 | 12 | 70 | 45 | 29900 | 23000 | 17300 | 16100 | ADQ | ADQ | ADQ | Maj | Sta | T P |
| | Bus US 70/Bus US 258 | Hardee Rd | Carey Rd (SR 1569) | Kinston | 0.6 | 60 | 5 | 12 | 70 | 35 | 28100 | 20000 | 16000 | 15400 | ADQ | ADQ | ADQ | Maj | Sta | T P |
| | Bus US 70/Bus US 258 | Carey Rd (SR 1569) | College St (SR 1570) | Kinston | 0.5 | 60 | 5 | 12 | 70 | 35 | 28100 | 18000 | 13800 | 13400 | ADQ | ADQ | ADQ | Maj | Sta | T P |
| | Bus US 70/Bus US 258 | College St (SR 1570) | NC 58 | Kinston | 0.3 | 60 | 5 | 12 | 70 | 35 | 28100 | 16000 | 11000 | 10600 | ADQ | ADQ | ADQ | Maj | Sta | T P |
| | Bus US 70/Bus US 258/NC 58 | NC 58 | NC 11/NC 55 | Kinston | 0.7 | 48 | 4 | 12 | - | 20 | 22000 | 7300 | 7700 | 5000 | ADQ | ADQ | ADQ | Maj | Sta | T P |
| | Bus US 70/Bus US 258/NC 58 | NC 11/NC 55 | Lincoln St | Kinston | 0.3 | 48 | 5 | 12 | - | 20 | 22000 | 15000 | 12600 | 3200 | ADQ | ADQ | ADQ | Maj | Sta | T P |
| | Bus US 70/Bus US 258/NC 58 | Lincoln St | US 70/US 258 | Kinston | 0.7 | 48 | 4 | 12 | 150 | 35 | 28100 | 12000 | 12500 | 3100 | ADQ | ADQ | ADQ | Maj | Sta | T P |
| LENO0104-H | NC 11 | Duplin County | NC 241 | Pink Hill | 0.3 | 22 | 2 | 11 | - | 35 | 11200 | 3600 | 4500 | 4500 | 12900 | 3B | 80 | Maj | Reg | P |
| LENO0104-H | NC 11 | NC 241 | 0.2 miles S of Old Pink Hill Rd (SR 1111) | Pink Hill | 0.6 | 22 | 2 | 11 | 100 | 35 | 11200 | 8000 | 9500 | 9500 | 12900 | 3C | ADQ | Maj | Reg | B P |
| LENO0104-H | NC 11 | 0.2 miles S of Old Pink Hill Rd (SR 1111) | Old Pink Hill Rd (SR 1111) | Lenoir County | 0.2 | 22 | 2 | 11 | 100 | 35 | 11200 | 8000 | 9500 | 9500 | 12900 | 3C | ADQ | Maj | Reg | B P |
| LENO0104-H | NC 11 | Old Pink Hill Rd (SR 1111) | Rosewood Dr (SR 1194) | Lenoir County | 0.3 | 22 | 2 | 11 | 100 | 45 | 12300 | 7800 | 9200 | 9200 | 13800 | 3B | ADQ | Maj | Reg | P |
| | NC 11 | Rosewood Dr (SR 1194) | 0.2 miles N of Ash Davis Rd (SR 1113) | Lenoir County | 0.6 | 36 | 2 | 12 | 185 | 45 | 13800 | 7800 | 9200 | 9200 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 11 | 0.2 miles N of Ash Davis Rd (SR 1113) | Jonestown Rd (SR 1116) | Lenoir County | 0.7 | 48 | 2 | 12 | 420 | 55 | 57400 | 7800 | 9200 | 9200 | ADQ | ADQ | ADQ | E | Reg | |
| | NC 11 | Jonestown Rd (SR 1116) | Will Cunningham Rd (SR 1123) | Lenoir County | 1.7 | 48 | 2 | 12 | 370 | 55 | 57400 | 7300 | 10000 | 10000 | ADQ | ADQ | ADQ | E | Reg | |
| | NC 11 | Will Cunningham Rd (SR 1123) | Liddel Rd (SR 1143) | Lenoir County | 2.1 | 48 | 2 | 12 | 400 | 55 | 57400 | 8300 | 11000 | 11000 | ADQ | ADQ | ADQ | E | Reg | |
| | NC 11 | Liddel Rd (SR 1143) | Smith Grady Rd (SR 1152) | Lenoir County | 1.6 | 48 | 2 | 12 | 190 | 55 | 57400 | 8200 | 10000 | 10000 | ADQ | ADQ | ADQ | E | Reg | |
| | NC 11 | Smith Grady Rd (SR 1152) | Bland Howell Rd (SR 1156) | Lenoir County | 0.7 | 48 | 2 | 12 | 190 | 55 | 57400 | 9800 | 13500 | 13500 | ADQ | ADQ | ADQ | E | Reg | |
| | NC 11 | Bland Howell Rd (SR 1156) | Greene Haynes Rd (SR 1161)/Albrittons Rd (SR 1161) | Lenoir County | 2.6 | 48 | 2 | 12 | 320 | 55 | 57400 | 9000 | 12400 | 12400 | ADQ | ADQ | ADQ | E | Reg | |
| | NC 11 | Greene Haynes Rd (SR 1161)/Albrittons Rd (SR 1161) | Jordan Rd (SR 1177) | Lenoir County | 1.1 | 60 | 2 | 12 | 150 | 55 | 35700 | 9500 | 13000 | 13000 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 11 | Jordan Rd (SR 1177) | NC 55/Tyree Rd (SR 1341) | Lenoir County | 1.0 | 60 | 2 | 12 | 150 | 55 | 35700 | 10000 | 13900 | 13900 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 11 | NC 55/Tyree Rd (SR 1341) | Camellia St (SR 1359) | Lenoir County | 0.7 | 60 | 2 | 12 | 80 | 55 | 35700 | 13000 | 19200 | 18700 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 11/NC 55 | Camellia St (SR 1359) | 0.6 miles N of Camellia St (SR 1359) | Lenoir County | 0.6 | 60 | 2 | 12 | 80 | 55 | 35700 | 14700 | 20900 | 20200 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 11/NC 55 | 0.6 miles N of Camellia St (SR 1359) | Kinston Bypass | Lenoir County | 0.9 | 60 | 2 | 12 | 80 | 45-55 | 34500 | 15400 | 22800 | 22000 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 11/NC 55 | Kinston Bypass | Old Asphalt Rd (SR 1351) | Lenoir County | 0.3 | 60 | 2 | 12 | 80 | 45 | 29900 | 17000 | 16800 | 14500 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 11/NC 55 | Old Asphalt Rd (SR 1351) | US 70/US 258 | Lenoir County | 0.6 | 60 | 2 | 12 | 80 | 45 | 29900 | 17000 | 17000 | 14700 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 11/NC 55 | US 70/US 258 | 0.1 miles W of Bus US 70/Bus US 258/NC 58 | Kinston | 1.1 | 44 | 2 | 11 | 150 | 45 | 26700 | 12000 | 16700 | 14400 | ADQ | ADQ | ADQ | Maj | Reg | P |
| | NC 11/NC 55 | 0.1 miles W of Bus US 70/Bus US 258/NC 58 | Bus US 70/Bus US 258/NC 58 | Kinston | 0.1 | 44 | 2 | 11 | - | 35 | 21500 | 9100 | 12500 | 10800 | ADQ | ADQ | ADQ | Maj | Reg | P |
| | NC 11/NC 55 | Bus US 70/Bus US 258/NC 58 | S Tiffany St | Kinston | 0.5 | 44 | 2 | 11 | 100 | 35 | 21500 | 10000 | 10900 | 6300 | ADQ | ADQ | ADQ | Maj | Reg | P |
| | NC 11/NC 55 | S Tiffany St | E Washington Ave (SR 1810) | Kinston | 0.5 | 48 | 2 | 12 | 80 | 35 | 22200 | 9100 | 10200 | 4800 | ADQ | ADQ | ADQ | Maj | Reg | T P |
| | NC 11/NC 55 | E Washington Ave (SR 1810) | E Vernon Ave (SR 1838) | Kinston | 0.2 | 48 | 2 | 12 | 60 | 35 | 22200 | 12000 | 12800 | 8900 | ADQ | ADQ | ADQ | Maj | Reg | T P |

| HIGHWAY | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Section | | | | 2015 Existing System | | | | | | | 2045 Proposed System | | | | | | | |
| Local ID | Facility | From | To | Jurisdiction | Dist. (mi) | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2015 Volume | 2045 Volume E+C | 2045 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | CTP Classification | Tier | Proposals for Other Modes |
| | NC 11/NC 55 | E Vernon Ave (SR 1838) | 0.1 miles N of E Vernon Ave (SR 1838) | Kinston | 0.1 | 48 | 2 | 12 | 60 | 35 | 22200 | 16100 | 12900 | 7600 | ADQ | ADQ | ADQ | Maj | Reg | P |
| | NC 11/NC 55 | 0.1 miles N of E Vernon Ave (SR 1838) | E Highland Ave (SR 1747)/Harrison Blvd (SR 1845) | Kinston | 0.6 | 48 | 2 | 12 | 90 | 45 | 39700 | 16000 | 12800 | 7500 | ADQ | ADQ | ADQ | B | Reg | |
| | NC 11/NC 55 | E Highland Ave (SR 1747)/Harrison Blvd (SR 1845) | Dunn Rd (SR 1811) | Kinston | 0.6 | 48 | 2 | 12 | 120 | 45-55 | 39700 | 14000 | 10300 | 5900 | ADQ | ADQ | ADQ | B | Reg | |
| | NC 11/NC 55 | Dunn Rd (SR 1811) | Cunningham Rd (SR 1745) | Kinston | 0.6 | 48 | 2 | 12 | 120 | 55 | 57400 | 16000 | 11800 | 5900 | ADQ | ADQ | ADQ | B | Reg | |
| | NC 11/NC 55 | Cunningham Rd (SR 1745) | Eastern Bypass | Kinston | 0.7 | 48 | 2 | 12 | 120 | 55 | 57400 | 16000 | 11000 | 5200 | ADQ | ADQ | ADQ | B | Reg | |
| FS-0802A | Eastern Bypass (NC 11 Relocation) | Kinston Bypass | US 70 | Lenoir County | 1.0 | - | - | - | - | - | - | - | - | 7100 | 66200 | 4A | 300 | F | Sta | |
| FS-0802A | Eastern Bypass (NC 11 Relocation) | US 70 | Tower Hill Rd (SR 1810) | Lenoir County | 2.3 | - | - | - | - | - | - | - | - | 13900 | 66200 | 4A | 300 | F | Sta | |
| FS-0802A | Eastern Bypass (NC 11 Relocation) | NC 55 Relocation (Tower Hill Rd) | NC 11/NC 55 | Lenoir County | 2.3 | - | - | - | - | - | - | - | - | 6800 | 66200 | 4A | 300 | F | Sta | |
| FS-0802A | NC 11/NC 55 | Eastern Bypass | NC 55 | Lenoir County | 0.2 | 48 | 2 | 12 | 120 | 55 | 57400 | 16000 | 11800 | 12600 | 66200 | 4A | 300 | F | Sta | |
| FS-0802A | NC 11 | NC 55 | Ferrell Rd (SR 1735) | Lenoir County | 1.9 | 48 | 2 | 12 | 120 | 55 | 57400 | 16000 | 11000 | 11100 | 66200 | 4A | 300 | F | Sta | |
| FS-0802A | NC 11 | Ferrell Rd (SR 1735) | Harvey Parkway Ext | Lenoir County | 0.2 | 48 | 2 | 12 | 120 | 55 | 57400 | 14000 | 12300 | 12900 | 66200 | 4A | 300 | F | Sta | |
| R-5815 | NC 11 | Harvey Parkway Ext | Braxton Rd (SR 1802) | Lenoir County | 2.3 | 48 | 2 | 12 | 120 | 55 | 57400 | 15400 | 15300 | 15300 | 66200 | 4A | 300 | F | Sta | |
| R-5815 | NC 11 | Braxton Rd (SR 1802) | NC 118 | Lenoir County | 2.4 | 48 | 2 | 12 | 120 | 55 | 57400 | 15000 | 15400 | 15300 | 66200 | 4A | 300 | F | Sta | |
| R-5815 | NC 11 | NC 118 | Pitt County | Lenoir County | 0.8 | 48 | 2 | 12 | 260 | 55 | 57400 | 13000 | 13500 | 13500 | 66200 | 4A | 300 | F | Sta | |
| | NC 55 | Wayne County | NC 903 | Lenoir County | 0.6 | 22 | 2 | 11 | - | 55 | 12700 | 3000 | 3900 | 3900 | ADQ | 2A | 60 | Maj | Reg | |
| | NC 55 | NC 903 | Smith Grady Rd (SR 1152)/Hardy Bridge Rd (SR 1389) | Lenoir County | 3.0 | 22 | 2 | 11 | - | 55 | 12700 | 3000 | 3500 | 3500 | ADQ | 2A | 60 | Maj | Reg | |
| | NC 55 | Smith Grady Rd (SR 1152)/Hardy Bridge Rd (SR 1389) | Burncoat Rd (SR 1154) | Lenoir County | 3.0 | 22 | 2 | 11 | - | 55 | 12700 | 3000 | 3500 | 3500 | ADQ | 2A | 60 | Maj | Reg | B |
| | NC 55 | Burncoat Rd (SR 1154) | Greene Haynes Rd (SR 1161) | Lenoir County | 0.3 | 22 | 2 | 11 | - | 55 | 12700 | 2400 | 3600 | 3600 | ADQ | 2A | 60 | Maj | Reg | B |
| | NC 55 | Greene Haynes Rd (SR 1161) | Jessie T Bryan Rd (SR 1162) | Lenoir County | 1.7 | 22 | 2 | 11 | 60 | 55 | 12700 | 3300 | 5900 | 5900 | ADQ | 2A | ADQ | Maj | Reg | B |
| | NC 55 | Jessie T Bryan Rd (SR 1162) | NC 11 | Lenoir County | 1.7 | 22 | 2 | 11 | 60 | 55 | 12700 | 4500 | 7100 | 7100 | ADQ | 2A (2) | ADQ | Maj | Reg | B |
| LENO0023-H | NC 55 | Eastern Bypass | 0.3 miles E of Eastern Bypass | Lenoir County | 0.3 | | | | | | | | | 2600 | 12700 | 2A | 60 | Maj | Reg | |
| | NC 55 | 0.3 miles E of Eastern Bypass | Tower Hill Rd (SR 1810) | Lenoir County | 0.6 | 24 | 2 | 12 | 60 | 55 | 12700 | 2600 | 2600 | 2600 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 55 | Tower Hill Rd (SR 1810) | Neuse Rd (SR 1804) | Lenoir County | 2.2 | 24 | 2 | 12 | 60 | 55 | 12700 | 2600 | 2800 | 2800 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 55 | Neuse Rd (SR 1804) | British Rd (SR 1803) | Lenoir County | 0.9 | 24 | 2 | 12 | 60 | 55 | 12700 | 1400 | 1700 | 1700 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 55 | British Rd (SR 1803) | Craven County | Lenoir County | 1.4 | 24 | 2 | 12 | 60 | 55 | 12700 | 800 | 1000 | 1000 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 58 | Jones County | Vine Swamp Rd (SR 1922) | Lenoir County | 1.5 | 24 | 2 | 12 | 60 | 55 | 12700 | 2700 | 3800 | 3800 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 58 | Vine Swamp Rd (SR 1922) | Elijah Loftin Rd (SR 1913) | Lenoir County | 3.0 | 24 | 2 | 12 | 60 | 55 | 12700 | 3700 | 4100 | 4000 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 58 | Elijah Loftin Rd (SR 1913) | Woodington Rd (SR 1909) | Lenoir County | 0.7 | 24 | 2 | 12 | 60 | 55 | 12700 | 5100 | 5200 | 4200 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 58 | Woodington Rd (SR 1909) | Will Baker Rd (SR 1342) | Lenoir County | 1.1 | 24 | 2 | 12 | 60 | 55 | 12700 | 6400 | 6600 | 4300 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 58 | Will Baker Rd (SR 1342) | Kinston Bypass | Lenoir County | 0.6 | 24 | 2 | 12 | 60 | 50 | 12700 | 6900 | 6900 | 4600 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 58 | Kinston Bypass | Collier Loftin Rd (SR 1900) | Kinston | 0.5 | 24 | 2 | 12 | 60 | 50 | 12700 | 8500 | 3000 | 2700 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 58 | Collier Loftin Rd (SR 1900) | US 70 | Kinston | 0.5 | 36 | 3 | 12 | 60 | 50 | 16900 | 8900 | 3200 | 2900 | ADQ | ADQ | ADQ | Maj | Reg | T |
| | NC 58 | Bus US 70/Bus US 258 | Summitt Ave | Kinston | 0.3 | 48 | 4 | 12 | 100 | 35 | 22200 | 9900 | 10700 | 8800 | ADQ | ADQ | ADQ | Maj | Reg | T P |
| LENO0025-H | NC 58 | Summitt Ave | Daniels St | Kinston | 0.3 | 36 | 2 | 12 | 100 | 35 | 12600 | 9900 | 10700 | 8800 | 14000 | 3A | ADQ | Maj | Reg | T P |
| | NC 58 | Daniels St | Plaza Blvd (SR 1600) | Kinston | 0.3 | 48 | 4 | 12 | 100 | 35 | 22200 | 8500 | 9600 | 9100 | ADQ | ADQ | ADQ | Maj | Reg | T P |
| | NC 58 | Plaza Blvd (SR 1600) | Old Snow Hill Rd (SR 1746)/Airport Rd (SR 1578) | Kinston | 0.4 | 48 | 4 | 12 | 100 | 35 | 22200 | 7500 | 8600 | 8000 | ADQ | ADQ | ADQ | Maj | Reg | T P |

| HIGHWAY | | | | | | | | | | | | | | | | | | | | |
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| | | Section | | | | 2015 Existing System | | | | | | | 2045 Proposed System | | | | | | | |
| Local ID | Facility | From | To | Jurisdiction | Dist. (mi) | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2015 Volume | 2045 Volume E+C | 2045 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | CTP Classification | Tier | Proposals for Other Modes |
| | NC 58 | Old Snow Hill Rd (SR 1746)/Airport Rd (SR 1578) | N Herritage St (SR 1570) | Kinston | 0.3 | 36 | 3 | 12 | 100 | 45 | 14900 | 5000 | 6000 | 3900 | ADQ | ADQ | ADQ | Maj | Reg | T P |
| | NC 58 | N Herritage St (SR 1570) | Cunningham Rd (SR 1745) | Kinston | 0.3 | 36 | 3 | 12 | 100 | 45 | 14900 | 10000 | 9900 | 9100 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 58 | Cunningham Rd (SR 1745) | Tilghman Mill Rd (SR 1742) | Kinston | 1.3 | 24 | 2 | 12 | 100 | 55 | 12700 | 6100 | 7300 | 7200 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 58 | Tilghman Mill Rd (SR 1742) | Academy Heights Rd (SR 1579) | Lenoir County | 0.1 | 24 | 2 | 12 | 100 | 55 | 12700 | 5600 | 6800 | 7000 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 58 | Academy Heights Rd (SR 1579) | Hugo Rd (SR 1004) | Lenoir County | 0.3 | 24 | 2 | 12 | 100 | 55 | 12700 | 5600 | 6300 | 6500 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 58 | Hugo Rd (SR 1004) | NC 148 | Lenoir County | 1.0 | 24 | 2 | 12 | 100 | 55 | 12700 | 4200 | 4300 | 4900 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 58 | NC 148 | Taylor-Heath Rd (SR 1703) | Lenoir County | 1.3 | 24 | 2 | 12 | 100 | 55 | 12700 | 4100 | 7100 | 5600 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 58 | Taylor-Heath Rd (SR 1703) | Spine Rd | Lenoir County | 0.7 | 24 | 2 | 12 | 100 | 55 | 12700 | 3800 | 6100 | 4400 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 58 | Spine Rd | Greene County | Lenoir County | 1.8 | 24 | 2 | 12 | 100 | 55 | 12700 | 4100 | 4700 | 4700 | ADQ | ADQ | ADQ | Maj | Reg | |
| | NC 118 | NC 11 | 0.3 miles E of NC 11 | Lenoir County | 0.3 | 22 | 2 | 12 | 60 | 55 | 12700 | 1500 | 1900 | 1900 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 118 | 0.3 miles E of NC 11 | Highland Blvd (SR 1757) | Grifton | 0.2 | 22 | 2 | 12 | 60 | 35 | 12200 | 2200 | 2700 | 2700 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 118 | Highland Blvd (SR 1757) | Pitt County | Grifton | 0.1 | 22 | 2 | 12 | - | 35 | 12200 | 4800 | 5200 | 5200 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 148 | US 70 | US 258 | Lenoir County | 3.8 | 48 | 2 | 12 | 300 | 70 | 64700 | 3100 | 10200 | 9700 | ADQ | ADQ | ADQ | Maj | Reg | |
| LENO0105-H | NC 148 | US 258 | Poole Rd (SR 1575) | Lenoir County | 0.8 | 48 | 2 | 12 | 250 | 55 | 49000 | 3300 | 14600 | 15100 | 64700 | 4A | 300 | Maj | Reg | |
| LENO0105-H | NC 148 | Poole Rd (SR 1575) | Rouse Rd (SR 1572) | Lenoir County | 1.3 | 48 | 2 | 12 | 250 | 55 | 49000 | 4500 | 23000 | 19800 | 64700 | 4A | 300 | Maj | Reg | |
| LENO0105-H | NC 148 | Rouse Rd (SR 1572) | Airport Rd (SR 1578) | Lenoir County | 0.7 | 48 | 2 | 12 | 250 | 55 | 49000 | 4500 | 23000 | 19800 | 64700 | 4A | 300 | Maj | Reg | |
| LENO0105-H | NC 148 | Airport Rd (SR 1578) | NC 58 | Lenoir County | 1.6 | 48 | 2 | 12 | 250 | 55 | 49000 | 3000 | 18000 | 15000 | 64700 | 4A | 300 | Maj | Reg | |
| R-5703 | NC 148 | NC 58 | NC 11 | Lenoir County | 4.1 | - | - | - | - | - | - | - | 8800 | 8800 | 64700 | 4A | 300 | Maj | Reg | |
| LENO0106-H | NC 241 | Duplin County | Old Beulaville Rd | Lenoir County | 0.9 | 22 | 2 | 11 | 60 | 55 | 12700 | 4000 | 5000 | 5000 | 12700 | 2A | ADQ | Maj | Reg | |
| | NC 241 | Old Beulaville Rd | NC 11 | Pink Hill | 0.6 | 24 | 2 | 12 | 60 | 35 | 12200 | 5000 | 6100 | 6100 | ADQ | ADQ | ADQ | Maj | Reg | |
| LENO0107-H | NC 903 | Duplin County | Liddel Rd (SR 1143) | Lenoir County | 0.9 | 20 | 2 | 10 | 60 | 55 | 12000 | 1000 | 1300 | 1300 | 12700 | 2A | ADQ | Maj | Reg | |
| LENO0107-H | NC 903 | Liddel Rd (SR 1143) | NC 55 | Lenoir County | 2.3 | 20 | 2 | 10 | 60 | 55 | 12000 | 1300 | 1700 | 1700 | 12700 | 2A | ADQ | Maj | Reg | |
| LENO0107-H | NC 903 | NC 55 | Dairy Rd (SR 1314) | Lenoir County | 2.9 | 20 | 2 | 10 | 60 | 55 | 12000 | 2600 | 4900 | 5000 | 12700 | 2A | ADQ | Maj | Reg | |
| LENO0107-H | NC 903 | Dairy Rd (SR 1314) | Little Wiggins Rd (SR 1318) | Lenoir County | 1.8 | 20 | 2 | 10 | 60 | 55 | 12000 | 2400 | 4300 | 4300 | 12700 | 2A | ADQ | Maj | Reg | |
| LENO0107-H | NC 903 | Little Wiggins Rd (SR 1318) | Church Rd (SR 1320) | Lenoir County | 0.6 | 20 | 2 | 10 | 60 | 55 | 12000 | 2700 | 5500 | 5500 | 12700 | 2A | ADQ | Maj | Reg | |
| LENO0107-H | NC 903 | Church Rd (SR 1320) | Jenny Lend Rd (SR 1309) | Lenoir County | 1.4 | 20 | 2 | 10 | 60 | 55 | 12000 | 3200 | 6000 | 6000 | 12700 | 2A | ADQ | Maj | Reg | |
| | NC 903 | Jenny Lend Rd (SR 1309) | US 70 | Lenoir County | 0.1 | 24 | 2 | 12 | 60 | 55 | 12700 | 4400 | 7000 | 7000 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 903 | US 70 | 0.4 miles N of US 70 | Lenoir County | 0.4 | 24 | 2 | 12 | 60 | 55 | 12700 | 2800 | 3000 | 2000 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 903 | 0.4 miles N of US 70 | Anderson St | La Grange | 0.6 | 24 | 2 | 12 | - | 45 | 13800 | 4000 | 4600 | 3600 | ADQ | ADQ | ADQ | Maj | Reg | B |
| | NC 903 | Anderson St | Washington St (SR 1603) | La Grange | 0.4 | 24 | 2 | 12 | - | 35 | 12600 | 2900 | 3400 | 2400 | ADQ | ADQ | ADQ | Maj | Reg | B P |
| | NC 903 | Washington St (SR 1603) | Railroad St (SR 1503) | La Grange | 0.1 | 24 | 2 | 12 | - | 20 | 11000 | 3600 | 4800 | 4300 | ADQ | ADQ | ADQ | Maj | Reg | B P |
| | NC 903 | Railroad St (SR 1503) | 0.1 miles S of King St | La Grange | 0.1 | 24 | 2 | 12 | - | 35 | 11000 | 3500 | 4700 | 4400 | ADQ | ADQ | ADQ | Maj | Reg | B P |
| | NC 903 | 0.1 miles S of King St | Brothers Rd (SR 1514) | La Grange | 0.3 | 36 | 3 | 12 | - | 35 | 14000 | 3500 | 4700 | 4400 | ADQ | ADQ | ADQ | Maj | Reg | B P |
| | NC 903 | Brothers Rd (SR 1514) | 0.3 miles N of Brothers Rd (SR 1514) | La Grange | 0.3 | 24 | 2 | 12 | - | 35 | 12600 | 2400 | 3900 | 3100 | ADQ | ADQ | ADQ | Maj | Reg | B |
| LENO0108-H | NC 903 | 0.3 miles N of Brothers Rd (SR 1514) | Old Jason Rd (SR 1501) | Lenoir County | 2.0 | 20 | 2 | 12 | 60 | 55 | 12000 | 2400 | 3900 | 3000 | 12700 | 2A | ADQ | Maj | Reg | B |
| LENO0108-H | NC 903 | Old Jason Rd (SR 1501) | Greene County | Lenoir County | 1.6 | 20 | 2 | 12 | 60 | 55 | 12000 | 2200 | 3900 | 3900 | 112700 | 2A | ADQ | Maj | Reg | B |
| | Academy Heights Rd (SR 1579) | Airport Rd (SR 1578) | NC 58 | Kinston | 1.4 | 22 | 2 | 11 | - | 55 | 12700 | 1700 | 1300 | 1900 | ADQ | ADQ | ADQ | Min | Sub | |
| | Albrittons Rd (SR 1161) | NC 11 | US 258 | Lenoir County | 2.6 | 18 | 2 | 9 | - | 55 | 10700 | 1300 | 1500 | 1500 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Airport Rd (SR 1578) | NC 58 | N Herritage St (SR 1570) | Kinston | 0.3 | 60 | 5 | 12 | 100 | 45 | 29900 | 5500 | 6600 | 6400 | ADQ | ADQ | ADQ | Min | Sub | T |
| | Airport Rd (SR 1578) | N Herritage St (SR 1570) | 0.3 mile N of N Herritage St (SR 1570) | Kinston | 0.3 | 60 | 5 | 12 | 100 | 45 | 29900 | 10000 | 12000 | 11500 | ADQ | ADQ | ADQ | Min | Sub | |

| HIGHWAY | | | | | | | | | | | | | | | | | | | | |
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| | | Section | | | | 2015 Existing System | | | | | | | 2045 Proposed System | | | | | | | |
| Local ID | Facility | From | To | Jurisdiction | Dist. (mi) | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2015 Volume | 2045 Volume E+C | 2045 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | CTP Classification | Tier | Proposals for Other Modes |
| | Airport Rd (SR 1578) | 0.3 mile N of N Herritage St (SR 1570) | Academy Heights Rd (SR 1579) | Kinston | 1.0 | 24 | 2 | 12 | 100 | 45 | 12700 | 7000 | 9100 | 8900 | ADQ | ADQ | ADQ | Min | Sub | |
| LENO0109-H | Airport Rd (SR 1578) | Academy Heights Rd (SR 1579) | Dobbs Farm Rd (SR 1573) | Kinston | 0.4 | 36 | 3 | 12 | 100 | 45 | 14300 | 8000 | 11800 | 11800 | ADQ | 3A (2) | ADQ | Min | Sub | |
| | Airport Rd (SR 1578) | Dobbs Farm Rd (SR 1573) | NC 148 | Lenoir County | 0.6 | 22 | 2 | 12 | 100 | 45 | 12700 | 6800 | 6100 | 6100 | ADQ | ADQ | ADQ | Min | Sub | |
| | Airport Rd (SR 1578) | NC 148 | Rouse Rd Ext (SR 1572) | Lenoir County | 0.4 | 24 | 2 | 12 | 100 | 45 | 12700 | 700 | 2000 | 2000 | ADQ | ADQ | ADQ | Min | Sub | |
| LENO0017-H | Banks School Rd (SR 1546) | US 70 | Falling Creek Rd (SR 1544) | Lenoir County | 2.0 | 18 | 2 | 9 | 60 | 55 | 10700 | 1100 | 2100 | 1800 | 12700 | 3A (2) | ADQ | Min | Sub | B |
| LENO0017-H | Banks School Rd (SR 1546) | Falling Creek Rd (SR 1544) | Hill Farm Rd (SR 1548) | Kinston | 2.0 | 20 | 2 | 10 | 60 | 55 | 12000 | 4500 | 4300 | 3000 | 12700 | 3A (2) | ADQ | Min | Sub | B |
| LENO0017-H | Banks School Rd (SR 1546) | Hill Farm Rd (SR 1548) | US 258 | Kinston | 0.2 | 36 | 3 | 12 | 60 | 45 | 14300 | 8700 | 10900 | 9200 | 14300 | 3A (2) | ADQ | Min | Sub | B |
| | Big Oak Rd (SR 1138) | John Green Smith Rd (SR 1141) | Sandy Foundation Rd (SR 1137) | Lenoir County | 0.6 | 18 | 2 | 9 | 60 | 55 | 10700 | 700 | 900 | 900 | ADQ | ADQ | ADQ | Min | Sub | |
| | Bill Sutton Rd (SR 1108) | NC 11 | Duplin County | Pink Hill | 0.3 | 22 | 2 | 11 | - | 35 | 10600 | 1200 | 1400 | 1400 | ADQ | ADQ | ADQ | Min | Sub | P |
| | Brothers Rd (SR 1514) | NC 903 | 0.2 miles NE of NC 903 | La Grange | 0.2 | 20 | 2 | 10 | - | 35 | 10300 | 1100 | 1300 | 1200 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Brothers Rd (SR 1514) | 0.2 miles NE of NC 903 | Paul's Path Rd (SR 1001) | Lenoir County | 2.8 | 20 | 2 | 10 | - | 55 | 12000 | 900 | 1000 | 1000 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Brothers Rd (SR 1514) | Paul's Path Rd (SR 1001) | Bryan Hardy Rd (SR 1532) | Lenoir County | 2.1 | 20 | 2 | 10 | - | 55 | 12000 | 700 | 800 | 900 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Bryan Hardy Rd (SR 1532) | Institute Rd (SR 1541) | Brothers Rd (SR 1514) | Lenoir County | 0.7 | 20 | 2 | 10 | 60 | 55 | 12000 | 1200 | 1300 | 1200 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Bryan Hardy Rd (SR 1532) | Brothers Rd (SR 1514) | Greene County | Lenoir County | 1.7 | 20 | 2 | 10 | 60 | 55 | 12000 | 800 | 900 | 900 | ADQ | ADQ | ADQ | Min | Sub | |
| | Burncoat Rd (SR 1154) | Duplin County | Liddel Rd (SR 1143) | Lenoir County | 0.5 | 18 | 2 | 9 | - | 55 | 10700 | 500 | 700 | 700 | ADQ | ADQ | ADQ | Min | Sub | |
| | Burncoat Rd (SR 1154) | Liddel Rd (SR 1143) | Smith Grady Rd (SR 1152) | Lenoir County | 1.6 | 18 | 2 | 9 | - | 55 | 10700 | 700 | 900 | 900 | ADQ | ADQ | ADQ | Min | Sub | |
| | Burncoat Rd (SR 1154) | Smith Grady Rd (SR 1152) | NC 55 | Lenoir County | 2.5 | 18 | 2 | 9 | - | 55 | 10700 | 1200 | 1400 | 1400 | ADQ | ADQ | ADQ | Min | Sub | B P |
| | Capitola Ave | N Herritage St | NC 58 | Kinston | 0.1 | 18 | 2 | 9 | - | 25 | 9000 | 1600 | 1700 | 1700 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Carey Rd Ext | US 258 | Rouse Rd (SR 1572) | Kinston | 1.8 | - | - | - | - | - | - | - | 4000 | 4000 | 39700 | 4B | 130 | B | Sub | |
| | Carey Rd (SR 1571) | Rouse Rd (SR 1572) | Hardee Rd | Kinston | 0.4 | 44 | 4 | 11 | 60 | 35 | 24700 | 6400 | 7000 | 6700 | ADQ | ADQ | ADQ | Maj | Sub | B P |
| | Carey Rd (SR 1571) | Hardee Rd | Plaza Blvd (SR 1571) | Kinston | 1.2 | 44 | 4 | 11 | 60 | 35 | 24700 | 7800 | 7300 | 7200 | ADQ | ADQ | ADQ | Maj | Sub | B P |
| | Carey Rd (SR 1569) | Plaza Blvd (SR 1571) | Bus US 70/Bus US 258 | Kinston | 1.1 | 24 | 2 | 12 | - | 35 | 11000 | 3900 | 3500 | 3600 | ADQ | ADQ | ADQ | Maj | Sub | B P |
| | Central Ave (SR 1342) | Goodman Rd (SR 1344) | US 258 | Lenoir County | 0.1 | 20 | 2 | 10 | 60 | 45 | 12000 | 2000 | 1400 | 3200 | ADQ | ADQ | ADQ | Min | Sub | |
| | College St (SR 1570) | Bus US 70/Bus US 258 | N Herritage St (SR 1570) | Kinston | 0.5 | 24 | 2 | 12 | 70 | 35 | 10500 | 2400 | 2400 | 2300 | ADQ | ADQ | ADQ | Min | Sub | T P |
| LENO0002A-H | Cunningham Rd Ext | Airport Rd (SR 1578) | NC 58 | Kinston | 0.7 | - | - | - | - | - | - | - | - | 1000 | 12600 | 2A | 60 | Min | Sub | T P |

| HIGHWAY | | | | | | | | | | | | | | | | | | | | |
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| | | Section | | | | 2015 Existing System | | | | | | | 2045 Proposed System | | | | | | | |
| Local ID | Facility | From | To | Jurisdiction | Dist. (mi) | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2015 Volume | 2045 Volume E+C | 2045 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | CTP Classification | Tier | Proposals for Other Modes |
| | Cunningham Rd (SR 1745) | NC 58 | 0.1 miles E of Brentwood Dr | Kinston | 0.7 | 24 | 2 | 12 | 60 | 35 | 12600 | 5800 | 4700 | 5800 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Cunningham Rd (SR 1745) | 0.1 miles E of Brentwood Dr | NC 11/NC 55 | Kinston | 0.9 | 24 | 2 | 12 | 60 | 55 | 12700 | 5800 | 4700 | 5200 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Cunningham Rd (SR 1745) | NC 11/NC 55 | Dunn Rd (SR 1811) | Kinston | 0.5 | 20 | 2 | 10 | - | 35 | 12000 | 700 | 400 | 300 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Dobbs Farm Rd (SR 1573) | US 258 | Poole Rd (SR 1575) | Lenoir County | 0.7 | 24 | 2 | 12 | - | 55 | 12700 | 4500 | 3600 | 3300 | ADQ | ADQ | ADQ | Min | Sub | |
| | Dobbs Farm Rd (SR 1573) | Poole Rd (SR 1575) | Rouse Rd (SR 1572) | Lenoir County | 1.4 | 24 | 2 | 12 | - | 55 | 12700 | 5000 | 3000 | 3000 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Dobbs Farm Rd (SR 1573) | Rouse Rd (SR 1572) | Airport Rd (SR 1578) | Lenoir County | 0.9 | 36 | 3 | 12 | 70 | 55 | 17200 | 4900 | 5100 | 5200 | ADQ | ADQ | ADQ | Min | Sub | |
| | Dunn Rd (SR 1811) | NC 11/NC 55 | Cunningham Rd (SR 1745) | Kinston | 0.7 | 18 | 2 | 9 | - | 35 | 10600 | 600 | 500 | 400 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Dunn Family Rd (SR 1811) | Cunningham Rd (SR 1745) | Tower Hill Rd (SR 1810) | Lenoir County | 0.8 | 18 | 2 | 9 | - | 55 | 10700 | 600 | 100 | 100 | ADQ | ADQ | ADQ | Min | Sub | |
| | Fairgrounds Rd (SR 1377) | NC 11/NC 55 | Goodman Rd (SR 1344) | Lenoir County | 0.6 | 20 | 2 | 10 | 50 | 55 | 12000 | 1600 | 1400 | 2600 | ADQ | ADQ | ADQ | Min | Sub | |
| LENO0113-H | Fields Station Rd (SR 1503) | Aldridge Store Rd (SR 1515) | Willie Measley Rd (SR 1690) | Lenoir County | 1.5 | 18 | 2 | 9 | - | 55 | 10700 | 900 | 1200 | 1200 | 12700 | 2A | 60 | Min | Sub | B P |
| | Ferrell Rd (SR 1735) | Tilghman Mill Rd (SR 1742) | NC 11 | Lenoir County | 0.3 | 18 | 2 | 9 | - | 55 | 10700 | 1500 | 800 | 1000 | ADQ | ADQ | ADQ | Min | Sub | B P |
| | Forrest St | Lincoln St | Secrest St New Bridge | Kinston | 0.2 | 18 | 2 | 9 | - | 25 | 9000 | 100 | 100 | 600 | 11000 | 2E | 60 | Min | Sub | T P |
| | Goodman Rd (SR 1344) | Central Ave (SR 1342) | Fairgrounds Rd (SR 1377) | Lenoir County | 1.1 | 20 | 2 | 10 | 60 | 55 | 12000 | 1600 | 1400 | 3700 | ADQ | ADQ | ADQ | Min | Sub | |
| | Green Haynes Rd (SR 1161) | NC 55 | Jessie T Bryan Rd (SR 1162) | Lenoir County | 2.0 | 20 | 2 | 10 | - | 55 | 12000 | 700 | 1800 | 1800 | ADQ | ADQ | ADQ | Min | Sub | |
| | Green Haynes Rd (SR 1161) | Jessie T Bryan Rd (SR 1162) | NC 11 | Lenoir County | 0.1 | 20 | 2 | 10 | - | 55 | 12000 | 1800 | 2200 | 2200 | ADQ | ADQ | ADQ | Min | Sub | |
| | Grifton-Hugo Rd (SR 1091) | Greene County | Hugo Rd (SR 1004) | Lenoir County | 0.7 | 20 | 2 | 10 | - | 55 | 12000 | 1000 | 1300 | 1300 | ADQ | ADQ | ADQ | Min | Sub | |
| | Grifton-Hugo Rd (SR 1091) | Hugo Rd (SR 1004) | Gilbert School Rd (SR 1711) | Lenoir County | 1.8 | 20 | 2 | 10 | - | 55 | 12000 | 1100 | 1200 | 1200 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Grifton-Hugo Rd (SR 1091) | Gilbert School Rd (SR 1711) | Skeeter Pond Rd (SR 1709) | Lenoir County | 2.6 | 20 | 2 | 10 | - | 55 | 12000 | 1000 | 1200 | 1200 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Grifton-Hugo Rd (SR 1091) | Skeeter Pond Rd (SR 1709) | NC 11 | Lenoir County | 0.4 | 20 | 2 | 10 | - | 55 | 12000 | 1800 | 2100 | 2300 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Hardee Rd | Bus US 70/Bus US 258 | Hodges Rd | Kinston | 1.6 | 24 | 2 | 12 | - | 25 | 10000 | 3300 | 3500 | 3600 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Hardy Bridge Rd (SR 1389) | NC 55 | Davis Harvey Rd (SR 1300) | Lenoir County | 1.6 | 20 | 2 | 10 | - | 55 | 12000 | 800 | 1600 | 1600 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Hardy Bridge Rd (SR 1389) | Davis Harvey Rd (SR 1300) | Jenny Lend Rd (SR 1309) | Lenoir County | 2.7 | 20 | 2 | 10 | - | 55 | 12000 | 1800 | 2800 | 2800 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Harrison Blvd (SR 1845) | NC 11/NC 55 | E Washington Ave (SR 1810)/Tower Hill Rd (SR 1810) | Kinston | 0.8 | 24 | 2 | 12 | 90 | 35 | 11000 | 2500 | 3200 | 5900 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | N Herritage St | Gordon St | Bus US 70/Bus US 258 | Kinston | 0.5 | 24 | 2 | 12 | - | 25 | 10000 | 2000 | 2100 | 2100 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | N Herritage St | Bus US 70/Bus US 258 | Capitola Ave | Kinston | 0.1 | 24 | 2 | 12 | - | 25 | 10000 | 1900 | 1900 | 1900 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | N Herritage St | Capitola Ave | College St (SR 1570) | Kinston | 0.4 | 24 | 2 | 12 | - | 35 | 11000 | 2100 | 2100 | 2100 | ADQ | ADQ | ADQ | Min | Sub | T P |

| HIGHWAY | | | | | | | | | | | | | | | | | | | | |
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| | | Section | | | | 2015 Existing System | | | | | | | 2045 Proposed System | | | | | | | |
| Local ID | Facility | From | To | Jurisdiction | Dist. (mi) | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2015 Volume | 2045 Volume E+C | 2045 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | CTP Classification | Tier | Proposals for Other Modes |
| LENO0110-H | N Herritage St (SR 1570) | College St (SR 1570) | 0.3 miles S of Plaza Rd (SR 1600) | Kinston | 0.3 | 24 | 2 | 12 | - | 35 | 11000 | 11000 | 12300 | 9300 | ADQ | ADQ | ADQ | Min | Sub | T P |
| LENO0110-H | N Herritage St (SR 1570) | 0.3 miles S of Plaza Rd (SR 1600) | Plaza Blvd (SR 1600) | Kinston | 0.3 | 24 | 2 | 12 | - | 35 | 11000 | 11000 | 9700 | 9300 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | N Herritage St (SR 1570) | Plaza Blvd (SR 1600) | Boy Scout Blvd | Kinston | 0.2 | 60 | 5 | 12 | - | 35 | 28100 | 13000 | 11600 | 11300 | ADQ | ADQ | ADQ | Maj | Sub | B P |
| | N Herritage St (SR 1570) | Boy Scout Blvd | Airport Rd (SR 1578) | Kinston | 0.5 | 60 | 5 | 12 | - | 35 | 28100 | 12000 | 11700 | 11800 | ADQ | ADQ | ADQ | Maj | Sub | T B P |
| | N Herritage St (SR 1570) | Airport Rd (SR 1578) | NC 58 | Kinston | 0.3 | 60 | 5 | 12 | 100 | 35 | 28100 | 8800 | 8200 | 8200 | ADQ | ADQ | ADQ | Maj | Sub | B |
| LENO0006-H | W Highland Ave Realignment | N Herritage St (SR 1570) | 0.1 miles E of N Herritage St (SR 1570) | Kinston | 0.1 | - | - | - | - | - | - | - | - | 2200 | 9700 | 2E | 60 | Min | Sub | B P |
| | W Highland Ave | 0.1 miles E of N Herritage St (SR 1570) | NC 58 | Kinston | 0.2 | 20 | 2 | 10 | - | 25 | 9300 | 2500 | 2600 | 2200 | 9300 | ADQ | ADQ | Min | Sub | T P |
| | E Highland Ave (SR 1747) | NC 58 | 0.1 miles E of Old Snow Hill Rd (SR 1746) | Kinston | 0.4 | 36 | 3 | 12 | - | 35 | 13700 | 6400 | 6600 | 6000 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | E Highland Ave (SR 1747) | 0.1 miles E of Old Snow Hill Rd (SR 1746) | NC 11/NC 55 | Kinston | 0.5 | 24 | 2 | 12 | - | 45 | 12700 | 5100 | 5700 | 7100 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Hillcrest Rd (SR 1552) | Bus US 70/Bus US 258 | Hull Rd (SR 1557) | Kinston | 1.7 | 18 | 2 | 9 | - | 45-55 | 10700 | 500 | 400 | 400 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Hodges Rd | Hardee Rd | Carey Rd (SR 1571) | Kinston | 0.3 | 24 | 2 | 12 | - | 25 | 10000 | 3300 | 3500 | 3600 | ADQ | ADQ | ADQ | Min | Sub | T P |
| LENO0111-H | Hugo Rd (SR 1004) | NC 58 | Humphrey Rd (SR 1730) | Lenoir County | 1.4 | 20 | 2 | 10 | - | 55 | 12000 | 1600 | 2200 | 4300 | 12700 | 2A | 60 | Min | Sub | |
| LENO0111-H | Hugo Rd (SR 1004) | Humphrey Rd (SR 1730) | Taylor-Heath Rd (SR 1703) | Lenoir County | 1.5 | 20 | 2 | 10 | - | 55 | 12000 | 1800 | 2400 | 2000 | 12700 | 2A | 60 | Min | Sub | |
| LENO0111-H | Hugo Rd (SR 1004) | Taylor-Heath Rd (SR 1703) | Grifton-Hugo Rd (SR 1091) | Lenoir County | 2.9 | 20 | 2 | 10 | - | 55 | 12000 | 2000 | 3100 | 2200 | 12700 | 2A | 60 | Min | Sub | B P |
| LENO0111-H | Hugo Rd (SR 1004) | Grifton-Hugo Rd (SR 1091) | Greene County | Lenoir County | 2.6 | 20 | 2 | 10 | - | 55 | 12000 | 2200 | 3100 | 3000 | 12700 | 2A | 60 | Min | Sub | B P |
| | Hull Rd (SR 1557) | Bus US 70/Bus US 258 | Rouse Rd (SR 1572) | Kinston | 1.4 | 24 | 2 | 12 | - | 45 | 12700 | 6600 | 7500 | 7400 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Hull Rd (SR 1557) | Rouse Rd (SR 1572) | Hillcrest Rd (SR 1552) | Kinston | 0.6 | 24 | 2 | 12 | - | 55 | 12700 | 5500 | 4000 | 3700 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Hull Rd (SR 1557) | Hillcrest Rd (SR 1552) | Daly Waldrop Rd (SR 2029) | Lenoir County | 0.5 | 24 | 2 | 12 | - | 55 | 12700 | 4900 | 3600 | 3300 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Hull Rd Realignment | Daly Waldrop Rd (SR 2029) | Carey Rd Ext | Lenoir County | 0.3 | - | - | - | - | - | - | - | | 3300 | 12700 | 2A | 60 | Min | Sub | B P |
| | Institute Rd (SR 1541) | Bryan Hardy Rd (SR 1532) | Wheat Swamp Rd (SR 1536) | Lenoir County | 1.6 | 20 | 2 | 10 | - | 55 | 12000 | 1800 | 1800 | 1700 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Institute Rd (SR 1541) | Wheat Swamp Rd (SR 1536) | US 258 | Lenoir County | 1.1 | 20 | 2 | 10 | - | 55 | 12000 | 900 | 1200 | 2200 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Institute Rd (SR 1541) | US 258 | Spine Rd | Lenoir County | 2.8 | 18 | 2 | 9 | - | 55 | 10700 | 1000 | 1300 | 5900 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Jenny Lend Rd (SR 1309) | Hardy Bridge Rd (SR 1389) | Mays Store Rd (SR 1326) | Lenoir County | 1.5 | 18 | 2 | 9 | - | 55 | 10700 | 1000 | 1200 | 900 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Jenny Lend Rd (SR 1309) | Mays Store Rd (SR 1326) | NC 903 | Lenoir County | 0.6 | 20 | 2 | 10 | - | 55 | 12000 | 2100 | 2500 | 1900 | ADQ | ADQ | ADQ | Min | Sub | B |

| HIGHWAY | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Section | | | | 2015 Existing System | | | | | | | 2045 Proposed System | | | | | | | | |
| Local ID | Facility | From | To | Jurisdiction | Dist. (mi) | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2015 Volume | 2045 Volume E+C | 2045 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | CTP Classification | Tier | Proposals for Other Modes |
| | John Green Smith Rd (SR 1141) | NC 11 | Big Oak Rd (SR 1138) | Lenoir County | 2.6 | 20 | 2 | 10 | - | 55 | 12000 | 1200 | 1300 | 1300 | ADQ | ADQ | ADQ | Min | Sub | B |
| | John Green Smith Rd (SR 1141) | Big Oak Rd (SR 1138) | US 258 | Lenoir County | 3.0 | 20 | 2 | 10 | - | 55 | 12000 | 400 | 600 | 600 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Jonestown Rd (SR 1116) | NC 11 | Watering Pond Rd (SR 1118) | Lenoir County | 3.1 | 22 | 2 | 12 | - | 55 | 12700 | 1300 | 1500 | 1500 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Kennedy Home Rd (SR 1324) | Hardy Bridge Rd (SR 1389) | Pine Bush Rd (SR 1307) | Lenoir County | 1.9 | 18 | 2 | 9 | - | 55 | 10700 | 1100 | 1800 | 1800 | ADQ | ADQ | ADQ | Min | Sub | B P |
| | Kennedy Home Rd (SR 1324) | Pine Bush Rd (SR 1307) | US 70 | Lenoir County | 4.8 | 18 | 2 | 9 | - | 55 | 10700 | 1600 | 2100 | 2100 | ADQ | ADQ | ADQ | Min | Sub | B P |
| | Jonestown Rd (SR 1116) | Watering Pond Rd (SR 1118) | US 258 | Lenoir County | 2.1 | 22 | 2 | 12 | - | 55 | 12700 | 500 | 700 | 700 | ADQ | ADQ | ADQ | Min | Sub | B P |
| | Liddell Rd (SR 1143) | NC 903 | Burncoat Rd (SR 1154) | Lenoir County | 3.5 | 20 | 2 | 10 | - | 55 | 12000 | 700 | 1000 | 1000 | ADQ | ADQ | ADQ | Min | Sub | |
| | Liddell Rd (SR 1143) | Burncoat Rd (SR 1154) | NC 11 | Lenoir County | 3.3 | 20 | 2 | 10 | - | 55 | 12000 | 1200 | 1000 | 1000 | ADQ | ADQ | ADQ | Min | Sub | |
| | Lightwood Knot Rd (SR 1925) | US 258 | Parker Ford Rd (SR 1912) | Lenoir County | 2.8 | 18 | 2 | 9 | - | 55 | 10700 | 500 | 500 | 500 | ADQ | ADQ | ADQ | Min | Sub | |
| | Lightwood Knot Rd (SR 1925) | Parker Ford Rd (SR 1912) | Vine Swamp Rd (SR 1922) | Lenoir County | 2.1 | 18 | 2 | 9 | - | 55 | 10700 | 400 | 400 | 400 | ADQ | ADQ | ADQ | Min | Sub | B P |
| | Lincoln St | Bus US 70/Bus US 258/NC 58 | Forrest St | Kinston | 1.1 | 20 | 2 | 10 | - | 25 | 9300 | 1000 | 1000 | 1000 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Mitchell St | Gordon St | Bus US 70/Bus US 258 | Kinston | 0.5 | 18 | 2 | 9 | - | 25 | 9000 | 1000 | 1000 | 1000 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Mitchell St | Bus US 70/Bus US 258 | N Herritage St | Kinston | 0.3 | 18 | 2 | 9 | - | 25 | 9000 | 1500 | 1500 | 1500 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Neuse Rd (SR 1804) | US 70 | Gray Tilghman Rd (SR 1819) | Kinston | 2.2 | 20 | 2 | 10 | - | 55 | 12000 | 2200 | 4800 | 5600 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Neuse Rd (SR 1804) | Gray Tilghman Rd (SR 1819) | NC 55 | Lenoir County | 3.8 | 20 | 2 | 10 | - | 55 | 12000 | 1200 | 1500 | 900 | ADQ | ADQ | ADQ | Min | Sub | B |
| | New Hope Rd (SR 1003) | Wayne County | Washington St (SR 1603) | Lenoir County | 0.5 | 20 | 2 | 10 | - | 55 | 12000 | 2600 | 3300 | 2600 | ADQ | ADQ | ADQ | Min | Sub | |
| | Old Asphalt Rd (SR 1351) | NC 11/NC 55 | US 258 | Lenoir County | 1.2 | 18 | 2 | 9 | - | 55 | 10700 | 700 | 1100 | 1100 | ADQ | ADQ | ADQ | Min | Sub | |
| | Old Snow Hill Rd (SR 1746) | E Highland Ave (SR 1747) | 0.4 miles N of Highland Ave (SR 1747) | Kinston | 0.4 | 24 | 2 | 12 | - | 35 | 11000 | 5600 | 7000 | 8600 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Old Snow Hill Rd (SR 1746) | 0.4 miles N of Highland Ave (SR 1747) | NC 58 | Kinston | 0.4 | 24 | 2 | 12 | - | 35 | 11000 | 3300 | 4000 | 4400 | ADQ | ADQ | ADQ | Min | Sub | T P |
| LENO0112-H | Paul's Path Rd (SR 1001) | US 258 | Alton Phillips Rd (SR 1556) | Lenoir County | 1.6 | 20 | 2 | 10 | - | 45 | 12000 | 6800 | 8200 | 8800 | 12700 | 2A | 60 | Min | Sub | |
| LENO0112-H | Paul's Path Rd (SR 1001) | Alton Phillips Rd (SR 1556) | 0.3 miles E of Willie Measley Rd (SR 1690) | Lenoir County | 3.3 | 20 | 2 | 10 | - | 55 | 12000 | 3400 | 4200 | 4600 | 12700 | 2A | 60 | Min | Sub | B P |
| LENO0112-H | Paul's Path Rd (SR 1001) | 0.3 miles E of Willie Measley Rd (SR 1690) | Willie Measley Rd (SR 1690) | Lenoir County | 0.3 | 18 | 2 | 9 | - | 55 | 10700 | 3500 | 5000 | 6000 | 12700 | 2A | 60 | Min | Sub | |
| LENO0112-H | Paul's Path Rd (SR 1001) | Willie Measley Rd (SR 1690) | Brothers Rd (SR 1514) | Lenoir County | 2.2 | 18 | 2 | 9 | - | 55 | 10700 | 700 | 800 | 1000 | 12700 | 2A | 60 | Min | Sub | B P |
| LENO0112-H | Paul's Path Rd (SR 1001) | Brothers Rd (SR 1514) | Greene County | Lenoir County | 2.5 | 18 | 2 | 9 | - | 55 | 10700 | 700 | 700 | 800 | 12700 | 2A | 60 | Min | Sub | |

| HIGHWAY | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Section | | | | 2015 Existing System | | | | | | | 2045 Proposed System | | | | | | | |
| Local ID | Facility | From | To | Jurisdiction | Dist. (mi) | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2015 Volume | 2045 Volume E+C | 2045 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | CTP Classification | Tier | Proposals for Other Modes |
| | Plaza Blvd (SR 1571) | Carey Rd (SR 1569) | N Herritage St (SR 1570) | Kinston | 0.2 | 60 | 5 | 11 | 70 | 35 | 27200 | 12000 | 11000 | 11000 | ADQ | ADQ | ADQ | Maj | Sub | T P |
| | Plaza Blvd (SR 1600) | N Herritage St (SR 1570) | Boy Scout Blvd | Kinston | 0.3 | 60 | 5 | 11 | 70 | 35 | 27200 | 5400 | 5800 | 5700 | ADQ | ADQ | ADQ | Maj | Sub | B P |
| | Plaza Blvd (SR 1600) | Boy Scout Blvd | NC 58 | Kinston | 0.2 | 36 | 3 | 12 | 70 | 35 | 13700 | 9000 | 9700 | 9600 | ADQ | ADQ | ADQ | Maj | Sub | T P |
| | Poole Rd (SR 1575) | NC 148 | Spine Rd | Lenoir County | 0.7 | 18 | 2 | 9 | 60 | 45 | 10700 | 1500 | 1400 | 5700 | 39700 | 4B | 130 | B | Sub | |
| LENO0113-H | E Railroad St (SR 1503) | NC 903 | 0.1 miles E of N Carey St | Lenoir County | 0.4 | 22 | 2 | 10 | - | 35 | 11000 | 1400 | 1700 | 1700 | ADQ | ADQ | ADQ | Min | Sub | P |
| LENO0113-H | E Railroad St (SR 1503) | 0.1 miles E of N Carey St | Aldridge Store Rd (SR 1515) | Lenoir County | 0.4 | 18 | 2 | 9 | - | 45 | 10700 | 1200 | 1500 | 1500 | 12700 | 2A | 60 | Min | Sub | P |
| | Rouse Rd (SR 1572) | Hull Rd (SR 1557) | Carey Rd (SR 1571) | Kinston | 1.0 | 22 | 2 | 11 | - | 35 | 10600 | 7100 | 5600 | 5000 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Rouse Rd (SR 1572) | Carey Rd (SR 1571) | Robinwood Dr | Kinston | 0.5 | 22 | 2 | 11 | - | 35 | 10600 | 3500 | 5800 | 5200 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Rouse Rd (SR 1572) | Robinwood Dr | Dobbs Farm Rd (SR 1573) | Lenoir County | 0.4 | 22 | 2 | 11 | - | 55 | 12700 | 3500 | 5800 | 5200 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Rouse Rd Ext (SR 1572) | Dobbs Farm Rd (SR 1573) | NC 148 | Lenoir County | 0.2 | 22 | 2 | 11 | - | 55 | 12700 | 2000 | 2500 | - | ADQ | ADQ | ADQ | Min | Sub | B P |
| | Rouse Rd Ext (SR 1572) | NC 148 | Airport Rd (SR 1578) | Lenoir County | 0.9 | 22 | 2 | 11 | - | 55 | 12700 | 800 | 1300 | 800 | ADQ | ADQ | ADQ | Min | Sub | |
| | Sandy Foundation Rd (SR 1137) | John Green Smith Rd (SR 1141) | US 258 | Lenoir County | 1.1 | 18 | 2 | 9 | 60 | 55 | 10700 | 600 | 800 | 900 | ADQ | ADQ | ADQ | Min | Sub | |
| | Secrest St New Bridge | Forrest St | S Secrest St | Kinston | 0.1 | - | - | - | - | - | - | - | - | 600 | 11000 | 2E | 60 | Min | Sub | T P |
| | S Secrest St | Secrest St New Bridge | Cedar Ln | Kinston | 0.1 | 24 | 2 | 12 | - | 35 | 11000 | 700 | 700 | 1100 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | N Secrest St (SR 1845) | Cedar Ln | E Washington Ave (SR 1810)/Tower Hill Rd (SR 1810) | Kinston | 0.4 | 36 | 3 | 12 | - | 35 | 13700 | 1900 | 2100 | 2600 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Smith Grady Rd (SR 1152) | NC 55 | Burncoat Rd (SR 1154) | Lenoir County | 2.0 | 18 | 2 | 9 | - | 55 | 10700 | 900 | 1200 | 1200 | ADQ | ADQ | ADQ | Min | Sub | B |
| | Smith Grady Rd (SR 1152) | Burncoat Rd (SR 1154) | NC 11 | Lenoir County | 3.6 | 18 | 2 | 9 | - | 55 | 10700 | 600 | 800 | 800 | ADQ | ADQ | ADQ | Min | Sub | B |
| LENO0114-H | Spine Rd | Poole Rd (SR 1575) | Institute Rd (SR 1541) | Lenoir County | 1.9 | - | - | - | - | - | - | - | - | 2300 | 39700 | 4B | 130 | B | Sub | |
| LENO0114-H | Spine Rd | Institute Rd (SR 1541) | NC 58 | Lenoir County | 1.0 | - | - | - | - | - | - | - | - | 2200 | 39700 | 4B | 130 | B | Sub | |
| | Taylor-Heath Rd (SR 1703) | NC 58 | Hugo Rd (SR 1004) | Lenoir County | 2.3 | 18 | 2 | 9 | - | 55 | 10700 | 800 | 2000 | 2400 | ADQ | ADQ | ADQ | Min | Sub | |
| | Tilghman Mill Rd (SR 1742) | NC 58 | Wallace Family Rd (SR 1732) | Lenoir County | 1.4 | 20 | 2 | 10 | 70 | 55 | 12000 | 2500 | 1400 | 1400 | ADQ | ADQ | ADQ | Min | Sub | |
| | Tilghman Mill Rd (SR 1742) | Wallace Family Rd (SR 1732) | Ferrell Rd (SR 1735) | Lenoir County | 1.5 | 20 | 2 | 10 | 70 | 55 | 12000 | 1600 | 200 | 200 | ADQ | ADQ | ADQ | Min | Sub | B P |
| | Tower Hill Rd (SR 1810) | Harrison Blvd (SR 1845)/N Secrest St | Eastern Bypass | Kinston | 0.7 | 20 | 2 | 10 | - | 35 | 10300 | 2500 | 2900 | 2900 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Tower Hill Rd (SR 1810) | Dunn Family Rd (SR 1811) | NC 55 | Lenoir County | 1.1 | 20 | 2 | 10 | - | 55 | 12000 | 700 | 500 | 500 | ADQ | ADQ | ADQ | Min | Sub | B P |
| | Tyree Rd (SR 1341) | NC 11/NC 55 | Barnett Ln | Lenoir County | 0.9 | 22 | 2 | 11 | - | 35 | 10600 | 2300 | 3000 | 4300 | ADQ | ADQ | ADQ | Min | Sub | |

| HIGHWAY | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Section | | | | 2015 Existing System | | | | | | | 2045 Proposed System | | | | | | | |
| Local ID | Facility | From | To | Jurisdiction | Dist. (mi) | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2015 Volume | 2045 Volume E+C | 2045 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | CTP Classification | Tier | Proposals for Other Modes |
| | Tyree Rd (SR 1341) | Barnett Ln | US 258 | Lenoir County | 0.7 | 22 | 2 | 11 | - | 45 | 12900 | 2200 | 2700 | 4000 | ADQ | ADQ | ADQ | Min | Sub | |
| | E Vernon Ave (SR 1838) | Bus US 70/Bus US 258/NC 58 | N Independence St | Kinston | 0.2 | 60 | 5 | 12 | - | 35 | 28100 | 12000 | 7800 | 9500 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | E Vernon Ave (SR 1838) | N Independence St | NC 11/NC 55 | Kinston | 0.3 | 60 | 5 | 12 | - | 35 | 28100 | 11000 | 6500 | 8500 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Vine Swamp Rd (SR 1922) | Jones County | Lightwood Knot Rd (SR 1925) | Lenoir County | 4.8 | 20 | 2 | 10 | - | 55 | 12000 | 900 | 900 | 900 | ADQ | ADQ | ADQ | Min | Sub | |
| | Vine Swamp Rd (SR 1922) | Lightwood Knot Rd (SR 1925) | NC 58 | Lenoir County | 0.3 | 20 | 2 | 10 | - | 55 | 12000 | 1000 | 1000 | 1000 | ADQ | ADQ | ADQ | Min | Sub | B P |
| | E Washington Ave (SR 1810) | E Washington Ave (SR 1810) | Clay St | Kinston | 0.3 | 24 | 2 | 12 | - | 35 | 11000 | 3800 | 4200 | 4400 | ADQ | ADQ | ADQ | Min | Sub | B P |
| | E Washington Ave (SR 1810) | Clay St | Harrison Blvd (SR 1845)/N Secrest St | Kinston | 0.4 | 20 | 2 | 10 | - | 35 | 10300 | 3100 | 3600 | 4300 | ADQ | ADQ | ADQ | Min | Sub | T P |
| | Washington St (SR 1603) | Wayne County | New Hope Rd (SR 1003) | Lenoir County | 0.3 | 24 | 2 | 12 | - | 55 | 12700 | 1500 | 2000 | 2000 | ADQ | ADQ | ADQ | Min | Sub | |
| | Washington St (SR 1603) | New Hope Rd (SR 1003) | 0.1 miles W of Forbes St | Lenoir County | 1.2 | 24 | 2 | 12 | - | 45-55 | 12700 | 3800 | 4800 | 4800 | ADQ | ADQ | ADQ | Min | Sub | B P |
| | Washington St (SR 1603) | 0.1 miles W of Forbes St | NC 903 | La Grange | 0.7 | 24 | 2 | 12 | - | 35 | 11000 | 3800 | 4800 | 4800 | ADQ | ADQ | ADQ | Min | Sub | R P |
| | Washington St (SR 1603) | NC 903 | Carey St | La Grange | 0.3 | 24 | 2 | 12 | - | 35 | 10500 | 5400 | 6900 | 6900 | ADQ | ADQ | ADQ | Min | Sub | R P |
| | Washington St (SR 1603) | Carey St | Aldridge Store Rd (SR 1515) | La Grange | 0.5 | 36 | 3 | 12 | - | 35 | 14300 | 5400 | 6900 | 6900 | ADQ | ADQ | ADQ | Min | Sub | R P |
| | Washington St (SR 1603) | Aldridge Store Rd (SR 1515) | Washington St Connector | Lenoir County | 0.8 | 24 | 2 | 12 | - | 55 | 12700 | 3600 | 4600 | 4600 | ADQ | ADQ | ADQ | Min | Sub | B P |
| | Washington St Connector | Washington St (SR 1603) | Willie Measley Rd (SR 1690) | Lenoir County | 0.7 | - | - | - | - | - | - | - | - | 4600 | 12700 | 2A | 60 | Min | Sub | |
| | Washington St Connector | Willie Measley Rd (SR 1690) | US 70 (New Interchange) | Lenoir County | 0.5 | - | - | - | - | - | - | - | - | 8500 | 12700 | 2A | 60 | Min | Sub | B P |
| LENO0115-H | Will Baker Rd (SR 1342) | US 258 | Pearson Rd (SR 1906) | Lenoir County | 1.0 | 18 | 2 | 9 | 60 | 55 | 10700 | 1800 | 1000 | 2300 | ADQ | ADQ | ADQ | Min | Sub | |
| LENO0115-H | Will Baker Rd (SR 1342) | Pearson Rd (SR 1906) | NC 58 | Lenoir County | 1.3 | 18 | 2 | 9 | 60 | 55 | 10700 | 1300 | 900 | 1300 | ADQ | ADQ | ADQ | Min | Sub | |
| | Willie Measley Rd (SR 1690) | Washington St Connector | Paul's Path Rd (SR 1001) | Lenoir County | 2.2 | 20 | 2 | 10 | 60 | 55 | 12000 | 2500 | 3900 | 4500 | 12700 | 2A | 60 | Min | Sub | |

Footnotes:
(1) Alternating Passing Lanes
(2) Operational Improvements

# PUBLIC TRANSPORTATION AND RAIL

| PUBLIC TRANSPORTATION[1] | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | Speed | | Existing System | Proposed System | |
| Local ID | Facility/ Route | Section (From - To) | Limit (mph) | Distance (mi) | Type | Type | Other Modes |
| LENO0001-T | Kinston Fixed Bus Route | Various major roadways throughout Kinston | Various | 14.7 | | Bus | H B P |

[1] Only major public transportation routes and proposals are shown here. For further information regarding the Lenoir County Transit public transportation system, refer to *http://www.co.lenoir.nc.us/transit.html*

| RAIL | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Speed | | Existing System | | | Proposed System | | | |
| Local ID | Facility/ Route | Section (From - To) | Class | Limit (mph) | Distance (mi) | Type | ROW (ft) | Trains per day | Type | ROW (ft) | Trains per day | Other Modes |
| LENO0001-R | Global TransPark Connector | Kinston & Snow Hill Railroad - CSX | III | N/A | 4.7 | | | | Freight | N/A | N/A | |

# BICYCLE AND PEDESTRIAN [1]

| BICYCLE | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Existing System | | Proposed System | | |
| | | | Distance | Cross-Section | | | | Other |
| Local ID | Facility/ Route | Section (From - To) | (mi) | (ft) | lanes | Type | Cross-Section | Modes |
| | | | | | | | | |

| PEDESTRIAN | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Existing System | | Proposed System | | Other |
| Local ID | Facility/ Route | Section (From - To) | Distance (mi) | Type | Side of Street | Type | Side of Street | Modes |
| LENO0001-P | E Washington St (SR 1603) | S Carey St - 0.1 miles E of Robina Dr | 0.1 | Sidwalk | South | Sidewalk | Both | |
| LENO0002-P | E Washington St (SR 1603) | 0.1 miles E of Robina - Franklin St | 0.2 | | | Sidewalk | Both | |
| LENO0003-P | N Hadden St | W Railroad St - MLK Jr Dr (SR 1502) | 0.3 | | | Sidewalk | West | |
| LENO0104-H | NC 11 | Duplin County - Rosewood Dr (SR 1194) | 1.3 | Concurrent with NC 11 - See Highway Table | | | | H |
| LENO0004-P | Central Ave | Macon St - NC 11 | 0.3 | | | Sidewalk | Both | |

| MULTI-USE PATH | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Existing System | | Proposed System | | Other |
| Local ID | Facility/ Route | Section (From - To) | Distance (mi) | Side of Street | Cross-Section | Side of Street | Cross-Section | Modes |
| | | | | | | | | |

[1] Only major routes and proposals are shown here. For further documentation of bicycle and pedestrian facilities and proposals, refer to the 2008 City of Kinston Comprehensive Pedestrian Plan, 2015 Kinston Riverfront Greenway and Cycle Track Plan, and the North Carolina Mountain to Sea Trail

# 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.

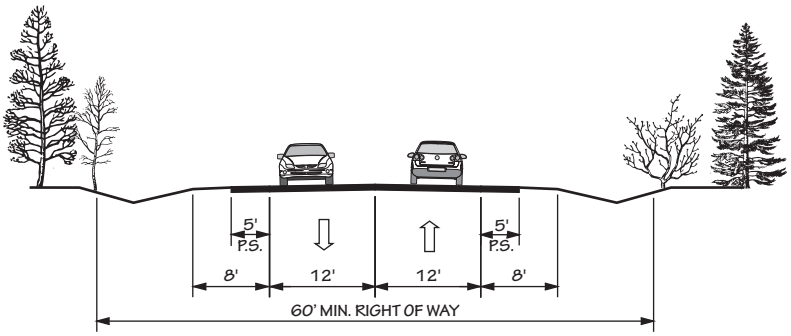
On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following 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 7
## "TYPICAL" HIGHWAY CROSS SECTIONS

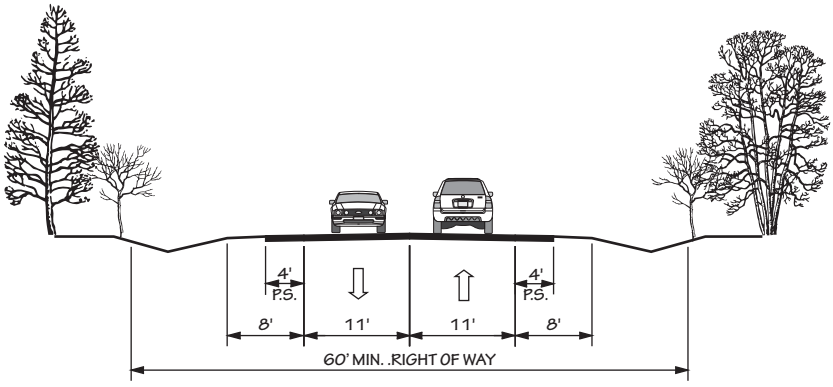
2A




2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 55 MPH

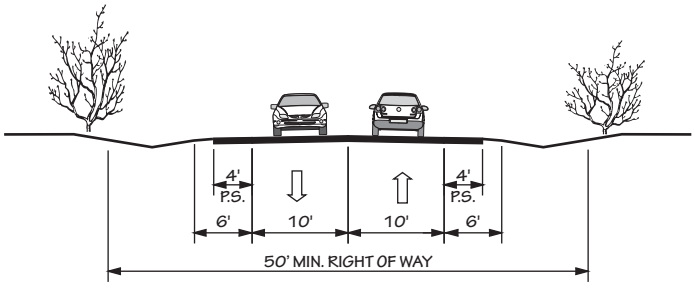
2B




2 LANES UNDIVIDED

POSTED SPEED 45 MPH OR LESS

2C




2 LANE UNDIVIDED WITH PAVED SHOULDERS

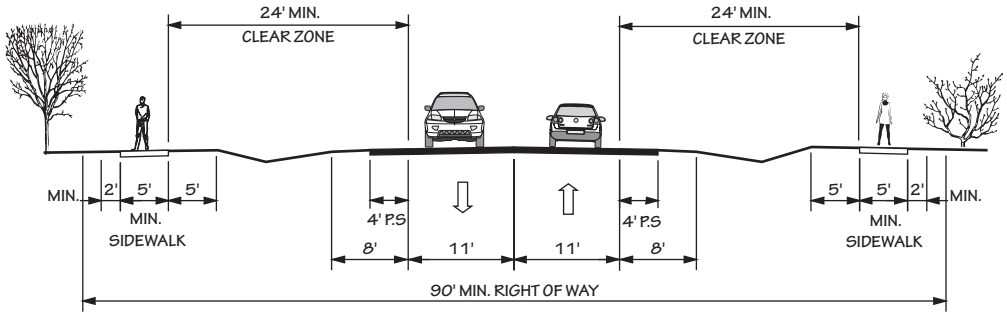
POSTED SPEED 25 - 35 MPH



**Revised 05/05/2014**

# "TYPICAL" HIGHWAY CROSS SECTIONS

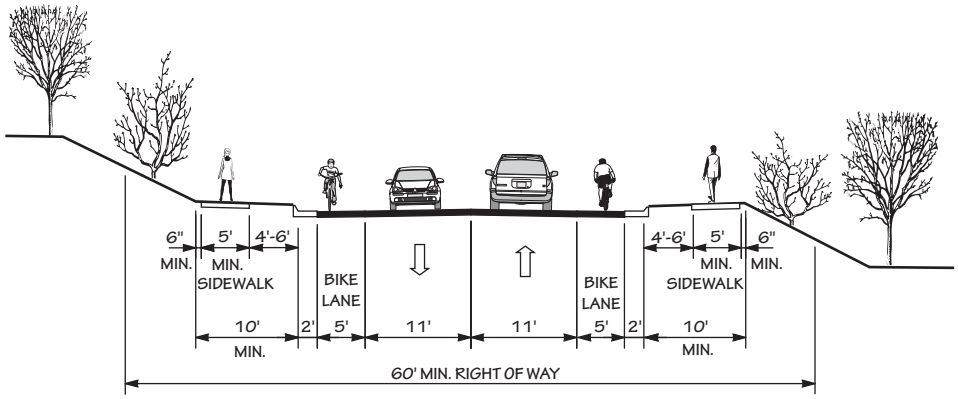
## 2D




2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 25-45 MPH

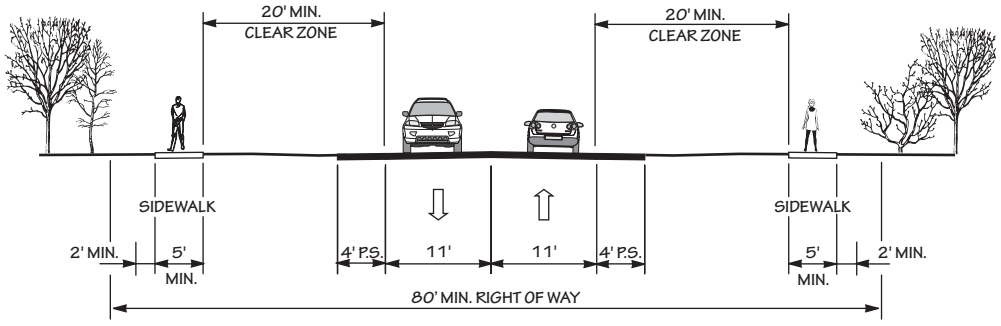
## 2E




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

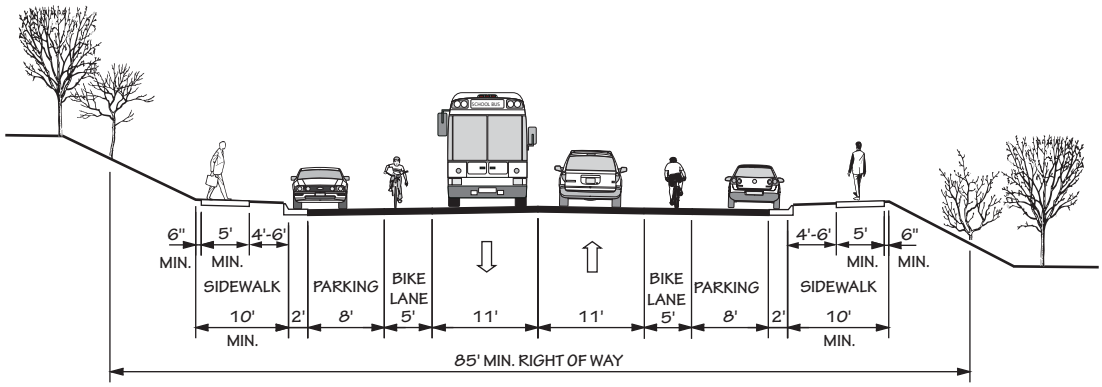
POSTED SPEED 25-45 MPH



**Revised 05/05/2014**

# "TYPICAL" HIGHWAY CROSS SECTIONS

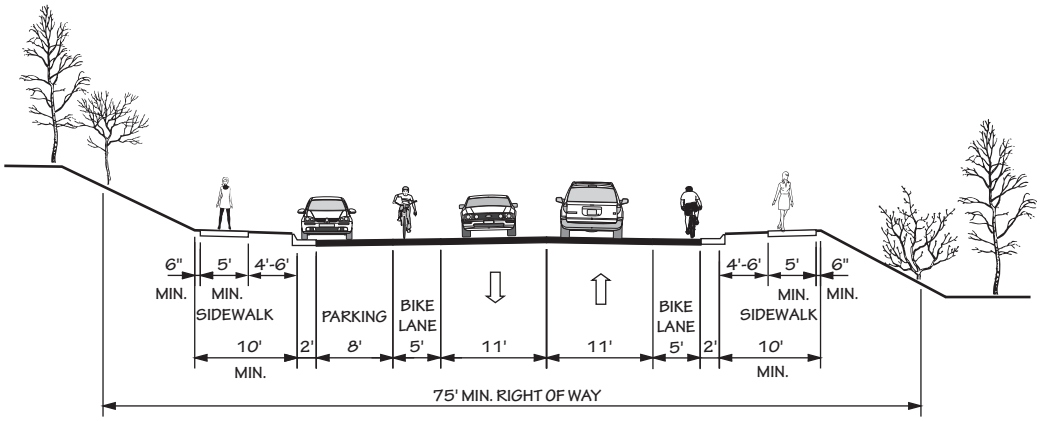
## 2G




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

POSTED SPEED 25-45 MPH

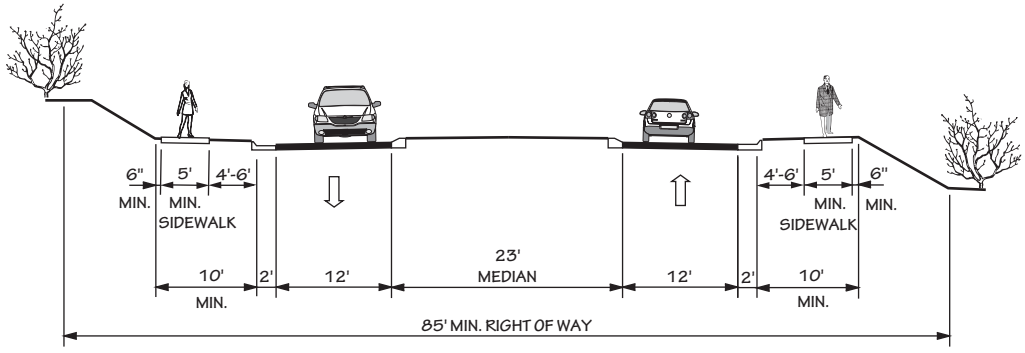
## 2H




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

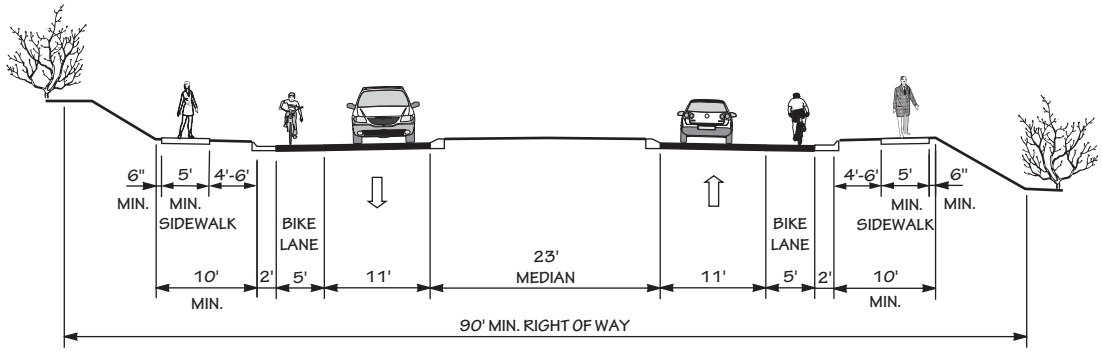
POSTED SPEED 25-45 MPH



**Revised 05/05/2014**

# "TYPICAL" HIGHWAY CROSS SECTIONS

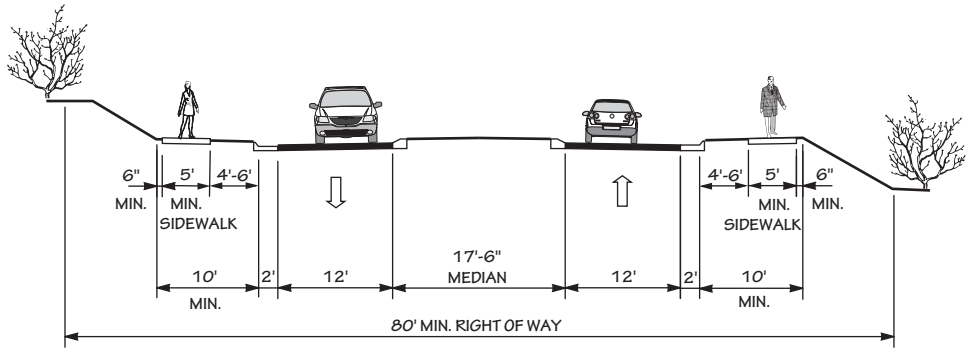
2J




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

POSTED SPEED 25-45 MPH

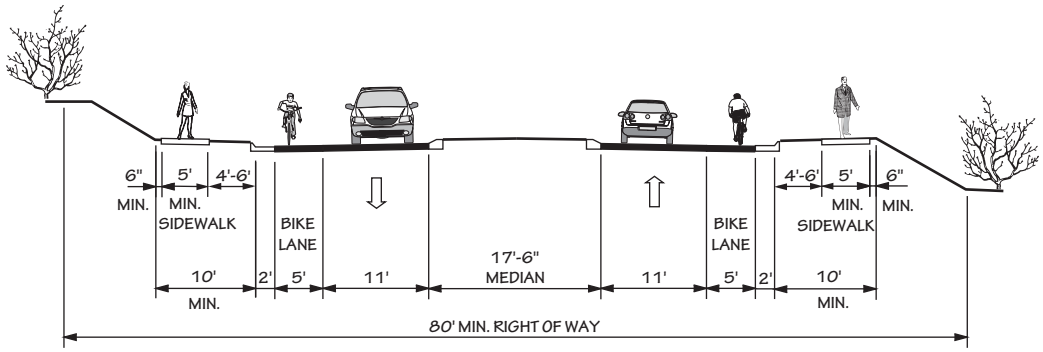
2K




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

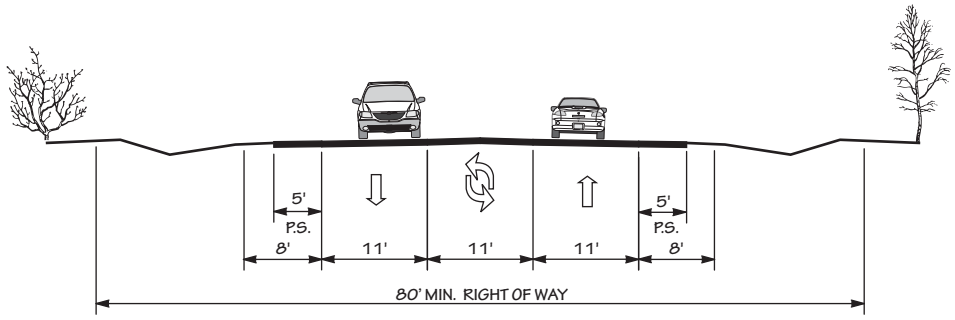
POSTED SPEED 25-45 MPH



**Revised 05/05/2014**

# "TYPICAL" HIGHWAY CROSS SECTIONS

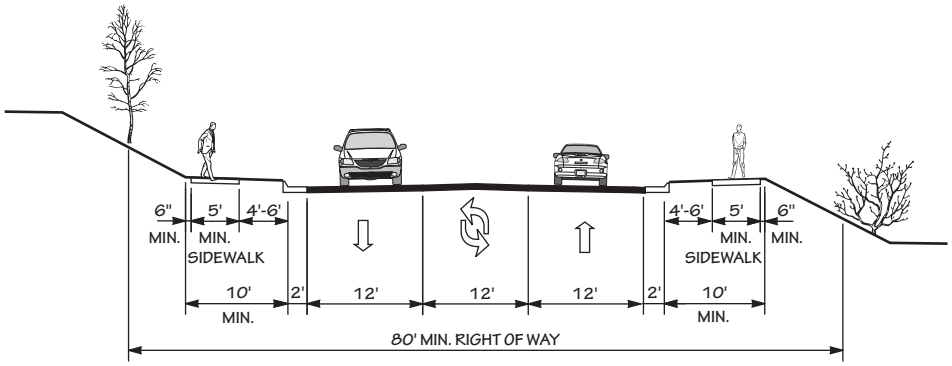
3A




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

POSTED SPEED 25-55 MPH

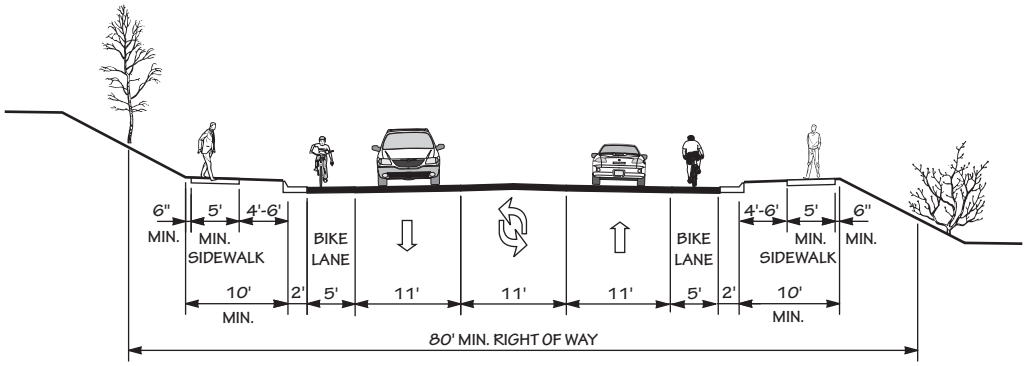
3B




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

POSTED SPEED 25-45 MPH

3C



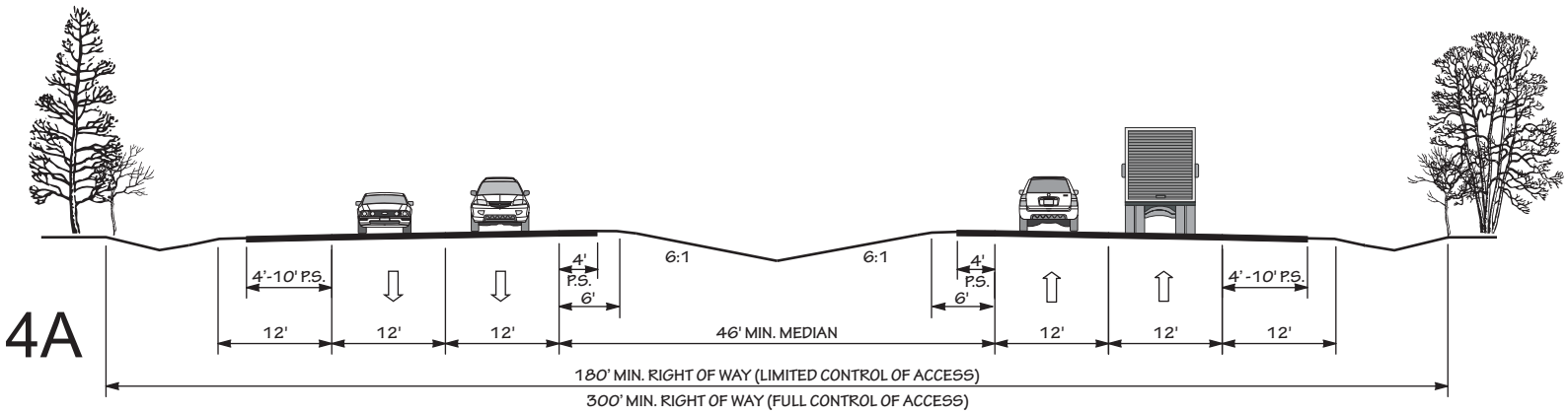

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH



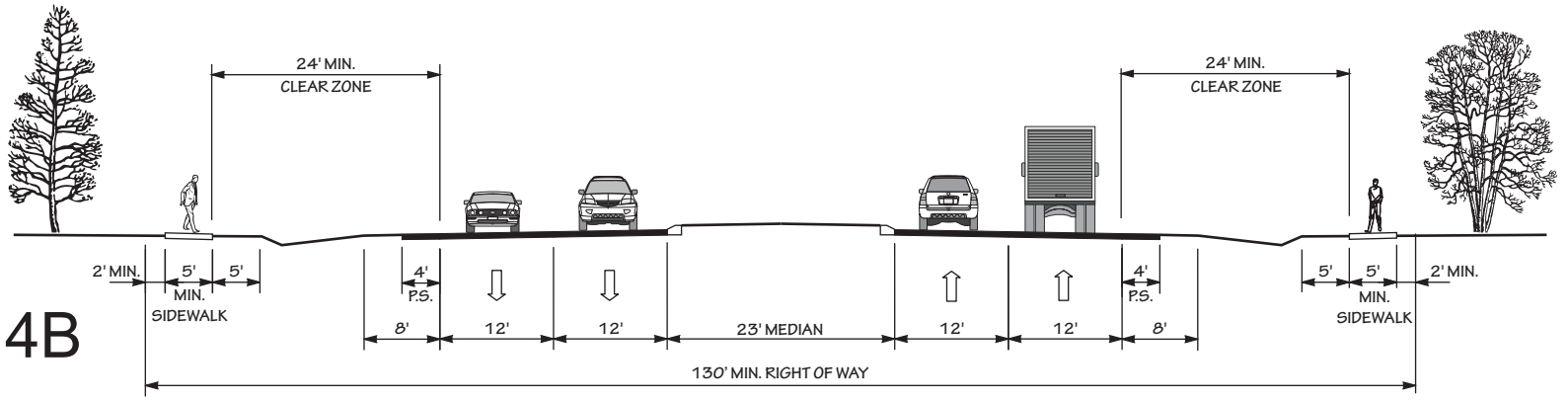
**Revised 05/05/2014**

# "Typical" Highway Cross Sections



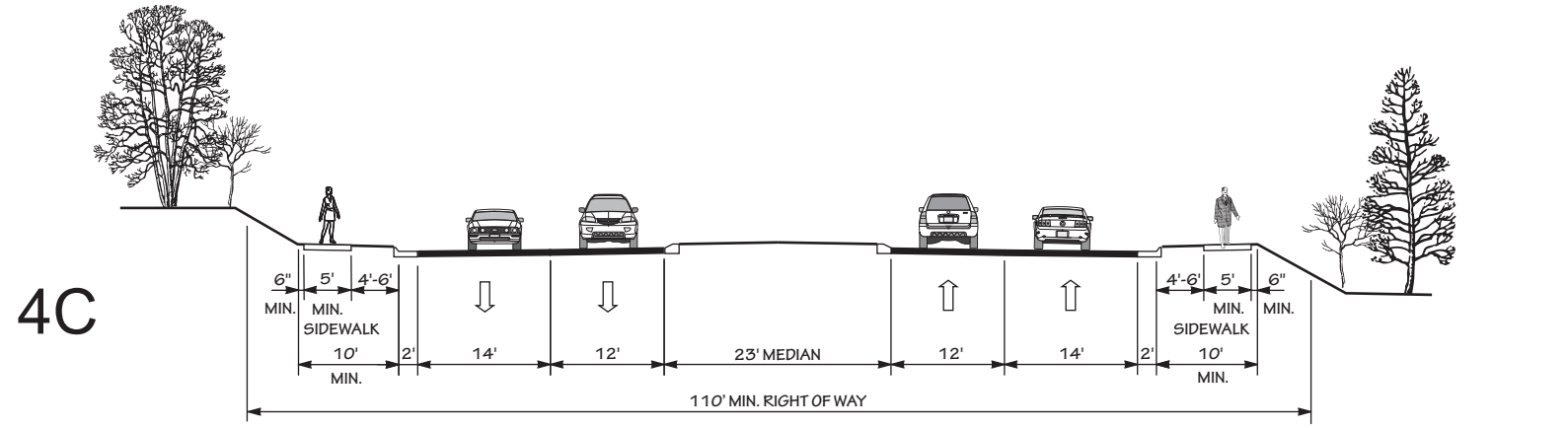

## 4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

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

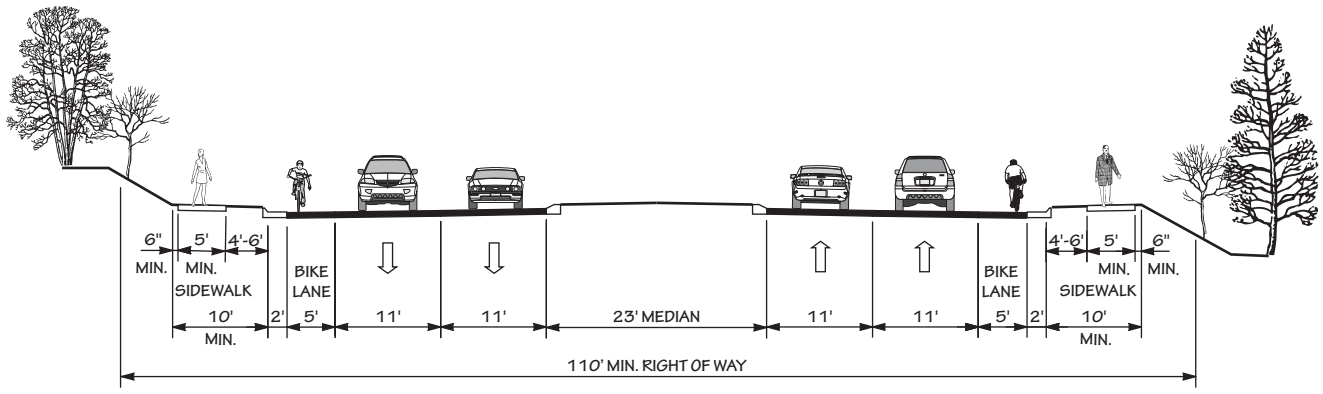
POSTED SPEED 35-45 MPH



**Revised 05/05/2014**

# "Typical" Highway Cross Sections

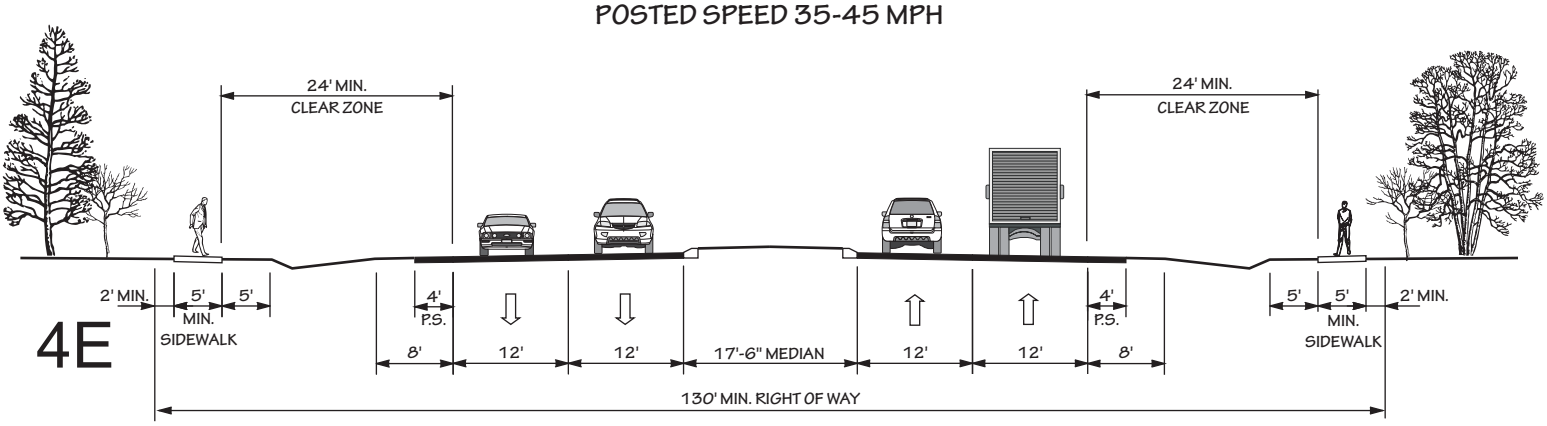
4D




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

POSTED SPEED 35-45 MPH

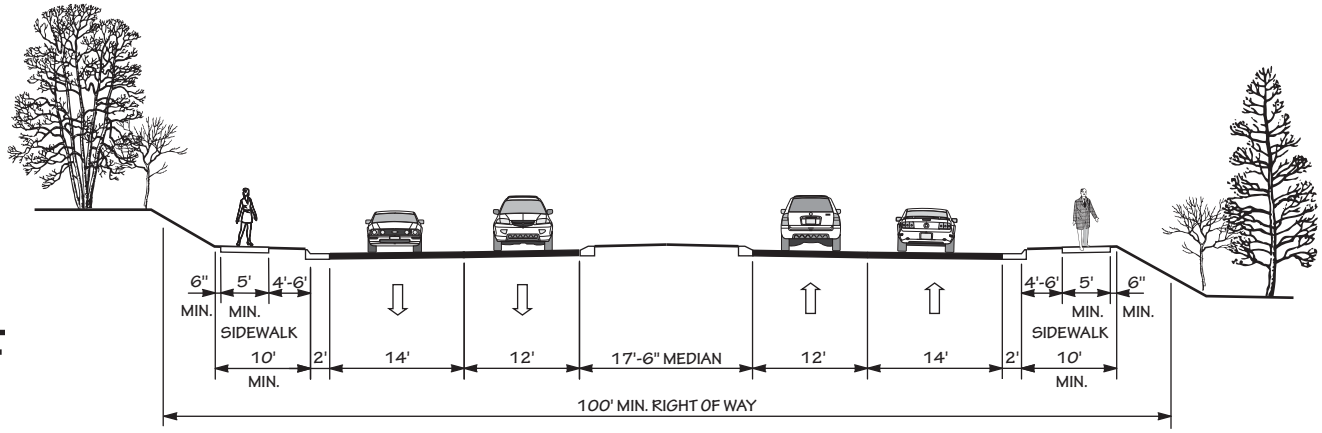
4E




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

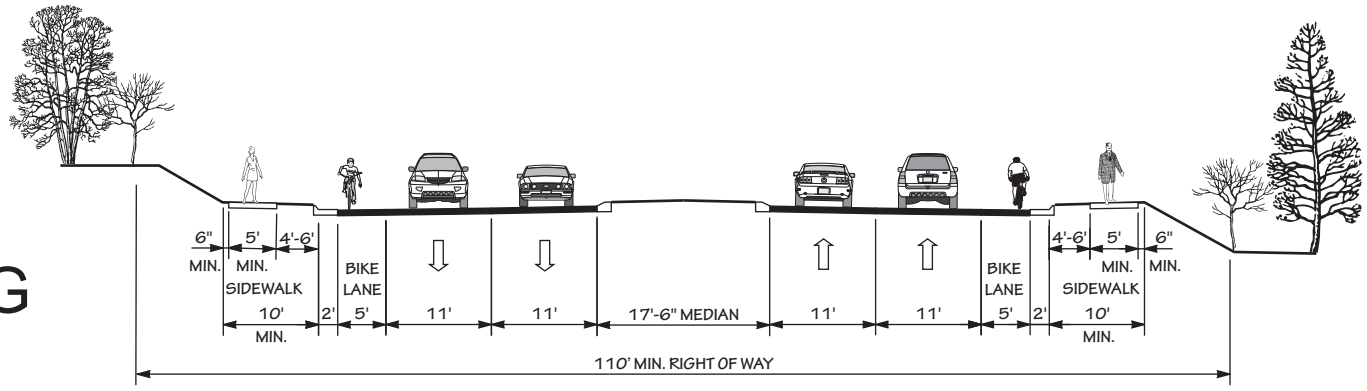
POSTED SPEED 35-45 MPH



**Revised 05/05/2014**

# "TYPICAL" HIGHWAY CROSS SECTIONS

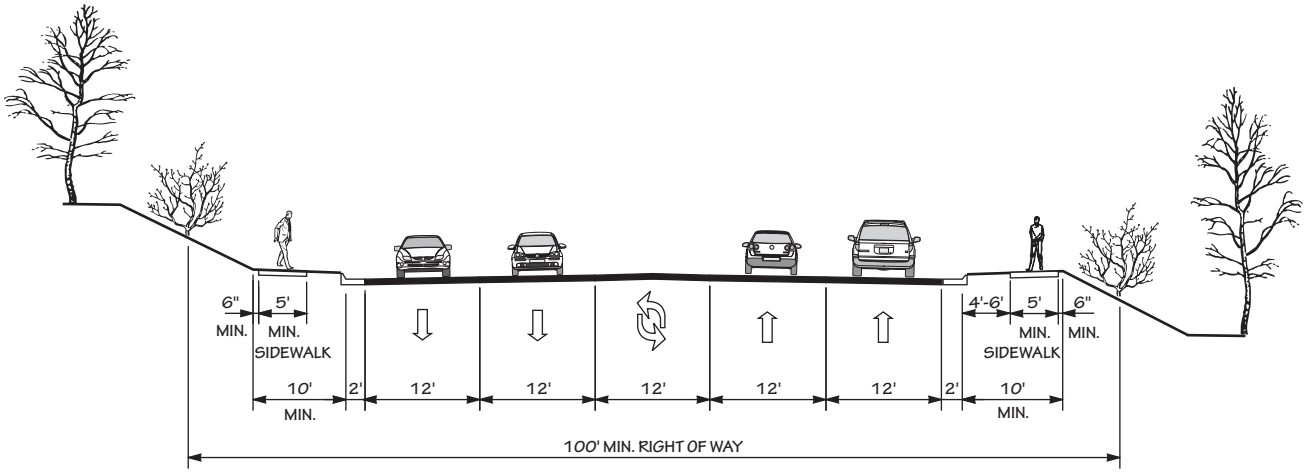
4G




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

POSTED SPEED 35-45 MPH

5A



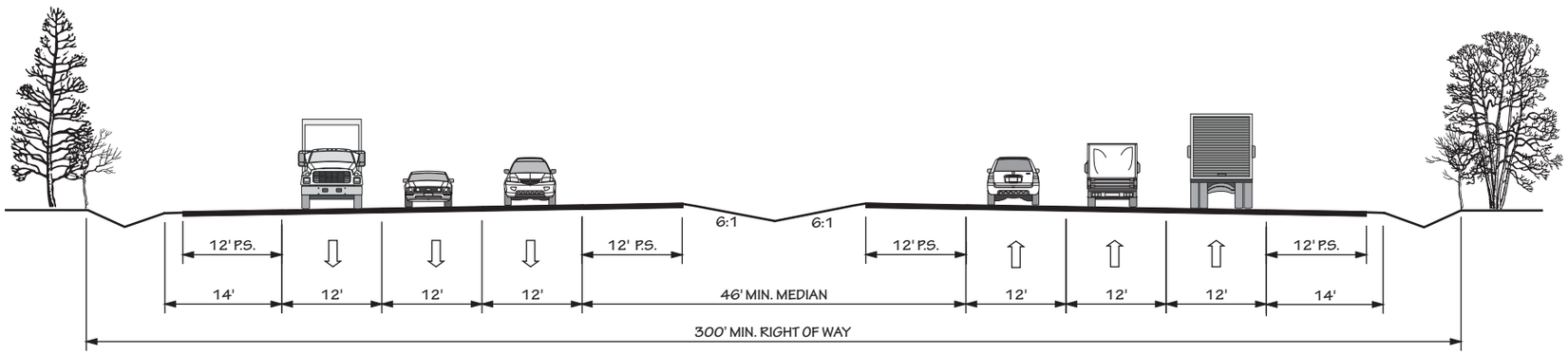

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 35-45 MPH



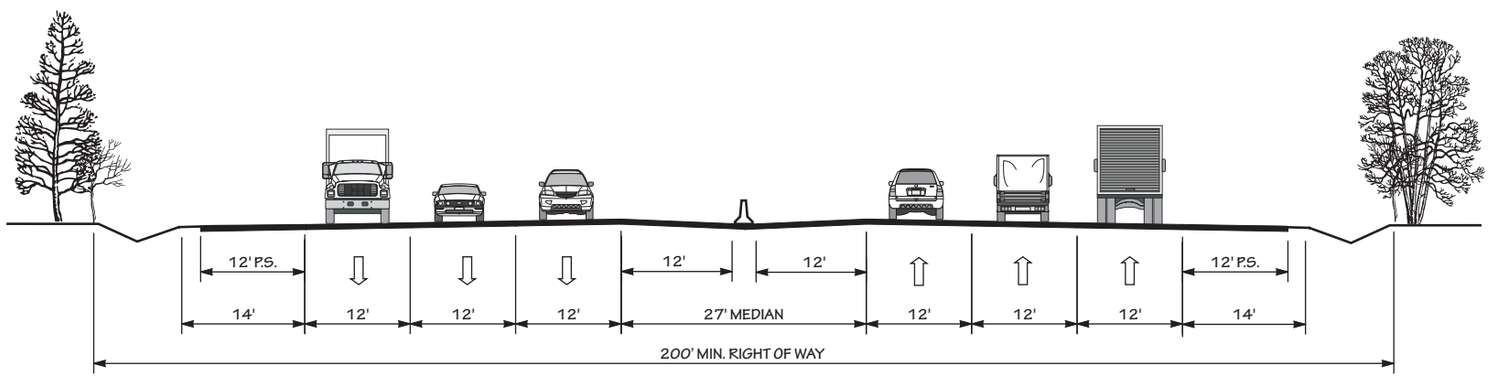
**Revised 05/05/2014**

# "TYPICAL" HIGHWAY CROSS SECTIONS




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

POSTED SPEED 45-70 MPH



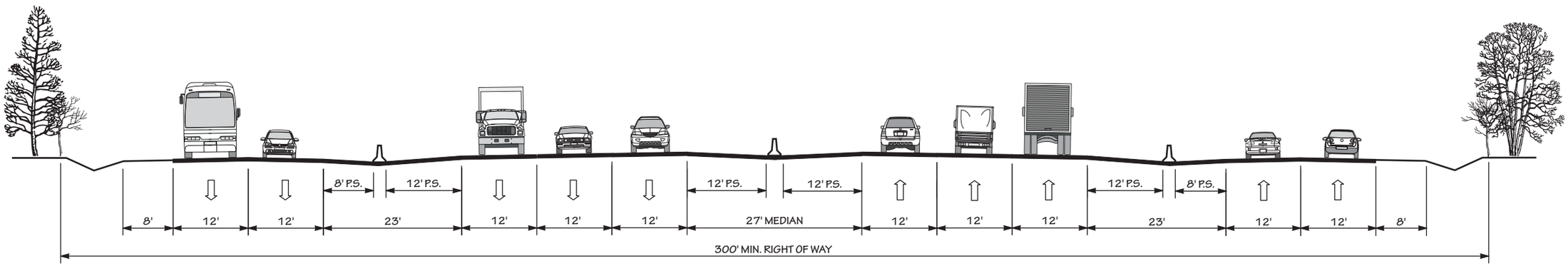

6B 6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH



**Revised 05/05/2014**

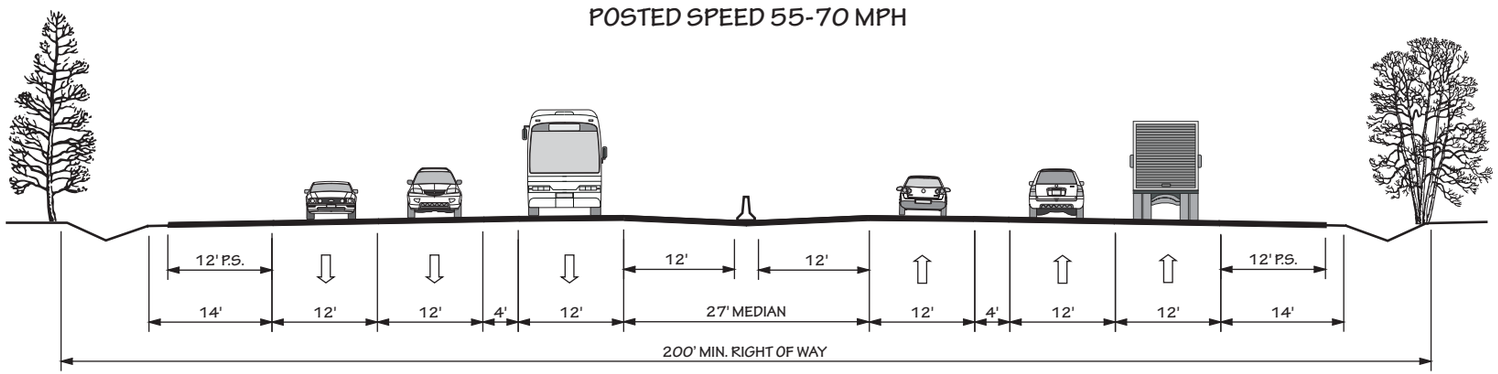
# "TYPICAL" HIGHWAY CROSS SECTIONS




## 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

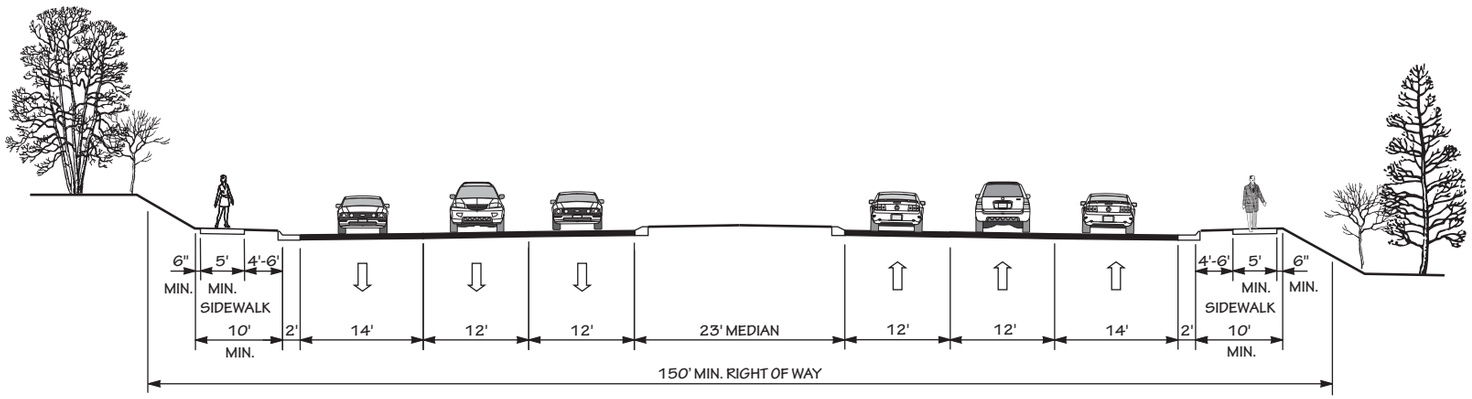
6 LANE FREEWAY (4 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH



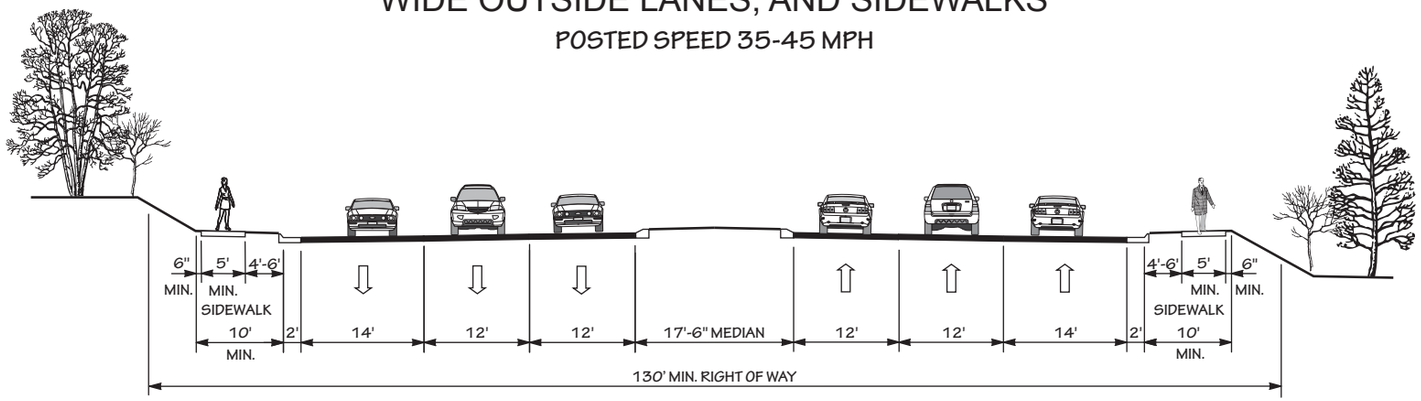
**Revised 05/05/2014**

# "TYPICAL" HIGHWAY CROSS SECTIONS




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

POSTED SPEED 35-45 MPH



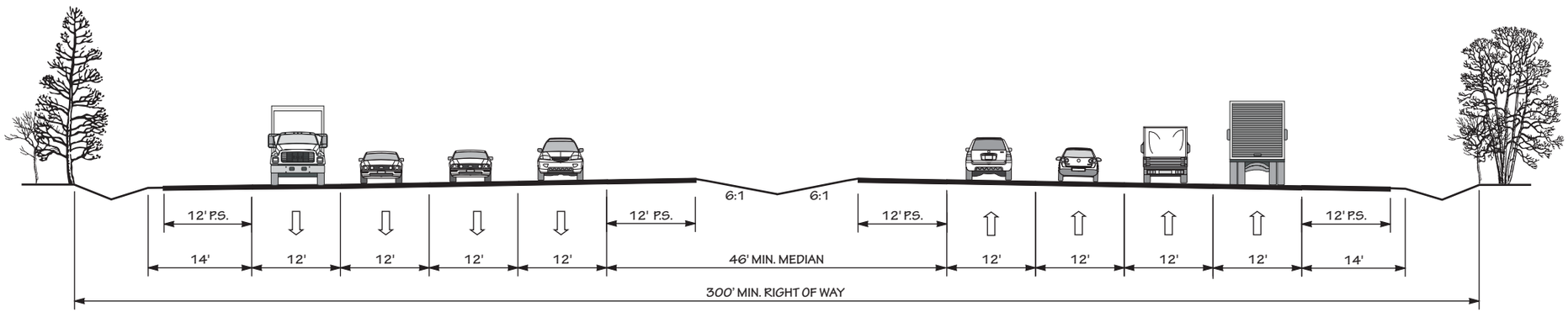

## 6F 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH



**Revised 05/05/2014**

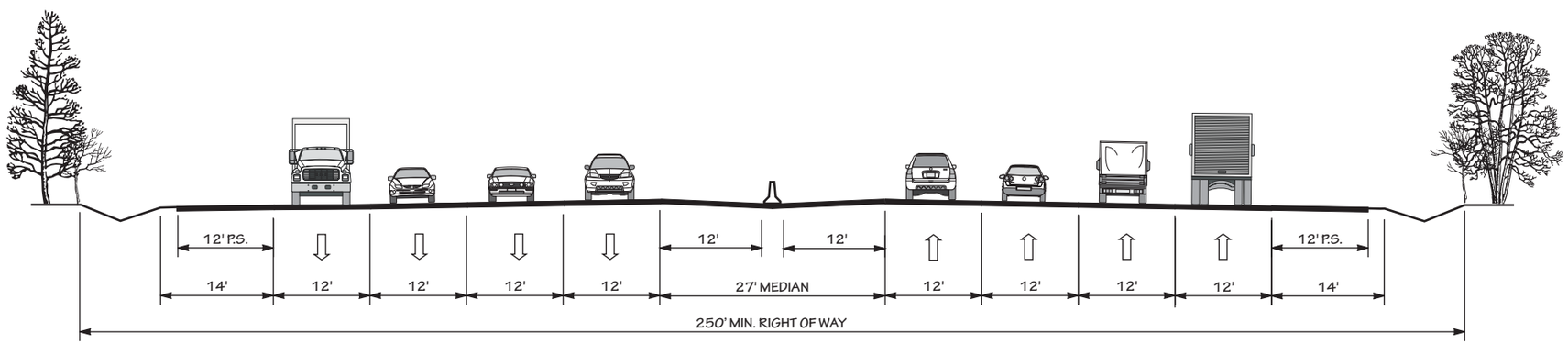
# "TYPICAL" HIGHWAY CROSS SECTIONS




8A

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

POSTED SPEED 45-70 MPH




8B

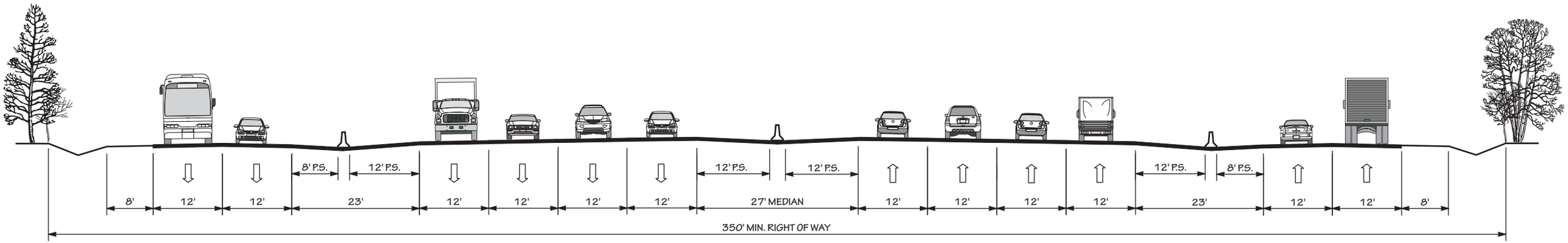
8 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER)
WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH



**Revised 05/05/2014**

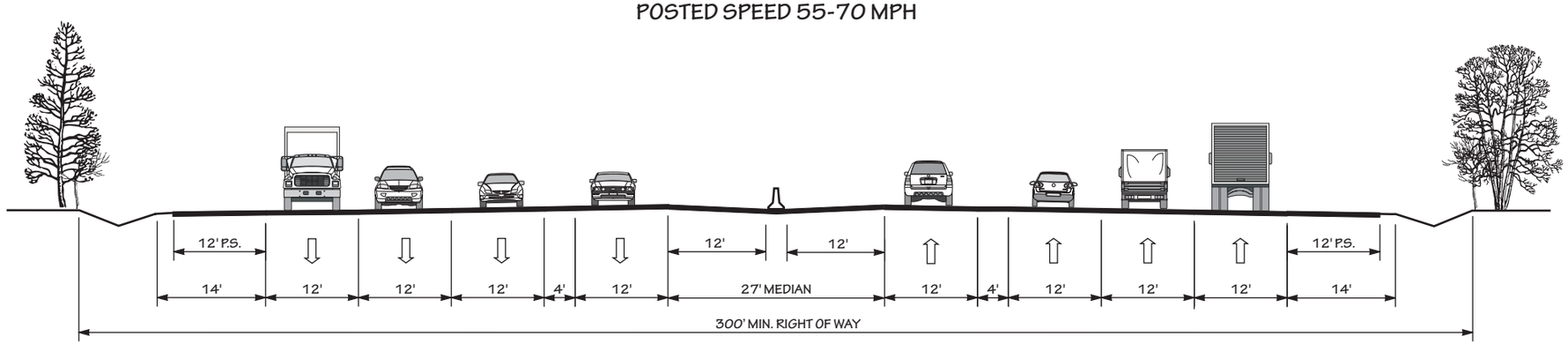
# "Typical" Highway Cross Sections




## 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

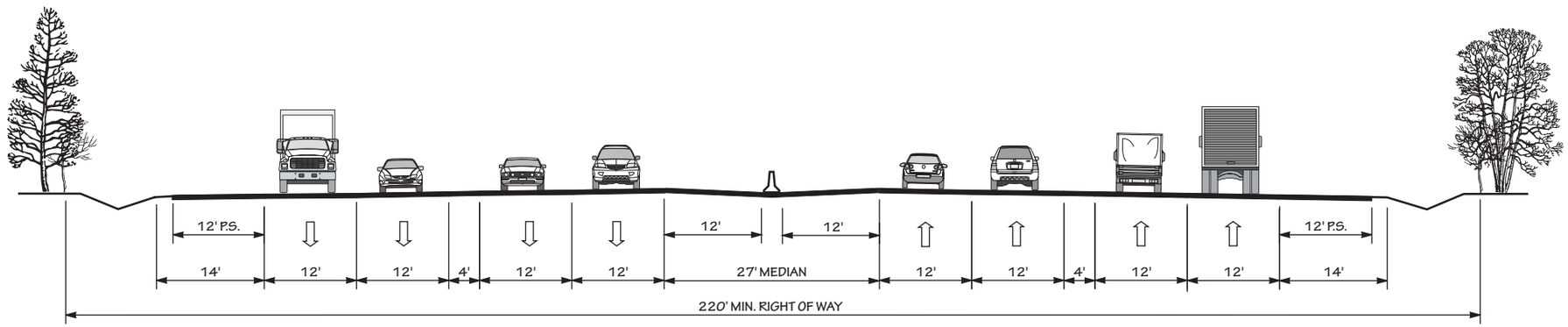
8 LANE FREEWAY (6 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH



**Revised 05/05/2014**

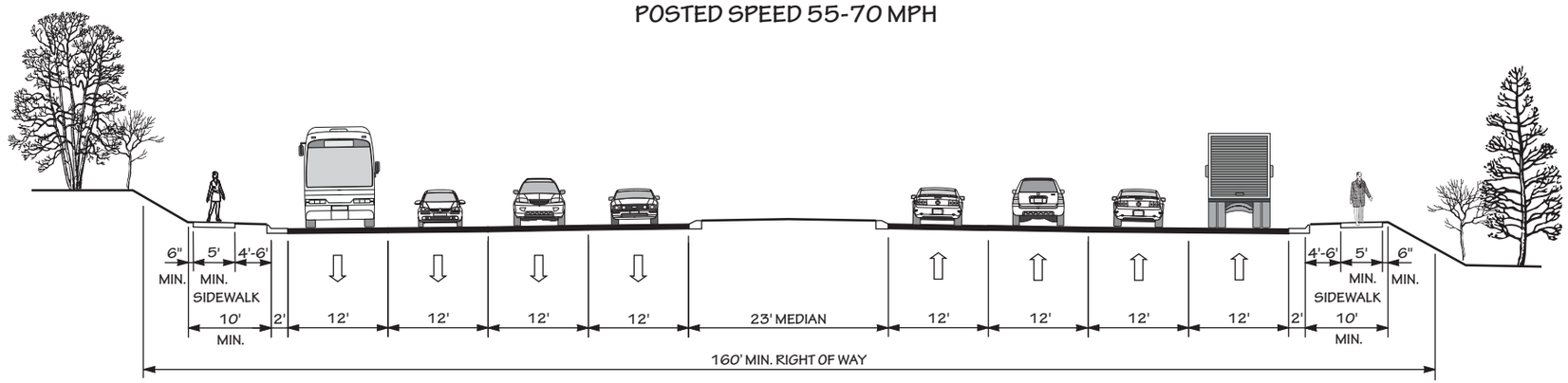
# "TYPICAL" HIGHWAY CROSS SECTIONS




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

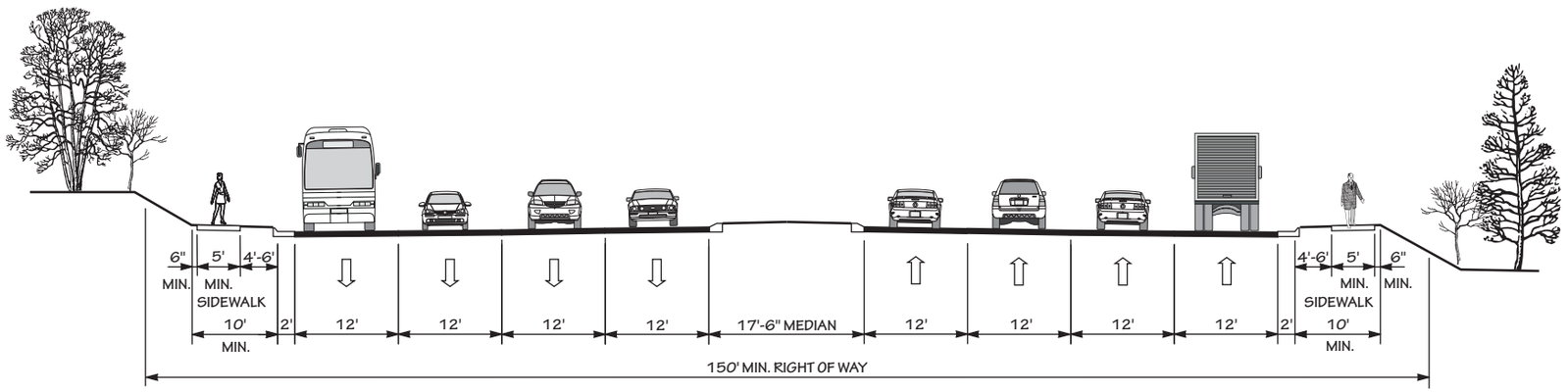



8F

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

POSTED SPEED 35-45 MPH

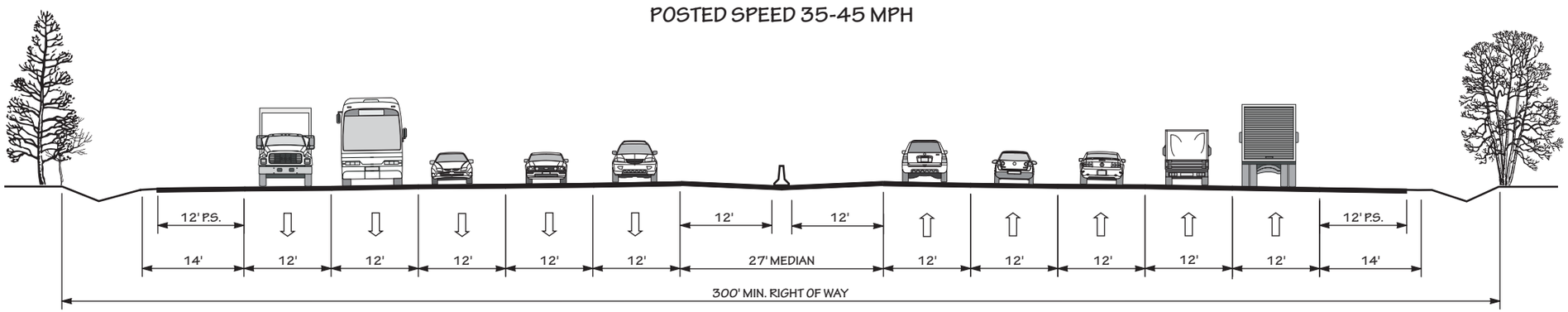
# "TYPICAL" HIGHWAY CROSS SECTIONS




## 8G

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

POSTED SPEED 35-45 MPH




## 10A

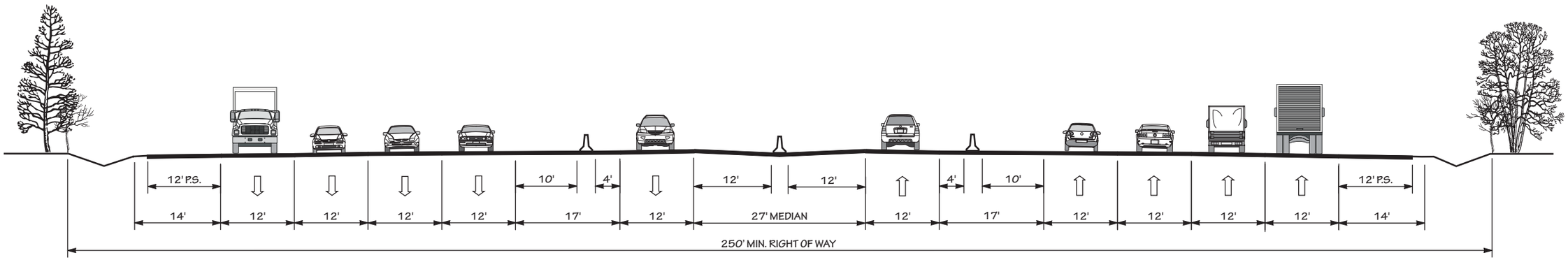
10 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH



**Revised 05/05/2014**

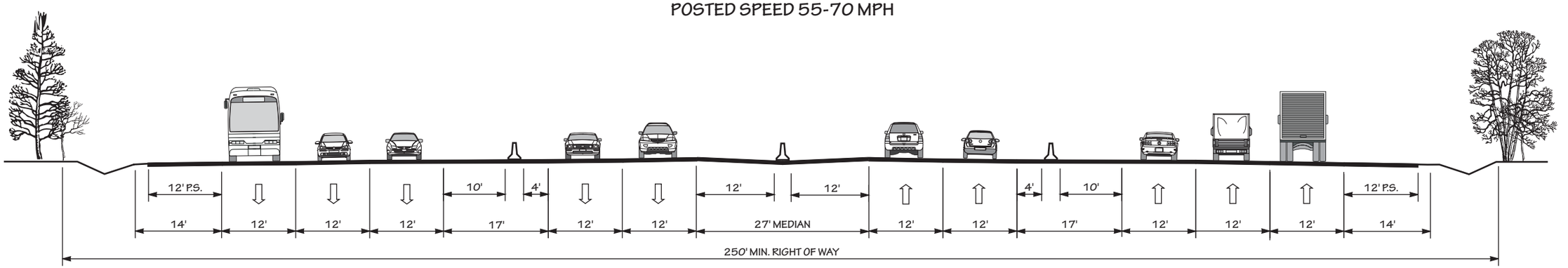
# "Typical" Highway Cross Sections




## 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

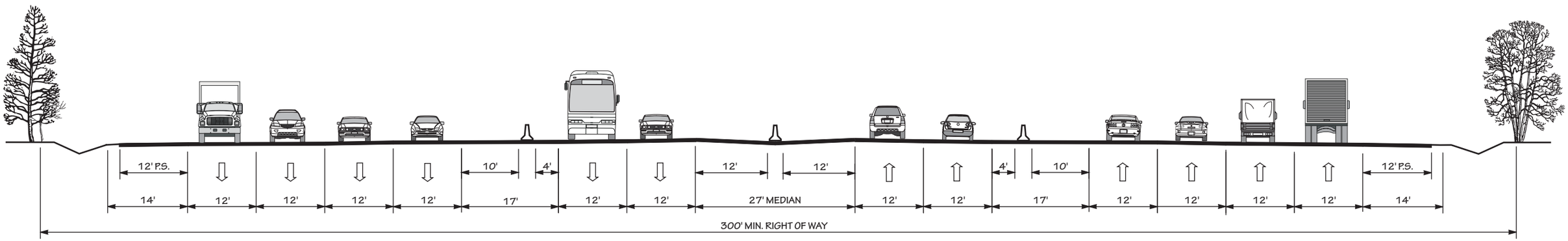



## 10C

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

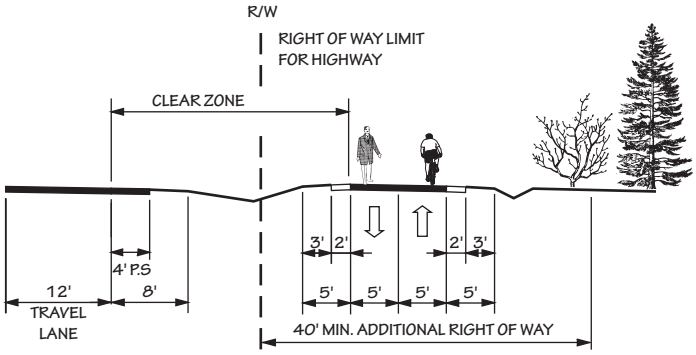
POSTED SPEED 55-70 MPH



**Revised 05/05/2014**

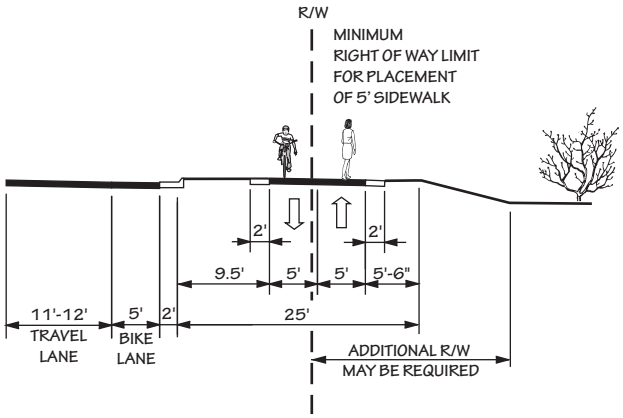
# "TYPICAL" HIGHWAY CROSS SECTIONS

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 7.

- **LOS A**: Describes free-flow operations. Free Flow Speed (FFS) prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
- **LOS B**: Represents reasonably free-flow operations, and FFS is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
- **LOS C**: Provides for flow with speeds near the FFS. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
- **LOS D**: The level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
- **LOS E**: Describes operation at capacity. Operations at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.
- **LOS F**: Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks.

Figure 7 - Level of Service Illustrations


Source: 2010 Highway Capacity Manual, Exhibit 11-4

# Appendix F
# 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 Structures Management Unit inspects all bridges in North Carolina at least once every two years. A sufficiency rating for each bridge is calculated and establishes the eligibility and priority for replacement. Bridges having the highest priority are replaced as federal and state funds become available.

A bridge is considered deficient if it is either structurally deficient (SD) or functionally obsolete (FO). 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 qualify 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 located on roads evaluated as a part of the CTP are listed in Table 3. For more details on deficient bridges within the planning area, contact the Structures Management Unit using the information in Appendix A.

## Table 3 - Deficient Bridges

| Bridge Number | Facility | Feature | Condition | Local ID |
|---|---|---|---|---|
| 11 | US 70 East | Bear Creek | FO | |
| 15 | US 70 Bus/US 258 Bus | Neuse River Overflow | FO | |
| 16 | US 258 | Southwest Creek | FO | |
| 20 | NC 55 | Neuse River | SD & FO | B-4926 |
| 26 | US 70/US 258 Bus | Neuse River Overflow | FO | B-4565 |
| 28 | US 70 Bus/US 258 Bus/ NC58 N | Neuse River Overflow | FO | B-4565 |
| 29 | US 70 West | Falling Creek | FO | |
| 34 | NC 55 | Neuse River Overflow | FO | B-4926 |
| 42 | US 70/US 258 Bus | Neuse River | FO | B-4565 |
| 43 | US 70/US 258 Bus | Neuse River | SD & FO | B-4565 |
| 45 | NC 903 | Neuse River | FO | B-4566 |
| 52 | Hardy Bridge Road (SR 1389) | Neuse River | FO | |
| 55 | Kennedy Home Road (SR 1324) | Whitelace Creek | SD & FO | |
| 62 | US 70 West/US 258 North | Neuse River | FO | |
| 70 | NC 11 North | Stonyton Creek | FO | |
| 71 | NC 11 South | Stonyton Creek | FO | |
| 143 | Vine Swamp Rd (SR 1922) | Joshua Creek | SD & FO | |
| 152 | Hardy Bridge Road (SR 1389) | Neuse River Overflow | SD & FO | B-5619 |
| 199 | NC 148 East | US 258 | FO | |

# Appendix G
# Socio-Economic Data Forecasting Methodology for the Lenoir County CTP

In the development of the Lenoir County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns. For this CTP, the majority of travel demand in the north and central areas of Lenoir County, including the City of Kinston and the Town of La Grange, was projected from 2015 to 2045 using the computerized Kinston Travel Demand Model (TDM). This TDM (Figure 9) was developed in 2011 and approved by the Lenoir County Commissioners in 2012 for use in evaluating alternatives to the Kinston Bypass as well as other projects within the area. The Kinston TDM was then updated in 2017 for use in the Lenoir County Comprehensive Transportation Plan. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2045. Additionally, travel demand models require a broad range of socio-economic input data such as population and employment.

Travel demand outside the Kinston TDM area, including extreme northeast Lenoir County and Grifton, as well as southern Lenoir County and Pink Hill, was projected from 2015 to 2045 using a regression analysis model based on previous economic and traffic growth in the area.

Below is a description of the methodology used in the analysis.

## Population

Before projecting the population data to the future year of 2045, the current population data must be determined. For the Lenoir County CTP planning area, the population was derived from 2010 census data obtained from the U.S. Census Bureau as well as the 2015 certified estimates from the North Carolina Office of State Budget Management (OSBM).

In order to project the base year population data, a target population needs to be determined for the design year of 2045. To do this, historic population data from the US Census Bureau and future projections from the North Carolina OSBM was gathered for Lenoir County. Population data is listed in Table 4 below with past population obtained from the US Census Bureau and future population projected by the North Carolina Office of State Budget and Management.

**Table 4: Population Data**

| Location | 1970 | 1980 | 1990 | 2000 | 2010 |
|---|---|---|---|---|---|
| North Carolina | 5,084,411 | 5,880,095 | 6,632,448 | 8,046,668 | 9,535,691 |
| Lenoir County | 55,204 | 59,819 | 57,274 | 59,619 | 59,495 |
| Grifton | 1,860 | 2,179 | 2,393 | 2,123 | 2,617 |
| La Grange | 2,679 | 3,147 | 2,805 | 2,844 | 2,873 |
| Kinston | 23,020 | 25,234 | 25,295 | 23,688 | 21,677 |
| Pink Hill | 522 | 644 | 547 | 562 | 552 |
| **Location** | **2015*** | **2020*** | **2030*** | **2035*** | **2045**** |
| North Carolina | 10,056,683 | 10,584,376 | 11,643,181 | 12,167,836 | 13,295,191 |
| Lenoir County* | 58,338 | 58,017 | 57,378 | 57,056 | 56,432 |
| Grifton | 2,656 | | | | |
| La Grange | 2,816 | | | | |
| Kinston | 21,025 | | | | |
| Pink Hill | 531 | | | | |

* Projections by the North Carolina OSBM (Updated September 2016).
** Extrapolated from 2015-2035 Growth Rates

A growth rate was determined with the following formula:

$F = P (1+r)^N$ where: F = Future Population P = Present Population r = Rate of Growth N = Number of Years

Using this formula, growth rates and projections were established as shown in Tables 5 and 6 below:

**Table 5: State, Lenoir County, and Municipality Historic Growth Rates**

| Growth Rates Per Year | 1970-2010 | 1980-2010 | 1990-2010 | 2000-2010 |
|---|---|---|---|---|
| North Carolina | 1.58% | 1.64% | 1.85% | 1.76% |
| Lenoir County | 0.19% | -0.02% | 0.19% | -0.02% |
| Grifton | 0.86% | 0.61% | 0.45% | 2.11% |
| La Grange | 0.18% | -0.30% | 0.12% | 0.10% |
| Kinston | -0.15% | -0.23% | -0.77% | -0.88% |
| Pink Hill | 0.14% | -0.51% | 0.05% | -0.18% |

**Table 6: State and Lenoir County NC OSBM Projected Growth Rates**

| Projected Growth Rates Per Year | 2015-2020 | 2020-2030 | 2030-2035 | 2035-2045 | 2015-2045 |
|---|---|---|---|---|---|
| North Carolina | 1.03% | 0.96% | 0.90% | 0.89% | 0.93% |
| Lenoir County | -0.11% | -0.11% | -0.11% | -0.11% | -0.11% |

The previous Kinston Travel Demand Model (TDM), has a base year of 2011 and a future year of 2040.

Table 7 shows the population, household, and employment 2011 base year estimate and 2040 future year projection for north and central Lenoir County (taking out the extreme western portions of Craven and Jones Counties).

**Table 7: Prior Kinston TDM Population Projections in Lenoir County**

| Kinston TDM Projected Growth Rates (North and Central Lenoir County) | 2011 | 2040 | Growth/Year |
|---|---|---|---|
| Population | 42,563 | 50,281 | 0.58% |
| Households | 17,888 | 20,791 | 0.52% |
| Total Employment | 29,369 | 38,538 | 0.94% |

After comparing the past growth rates and projections, the past growth rates for the municipalities, and the Kinston TDM estimates and projections for north and central Lenoir County, an overall growth rate of **0.4% per year** was agreed upon for the entire county and future year projections are calculated in Tables 8 and 9 below:

**Table 8: Lenoir County Population Projections**

| Population Projection | 2015 | 2020 | 2030 | 2035 | 2045 | Total Growth |
|---|---|---|---|---|---|---|
| Lenoir County | 58,338 | 58,500 | 61,307 | 62,791 | 65,760 | 7,422 |

**Table 9: Kinston TDM Population Projections**

| Year | Total Model Population | Lenoir County Model Population | Percentage Lenoir County TDM/TDM Population | | Total Lenoir County Population | Percentage Lenoir County TDM/Total Lenoir County Population |
|---|---|---|---|---|---|---|
| 2015 | 52,165 | 46,408 | 89.0% | | 58,338 | 80.0% |
| 2045 | 59,147 | 52,937 | 89.5% | | 65,760 | 80.5% |
| | | | | | | |
| Total Growth | 6,982 | 6,529 | | | 7,422 | |

## Housing

To determine future housing, the Lenoir County population developed above must be converted to dwelling units. To do this, past and projected persons/dwelling unit data for Lenoir County were graphed and a trend line was extended to the future year of 2045. Projected household data is displayed in Table 10 below:

**Table 10: Lenoir County Household Data**

| Year | Total Household Population | Total Households | Persons/Dwelling Unit |
|---|---|---|---|
| 1990 | 57,274 | 23,739 | 2.41 |
| 2000 | 59,619 | 23,862 | 2.50 |
| 2010 | 59,495 | 24,997 | 2.38 |
| 2015 | 58,338 | 24,512 | 2.38 |
| 2020 | 58.500 | 24,580 | 2.38 |
| 2030 | 61,307 | 25,759 | 2.38 |
| 2035 | 62,791 | 26,383 | 2.38 |
| 2045 | 65,760 | 27,630 | 2.38 |
| Total Growth (2014-2045) | 7,422 | 3,118 | |

The Lenoir County Land Use Plan indicates which areas within the planning area should be developed for housing. Using this plan, houses above were distributed throughout the CTP planning area. When completing the housing distribution, it was kept in mind that there is a limited amount of land on which to build houses. As the zoning density is reached, zones of high growth will peak and stabilize, some houses will drop from high trip generators, and some houses will not last 30 years. This is why each traffic analysis zone (TAZ) within the planning area was considered on an individual basis.

**Employment**

Employment figures for 2015 in the planning area were compiled from Info USA data and local input resulting in a final total of 27,001 jobs. To determine the number of future jobs in the planning area, a ratio was taken with the present number of jobs over the present population.

2015 Employment / 2015 Population = 32,086 / 58,338 = 0.55

Comparing to previous studies and information, employment has held relatively steady while there has been a slight decrease in total population. This could be explained by the increasing amounts of employees commuting to Lenoir County from surrounding rural counties.

Assuming slow and continued growth, the employment to population ratio as well as the total future employment is shown in Table 11 below:

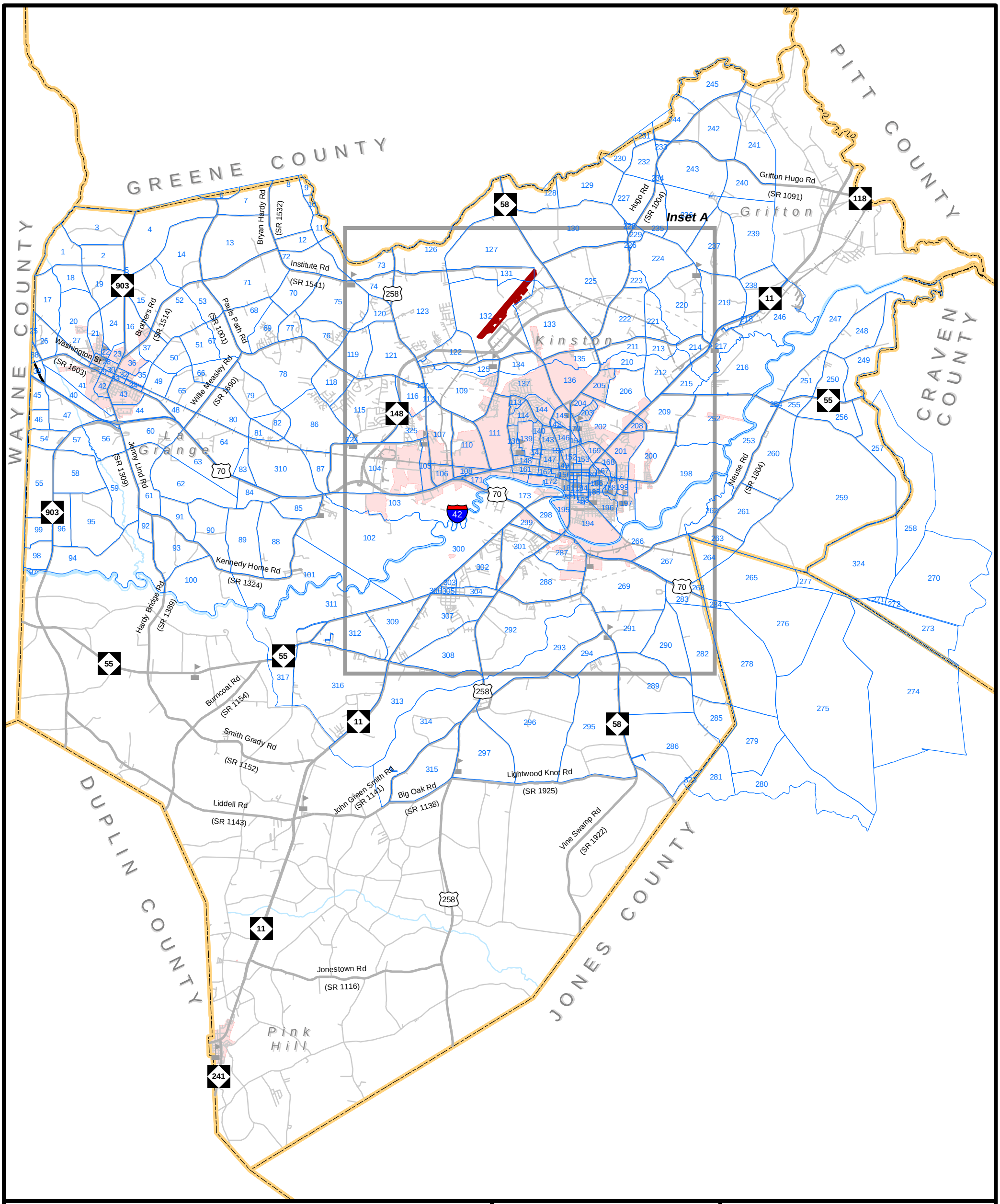
**Table 11: Lenoir County Population to Employment Ratio**

| Year | Population | Employment | Employment/Population Ratio |
|---|---|---|---|
| 2015 | 58,338 | 32,086 | 0.55 |
| 2020 | 58.500 | 32,468 | 0.555 |
| 2030 | 61,307 | 34,945 | 0.57 |
| 2035 | 62,791 | 36,105 | 0.575 |
| 2045 | 65,760 | 39,127 | 0.595 |
| Total Increase | 7,422 | 7,041 | |

The Kinston TDM area contains a very significant portion of employment in Lenoir County as shown in Table 9 below:

**Table 12: Lenoir County Portion of the TDM Population to Employment Ratio**

| Year | Population | Employment | Employment/Population Ratio |
|---|---|---|---|
| 2015 | 46,408 | 29,702 | 0.64 |
| 2020 | 46,600 | 30,290 | 0.65 |
| 2030 | 49,135 | 32,675 | 0.665 |
| 2035 | 51,670 | 34,619 | 0.67 |
| 2045 | 52,937 | 36,262 | 0.685 |
| **Total Increase** | 6,529 | 6,560 | |




Traffic Analysis Zones

Airport

Network Roads

Railroads

Schools

County Boundaries

Rivers and Streams

Municipal Boundaries

Miles
0 1 2 4

N
W E
S

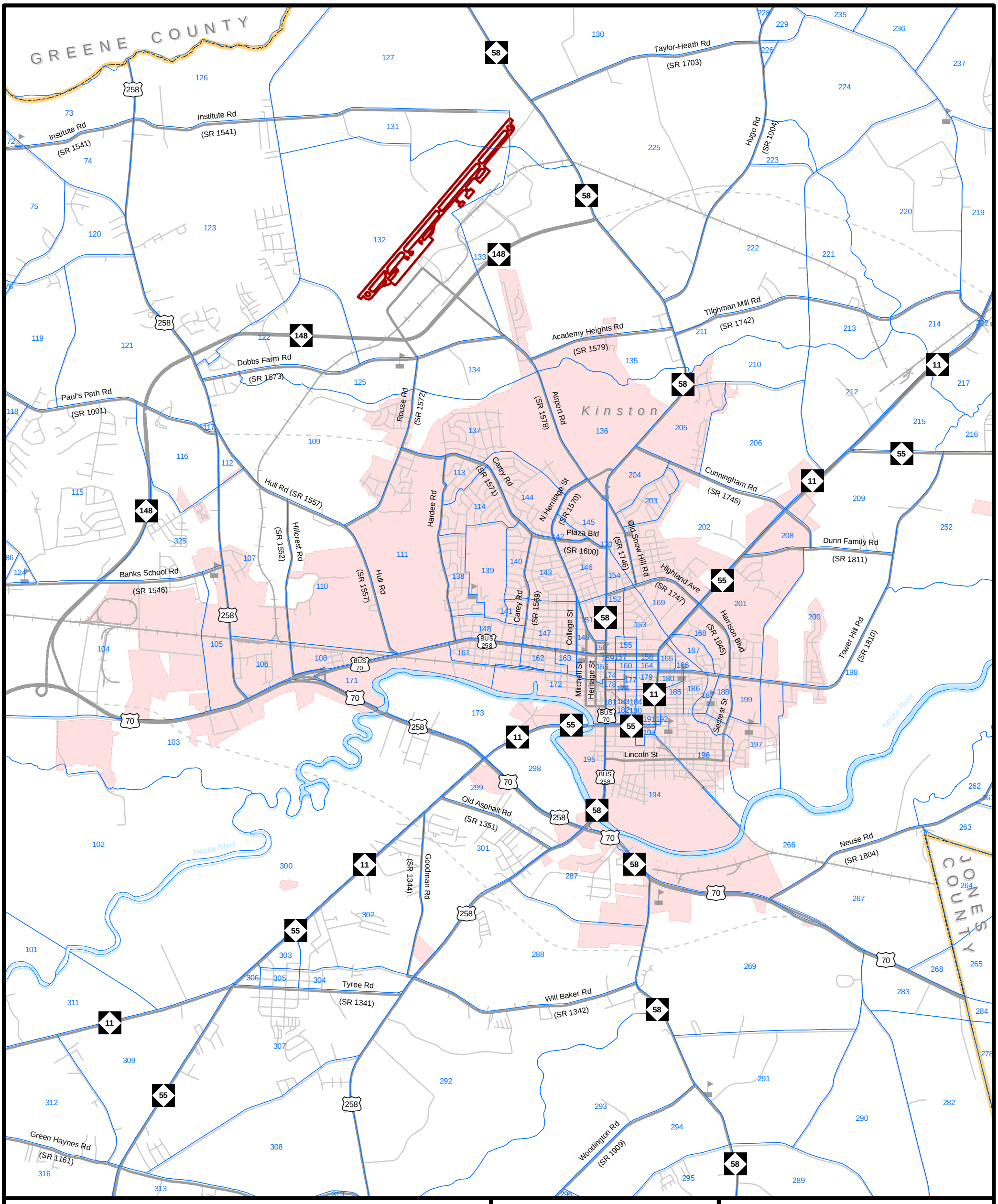
Sheet 1 of 2

*Base map date: May 2016*

Refer to CTP document for more details

**Figure 9 -**
**Traffic Analysis Zones**

# Lenoir County
## Comprehensive Transportation Plan




Traffic Analysis Zones

Airport

Network Roads

Railroads

Schools

County Boundaries

Rivers and Streams

Municipal Boundaries

0 0.75 1.5 Miles

N W E S

Sheet 2 of 2

*Base map date: May 2016*

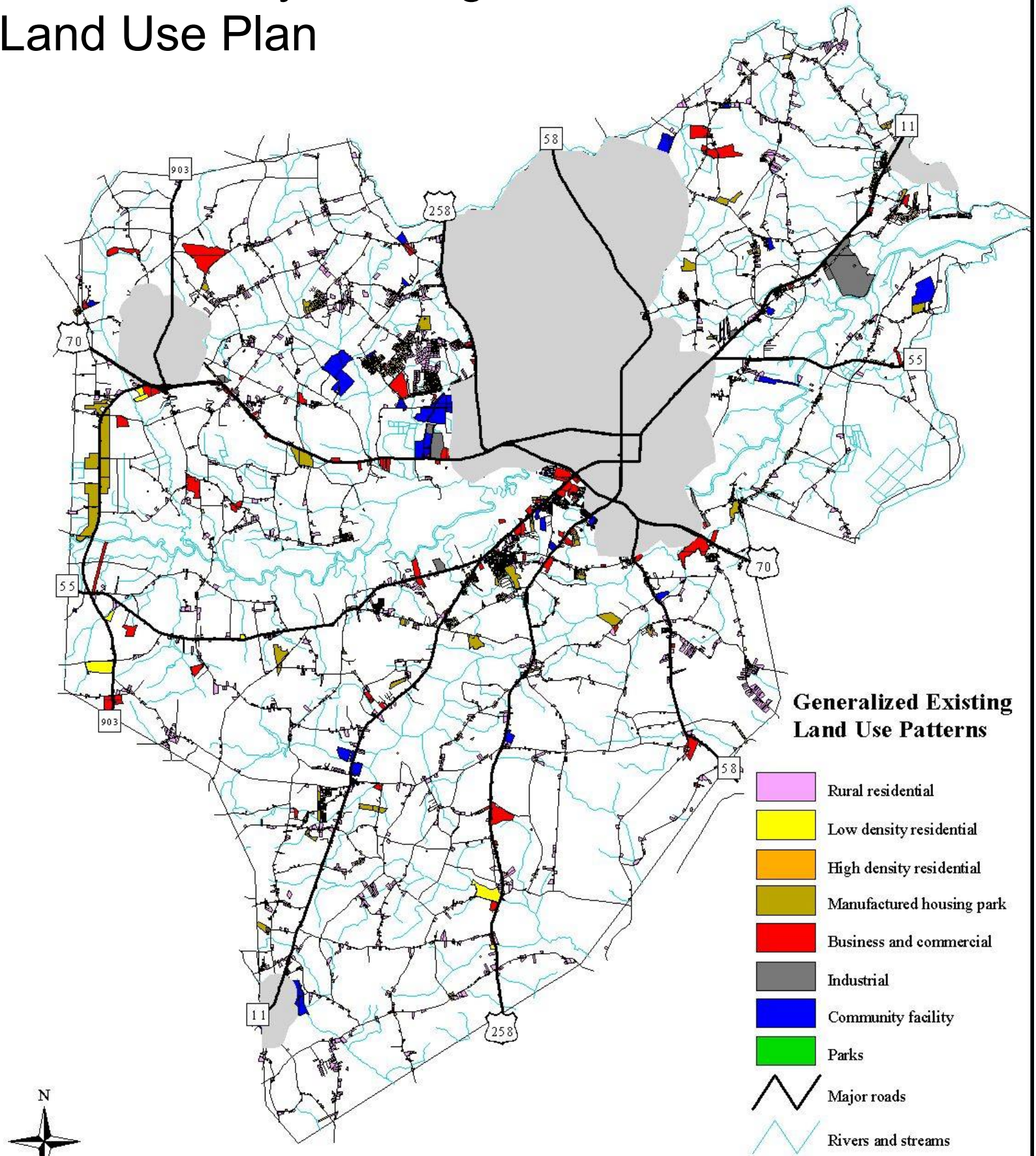
Refer to CTP document for more details

**Figure 9A - Traffic Analysis Zones**

# Lenoir County Comprehensive Transportation Plan

Figure 10

# Lenoir County Existing Land Use Plan

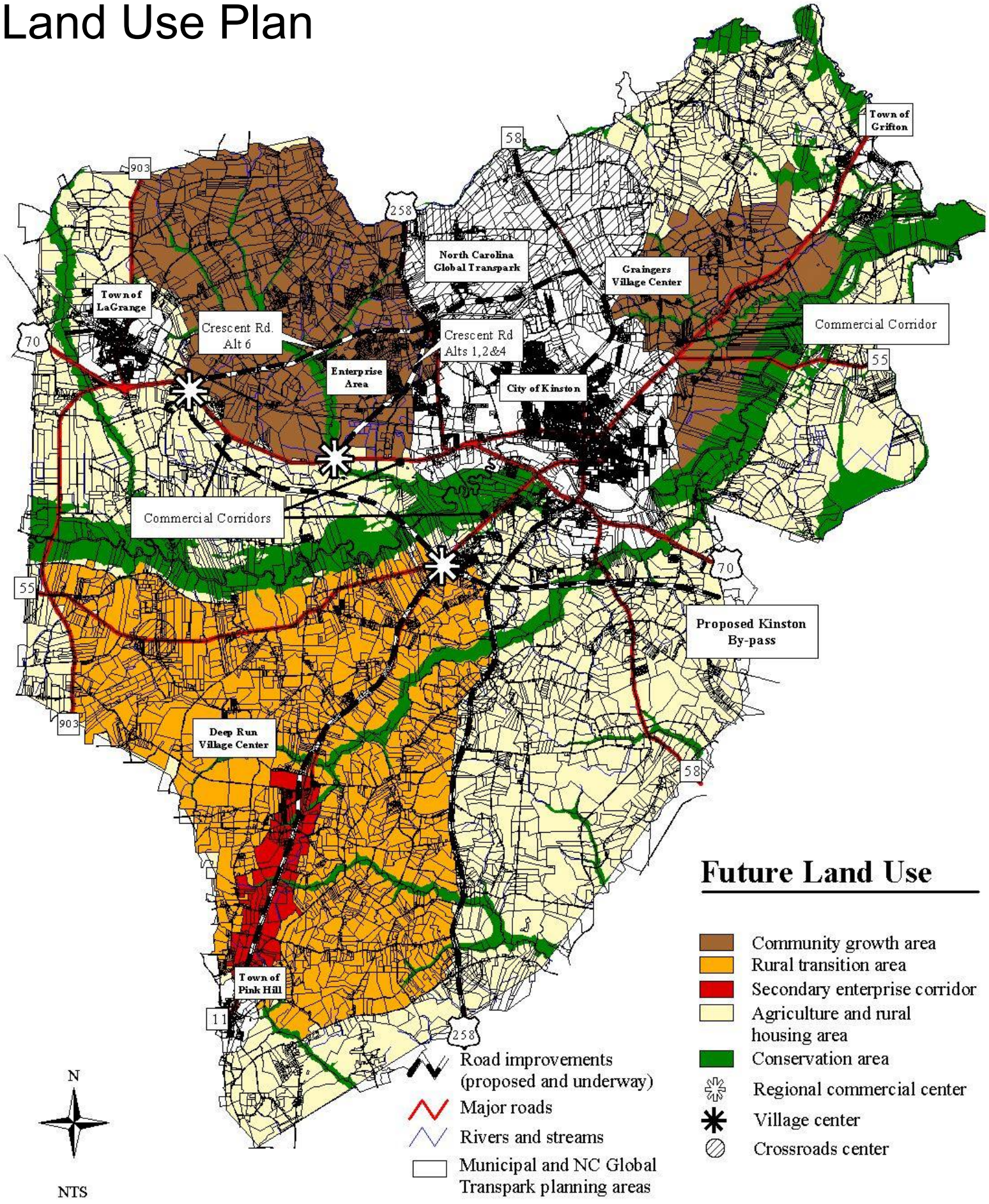



NTS

Source: Lenoir County GIS and Tax Records

# Lenoir County Future Land Use Plan

**Figure 11**



# Appendix H
# Public Involvement

This appendix documents the public involvement process and includes a listing of steering committee members, the goals and objectives survey results, and public meetings held throughout the development of the CTP.

## List of CTP Steering Committee Members

At the start of a CTP study, a committee is formed that is comprised of individuals who represent the various needs, issues and populations of the community. These representatives are responsible for capturing the transportation needs of the community relative to all modes of transportation and for guiding the development of the CTP. A listing of steering committee members for the Lenoir County CTP is given below.

- Bill Whaley, Lenoir County Transportation Committee
- Mark Pope, Lenoir County Economic Development Council
- Harold Thomas, Lenoir County Economic Development Council
- Amanda Conner, Lenoir County Economic Development Council
- Wayland Humphrey, Lenoir County GIS
- Angie Greene, Lenoir County Public Transportation
- Adam Short, Kinston Planning
- Nathan Rhue, La Grange Planning
- Nicholas Harvey, II, Lenoir County Public Schools
- Dustin Walston, Lenoir Community College
- Rick Barkes, Kinston Jetport
- John Rouse, Division 2 Engineer
- Jeff Cabaniss, Division 2 Planning Engineer
- Aaron Bullard, Resident Engineer
- Patrick Flanagan, Eastern Carolina RPO
- John A. (Andy) Bailey, NCDOT – Transportation Planning Division

## CTP Vision, Goals, Objectives and MOEs

The CTP vision, goals and objectives are developed as part of the public involvement process and help identify how the people within an area would like to develop the transportation system (all modes). The CTP committee develops the draft vision, goals, objectives, and Measures of Effectiveness (MOEs) which are further refined with input from citizens via the CTP Goals & Objectives (G&O) survey. These products become the official guide for the CTP being developed.

The vision statement, goals and objectives reflect what is important for the area and defines any local preferences concerning the transportation system and community assets. The vision statement is the framework for the area's strategic planning. Goals and objectives document how the area plans to fulfill its vision. The goals break down the vision statement into themes, while the objectives document how the area plans to make progress towards achieving each goal. MOEs are established to enable the area to track the progress of each objective.

# Lenoir County Transportation Vision Statement:

A safe, reliable, efficient, and sustainable multi-modal transportation network which promotes and supports economic development compatible with the existing and future environmental and land use patterns, facilitates growth of the North Carolina Global TransPark, enhances public health, connects citizens to employment and quality of life destinations.

## Goal – Promote a safer multi-modal transportation network through crash reduction, enhanced reliability and predictability, and clearer interaction between the various modes of transportation.

1. Objective – Reduce crash rates, frequency, and severity of vehicle related crashes
2. Objective – Create a robust network of bicycle and pedestrian facilities delineated from vehicle traffic to increase visual awareness and reduce conflict points for non-motorized travelers
3. Objective - Protect rail crossings through better awareness, vehicle sightlines, and more gate controlled intersections

## Goal – Provide an efficient transportation system through improved connectivity, capacity, and operations.

1. Objective – Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements
2. Objective – Create a well maintained, more accommodating, network of roads with more connections to the various destinations throughout Lenoir County
3. Objective - Increase travel flow through operational improvements such as additional turn lanes and superstreet designs, including signal removal

## Goal – Support regional growth through a transportation network that serves inter- and intra- regional accessibility and mobility needs for both people and goods.

1. Objective – Identify transportation recommendations that enable global competitiveness, productivity, and efficiency
2. Objective – Increase the accessibility and mobility of people and freight within the region to and from the Global TransPark and to other areas in Lenoir County
3. Objective – Continue to support the upgrade of Future Interstate 42 to interstate design standards
4. Objective – Provide more transportation choices through the development and expansion of North Carolina's Strategic Transportation Corridors in Lenoir County

## Goal – A transportation system that preserves and promotes the quality of life in Lenoir County.

1. Objective – Minimize transportation impacts to the natural, social, and historic environment
2. Objective - Improve bicycle, pedestrian and waterways access opportunities
3. Objective – Plan for alternative forms of transportation addressing the needs of citizens whose access to transportation is limited by health or economic constraints
4. Objective – Leverage gateways and aesthetics to create an atmosphere that fosters economic investment

## Goals and Objectives Survey

A G&O survey is a public involvement technique used to help identify an area's perception of transportation-related issues, identify concerns that should be addressed during the development of a CTP, and to help develop a vision for the community. The G&O survey is most appropriately implemented at the beginning of the transportation planning study. In addition to determining up front what is important to the citizens of the planning area, initiating the G&O survey early in the planning process allows the survey to serve as an introduction to the transportation planning process. The survey usually includes a brief introduction explaining what a transportation plan is and how the area can benefit from having one. The survey also includes a wide variety of questions that is tailored to each area as appropriate. A summary of the Lenoir County G & O survey is given below.

### LENOIR COUNTY CTP PUBLIC INPUT SURVEY RESULTS

**Question 1** ***(Answered: 405, Skipped: 46)*****:** Please rank the following transportation goals from 1(most important) to 6 (least important):

- Improved Access (better connections to employment, schools and services): **353**
- Faster Travel Times (High speed roads, more lanes, less intersections): **338**
- Improve Services for Special Needs (better transportation for elderly, low-income, and disabled residents): **327**
- Environment Protection (protect wetlands, streams, wildlife. Reduce air and noise pollution): **324**
- Preserve Community and Character (keep business downtown, protect existing neighborhoods, preserve landscape): **324**
- More Transportation Options (more ways to get places - buses, bicycle, sidewalks): **318**

**Question 2** ***(Answered: 444, Skipped: 7)*****:** Please check the top 3 types of projects that are most important to you:

- Road Maintenance: **363**
- Lighting on Roadways: **129**
- Intersections: **87**
- Sidewalks: **81**
- New Roads: **63**
- Road Landscape: **46**
- Bike Lanes: **40**
- Traffic Flow: **192**
- Widen Roads: **88**
- Transit: **86**
- Availability of Public Parking: **69**
- Other*: **49**
- Greenways/Multi-Use Paths: **46**

* Other items mention include maintenance issues, traffic signals, overall land use and economic conditions, and specific problem areas

**Question 3** ***(Answered: 421, Skipped: 30)*****:** Are you concerned with bicycle or pedestrian safety at any specific location?

- Yes: **270 (64%)**
- No: **151 (36%)**

***The top 3 locations are given below:***

- All over (27 responses)
- Vernon Avenue (20 responses)
- Kinston (15 responses)

**Question 4** ***(Answered: 415, Skipped: 36*****:** Are you concerned with vehicle accident problems at any specific locations?

- Yes: **216 (52%)**
- No: **199 (48%)**

***The top 3 locations are given below:***

- Wal-Mart/Vernon Avenue and Hill Farm Rd (31 responses)
- Banks School Road and US 258/Bethel Christian Academy (14 responses)
- US 70 West (13 responses)

**Question 5** ***(Answered: 414, Skipped: 37)*****:** Is commercial truck traffic negatively affecting your area?

- Yes: **73 (18%)**
- No: **341 (82%)**

***The top 3 locations are given below:***

- Banks School Road/Bethel Christian Academy (11 responses)
- Banks School Road and US 258/Bethel Christian Academy (14 responses)
- US 70 West (13 responses)

**Question 6** ***(Answered: 420, Skipped: 31)*****:** Is farm equipment truck traffic negatively affecting your area?

- Yes: **32 (8%)**
- No: **388 (92%)**

***The top 2 locations are given below:***

- NC 58 South (8 responses)
- US 258 South (2 responses)

**Question 7** ***(Answered: 417, Skipped: 34)*****:** Would you use on-road bicycle facilities such as bicycle lanes and wider road shoulders?

- Yes: **135 (32%)**
- No: **282 (68%)**

***The top 3 locations are given below:***

- All (10 responses)
- Kinston (10 responses)
- La Grange (3 responses)

**Question 8 *(Answered: 394, Skipped: 57)*:** Are there areas where you would like to see sidewalks constructed or improved?

- Yes: **160 (41%)**
- No: **234 (59%)**

***The top 3 locations are given below:***

- All/Everywhere (17 responses)
- Kinston (14 responses)
- La Grange (3 responses)

**Question 9 *(Answered: 398, Skipped: 53)*:** Are there areas where you would like to see multi-use paths (for bicycling or walking) constructed or improved?

- Yes: **120 (30%)**
- No: **278 (70%)**

***The top 3 locations are given below:***

- Kinston and Riverwalk Expansion (22 responses)
- Parks and Public Areas (4 responses)
- Busy/Main Roads and Highways (3 responses)

**Question 10 *(Answered: 425, Skipped: 26)*:** Do you use any local boat ramps?

- Yes: **40 (9%)**
- No: **385 (91%)**

***The top 2 locations are given below:***

- King St: **19**
- US 70: **2**

**Question 11 *(Answered: 406, Skipped: 45)*: Would you use designated bus routes if provided?**

- Yes: **103 (25%)**
- No: **303 (75%)**

***The top 3 locations are given below:***

- Kinston (21 responses)
- Everywhere (5 responses)
- Shopping/Groceries/Doctors (3 responses)

**Question: 12 *(Answered: 373, Skipped: 78)*:** Which of these locations would you like to have improved access to (please check all that apply)?

- Greenville: **215**
- Goldsboro: **111**
- New Bern: **85**
- Other*: **52**
- Jacksonville: **143**
- Raleigh: **107**
- Wilson: **82**

***** includes locations throughout Lenoir and neighboring counties

**Question 13 *(Answered: 329, Skipped: 122)*:** What roads would you like to have improved access to (please check all that apply)?

- NC 11: **183**
- US 70: **151**
- NC 55: **88**
- NC 148: **20**
- US 258: **155**
- NC 58: **95**
- NC 903: **63**
- NC 41: **11**

**Question 14 (*296 total responses)*:** What do you consider to be the major transportation issues in Lenoir County?

***The top 4 major transportation issues are given below:***

- Road Conditions/Maintenance (100 responses)
- Needs for Transit/Rail/Area/Taxi Options (49 responses)
- New Locations or Widening (For and Against) (25 responses)
- Special Needs of Certain Populations (Low Income, Zero Car Households, etc.) (24 responses)

**Question 15 *(Answered: 426, Skipped: 25)*:** How Many people, including yourself, live in your household?

- One: **94 (22%)**
- Three: **50 (<12%)**
- Five: **13 (3%)**
- Seven: **1 (<1%)**
- Two: **212 (50%)**
- Four: **52 (>12%)**
- Six: **4 (1%)**

**Question 16 *(Answered: 410, Skipped: 41)*:** How many drivers are in your household?

- Zero: **12 (3%)**
- Two: **233 (57%)**
- Four or more: **14 (3%)**
- One: **106 (26%)**
- Three: **45 (11%)**

**Question 17** (***Answered: 415, Skipped: 36)*:** How would you classify your race (please check all that apply)?

- White: **306 (74%)**
- Other: **16 (4%)**
- Asian: **3 (<1%)**
- Black: **90 (22%)**
- Native American: **5 (1%)**
- Hispanic: **3 (<1%)**

**Question 18** ***(Answered: 280, Skipped: 171)*:** Do any of the following apply to you or your household (please check all that apply)?

- Someone in the household is age 65 or older: **219**
- Someone in the household is disabled: **49**
- Someone in the household is unemployed and transportation is an issue to finding a job: **12**

**Question 19** ***(Answered: 425, Skipped: 26)*:** Which Township do you live in?

- Kinston: **218 (51%)**
- Moseley Hall (La Grange): **29 (7%)**
- Neuse: **14 (>3%)**
- Vance: **13 (3%)**
- Institute: **9 (2%)**
- Trent: **5 (1%)**
- Pink Hill: **4 (<1%)**
- Falling Creek: **76 (18%)**
- Woodington: **20 (5%)**
- Southwest: **13 (3%)**
- Outside of Lenoir County: **13 (3%)**
- Sand Hill: **6 (>1%)**
- Contentnea Neck: **5 (1%)**

## Public Meetings

Brief summaries of public meetings held within the planning area are given below.

A series of three separate meetings took place in the month of September 2017 that introduced the CTP process, showed existing and future deficiencies by mode of transportation, and detailed expectations of the final plan. Participants were given a brief questionnaire to solicit input into what they saw as needs in the area.

<u>Event #1: Global TransPark Headquarters</u>

The first public drop-in session was held on September 18, 2017 from 1:00-3:00 pm at the Global TransPark Headquarters, located on NC 58 north of Kinston. Three people attended, 1 comment form was submitted, and the main issues identified included:

- Safety and mobility improvements on US 258 south of Kinston
- Road maintenance

Events #2 and #3: Lenoir County Fair

This special outreach was held on September 21 and 22, 2017 from 5:00-9:00 pm at the annual Lenoir County Fair, located on Fairgrounds Road in Kinston. Over 50 people visited the special outreach booth, 2 comment forms were submitted, and the main issues identified included:

- Kinston Bypass
- Carey Road Extension
- Harvey Parkway Extension
- Maintaining the traffic signal at the intersection of US 258 and Central Avenue

A series of three separate meetings took place in the month of May 2018. These workshops detailed the draft recommendations for the Lenoir County CTP.

Event #4: La Grange Community Center

The first public workshop took place at the La Grange Community Center on May 7, 2018 from 4:00-7:00 pm. Four people were in attendance and no comment forms were received.

Event #5: Livestock Arena

The second public workshop took place at the Livestock Arena, south of Kinston on May 8, 2018 from 4:00-7:00 pm. No people were in attendance and thus, no comment forms were received.

Event #6: Woodman Community Center

The third public workshop took place at the Woodman Community Center in Kinston on May 9, 2018 from 4:00-7:00 pm. Four people were in attendance and one comment form was received.

Public Hearings

Public hearings were held at the following jurisdictions on the dates below:

- June 4, 2018, at 5:30 pm, during the Kinston City Council meeting
- June 4, 2018, at 6:00 pm, during the La Grange Town Council meeting
- June 25, 2018, at 7:00 pm, during the Pink Hill Town Council meeting
- July 16, 2018, at 4:00 pm, during the Lenoir County Commissioners meeting

The purpose of the meetings was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during these meetings. The Eastern Carolina RPO endorsed the CTP on July 19, 2018.