2016 Lumberton
Comprehensive Transportation Plan

2016 Lumberton
Comprehensive Transportation Plan

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Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with: City of Lumberton
Robeson County
Lumber River Rural Planning Organization

Published: March 2016

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Western Planning Team 2 Supervisor

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Executive Summary

In March of 2014, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and the city of Lumberton initiated a study to cooperatively develop the Lumberton Comprehensive Transportation Plan (CTP). This is a long range multi-modal transportation plan that covers transportation needs through 2040. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening and public input, which are detailed in Chapter 1. Figure 1 shows the CTP maps, which were mutually adopted by NCDOT in 2016. 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 city of Lumberton and NCDOT. Refer to Chapter 2 for information on the implementation process.

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

- **I-74/US 74:** Upgrade to interstate standards

- **I-95:** Widen to a six lane freeway on eight lane right of way from 0.9 miles south of I-74/US 74 to 0.2 miles north of Powersville Road (SR 1529)

- **NC 41:**
  - Widen to a three lane major thoroughfare with center left-turn lanes from I-74/US 74 to Marion Road
  - Widen to a four lane boulevard from NC 211 to 0.6 miles northeast of Snake Road (SR 2110)

- **NC 72:**
  - Widen to a four lane boulevard from NC 711 to Dunn Road
  - Widen to a three lane major thoroughfare with center left-turn lane from Old Whiteville Road (SR 2115) to NC 42/211.

- **NC 211:**
  - Improve to a four lane boulevard from NC 41/72 to Fayetteville Road (SR 1997)
  - Widen to a six lane boulevard from Fayetteville Road (SR 1997) to I-95
  - Widen to a four lane expressway from I-95 to West Carthage Road (SR 1528)

- **Farringdom Street:** Widen and extend Farringdom Street as a two lane minor thoroughfare from its current termini 0.7 miles east of Fayetteville Road (SR 1997) to Meadow Road (SR 1945)

- **Fayetteville Road (SR 1997):**
  - Improve the existing facility via access management strategies from East 22nd Street to Godwin Avenue/East 24th Street
  - Widen to a four lane boulevard from East 24th Street/Godwin Avenue to NC 211
  - Widen to a six lane boulevard from NC 211 to I-95/US 301

See Robeson County CTP

Adopted by:

Lumberton
Date: December 9, 2015

Robeson County
Date: January 19, 2016

NCDOT
Date: February 4, 2016

Endorsed by:

Lumber River RPO
Date: January 25, 2016

Recommended by:

Transportation Planning Branch
Date: January 26, 2016

NOTES:

See Robeson County CTP

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
- Airports
- Planning Boundary
- Water Bodies
- Roads
- Rivers and Streams
- Railroads
- State Parks
- Municipal Boundary

Miles
0 0.25 0.5 1 1.5

N W E S

Sheet 1 of 5

Base map date: June 2014

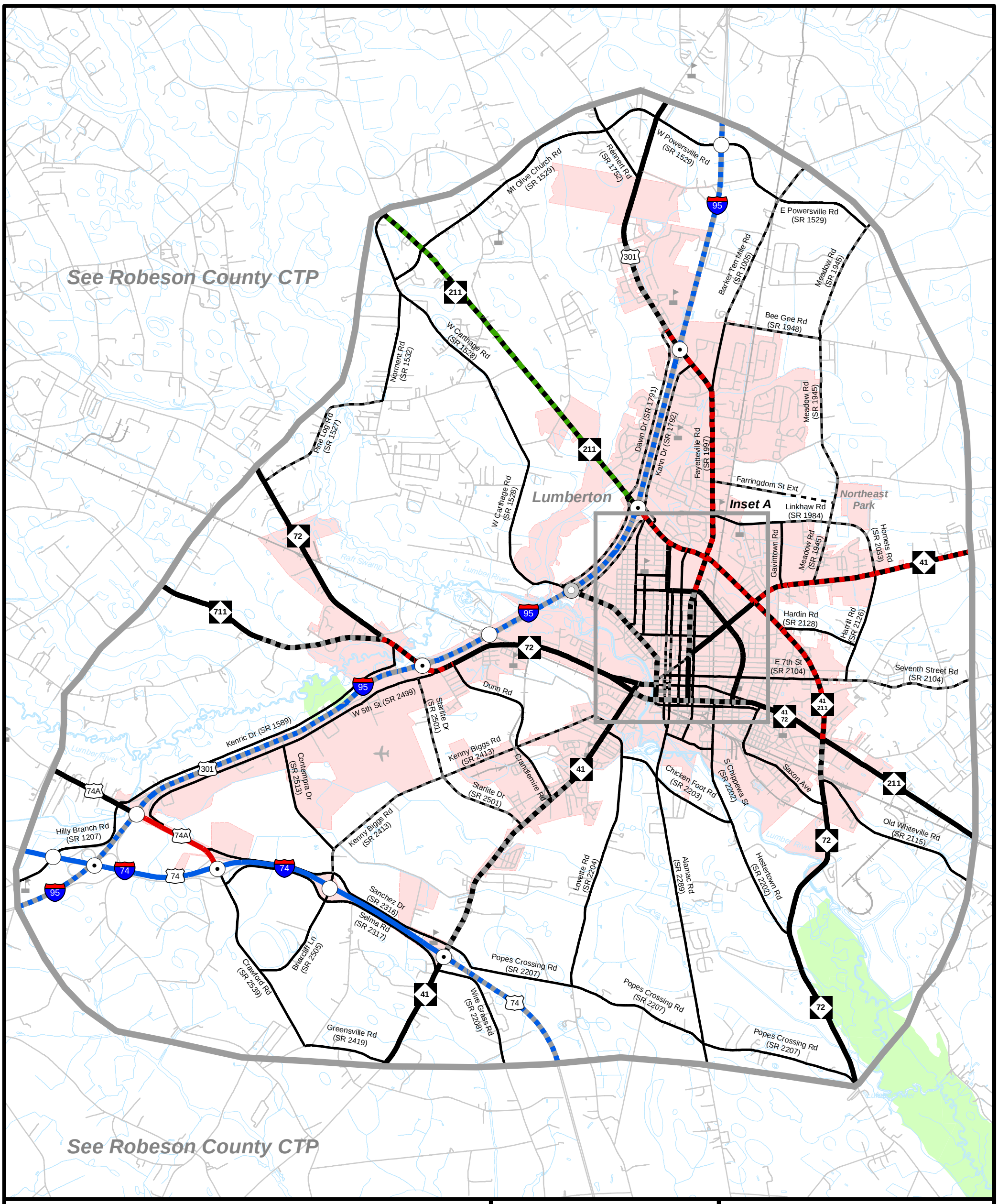
Refer to CTP document for more details

Lumberton

Robeson County
North Carolina

Comprehensive Transportation Plan

Plan date: August 27, 2015



Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

0 0.25 0.5 1 1.5 Miles

N W E S

Sheet 2 of 5

Base map date: June 2014

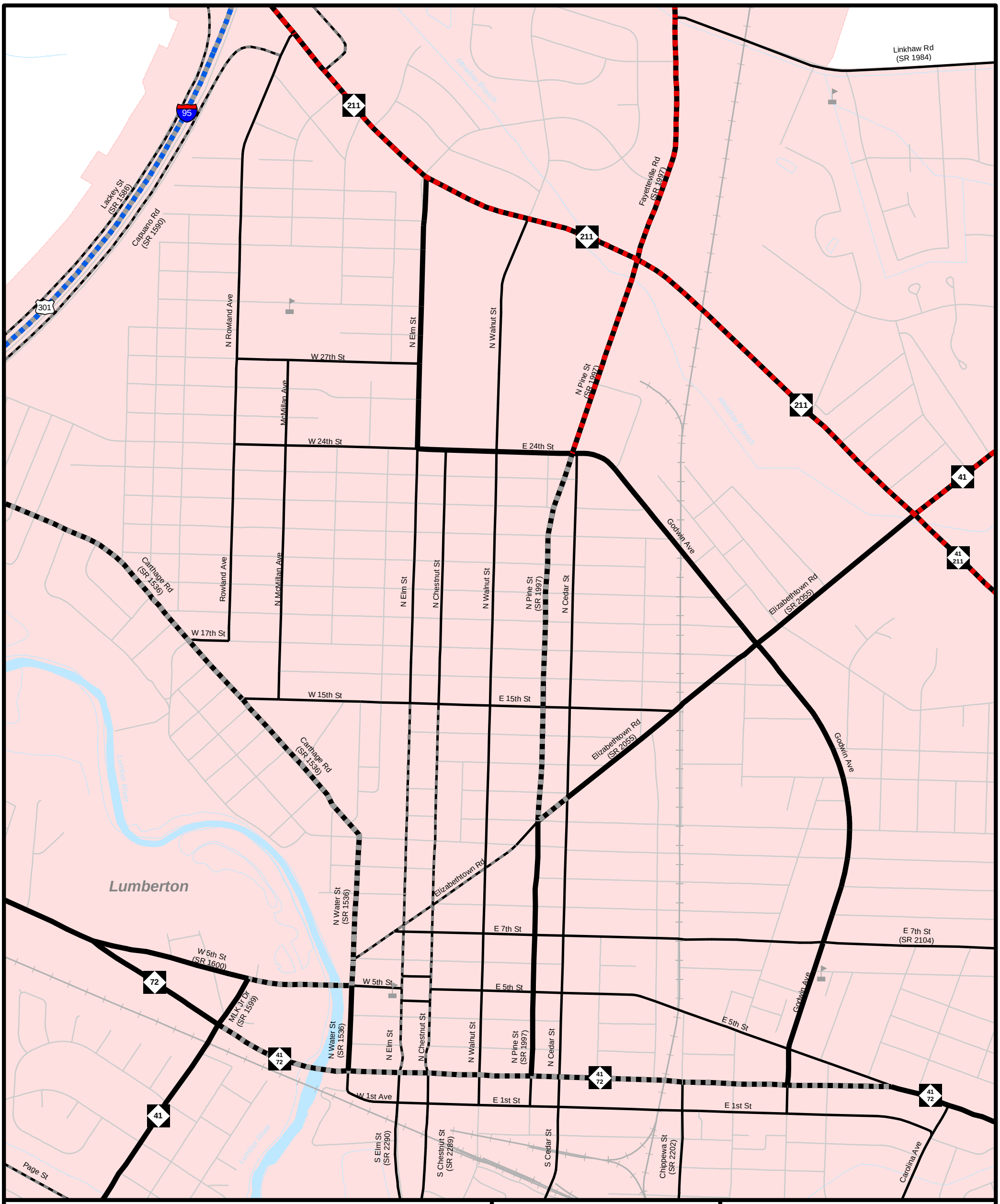
Refer to CTP document for more details

Highway Map

Lumberton

Comprehensive Transportation Plan

Plan date: August 27, 2015



Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

Miles
0 0.15 0.3

N W E S

Sheet 2A of 5

Base map date: June 2014

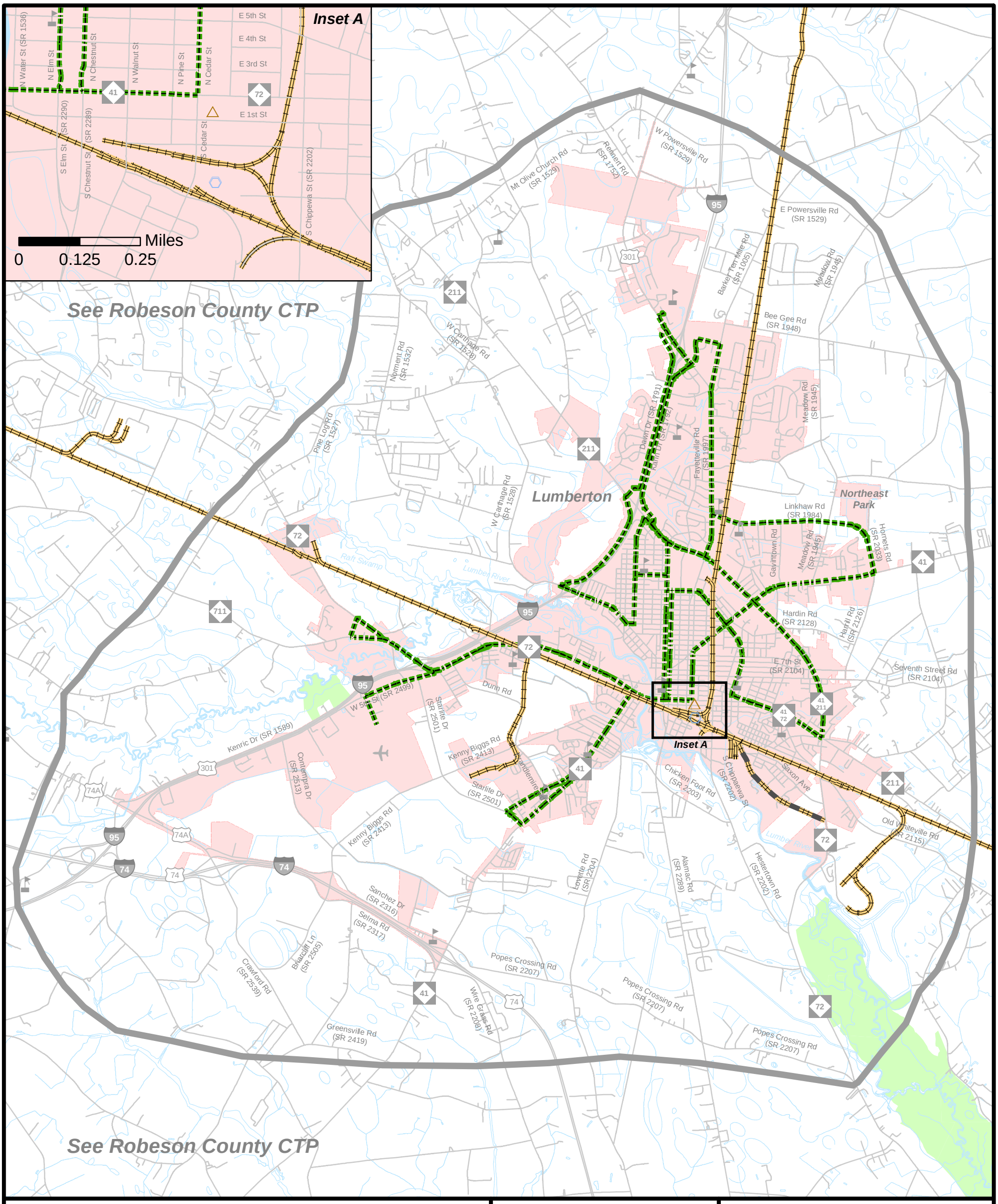
Refer to CTP document for more details

Highway Map Inset A

Lumberton

Comprehensive Transportation Plan

Plan date: August 27, 2015



Bus Routes
- Existing
- Needs Improvement
- Recommended

Rail Corridor
- Active
- Inactive
- Recommended

Intermodal Connector
- Existing
- Recommended

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

Rail Stops
- Existing
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Park and Ride Lot
- Existing
- Recommended

Miles
0 0.25 0.5 1 1.5

N W E S

Sheet 3 of 5

Base map date: June 2014

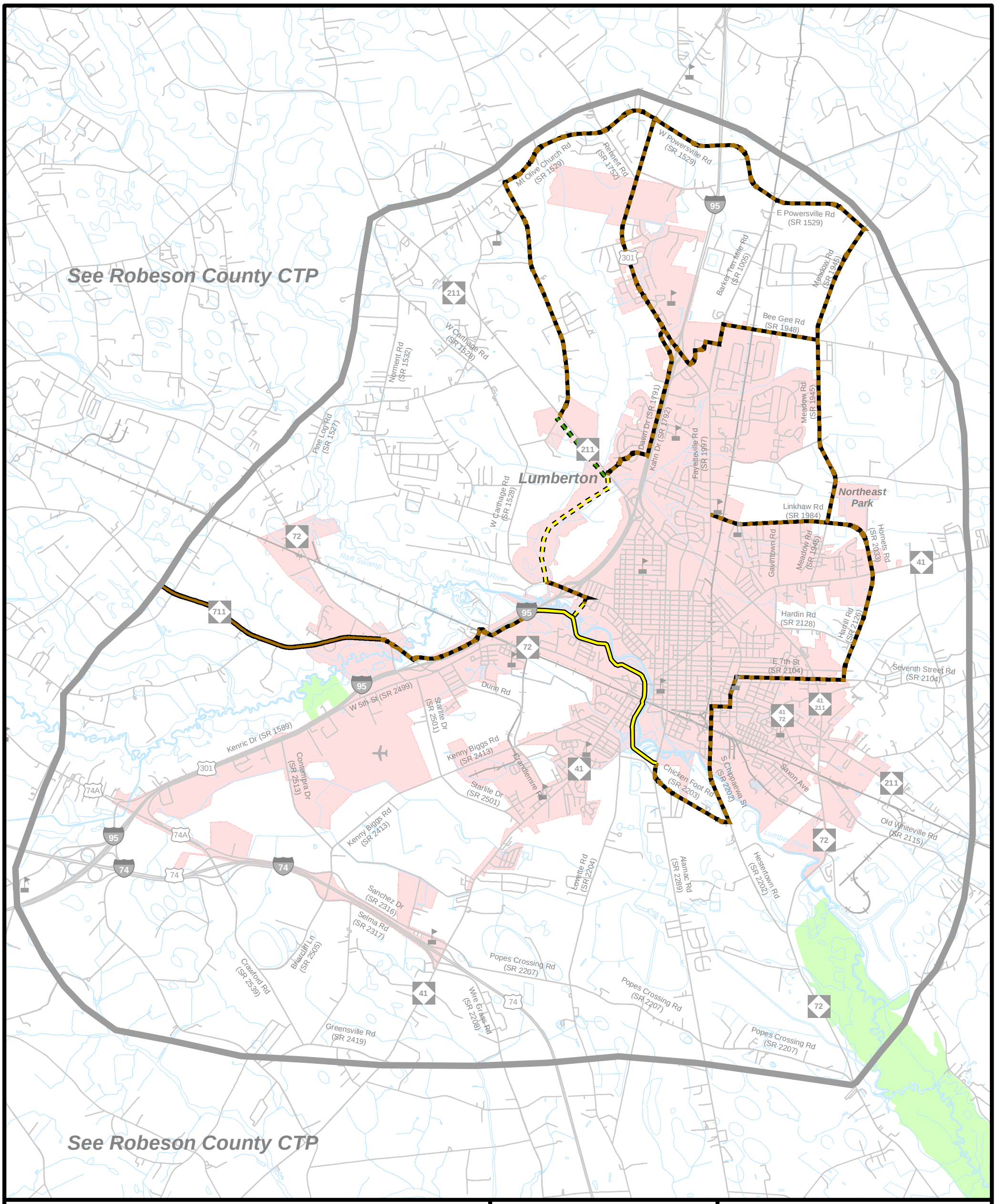
Refer to CTP document for more details

Public Transportation and Rail Map

Lumberton

Comprehensive Transportation Plan

Plan date: August 27, 2015



On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.25 0.5 1 1.5

N W E S

Sheet 4 of 5

Base map date: June 2014

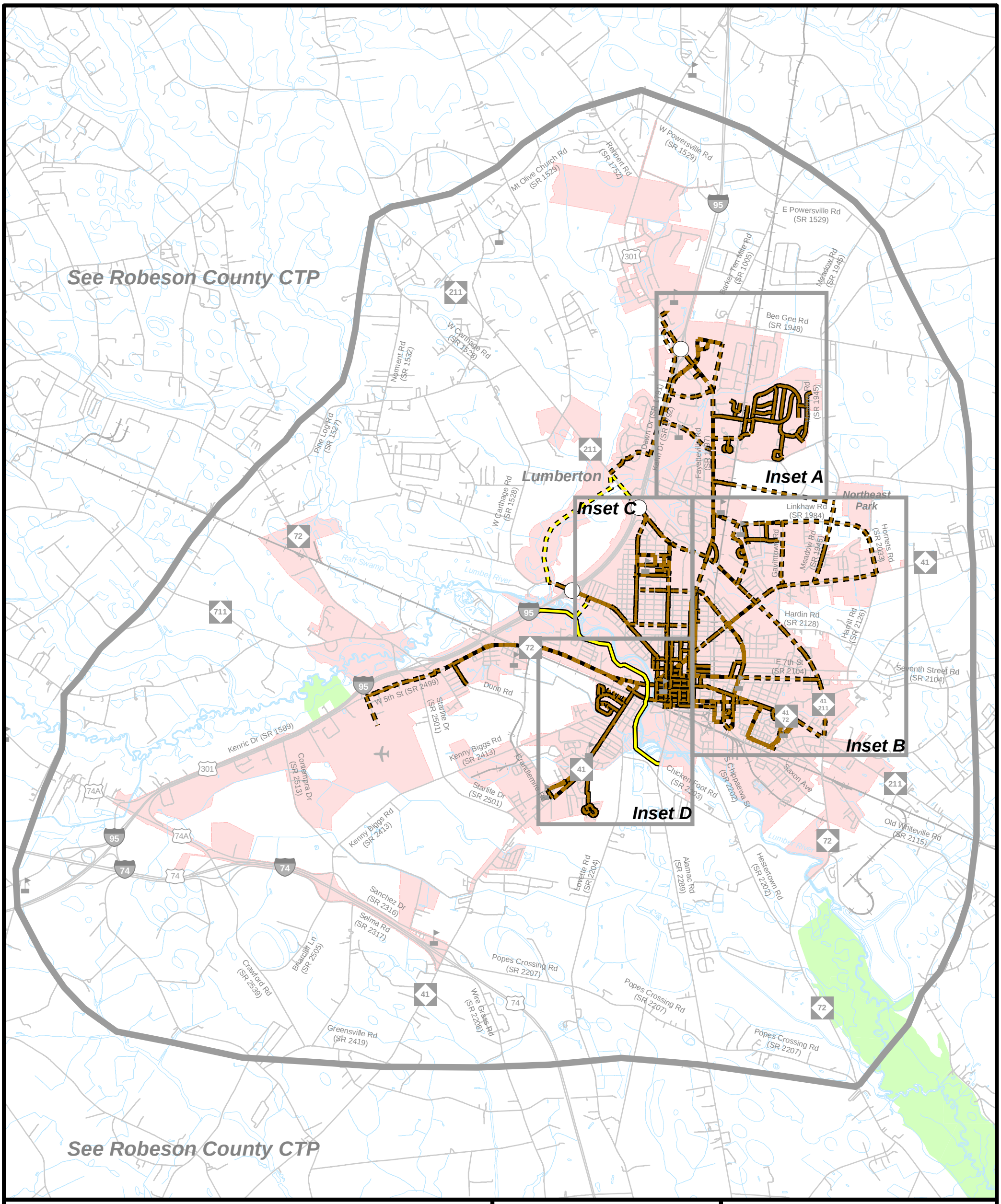
Refer to CTP document for more details

Bicycle Map

Lumberton

Comprehensive Transportation Plan

Plan date: August 27, 2015



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 1 1.5

N W E S

Sheet 5 of 5

Base map date: June 2014

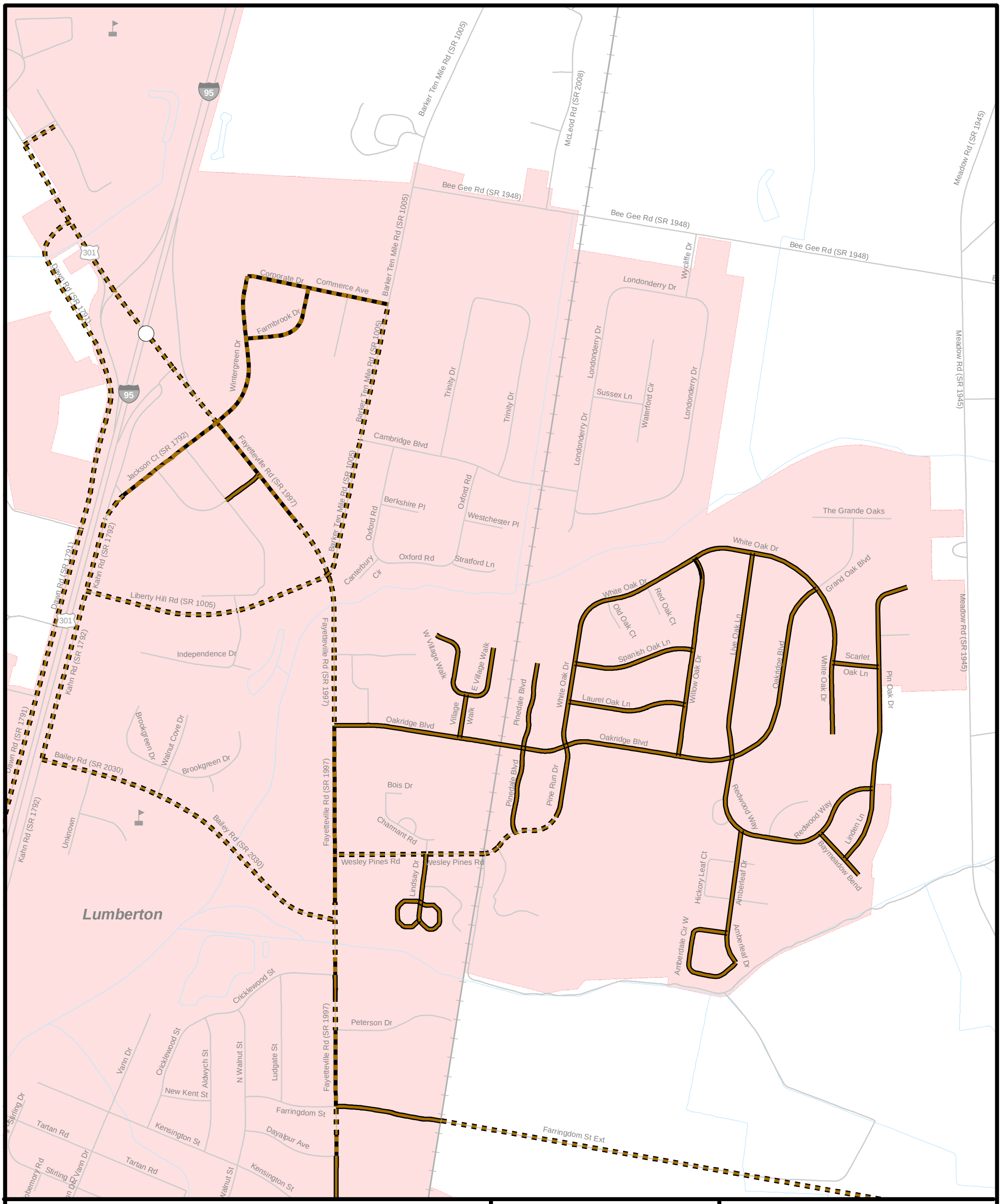
Refer to CTP document for more details

Pedestrian Map

Lumberton

Comprehensive Transportation Plan

Plan date: August 27, 2015



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 0.05 0.1 0.2 0.3

N W E S

Sheet 5A of 5

Base map date: June 2014

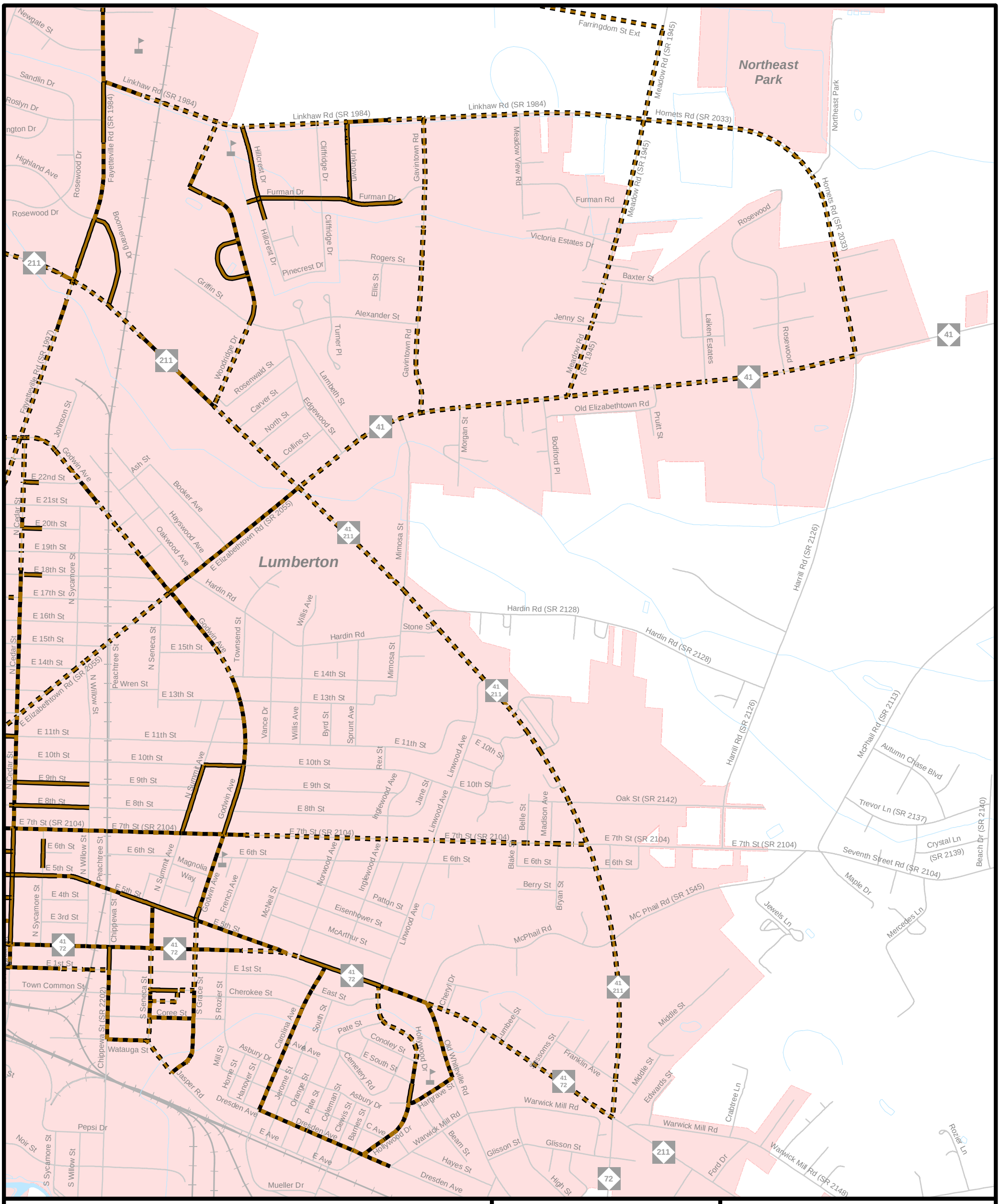
Refer to CTP document for more details

Pedestrian Map Inset A

Lumberton

Comprehensive Transportation Plan

Plan date: August 27, 2015



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 0.05 0.1 0.2 0.3 Miles

N W E S

Sheet 5B of 5

Base map date: June 2014

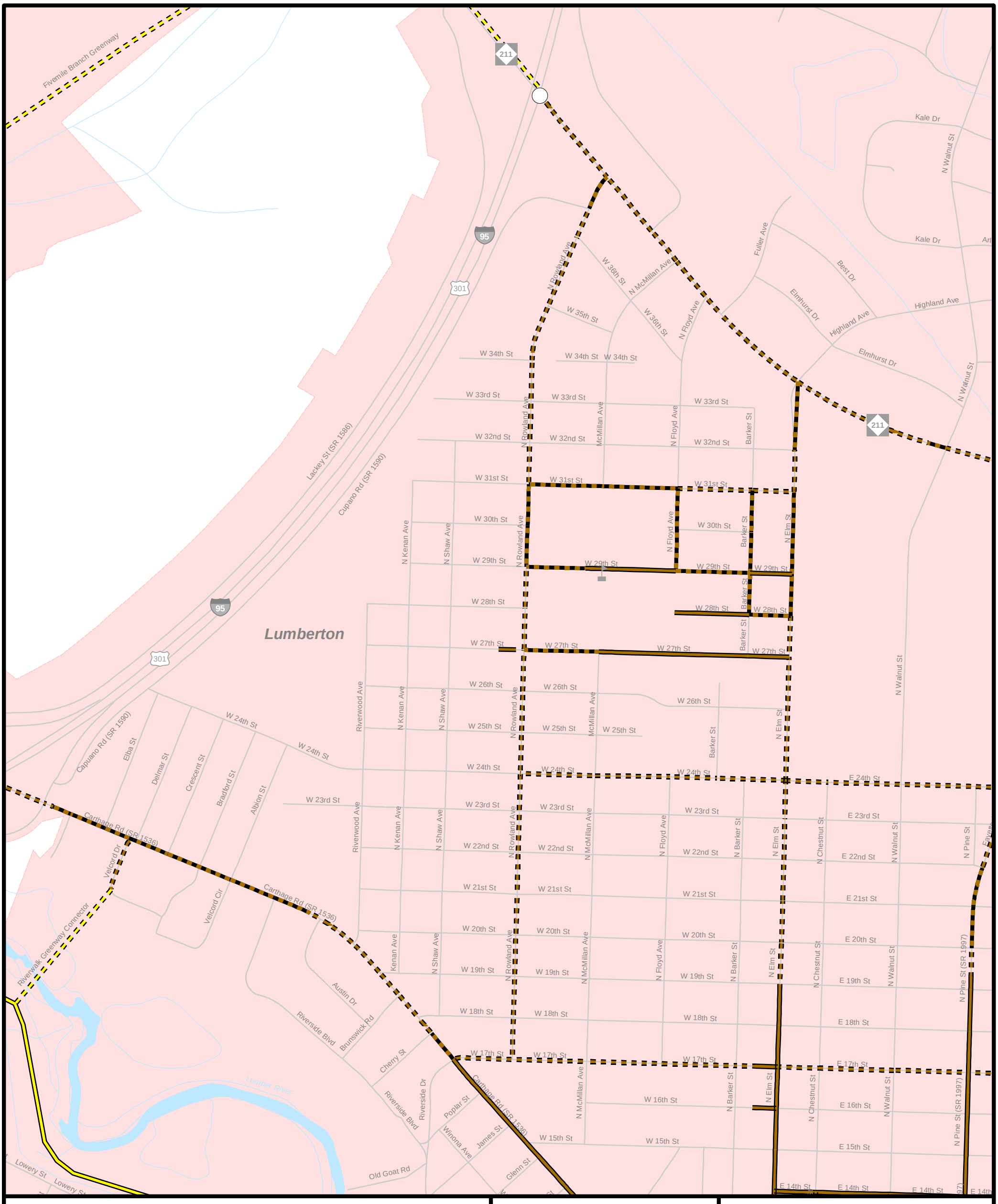
Refer to CTP document for more details

Pedestrian Map Inset B

Lumberton

Comprehensive Transportation Plan

Plan date: August 27, 2015



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 0.05 0.1 0.2 Miles

N W E S

Sheet 5C of 5

Base map date: June 2014

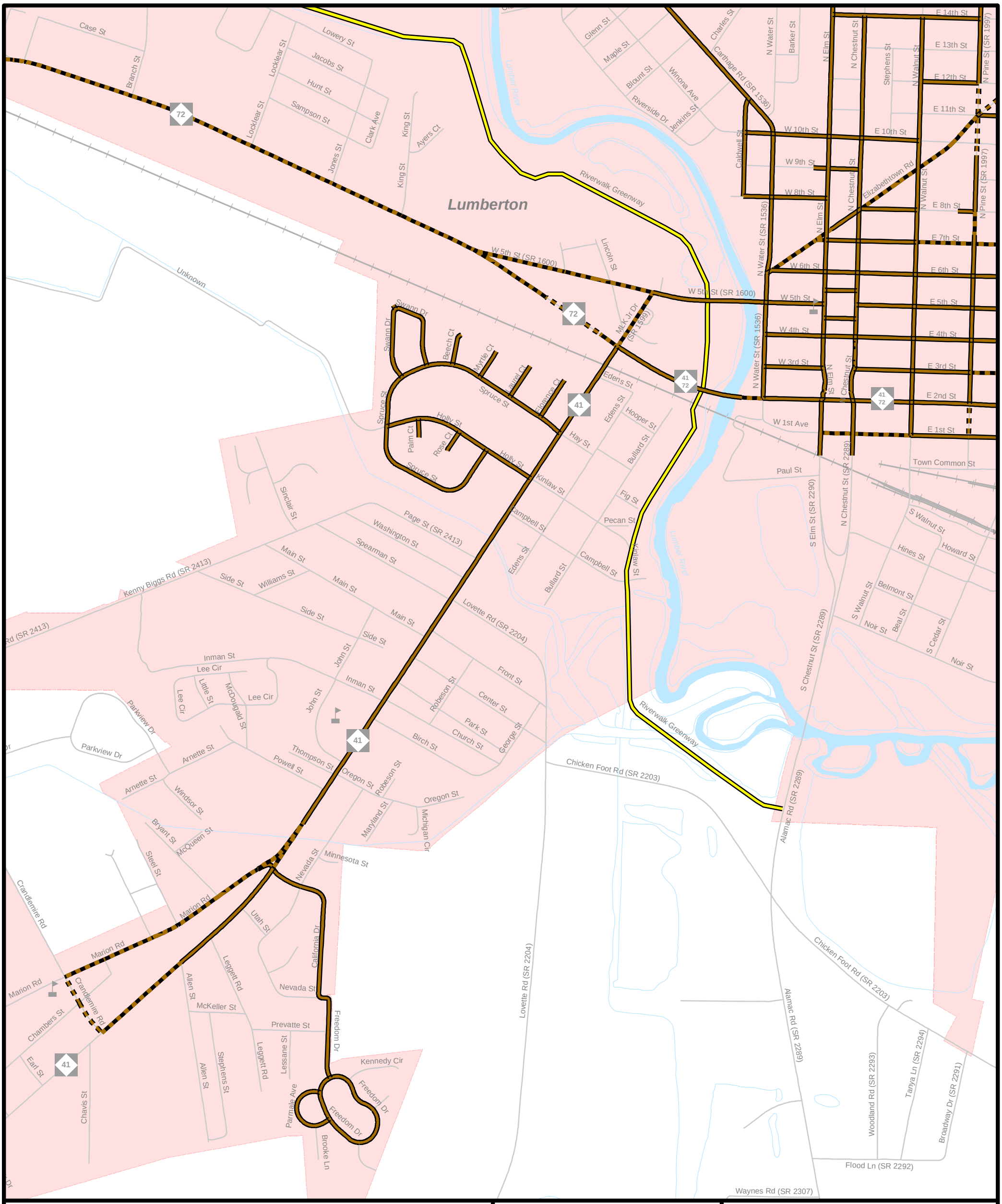
Refer to CTP document for more details

Pedestrian Map Inset C

Lumberton

Comprehensive Transportation Plan

Plan date: August 27, 2015



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 5D of 5

Base map date: June 2014

Refer to CTP document for more details

Pedestrian Map Inset D

Lumberton

Comprehensive Transportation Plan

Plan date: August 27, 2015

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 and 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. The STC identify a network

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

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 should be cross-referenced to ensure plan consistency. Incorporating the statewide and regional mobility goals set forth in the STC network should be 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 should be sought. Strategic Transportation Corridors in Lumberton include I-95 and I-74.

In the development of this plan, travel demand was projected from 2014 to 2040 using a travel demand model. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2040. 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 Lumberton City Council on June 4, 2014. 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 through 5 for existing and future capacity deficiencies. The 2020, 2030 and 2040 traffic volumes in Figure 3 – 5 respectively are an estimate of the traffic volume in 2020 – 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2016 – 2025 Transportation Improvement Program[2] (TIP).

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 TIP, 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 Branch'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

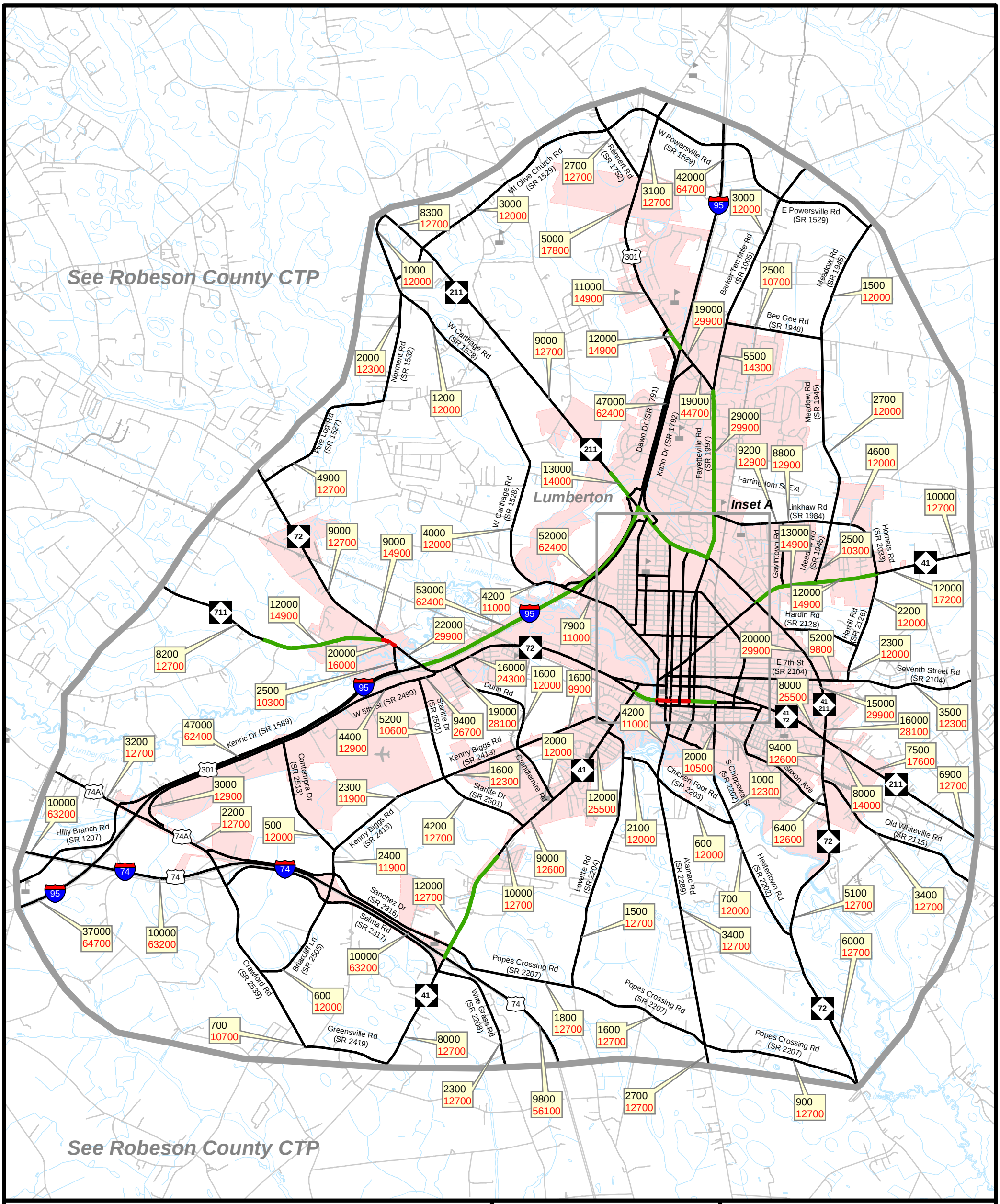
Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. The Traffic Safety Unit of NCDOT's Transportation Mobility and Safety 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 Lumberton CTP occurred between January 1, 2007 and December 31, 2011. During this period, a total of ninety-six intersections and eighty-one roadway sections were identified as having a high frequency of crashes as illustrated in Figure 6. Contact information for the Transportation Mobility and Safety Division can be found in Appendix A.

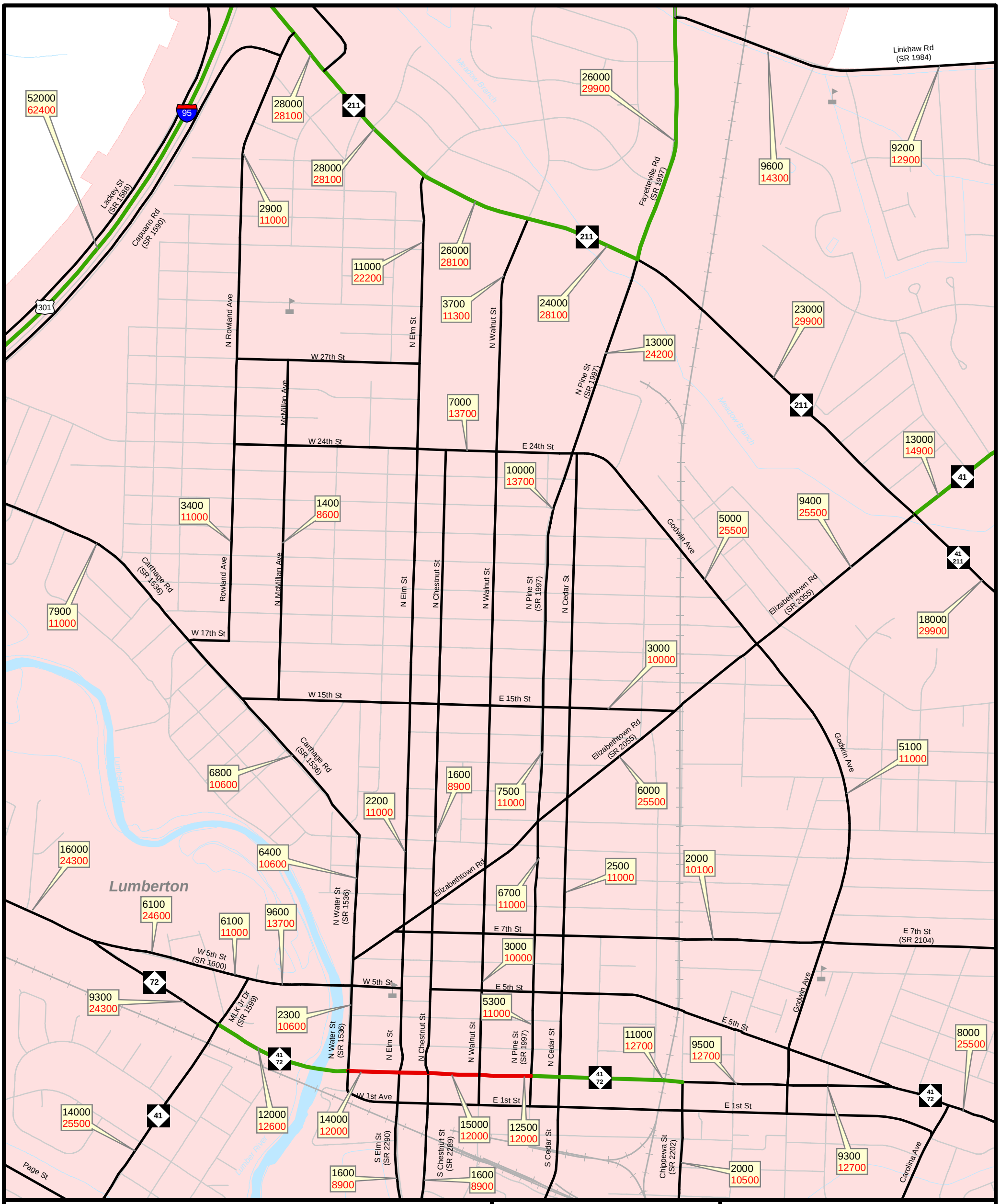
The NCDOT is actively involved with investigating and improving many of these locations. To request a more detailed analysis for any of these locations, or other intersections of concern, contact the Division Traffic Engineer (see Appendix A).

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. Fifteen deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 7. Of these, one is scheduled for replacement in the 2016 – 2025 STIP. Additionally, seven others occur along roadways recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to the proposed CTP recommendation and cross section associated with the recommendation. 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.


See Robeson County CTP
Lumberton
Inset A
See Robeson County CTP
W Powersville Rd (SR 1529)
Mt Olive Church Rd (SR 1529)
Rennert Rd (SR 1752)
E Powersville Rd (SR 1529)
Barker Ten Mile Rd (SR 1005)
Meadow Rd (SR 1945)
Bee Gee Rd (SR 1948)
W Carthage Rd (SR 1528)
Norment Rd (SR 1532)
Pine Log Rd (SR 1527)
Dawn Dr (SR 1791)
Kahn Dr (SR 1792)
Fayetteville Rd (SR 1997)
Farrington St Ext
Linkhaw Rd (SR 1984)
Hornets Rd (SR 2033)
Gavintown Rd
Hardin Rd (SR 2128)
Harrill Rd (SR 2126)
E 7th St (SR 2104)
Seventh Street Rd (SR 2104)
W 5th St (SR 2499)
Starlite Dr (SR 2501)
Dunn Rd
Kenric Dr (SR 1589)
Contempra Dr (SR 2513)
Kenny Biggs Rd (SR 2413)
Crandlemire Rd
Chicken Foot Rd (SR 2203)
S Chippewa St (SR 2202)
Saxon Ave
Old Whiteville Rd (SR 2115)
Hilly Branch Rd (SR 1207)
Sanchez Dr (SR 2316)
Selma Rd (SR 2317)
Briarcliff Ln (SR 2505)
Crawford Rd (SR 2539)
Lovette Rd (SR 2204)
Alamac Rd (SR 2289)
Hestertown Rd (SR 2202)
Popes Crossing Rd (SR 2207)
Wire Grass Rd (SR 2208)
Greensville Rd (SR 2419)
Raft Swamp
Lumber River
8100 2014 Volume (AADT)
12400 2014 Capacity
Network Roads
Near Capacity
Over Capacity
Planning Boundary
Roads
Railroads
Airport
Schools
Rivers and Streams
Water Bodies
City Limits
0 0.25 0.5 1 1.5 Miles
N
W
E
S
Sheet 1 of 2
Base map date: June 2014
Figure 2
2014 Volumes and Capacity Deficiencies
Lumberton
Comprehensive Transportation Plan


52000
62400
28000
28100
28000
28100
26000
29900
9600
14300
9200
12900
2900
11000
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26000
28100
3700
11300
24000
28100
23000
29900
13000
24200
7000
13700
10000
13700
13000
14900
3400
11000
1400
8600
5000
25500
9400
25500
7900
11000
3000
10000
18000
29900
6800
10600
1600
8900
7500
11000
6000
25500
5100
11000
2200
11000
16000
24300
6400
10600
6100
24600
6100
11000
9600
13700
6700
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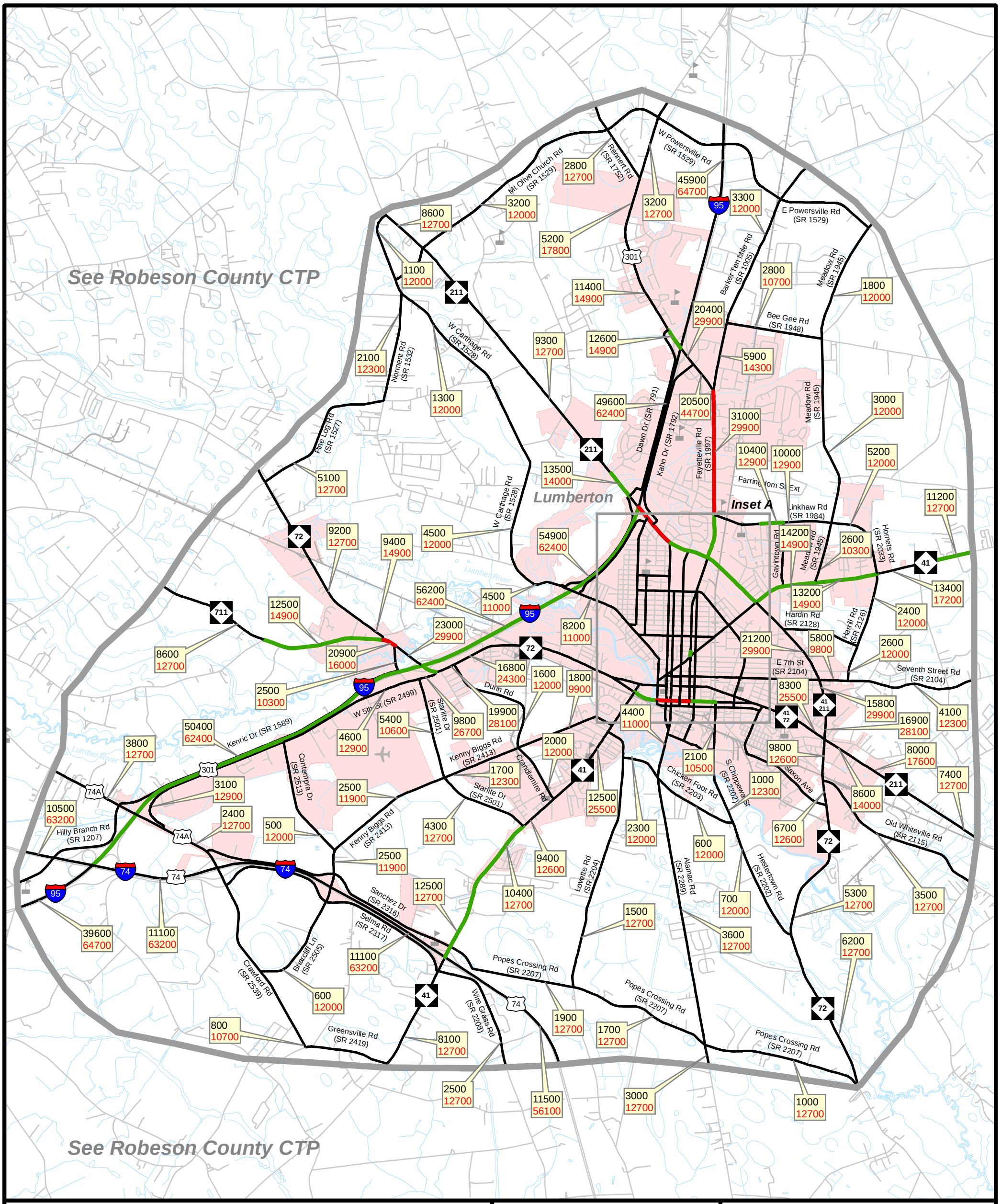
11000
2000
10100
9300
24300
2300
10600
5300
11000
11000
12700
9500
12700
8000
25500
14000
25500
12000
12600
14000
12000
15000
12000
12500
12000
9300
12700
2000
10500
1600
8900
1600
8900
Linkhaw Rd
(SR 1984)
Lackey St
(SR 1586)
Capuano Rd
(SR 1590)
Fayetteville Rd
(SR 1997)
N Rowland Ave
N Elm St
N Walnut St
W 27th St
McMillan Ave
W 24th St
E 24th St
N Pine St
(SR 1997)
N Cedar St
Godwin Ave
Carthage Rd
(SR 1536)
Rowland Ave
N McMillan Ave
N Chestnut St
W 17th St
Elizabethtown Rd
(SR 2055)
W 15th St
E 15th St
Lumberton
N Water St
(SR 1536)
Elizabethtown Rd
E 7th St
E 7th St
(SR 2104)
W 5th St
(SR 1600)
MLK Jr Dr
(SR 1599)
W 5th St
E 5th St
Godwin Ave
S Elm St
(SR 2290)
S Chestnut St
(SR 2289)
S Cedar St
Chippewa St
(SR 2202)
W 1st Ave
E 1st St
E 1st St
Carolina Ave
Page St
Lumber River
Meadow Branch
95
301
211
41
72
8100
12400
2014 Volume (AADT)
2014 Capacity
Network Roads
Near Capacity
Over Capacity
Roads
Railroads
Schools
River and Streams
Water Bodies
City Limits
Miles
0
0.15
0.3
N
W
E
S
Sheet 2 of 2
Base map date: June 2014
Figure 2, Inset A
2014 Volumes and
Capacity Deficiencies
Lumberton
Comprehensive
Transportation Plan



8100 2020 Volume (AADT)
12400 2014 Capacity

- Network Roads
- Near Capacity
- Over Capacity
- Planning Boundary
- Roads
- Railroads
- Airport
- Schools
- Rivers and Streams
- Water Bodies
- City Limits

0 0.25 0.5 1 1.5 Miles

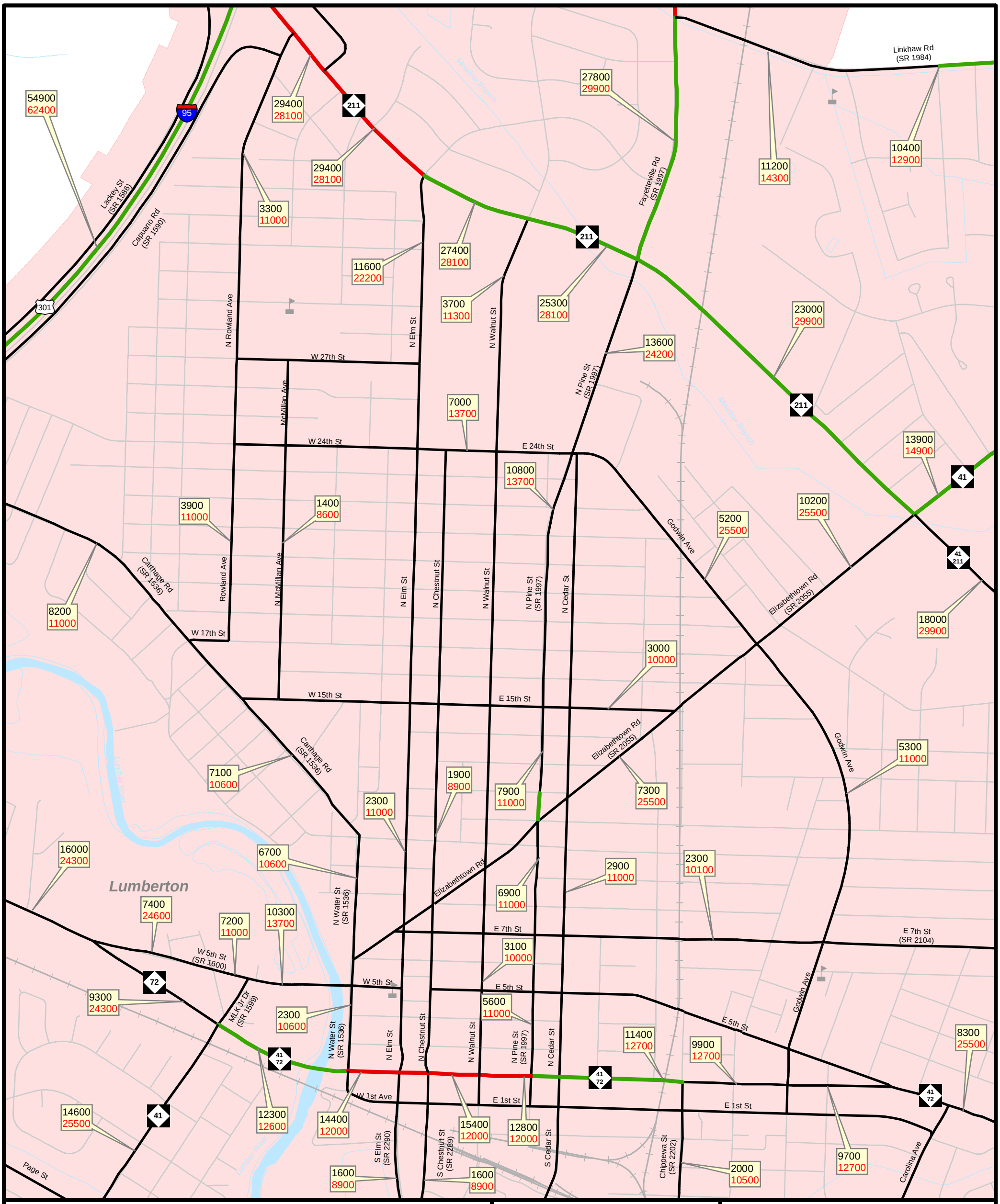
N W E S

Sheet 1 of 2

Base map date: June 2014

Figure 3
2020 Volumes and Capacity Deficiencies

Lumberton
Comprehensive Transportation Plan



8100
12400
2020 Volume (AADT)
2014 Capacity

Network Roads
Near Capacity
Over Capacity
Railroads
Schools
Roads
River and Streams
Water Bodies
City Limits

0 0.15 0.3 Miles

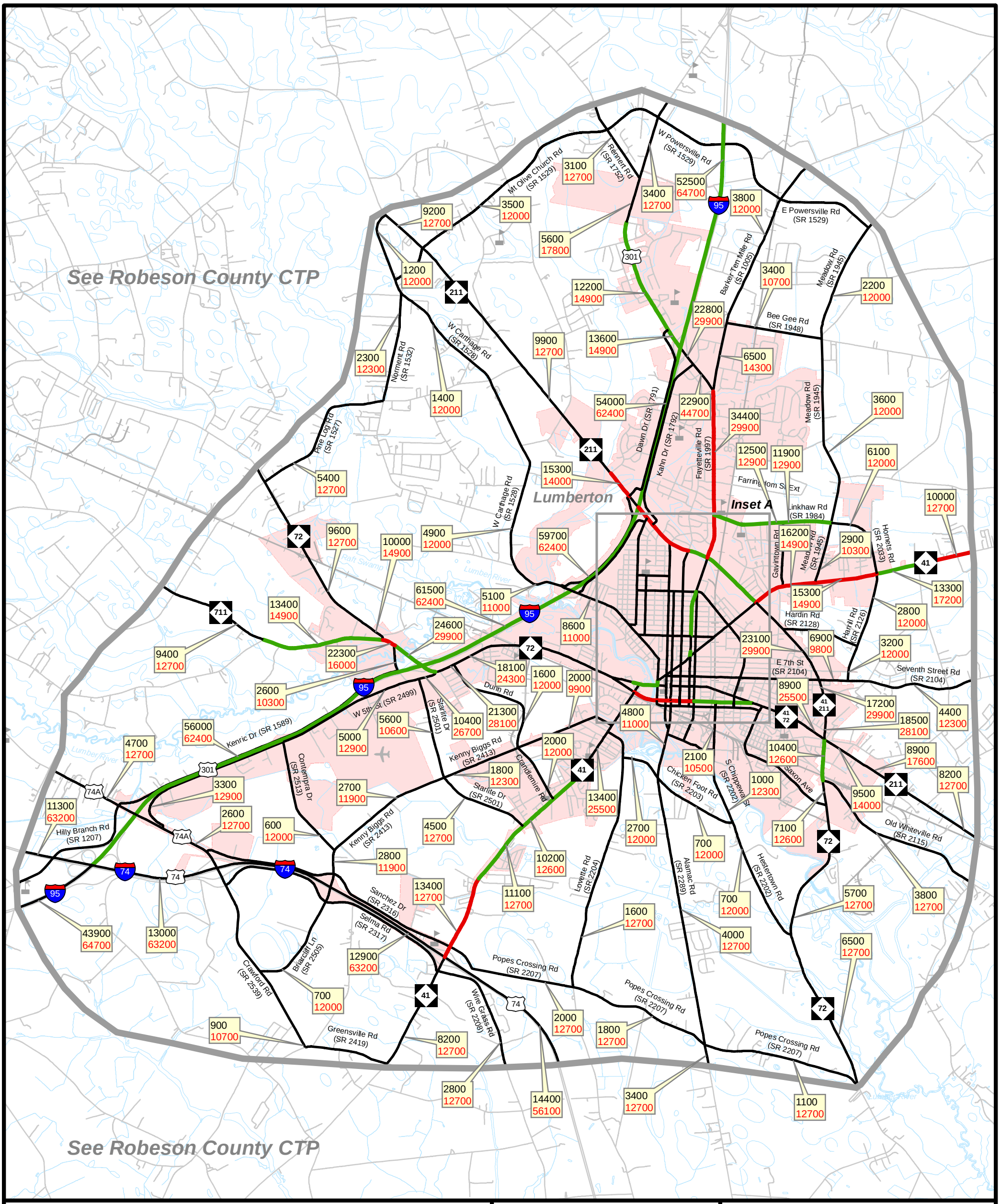
N
W E
S

Sheet 2 of 2

Base map date: June 2014

Figure 3, Inset A
2020 Volumes and Capacity Deficiencies

Lumberton
Comprehensive Transportation Plan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Lumberton
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Harrill Rd (SR 2126)
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Seventh Street Rd (SR 2104)
W 5th St (SR 2499)
Dunn Rd
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Kenric Dr (SR 1589)
Contempra Dr (SR 2513)
Kenny Biggs Rd (SR 2413)
Crandlemire Rd
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Sanchez Dr (SR 2316)
Selma Rd (SR 2317)
Briarcliff Ln (SR 2505)
Crawford Rd (SR 2539)
Greensville Rd (SR 2419)
Wire Grass Rd (SR 2208)
Lovette Rd (SR 2204)
Alamac Rd (SR 2289)
Hestertown Rd (SR 2202)
Popes Crossing Rd (SR 2207)
Raft Swamp
Lumber River
9200 12700
3500 12000
3100 12700
3400 12700
52500 64700
3800 12000
5600 17800
1200 12000
12200 14900
3400 10700
2200 12000
22800 29900
9900 12700
13600 14900
6500 14300
2300 12300
1400 12000
54000 62400
22900 44700
34400 29900
3600 12000
15300 14000
12500 12900
11900 12900
6100 12000
5400 12700
10000 12700
9600 12700
10000 14900
4900 12000
59700 62400
16200 14900
2900 10300
61500 62400
5100 11000
15300 14900
13400 14900
24600 29900
8600 11000
2800 12000
9400 12700
22300 16000
23100 29900
6900 9800
3200 12000
18100 24300
1600 12000
2000 9900
2600 10300
8900 25500
17200 29900
4400 12300
56000 62400
5600 10600
10400 26700
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18500 28100
5000 12900
2000 12000
4700 12700
10400 12600
8900 17600
2100 10500
1000 12300
8200 12700
3300 12900
1800 12300
9500 14000
11300 63200
2700 11900
13400 25500
2600 12700
600 12000
4500 12700
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43900 64700
13000 63200
4000 12700
6500 12700
12900 63200
700 12000
2000 12700
1800 12700
900 10700
8200 12700
2800 12700
14400 56100
3400 12700
1100 12700
8100 2030 Volume (AADT)
12400 2014 Capacity
Network Roads
Near Capacity
Over Capacity
Planning Boundary
Roads
Railroads
Airport
Schools
Rivers and Streams
Water Bodies
City Limits
0 0.25 0.5 1 1.5 Miles
N
W
E
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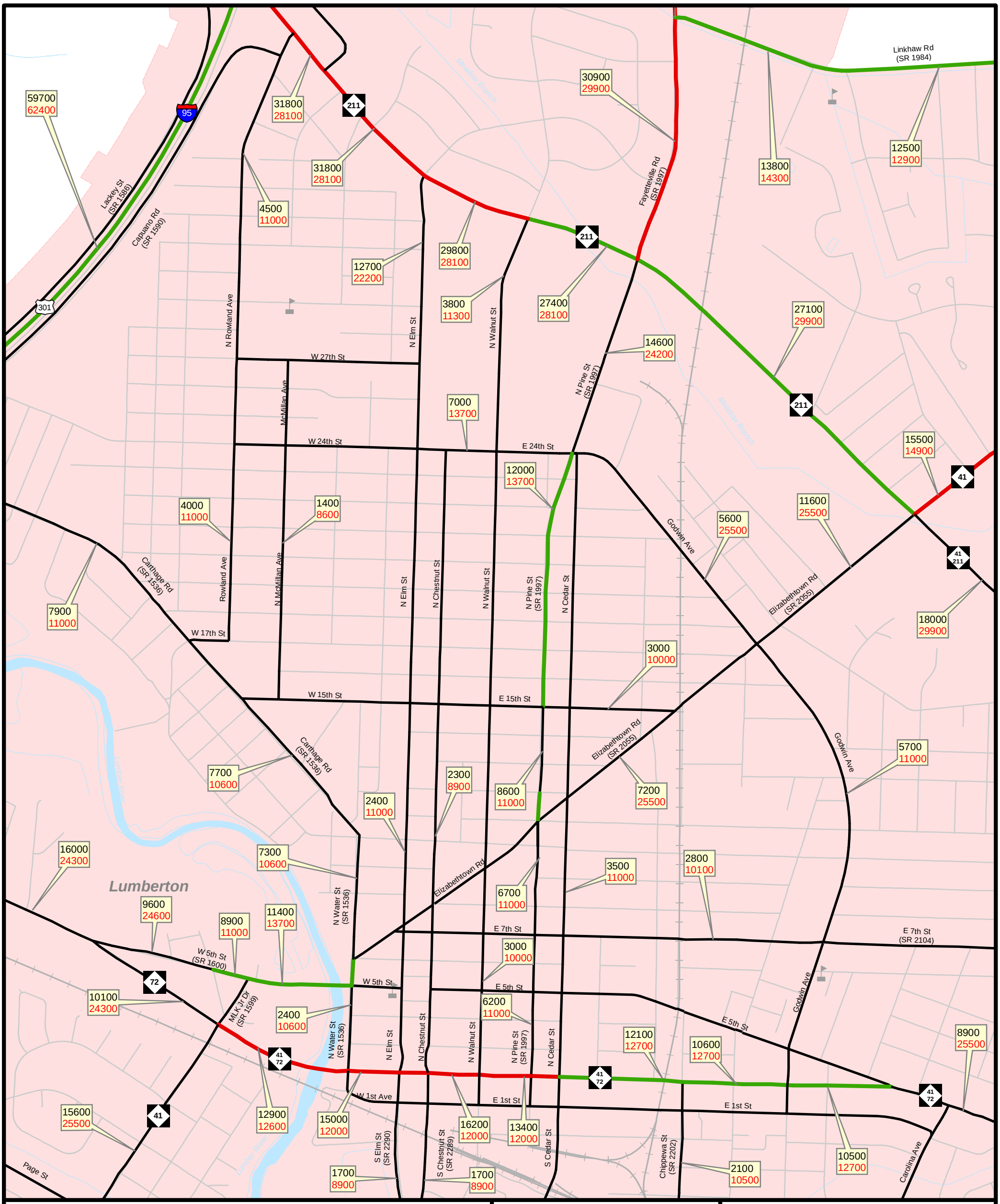
Sheet 1 of 2
Base map date: June 2014
Figure 4
2030 Volumes and Capacity Deficiencies
Lumberton
Comprehensive Transportation Plan



8100
12400
2030 Volume (AADT)
2014 Capacity

Network Roads
Near Capacity
Over Capacity
Roads
Railroads
Schools
River and Streams
Water Bodies
City Limits

0 0.15 0.3 Miles

N
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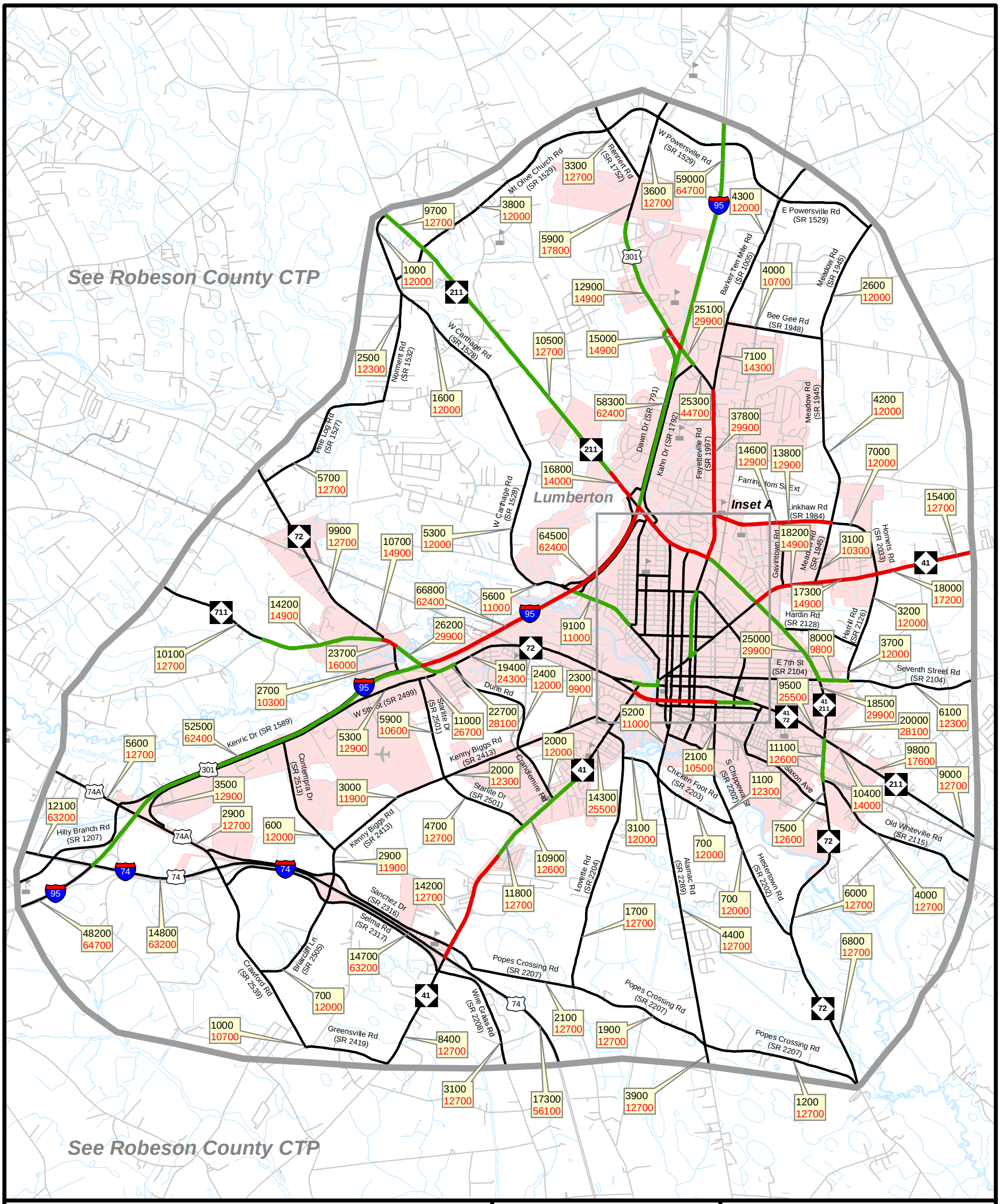
Sheet 2 of 2

Base map date: June 2014

Figure 4, Inset A
2030 Volumes and Capacity Deficiencies

Lumberton
Comprehensive Transportation Plan



8100 / 12400 2040 Volume (AADT) / 2014 Capacity

- Network Roads
- Near Capacity
- Over Capacity
- Planning Boundary
- Roads
- Railroads
- Airport
- Schools
- Rivers and Streams
- Water Bodies
- City Limits

0 0.25 0.5 1 1.5 Miles

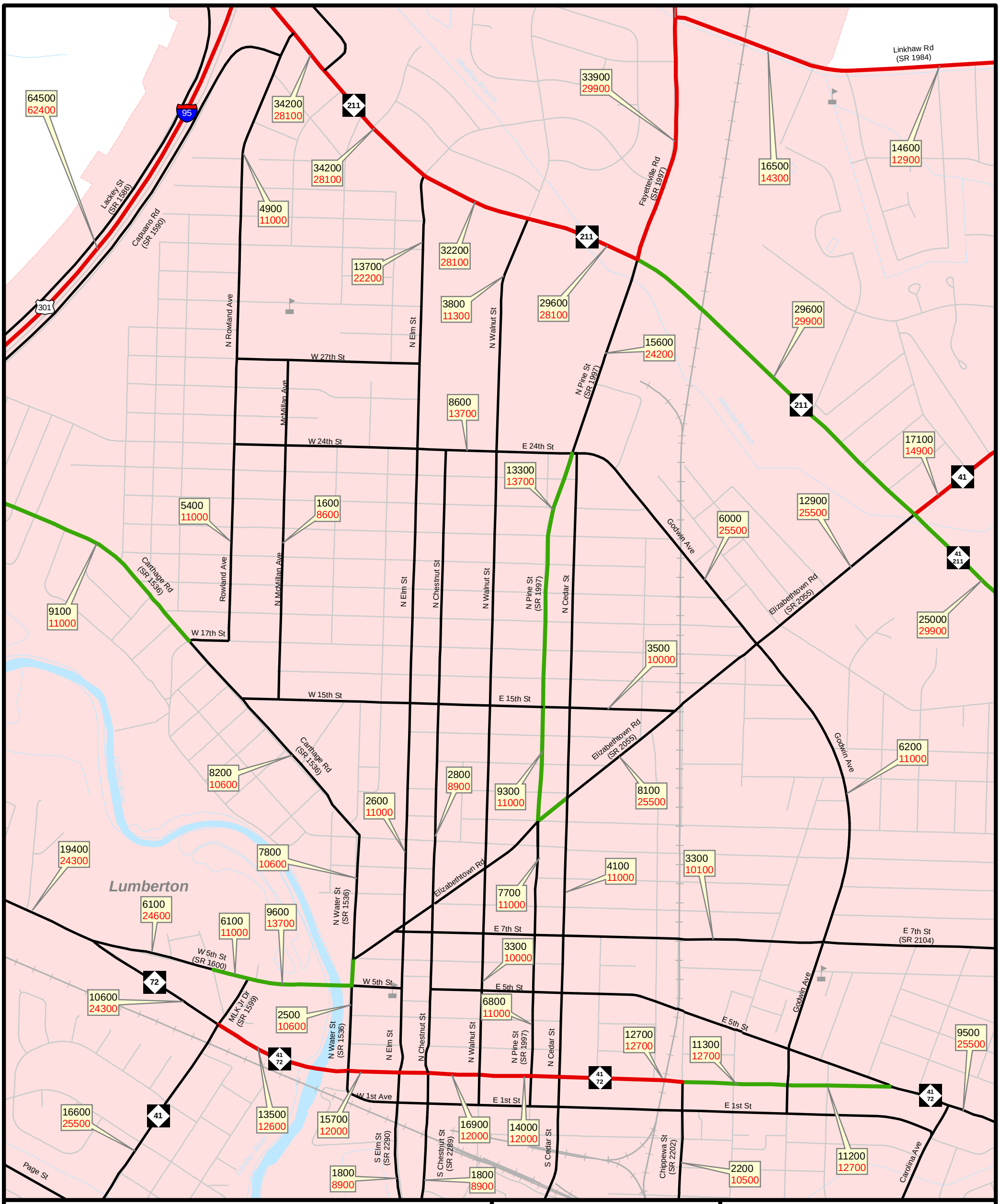
N W E S

Sheet 1 of 2

Base map date: June 2014

Figure 5
2040 Volumes and Capacity Deficiencies

Lumberton
Comprehensive Transportation Plan



8100 2040 Volume (AADT)
12400 2014 Capacity

- Network Roads
- Near Capacity
- Over Capacity
- Railroads
- Schools
- Roads
- River and Streams
- Water Bodies
- City Limits

0 0.15 0.3 Miles

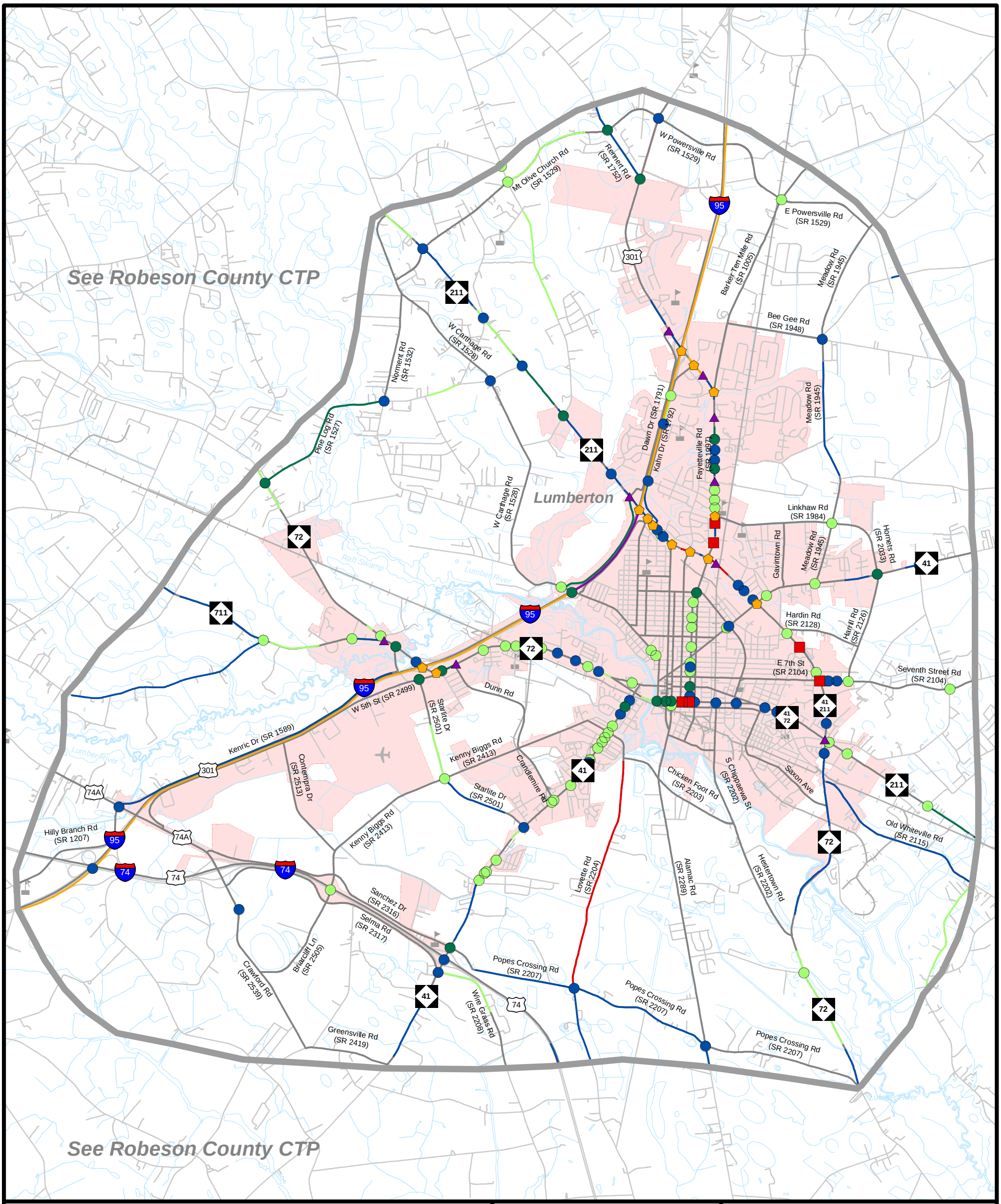
N W E S

Sheet 2 of 2

Base map date: June 2014

Figure 5, Inset A
2040 Volumes and Capacity Deficiencies

Lumberton
Comprehensive Transportation Plan


See Robeson County CTP
Lumberton
See Robeson County CTP
Mt Olive Church Rd (SR 1529)
Rennert Rd (SR 1752)
W Powersville Rd (SR 1529)
E Powersville Rd (SR 1529)
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Popes Crossing Rd (SR 2207)
Wire Grass Rd (SR 2208)
Greensville Rd (SR 2419)
Lumber River
Airport
Planning Boundary
Study Roads
Railroads
Roads
Schools
Water Bodies
Rivers and Streams
Municipal Boundary
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
0 0.25 0.5 1 1.5 Miles
N
W
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Base map date: June 2014
Figure 6 - High Frequency Crash Locations
January 1, 2007 to December 31, 2011
Lumberton
Comprehensive Transportation Plan

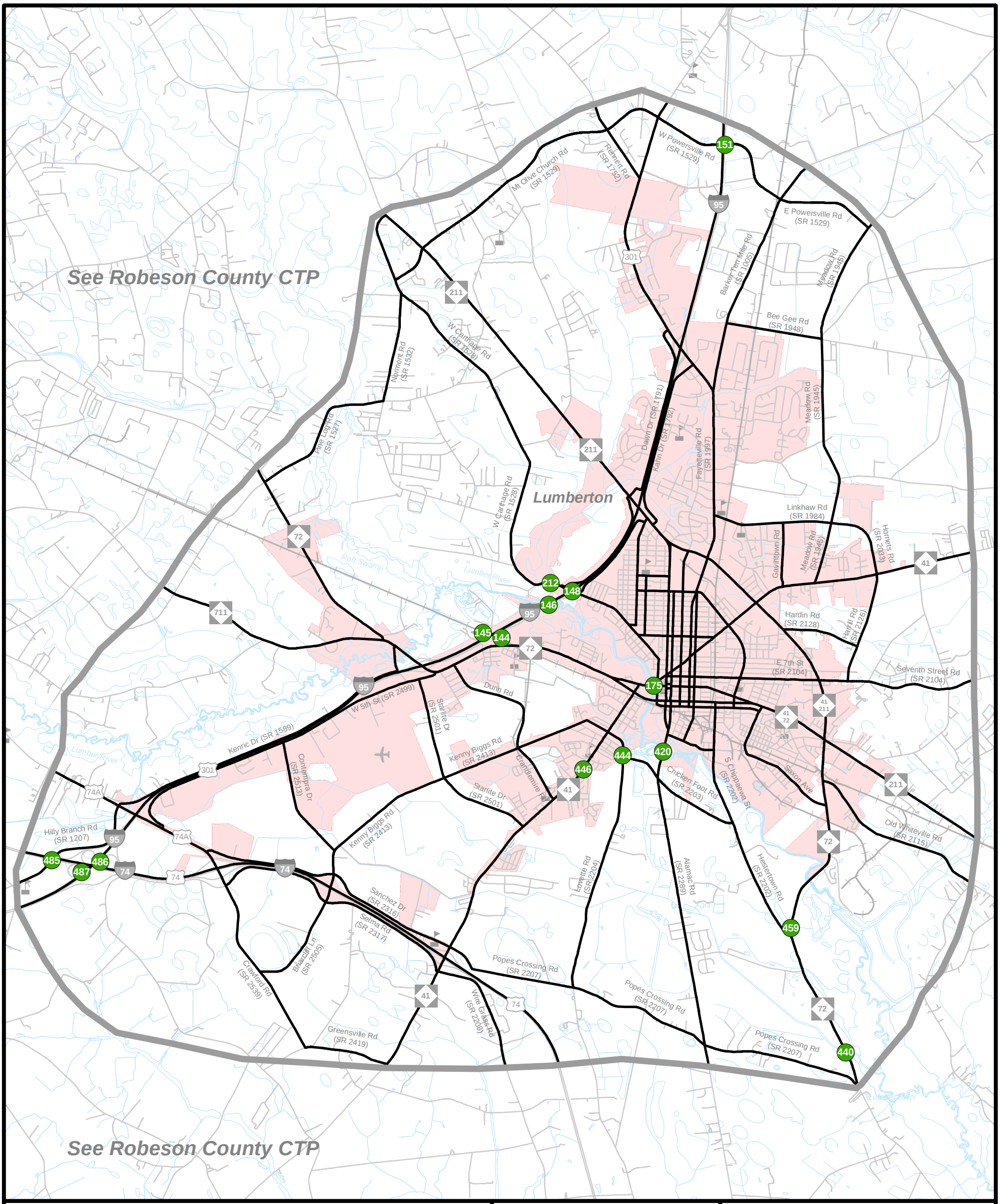


Figure 7 - Deficient Bridges

Lumberton
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 and to Amtrak passenger stations 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. The Southeast Area Transit System (SEATS) is Robeson County’s community transportation program. SEATS is a human service agency and on-demand rural general public transportation system for Robeson County residents. 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 975,645 passengers in 2013.

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. However, no passenger trains operate over the rail line from High Point that dead ends at Asheboro or over the rail line that runs from Gulf, NC to Greensboro. 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. Currently, CSX Transportation operates a 116 mile Southeast Line from Hamlet to Wilmington as well as the Duart Spur from the Southeast Line in Lumberton north to the Dupont facility. Both the 2001 Southeastern North Carolina Passenger Rail Feasibility Study and the 2005 Southeastern North Carolina Passenger Rail Study recommend the re-establishment of passenger rail service in southeastern North Carolina. Both studies recommend the study of a passenger service line that uses the CSX Transportation Southeast Line with a proposed passenger rail stop in Lumberton. 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. 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 Lumberton Land Use Plan[3] (refer to Appendix H) 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.

[3] *For more information on the Lumberton Land Use Plan, go to: http://www.benchmarkplanning.com/lumbertontomorrow*

- 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 Lumberton are located primarily along US 301, Fayetteville Road (SR 1997), NC 211, and NC 72. Industrial areas are located southwest of the city, primarily between NC 72 and NC 41. There are several large tracks of government owned, institutional, and open space land uses throughout the city. Robeson Community College is located on US 301 just north of I-95. The Southeast Regional Medical Center is located just north of the Lumberton Central Business District (CBD). The majority of rural areas of Lumberton are located west of I-95 and east of NC 41 and NC 211.

The highest projected population growth rates in Lumberton are in the areas north and east of the city limits. The highest projected employment growth rates in Lumberton are near the I-95 interchanges, especially at the US 301, NC 211, and NC 72 exits. There is also high employment growth expected along Fayetteville Road (SR 1997) as well as modest growth expected in the industrial areas in the southwestern part of the city. 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[4] (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.

[4] *For more information on NEPA, go to: http://ceq.hss.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 the Lumberton CTP are shown in Figure 8 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.

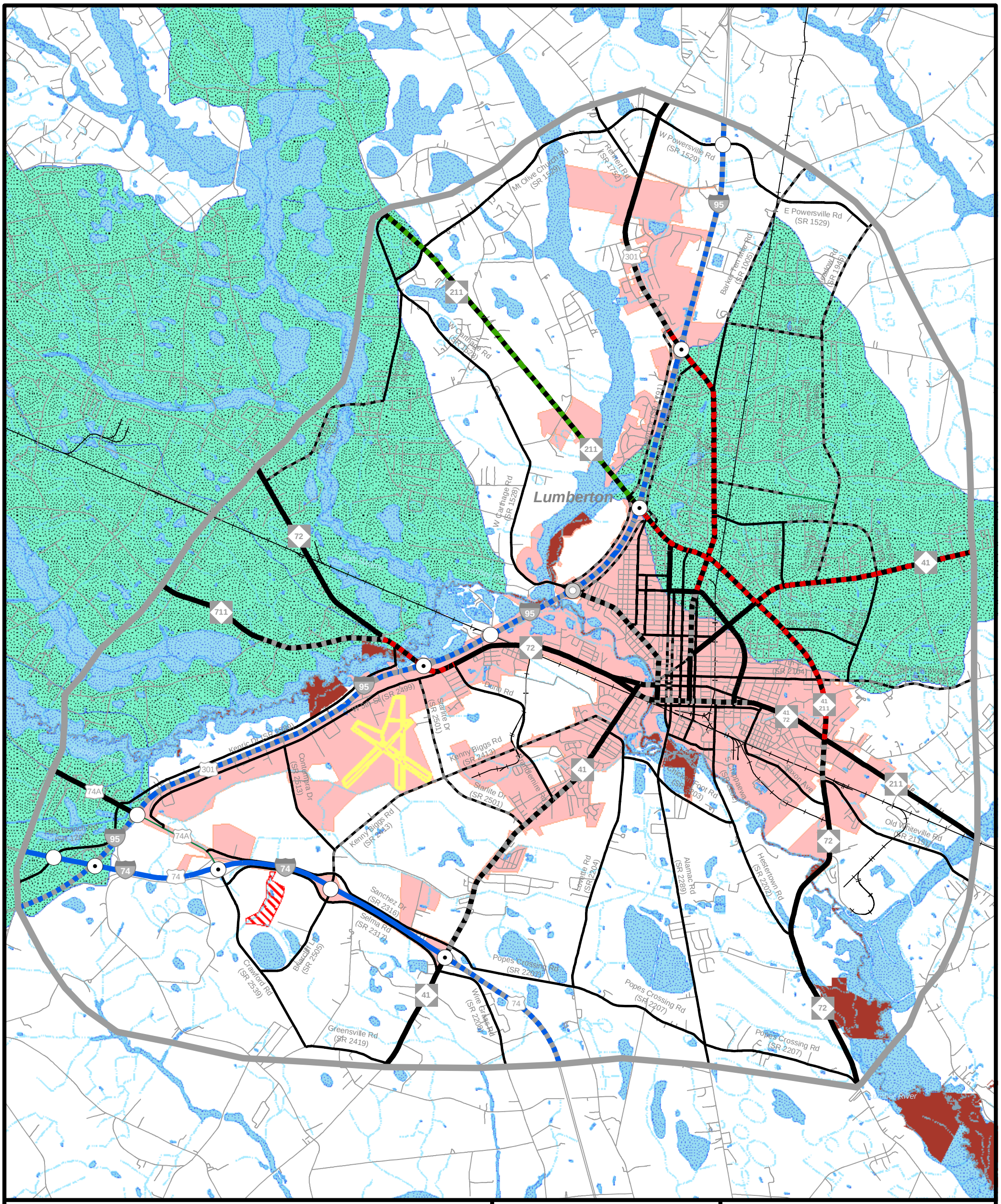
A meeting was held with city of Lumberton staff, the Lumber River RPO coordinator, and the NCDOT Division 6 Planning Engineer in January 2014 to formally initiate the study, provide an overview of the transportation planning process, and to gather input on area transportation needs.

Throughout the course of the study, the NCDOT Transportation Planning Branch cooperatively worked with the Lumberton CTP Steering Committee, which included city council members, city planning board members, city staff, the RPO, 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 four public workshops as well as one special outreach event in Lumberton to present the proposed CTP to the public and solicit comments. The special outreach event was held on March 7, 2015 from 9:00 am – 5:00 pm at the annual "Rumba on the River" festival in downtown Lumberton. The first two public workshops were held on March 17, 2015 and offered different locations and times. The first session was held at the West Lumberton Jaycee Hut from 4:30 – 6:00 pm. Twelve people attended and four comment forms were submitted during the session. The second session was at the Godwin Heights Community Building from 7:00 – 8:30 pm during the monthly community watch meeting. Forty-four people attended and 6 comment forms were submitted. The third public workshop was held on November 4, 2015 at the Robeson Community College Workforce Development Building from 4:00 – 7:00 pm. Eight people attended and no comment forms were submitted. The fourth public workshop was held on November 9, 2015 at the Bill Sapp Recreation Center from 4:00 – 7:00 pm. Two people attended and no comment forms were submitted. Each session was publicized in the local newspaper.

A public hearing was held on December 9, 2015 during the Lumberton City Council meeting. The purpose of this meeting was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during this meeting. A public hearing was held on January 4, 2016 during the Robeson County Commissioners meeting to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during this meeting.

The Lumber River RPO endorsed the CTP on January 25, 2016. The North Carolina Department of Transportation mutually adopted the Lumberton CTP on February 4, 2016.



- Planning Boundary
- Roads
- Railroads
- 24k Hydro Lines
- Airport Boundary
- Managed Areas
- Hydrography Areas
- NCDOT Maintained Mitigation Sites
- Target Local Watersheds - EEP
- Municipal Boundaries

0 0.25 0.5 1 1.5 Miles

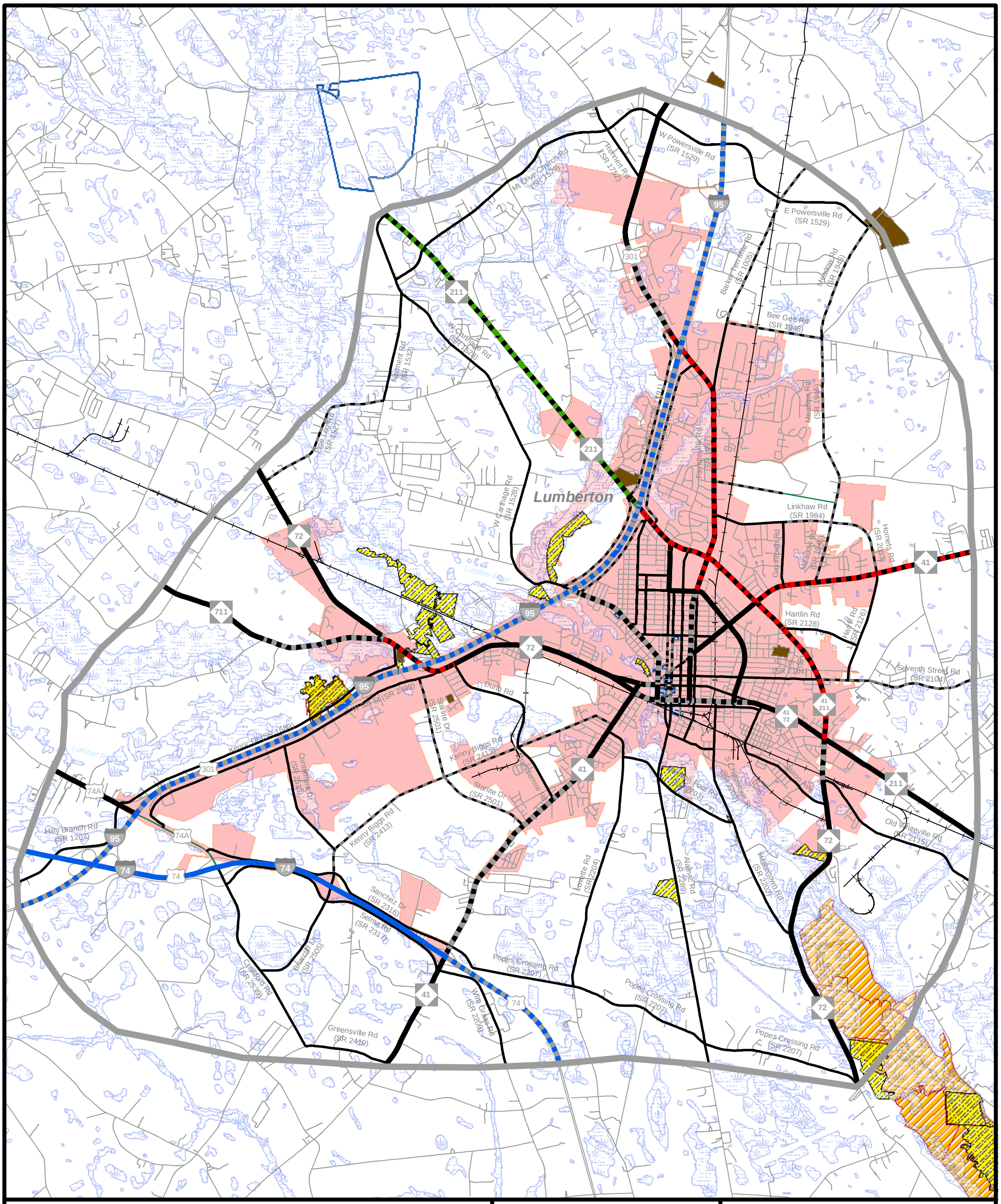
N W E S

Base map date: June 2014

Sheet 1 of 4

Figure 8 - Environmental Features Map

Lumberton
Comprehensive Transportation Plan

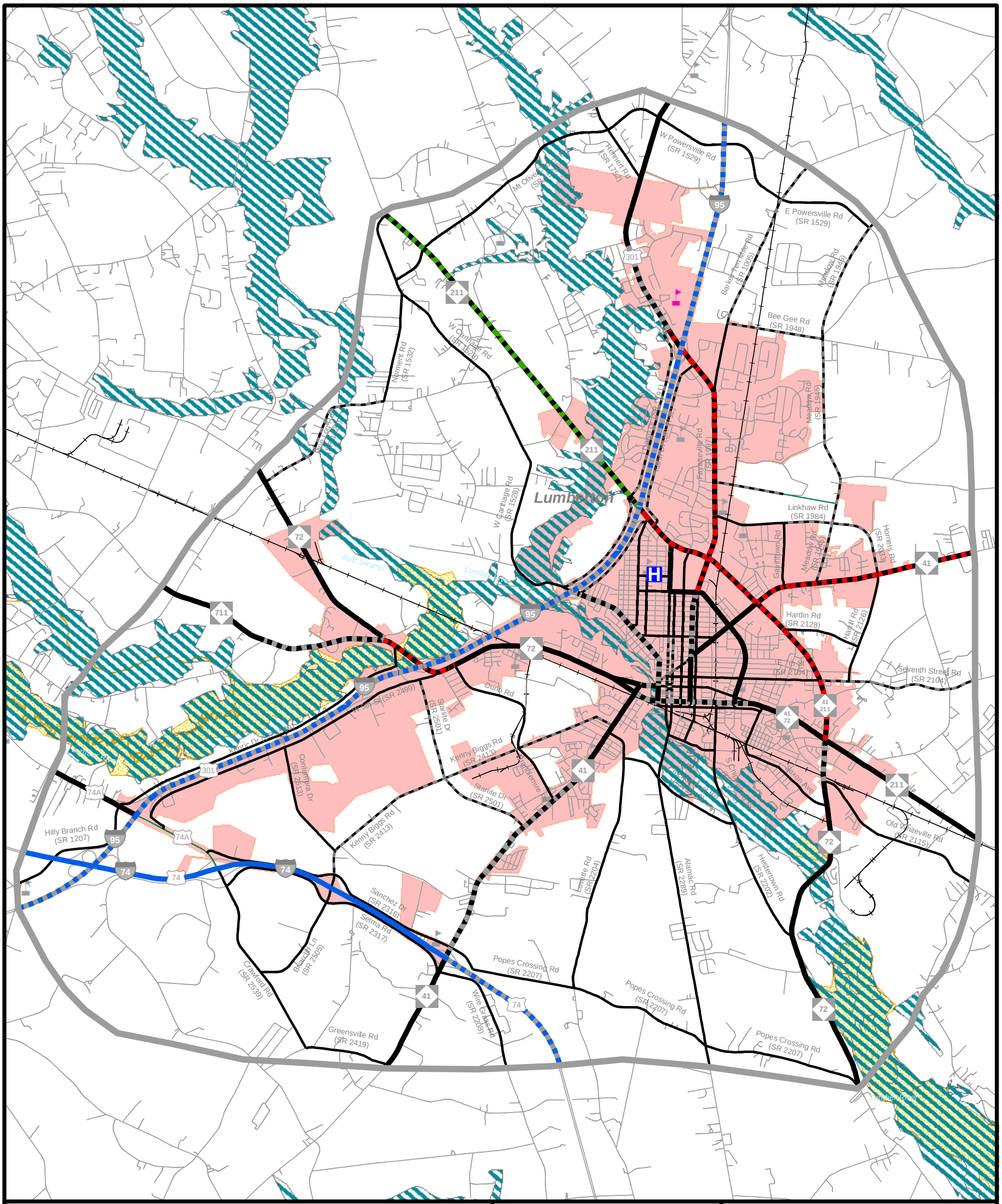


Base map date: June 2014

Sheet 2 of 4

Figure 8 - Environmental Features Map

Lumberton
Comprehensive Transportation Plan


Lumberton
Planning Boundary
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Roads
Railroads
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Schools
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Base map date: June 2014
Sheet 3 of 4
Figure 8 - Environmental Features Map
Lumberton
Comprehensive Transportation Plan

Planning Boundary
Roads
State Natural and Scenic Rivers
Emergency Operation Centers
Hazardous Substance Disposal Sites
Sewer Treatment Plants
Water Distribution Tanks
Water Distribution Treatment Plants
Water Pumping Stations
Hazardous Substance Disposal Sites
Natural Heritage Element Occurence
Water Supply Watersheds
Municipal Boundaries

0 0.25 0.5 1 1.5 Miles

N
W E
S

Base map date: June 2014

Sheet 4 of 4

Figure 8 - Environmental Features Map

Lumberton
Comprehensive Transportation Plan

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2015 Lumberton CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C. For recommendations in areas outside of the Lumberton planning area, refer to the Robeson County CTP[1].

NCDOT adopted a "Complete Streets[2]" 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

The following deficiency was identified during the development of the CTP, but remains unaddressed.

NC 41/72 (2nd Street), Local ID: ROBE0022-H

NC 41/72 (2nd Street) is currently near or over capacity from NC 41 (Martin Luther King Jr. Drive) to North Chippewa Street (SR 2202). By 2040, the entire section of NC 41/72 (2nd Street) from NC 41 (Martin Luther King Jr. Drive) to North Chippewa Street (SR 2202) is projected to be over capacity. Additionally, the section from North Chippewa Street (SR 2202) to East 5th Street is expected to be near capacity by 2040 as well.

[1] *To view the Robeson County CTP, go to: https://connect.ncdot.gov/projects/planning/Pages/Comprehensive-Transportation-Plans.aspx.*

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

Improvements are needed to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

NC 41/72 (2nd Street) is a major thoroughfare that runs east-west through Lumberton and provides access to downtown Lumberton. This facility has the following characteristics:

Section (From – To)	Lanes	2014 AADT[1]	2040 AADT	2014 Capacity[2]
NC 41 (Martin Luther King Jr. Drive) – North Water Street (SR 1536)	2 – 12 foot lanes	12,000	13,500	12,600
North Water Street (SR 1536) and North Pines Street (SR 1997)	3 – 12 foot lanes with a center turn lane	14,000 to 15,000	15,700 to 16,900	12,000
North Pine Street (SR 1997) and North Chippewa Street (SR 2202)	3 – 12 foot lanes with a center turn lane	11,300	12,700	12,700
North Chippewa Street (SR 2202) and East 5th Street	3 – 12 foot lanes with a center turn lane	9,300 to 9,500	11,200 to 11,300	12,700

[1] *Annual Average Daily Traffic (AADT) given in vehicles per day (vpd)*
[2] *Existing capacity based on a LOS D*

These sections of NC 41/72 (2nd Street) are mostly downtown strip development interspersed with residential and industrial development. There is no access control on these sections of NC 41/72 (2nd Street). It is lined with numerous driveway and roadway access points. A crash assessment performed during the development of the CTP identified seven intersections and one roadway section along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

The CTP project proposal (ROBE0022-H) is to study and implement transportation demand management strategies along this corridor. Strategies that promote other modes of transportation such as pedestrian, bicycle, and ridesharing are recommended for further study. This also includes the addition of transit service via the South East Area Transit System (SEATS) on NC 41/72 (ROBE0001-T). 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, during the development of the CTP the city expressed the desire to reroute some through traffic using NC 72 onto other routes including I-95/US 301 to the south and I-74/US 74 East towards Whiteville. These strategies should be coordinated with the NCDOT Division 6 Office (refer to Appendix A for contact information).

Based on the planning level environmental assessment using available GIS data, the section of this project from NC 41 (Martin Luther King Jr. Drive) to N Water Street (SR 1536) is within a high quality waters and outstanding resource water management area, natural heritage managed areas, landscape habitat indicator guilds managed areas, the national wetlands inventory, and a natural heritage element occurrence area.

The 1995 Lumberton Thoroughfare Plan recommended creating a one-way pair for NC 41/72 from NC 41 (Martin Luther King Jr. Drive) to Carolina Avenue using 1st Street and 2nd Street, including a new bridge over the Lumber River and a new section of road near Carolina Avenue. It was also recommended to widen both 1st and 2nd Street to 3 lanes in each direction. Because of the potential natural and human environmental impacts of this previous recommendation, this recommendation was not brought forward in this transportation plan.

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 Lumberton. 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 Lumber River 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[3] (SEPA). During the NEPA/SEPA process, the specific project location and cross section will be determined based on

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

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

Problem statements describe the transportation system deficiencies identified during the CTP process and recommend improvements to alleviate the deficiencies. 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 TIP projects where the purpose and need for the project has already been established.

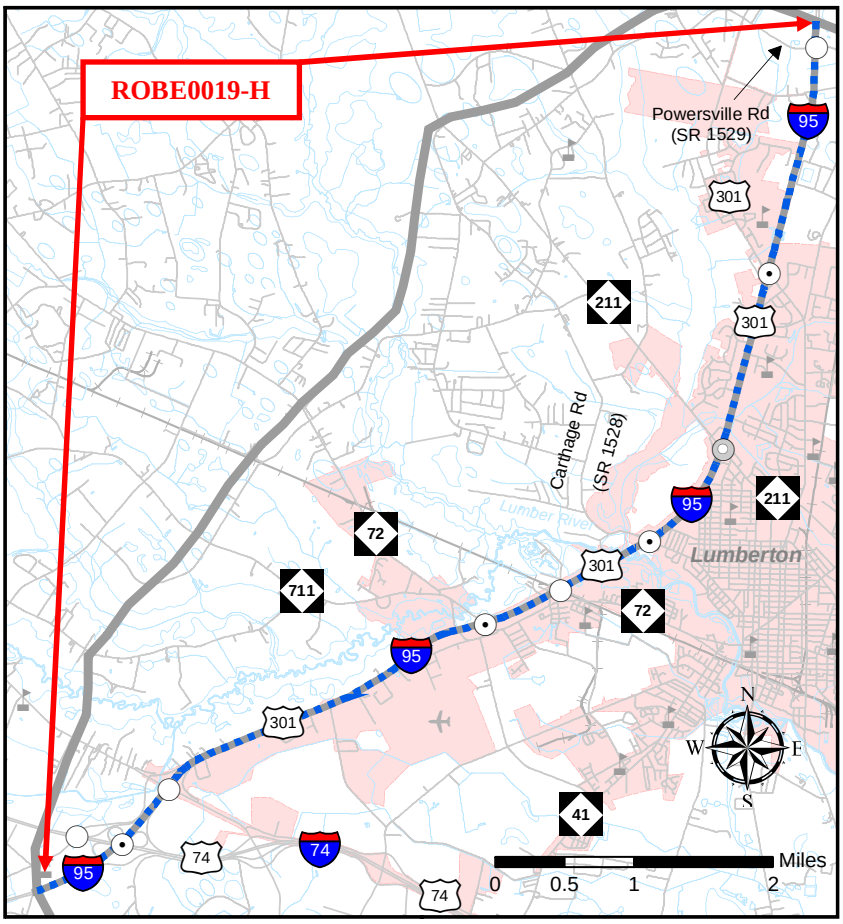
HIGHWAY

I-95 Proposed improvements from 0.9 miles south of I-74/US 74 to 0.2 miles north of Powersville Road (SR 1529)

Local ID: ROBE0019-H
Last updated: 08/27/2015

Identified Problem

I-95 is projected to be near or over capacity by 2040 from I-74/US 74 to 0.2 miles north of Powersville Road (SR 1529). Improvements are needed to accommodate projected traffic volumes and improve mobility through Lumberton such that a minimum Level of Service (LOS) D can be achieved.



Justification of Need

I-95 is a major north-south corridor in Lumberton, connecting Lumberton with the rural areas of the county, Fayetteville to the north and South Carolina. The facility is a vital artery in moving people and goods through North Carolina, ultimately connecting North Carolina to South Carolina and Virginia.

I-95 is currently a four lane freeway with 12 foot lanes and is a statewide corridor on the NC Transportation Network (NCTN). Statewide corridors link activity centers of statewide significance, support high-value interstate and inter-regional movement of people and goods in pursuit of statewide economic development objectives, and provide managed land access. I-95 is also part of the North Carolina Interstate System and is intended to provide high-speed, safe travel service throughout the state.

By 2040, this facility is projected to be near or over capacity as detailed in the table below:

Section (From – To)	2014 AADT[1]	2040 AADT	2014 Capacity[2]
NC 72/NC 711 – NC 211	52,000 - 53,000	64,500 - 66,800	62,400
NC 211 – 0.2 miles north of Powersville Road (SR 1529)	42,000 - 47,000	58,300 - 59,000	62,400
I-74/US 74 – NC 72/NC 711	47,000	52,500	62,400

[1] *Annual Average Daily Traffic (AADT) given in vehicles per day (vpd)*
[2] *Existing capacity based on a LOS D*

Truck traffic consists of about 15% of all traffic along I-95 through Lumberton. Additionally, traffic conditions vary on I-95 depending on the day of the week and season of the year. Although AADT is a good measurement of typical traffic in most parts of North Carolina, it does not always reflect travel patterns on I-95. Based on the 2013 North Carolina I-95 Trucking and Shipping Analysis Study prepared for NCDOT by Cambridge Systematics[4], weekend traffic is typically higher as well as there are seasonal variations in traffic with spring and summer months typically having higher volumes than fall or winter months. These fluctuations in traffic not only affect I-95, but also roads that intersect with it.

Community Vision and Problem History

Due to anticipated high traffic volumes in the future years, local officials have the desire to maintain the integrity of I-95, which is vital to the continued success of shipping and tourism for this area. This facility is the primary route on the east coast used to transport people, goods, and services from as far away as New England and Florida.

The 2011 Robeson County Comprehensive Transportation Plan (CTP) identified I-95 outside the Lumberton CTP planning limits as nearing capacity by the year 2035. The 1995 Lumberton Thoroughfare Plan identified I-95 within the Lumberton Thoroughfare planning area as being over capacity by the year 2010.

CTP Project Proposal

Project Description and Overview

The proposed project (ROBE0019-H) is to widen the existing facility from four lanes to six lanes on an eight lane right-of-way from 0.9 miles south of I-74/US 74 to 0.2 miles north of Powersville Road (SR 1529). The proposed improvements will help to reduce congestion along this facility.

A crash assessment performed during the development of the CTP identified five interchanges and six roadway sections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. Roadway sections of along I-95 experienced a range of 87 to 162 crashes during this time period.

[4] *For more information on the North Carolina I-95 Trucking and Shipping Analysis Study, go to: http://www.driving95.com/assets/pdfs/_Task-6_Trucking_and_Shipping_Analysis.pdf*

Interchanges experienced a range of 16 to 127 crashes during the same period. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationships to Land Use Plans

The Lumberton Land Use Plan[5] (Adopted September 2015) recognizes that Lumberton is anticipating an increase in mostly suburban with some urban residential growth. The residential growth is anticipated to spread outwards from the core of Lumberton to the northern and eastern boundaries of the Lumberton CTP planning area. Anticipated improvement to I-95 will help support industrial and commercial growth along the I-95 corridor in Lumberton.

Linkages to Other Plans and Proposed Project History

Both the 1995 Lumberton Thoroughfare Plan[6] and 2011 Robeson County Comprehensive Transportation Plan[7] recommended widening I-95 from four to six lanes throughout Robeson County.

The 2008 Comprehensive Regional Growth Plan for the Fort Bragg Region Report – Chapter 4 – Transportation[8] produced by the Base Relocation and Closure (BRAC) Task Force profiles eleven counties surrounding Fort Bragg, including Robeson County. The report lists the I-95 widening in Robeson County as a Level 3 project. Level 3 Transportation Improvement Plan projects represent those identified improvements that support connectivity to the interstate system, thus providing access to a larger area for the entire region.

In 2013, the I-95 Economic Impact Study – Travel Demand Modeling[9] report was prepared for NCDOT by Cambridge Systematics. The study assessed the means by which improvements described in the corridor plan will be funded. Several toll and non-toll options were considered. Toll options include "open" versus "closed" toll systems, managed lanes, variable pricing and high occupancy toll lanes. Non-toll options include the Highway Fund, bonds and other financing methods.

The I-95 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network (NCTN)[10]. The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NC Transportation

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[5] *For more information on the Lumberton Land Use Plan, go to:*
http://www.rediscoverdowntownlumberton.org/new-city-land-use-plan.html

[6] *For more information on the Lumberton Thoroughfare Plan, go to:*
http://digital.ncdcr.gov/cdm/compoundobject/collection/p249901coll22/id/655700/rec/1

[7] *For more information on the Robeson County CTP, go to:*
https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Robeson County

[8] *For more information on the Fort Bragg Regional Growth Plan, go to:*
http://www.bracrtf.com/documents/04_Transportation.pdf

[9] *For more information on the North Carolina I-95 Economic Impact Study – Travel Demand Modeling, go to:*
http://www.driving95.com/assets/pdfs/_Task-4_Travel_Demand_Modeling.pdf

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

Network (NCTN) is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity.

Improvements to I-95 have been needed for many years and those improvements are a continual priority for Lumberton and the rest of the state. Currently, the 2016 – 2025 State Transportation Improvement Program (STIP) includes the following projects along this corridor:

- I-4413[11]: A bridge replacement project is being constructed at the US 301 interchange as a part of project I-4413. Safety improvements at this interchange are also underway as a part of project I-5509.
- I-5308: Pavement rehabilitation from the northern planning area boundary to just south of NC 72/711 is currently under construction.
- I-5848: Pavement rehabilitation from 1.0 mile north of NC 72/711 to 0.2 miles north of Carthage Road (SR 1536). This project is funded for construction in state fiscal year 2020.
- I-5849: Pavement rehabilitation from 0.2 miles north of Carthage Road (SR 1536) to 1.4 miles north of US 301. This project is funded for construction in state fiscal year 2020.
- I-5850: Pavement rehabilitation from 1.4 miles north of US 301 to north of Canady Road (SR 1718). This project is funded for construction in state fiscal year 2020.
- I-5879: Interchange improvements at Carthage Road (SR 1536). This project is scheduled for right-of-way in state fiscal year 2021 and construction in 2023.

This project directly connects to the proposed improvements to I-95 (ROBE0001-H) on the south and north termini of this project, NC 211 (ROBE0028-H and ROBE0023-H) west and east of I-95, Carthage Road (SR 1536) (ROBE0035-H), and NC 72 (ROBE0026-H).

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the sections of this project from 0.9 miles south of I-74/US 74 to US 74A and from NC 211 to US 301 are within the local watershed area. The section of the project from 0.4 miles south of Carthage Road (SR 1536) to Carthage Road (SR 1536) is within the natural heritage managed areas and the landscape habitat indicator guilds area. The sections of the project from 1.4 miles south of NC 72/711 to 1.1 miles north of NC 72/711 and from 0.7 miles south of NC 211 to 0.9 miles north of NC 211 are within a natural heritage element occurrence area. The sections of this project from 1.3 miles south of NC 72/711 to 0.8 miles south of NC 72/711, from 0.2 miles south of NC 72/711 to 0.1 miles south of NC 72/711, from 0.1 miles north of NC 72/711 to 0.2 miles north of NC 72/NC 711 and from 0.3 miles south of Carthage Road (SR 1536) to 0.2 miles north of

[11] *For more information, visit the project website at: http://www.ncdot.gov/projects/I95InterchangeLumberton/*

Carthage Road (SR 1536) are adjacent to conservation tax credit properties. The entire section of I-95 throughout the study area is within or adjacent to the national wetland inventory.

Additionally, NCDOT's Structures Management Unit has identified the following bridges along this corridor as structurally deficient (SD) and/or functionally obsolete (FO).

Bridge Number	Facility (On)	Feature (Over)	Condition
144	I-95 Northbound	Cox Road (SR 1541) & CSX Railroad	FO
145	I-95 Southbound	Cox Road (SR 1541) & CSX Railroad	FO
146	I-95 Northbound	Lumber River	FO
148*	Carthage Road (SR 1536)	I-95/US 301	SD & FO
151	Powersville Road (SR 1529)	I-95	FO
486	I-74/US 74 Eastbound	I-95/US 301	FO
487	I-74/US 74 Westbound	I-95/US 301	FO

* Bridge #148 is scheduled for replacement as part of TIP project I-5879.

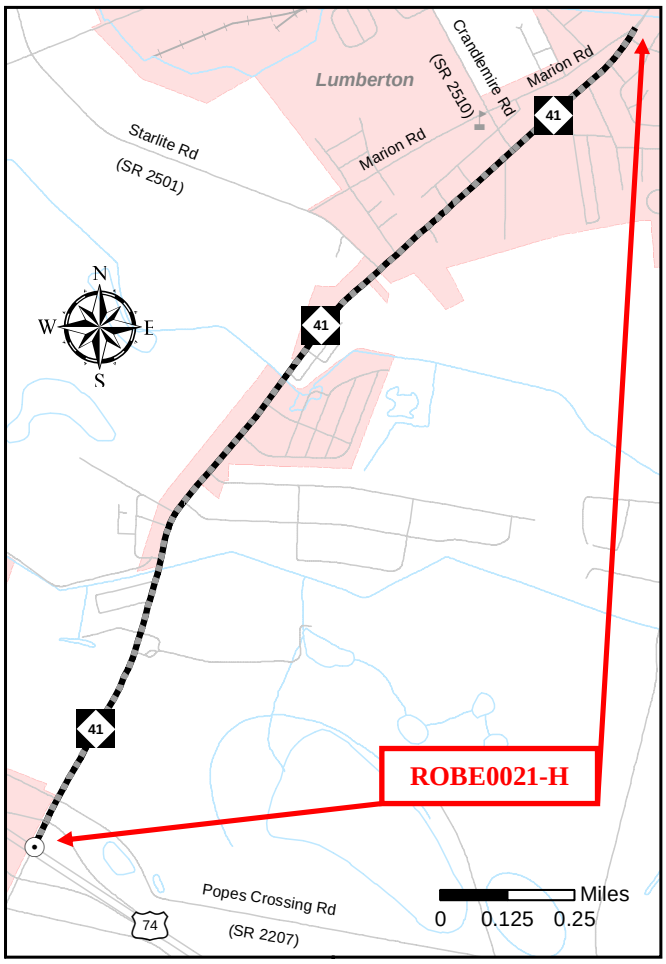
Public/ Stakeholder Involvement

Participants at the Rumba on the River public involvement opportunity held on March 7, 2015 identified I-95 as a corridor that needed to have decreased congestion. For more detailed information on this event, refer to Appendix H.

NC 41 Proposed improvements from Marion Road to I-74/US 74	Local ID: ROBE0021-H Last updated: 08/27/2015

Identified Problem

NC 41 is projected to be near or over capacity by 2040 from I-74/US 74 to Marion Road. Improvements are needed to accommodate projected traffic volumes and improve mobility through southern Lumberton such that a minimum Level of Service (LOS) D can be achieved.



Justification of Need

NC 41 is a major north-south corridor in Lumberton, connecting Lumberton with rural areas of the county. The facility is a vital artery in moving people and goods through Robeson County, connecting Lumberton with NC 87 to the northeast and South Carolina.

NC 41 is currently a two to four lane major thoroughfare with 12 foot lanes. By 2040, based on providing a LOS D, this facility is projected to be:

- Over capacity from I-74/US 74 to Turner Park. Average Annual Daily Traffic (AADT) volume is projected to increase from 12,000 vehicles per day (vpd) in 2014 to 14,200 vpd in 2040, compared to a LOS D capacity of 12,700 vpd.
- Near capacity from Turner Park to Marion Road. Traffic is projected to increase in the range from 9,000 to 10,000 vpd in 2014 to 10,000 to 11,800 vpd in 2040, compared to a LOS D capacity of 12,600 to 12,700 vpd, respectively.

Community Vision and Problem History

The 1995 Lumberton Thoroughfare Plan[12] identified the segment of road from the southern planning area boundary to Marion Road as deficient by 2010. It also identified the segment of road from NC 41/72 (2nd Street) to Lovett Road as deficient by 2010.

[12] *For more information on the Lumberton Thoroughfare Plan, go to:* http://digital.ncdcr.gov/cdm/compoundobject/collection/p249901coll22/id/655700/rec/1

CTP Project Proposal

Project Description and Overview

The proposed project (ROBE0021-H) is to widen the existing facility from two lanes to three lanes with a center left-turn lane from I-74/US 74 to Marion Road. Sidewalks are recommended from Allen Street to Crandlemire Road.

A crash assessment performed during the development of the CTP identified twelve intersections and three roadway sections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. Roadway sections along NC 41 experienced a range of 4 to 19 crashes during this time period. Intersections experienced a range of 10 to 19 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationships to Land Use Plans

This section of NC 41 is the major north-south route from downtown Lumberton to rural southern Robeson County. The northern portion of this section of NC 41 is a heavily strip-developed facility while the southern section is more rural in nature. Much of the business activity in southern Lumberton is located along this facility.

The NC 41 project area falls into the low to medium intensity growth areas in the north, consisting mainly of residential and commercial developments, to industrial growth areas to the south. Slow residential and commercial development as well as moderate industrial development is anticipated along this corridor.

The Lumberton Land Use Plan[13] (Adopted September 2015) recognizes that this area of south Lumberton is anticipating a slow increase in mostly suburban and urban residential growth. There also may be areas of industrial growth along the NC 41 corridor through southern Lumberton. The proposed improvements to NC 41 will help support industrial growth along the NC 41 corridor in southern Lumberton.

Linkages to Other Plans and Proposed Project History

The 1995 Lumberton Thoroughfare Plan recommended widening NC 41 from two to four lanes from I-74/US 74 to Marion Road and four to six lanes from Lovett Road (SR 2204) to NC 41/NC 72 (2nd Street).

This project directly connects to the proposed improvements to I-74/US 74 (ROBE0020-H) at the southern termini of this project.

Improvements for this facility were also referenced in the Lumberton Land Use Plan.

[13] *For more information on the Lumberton Land Use Plan, go to: http://www.rediscoverdowntownlumberton.org/new-city-land-use-plan.html*

Multi-modal Considerations

Sidewalks currently exist (on one or both sides) on NC 41 from Crandlemire Road to Marion Road. The proposed highway improvements should include the addition of sidewalks on both sides from Allen Street to Crandlemire Road. Transit service has been proposed as well along NC 41 from Crandlemire Road to Marion Road via the South East Area Transit System.

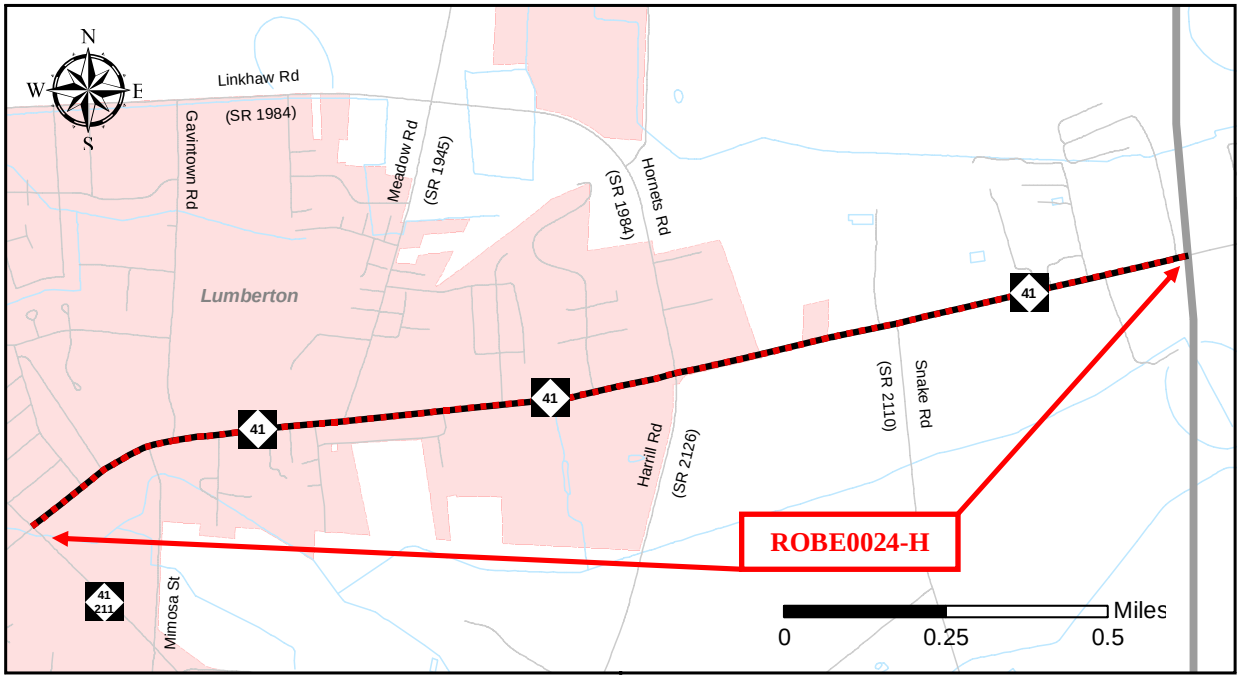
Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the section of the project from Crandlemire Road to Marion Road is within a natural heritage element occurrence area.

Public/ Stakeholder Involvement

The CTP Steering Committee as well as respondents to the goals and objectives survey conducted for the CTP identified traffic safety along NC 41 as a major concern. For more detailed information on the goals and objectives survey, refer to Appendix H.

NC 41 Proposed improvements from NC 211 (Roberts Avenue) to 0.6 miles northeast of Snake Road (SR 2110) **Local ID: ROBE0024-H** **Last updated: 08/27/2015**



Identified Problem

NC 41 is projected to be over capacity by 2040 from NC 211 (Roberts Avenue) to 0.6 miles northeast of Snake Road (SR 2110). Improvements are needed to accommodate projected traffic volumes and improve mobility through eastern Lumberton such that a minimum Level of Service (LOS) D can be achieved.

Justification of Need

NC 41 is a major north-south corridor in Lumberton. It is currently a two to three lane major thoroughfare with 12 foot lanes. By 2040, this facility is projected to be over capacity as indicated in the table below.

Section (From – To)	2014 AADT[1]	2040 AADT	2014 Capacity[2]
NC 211 - Hornets Road (SR 2033)	12,000 - 13,000	17,100 - 18,200	14,900
Hornets Road (SR 2033) - east of Snake Road (SR 2110)	10,000 - 12,000	15,400 - 18,000	12,700 - 17,200

[1] *Annual Average Daily Traffic (AADT) given in vehicles per day (vpd)*
[2] *Existing capacity based on a LOS D*

Community Vision and Problem History

The 1995 Lumberton Thoroughfare Plan[14] identified the segment of road from NC 41 to the eastern planning area boundary as deficient by 2010.

CTP Project Proposal

Project Description and Overview

The proposed project (ROBE0024-H) is to widen the existing facility to a four lane divided boulevard with left turn lanes at major intersections and points of activity from NC 211 (Roberts Avenue) to 0.6 miles northeast of Snake Road (SR 2110). Sidewalks are recommended on both sides NC 41 from NC 211 to Hornets Road (SR 2033).

A crash assessment performed during the development of the CTP identified five intersections and two roadway sections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. The two roadway sections along NC 41 experienced a range of 13 to 14 crashes during this time period. The five intersections experienced a range of 6 to 94 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationships to Land Use Plans

This section of NC 41 is the major north-south route from Lumberton to rural northeastern Robeson County. The southern portion of this section of NC 41 is a heavily strip-developed facility while the northern section is more rural in nature. Much of the business activity in east Lumberton is located along this facility.

The Lumberton Land Use Plan[15] (Adopted September 2015) recognizes that this area of eastern Lumberton is anticipating a moderate increase in mostly suburban and urban residential growth. There also may be areas of commercial growth along the NC 41 corridor through eastern Lumberton. The anticipated improvement to NC 41 will help support commercial growth along the NC 41 corridor in eastern Lumberton.

The NC 41 project area falls into the high intensity growth area near NC 211, medium intensity growth between Gavintown Road and Hornets Road (SR 2033), and low intensity growth east of Hornets Road (SR 2033). Moderate residential and commercial development is anticipated along this corridor.

[14] *For more information on the Lumberton Thoroughfare Plan, go to:* *http://digital.ncdcr.gov/cdm/compoundobject/collection/p249901coll22/id/655700/rec/1*

[15] *For more information on the Lumberton Land Use Plan, go to:* *http://www.rediscoverdowntownlumberton.org/new-city-land-use-plan.html*

Linkages to Other Plans and Proposed Project History

The 1995 Lumberton Thoroughfare Plan recommended widening NC 41 to a four lane divided boulevard from NC 211 to 0.6 miles northeast of Snake Road (SR 2110). The 2011 Robeson County CTP[16] recommended widening NC 41 to two 12 foot lanes with paved shoulders and left turn bays at major intersections.

This project directly connects to the proposed improvements to NC 211 (Roberts Avenue) (ROBE0024-H) on the southwest termini of this project, Meadow Road (SR 1945) (ROBE0047-H), and Hornets Road (SR 2033) (ROBE0042-H).

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the entire length of this project is within the local watershed area. The section of the project from NC 211 to Meadow Road (SR 1945) is within natural heritage element occurrence areas.

Multi-modal Considerations

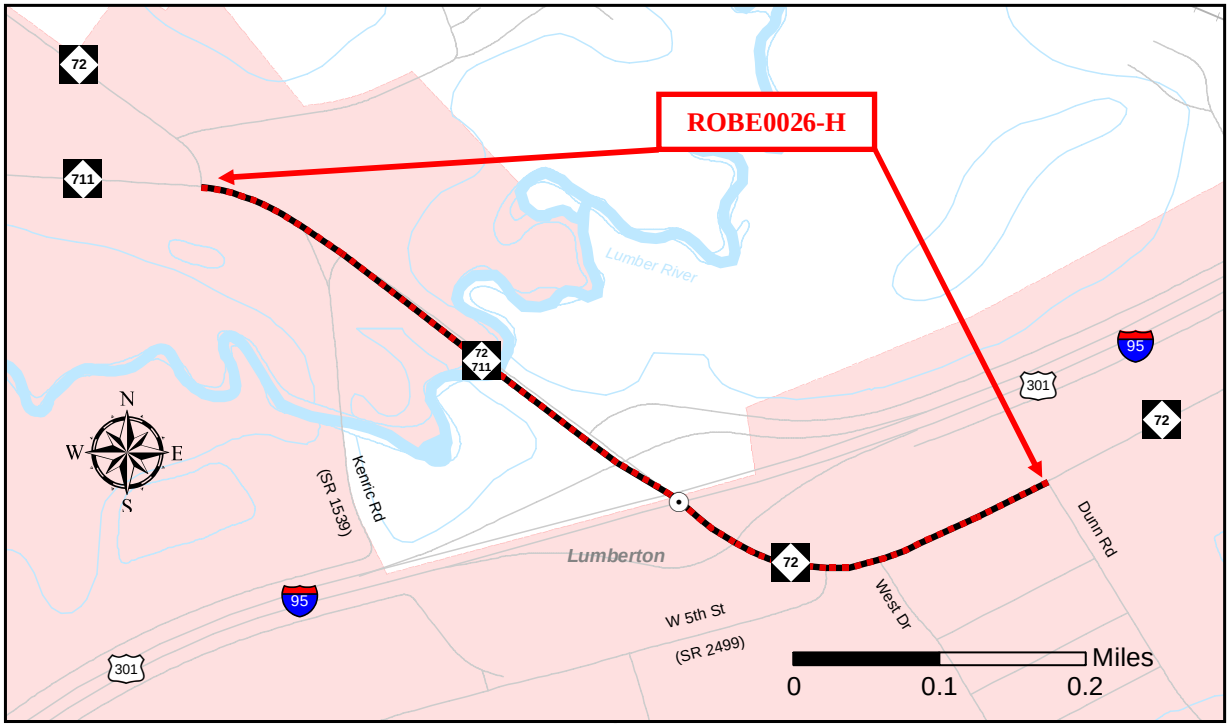
The proposed highway improvements should include the addition of sidewalks on both sides of NC 41 from NC 211 to Hornets Road (SR 2033). Transit service has been proposed as well along NC 41 from NC 211 to Hornets Road (SR 2033) via the South East Area Transit System.

Public/ Stakeholder Involvement

The CTP Steering Committee as well as respondents to the goal and objective survey conducted for the CTP identified traffic safety along NC 41 as major concern. For more detailed information on the goals and objectives survey, refer to Appendix H.

[16] *For more information on the Robeson County CTP, go to: https://connect.ncdot.gov/projects/planning/Pages/Comprehensive-Transportation-Plans.aspx.*

NC 72 Proposed improvements from NC 711 to Dunn Road	Local ID: ROBE0026-H Last updated: 08/27/2015



Identified Problem

NC 72 is projected to be near or over capacity by 2040 from NC 711 to Dunn Road. Improvements are needed to accommodate projected traffic volumes and improve mobility through southwest Lumberton such that a minimum Level of Service (LOS) D can be achieved.

Justification of Need

NC 72 is a major east-west corridor in Lumberton, connecting Lumberton with rural areas in the western and southeastern parts of the county. The facility is a vital artery in moving people and goods through Robeson County, ultimately connecting Lumberton with Pembroke to the northwest and I-74/US 74 and Whiteville to the southeast.

NC 72 is currently a three lane major thoroughfare with 12 foot lanes and center left turn lane from NC 711 to Kendric Road (SR 1539), a five lane major thoroughfare with 12 foot lanes and center left-turn lane from Kendric Road (SR 1539) to Dunn Road. By 2040, this facility is projected to be over capacity from NC 711 to Kendric Road (SR 1539) based on providing a LOS D. Average Annual Daily Traffic (AADT) is projected to increase along this section of NC 72 from 20,000 vehicles per day (vpd) in 2014 to 23,700 vpd in 2040, compared to a LOS D capacity of 16,000 vpd. By 2040, this facility is projected to be near capacity from Kendric Road (SR 1539) to Dunn Road based on

providing a LOS D. Traffic is projected to increase along this section of NC 72 in range from 19,000 to 22,000 vpd in 2014 to 22,700 to 26,200 vpd in 2040, compared to a LOS D capacity of 28,100 to 29,900 vpd.

Community Vision and Problem History

The 1995 Lumberton Thoroughfare Plan[17] identified the segment of road from NC 711 to Dunn Road as deficient by 2010.

CTP Project Proposal

Project Description and Overview

The proposed project (ROBE0026-H) is to widen the existing facility to a four lane divided boulevard from NC 711 to Dunn Road with left turn lanes at major intersections and points of activity. Sidewalks are recommended along both sides of NC 72 from West 5th Street (SR 2499) to Dunn Road.

A crash assessment performed during the development of the CTP identified seven intersections and two roadway sections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. The seven roadway sections along NC 72 experienced a range of 7 to 27 crashes during this time period. The seven intersections experienced a range of 10 to 127 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationship to Land Use Plans

This section of NC 72 is the major east-west route from Lumberton to Pembroke and rural western Robeson County. This section of NC 72 is lightly developed west of I-95 and heavily developed east of I-95, consisting primarily of businesses, retail developments, service establishments and commercial enterprises. As one of the main exits from I-95 into downtown Lumberton, NC 72 carries a lot of traffic into the heart of the city as well as to several county and municipal complexes, both east and west of the interstate.

The Lumberton Land Use Plan[18] (Adopted September 2015) recognizes that this area of Lumberton is anticipating a slow increase in mostly urban residential growth. There also may be areas of commercial growth along the NC 72, especially closer to I-95 as well as institutional growth near the intersection of NC 711. The anticipated improvement to NC 72 will help support commercial and institutional growth along the corridor.

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[17] *For more information on the Lumberton Thoroughfare Plan, go to: http://digital.ncdcr.gov/cdm/compoundobject/collection/p249901coll22/id/655700/rec/1*

[18] *For more information on the Lumberton Land Use Plan, go to: http://www.rediscoverdowntownlumberton.org/new-city-land-use-plan.html*

Linkages to Other Plans and Proposed Project History

The 1995 Lumberton Thoroughfare Plan recommended widening NC 72 to a six lane divided facility from NC 711 to Dunn Road.

This project directly connects to the proposed improvements to I-95 (ROBE0019-H) and NC 72 (ROBE0025-H).

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the section of this project from NC 711 to I-95 is within a high quality waters and outstanding resource water management area, a natural heritage element occurrence area, a significant natural heritage area, and crosses the Lumber River which is a national wetlands inventory area. The section of this project from NC 711 to 0.1 miles south of Kendric Road (SR 1539) is within a natural heritage element occurrence area. The proposed project is also adjacent to a managed area, a land and water conservation fund area and conservation tax credit property. It also crosses a landscape habitat indicator guilds area.

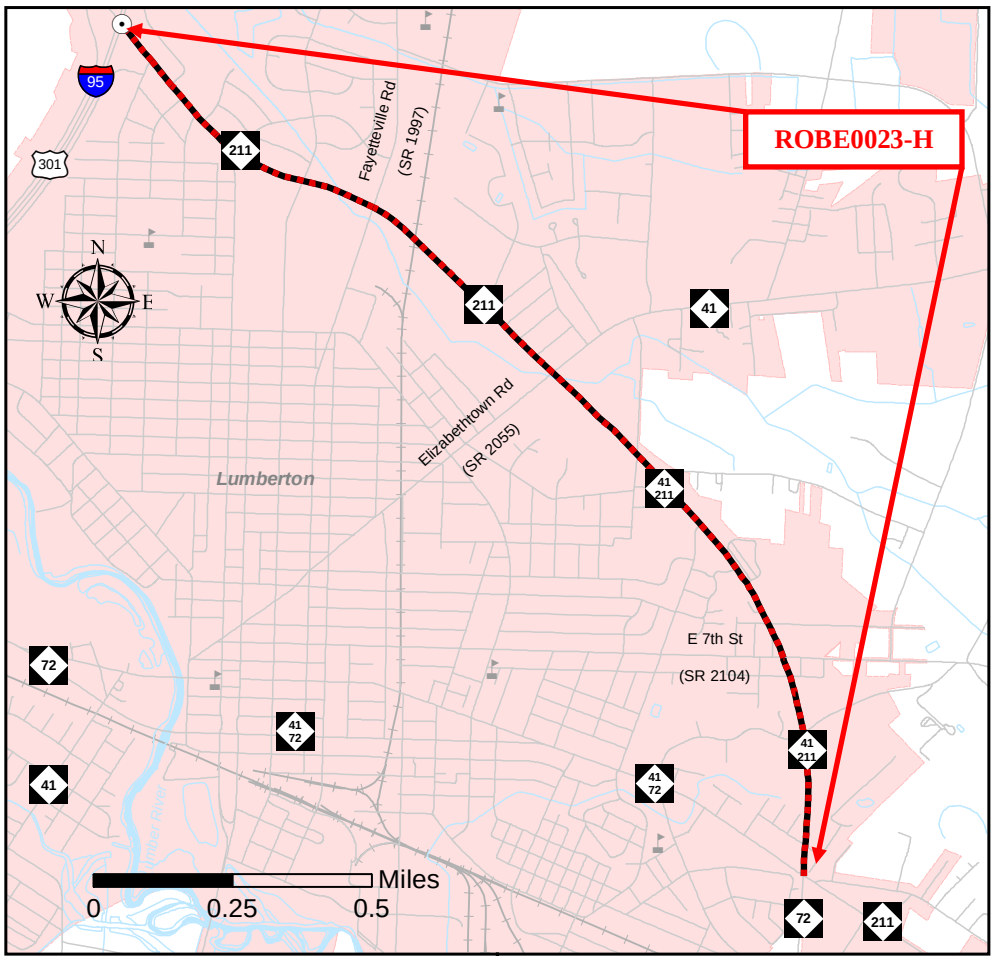
Multi-modal Considerations

Sidewalks are proposed along both sides of NC 72 from West 5th Street (SR 2499) to Dunn Road. Transit service has been proposed as well along NC 72 from NC 711 to Dunn Road via the South East Area Transit System.

Public/ Stakeholder Involvement

No significant issues associated with this project were identified during the public/stakeholder involvement process.

NC 211 Proposed improvements from NC 41/NC 72 to I-95	Local ID: ROBE0023-H Last updated: 08/27/2015



Identified Problem

NC 211 is projected to be near or over capacity by 2040 from East 7th Street (SR 2104) to I-95. Improvements are needed to accommodate projected traffic volumes and improve mobility through Lumberton such that a minimum Level of Service (LOS) D can be achieved.

Justification of Need

NC 211 is a major north-south corridor in Lumberton, connecting Lumberton with rural areas in the northern and southern parts of the county. This facility connects Lumberton with Red Springs and Raeford to the northwest and Bladenboro to the southeast.

NC 211 is currently a five lane major thoroughfare with 12 foot lanes. By 2040, this facility is projected to be near capacity from E 7th Street (SR 2104) to Fayetteville Road (SR 1997) based on providing a LOS D. Average Annual Daily Traffic (AADT) is projected to increase along this section of NC 211 in range from 18,000 to 23,000

vehicles per day (vpd) in 2014 to 25,000 to 29,600 vpd in 2040, compared to a LOS D capacity of 29,600 vpd. By 2040, this facility is projected to be over capacity from Fayetteville Road (SR 1997) to I-95 based on providing a LOS D. Traffic is projected to increase along this section of NC 211 in range from 24,000 to 28,000 vpd in 2014 to 29,600 to 34,200 vpd in 2040, compared to a LOS D capacity of 28,100 vpd.

Community Vision and Problem History

The 1995 Lumberton Thoroughfare Plan[19] identified the segment of NC 211 from Fayetteville Road (SR 1997) to I-95 as deficient by 2010.

CTP Project Proposal

Project Description and Overview

The proposed project (ROBE0023-H) is to widen the existing five lane undivided facility to a four lane boulevard from NC 41/72 to Fayetteville Road (SR 1997) and to a six lane divided boulevard from Fayetteville Road (SR 1997) to I-95. Sidewalks are recommended on both sides of the facility and left-turn lanes are recommended at major intersections and points of activity.

A crash assessment performed during the development of the CTP identified twenty-one intersections and seven roadway sections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. The seven roadway sections along NC 211 experienced a range of 9 to 36 crashes during this time period. The twenty-one intersections experienced a range of 6 to 140 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationships to Land Use Plans

This section of NC 211 is the major north-south route from Lumberton to rural southeastern Robeson County. Much of the business activity in Lumberton is located along this facility. The section of NC 211 between NC 41 and I-95 is heavily developed, consisting primarily of retail developments, service establishments and commercial enterprises. The K-Mart shopping center is a major traffic generator that is located just off NC 211, just east of I-95. NC 211 is also the primary access to the Southeastern Regional Medical Center Hospital from I-95 and points north and west.

The Lumberton Land Use Plan[20] (Adopted September 2015) recognizes that this area of Lumberton is anticipating a slow to moderate increase in mostly suburban and urban residential growth. There also may be areas of commercial growth along the NC 211

[19] *For more information on the Lumberton Thoroughfare Plan, go to:* *http://digital.ncdcr.gov/cdm/compoundobject/collection/p249901coll22/id/655700/rec/1*

[20] *For more information on the Lumberton Land Use Plan, go to:* *http://www.rediscoverdowntownlumberton.org/new-city-land-use-plan.html*

corridor through Lumberton, especially closer to I-95. The anticipated improvement to NC 211 will help support commercial growth along the NC 211 corridor.

The NC 211 project area falls into the high intensity growth area near the intersections of I-95, Fayetteville Road (SR 1997), NC 41, and NC 72, while the rest of project area falls into the low to medium intensity growth area. Slow to moderate residential development as well as moderate to intense commercial development is anticipated along this corridor.

Linkages to Other Plans and Proposed Project History

The 1995 Lumberton Thoroughfare Plan recommended widening NC 211 to a seven lane facility from Fayetteville Road (SR 1997) to I-95.

This project directly connects to the proposed improvements to NC 72 (ROBE0027-H) on the southeastern termini of this project, East 7th Street/Seventh Street Road (SR 2014) (ROBE0031-H), NC 41 (ROBE0024-H), Fayetteville Road (SR 1997) (U-5797), and I-95 (ROBE0019-H) on the northern termini of this project.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the section of this project from Oak Street to I-95 is within the local watershed area. The section of the project from Hardin Road (SR 2128) to I-95 is within a natural heritage element occurrence area. Additionally, Meadowbrook Cemetery is located adjacent to the proposed project and occupies the entire southwest quadrant of the intersection with NC 211 (Roberts Avenue). The proposed project also has an at grade crossing with the railroad.

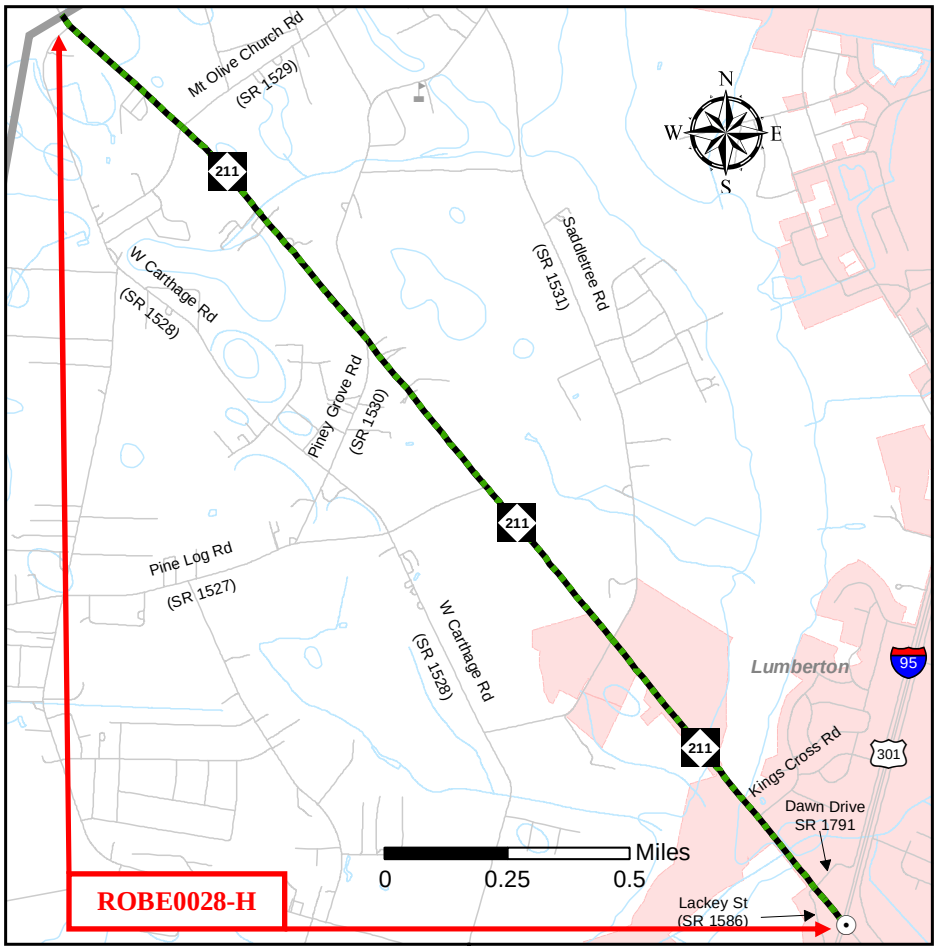
Multi-modal Considerations

Sidewalks are being proposed on both sides of NC 211 from NC 72 to I-95 as part of the proposed project. Transit service has been proposed as well along NC 211 from NC 72 to N Rowland Avenue via the South East Area Transit System.

Public/ Stakeholder Involvement

Respondents to the goals and objectives survey conducted for the CTP identified traffic safety, truck traffic, and congestion along NC 211 as major concerns. Additionally, NC 211 was identified as desirable for providing pedestrian facilities. For more detailed information on the goals and objectives survey, refer to Appendix H.

NC 211 Proposed improvements from I-95 to West Carthage Road (SR 1528)	Local ID: ROBE0028-H Last updated: 08/27/2015



Identified Problem

NC 211 is projected to be near or over capacity by 2040 from I-95 to West Carthage Road (SR 1528). Improvements are needed to accommodate projected traffic volumes and improve mobility through northwest Lumberton such that a minimum Level of Service (LOS) D can be achieved.

Justification of Need

NC 211 is a major north-south corridor in Lumberton, connecting Lumberton with Red Springs and Raeford to the northwest and Bladenboro to the southeast. NC 211 is currently a two to three lane major thoroughfare with 12 foot lanes. By 2040, this facility is projected to be over capacity from I-95 to Kings Cross Road based on providing a LOS D. Annual Average Daily Traffic (AADT) is projected to increase along this section of NC 211 from 13,000 vehicles per day (vpd) in 2014 to 16,800 vpd in 2040, compared to a LOS D capacity of 14,900 vpd. By 2040, this facility is also projected to be near capacity from Kings Cross Road to West Carthage Road (SR 1528) based on providing

a LOS D. Traffic is projected to increase along this section of NC 41 in range from 8,300 to 9,000 vpd in 2014 to 9,700 to 10,500 vpd in 2040, compared to a LOS D capacity of 12,700 vpd.

Community Vision and Problem History

The 1995 Lumberton Thoroughfare Plan[21] identified the segment of road from I-95 to Saddletree Road (SR 1531) as deficient by 2010.

CTP Project Proposal

Project Description and Overview

The proposed project (ROBE0028-H) is to widen the existing two to three lane undivided facility to a four lane expressway from I-95 to West Carthage Road (SR 1528). A multi-use path is recommended along NC 211 from I-95 to Kings Cross Road.

A crash assessment performed during the development of the CTP identified six intersections and eight roadway sections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. The eight roadway sections along NC 211 experienced a range of 7 to 27 crashes during this time period. The six intersections experienced a range of 10 to 58 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationships to Land Use Plans

This section of NC 211 is the major north-south route from Lumberton to Red Springs, rural northwestern Robeson County, Raeford, and Southern Pines. A lot of interstate business activity is located along the southern section of this facility near I-95. The section of NC 211 between I-95 and W Carthage Road (SR 1528) is sparely developed, consisting primarily of retail developments, service establishments and commercial enterprises near I-95.

The Lumberton Land Use Plan[22] (Adopted September 2015) recognizes that this area of Lumberton is anticipating a slow increase in mostly rural and suburban residential growth. There also may be areas of commercial growth along the NC 211, especially closer to I-95. The anticipated improvement to NC 211 will help support commercial growth along the NC 211 corridor.

The NC 211 project area falls into the high intensity and/or industrial growth area near the intersection of I-95, medium intensity growth around Saddletree Road (SR 1531),

[21] *For more information on the Lumberton Thoroughfare Plan, go to:* *http://digital.ncdcr.gov/cdm/compoundobject/collection/p249901coll22/id/655700/rec/1*

[22] *For more information on the Lumberton Land Use Plan, go to:* *http://www.rediscoverdowntownlumberton.org/new-city-land-use-plan.html*

and rural growth elsewhere. Slow residential development as well as slow to moderate commercial and industrial development is anticipated along this corridor, especially as it nears I-95.

Linkages to Other Plans and Proposed Project History

The 1995 Lumberton Thoroughfare Plan recommended widening NC 211 to a four lane facility from I-95 to Saddletree Road (SR 1531). The 2011 Robeson County CTP[23] recommended widening NC 211 to a four lane divided expressway from the Lumberton CTP planning area boundary to the Red Springs CTP planning area boundary

This project directly connects to the proposed improvements to I-95 (ROBE0019-H) on the southeastern termini of this project, Dawn Drive (SR 1791) (ROBE0037-H), and Lackey Street (SR 1586) (ROBE0045-H).

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the section of this project from 0.4 miles north of Dawn Drive (SR 1791) to 0.4 miles south of Saddletree Road (SR 1531) is within a landscape habitat indicator guilds managed area. The section of this project from Mount Olive Church Road (SR 1529) to West Carthage Road (SR 1528) is within the water supply watershed. The sections of this project from I-95 to 0.4 miles north of I-95 and from Mount Olive Church Road (SR 1529) to West Carthage Road (SR 1528) are within the local watershed area. The section of this project from Mount Olive Church Road (SR 1529) to West Carthage Road (SR 1528) is within a natural heritage element occurrence area. French Park, a city maintained park facility, is located along this project near Kings Cross Road. The proposed project also crosses several national wetland inventory areas.

Multi-modal Considerations

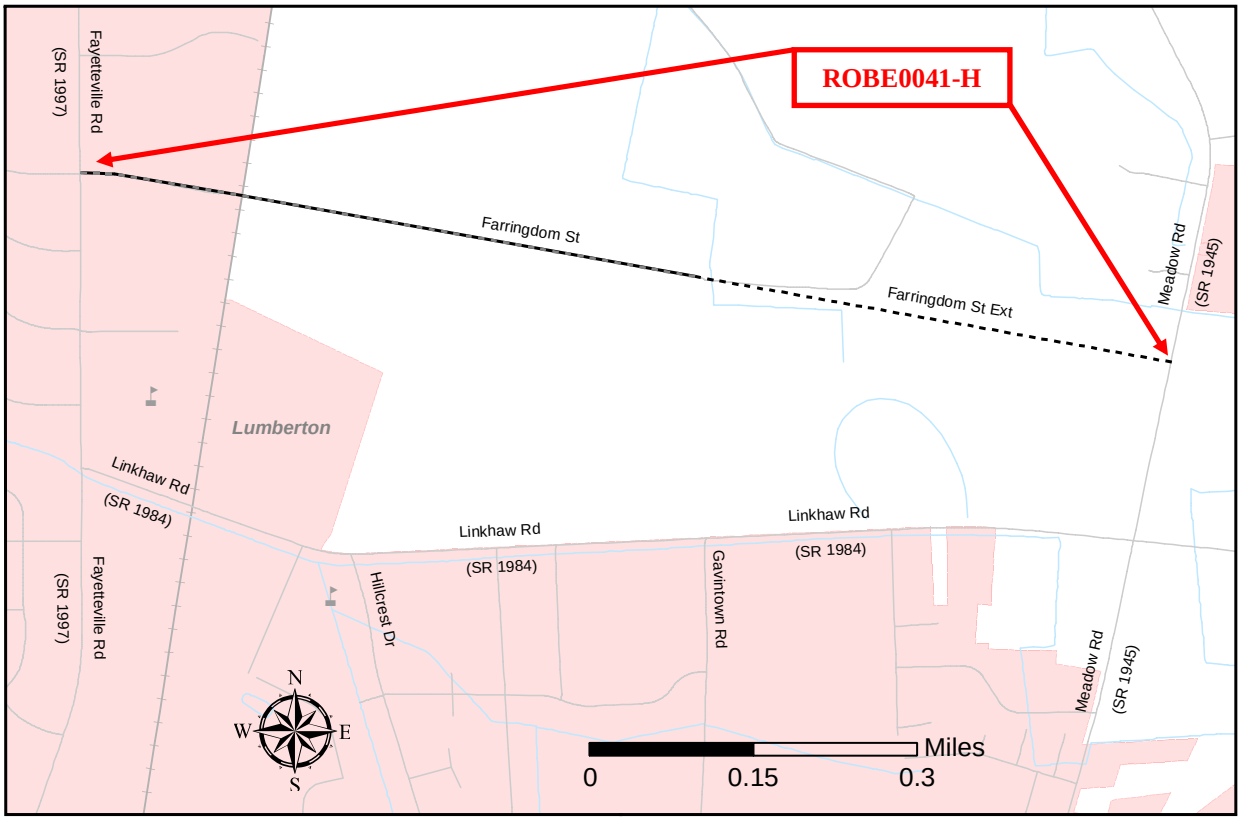
A multi-use path is being proposed along NC 211 from I-95 to Kings Cross Road.

Public/ Stakeholder Involvement

During the March 17, 2015 public involvement workshop held at the West Lumberton Jaycee Hut, NC 211 was identified as a high priority for providing bicycle and pedestrian facilities from the west side of I-95 to the east side of I-95. For more detailed information about this event, refer to Appendix H.

[23] *For more information on the Robeson County CTP, go to: https://connect.ncdot.gov/projects/planning/Pages/Comprehensive-Transportation-Plans.aspx.*

Farringdom Street Proposed Extension from 0.2 miles east of Fayetteville Road (SR 1997) to Meadow Road (SR 1945)	Local ID: ROBE0041-H Last updated: 08/27/2015



Identified Problem

Linkhaw Road (SR 1984) is projected to be over capacity by 2040 from Fayetteville Road (SR 1997) to Meadow Road (SR 1945). Improvements are needed to accommodate projected traffic volumes and improve mobility through Lumberton such that a minimum Level of Service (LOS) D can be achieved.

Justification of Need

Linkhaw Road (SR 1984) is an east-west corridor in northeastern Lumberton, connecting areas east of Lumberton to the primary commercial strip development along Fayetteville Road (SR 1997).

Linkhaw Road (SR 1984) is currently a three lane minor thoroughfare with a center left-turn lane from Fayetteville Road (SR 1997) to 0.1 miles west of Hillcrest Drive and a two lane facility from 0.1 miles west of Hillcrest Drive to Meadow Road (SR 1945). By 2040, this facility is projected to be over capacity from Fayetteville Road (SR 1997) to Meadow Road (SR 1945) based on providing a LOS D. Annual Average Daily Traffic (AADT) is projected to increase along this section of Linkhaw Road (SR 1984) in range from 8,800 to 9,600 vehicles per day (vpd) in 2014 to 13,800 to 16,500 vpd in 2040, compared to a LOS D capacity of 12,900 and 14,300 vpd, respectively.

Community Vision and Problem History

The 1995 Lumberton Thoroughfare Plan[24] identified Linkhaw Road (SR 1984) from Fayetteville Road (SR 1997) to Gavintown Road as deficient by 2010.

CTP Project Proposal

Project Description and Overview

The proposed project (ROBE0041-H) is to widen and extend Farringdom Street as a two lane minor thoroughfare from its current termini 0.7 miles east of Fayetteville Road (SR 1997) to Meadow Road (SR 1945). Sidewalks are recommended from the existing Farringdom Street to Meadow Drive (SR 1945).

A crash assessment performed during the development of the CTP identified two intersections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. During this time period there were 64 crashes at the intersection of Linkhaw Road (SR 1984) and Fayetteville Road (SR 1997) and eight crashes at the intersection of Linkhaw Road (SR 1984) and Meadow Road (SR 1945). The proposed improvements should help to reduce congestion along this facility.

Relationship to Land Use Plans

This section of Linkhaw Road (SR 1984) is heavily developed on the west end closer to Fayetteville Road (SR 1997) and consists primarily of businesses, retail developments, service establishments and commercial enterprises while the eastern end of this facility is more rural in nature. As a key route between areas east of Lumberton to northern Lumberton, this facility carries traffic into the business area of northern Lumberton.

The western portion of this project near Fayetteville Road (SR 1997) provides direct access to Lumberton Senior High School, an educational facility with over 2,000 students. The western portion of the project includes other commercial developments. These developments, especially near Fayetteville Road (SR 1997), make it very difficult to do any significant capacity improvements to Linkhaw Road (SR 1984). Northeast Park, a municipal recreational facility with multiple ball fields and other activities capable of hosting large tournaments, is located on Hornets Road (SR 2033) just to the east of this proposed project.

The Lumberton Land Use Plan[25] (Adopted September 2015) recognizes that this area of Lumberton is anticipating a moderate to large increase in mostly suburban residential growth. There also may be areas of commercial growth along Farringdon Street, especially near Fayetteville Road (SR 1997). The anticipated improvement to

[24] *For more information on the Lumberton Thoroughfare Plan, go to:* *http://digital.ncdcr.gov/cdm/compoundobject/collection/p249901coll22/id/655700/rec/1*

[25] *For more information on the Lumberton Land Use Plan, go to:* *http://www.rediscoverdowntownlumberton.org/new-city-land-use-plan.html*

Farringdom Street should help support residential and commercial improvement along the corridor.

Linkages to Other Plans and Proposed Project History

The 1995 Lumberton Thoroughfare Plan recommended extending Peterson Drive from Fayetteville Road (SR 1997) to Meadow Road (SR 1945) as a four lane facility. This project directly connects to the proposed improvements to Fayetteville Road (SR 1997) (U-5797) on the western termini of this project and Meadow Road (SR 1945) (ROBE0047-H) on the eastern termini of this project.

A feasibility study (FS-0806A) for Linkhaw Road (SR 1984) was completed on December 14, 2010. The feasibility study recommended widening and improving Linkhaw Road (SR 1984) to a four lane divided facility from Fayetteville Road (SR 1997) to Meadow Road (SR 1945).

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project has an at grade crossing with the railroad and is within the local watershed and natural heritage element occurrence areas.

Multi-modal Considerations

Sidewalks are being proposed along this entire section of Farringdom Street Extension from the existing Farringdom Street to Meadow Drive (SR 1945).

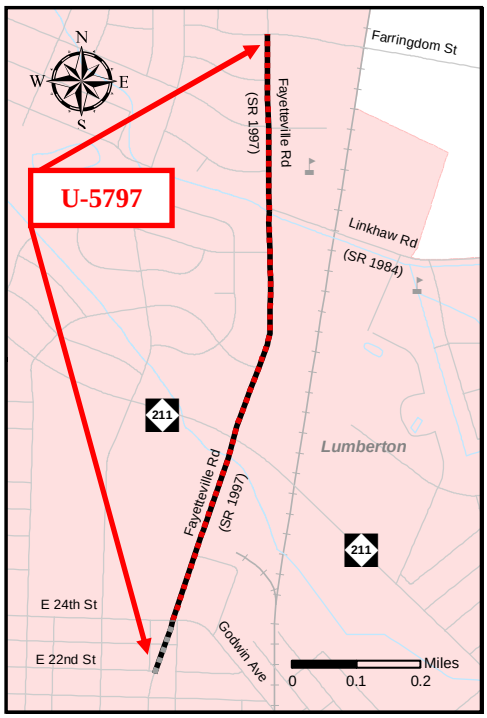
Public/ Stakeholder Involvement

No significant issues associated with this project were identified during the public/stakeholder involvement process.

Fayetteville Road (SR 1997) Proposed improvements from East 22nd Street to Farringdom Street	Local ID: U-5797 Last updated: 08/27/2015

Identified Problem

Fayetteville Road (SR 1997) is projected to be near or over capacity by 2040 from E 22nd Street to Farringdom Street. Improvements are needed to accommodate projected traffic volumes and improve mobility through Lumberton such that a minimum Level of Service (LOS) D can be achieved.



Justification of Need

Fayetteville Road (SR 1997) is a major north-south corridor in Lumberton, connecting downtown Lumberton with northern Lumberton and US 301. Fayetteville Road (SR 1997) is currently a three lane facility with center left-turn lane from East 22nd Street to Godwin Avenue/East 24th Street, a four lane undivided facility from Godwin Avenue/East 24th Street to NC 211, and a five lane facility with center left-turn lane from NC 211 to Farringdom Street.

By 2040, this facility is projected to be over capacity from NC 211 (Roberts Avenue) to Farringdom Street based on providing a LOS D. Annual Average Daily Traffic (AADT) is projected to increase along this section of Fayetteville Road (SR 1997) in range from 26,000 to 29,000 vehicles per day (vpd) in 2014 to 33,900 to 37,800 vpd in 2040, compared to a LOS D capacity of 29,900 vpd. By 2040, this facility is projected to be near capacity from East 22nd Street to Godwin Avenue/East 24th Street based on providing a LOS D. Traffic is projected to increase along this section of Fayetteville Road (SR 1997) from 10,000 vpd in 2014 to 13,300 vpd in 2040, compared to a LOS D capacity of 13,700 vpd.

While the facility is currently a four lane undivided major thoroughfare from Godwin Avenue/East 24th Street to NC 211 (Roberts Avenue) and can handle existing and future traffic projections, left turning vehicles pose conflicts with through traffic using the left lanes. There is also only one southbound lane on Fayetteville Road (SR 1997) just south of NC 211 (Roberts Avenue) because the other lane is being used as a left-turn lane for northbound traffic.

Community Vision and Problem History

The 1995 Lumberton Thoroughfare Plan[26] identified the segment of road from NC 211 (Roberts Avenue) to Farringdom Street as deficient by 2010.

CTP Project Proposal

Project Description and Overview

The proposed project (U-5797) includes:

- improving the existing facility via access management strategies from East 22nd Street to Godwin Avenue/East 24th Street;
- widening to a four lane divided boulevard from East 24th Street/Godwin Avenue to NC 211 with left-turn lanes at major points of activity; and
- widening to a six lane divided boulevard from NC 211 to Farringdom Street with left-turn lanes at major intersections and points of activity.

Each of these improvements includes sidewalks and wide outside lanes for bicycle accommodations.

A crash assessment performed during the development of the CTP identified ten intersections and three roadway sections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. Roadway sections along Fayetteville Road (SR 1997) experienced a range of 13 to 33 crashes during this time period. Intersections experienced a range of 5 to 140 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationship to Land Use Plans

This section of Fayetteville Road (SR 1997) is heavily developed south of NC 211 (Roberts Avenue) consisting primarily of industrial developments, with limited commercial enterprises. The section north of NC 211 (Roberts Avenue) is also heavily developed, however, consists of primarily of businesses, retail developments, service establishments and commercial enterprises. As the main multi-lane route between downtown Lumberton and northern Lumberton, this route carries a significant amount of traffic into the heart of the city as well as to the primary strip development in Lumberton. Fayetteville Road (SR 1997) also provides direct access to Lumberton Senior High School located in the northeast quadrant of the intersection with Linkhaw Road (SR 1984).

The Lumberton Land Use Plan[27] (Adopted September 2015) recognizes that this area of Lumberton is anticipating a moderate increase in mostly suburban residential growth.

[26] *For more information on the Lumberton Thoroughfare Plan, go to:* *http://digital.ncdcr.gov/cdm/compoundobject/collection/p249901coll22/id/655700/rec/1*

There also may be areas of commercial growth along Fayetteville Road (SR 1997), especially north of NC 211 (Roberts Avenue) as well as limited industrial growth south of NC 211 (Roberts Avenue). The anticipated improvement to Fayetteville Road (SR 1997) will help support commercial and industrial growth along the corridor.

Linkages to Other Plans and Proposed Project History

This project directly connects to the proposed improvements to NC 211 (ROBE0023-H), Farringdom Street (ROBE0041-H), and N Pine Street (SR 1997) (ROBE0049-H) on the southern termini of the project.

A feasibility study (FS-0806A) for this project was completed on December 14, 2010. The feasibility study recommended widening and improving the existing facility to a six lane divided facility from East 22nd Street to Farringdom Street.

Project U-5797 is included in the 2016-2025 STIP and is funded for right of way acquisition in state fiscal year 2022 and construction in 2024.

Improvements for this facility were also referenced in the Lumberton Land Use Plan.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, this project crosses a national wetland area, Ivey Branch, and the entire project is within the local watershed area as well as a natural heritage occurrence area. Meadowbrook Cemetery is located adjacent to the proposed project and occupies the entire southwest quadrant of the intersection with NC 211 (Roberts Avenue).

Multi-modal Considerations

Sidewalks and bicycle accommodations are being proposed along this entire section of Fayetteville Road (SR 1997) from East 22nd Street to Farringdom Street.

Public/ Stakeholder Involvement

Respondents to the goal and objective survey conducted for the CTP identified traffic safety and truck traffic along Fayetteville Road (SR 1997) as major concerns. Participants in The Rumba on the River public involvement opportunity also identified traffic safety, congestion, and better access as major concerns. Additionally, Fayetteville Road (SR 1997) was identified as desirable for providing bicycle and/or pedestrian facilities. For more detailed information on this event or the goals and objectives survey, refer to Appendix H.

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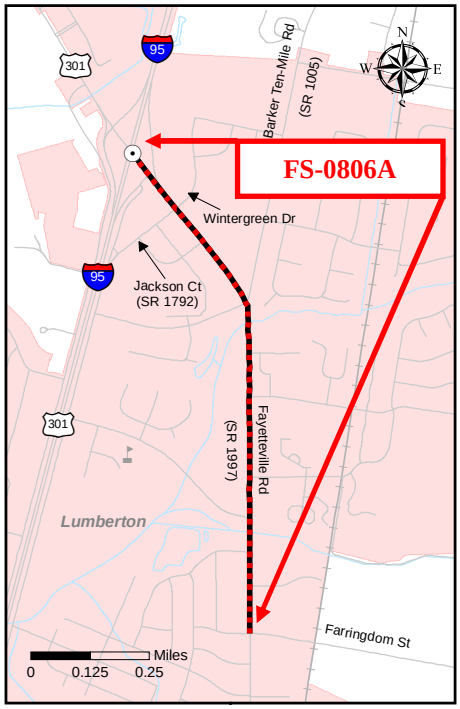
[27] *For more information on the Lumberton Land Use Plan, go to:* *http://www.rediscoverdowntownlumberton.org/new-city-land-use-plan.html*

Fayetteville Road (SR 1997) Proposed improvements from Farringdom Street to I-95/US 301	Local ID: FS-0806A Last updated: 08/27/2015

Identified Problem

Fayetteville Road (SR 1997) is projected to be near or over capacity by 2040 from Farringdom Street to I-95/US 301. Improvements are needed to accommodate projected traffic volumes and improve mobility through Lumberton such that a minimum Level of Service (LOS) D can be achieved.



Justification of Need

Fayetteville Road (SR 1997) is a major north-south corridor in Lumberton, connecting downtown Lumberton with northern Lumberton and US 301. Fayetteville Road (SR 1997) is currently a five lane undivided facility with 12 foot lanes and center left turn lane from Farringdom Street to Barker Ten-Mile Road (SR 1005), a 7 lane undivided facility with 11 foot lanes and center left turn lane from Barker Ten-Mile Road (SR 1005) to Jackson Court (SR 1792)/Wintergreen Drive, and a 5 lane facility with 12 foot lanes and center left turn lane from Jackson Court (SR 1792)/Wintergreen Drive to I-95/US 301.

By 2040, this facility is projected to be over capacity from Farringdom Street to Barker Ten-Mile Road (SR 1005) based on providing a LOS D. Annual Average Daily Traffic (AADT) is projected to increase along this section of Fayetteville Road (SR 1997) from 29,000 vehicles per day (vpd) in 2014 to 37,800 vpd in 2040, compared to a LOS D capacity of 29,900 vpd. AADT on Fayetteville Road (SR 1997) between Jackson Court (SR 1792)/Wintergreen Drive and I-95 is projected to increase from 19,000 vehicles per day (vpd) in 2014 to 25,100 vpd in 2040, compared to a LOS D capacity of 29,900 vpd.

Community Vision and Problem History

The 1995 Lumberton Thoroughfare Plan[28] identified the segment of road from Farringdom Street to I-95/US 301 as deficient by 2010.

[28] *For more information on the Lumberton Thoroughfare Plan, go to:* *http://digital.ncdcr.gov/cdm/compoundobject/collection/p249901coll22/id/655700/rec/1*

CTP Project Proposal

Project Description and Overview

The project proposal (FS-0806A) is to widen/upgrade the existing facility to a six lane divided boulevard from Farringdom Street to I-95/US 301 with sidewalks and wide outside lanes to accommodate bicycles.

A crash assessment performed during the development of the CTP identified six roadway sections and ten intersections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. Roadway sections of along Fayetteville Road (SR 1997) experienced a range of 11 to 74 crashes during this time period. Intersections experienced a range of 16 to 115 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationship to Land Use Plans

This section of Fayetteville Road (SR 1997) is heavily developed consisting primarily of businesses, retail developments, service establishments, and commercial enterprises. As the main multi-lane route between downtown Lumberton and northern Lumberton, this route carries a significant amount of traffic into the heart of the city as well as to the primary strip development in Lumberton.

The Lumberton Land Use Plan[29] (Adopted September 2015) recognizes that this area of Lumberton is anticipating a moderate increase in mostly suburban residential growth. There also may be areas of commercial growth along the Fayetteville Road (SR 1997), especially north of Barker Ten-Mile Road (SR 1005). Anticipated improvement to Fayetteville Road (SR 1997) will help support commercial and industrial growth along the corridor.

Linkages to Other Plans and Proposed Project History

This project directly connects to the proposed improvements to Farringdom Street (ROBE0041-H) on the southern termini of the project and I-95/US 301(ROBE0019-H) on the northern termini of the project. Additionally, TIP project U-5797 continues the boulevard improvement on Fayetteville Road from Farringdom Street southward.

A feasibility study (FS-0806A) for this project was completed on December 14, 2010. The feasibility study recommended widening and improving the existing facility to a six lane divided facility from Farringdom Street to I-95.

Improvements for this facility were also referenced in the Lumberton Land Use Plan.

[29] *For more information on the Lumberton Land Use Plan, go to: http://www.rediscoverdowntownlumberton.org/new-city-land-use-plan.html*

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, this project crosses a national wetland area as well as a natural heritage occurrence area, and the entire project is within the local watershed area.

Multi-modal Considerations

Sidewalks and bicycle accommodations are being proposed along this entire section of Fayetteville Road (SR 1997) from Farringdom Street to I-95/US 301.

Public/ Stakeholder Involvement

Respondents to the goal and objective survey conducted for the CTP identified traffic safety and truck traffic along Fayetteville Road (SR 1997) as major concerns. Participants in The Rumba on the River public involvement opportunity also identified traffic safety, congestion, and better access as major concerns. Additionally, Fayetteville Road (SR 1997) was identified as desirable for providing bicycle and/or pedestrian facilities. For more detailed information on this event or the goals and objectives survey, refer to Appendix H.

I-74/US 74, Local ID: FS-1106B

I-74/US 74 is a vital transportation corridor that stretches from Virginia to Wilmington in New Hanover County. Within North Carolina, I-74/US 74 provides a direct connection between Winston-Salem, High Point, Asheboro, Laurinburg, Lumberton, and Wilmington. The purpose of this project is to improve mobility and connectivity of statewide transportation operations along the I-74/US 74 corridor.

The I-74/US 74 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network[30] (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-74/US 74 corridor provides connections to three major activity centers: the Piedmont Triad Foreign Trade Zone in Greensboro, Fort Bragg Army base in Fayetteville, and the military ocean terminal at Sunny Point near Wilmington. Additionally, the Governor's 25 Year Vision for North Carolina[31] 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. 74 to interstate standards from Asheville to Charlotte and from Charlotte to Wilmington to improve freight movements and in-state access to the Port of Wilmington.

This project area is comprised of mostly rural undeveloped land. Based on a planning level environmental review using available GIS data, the proposed project may potentially impact the New River Basin watershed area. National wetland areas may potentially be affected along this facility.

A feasibility study (FS-1106B) for this project was completed on May 22, 2014. The feasibility study recommended upgrading US 74 to interstate standards from the NC 41 interchange in Robeson County to Union Valley Road (SR 1585) in Columbus County. As development occurs along this corridor every effort should be made to limit access in order to maintain mobility.

[30] *For more information on the NCTN, go to: https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx.*
[31] *For more information on the 25 Year Vision for North Carolina, go to: http://www.ncdot.gov/ncvision25/.*

For additional information about this project, including the Purpose and Need, contact the NCDOT Feasibility Studies Unit (refer to Appendix A for contact information).

US 301, Local ID: ROBE0020-H

US 301 from Dawn Drive (SR 1791) to Hawthorne Lane (SR 2022) is expected to be near capacity by 2040. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

US 301 is currently a three lane major thoroughfare with 12 foot lanes and center left turn lane. Annual Average Daily Traffic (AADT) on US 301 is projected to increase from 11,000 vehicles per day (vpd) in 2014 to 12,900 vpd in 2040, compared to a LOS D capacity of 14,900 vpd. Additionally, a crash assessment performed during the development of the CTP identified one intersection and two roadway sections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

The project proposal (ROBE0020-H) is to maintain or improve access control along this section of US 301 by implementing access management strategies. In doing so, this section of US 301 will be able to maintain or increase the existing level of capacity.

The 1995 Lumberton Thoroughfare Plan[32] recommended widening US 301 to four lanes from I-95 to the northern planning area boundary.

NC 72, Local ID: ROBE0027-H

NC 72 from Old Whiteville Road (SR 2115) to NC 41/211 is projected to be near capacity by 2040. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

NC 72 is currently a two lane major thoroughfare with 12 foot lanes. Annual Average Daily Traffic (AADT) on NC 72 is projected to increase from 9,400 vehicles per day (vpd) in 2014 to 11,100 vpd in 2040, compared to a LOS D capacity of 12,600 vpd. Additionally, a crash assessment performed during the development of the CTP identified two intersections and one roadway section along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

The project proposal (ROBE0027-H) is to upgrade the existing two lane facility to a three lane major thoroughfare with center left-turn lane from Old Whiteville Road (SR 2115) to NC 42/211.

[32] *For more information on the Lumberton Thoroughfare Plan, go to:* *http://digital.ncdcr.gov/cdm/compoundobject/collection/p249901coll22/id/655700/rec/1*

NC 711, Local ID: ROBE0029-H

NC 711 from NC 72 to Deep Branch Road (SR 1339) is expected to be near capacity by 2040. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

This section of NC 711 is currently a three lane major thoroughfare with 12 foot lanes and center left turn lane. Annual Average Daily Traffic (AADT) on NC 711 is projected to increase from 12,000 vehicles per day (vpd) in 2014 to 14,200 vpd in 2040, compared to a LOS D capacity of 14,900 vpd. Additionally, a crash assessment performed during the development of the CTP identified one roadway section along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

The project proposal (ROBE0028-H) is to maintain or improve access control along this section of NC 711 by implementing access management strategies. In doing so, this section of NC 711 will be able to maintain or increase the existing level of capacity.

West 5th Street, Local ID: ROBE0030-H

West 5th Street from Martin Luther King Junior Drive (SR 1599) to North Water Street (SR 1536) is expected to be near capacity by 2040. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

This section of West 5th Street is currently a three lane major thoroughfare with 12 foot lanes and a center left turn lane. Annual Average Daily Traffic (AADT) on West 5th Street is projected to increase from 9,600 vehicles per day (vpd) in 2014 to 12,600 vpd in 2040, compared to a LOS D capacity of 13,700 vpd.

The project proposal (ROBE0030-H) is to maintain or improve access control along this section of West 5th Street by implementing access management strategies. In doing so, this section of West 5th Street will be able to maintain or increase the existing level of capacity.

Carthage Road (SR 1536), Local ID: ROBE0035-H

Carthage Road (SR 1536) from N Water Street (SR 1536) to I-95/US 301 is expected to be near capacity by 2040. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Carthage Road (SR 1636) is currently a two lane major thoroughfare with 11 foot lanes. Annual Average Daily Traffic (AADT) on Carthage Road (SR 1536) is projected to increase in range from 6,800 to 7,900 vehicles per day (vpd) in 2014 to 8,200 to 9,100 vpd in 2040, compared to a LOS D capacity of 10,600 to 11,000 vpd.

Existing land use along Carthage Road (SR 1526) from N Water Street (SR 1536) to W 17th Street is generally dense residential development interspersed with commercial and industrial land uses. It is lined with numerous driveways and access points with no access control. Also, the existing structures are built very close to the existing roadway, making it difficult to do any major roadway improvements along this section.

The project proposal (ROBE0035-H) is to widen the existing facility to 12 foot lanes from N Water Street (SR 1536) to W 17th Street and widen to three 12 foot lanes with a center left turn lane from W 17th Street to I-95/US 301.

Elizabethtown Road (SR 2055), Local ID: ROBE0039-H

Elizabethtown Road (SR 2055) from N Pine Street (SR 1997) to N Cedar is expected to be near capacity by 2040. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

This section of Elizabethtown Road (SR 2055) is currently a two lane major thoroughfare with 12 foot lanes. Possible improvements to this section of Elizabethtown Road (SR 2055) are extremely limited due to existing land use. Two churches on either side of this section of road are within 10 feet of the edge of pavement.

The project proposal (ROBE0039-H) is to maintain or improve access control along this section of Elizabethtown Road (SR 2055) by implementing access management strategies. In doing so, this section of Elizabethtown Road (SR 2055) should be able to maintain or increase the existing level of capacity.

North Pine Street (SR 1997), Local ID: ROBE0049-H

North Pine Street (SR 1997) from Elizabethtown Road (SR 2055) to East 22nd Street is expected to be near capacity by 2040. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

North Pine Street (SR 1997) is currently a two lane facility with 12 foot lanes from Elizabethtown Road (SR 2055) to E 15th Street and a three lane facility with 12 foot lanes and a center left turn lane from E 15th Street with E 22nd Street. Annual Average Daily Traffic (AADT) on North Pine Street (SR 1997) is projected to increase in range from 7,500 to 10,000 vehicles per day (vpd) in 2014 to 9,300 to 13,300 vpd in 2040, compared to a LOS D capacity of 9,500 to 13,700 vpd.

The project proposal (ROBE0049-H) is to maintain or improve access control along this section of North Pine Street (SR 1997) by implementing access management strategies. In doing so, this section of North Pine Street (SR 1997) will be able to maintain or increase the existing level of capacity.

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 6 office (reference Appendix A for contact information).

- **East 7th Street/Seventh Street Road (SR 2104), ROBE0031-H:** from NC 41/211 0.3 miles east of Snake Road (SR 2110)
- **Barker Ten Mile Road (SR 1005), ROBE0032-H:** from 0.1 miles north of Bee Gee Road (SR 1948) to 0.4 miles north of Powersville Road (SR 1529)
- **Bee Gee Road (SR 1948), ROBE0033-H:** from Barker Ten Mile Road (SR 1005) to Meadow Road (SR 1945)
- **Capuano Drive (SR 1590), ROBE0034-H:** from Carthage Road (SR 1536) to Rowland Avenue (with left turn bays at major points of activity)
- **Dawn Drive (SR 1791), ROBE0037-H:** from NC 211 to US 301 (with left turn bays at major points of activity)
- **Elizabethtown Road, ROBE0038-H:** from N Water Street (SR 1536) to E 10th Street
- **Hornets Road (SR 2033), ROBE0042-H:** from Meadow Drive (SR 1945) to NC 41
- **Kahn Drive (SR 1792), ROBE0043-H:** from NC 211 to Jackson Court (SR 1792) (with left turn bays at major points of activity)
- **Kenny Biggs Road (SR 2413), ROBE0044-H:** from Sanchez Drive (SR 2316) to Page Street
- **Lackey Street (SR 1586), ROBE0045-H:** from Carthage Road (SR 1536) to NC 211 (with left turn bays at major points of activity)
- **Linkhaw Road (SR 1984), ROBE0046-H:** from 0.2 miles west of Gavintown Road to Meadow Drive (SR 1945)
- **Meadow Road (SR 1945), ROBE0047-H:** from NC 41 to 0.1 miles north of Powersville Road (SR 1529)
- **Page Street, ROBE0048-H:** from Kenny Biggs Road (SR 2413) to NC41
- **Pine Log Road (SR 1527), ROBE0050-H:** from NC 72 to Norment Road (SR 1532)
- **Starlite Road (SR 2501), ROBE0051-H:** from NC 41 to W 5th Street (SR 2499)

Other Operational Improvements

NC 72, Local ID: ROBE0025-H – The city of Lumberton expressed an interest in pursuing safety and operational improvements at the intersections of NC 72/711 and NC 72/Planetarium Road (SR 1535). These two intersections are approximately 250 feet apart and serve a significant amount of traffic due to the surrounding land uses. Land use in the vicinity of these two intersections includes the Robeson County Public Schools Administration campus, the Robeson Planetarium, the health department and social services campus and other establishments. Traffic movements in this area are restricted, especially during peak hours. These intersections are of importance for providing a direct route from Lumberton to western Robeson County and the town of Red Springs and for the land access that it serves. Further analysis will be needed to determine the specific operational strategies to be implemented at this location.

North Chestnut Street, Local ID: ROBE0036-H – Existing North Chestnut Street is a one-way facility (northbound) from NC 41/72 to East 15th Street and a two-way facility from East 15th Street to East 24th Street. To improve mobility and connectivity into and through downtown Lumberton, it is recommended to convert North Chestnut Street from NC 41/72 to East 15th Street from a one-way to a two-way traffic pattern, with one lane travel lane in each direction.

North Elm Street, Local ID: ROBE0040-H – Existing North Elm Street is a two-way facility from NC 211 to East 15th Street and a one-way facility from East 15th Street to NC 41/72. To improve mobility and connectivity into and through downtown Lumberton, it is recommended to convert North Elm Street from NC 41/72 to 15th Street from a one-way to a two-way traffic pattern, with one lane travel lane in each direction.

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 Lumberton Fixed Bus Route, ROBE0001-T

Currently, there are no fixed route bus services within Lumberton. Many residents in Lumberton 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 Lumberton area.

The proposed project recommends that the South East Area Transit System (SEATS), Robeson County's Community Transportation Program, pursue development of a fixed route bus service throughout the city. The proposed route(s) will use the following facilities within Lumberton:

- US 301 – From I-95 to Robeson Community College
- NC 41 – From NC 211 to Hornets Road (SR 2033)
- NC 41 – From Starlite Drive (SR 2501) to NC 72
- NC 41/72 – From East 5th Street to NC 211
- NC 41/72 – From North Cedar Street to NC 41
- NC 211 – From NC 41/72 to North Rowland Avenue
- NC 72 – From Glen Cowan Road to NC 41
- NC 711 – From Glen Cowan Road to NC 72
- East 5th Street – From Godwin Avenue to NC 41/72
- West 17th Street – From Carthage Road (SR 1536) to North Rowland Avenue
- West 24th Street – From North Elm Street to Fayetteville Road (SR 1997)
- West 27th Street – From North Rowland Avenue to North Elm Street
- Barker Ten Mile Road (SR 1005) – From Fayetteville Road (SR 1997) to Corporate Drive
- Carthage Road (SR 1536) – From West 17th Street to Lackey Street (SR 1586)
- North Cedar Street – From NC 41/72 to Elizabethtown Road (SR 2055)
- North Chestnut Street – From NC 41/72 to West 24th Avenue
- Corporate Drive – From Wintergreen Drive to Barker Ten-Mile Road (SR 1005)
- Dawn Drive (SR 1791) – From NC 211 to US 301
- Elizabethtown Road (SR 2055) – From North Cedar Street to NC 211
- North Elm Street – From NC 41/72 to NC 211
- Fayetteville Road (SR 1997) – From Jackson Court (SR 1792)/Wintergreen Drive to I-95/US 301
- Fayetteville Road (SR 1997) – From NC 211 to Barker Ten-Mile Road (SR 1005)
- Glen Cowan Road – From NC 711 to NC 72
- Godwin Avenue – From East 5th Street to Fayetteville Road (SR 1997)
- Hornets Road (SR 2033) – From Meadow Road (SR 1945) to NC 41
- Jackson Court (SR 1792) – From Kahn Drive to Fayetteville Road (SR 1997)
- Kahn Drive (SR 1792) – From NC 211 to Jackson Court (SR 1792)
- Lackey Street (SR 1586) – From Carthage Road (SR 1536) to NC 211
- Linkhaw Road (SR 2033) – From Fayetteville Road (SR 1997) to Meadow Road (SR 1945)
- Marion Road – From Starlite Drive (SR 2501) to NC 41
- North Rowland Avenue – From West 17th Street to NC 211
- Starlite Drive (SR 2501) – From Marion Road to NC 41
- Wintergreen Drive – From Fayetteville Road (SR 1997) to Corporate Drive

Further coordination with SEATS is recommended to determine which routes and/or stops should be pursued first, how the route system should be phased in, and/or if providing this service is feasible.

Proposed AMTRAK Rail Service, ROBE0001-R

The 2001 Southeastern North Carolina Passenger Rail Feasibility Study and the 2005 Southeastern North Carolina Passenger Rail Study[33] recommend the re-establishment of passenger rail service in southeastern North Carolina. Both studies recommend the study of a passenger service line that uses the CSX Transportation Southeast Line and has a proposed passenger rail stop in downtown Lumberton near South Cedar Street. Also proposed near this location is an intermodal connector to serve as a transfer point between passenger rail service and proposed transit service provided by the South East Area Transit System (SEATS).

BICYCLE

During the development of the CTP, a goal of the Lumberton CTP Steering Committee was to increase bicycle routes and/or accommodations throughout the Lumberton area. 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 Lumber River on the southwestern side of the city and improve roadways to accommodate bicycles from residential areas to downtown Lumberton 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.

- **US 301, U-4413:** from I-95 to Dawn Drive (SR 1791)
- **US 301, ROBE0005-B:** from Dawn Drive (SR 1791) to Powersville Road (SR 1529)
- **NC 72/711, ROBE0026-H:** from NC 711 to Cox Road (SR 1588)
- **East 1st Street, ROBE0006-B:** from Chippewa Street (SR 2202) to Grace Street
- **East 7th Street (SR 2104), ROBE0007-B:** from Godwin Avenue to NC 41/211
- **East 7th Street (SR 2104), ROBE0031-H:** from NC 41/211 Harrill Road (SR 2126)
- **Alamac Road (SR 2289), ROBE0008-B:** from Chicken Foot Road (SR 2203) to 0.1 miles north of Chicken Foot Road (SR 2203)

[33] *For more information on future train service, go to: http://www.ncbytrain.org/projects/future.html*

- **Barker Ten Mile Road (SR 1005), ROBE0009-B:** from Corporate Drive to Bee Gee Road (SR 1948)
- **Bee Gee Road (SR 1948), ROBE0033-H:** from Barker Ten Mile Road (SR 1005) to Meadow Road (SR 1945)
- **Carthage Road (SR 1536), ROBE0035-H:** from Velcord Drive to I-95
- **Carthage Road (SR 1536), ROBE0010-B:** from I-95 to proposed Fivemile Branch Greenway
- **Chicken Foot Road (SR 2203), ROBE0011-B:** from Alamac Road (SR 2289) to Hestertown Road (SR 2202)
- **Chippewa Street (SR 2202), ROBE0012-B:** from Hestertown Road (SR 2202) to East 1st Street
- **Corporate Drive, ROBE0013-B:** from Farm Brook Drive to Barker Ten Mile Road (SR 1005)
- **Crystal Road (SR 1591), ROBE0014-B:** from VFW Road (SR 1591) to the Riverwalk Greenway
- **Cox Road (SR 1588), ROBE0015-B:** from NC 72/711 to VFW Road (SR 1591)
- **Dawn Drive (SR 1791), ROBE0037-H:** from Wellington Road to US 301
- **Farm Brook Drive, ROBE0016-B:** from Wintergreen Drive to Corporate Drive
- **Fayetteville Road (SR 1997), FS-0806A:** from Wintergreen Drive to I-95
- **Godwin Avenue, ROBE0017-B:** from East 5th Street to East 7th Street (SR 2104)
- **North Grace Street, ROBE0018-B:** from East 1st Street to East 5th Street
- **Harrill Road (SR 2126), ROBE0019-B:** from East 7th Street (SR 2104) to NC 41
- **Hestertown Road (SR 2202), ROBE0020-B:** from Chicken Foot Road (SR 2203) to Chippewa Street (SR 2202)
- **Hornets Road (SR 2033), ROBE0042-H:** from NC 41 to Meadow Road (SR 1945)
- **Kings Cross Road:, ROBE0021-B** from NC 211 to Wellington Road
- **Linkhaw Road (SR 1984), ROBE0046-H:** from Fayetteville Road (SR 1997) to Meadow Road (SR 1945)
- **Meadow Road (SR 1945), ROBE0047-H:** from Linkhaw Road (SR 1984) to Powersville Road (SR 1529)
- **Mount Olive Church Road (SR 1529), ROBE0022-B:** from Saddletree Road (SR 1531) to US 301
- **Powersville Road (SR 1529), ROBE0023-B:** from US 301 to Meadow Road (SR 1945)
- **Saddletree Road (SR 1531), ROBE0024-B:** from NC 211 to Mount Olive Church Road (SR 1529)
- **Velcord Drive, ROBE0025-B:** from proposed Riverwalk Greenway Connector to Carthage Road (SR 1536)

- **VFW Road (SR 1591), ROBE0026-B:** from Cox Road (SR 1588) to Crystal Road (SR 1591)
- **Wellington Road, ROBE0027-B:** from Kings Cross Road to Dawn Drive (SR 1791)
- **Wintergreen Drive, ROBE0028-B:** from Fayetteville Road (SR 1997) to Farm Brook Drive

PEDESTRIAN

During the development of the CTP a goal of the Lumberton CTP Steering Committee was to increase the number of sidewalks for pedestrians throughout the Lumberton area, especially those connecting residential areas to downtown and/or commercial areas. The following facilities do not adequately accommodate pedestrians and were identified for sidewalk improvements:

Sidewalks - Recommended (Sidewalks needed on both sides of a facility)

- **US 301, I-4413:** from I-95 to Dawn Drive (SR 1791)
- **NC 41/NC 72, ROBE0022-H:** from 0.1 miles west of East 5th Street to East 5th Street
- **NC 41/NC 72, ROBE0001-P:** from East 5th Street to Norwood Avenue and from Old Whiteville Road to NC 211
- **NC 41/NC 211, ROBE0023-H:** from NC 72 to NC 41
- **NC 41, ROBE0024-H:** from NC 211 to Hornets Road (SR 2033)
- **NC 72, ROBE0026-H:** from I-95 to 0.1 miles west of Dunn Road
- **NC 72, ROBE0002-P:** from 0.1 miles east of West 5th Street (SR 1600) to NC 41
- **NC 211, ROBE0023-H:** from NC 41 to Woodbridge Drive and from 0.1 miles southeast of Boomerang Drive to I-95
- **East 1st Street, ROBE0003-P:** from 0.1 miles east of Cedar Street to Chippewa Street (SR 2202)
- **West 5th Street, ROBE0005-P:** from Airport Boulevard to NC 72
- **East 7th Street, ROBE0031-H:** from 0.1 miles east of Godwin Avenue to NC 41/211
- **West 17th Street, ROBE0009-P:** from Carthage Road (SR 1536) to North Elm Street
- **East 17th Street, ROBE0010-P:** from North Elm Street to North Cedar Street
- **West 24th Street, ROBE0011-P:** from North Rowland Avenue to North Elm Street
- **East 24th Street, ROBE0012-P:** from North Elm Street to North Cedar Street
- **West 31st Street, ROBE0016-P:** from North Floyd Avenue to North Elm Street
- **Airport Boulevard, ROBE0017-P:** from West 5th Street to the end of the facility

- **Bailey Road, ROBE0018-P:** from Kahn Drive (SR 1792) to Fayetteville Road (SR 1997)
- **Barker Ten Mile Road (SR 1005), ROBE0020-P:** from Fayetteville Road (SR 1997) to Corporate Drive
- **Carthage Road (SR 1536), ROBE0035-H:** from North Water Street to West 17th Street and from Capuano Road (SR 1590) to I-95
- **Carthage Road (SR 1536), ROBE0010-B:** from I-95 to proposed Fivemile Greenway
- **North Cedar Street, ROBE0022-P:** from East 18th Street to East 20th Street and from 0.1 miles North of East 20th Street to Godwin Avenue
- **Crandlemire Road ROBE0024-P, :** from NC 41 to Marion Road
- **Dawn Drive (SR 1791), ROBE0037-H:** from Wellington Road to US 301
- **North Elm Street, ROBE0026-P:** from 19th Street to 28th Street and from 31st Street to 0.1 miles south of NC 211
- **Elizabethtown Road (SR 2055), ROBE0027-P:** from North Pine Street (SR 1997) to Godwin Avenue
- **Farringdom Street Extension, ROBE0041-H:** from 0.2 miles east of Fayetteville Road (SR 1997) to Meadow Road (SR 1945)
- **Fayetteville Road (SR 1997), U-5797:** from East 22nd Street to 0.2 miles north of East 24th Street/Godwin Avenue, from 0.1 miles south of NC 211 to NC 211, and from 0.1 miles south of Farringdom Street to Farringdom Street
- **Fayetteville Road (SR 1997), FS-0806A:** from Peterson Drive to 0.1 miles N of Peterson Drive, from 0.1 miles south of Wesley Pines Road to 0.1 miles north of Wesley Pines Road, and from Oakridge Boulevard to 0.1 miles north of Barker Ten Mile Road (SR 1005), and from Jackson Court (SR 1792)/Wintergreen Drive to I-95/US 301
- **Gavintown Road, ROBE0029-P:** from NC 41 to Linkhaw Road (SR 1984)
- **Godwin Avenue, ROBE0030-P:** from East 14th Street to East 15th Street, from East 19th Street to East 21st Street, and from East 22nd Street to Fayetteville Road (SR 1997)
- **South Grace Street, ROBE0031-P:** from Cherokee Street to East 1st Street
- **North Grace Street, ROBE0018-B:** from East 1st Street to East 5th Street
- **Hollywood Drive, ROBE0033-P:** from Conoley Street to NC 41/72
- **Hornets Road (SR 2033), ROBE0042-H:** from NC 41 to Meadow Road (SR 1945)
- **Jasper Road, ROBE0035-P:** from South Seneca Street to South Grace Street
- **Kahn Drive (SR 1792), ROBE0043-H:** from Bailey Road to Jackson Court (SR 1792)

- **Kings Cross Road, ROBE0021-B:** from NC 211 to Wellington Road
- **Liberty Hill Road, ROBE0036-P:** from Kahn Drive (SR 1792) to Fayetteville Road (SR 1997)
- **Linkhaw Road (SR 1984), ROBE0037-P:** from 0.1 miles east of Fayetteville Road (SR 1997) to Deacons Road
- **Linkhaw Road (SR 1984), ROBE0046-H:** from 0.1 miles west of Gavintown Road to Meadow Road (SR 1945)
- **Meadow Road (SR 1945), ROBE0047-H:** from Linkhaw Road (SR 1984)/Hornets Road (SR 2033) to Farringdom Street Extension
- **Noody Johnson Drive, ROBE0040-P:** from 0.1 miles south of Linkhaw Road (SR 1984) to Linkhaw Road (SR 1984)
- **South Pine Street, ROBE0042-P:** from East 1st Street to NC 41/72
- **North Pine Street (SR 1997), ROBE0049-H:** from East 10th Street to East 12th Street and from East 19th Street to East 20th Street
- **North Rowland Avenue, ROBE0045-P:** from West 17th Street to West 29th Street and from West 31st Street to Capuano Road (SR 1590)
- **Rozier Homes Drive, ROBE0046-P:** from South Seneca Street to South Grace Street
- **South Seneca Street, ROBE0047-P:** from Jasper Road to Coree Street and from Rozier Homes Drive to East 1st Street
- **North Seneca Street, ROBE0048-P:** from East 1st Street to NC 41/72
- **Velcord Drive, ROBE0025-B:** from proposed Riverwalk Greenway Connector to Carthage Road (SR 1536)
- **Wellington Road, ROBE0027-B:** from Kings Cross Road to Dawn Drive (SR 1791)
- **Wesley Pines Road, ROBE0050-P:** from Fayetteville Road (SR 1997) to 0.1 miles east of Lindsey Drive
- **Woodbridge Road, ROBE0051-P:** from NC 211 to Griffin Street

<u>Sidewalks- Needs Improvement (Sidewalks needed on one side of a facility)</u>

- **NC 41, ROBE0021-H:** from Crandlemire Road to Allen Street and from 0.1 miles south of Marion Road to Marion Road
- **NC 41/72, ROBE0022-H:** from 0.1 miles west of North Water Street (SR 1536) to Water Street (SR 1536) and from North Cedar Street to 0.1 miles west of East 5th Street
- **NC 41/72, ROBE0001-P:** from Norwood Avenue to NC 211
- **NC 72, ROBE0026-H:** from 0.1 miles east of Dunn Road to Dunn Road

- **NC 72, ROBE0002-P:** from 0.1 miles east of Dunn Road to 0.1 miles east of West 5th Street (SR 1600)
- **NC 211, ROBE0023-H:** from Woodbridge Drive to 0.1 miles southeast of Boomerang Drive
- **East 1st Street, ROBE0003-P:** from Elm Street (SR 2290) to Walnut Street and from Cedar Street to 0.1 miles east of Cedar Street
- **East 3rd Street, ROBE0004-P:** from North Pine Street (SR 1997) to North Cedar Street
- **West 5th Street (SR 1600), ROBE0006-P:** from NC 72 to Martin Luther King Jr Drive
- **East 5th Street, ROBE0007-P:** from 0.1 miles east of North Sycamore Street to North Chippewa Street and from Godwin Avenue to NC 41/NC 72
- **East 7th Street, ROBE0008-P:** from North Walnut Street to North Pine Street (SR 1997)
- **East 7th Street (SR 2104), ROBE0008-P:** from North Pine Street (SR 1997) to 0.1 miles east of Godwin Avenue
- **West 27th Street, ROBE0013-P:** from North Rowland Avenue to North McMillian Avenue
- **West 28th Street, ROBE0014-P:** from North Barker Street to North Elm Street
- **West 29th Street, ROBE0015-P:** from North Rowland Avenue to 0.1 miles east of North Rowland Avenue and from North Floyd Avenue to North Barker Avenue
- **West 31st Street, ROBE0016-P:** from North Rowland Avenue to North Floyd Avenue
- **Barker Street, ROBE0019-P:** from East 28th Street to East 31st Street
- **Carolina Avenue, ROBE0021-P:** from Dresden Avenue to NC 41/72
- **Carthage Road (SR 1536), ROBE0035-H:** from West 17th Street to Cherry Street and from Austin to Capuano Road (SR 1590)
- **North Cedar Street, ROBE0022-P:** from East 1st Street to NC 41/72, from East 7th Street to East 18th Street, and from East 20th Street to 0.1 miles north of East 20th Street
- **South Chippewa Street (SR 2202), ROBE0012-B:** from Watauga Street to East 1st Street
- **Corlee Street, ROBE0023-P:** from South Seneca Street to South Grace Street
- **Corporate Drive, ROBE0013-B:** from Wintergreen Drive to Barker Ten Mile Road (SR 1005)
- **Dresden Avenue, ROBE0025-P:** from Carolina Avenue to Warwick Mill Road

- **North Elm Street, ROBE0026-P:** from 28th Street to 31st Street and from 0.1 miles south of NC 211 to NC 211
- **Elizabethtown Road, ROBE0038-H:** from North Water Street (SR 1536) to North Elm Street and from North Chestnut Street to East 10th Street
- **Elizabethtown Road (SR 2055), ROBE0027-P:** from Godwin Avenue to NC 211
- **Farm Brook Drive, ROBE0016-B:** from Wintergreen Drive to Corporate Drive
- **Farringdom Street, ROBE0041-H:** from Fayetteville Road (SR 1997) to 0.2 miles east of Fayetteville Road (SR 1997)
- **Fayetteville Road (SR 1997), U-5797:** from 0.2 miles north of East 24th Street/Godwin Drive to 0.1 miles south of NC 211, from Highland Avenue/Boomerang Drive to 0.1 miles south of Linkhaw Road (SR 1984), and from Linkhaw Road (SR 1984) to 0.1 miles south of Farringdom Street
- **Fayetteville Road (SR 1997), FS-0806A:** from Farringdom Street to Peterson Drive, from 0.1 miles north of Peterson Drive to 0.1 miles south of Bailey Road, and from 0.1 miles south of Wesley Pines Road to Oakridge Road, from 0.1 miles north of Barker Ten Mile Road (SR 1005) to Jackson Court (SR 1792)/Wintergreen Drive
- **Floyd Avenue, ROBE0028-P:** from East 29th Street to East 31st Street
- **Godwin Avenue, ROBE0017-B:** from East 5th Street to East 7th Street (SR 2104)
- **Godwin Avenue, ROBE0030-P:** from East 10th Street to East 14th Street, from East 15th Street to East 19th Street, and from East 21st Street to East 22nd Street
- **South Grace Street, ROBE0031-P:** from Jasper Road to Cherokee Street
- **Hargrave Street, ROBE0032-P:** from Hollywood Drive to Old Whiteville Road
- **Hollywood Drive, ROBE0033-P:** from Dresden Avenue to Hargrave Street and from South Street to Conoley Street
- **Jackson Court (SR 1792), ROBE0034-P:** from Kahn Drive (SR 1792) to Fayetteville Road (SR 1997)
- **Linkhaw Road (SR 1984), ROBE0037-P:** from Fayetteville Road (SR 1997) to 0.1 miles east of Fayetteville Road (SR 1997)
- **Linkhaw Road (SR 1984), ROBE0046-H:** from Deacons Road to 0.1 miles west of Gavintown Road
- **Marion Road, ROBE0038-P:** from Crandlemire Road to NC 41
- **Martin Luther King Jr Drive (SR 1599), ROBE0039-P:** from NC 72 to West 5th Street (SR 1600)
- **Noody Johnson Drive, ROBE0040-P:** from Woodbridge Drive to 0.1 miles south of Linkhaw Road (SR 1984)
- **Old Whiteville Road, ROBE0041-P:** from Hargrave Street to NC 41/72

- **North Pine Street (SR 1997), ROBE0043-P:** from East 7th Street (SR 2104) to East 8th Street
- **North Pine Street (SR 1997), ROBE0049-H:** from East 20th Street to East 22nd Street
- **Pine Run Drive, ROBE0044-P:** from 0.1 miles southwest of Pinedale Boulevard to 0.1 miles south of Oakridge Boulevard
- **North Rowland Avenue, ROBE0045-P:** from West 29th Street to West 31st Street
- **North Rowland Avenue (SR 1590), ROBE0045-P:** from Capuano Road (SR 1590) to NC 211
- **South Seneca Street, ROBE0047-P:** from Corlee Street to Rozier Homes Drive
- **North Seneca Street, ROBE0048-P:** from NC 41/72 to East 5th Street
- **Watauga Street, ROBE0049-P:** from South Chippewa Street (SR 2202) to South Seneca Street
- **Wintergreen Drive, ROBE0027-B:** from Fayetteville Road (SR 1997) to Corporate Drive
- **Woodbridge Drive, ROBE0051-P:** from Griffin Street to Noody Johnson Drive

As facilities are proposed for improvements, road and street segments should be identified that are appropriate for consideration of treatments such as alterations in pavement markings to reduce excessive lane widths, addition of mid-block crossing facilities, addition of high-visibility crosswalks, median refuges, and/or curb extensions, and other appropriate measures to enhance pedestrian safety and mobility

Multi-use Paths

The following are recommendations for new multi-use paths:

- **Riverwalk Greenway Connector, ROBE0001-M:** from the existing Riverwalk Greenway to Velcord Drive, including construction of a bridge over the Lumber River
- **Fivemile Branch Greenway, ROBE0002-M:** from Carthage Road (SR 1536) to NC 211, following the Fivemile Branch creek bed
- **NC 211, ROBE0003-M:** from I-95 to Saddletree Road (SR 1531), paralleling NC 211 on the north side

APPENDICES

Appendix A
Resources and Contacts

Local Planning Organization

Lumber River Rural Planning Organization
(http://lumberrivercog.org/Rural%20Transportation%20Sub%20Page.html)
Contact the RPO for information on long-range multi-modal planning services.
30 CJ Walker Road Pembroke, NC 28372 (910) 272-5049

North Carolina Department of Transportation

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

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

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

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

Highway Division 6 (https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx)
558 Gillespie St Fayetteville, NC 28301 (910) 486-1493

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

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

Transportation Planning Branch (TPB)	*Information on long-range multi-modal planning services.* 1554 Mail Service Center Raleigh, NC 27699 (919) 707-0900
Strategic Planning Office	*Information concerning prioritization of transportation projects.* 1501 Mail Service Center Raleigh, NC 27699 (919) 707-4740
Project Development & Environmental Analysis (PDEA)	*Information on environmental studies for projects that are included in the TIP.* 1548 Mail Service Center Raleigh, NC 27699 (919) 707-6000
State Asset Management Unit	*Information regarding the status for unpaved roads to be paved, additions and deletions of roads to the State maintained system and the Industrial Access Funds program.* 1535 Mail Service Center Raleigh, NC 27699 (919) 707-2500

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

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

Other State Government Offices

Department of Commerce – Division of Community Assistance

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

http://www.nccommerce.com/cd

Appendix B
Comprehensive Transportation Plan Definitions

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 2014 Roadway 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 Branch'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 '2040 Volume E+C' is an estimate of the volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2016 - 2025 Transportation Improvement Program (TIP). The '2040 Volume with CTP' is an estimate of the volume in 2040 with all proposed CTP improvements assumed to be in place. The '2040 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 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).

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Proposals for Other Modes
ROBE0019-H	I-95/US 301	0.9 miles S of I-74/US 74	I-74/US 74	Robeson Co,	0.9	48	4D	12	300	65	64700	36000	48200	48200	94900	6A	350	F	Sta	
ROBE0019-H	I-95/US 301	I-74/US 74	NC 72/NC 711	Lumberton	4.0	48	4D	12	200-	65	62400	40000	52500	52500	94400	6A	350	F	Sta	
ROBE0019-H	I-95/US 301	NC 72/NC 711	W Carthage Rd (SR 1538)	Lumberton	1.7	48	4D	12	200	65	62400	53000	66800	66800	94400	6A	350	F	Sta	
ROBE0019-H	I-95/US 301	W Carthage Rd (SR 1538)	NC 211	Lumberton	1.1	48	4D	12	200	65	62400	52000	64500	64500	94400	6A	350	F	Sta	
ROBE0019-H	I-95/US 301	NC 211	US 301	Lumberton	1.7	48	4D	12	260	65	62400	47000	58300	58300	94400	6A	350	F	Sta	
ROBE0019-H	I-95	US 301	0.2 miles north of Powersville Rd (SR 1529)	Robeson Co,	2.4	48	4D	12	260-300	65	64700	42000	59000	59000	97100	6A	350	F	Sta	
	I-74/US 74	0.7 miles W of I-95	I-95	Robeson Co.	0.7	48	4D	12	270	70	63200	10000	12100	12100	ADQ	ADQ	ADQ	F	Sta	
	I-74/US 74	I-95	US 74A	Robeson Co.	1.3	48	4D	12	300	70	63200	10000	14800	14800	ADQ	ADQ	ADQ	F	Sta	
	I-74/US 74	US 74A	NC 41	Robeson Co.	2.5	48	4D	12	300	70	63200	10000	14700	14700	ADQ	ADQ	ADQ	F	Sta	
FS-1106B	US 74	NC 41	1.6 miles E of NC 41	Robeson Co.	1.6	48	4D	12	300	55	56100	9600	17300	17300	63200	4A	ADQ	F	Sta	
	US 74A	0.1 miles W of Scott Rd (SR 1208)	W 5th St (SR 2499)	Robeson Co.	1.3	24	2	12	60	55	12700	3200	5600	5600	ADQ	ADQ	ADQ	Maj	Reg	
	US 74A	W 5th St (SR 2499)	I-74/US 74	Robeson Co.	0.7	24	2	12	60	55	12700	2200	2900	2900	ADQ	ADQ	ADQ	Maj	Reg	
I-4413	US 301	I-95	Dawn Dr (SR 1791)	Lumberton	0.2	40	3	12	100	45	14900	12000	15000	15000	34300	4D	130	B	Reg	T B P
ROBE0020-H	US 301	Dawn Dr (SR 1791)	Hawthorne Ln (SR 2022)	Lumberton	1.4	40	3	12	100	45	14900	11000	12900	12900	ADQ	ADQ	ADQ	Maj	Reg	B P
	US 301	Hawthorne Ln (SR 2022)	Rennert Rd (SR 1752)	Lumberton	0.5	40	3	12	100	55	17800	5000	5900	5900	ADQ	ADQ	ADQ	Maj	Reg	B
	US 301	Rennert Rd (SR 1752)	Mt Moriah Church Rd (SR 1944)	Robeson Co.	0.2	40	3	12	100	55	17800	3100	3600	3600	ADQ	ADQ	ADQ	Maj	Reg	B
	US 301	Mt Moriah Church Rd (SR 1944)	0.6 miles N of Mt Moriah Church Rd (SR 1944)	Robeson Co.	0.6	24	2	12	100	55	12700	3100	3500	3500	ADQ	ADQ	ADQ	Maj	Reg	B

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Proposals for Other Modes
	NC 41	0.1 miles S of Greensville Rd (SR 2419)	Greensville Rd (SR 2419)	Robeson Co.	0.1	24	2	12	60	55	12700	7500	8000	8000	ADQ	ADQ	ADQ	Maj	Reg	
	NC 41	Greensville Rd (SR 2419)	I-74/US 74	Robeson Co.	1.2	24	2	12	60	55	12700	8000	8400	8400	ADQ	ADQ	ADQ	Maj	Reg	
ROBE0021-H	NC 41	I-74/US 74	Deer Stand Dr (SR 2320)	Robeson Co.	0.9	24	2	12	60	55	12700	12000	14200	14200	17200	3A	80	Maj	Reg	
ROBE0021-H	NC 41	Deer Stand Dr (SR 2320)	Turner Park	Robeson Co.	0.3	36	3	12	60	55	17800	11000	13000	13000	17200	3A	80	Maj	Reg	
ROBE0021-H	NC 41	Turner Park	Starlite Dr (SR 2501)	Robeson Co.	0.4	24	2	12	60	45	12700	10000	11800	11800	14900	3A	80	Maj	Reg	
ROBE0021-H	NC 41	Starlite Dr (SR 2501)	Marion Rd	Lumberton	1.2	24	2	12	60	35	12600	9000	10900	10900	14000	3E	80	Maj	Reg	T P
	NC 41	Marion Rd	Spearman St/Lovette Rd (SR 2204)	Lumberton	0.5	44	4	11	60	35	25500	12000	13100	13100	ADQ	ADQ	ADQ	Maj	Reg	T P
	NC 41	Spearman St/Lovette Rd (SR 2204)	NC 72	Lumberton	0.5	44	4	11	60	35	25500	14000	16600	16600	ADQ	ADQ	ADQ	Maj	Reg	T P
ROBE0022-H	NC 41/NC 72	NC 72	Water St (SR 1536)	Lumberton	0.3	30	2	12	60	35	12600	12000	**13500**	**13500**	-	-	-	Maj	Reg	T P
ROBE0022-H	NC 41/NC 72	Water St (SR 1536)	Chestnut St	Lumberton	0.1	36	3	12	60	20	12000	14000	**15700**	**15700**	-	-	-	Maj	Reg	T P
ROBE0022-H	NC 41/NC 72	Chestnut St	Walnut St	Lumberton	0.1	36	3	12	60	20	12000	15000	**16900**	**16900**	-	-	-	Maj	Reg	T P
ROBE0022-H	NC 41/NC 72	Walnut St	Pine St (SR 1997)	Lumberton	0.1	36	3	12	60	20	12000	12500	**14000**	**14000**	-	-	-	Maj	Reg	T P
ROBE0022-H	NC 41/NC 72	Pine St (SR 1997)	Cedar St	Lumberton	0.1	36	3	12	60	20	12000	11000	**12800**	**12800**	-	-	-	Maj	Reg	T P
ROBE0022-H	NC 41/NC 72	Cedar St	Chippewa St (SR 2202)	Lumberton	0.2	36	3	12	60	35	12700	11000	**12700**	**12700**	-	-	-	Maj	Reg	P
ROBE0022-H	NC 41/NC 72	Chippewa St (SR 2202)	N Grace St	Lumberton	0.2	36	3	12	60	35	12700	9500	**11300**	**11300**	-	-	-	Maj	Reg	P
ROBE0022-H	NC 41/NC 72	N Grace St	E 5th St	Lumberton	0.2	36	3	12	60	35	12700	9300	**11200**	**11200**	-	-	-	Maj	Reg	P
	NC 41/NC 72	E 5th St	NC 211	Lumberton	0.8	48	4	12	60	35	25500	8000	9500	9500	ADQ	ADQ	ADQ	Maj	Reg	T P
ROBE0023-H	NC 41/NC 211	NC 72	0.2 miles N of NC 72	Lumberton	0.2	64	5	12	150	35	28100	16000	20000	20000	34300	4C	110	B	Reg	T P
ROBE0023-H	NC 41/NC 211	0.2 miles N of NC 72	E 7th St (SR 2104)	Lumberton	0.4	64	5	12	150	45	29900	15000	18500	18500	39700	4C	110	B	Reg	T P

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		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Proposals for Other Modes
ROBE0023-H	NC 41/NC 211	E 7th St (SR 2104)	NC 41/ Elizabethtown Rd (SR 2155)	Lumberton	0.6	64	5	12	150	45	29900	16000	25000	25000	39700	4C	110	B	Reg	T P
ROBE0024-H	NC 41	NC 211	Lambeth St	Lumberton	0.2	42	3	12	100	35	14000	13000	17100	17100	34300	4C	110	B	Reg	T P
ROBE0024-H	NC 41	Lambeth St	Meadow Rd (SR 1945)	Lumberton	0.4	42	3	12	60	45	14900	13000	18200	18200	39700	4C	110	B	Reg	T P
ROBE0024-H	NC 41	Meadow Rd (SR 1945)	Hornets Rd (SR 2033)/Harrill Rd (SR 2126)	Lumberton	0.6	42	3	12	60	45	14900	12000	17300	17300	39700	4C	110	B	Reg	T P
ROBE0024-H	NC 41	Hornets Rd (SR 2033)/Harrill Rd (SR 2126)	Snake Rd (SR 2110)	Lumberton	0.4	42	3	12	60	55	17200	12000	18000	18000	43900	4A	180	B	Reg	
ROBE0024-H	NC 41	Snake Rd (SR 2110)	0.6 miles E of Snake Rd (SR 2110)	Robeson Co.	0.6	24	2	12	60	55	12700	10000	15400	15400	43900	4A	180	B	Reg	
	NC 72	0.2 miles W of Pine Log Rd (SR 1527/1549)	Pine Log Rd (SR 1527/1549)	Robeson Co.	0.2	24	2	12	60	45	12700	6200	6800	6800	ADQ	ADQ	ADQ	Maj	Reg	
	NC 72	Pine Log Rd (SR 1527/1549)	Glen Cowan Rd (SR 1547)	Lumberton	1.7	24	2	12	60	45	12700	9000	9900	9900	ADQ	ADQ	ADQ	Maj	Reg	
	NC 72	Glen Cowan Rd (SR 1547)	Planetarium Rd (SR 1535)	Lumberton	0.2	36	3	12	100	45	14900	9000	10700	10700	ADQ	ADQ	ADQ	Maj	Reg	T
ROBE0025-H	NC 72	Planetarium Rd (SR 1535)	NC 711	Lumberton	0.1	36	3	12	100	45	14900	9200	10900	10900	14900	3A	ADQ	Maj	Reg	T
ROBE0026-H	NC 72/NC 711	NC 711	Kendric Rd (SR 1539)	Lumberton	0.1	72	3	12	100	45	16000	20000	23700	23700	39700	4D	110	B	Reg	T B
ROBE0026-H	NC 72/NC 711	Kendric Rd (SR 1539)	I-95/US 301	Lumberton	0.3	72	5	12	100	45	29900	22000	26200	26200	39700	4D	110	B	Reg	T B
ROBE0026-H	NC 72	I-95/US 301	W 5th St (SR 2499)	Lumberton	0.2	72	5	12	100	35	28100	22000	25800	25800	34300	4D	110	B	Reg	T
ROBE0026-H	NC 72	W 5th St (SR 2499)	Dunn Rd	Lumberton	0.2	60	5	12	100	35	28100	19000	22700	22700	34300	4D	110	B	Reg	T P
	NC 72	Dunn Rd	W 5th St (SR 1600)	Lumberton	1.7	48	4	12	100	35	24300	16000	19400	19400	ADQ	ADQ	ADQ	Maj	Reg	T P
	NC 72	W 5th St (SR 1600)	NC 41	Lumberton	0.3	48	4	12	100	35	24300	9300	10600	10600	ADQ	ADQ	ADQ	Maj	Reg	T P
ROBE0027-H	NC 72	NC 41/NC 211	Old Whiteville Rd (SR 2115)	Lumberton	0.4	24	2	12	60	35	12600	9400	11100	11100	14000	3A	80	Maj	Reg	

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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Proposals for Other Modes
	NC 72	Old Whiteville Rd (SR 2115)	Saxton Ave	Lumberton	0.3	22	2	11	60	55	12600	6000	7500	7500	ADQ	ADQ	ADQ	Maj	Reg	
	NC 72	Saxton Ave	Hestertown Rd (SR 2202)	Robeson Co.	1.4	22	2	11	60	55	12700	5100	6000	6000	ADQ	ADQ	ADQ	Maj	Reg	
	NC 72	Hestertown Rd (SR 2202)	Popes Crossing Road (SR 2207)	Robeson Co.	1.7	22	2	11	60	55	12700	6000	6800	6800	ADQ	ADQ	ADQ	Maj	Reg	
	NC 211	0.3 miles SE of Moses Rd	0.1 miles NW of Moses Rd	Robeson Co.	0.3	22	2	11	100	55	12700	6900	9000	9000	ADQ	ADQ	ADQ	Maj	Reg	
	NC 211	0.1 miles NW of Moses Rd	0.4 miles SE of NC 41/NC 72	Robeson Co.	1.0	36	3	12	100	50	17600	7500	9800	9800	ADQ	ADQ	ADQ	Maj	Reg	
	NC 211	0.4 miles SE of NC 41/NC 72	NC 41/NC 72	Lumberton	0.4	36	3	12	100	35	14000	8000	10400	10400	ADQ	ADQ	ADQ	Maj	Reg	P
ROBE0023-H	NC 211	NC 41/ Elizabethtown Rd (SR 2155)	Fayetteville Rd (SR 1997)	Lumberton	0.7	64	5	12	150	45	29900	23000	29600	29600	39700	4C	110	B	Reg	P
ROBE0023-H	NC 211	Fayetteville Rd (SR 1997)	Walnut St	Lumberton	0.2	64	5	12	150	35	28100	24000	29600	29600	51700	6F	110	B	Reg	P
ROBE0023-H	NC 211	Walnut St	Elm St	Lumberton	0.2	64	5	12	150	35	28100	26000	32200	32200	51700	6F	130	B	Reg	P
ROBE0023-H	NC 211	Elm St	Kahn Dr (SR 1792)	Lumberton	0.2	64	5	12	150	35	28100	28000	34200	34200	51700	6F	130	B	Reg	P
ROBE0023-H	NC 211	Kahn Dr (SR 1792)	Rowland Ave	Lumberton	0.1	96	5	12	150	35	28100	28000	34200	34200	51700	6F	130	B	Reg	P
ROBE0023-H	NC 211	Rowland Ave	I-95/US 301	Lumberton	0.1	96	5	12	150	35	28100	28000	34400	34400	51700	6F	130	B	Reg	P
ROBE0028-H	NC 211	I-95/US 301	Dawn Dr (SR 1791)	Lumberton	0.2	72	5	12	60	35	28100	13000	16800	16800	57400	4B	150	E	Reg	P
ROBE0028-H	NC 211	Dawn Dr (SR 1791)	Kings Cross Rd	Lumberton	0.3	72	2	12	60	35	14000	13000	15300	15300	57400	4B	150	E	Reg	P
ROBE0028-H	NC 211	Kings Cross Rd	Pine Log Rd (SR 1527)	Robeson Co.	1.5	22	2	11	60	55	12700	9000	10500	10500	57400	4B	150	E	Reg	B
ROBE0028-H	NC 211	Pine Log Rd (SR 1527)	W Carthage Rd (SR 1528)	Robeson Co.	2.0	22	2	11	60	55	12700	8300	9700	9700	57400	4B	150	E	Reg	
ROBE0029-H	NC 711	NC 72	Deep Branch Rd (SR 1339)	Lumberton	1.3	36	3	12	60	45	14900	12000	14200	14200	14200	ADQ	ADQ	Maj	Reg	T B
	NC 711	Deep Branch Rd (SR 1339)	0.2 miles W of Deep Branch Rd (SR 1339)	Lumberton	0.2	36	3	12	60	45	14900	9000	11100	11100	ADQ	ADQ	ADQ	Maj	Reg	B

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		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Proposals for Other Modes
	NC 711	0.2 miles W of Deep Branch Rd (SR 1339)	0.4 miles W of Deep Branch Rd (SR 1339)	Lumberton	0.2	24	2	12	60	45	12700	8200	10100	10100	ADQ	ADQ	ADQ	Maj	Reg	B
	NC 711	0.4 miles W of Deep Branch Rd (SR 1339)	Pine Log Rd (SR 1549)	Robeson Co.	0.6	24	2	12	60	55	12700	7600	9400	9400	ADQ	ADQ	ADQ	Maj	Reg	B
	NC 711	Pine Log Rd (SR 1549)	0.2 miles W of Pine Log Rd (SR 1549)	Robeson Co.	0.2	24	2	12	60	55	12700	7000	8600	8600	ADQ	ADQ	ADQ	Maj	Reg	B
	W 1st Ave	N Water St.	Elm St (SR 2290)	Lumberton	0.1	22	2	11	-	20	9200	200	300	300	ADQ	ADQ	ADQ	Min	Sub	
	E 1st St	Elm St (SR 2290)	Walnut St	Lumberton	0.2	34	2	11	-	20	9200	800	1100	1100	ADQ	ADQ	ADQ	Min	Sub	P
	E 1st St	Walnut St	Chippewa St (SR 2202)	Lumberton	0.2	28	2	12	-	20	9500	500	600	600	ADQ	ADQ	ADQ	Min	Sub	P
	E 1st St	Chippewa St (SR 2202)	Carolina Ave	Lumberton	0.5	26	2	12	-	20	9500	200	400	400	ADQ	ADQ	ADQ	Min	Sub	B
	W 5th St (SR 1600)	NC 72	Lincoln St	Lumberton	0.2	44	4	11	-	35	24600	6100	11800	11800	ADQ	ADQ	ADQ	Maj	Sub	P
	W 5th St (SR 1600)	Lincoln St	MLK Jr Dr (SR 1599)	Lumberton	0.1	40	2	12	-	35	11000	6100	10700	10700	ADQ	ADQ	ADQ	Maj	Sub	P
ROBE0030-H	W 5th St (SR 1600)	MLK Jr Dr (SR 1599)	N Water St (SR 1536)	Lumberton	0.2	36	3	12	-	35	13700	9600	12600	12600	13700	ADQ	ADQ	Maj	Sub	P
	W 5th St	N Water St (SR 1536)	N Elm St	Lumberton	0.1	36	2	12	-	25	10000	4500	5800	5800	ADQ	ADQ	ADQ	Min	Sub	P
	W 5th St (SR 2499)	US 74A	Contempra Dr (SR 2513)	Lumberton	1.8	20	2	10	-	45	12900	3000	3500	3500	ADQ	ADQ	ADQ	Min	Sub	
	W 5th St (SR 2499)	Contempra Dr (SR 2513)	Starlite Dr (SR 2501)	Lumberton	1.5	20	2	10	-	45	12900	4400	5300	5300	ADQ	ADQ	ADQ	Min	Sub	
	W 5th St (SR 2499)	Starlite Dr (SR 2501)	NC 72	Lumberton	0.1	48	4	12	60	45	26700	9400	11000	11000	ADQ	ADQ	ADQ	Min	Sub	
	E 5th St	N Chestnut St	N Walnut St	Lumberton	0.1	30	2	9	-	20	8700	1000	2000	2000	ADQ	ADQ	ADQ	Min	Sub	P
	E 5th St	N Walnut St	N Cedar St	Lumberton	0.2	22	2	11	-	20	9400	1100	2100	2100	ADQ	ADQ	ADQ	Min	Sub	P
	E 5th St	N Cedar St	NC 41/NC 72	Lumberton	0.6	22	2	11	-	35	10100	1400	1800	1800	ADQ	ADQ	ADQ	Min	Sub	P
	E 7th St	N Elm St	N Chestnut St	Lumberton	0.1	24	2	12	-	20	9700	1000	1300	1300	ADQ	ADQ	ADQ	Min	Sub	P
	E 7th St	N Chestnut St	N Walnut St	Lumberton	0.1	24	2	9	-	20	8700	900	1200	1200	ADQ	ADQ	ADQ	Min	Sub	P

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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Proposals for Other Modes
	E 7th St	N Walnut St	N Pine St (SR 1997)	Lumberton	0.1	32	2	12	-	20	9700	1100	1400	1400	ADQ	ADQ	ADQ	Min	Sub	P
	E 7th St (SR 2104)	N Pine St (SR 1997)	N Cedar St	Lumberton	0.1	24	2	12	-	35	10500	2600	4000	4000	ADQ	ADQ	ADQ	Min	Sub	P
	E 7th St (SR 2104)	N Cedar St	Godwin Ave	Lumberton	0.5	22	2	11	-	35	10100	2000	3300	3300	ADQ	ADQ	ADQ	Min	Sub	P
	E 7th St (SR 2104)	Godwin Ave	NC 41/NC 211	Lumberton	0.8	40	2	12	-	35	10100	3500	4800	4800	ADQ	ADQ	ADQ	Min	Sub	B
ROBE0031-H	E 7th St (SR 2104)	NC 41/NC 211	Harrill Rd (SR 2126)	Lumberton	0.3	20	2	10	-	35	9800	5200	8000	8000	11000	2B	60	Min	Sub	B
ROBE0031-H	E 7th St (SR 2104)	Harrill Rd (SR 2126)	McPhail Rd (SR 2113)	Lumberton	0.2	22	2	11	-	35	10600	3500	6100	6100	11000	2B	60	Min	Sub	
	W 15th St	Carthage Rd (SR 1528)	N McMillian Ave	Lumberton	0.1	22	2	11	-	25	9700	2700	3200	3200	ADQ	ADQ	ADQ	Min	Sub	
	W 15th St	N McMillian Ave	N Elm St	Lumberton	0.2	22	2	11	-	25	9700	2100	2600	2600	ADQ	ADQ	ADQ	Min	Sub	
	E 15th St	N Elm St	N Chestnut St	Lumberton	0.1	22	2	11	-	25	9700	3200	4200	4200	ADQ	ADQ	ADQ	Min	Sub	
	E 15th St	N Chestnut St	N Cedar St	Lumberton	0.2	22	2	11	-	25	9700	2900	3700	3700	ADQ	ADQ	ADQ	Min	Sub	
	E 15th St	N Cedar St	Elizabethtown Rd (SR 2055)	Lumberton	0.2	32	2	12	-	25	10000	2200	2800	2800	ADQ	ADQ	ADQ	Min	Sub	
	W 17th St	Carthage Rd (SR 1528)	N Rowland Ave	Lumberton	0.1	26	2	10	-	25	9300	2400	3300	3300	ADQ	ADQ	ADQ	Min	Sub	T B
	W 24th St	N Rowland Ave	N McMillian Ave	Lumberton	0.1	28	2	10	-	25	9300	1000	1300	1300	ADQ	ADQ	ADQ	Min	Sub	T P
	W 24th St	N McMillian Ave	N Elm St	Lumberton	0.2	20	2	10	-	25	9300	1200	1500	1500	ADQ	ADQ	ADQ	Min	Sub	T P
	E 24th St	N Elm St	Fayetteville Rd (SR 1997)	Lumberton	0.3	38	3	12	-	35	13700	7000	8600	8600	ADQ	ADQ	ADQ	Maj	Sub	T P
	W 27th St	N Rowland Ave	N McMillian Ave	Lumberton	0.3	28	2	10	-	10	7900	3000	3200	3200	ADQ	ADQ	ADQ	Min	Sub	T P
	Alamac Rd (SR 2289)	0.2 miles S of Popes Crossing Rd (SR 2207)	Popes Crossing Rd (SR 2207)	Robeson Co.	0.2	20	2	12	150	55	12000	2700	3900	3900	ADQ	ADQ	ADQ	Min	Sub	
	Alamac Rd (SR 2289)	Popes Crossing Rd (SR 2207)	Kite Rd (SR 2305)	Robeson Co.	0.9	20	2	12	150	55	12000	2900	3900	3900	ADQ	ADQ	ADQ	Min	Sub	
	Alamac Rd (SR 2289)	Kite Rd (SR 2305)	Chicken Foot Rd (SR 2203)	Robeson Co.	1.9	24	2	12	150	55	12700	3400	4400	4400	ADQ	ADQ	ADQ	Min	Sub	B

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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Proposals for Other Modes
	Barker Ten Mile Rd (SR 1005)	Fayetteville Rd (SR 1997)	0.2 miles S of Bee Gee Rd (SR 1948)	Lumberton	0.5	35	3	11	-	45	14300	5500	7100	7100	ADQ	ADQ	ADQ	Min	Sub	T B
	Barker Ten Mile Rd (SR 1005)	0.2 miles S of Bee Gee Rd (SR 1948)	Bee Gee Rd (SR 1948)	Lumberton	0.2	22	2	11	-	45	14300	4500	6000	6000	ADQ	ADQ	ADQ	Min	Sub	
ROBE0032-H	Barker Ten Mile Rd (SR 1005)	Bee Gee Rd (SR 1948)	0.4 miles N of Powersville Rd (SR 1529)	Robeson Co.	1.7	20	2	10	-	55	12000	3000	4300	4300	12700	2A	60	Min	Sub	
ROBE0033-H	Bee Gee Rd (SR 1948)	Barker Ten Mile Rd (SR 1005)	Meadow Rd (SR 1945)	Robeson Co.	1.0	18	2	9	-	45	10700	2500	4000	4000	12700	2B	60	Min	Sub	B
	Briarcliff Ln (SR 2505)	Crawford Rd (SR 2539)	Selma Rd (SR 2317)	Robeson Co.	1.2	20	2	10	60	45	12000	600	700	700	ADQ	ADQ	ADQ	Min	Sub	
ROBE0034-H	Capuano Rd (SR 1590)	Carthage Rd (SR 1526)	Rowland Ave	Lumberton	1.0	18	2	10	-	45	12000	2600	3700	3700	14300	3A	80	Min	Sub	
	Carolina Ave	Dresden Ave	Cherokeee St	Lumberton	0.2	22	2	11	-	25	9700	700	900	900	ADQ	ADQ	ADQ	Min	Sub	P
	Carolina Ave	Cherokeee St	NC 41/NC 72	Lumberton	0.2	32	2	12	-	25	10000	2000	2300	2300	ADQ	ADQ	ADQ	Min	Sub	P
ROBE0035-H	Carthage Rd (SR 1536)	N Water St (SR 1536)	W 17th St	Lumberton	0.4	22	2	11	-	35	10600	6800	8200	8200	11100	2E	60	Maj	Sub	T P
ROBE0035-H	Carthage Rd (SR 1536)	W 17th St	I-95	Lumberton	0.8	44	2	12	-	35	11000	7900	9100	9100	12700	3B	80	Maj	Sub	T P
	Carthage Rd (SR 1536)	I-95	McMillan's Beach Rd (SR 1536)	Lumberton	0.4	24	2	12	110	35	11000	4200	5600	5600	11000	ADQ	ADQ	Min	Sub	B P
	W Carthage Rd (SR 1528)	McMillan's Beach Rd (SR 1536)	Norment Rd (SR 1532)	Robeson Co.	3.9	24	2	12	110	35	11000	4000	5300	5300	ADQ	ADQ	ADQ	Min	Sub	B P
	W Carthage Rd (SR 1528)	Norment Rd (SR 1532)	NC 211	Lumberton	0.9	20	2	10	-	55	12000	1200	1600	1600	ADQ	ADQ	ADQ	Min	Sub	
	S Cedar St	E 1st St	Noir St	Lumberton	0.4	24	2	12	-	35	11000	1400	2400	2400	ADQ	ADQ	ADQ	Min	Sub	
	N Cedar St	E 1st St	NC 41/NC 72	Lumberton	0.1	22	2	11	-	35	10700	3100	4100	4100	ADQ	ADQ	ADQ	Min	Sub	P
	N Cedar St	NC 41/NC 72	E 7th St (SR 2104)	Lumberton	0.3	24	2	12	-	35	11000	2800	4500	4500	ADQ	ADQ	ADQ	Min	Sub	T P

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Proposals for Other Modes
	N Cedar St	E 7th St (SR 2104)	Elizabethtown Rd (SR 2055)	Lumberton	0.2	24	2	12	-	35	11000	2500	4100	4100	ADQ	ADQ	ADQ	Min	Sub	T P
	N Cedar St	Elizabethtown Rd (SR 2055)	Godwin Ave	Lumberton	0.6	32	2	12	-	35	11000	2100	3500	3500	ADQ	ADQ	ADQ	Min	Sub	P
	S Chestnut St (SR 2289)	Chicken Foot Rd (SR 2203)	Noir St	Lumberton	0.5	24	2	55	150	55	12700	4200	5200	5200	ADQ	ADQ	ADQ	Min	Sub	B
	S Chestnut St (SR 2289)	Noir St	S Elm St (SR 2290)	Lumberton	0.1	24	2	35	150	35	11000	3200	3600	3600	ADQ	ADQ	ADQ	Min	Sub	
	S Chestnut St (SR 2289)	S Elm St (SR 2290)	E 1st St	Lumberton	0.2	32	2	10	100	35	8900	1600	1800	1800	ADQ	ADQ	ADQ	Min	Sub	
ROBE0036-H	N Chestnut St (SR 2289)	E 1st St	NC 41/NC 72	Lumberton	0.1	32	2	10	100	20	8900	2100	2400	2400	ADQ	ADQ	ADQ	Min	Sub	P
ROBE0036-H	N Chestnut St	NC 41/NC 72	E 3rd St	Lumberton	0.1	12	1	12	-	20	5300	400	700	700	ADQ	ADQ	ADQ	Min	Sub	T P
ROBE0036-H	N Chestnut St	E 3rd St	Elizabethtown Rd	Lumberton	0.3	34	2	10	-	20	8900	1500	1900	1900	ADQ	ADQ	ADQ	Min	Sub	T P
ROBE0036-H	N Chestnut St	Elizabethtown Rd	E 15th St	Lumberton	0.4	34	2	10	-	20	8900	1600	2800	2800	ADQ	ADQ	ADQ	Min	Sub	T P
	N Chestnut St	E 15th St	E 24th St	Lumberton	0.5	22	2	11	-	25	9700	1800	3000	3000	ADQ	ADQ	ADQ	Min	Sub	T P
	Chicken Foot Rd (SR 2203)	Lovette Rd (SR 2204)	Alamac Rd (SR 2289)	Lumberton	0.4	20	2	10	60	55	12000	2100	3100	3100	ADQ	ADQ	ADQ	Min	Sub	B
	Chicken Foot Rd (SR 2203)	Alamac Rd (SR 2289)	Hestertown Rd (SR 2202)	Lumberton	0.8	20	2	10	60	55	12000	600	700	700	ADQ	ADQ	ADQ	Min	Sub	B
	S Chippewa St (SR 2202)	Lumber River	Noir St	Lumberton	0.3	20	2	12	-	55	12300	1000	1100	1100	ADQ	ADQ	ADQ	Min	Sub	B
	S Chippewa St (SR 2202)	Noir St	Watauga St	Lumberton	0.3	22	2	12	-	35	10100	2000	2100	2100	ADQ	ADQ	ADQ	Min	Sub	B
	S Chippewa St (SR 2202)	Watauga St	E 1st St	Lumberton	0.2	24	2	12	-	35	10500	2000	2200	2200	ADQ	ADQ	ADQ	Min	Sub	B P
	N Chippewa St (SR 2202)	E 1st St	NC 41/NC 72	Lumberton	0.1	24	2	12	-	35	10500	2000	2200	2200	ADQ	ADQ	ADQ	Min	Sub	P
	Contempra Dr (SR 2513)	Kenny Briggs Rd (SR 2413)	W 5th St (SR 2499)	Lumberton	1.3	20	2	10	60	55	12000	500	600	600	ADQ	ADQ	ADQ	Min	Sub	
	Crandlemire Rd	NC 41	Kenny Briggs Rd (SR 2413)	Lumberton	0.6	20	2	10	-	55	12000	3100	3600	3600	ADQ	ADQ	ADQ	Min	Sub	P

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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Proposals for Other Modes
	Crawford Rd (SR 2539)	Greensville Rd (SR 2419)	Briarcliff Ln (SR 2505)	Lumberton	0.9	20	2	10	60	55	12000	300	400	400	ADQ	ADQ	ADQ	Min	Sub	
	Crawford Rd (SR 2539)	Briarcliff Ln (SR 2505)	I-74/US 74	Lumberton	1.2	20	2	10	60	55	12000	1900	2400	2400	ADQ	ADQ	ADQ	Min	Sub	
ROBE0037-H	Dawn Dr (SR 1791)	NC 211	0.2 miles N of NC 211	Lumberton	0.2	32	3	12	-	45	13300	6000	10000	10000	14300	3B	80	Min	Sub	TB P
ROBE0037-H	Dawn Dr (SR 1791)	0.2 miles N of NC 211	US 301	Lumberton	1.7	20	2	10	-	45	12400	3900	5500	5500	14300	3B	80	Min	Sub	TB P
	Dunn Rd (SR 2510)	Kenny Briggs Rd (SR 2413)	Anne St	Lumberton	1.0	20	2	10	-	55	12000	1600	2400	2400	ADQ	ADQ	ADQ	Min	Sub	
	Dunn Rd	Anne St	NC 72	Lumberton	0.3	34	2	12	-	35	11000	1500	2000	2000	ADQ	ADQ	ADQ	Min	Sub	P
ROBE0038-H	Elizabethtown Rd	Water St (SR 1536)	N Elm St	Lumberton	0.1	20	2	10	-	20	8900	5300	7700	7700	9500	2E	60	Min	Sub	P
ROBE0038-H	Elizabethtown Rd	N Elm St	N Chestnut St	Lumberton	0.1	18	2	9	-	20	8600	5000	7100	7100	9500	2E	60	Min	Sub	P
ROBE0038-H	Elizabethtown Rd	N Chestnut St	N Walnut St	Lumberton	0.1	18	2	9	-	20	8600	4900	7000	7000	9500	2E	60	Min	Sub	P
ROBE0038-H	Elizabethtown Rd	N Walnut St	E 10th St	Lumberton	0.1	18	2	9	-	20	8600	4500	6400	6400	9500	2E	60	Min	Sub	P
	Elizabethtown Rd	E 10th St	N Pine St (SR 1997)	Lumberton	0.1	24	2	12	-	20	9500	4500	6400	6400	ADQ	ADQ	ADQ	Min	Sub	P
ROBE0039-H	Elizabethtown Rd (SR 2055)	N Pine St (SR 1997)	N Cedar St	Lumberton	0.1	24	2	12	60	20	9500	6000	8000	8000	9500	2E	ADQ	Min	Sub	P
	Elizabethtown Rd (SR 2055)	N Cedar St	E 15th St	Lumberton	0.3	48	4	12	60	35	25500	6000	8100	8100	ADQ	ADQ	ADQ	Min	Sub	T
	Elizabethtown Rd (SR 2055)	E 15th St	Godwin Ave	Lumberton	0.2	48	4	12	60	35	25500	7000	9100	9100	ADQ	ADQ	ADQ	Min	Sub	T
	Elizabethtown Rd (SR 2055)	Godwin	NC 211	Lumberton	0.4	48	4	12	60	35	25500	9400	12900	12900	ADQ	ADQ	ADQ	Min	Sub	T
	S Elm St (SR 2290)	1at St	S Chestnut St (SR 2289)	Lumberton	0.2	20	2	10	-	35	10300	1600	1800	1800	ADQ	ADQ	ADQ	Min	Sub	
ROBE0040-H	N Elm St (SR 2290)	1st St	NC 41/NC 72	Lumberton	0.1	32	2	10	-	20	8900	1600	1800	1800	ADQ	ADQ	ADQ	Min	Sub	P
ROBE0040-H	N Elm St	NC 41/NC 72	3rd St	Lumberton	0.1	12	1	12	-	20	5300	800	1100	1100	ADQ	ADQ	ADQ	Min	Sub	T P

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ROBE0040-H	N Elm St	3rd St	Court Square	Lumberton	0.1	34	2	10	-	20	8900	900	1200	1200	ADQ	ADQ	ADQ	Min	Sub	T P
ROBE0040-H	N Elm St	Court Square	Elizabethtown Rd	Lumberton	0.1	34	2	10	-	20	8900	2400	3100	3100	ADQ	ADQ	ADQ	Min	Sub	T P
ROBE0040-H	N Elm St	Elizabethtown Rd	15th St	Lumberton	0.4	24	2	12	-	35	10500	2200	2600	2600	ADQ	ADQ	ADQ	Min	Sub	T P
	N Elm St	15th St	19th St	Lumberton	0.2	24	2	12	-	35	10500	3300	4200	4200	ADQ	ADQ	ADQ	Min	Sub	T P
	N Elm St	19th St	24th St	Lumberton	0.3	24	2	12	-	35	10500	3400	4400	4400	ADQ	ADQ	ADQ	Min	Sub	T P
	N Elm St	24th St	27th St	Lumberton	0.2	40	4	10	-	35	22200	6800	8000	8000	ADQ	ADQ	ADQ	Maj	Sub	T P
	N Elm St	27th St	NC 211	Lumberton	0.3	40	4	10	-	35	22200	11000	13700	13700	ADQ	ADQ	ADQ	Maj	Sub	T P
ROBE0041-H	Farringdom St	Fayetteville Rd (SR 1997)	0.7 miles E of Fayetteville Rd (SR 1997)	Lumberton	0.7	16	2	8	-	35	9200	100	200	6000	11000	2E	110	Min	Sub	P
ROBE0041-H	Farringdom St Ext	0.7 miles E of Fayetteville Rd (SR 1997)	Meadow Rd (SR 1945)	Robeson Co.	0.5	-	-	-	-	-	-	-	-	5500	11000	2E	110	Min	Sub	P
U-5797	Fayetteville Rd (SR 1997)	E 22nd St	E 24th St/Godwin Ave	Lumberton	0.1	42	3	11	100	35	13700	10000	13300	13300	13700	3B	80	Maj	Sub	
U-5797	Fayetteville Rd (SR 1997)	E 24th St/Godwin Ave	NC 211	Lumberton	0.4	44	4	11	100	35	24200	13000	15600	15600	34300	4F	100	Maj	Sub	
U-5797	Fayetteville Rd (SR 1997)	NC 211	0.2 miles N of NC 211	Lumberton	0.2	64	5	12	100	35	28100	26000	32700	32700	51700	6F	130	Maj	Sub	
U-5797	Fayetteville Rd (SR 1997)	0.2 miles N of NC 211	Linkhaw Rd (SR 1984)	Lumberton	0.3	64	5	12	100	45	29900	26000	33900	33900	51700	6F	130	Maj	Sub	
U-5797	Fayetteville Rd (SR 1997)	Linkhaw Rd (SR 1984)	Farringdom St	Lumberton	0.3	64	5	12	100	45	29900	29000	37800	37800	51700	6F	130	Maj	Sub	
FS-0806A	Fayetteville Rd (SR 1997)	Farringdom St	Barker Ten Mile Rd (SR 1005)	Lumberton	0.9	64	5	12	100	45	29900	29000	37800	35000	51700	6F	130	Maj	Sub	
FS-0806A	Fayetteville Rd (SR 1997)	Barker Ten Mile Rd (SR 1005)	Jackson Ct (SR 1792)/ Wintergreen Dr	Lumberton	0.3	84	7	12	100	45	44700	19000	25300	25300	51700	6F	130	Maj	Sub	
FS-0806A	Fayetteville Rd (SR 1997)	Jackson Ct (SR 1792)/ Wintergreen Dr	I-95/US 301	Lumberton	0.2	60	5	12	100	45	29900	19000	25100	25100	51700	6F	130	Min	Sub	T B
	Gavintown Rd	Linkhaw Rd (SR 1984)	NC 41	Lumberton	0.7	22	2	11	-	35	10600	300	500	500	ADQ	ADQ	ADQ	Min	Sub	P

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	Godwin Ave	E 5th St	E 7th St (SR 2104)	Lumberton	0.2	33	3	11	-	35	13200	4800	5800	5800	ADQ	ADQ	ADQ	Maj	Sub	T B P
	Godwin Ave	E 7th St (SR 2104)	E 10th St	Lumberton	0.2	33	3	11	-	35	13200	5000	6000	6000	ADQ	ADQ	ADQ	Maj	Sub	T P
	Godwin Ave	E 10th St	E 14th St	Lumberton	0.2	33	2	12	-	35	11000	5100	6200	6200	ADQ	ADQ	ADQ	Maj	Sub	T P
	Godwin Ave	E 14th St	Elizabethtown Rd (SR 2055)	Lumberton	0.2	33	3	11	-	35	13200	4700	5500	5500	ADQ	ADQ	ADQ	Maj	Sub	T P
	Godwin Ave	Elizabethtown Rd (SR 2055)	Fayetteville Rd (SR 1997)	Lumberton	0.5	48	4	12	-	35	25500	5000	6000	6000	ADQ	ADQ	ADQ	Maj	Sub	T P
	N Grace St	1st St	NC 41/NC 72	Lumberton	0.1	20	2	10	-	35	10300	500	700	700	ADQ	ADQ	ADQ	Min	Sub	B P
	N Grace St	NC 41/NC 72	E 5th St	Lumberton	0.1	20	2	10	-	35	10300	2800	3400	3400	ADQ	ADQ	ADQ	Maj	Sub	B P
	Greensville Rd (SR 2419)	Crawford Rd (SR 2539)	NC 41	Robeson Co.	0.9	18	2	9	-	55	10700	700	1000	1000	ADQ	ADQ	ADQ	Min	Sub	
	Hardin Rd (SR 2128)	NC 41/NC 211	0.1 miles E of NC 42/NC 211	Lumberton	0.1	20	2	10	-	35	10300	500	800	800	ADQ	ADQ	ADQ	Min	Sub	
	Hardin Rd (SR 2128)	0.1 miles E of NC 42/NC 211	Harrill Rd (SR 2126)	Robeson Co.	0.7	20	2	10	-	45	12400	500	800	800	ADQ	ADQ	ADQ	Min	Sub	
	Harrill Rd (SR 2126)	E 7th St (SR 2104)	Hardin Rd (SR 2128)	Robeson Co.	0.3	20	2	10	-	55	12000	2300	3700	3700	ADQ	ADQ	ADQ	Min	Sub	B
	Harrill Rd (SR 2126)	Hardin Rd (SR 2128)	NC 41	Robeson Co.	0.8	20	2	10	-	55	12000	2200	3200	3200	ADQ	ADQ	ADQ	Min	Sub	B
	Hestertown Rd (SR 2202)	NC 72	Chicken Foot Rd (SR 2203)	Robeson Co.	1.3	20	2	10	-	55	12000	700	700	700	ADQ	ADQ	ADQ	Min	Sub	
	Hestertown Rd (SR 2202)	Chicken Foot Rd (SR 2203)	Lumber River	Robeson Co.	0.5	20	2	10	-	55	12000	1000	1100	1100	ADQ	ADQ	ADQ	Min	Sub	B
	Hilly Branch Rd (SR 1207)	0.5 miles S of I-74/US 74	US 74A	Robeson Co.	1.5	20	2	10	100	55	12000	1900	2600	2600	ADQ	ADQ	ADQ	Min	Sub	
ROBE0042-H	Hornets Rd (SR 2033)	Meadow Rd (SR 1945)	NC 41	Lumberton	0.8	20	2	10	-	55	12000	4600	7000	7000	12700	2A	60	Min	Sub	B
	Jackson Ct (SR 1792)	0.2 miles N of NC 211	NC 211	Lumberton	0.2	36	3	12	-	35	13700	7300	12000	12000	ADQ	ADQ	ADQ	Min	Sub	P

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	Kahn Dr (SR 1792)	NC 211	0.2 miles N of NC 211	Lumberton	0.2	36	3	12	-	35	13700	6000	9000	9000	ADQ	ADQ	ADQ	Min	Sub	T P
ROBE0043-H	Kahn Dr (SR 1792)	0.2 miles N of NC 211	0.3 miles S of Jackson Ct (SR 1792)	Lumberton	1.1	22	2	11	-	45	12900	6500	10100	10100	14300	3E	80	Min	Sub	T P
	Kahn Dr (SR 1792)	0.3 miles S of Jackson Ct (SR 1792)	Jackson Ct. (SR 1792)	Lumberton	0.3	33	3	11	-	45	13800	6800	11000	11000	ADQ	ADQ	ADQ	Min	Sub	T
	Kenny Biggs Rd (SR 2413)	I-74/US 74	Sanchez Dr (SR 2316)	Robeson Co.	0.2	24	2	12	-	55	12700	700	800	800	ADQ	ADQ	ADQ	Min	Sub	
ROBE0044-H	Kenny Biggs Rd (SR 2413)	Sanchez Dr (SR 2316)	Contempra Dr (SR 2513)	Robeson Co.	0.3	20	2	10	-	55	11900	2400	2900	2900	12700	2A	60	Min	Sub	
ROBE0044-H	Kenny Biggs Rd (SR 2413)	Contempra Dr (SR 2513)	Starlite Rd (SR 2501)	Robeson Co.	1.4	20	2	10	-	55	11900	2300	3000	3000	12700	2A	60	Min	Sub	
ROBE0044-H	Kenny Biggs Rd (SR 2413)	Starlite Rd (SR 2501)	Dunn Rd (SR 2510)/ Crandlemire Rd	Lumberton	0.8	22	2	11	-	55	12300	1600	2000	2000	12700	2A	60	Min	Sub	
ROBE0044-H	Kenny Biggs Rd (SR 2413)	Dunn Rd (SR 2510)/ Crandlemire Rd	Side St	Lumberton	0.6	18	2	9	-	55	11400	1600	2300	2300	12700	2A	60	Min	Sub	
ROBE0044-H	Kenny Biggs Rd (SR 2413)	Side St	Page St	Lumberton	0.3	18	2	9	-	35	9900	1600	2300	2300	11000	2C	60	Min	Sub	
	Kendric Dr (SR 1589)	NC 72/NC 711	US 74A	Robeson Co.	3.5	20	2	10	-	35	10300	2500	2700	2700	ADQ	ADQ	ADQ	Min	Sub	
ROBE0045-H	Lackey St (SR 1586)	NC 211	Carthage Rd (SR 1536)	Lumberton	1.3	22	2	11	-	45	12900	2500	4100	4100	14300	3A	80	Min	Sub	T
	Linkhaw Rd (SR 1984)	Fayetteville Rd (SR 1997)	0.2 miles W of Gavintown Rd	Lumberton	0.5	36	3	12	60	45	14300	9600	16500	16500	ADQ	ADQ	ADQ	Min	Sub	T B P
ROBE0046-H	Linkhaw Rd (SR 1984)	0.2 miles W of Gavintown Rd	Gavintown Rd	Lumberton	0.2	22	2	11	60	45	12900	9200	14600	14600	13300	2E	ADQ	Min	Sub	T B P
ROBE0046-H	Linkhaw Rd (SR 1984)	Gavintown Rd	Meadow Rd (SR 1945)	Lumberton	0.5	22	2	11	60	45	12900	8800	13800	13800	13300	2E	ADQ	Min	Sub	T B P
	Lovette Rd (SR 2204)	Popes Crossing Rd (SR 2207)	Chicken Foot Rd (SR 2203)	Lumberton	2.4	20	2	10	-	55	11900	1500	1700	1700	ADQ	ADQ	ADQ	Min	Sub	
	Lovette Rd (SR 2204)	Chicken Foot Rd (SR 2203)	NC 41	Lumberton	0.3	20	2	10	30	35	10300	800	1100	1100	ADQ	ADQ	ADQ	Min	Sub	

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	Martin Luther King Jr Dr (SR 1599)	W 5th St (SR 1600)	NC 72	Lumberton	0.1	40	4	10	-	35	20700	9000	11400	11400	ADQ	ADQ	ADQ	Maj	Sub	P
	N McMillian Ave	W 15th St	W 24th St	Lumberton	0.5	20	2	10	-	25	8600	1400	1600	1600	ADQ	ADQ	ADQ	Min	Sub	
	N McMillian Ave	W 24th St	W 27th St	Lumberton	0.2	20	2	10	-	25	8600	1000	1200	1200	ADQ	ADQ	ADQ	Min	Sub	
ROBE0047-H	Meadow Rd (SR 1945)	NC 41	Linkhaw Rd (SR 1984)	Lumberton	0.6	20	2	10	-	35	10300	2500	3100	3800	11000	2B	60	Min	Sub	B P
ROBE0047-H	Meadow Rd (SR 1945)	Linkhaw Rd (SR 1984)	Bee Gee Rd (SR 1948)	Robeson Co.	1.9	20	2	10	-	55	12000	2700	4200	6600	12700	2B	60	Min	Sub	B P
ROBE0047-H	Meadow Rd (SR 1945)	Bee Gee Rd (SR 1948)	0.1 miles N of Powersville Rd (SR 1529)	Robeson Co.	1.3	20	2	10	-	55	12000	1500	2600	3500	12700	2B	60	Min	Sub	B
	Mt Olive Ch Rd (SR 1529)	W Carthage Rd (SR 1528)	NC 211	Robeson Co.	0.4	20	2	10	-	55	12000	600	800	800	ADQ	ADQ	ADQ	Min	Sub	
	Mt Olive Ch Rd (SR 1529)	NC 211	US 301	Robeson Co.	3.0	20	2	10	60	55	12000	3000	3800	3800	ADQ	ADQ	ADQ	Min	Sub	B
	Noir St	Alamac Rd (SR 2289)	S Cedar St	Lumberton	0.2	20	2	10	-	20	9100	600	1300	1300	ADQ	ADQ	ADQ	Min	Sub	
	Noir St	S Cedar St	S Chippewa St (SR 2202)	Lumberton	0.3	20	2	10	-	20	9100	200	500	500	ADQ	ADQ	ADQ	Min	Sub	
	Norment Rd (SR 1532)	W Carthage Rd (SR 1528)	Pine Log Rd (SR 1527)	Robeson Co.	1.1	20	2	10	60	55	12300	2000	2500	2500	ADQ	ADQ	ADQ	Min	Sub	
	Old Whiteville Rd (SR 2115)	NC 72	Beulah Church Rd (SR 2116)	Robeson Co.	1.9	22	2	11	-	55	12700	3400	4000	4000	ADQ	ADQ	ADQ	Min	Sub	
ROBE0048-H	Page St	Kenny Biggs Rd (SR 2413)	NC 41	Lumberton	0.2	18	2	9	-	35	9900	1600	2300	2300	10500	2C	60	Min	Sub	
	N Pine St	E 1st St	NC 41/NC 72	Lumberton	0.1	34	2	12	-	35	11000	1000	1700	1700	ADQ	ADQ	ADQ	Min	Sub	P
	N Pine St (SR 1997)	NC 41/NC 72	E 7th St (SR 2104)	Lumberton	0.3	28	2	12	40	35	11000	5300	6800	6800	ADQ	ADQ	ADQ	Min	Sub	P
	N Pine St (SR 1997)	E 7th St (SR 2104)	Elizabethtown Rd (SR 2055)	Lumberton	0.2	28	2	12	40	35	11000	6700	7700	7700	ADQ	ADQ	ADQ	Min	Sub	P

HIGHWAY																					
		Section				2014 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Proposals for Other Modes
ROBE0049-H	N Pine St (SR 1997)	Elizabethtown Rd (SR 2055)	E 12th St	Lumberton	0.1	28	2	12	100	20	9500	7500	9300	9300	ADQ	ADQ	ADQ	Min	Sub	P
ROBE0049-H	N Pine St (SR 1997)	E 12th St	E 15th St	Lumberton	0.2	28	2	12	100	35	11000	7500	9300	9300	ADQ	ADQ	ADQ	Min	Sub	P
ROBE0049-H	N Pine St (SR 1997)	E 15th St	E 19th St	Lumberton	0.2	42	3	12	100	35	13700	9000	12000	12000	ADQ	ADQ	ADQ	Min	Sub	P
ROBE0049-H	N Pine St (SR 1997)	E 19th St	E 22nd St	Lumberton	0.4	44	3	12	100	35	13700	10000	13300	13300	ADQ	ADQ	ADQ	Min	Sub	P
	N Rowland Ave	W 17th St	W 24th St	Lumberton	0.5	28	2	12	-	35	11000	3400	5400	5400	ADQ	ADQ	ADQ	Min	Sub	T P
	N Rowland Ave	W 24th St	Cupano Rd (SR 1590)	Lumberton	0.6	28	2	12	-	35	11000	3000	4300	4300	ADQ	ADQ	ADQ	Min	Sub	T P
	N Rowland Ave (SR 1590)	Cupano Rd (SR 1590)	NC 211	Lumberton	0.1	24	2	12	-	25	10000	2900	4900	4900	ADQ	ADQ	ADQ	Min	Sub	T P
ROBE0050-H	Pine Log Rd (SR 1527)	NC 72	Norment Rd (SR 1532)	Robeson Co.	1.6	22	2	11	60	55	12700	4900	5700	5700	12700	2A	ADQ	Min	Sub	
	Popes Crossing Rd (SR 2316)	NC 41	Lovette Rd (SR 2204)	Robeson Co.	1.4	22	2	11	-	55	12700	1800	2100	2100	ADQ	ADQ	ADQ	Min	Sub	
	Popes Crossing Rd (SR 2207)	Lovette Rd (SR 2204)	Alamac Rd (SR 2289)	Robeson Co.	1.5	22	2	11	-	55	12700	1600	1900	1900	ADQ	ADQ	ADQ	Min	Sub	
	Popes Crossing Rd (SR 2207)	Alamac Rd (SR 2289)	0.1 miles W of NC 72	Robeson Co.	1.6	22	2	11	-	55	12700	900	1200	1200	ADQ	ADQ	ADQ	Min	Sub	
	Powersville Rd (SR 1529)	US 301	Meadow Rd (SR 1945)	Robeson Co.	2.7	20	2	10	60	55	12000	2500	3000	3000	ADQ	ADQ	ADQ	Min	Sub	B
	Rennert Rd (SR 1752)	0.3 miles N of Mt Olive Church Rd (SR 1529)	US 301	Robeson Co.	0.9	22	2	11	-	55	12700	2700	3300	3300	ADQ	ADQ	ADQ	Min	Sub	
	Sanchez Dr (SR 2534)	US 74A	Kenny Briggs Rd (SR 2413)	Robeson Co.	1.3	24	2	12	-	55	12700	1700	2100	2100	ADQ	ADQ	ADQ	Min	Sub	
	Sanchez Dr (SR 2316)	Kenny Briggs Rd (SR 2413)	0.3 miles E of Kenny Briggs Rd (SR 2413)	Robeson Co,	0.3	24	2	12	-	55	12700	1900	2100	2100	ADQ	ADQ	ADQ	Min	Sub	
	Sanchez Dr (SR 2316)	0.3 miles E of Kenny Briggs Rd (SR 2413)	NC 41	Robeson Co,	1.1	22	2	11	-	55	12700	2100	2300	2300	ADQ	ADQ	ADQ	Min	Sub	

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Proposals for Other Modes
	Saxon Ave	Dresden Ave	Lafayette St	Lumberton	0.6	24	2	12	-	25	10000	700	900	900	ADQ	ADQ	ADQ	Min	Sub	
	Saxon Ave	Lafayette St	NC 72	Lumberton	0.6	20	2	12	-	35	10300	400	500	500	ADQ	ADQ	ADQ	Min	Sub	
	Selma Rd (SR 2317)	Crawford Rd (SR 2539)	Briarcliff Ln (SR 2505)	Robeson Co.	1.2	22	2	11	-	55	12700	500	600	600	ADQ	ADQ	ADQ	Min	Sub	
	Selma Rd (SR 2317)	Briarcliff Ln (SR 2505)	NC 41	Robeson Co.	1.4	22	2	11	-	55	12700	300	400	400	ADQ	ADQ	ADQ	Min	Sub	
ROBE0031-H	Seventh Street Rd (SR 2104)	McPhail Rd (SR 2113)	Snake Rd (SR 2110)	Lumberton	0.8	22	2	11	-	45	12900	3500	6100	6100	13300	2A	60	Min	Sub	
ROBE0031-H	Seventh Street Rd (SR 2104)	Snake Rd (SR 2110)	0.3 miles E of Snake Rd (SR 2110)	Robeson Co.	0.3	22	2	11	-	55	12700	2900	5400	5400	ADQ	2A	60	Min	Sub	
ROBE0051-H	Starlite Dr (SR 2501)	NC 41	Marion Rd	Robeson Co.	0.2	22	2	11	-	35	10600	3900	4400	4400	11000	2A	60	Min	Sub	
ROBE0051-H	Starlite Dr (SR 2501)	Marion Rd	Kenny Briggs Rd (SR 2413)	Robeson Co.	0.8	22	2	11	-	55	12700	4200	4700	4700	12700	2A	60	Min	Sub	
ROBE0051-H	Starlite Dr (SR 2501)	Kenny Briggs Rd (SR 2413)	0.3 miles S of @ 5th St (SR 2499)	Robeson Co.	0.7	22	2	11	-	55	12700	5200	5900	5900	12700	2A	60	Min	Sub	
ROBE0051-H	Starlite Dr (SR 2501)	0.3 miles S of @ 5th St (SR 2499)	W 5th St (SR 2499)	Lumberton	0.3	22	2	11	-	35	10600	5400	6100	6100	11000	2A	60	Min	Sub	
	N Walnut St	E 1st St	NC 41/NC 72	Lumberton	0.1	24	2	12	-	25	10000	1400	1500	1500	ADQ	ADQ	ADQ	Min	Sub	P
	N Walnut St	NC 41/NC 72	E 5th St	Lumberton	0.2	24	2	12	-	25	10000	3300	3600	3600	ADQ	ADQ	ADQ	Min	Sub	P
	N Walnut St	E 5th St	Elizabethtown Rd	Lumberton	0.2	24	2	12	-	25	10000	3000	3300	3300	ADQ	ADQ	ADQ	Min	Sub	P
	N Walnut St	Elizabethtown Rd	E 15th St	Lumberton	0.3	24	2	12	-	25	10000	2300	2500	2500	ADQ	ADQ	ADQ	Min	Sub	P
	N Walnut St	E 15th St	E 24th St	Lumberton	0.5	24	2	12	-	25	10000	3000	3100	3100	ADQ	ADQ	ADQ	Min	Sub	
	N Walnut St	E 24th St	NC 211	Lumberton	0.4	36	3	12	-	25	11300	3700	3800	3800	ADQ	ADQ	ADQ	Min	Sub	
	N Water St	1st Ave	NC 41/NC 72	Lumberton	0.1	32	2	12	-	20	9500	200	300	300	ADQ	ADQ	ADQ	Min	Sub	
	N Water St (SR 1536)	NC 41/NC 72	W 5th St (SR 1600)	Lumberton	0.2	38	2	12	-	35	10600	2300	2500	2500	ADQ	ADQ	ADQ	Min	Sub	P
U-5524	N Water St (SR 1536)	W 5th St (SR 1600)	Elizabethtown Rd	Lumberton	0.1	38	2	12	-	35	10600	7800	10500	10500	11500	3E	80	Min	Sub	P
	N Water St (SR 1536)	W 5th St (SR 1600)	Carthage Rd (SR 1536)	Lumberton	0.3	22	2	11	-	35	10600	6400	7800	7800	ADQ	ADQ	ADQ	Min	Sub	P

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Wire Glass Rd (SR 2208)	0.4 miles S of Little Rod Rd (SR 2306)	Little Rod Rd (SR 2306)	Robeson Co.	0.4	20	2	10	60	55	12700	1400	2000	2000	ADQ	ADQ	ADQ	Min	Sub	
	Wire Glass Rd (SR 2208)	Little Rod Rd (SR 2306)	NC 41	Robeson Co.	1.0	20	2	10	60	45	12000	2300	3100	3100	ADQ	ADQ	ADQ	Min	Sub	

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
ROBE0001-T	Lumberton Fixed Route Bus Service via SEATS	Various major roadways throughout Lumberton	Various	32.1		Bus	H

[1] Only major public transportation routes and proposals are shown here. For further documentation of the public transportation system, refer to *[insert name of document(s)]*.

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
ROBE0001-R	CSX - SE Line	Hamlet - Wilmington	1	40	116	Freight	200	8	Passenger	200	N/A	
	CSX - Spur Line	CSX (SE Line) - Kenny Biggs Rd	1	N/A	2	Freight	N/A	<1				
	CSX Spur (Duart Spur)	CSX (SE Line) - Dupont (E of St. Paul)	1	N/A	22	Freight	N/A	<1				
	CSX Spur (Duke)	CSX - Retired Duke Plant (INACTIVE)	1	N/A	1.5	Freight	N/A	0				

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
I-4413	US 301	I-95 - Dawn Dr (SR 1791)	0.4	Concurrent with US 301 - See Highway Table				H P
ROBE0005-B	US 301	Dawn Dr (SR 1791) - Powersville Rd (SR 1529)	2.3	36	3	Bicycle	3A	H P
ROBE0026-H	NC 72/NC 711	NC 711 - I-95/US 301	0.4	Concurrent with NC 72/NC 711 - See Highway Table				H
ROBE0006-B	E 1st St	Chippewa St (SR 2202) - Grace St	0.2	28	2	Bicycle	2C	H
ROBE0007-B	E 7th St (SR 2104)	Godwin Ave - Harrill Rd (SR 2126)	0.8	40	2	Bicycle	2B	H P
ROBE0031-H	E 7th St (SR 2104)	NC 41/NC 72 - Harrill Rd (SR 2126)	0.3	Concurrent with SR 2104 - See Highway Table				H P
ROBE0008-B	Alamac Rd (SR 2289)	0.1 miles N of Chicken Foot Rd (SR 2203) - Chicken Foot Rd (SR 2203)	0.1	24	2	Bicycle	2A	H
ROBE0009-B	Barker Ten Mile Rd (SR 1005)	Corporate Dr - BeeGee Rd (SR 1948)	0.2	22	2	Bicycle	2B	H
ROBE0033-H	Bee Gee Rd (SR 1948)	Meadow Rd (SR 1945) - Barker Ten Mile Rd (SR 1005)	1.0	Concurrent with SR 1948 - See Highway Table				H
ROBE0035-H	Carthage Rd (SR 1536)	Velcord Dr - I-95	0.5	Concurrent with SR 1536 - See Highway Table				H P
ROBE0010-B	Carthage Rd (SR 1536)	Fivemile Branch Greenway - Velcord Dr	0.5	24	2	Bicycle	2A	H P
ROBE0011-B	Chicken Foot Rd (SR 2203)	Alamac Rd (SR 2289) - Hestertown Rd (SR 2202)	0.9	20	2	Bicycle	2A	H
ROBE0012-B	Chippewa St (SR 2202)	Hestertown Rd (SR 2202) - E 1st St	0.7	22	2	Bicycle	2B	H
ROBE0013-B	Corporate Dr	Farm Brook Dr - Barker Ten Mile Rd (SR 1005	0.1	34	2	Bicycle	2E	P
ROBE0014-B	Crystal Rd (SR 1591)	VFW Rd (SR 1591) - Riverwalk Greenway	0.5	18	2	Bicyle	2C	
ROBE0015-B	Cox Rd (SR 1588)	NC 72/NC 711 - VFW Rd (SR 1591)	0.9	18	2	Bicycle	2B	
ROBE0037-H	Dawn Dr (SR 1791)	Weillington Rd - US 301	1.4	Concurrent with SR 1791 - See Highway Table				H P
ROBE0016-B	Farm Brook Dr	Wintergreen Dr - Corporate Dr	0.2	34	2	Bicycle	2E	P

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section				Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Modes
FS-0806A	Fayetteville Rd (SR 1997)	Wintergreen Dr - I-95	0.2	Concurrent with SR 1997 - See Highway Table				H P
ROBE0017-B	Godwin Ave	E 5th St - E 7th St (SR 2104)	0.2	33	3	Bicycle	3B	H P
ROBE0018-B	N Grace St	E 1st St - E 5th St	0.1	20	2	Bicycle	2E	H P
ROBE0019-B	Harrill Rd (SR 2126)	E 7th St (SR 2104) - NC 41	1.1	20	2	Bicycle	2A	H
ROBE0020-B	Hestertown Rd (SR 2202)	Chicken Foot Rd (SR 2203) - Chippewa St (SR 2202)	0.5	20	2	Bicycle	2A	H
ROBE0042-H	Hornets Rd (SR 2033)	NC 41 - Meadow Rd (SR 1945)	0.8	Concurrent with SR 2033 - See Highway Table				H P
ROBE0021-B	Kings Cross Rd	NC 211 - Wellington Rd	0.2	28	2	Bicycle	2E	P
ROBE0046-H	Linkhaw Rd (SR 1984)	Fayetteville Rd (SR 1997) - Meadow Rd (SR 1945)	1.2	Concurrent with SR 1984 - See Highway Table				H P
ROBE0048-H	Meadow Rd (SR 1945)	Linkhaw Rd (SR 1984) - BeeGee Rd (SR 1948)	1.9	Concurrent with SR 1945 - See Highway Table				H P
ROBE0048-H	Meadow Rd (SR 1945)	BeeGee Rd (SR 1948) - Powersville Rd (SR 1529)	1.3	Concurrent with SR 1945 - See Highway Table				H
ROBE0022-B	Mt Olive Church Rd (SR 1529)	Saddletree Rd (SR 1531) - US 301	1.8	18	2	Bicycle	2A	
ROBE0023-B	Powersville Rd (SR 1529)	US 301 - Meadow Rd (SR 1945)	2.7	18	2	Bicycle	2A	
ROBE0024-B	Saddletree Rd (SR 1531)	NC 211 - Mt Olive Church Rd (SR 1531)	2.5	22	2	Bicycle	2A	
ROBE0025-B	Velcord Dr	Carthage Rd (SR 1528) - Riverwalk Greenway Connector	0.1	24	2	Bicycle	2E	P
ROBE0026-B	VFW Rd (SR 1591)	Cox Rd (SR 1588) - Crystal Rd (SR 1591)	0.1	18	2	Bicycle	2B	
ROBE0027-B	Wellington Rd	Kings Cross Rd - Dawn Dr (SR 1791)	0.3	28	2	Bicycle	2E	P
ROBE0028-B	Wintergreen Dr	Fayetteville Rd (SR 1997) -Farmbrooke Dr	0.2	36	3	Bicycle	3C	P

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
I-4413	US 301	I-95 - Dawn Dr (SR 1791)	0.2			Sidewalk	Both	H B
ROBE0021-H	NC 41	Crandlemire Rd - Allen St	0.2	Sidewalk	West	Sidewalk	East	H
	NC 41	Allen St - 0.1 miles S of Marion Rd	0.2	Sidewalk	Both			H
ROBE0021-H	NC 41	0.1 miles S of Marion Rd - Marion Rd	0.1	Sidewalk	East	Sidewalk	West	H
	NC 41	Marion Rd - NC 72	0.9	Sidewalk	Both			H
	NC 41/NC 72	NC 72 - 0.1 miles W of Water St (SR 1536)	0.2	Sidewalk	Both			H
ROBE0022-H	NC 41/NC 72	0.1 miles W of Water St (SR 1536) - N Water St (SR 1536)	0.1	Sidewalk	North	Sidewalk	South	H
	NC 41/NC 72	N Water St (SR 1536) - N Cedar St	0.4	Sidewalk	Both			H
ROBE0022-H	NC 41/NC 72	N Cedar St - 0.1 miles W of E 5th St	0.5	Sidewalk	South	Sidewalk	North	H
ROBE0022-H	NC 41/NC 72	0.1 miles W of E 5th St - E 5th St	0.1			Sidewalk	Both	H
ROBE0001-P	NC 41/NC 72	E 5th St - Norwood Ave	0.1			Sidewalk	Both	H
	NC 41/NC 72	Norwood Ave - Hollywood Dr	0.2	Sidewalk	Both			H
ROBE0001-P	NC 41/NC 72	Hollywood Dr - Old Whiteville Rd	0.1	Sidewalk	South	Sidewalk	North	H
ROBE0001-P	NC 41/NC 72	Old Whiteville Rd - NC 211	0.5			Sidewalk	Both	H
ROBE0023-H	NC 41/NC 211	NC 72 - NC 41	1.6			Sidewalk	Both	H
ROBE0024-H	NC 41	NC 211 - Hornets Rd (SR 1984)	1.3			Sidewalk	Both	H
ROBE0026-H	NC 72	I-95 - 0.1 miles W of Dunn Rd	0.1			Sidewalk	Both	H
ROBE0026-H	NC 72	0.1 miles W of Dunn Rd - Dunn Rd	0.1	Sidewalk	North	Sidewalk	South	H
	NC 72	Dunn Rd - 0.1 miles E of Dunn Rd	0.1	Sidewalk	Both			H
ROBE0002-P	NC 72	0.1 miles E of Dunn Rd - 0.1 miles E of W 5th St (SR 1600)	1.8	Sidewalk	South	Sidewalk	North	H
ROBE0002-P	NC 72	0.1 miles E of W 5th St (SR 1600) - NC 41	0.1			Sidewalk	Both	H
ROBE0023-H	NC 211	NC 41 - Woodridge Dr	0.3			Sidewalk	Both	H
ROBE0023-H	NC 211	Woodridge Dr - 0.1 miles SE of Boomerang	0.2	Sidewalk	South	Sidewalk	Both	H
ROBE0023-H	NC 211	0.1 miles SE of Boomerang Dr - I-95	1.8			Sidewalk	Both	H
ROBE0003-P	E 1st St	Elm St (SR 2290) - Walnut St	0.1	Sidewalk	North	Sidewalk	South	H

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
	E 1st St	Walnut St - Cedar St	0.1	Sidewalk	Both			H
ROBE0003-P	E 1st St	Cedar St - 0.1 miles E of Cedar St	0.1	Sidewalk	South	Sidewalk	North	H
ROBE0003-P	E 1st St	0.1 miles E of Cedar St - Chippewa St (SR 2202)	0.1			Sidewalk	Both	H
	W 3rd St	N Water St (SR 1536) - N Elm St	0.1	Sidewalk	Both			
	E 3rd St	N Chestnut St - N Pine St (SR 1997)	0.1	Sidewalk	Both			
ROBE0004-P	E 3rd St	N Pine St (SR 1997) - Cedar St	0.1	Sidewalk	North	Sidewalk	South	
	4th St	N Water St (SR 1536) - N Cedar St	0.4	Sidewalk	Both			
ROBE0005-P	W 5th St (SR 2499)	Airport Blvd - NC 72	0.8			Sidewalk	Both	H
ROBE0006-P	W 5th St (SR 1600)	NC 72 - MLK Jr Dr (SR 1599)	0.3	Sidewalk	North	Sidewalk	South	H
	W 5th St (SR 1600)	MLK Jr Dr (SR 1599) - N Water St (SR 1536)	0.2	Sidewalk	Both			H
	W 5th St	N Water St (SR 1536) - N Elm St	0.1	Sidewalk	Both			H
	E 5th St	N Chestnut St - 0.1 miles E of N Sycamore St	0.3	Sidewalk	Both			H
ROBE0007-P	E 5th St	0.1 miles E of N Sycamore St - N Chippewa St	0.1	Sidewalk	North	Sidewalk	South	H
	E 5th St	N Chippewa St - Godwin Ave	0.2	Sidewalk	Both			H
ROBE0007-P	E 5th St	Godwin Ave - NC 41/NC 72	0.2	Sidewalk	North	Sidewalk	South	H
	6th St	Elizabethtown Rd - Cedar St	0.4	Sidewalk	Both			
	E 7th St	Elizabethtown Rd - N Walnut St	0.2	Sidewalk	Both			H
ROBE0008-P	E 7th St	N Walnut St - N Pine St (SR 1997)	0.1	Sidewalk	South	Sidewalk	North	H
ROBE0008-P	E 7th St (SR 2104)	N Pine St (SR 1997) - Cedar St	0.1	Sidewalk	South	Sidewalk	North	H
ROBE0008-P	E 7th St (SR 2104)	Cedar St - 0.1 miles E of Godwin Ave	0.5	Sidewalk	North	Sidewalk	South	H
ROBE0031-H	E 7th St (SR 2104)	0.1 miles E of Godwin Ave - NC 41/211	0.7			Sidewalk	Both	H B
	W 8th St	Caldwell St - N Water St (SR 1536)	0.1	Sidewalk	Both			
	W 8th St	N Water St (SR 1526) - N Elm St	0.1	Sidewalk	Both			
	E 8th St	Elizabethtown Rd - N Walnut St	0.1	Sidewalk	Both			

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
	E 8th St	Cedar St - 0.1 miles E of Cedar St	0.1	Sidewalk	Both			
	E 8th St	0.1 miles E of Cedar St -Willow St	0.1	Sidewalk	North			
	E 9th St	N Elm St - N Chestnut St	0.1	Sidewalk	North			
	E 9th St	Cedar St - Willow St	0.2	Sidewalk	North			
	W 10th St	Caldwell St - N Elm St	0.1	Sidewalk	Both			
	E 10th St	N Elm St - N Walnut St	0.1	Sidewalk	Both			
	E 10th St	Summit Ave - Godwin Ave	0.1	Sidewalk	South			
	E 11th St	N Pine St (SR 1997) - Cedar St	0.1	Sidewalk	North			
	E 12th St	N Walnut St - N Pine St (SR 1997)	0.1	Sidewalk	North			
	E 14th St	N Elm St - N Pine St (SR 1997)	0.2	Sidewalk	Both			
	W 16th St	0.1 miles W of N Elm St - N Elm St	0.1	Sidewalk	Both			
ROBE0009-P	W 17th St	Carthage Rd (SR 1536) - N Elm St	0.4			Sidewalk	Both	H
ROBE0010-P	E 17th St	N Elm St - N Cedar St	0.3			Sidewalk	Both	
	E 18th St	N Cedar St - 0.1 miles E of N Cedar St	0.1	Sidewalk	South			
	E 20th St	N Cedar St - 0.1 miles E of N Cedar St	0.1	Sidewalk	North			
	E 22nd St	N Cedar St - 0.1 miles E of N Cedar St	0.1	Sidewalk	South			
ROBE0011-P	W 24th St	N Rowland Ave - N Elm St.	0.3			Sidewalk	Both	H
ROBE0012-P	E 24th St	N Elm St - N Cedar St	0.3			Sidewalk	Both	H
	W 27th St	0.1 miles W of N Rowland Ave - Rowland Ave	0.1	Sidewalk	North			
ROBE0013-P	W 27th St	N Rowland Ave - N McMillan Ave	0.1	Sidewalk	North	Sidewalk	South	H
	W 27th St	N McMillan Ave - N Elm St	0.2	Sidewalk	Both			H
	W 28th St	0.1 miles W of N Barker St - N Barker St	0.1	Sidewalk	Both			
ROBE0014-P	W 28th St	N Barker St - N Elm St	0.1	Sidewalk	North	Sidewalk	South	

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
ROBE0015-P	W 29th St	N Rowland Ave - 0.1 miles E of N Rowland Ave	0.1	Sidewalk	North	Sidewalk	South	
	W 29th St	0.1 miles E of N Rowland Ave - N Floyd Ave	0.1	Sidewalk	Both			
ROBE0015-P	W 29th St	N Floyd Ave - N Barker St	0.1	Sidewalk	South	Sidewalk	North	
	W 29th St	N Barker St - N Elm St	0.1	Sidewalk	Both			
ROBE0016-P	W 31st St	N Rowland Ave - N Floyd Ave	0.2	Sidewalk	South	Sidewalk	North	
ROBE0016-P	W 31st St	N Floyd Ave - N Elm St	0.1			Sidewalk	Both	
ROBE0017-P	Airport Blvd	W 5th St (SR 2499) - End	0.3			Sidewalk	Both	
	Amberdale West Cir	Amberleaf Dr - Amberleaf Dr	0.2	Sidewalk	Both			
	Amberleaf Dr	Redwood Way - Amberleaf Cir	0.2	Sidewalk	West			
ROBE0018-P	Bailey Rd	Kahn Dr (SR 1792) - Fayetteville Rd (SR 1997)	0.6			Sidewalk	Both	
ROBE0019-P	Barker St	E 28th St - E 29th St	0.1	Sidewalk	West	Sidewalk	East	
ROBE0019-P	Barker St	E 29th St - E 31st St	0.1	Sidewalk	East	Sidewalk	West	
ROBE0020-P	Barker Ten-Mile Rd (SR 1005)	Fayetteville Rd (SR 1997) - Corporate Dr	0.5			Sidewalk	Both	H
	Baymeadow Bend	Redwood Way - End	0.1	Sidewalk	North			
	Beech Ct	Spruce St - End	0.1	Sidewalk	Both			
	Boomerang Dr	NC 211 - Fayetteville Rd (SR 1997)	0.2	Sidewalk	East			
	Caldwell St	W 8th St - 0.1 miles S of W 10th St	0.1	Sidewalk	East			
	Caldwell St	0.1 miles S of W 10th St - Carthage Rd (SR 1536)	0.1	Sidewalk	Both			
	California Dr	Nevada St - Nevada St	0.2	Sidewalk	West			
	California Dr	Nevada St - NC 41	0.1	Sidewalk	South			
ROBE0021-P	Carolina Ave	Dresden Ave - NC 41/NC 72	0.3	Sidewalk	East	Sidewalk	West	H
	Carthage Rd (SR 1536)	N Water St - W 17th St	0.4	Sidewalk	Both			H

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
ROBE0035-H	Carthage Rd (SR 1536)	W 17th St - Cherry St	0.1	Sidewalk	South	Sidewalk	North	H
ROBE0035-H	Carthage Rd (SR 1536)	Cherry St - Austin Dr	0.2			Sidewalk	Both	H
ROBE0035-H	Carthage Rd (SR 1536)	Austin Dr - Riverside Blvd	0.1	Sidewalk	North	Sidewalk	South	H
ROBE0035-H	Carthage Rd (SR 1536)	Riverside Blvd - Capuano Rd (SR 1590)	0.3	Sidewalk	South	Sidewalk	North	H B
ROBE0035-H	Carthage Rd (SR 1536)	Capuano Rd (SR 1590) - I-95	0.1			Sidewalk	Both	H B
ROBE0010-B	Carthage Rd (SR 1536)	I-95 - Lackey St (SR 1586)	0.1			Sidewalk	Both	H B
ROBE0010-B	Carthage Rd (SR 1536)	Lackey St (SR 1586) - Fivemile Greenway	0.1			Sidewalk	Both	H B
ROBE0022-P	N Cedar St	E 1st St - NC 41/NC 72	0.1	Sidewalk	East	Sidewalk	West	
	N Cedar St	NC 41/NC 72 - E 7th St (SR 2104)	0.3	Sidewalk	Both			H
ROBE0022-P	N Cedar St	E 7th St (SR 2104) - E 12th St	0.3	Sidewalk	East	Sidewalk	West	H
ROBE0022-P	N Cedar St	E 12th St - E 18th St	0.3	Sidewalk	West	Sidewalk	East	H
ROBE0022-P	N Cedar St	E 18th St - E 20th St	0.1			Sidewalk	Both	H
ROBE0022-P	N Cedar St	E 20th St - 0.1 miles N of E 20th St	0.1	Sidewalk	East	Sidewalk	West	H
ROBE0022-P	N Cedar St	0.1 miles N of E 20th St - Godwin Ave	0.2			Sidewalk	Both	H
	S Chestnut St	0.1 miles S of E 1st St - E 1st St	0.1	Sidewalk	Both			H
	N Chestnut St	E 1st St - E 14th St	0.6	Sidewalk	Both			H
ROBE0012-B	S Chippewa St (SR 2202)	Watauga St - E 1st St	0.2	Sidewalk	West	Sidewalk	East	H B
	N Chippewa St (SR 2202)	E 1st St - NC 41/NC 72	0.1	Sidewalk	Both			H
ROBE0023-P	Coree St	S Seneca St - S Grace St	0.1	Sidewalk	North	Sidewalk	South	
ROBE0013-B	Corporate Dr	Wintergreen Dr - Barker Ten-Mile Rd (SR 1005)	0.3	Sidewalk	North	Sidewalk	South	H B
ROBE0024-P	Crandlemire Rd	NC 41 - Marion Rd	0.1			Sidewalk	Both	H
ROBE0037-H	Dawn Dr (SR 1791)	Wellington Rd - US 301	0.2			Sidewalk	Both	B
	Deacons Rd	Furman Rd - Linkhaw Rd (SR 1984)	0.2	Sidewalk	West			
ROBE0025-P	Dresden Ave	Carolina Ave - Hollywood Dr	0.3	Sidewalk	North	Sidewalk	South	
ROBE0025-P	Dresden Ave	Hollywood Dr - Warwick Mill Rd	0.1	Sidewalk	South	Sidewalk	North	
	Dunn Rd	NC 72 - Anne St	0.3	Sidewalk	West			H

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
	S Elm St	0.1 miles S of 1st St - 1st St	0.1	Sidewalk	Both			H
	N Elm St	1st St - 19th St	0.9	Sidewalk	Both			H
ROBE0026-P	N Elm St	19th St - 28th St	0.5			Sidewalk	Both	H
ROBE0026-P	N Elm St	28th St - 31st St	0.2	Sidewalk	West	Sidewalk	East	H
ROBE0026-P	N Elm St	31st St - 0.1 miles S of NC 211	0.1			Sidewalk	Both	H
ROBE0026-P	N Elm St	0.1 miles S of NC 211 - NC 211	0.1	Sidewalk	East	Sidewalk	West	H
ROBE0038-H	Elizabethtown Rd	N Water St (SR 1536) - N Elm St	0.1	Sidewalk	North	Sidewalk	South	H
	Elizabethtown Rd	N Elm St - N Chestnut St	0.1	Sidewalk	Both			H
ROBE0038-H	Elizabethtown Rd	N Chestnut St - E 10th St	0.3	Sidewalk	North	Sidewalk	South	H
ROBE0027-P	Elizabethtown Rd	E 10th St - N Pine St (SR 1997)	0.1	Sidewalk	North	Sidewalk	South	H
ROBE0027-P	Elizabethtown Rd (SR 2055)	N Pine St (SR 1997) - Godwin Ave	0.5			Sidewalk	Both	H
ROBE0027-P	Elizabethtown Rd (SR 2055)	Godwin Ave - NC 211	0.4	Sidewalk	North	Sidewalk	South	H
ROBE0016-B	Farm Brook Dr	Wintergreen Dr - Corporate Dr	0.2	Sidewalk	East	Sidewalk	West	B
ROBE0041-H	Farringdom St	Fayetteville Rd (SR 1997) - 0.2 miles E of Fayetteville Rd (SR 1997)	0.2	Sidewalk	North	Sidewalk	South	H
ROBE0041-H	Farringdom St Ext	0.2 miles E of Fayetteville Rd (SR 1997) - Meadow Rd (SR 1945)	1.1			Sidewalk	Both	H
U-5797	Fayetteville Rd (SR 1997)	E 22nd St - E 24th St/Godwin Ave	0.1			Sidewalk	Both	H
U-5797	Fayetteville Rd (SR 1997)	E 24th St/Godwin Ave - 0.2 mile N of E 24th St/Godwin Ave	0.2			Sidewalk	Both	H
U-5797	Fayetteville Rd (SR 1997)	0.2 miles N of E 24th St/Godwin Ave - 0.1 miles S of NC 211	0.1	Sidewalk	East	Sidewalk	West	H
U-5797	Fayetteville Rd (SR 1997)	0.1 miles S of NC 211 - NC 211	0.1			Sidewalk	Both	H
	Fayetteville Rd (SR 1997)	NC 211 - Highland Ave/Boomerang Dr	0.2	Sidewalk	Both			H
U-5797	Fayetteville Rd (SR 1997)	Highland Ave/Boomerang Dr - 0.1 miles S of Linkhaw Rd (SR 1984)	0.2	Sidewalk	East	Sidewalk	West	H
	Fayetteville Rd (SR 1997)	0.1 miles S of Linkhaw Rd (SR 1984) - Linkhaw Rd (SR 1984)	0.1	Sidewalk	Both			H
U-5797	Fayetteville Rd (SR 1997)	Linkhaw Rd (SR 1984) - 0.1 miles S of Farringdom St	0.3	Sidewalk	West	Sidewalk	East	H
U-5797	Fayetteville Rd (SR 1997)	0.1 miles S of Farringdom St - Farringdom St	0.1			Sidewalk	Both	H
FS-0806A	Fayetteville Rd (SR 1997)	Farringdom St - Peterson Dr	0.1	Sidewalk	East	Sidewalk	West	H
FS-0806A	Fayetteville Rd (SR 1997)	Peterson Dr - 0.1 miles N of Peterson Dr	0.1			Sidewalk	Both	H

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
FS-0806A	Fayetteville Rd (SR 1997)	0.1 miles N of Peterson Dr - 0.1 miles S of Bailey Rd	0.1	Sidewalk	West	Sidewalk	East	H
FS-0806A	Fayetteville Rd (SR 1997)	0.1 miles S of Bailey Rd - 0.1 miles N of Wesley Pines Rd	0.1			Sidewalk	Both	H
FS-0806A	Fayetteville Rd (SR 1997)	0.1 miles N of Wesley Pines Rd - Oakridge Rd	0.3	Sidewalk	East	Sidewalk	West	H
FS-0806A	Fayetteville Rd (SR 1997)	Oakridge Blvd - Barker Ten-Mile Rd (SR 1005)/Liberty Hill Rd	0.3			Sidewalk	Both	H
FS-0806A	Fayetteville Rd (SR 1997)	Barker Ten-Mile Rd (SR 1005)/Liberty Hill Rd - 0.1 miles N of Barker Ten-Mile Rd (SR 1005)/Liberty Hill Rd	0.1			Sidewalk	Both	H
FS-0806A	Fayetteville Rd (SR 1997)	0.1 miles N of Barker Ten-Mile Rd (SR 1005)/Liberty Hill Rd - Jackson Ct (SR 1792)/Wintergreen Dr	0.2	Sidewalk	West	Sidewalk	East	H
FS-0806A	Fayetteville Rd (SR 1997)	Jackson Ct (SR 1792)/Wintergreen Dr - I-95/US 301	0.2			Sidewalk	Both	H B
	Florence Ct	Spruce St - End	0.1	Sidewalk	Both			
ROBE0028-P	Floyd Ave	E 29th St - E 31st St	0.1	Sidewalk	West	Sidewalk	East	
	Freedom Dr	Nevada St - Nevada St	0.4	Sidewalk	West			
	Furman Dr	0.1 miles W of Hillcrest Dr - 0.1 miles W of Gavintown Rd	0.4	Sidewalk	North			
ROBE0029-P	Gavintown Rd	NC 41 - Linkhaw Rd (1984)	0.7			Sidewalk	Both	
ROBE0017-B	Godwin Ave	E 5th St - E 7th St (SR 2104)	0.2	Sidewalk	West	Sidewalk	East	H B
	Godwin Ave	E 7th St (SR 2104) - E 10th St	0.2	Sidewalk	Both			H
ROBE0030-P	Godwin Ave	E 10th St - E 14th St	0.2	Sidewalk	East	Sidewalk	West	H
ROBE0030-P	Godwin Ave	E 14th St - E 15th St	0.1			Sidewalk	Both	H
ROBE0030-P	Godwin Ave	E 15th St - E 19th St	0.3	Sidewalk	East	Sidewalk	West	H
ROBE0030-P	Godwin Ave	E 19th St - E 21st St	0.1			Sidewalk	Both	H
ROBE0030-P	Godwin Ave	E 21st St - E 22nd St	0.1	Sidewalk	East	Sidewalk	West	H
ROBE0030-P	Godwin Ave	E 22nd St - Fayetteville Rd (SR 1997)	0.2			Sidewalk	Both	H
ROBE0031-P	S Grace St	Jasper Rd - Cherokee St	0.2	Sidewalk	West	Sidewalk	East	
ROBE0031-P	S Grace St	Cherokee St - E 1st St	0.1			Sidewalk	Both	
ROBE0018-B	N Grace St	E 1st St - NC 41/NC 72	0.1			Sidewalk	Both	B

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
ROBE0018-B	N Grace St	NC 41/NC 72 - E 5th St	0.1			Sidewalk	Both	H B
ROBE0032-P	Hargrave St	Hollywood Dr - Old Whitevlle Rd	0.1	Sidewalk	North	Sidewalk	South	
	Hillcrest Dr	0.1 miles S of Furman Dr - Linkhaw Rd (SR 1984)	0.2	Sidewalk	West			
	Holly St	Spruce St - NC 41	0.3	Sidewalk	Both			
ROBE0033-P	Hollywood Dr	Dresden Ave - Hargrave St	0.2	Sidewalk	West	Sidewalk	East	
	Hollywood Dr	Hargrave St - South St	0.1	Sidewalk	Both			
ROBE0033-P	Hollywood Dr	South St - Conoley St	0.1	Sidewalk	East	Sidewalk	West	
ROBE0033-P	Hollywood Dr	Conoley St - NC 41/NC 72	0.2			Sidewalk	Both	
ROBE0042-H	Hornets Rd (SR 2033)	NC 41 - Meadow Rd (SR 1945)	0.8			Sidewalk	Both	H B
ROBE0034-P	Jackson Ct (SR 1792)	Kahn Dr (SR 1792) - Fayetteville Rd (SR 1997)	0.2	Sidewalk	North	Sidewalk	South	H
ROBE0035-P	Jasper Rd	S Seneca St - S Grace St	0.1			Sidewalk	Both	
ROBE0043-H	Kahn Dr (SR 1792)	Bailey Rd - Jackson Ct (SR 1792)	0.5			Sidewalk	Both	H
ROBE0021-B	Kings Cross Rd	NC 211 - Wellington Rd	0.2			Sidewalk	Both	B
	Laurel Ct	Spruce St - End	0.1	Sidewalk	Both			
	Laurel Oak Ln	White Oak Dr - Willow Oak Dr	0.2	Sidewalk	North			
ROBE0036-P	Liberty Hill Rd	Kahn DR (SR 1792) -Fayetteville Rd (SR 1997)	0.4			Sidewalk	Both	
	Linden Ln	Redwood Way - Baymeadow Bend	0.1	Sidewalk	West			
	Lindsey Dr	Wesley Pines Rd - End	0.1	Sidewalk	West			
ROBE0037-P	Linkhaw Rd (SR 1984)	Fayetteville Rd (SR 1997) - 0.1 miles E of Fayetteville Rd (SR 1997)	0.1	Sidewalk	South	Sidewalk	North	H B
ROBE0037-P	Linkhaw Rd (SR 1984)	0.1 miles E of Fayetteville Rd (SR 1997) - Deacons Rd	0.5			Sidewalk	Both	H B

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
ROBE0046-H	Linkhaw Rd (SR 1984)	Deacons Rd - 0.1 miles W of Gavintown Rd	0.1	Sidewalk	South	Sidewalk	North	H B
ROBE0046-H	Linkhaw Rd (SR 1984)	0.1 miles W of Gavintown Rd - Meadow Rd (SR 1945)	0.6			Sidewalk	Both	H B
	Live Oak Ln	Oakridge Dr - White Oak Dr	0.4	Sidewalk	West			
ROBE0038-P	Marion Rd	Crandlemire Rd - NC 41	0.4	Sidewalk	West	Sidewalk	East	
ROBE0039-P	Martin Luther King Jr Dr (SR 1599)	NC 72 - W 5th St (SR 1600)	0.1	Sidewalk	East	Sidewalk	West	H
ROBE0047-H	Meadow Rd (SR 1945)	Linkhaw Rd (1984)/Hornets Rd (SR 2033) - Farringdom St Ext	0.2			Sidewalk	Both	H B
	Myrtle Ct	Spruce St - End	0.1	Sidewalk	Both			
	Nevada St	Freedom Dr - Freedom Dr	0.1	Sidewalk	South			
ROBE0040-P	Noody Johnson Dr	Woodbridge Dr - 0,1 miles S of Linkhaw Rd (SR 1984)	0.1	Sidewalk	East	Sidewalk	West	
ROBE0040-P	Noody Johnson Dr	0.1 miles S of Linkhaw Rd (SR 1984) - Linkhaw Rd (SR 1984)	0.1			Sidewalk	Both	
	Oakridge Blvd	Fayetteville Rd (SR 1997) - Live Oak Ln	0.7	Sidewalk	North			
	Oakridge Blvd	Live Oak Ln - White Oak Dr	0.4	Sidewalk	West			
ROBE0041-P	Old Whiteville Rd	Hargrave St - NC 41/NC 72	0.2	Sidewalk	West	Sidewalk	East	
	Palm Ct	Holly St - End	0.1	Sidewalk	Both			
	Parmale Ave	Freedom Dr - Freedom Dr	0.1	Sidewalk	East			
	Pin Oak Dr	End - Redwood Way	0.4	Sidewalk	West			
ROBE0042-P	S Pine St	E 1st St - NC 41/NC 72	0.1			Sidewalk	Both	
	N Pine St (SR 1997)	NC 41/NC 72 - E 7th St (SR 2104)	0.3	Sidewalk	Both			H
ROBE0043-P	N Pine St (SR 1997)	E 7th St (SR 2104) - E 8th St	0.1	Sidewalk	West	Sidewalk	East	H
	N Pine St (SR 1997)	E 8th St - E 10th St	0.1	Sidewalk	Both			H

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
ROBE0049-H	N Pine St (SR 1997)	E 10th St - E 12th St	0.1			Sidewalk	Both	H
	N Pine St (SR 1997)	E 12th St - E 19th St	0.4	Sidewalk	Both			H
ROBE0049-H	N Pine St (SR 1997)	E 19th St - E 20th St	0.1			Sidewalk	Both	H
ROBE0049-H	N Pine St (SR 1997)	E 20th St - E 22nd St	0.1	Sidewalk	West	Sidewalk	East	H
	Pine Run Dr	Oakridge Blvd - 0.1 miles S of Oakridge Blvd	0.1	Sidewalk	East			
ROBE0044-P	Pine Run Dr	0.1 miles SW of Pinedale Blvd - 0.1 miles S of Oakridge Blvd	0.2			Sidewalk	East	
	Pinedale Blvd	Pine Run Dr - Oakridge Blvd	0.2	Sidewalk	Both			
	Pinedale Blvd	Oakridge Blvd - End	0.2	Sidewalk	Both			
	Pineridge Dr	Woodridge Dr - Woodridge Dr	0.2	Sidewalk	East			
	Redwood Way	Oakridge Blvd - Amberleaf Dr	0.1	Sidewalk	East			
	Redwood Way	Amberleaf Dr - Pin Oak Dr	0.3	Sidewalk	North			
	Rose Ct	Holly St - End	0.1	Sidewalk	Both			
ROBE0045-P	N Rowland Ave	W 17th St - W 29th St	0.6			Sidewalk	Both	H
ROBE0045-P	N Rowland Ave	W 29th St - W 31st St	0.1	Sidewalk	East	Sidewalk	West	H
ROBE0045-P	N Rowland Ave	W 31st St - Capuano Rd (SR 1590)	0.4			Sidewalk	Both	H
ROBE0045-P	N Rowland Ave (SR 1590)	Capuano Rd (SR 1590) - NC 211	0.1	Sidewalk	West	Sidewalk	East	H
ROBE0046-P	Rozier Homes Dr	S Seneca St - S Grace St	0.1			Sidewalk	Both	
	Scarlet Oak Ln	White Oak Dr - Pin Oak Dr	0.1	Sidewalk	South			
ROBE0047-P	S Seneca St	Jasper Rd - Coree St	0.1			Sidewalk	Both	
ROBE0047-P	S Seneca St	Coree St - Roizer Homes Dr	0.1	Sidewalk	East	Sidewalk	West	
ROBE0047-P	S Seneca St	Roizer Homes Dr - E 1st St	0.1			Sidewalk	Both	
ROBE0048-P	N Seneca St	E 1st St - NC 41/NC 72	0.1			Sidewalk	Both	
ROBE0048-P	N Seneca St	NC 41/NC 72 - E 5th St	0.1	Sidewalk	East	Sidewalk	West	
	Spanish Oak Ln	White Oak Dr - Willow Oak Dr	0.2	Sidewalk	North			
	Spruce St	NC 41 - Holly St	0.6	Sidewalk	Both			
	Summitt Ave	E 7th St (SR 2104) - E 10th St	0.2	Sidewalk	East			

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
	Swann Dr	Spruce St - Spruce St	0.2	Sidewalk	Both			
	N Sycamore St	0.1 miles N of E 6th St - 0.1 miles S of E 7th St (SR 2104)	0.1	Sidewalk	West			
ROBE0025-B	Velcord Dr	Riverwalk Greenway Connector - Carthage Rd (SR 1528)	0.1			Sidewalk	Both	B
	Village Walk	Village Walk E/W - Oakridge Rd	0.1	Sidewalk	West			
	Village Walk E	Village Walk - End	0.1	Sidewalk	West			
	Village Walk W	Village Walk - End	0.1	Sidewalk	East			
	Walmart Access	Walmart - Fayetteville Rd (SR 1997)	0.1	Sidewalk	North			
	N Walnut St	E 1st St - E 14th St	0.7	Sidewalk	Both			H
ROBE0049-P	Watauga St	S Chippewa St (SR 2202) - S Seneca St	0.1	Sidewalk	North	Sidewalk	South	
	N Water St (SR 1536)	NC 41/NC 72 - Carthage Rd (SR 1536)	0.5	Sidewalk	Both			H
ROBE0027-B	Wellington Rd	Kings Cross Rd - Dawn Dr (SR 1791)	0.2			Sidewalk	Both	B
ROBE0050-P	Wesley Pines Rd	Fayetteville Rd (SR 1997) - 0.1 miles E of Lindsey Dr	0.3			Sidewalk	Both	
	White Oak Dr	Oakridge Blvd - Old Oak Ct	0.3	Sidewalk	East			
	White Oak Dr	Old Oak Ct - Oakridge Blvd	0.4	Sidewalk	South			
	White Oak Dr	Oakridge Blvd - End	0.3	Sidewalk	West			
	Willow Oak Dr	Oakridge Dr - White Oak Dr	0.4	Sidewalk	West			
ROBE0028-B	Wintergreen Dr	Fayetteville Rd (SR 1997) - Corporate Dr	0.3	Sidewalk	East	Sidewalk	West	B
ROBE0051-P	Woodridge Dr	NC 211 - Griffin St	0.2			Sidewalk	Both	
ROBE0051-P	Woodridge Dr	Griffin St - Noody Johnson Dr	0.4	Sidewalk	West	Sidewalk	East	

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
	Riverwalk Greenway	Crystal Rd (SR 1591) - Alamac Rd (SR 2289)	2.5	-	M A	-	-	
ROBE0001-M	Riverwalk Greenway Connector	Riverwalk Greenway - Velcord Dr	0.2	-	-	-	M A	
ROBE0002-M	Fivemile Branch Greenway	Carthage Rd (SR 1536) -NC 211	1.5	-	-	-	M A	
ROBE0003-M	NC 211	I-95 - Saddletree Rd (SR 1531)	1.2			North	M A	

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

Appendix D
Typical Cross Sections

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

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

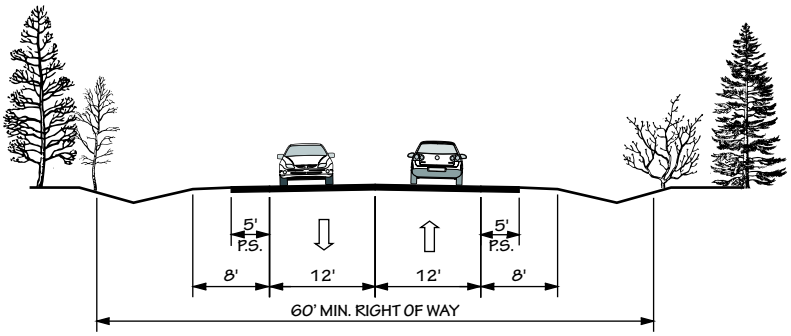
On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following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

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

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

FIGURE 9
"TYPICAL" HIGHWAY CROSS SECTIONS

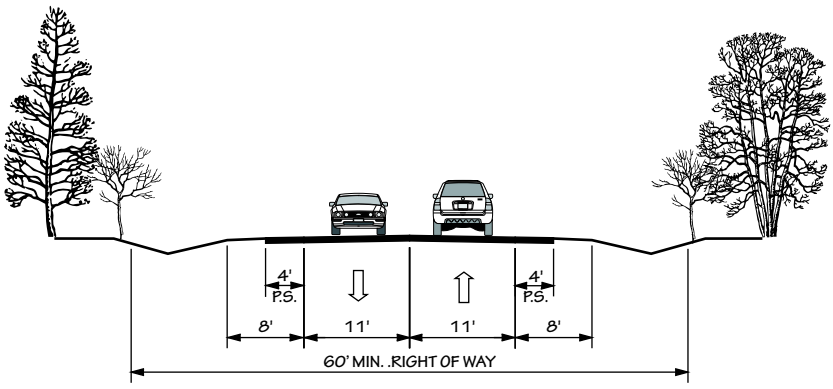
2A



2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 55 MPH

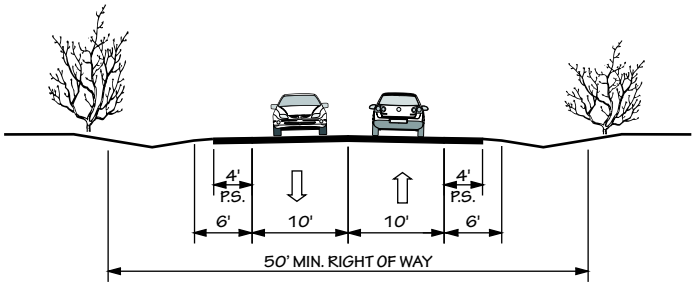
2B



2 LANES UNDIVIDED

POSTED SPEED 45 MPH OR LESS

2C



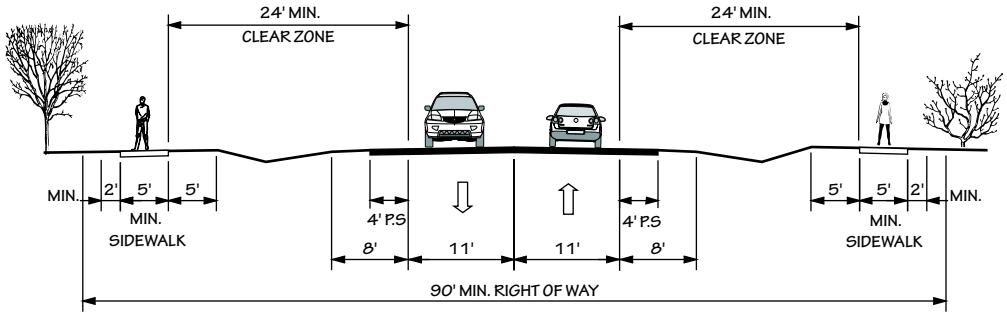
2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 25 - 35 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

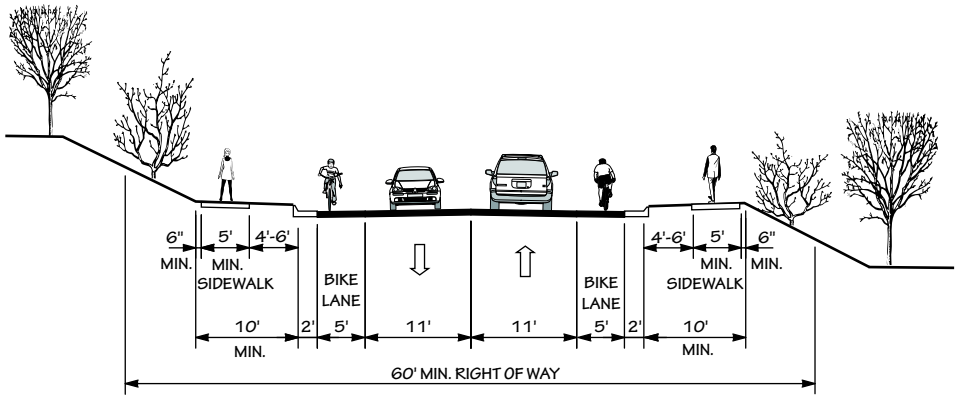
2D



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 25-45 MPH

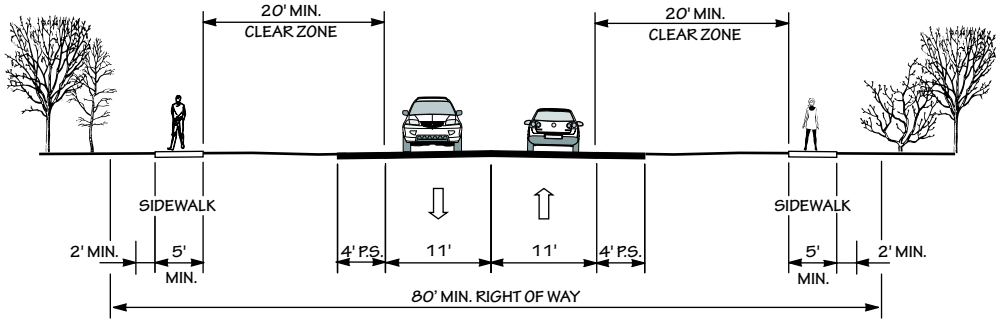
2E



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

POSTED SPEED 25-45 MPH

2F



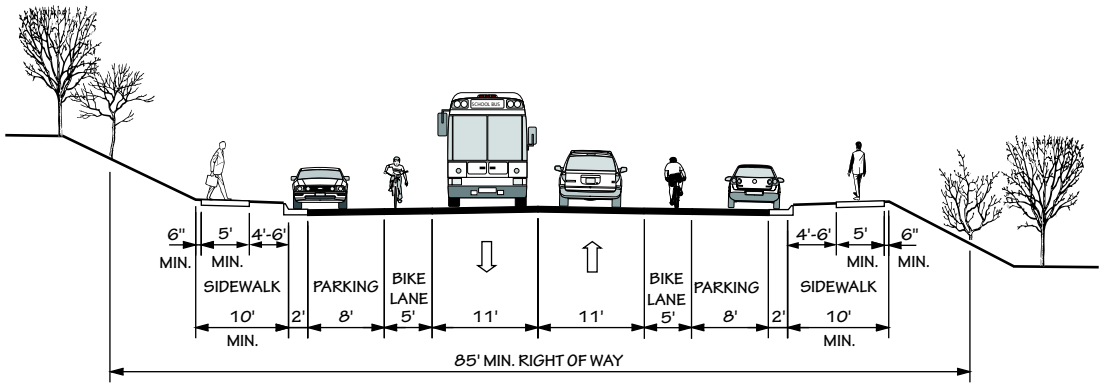
2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CAMA COUNTIES

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

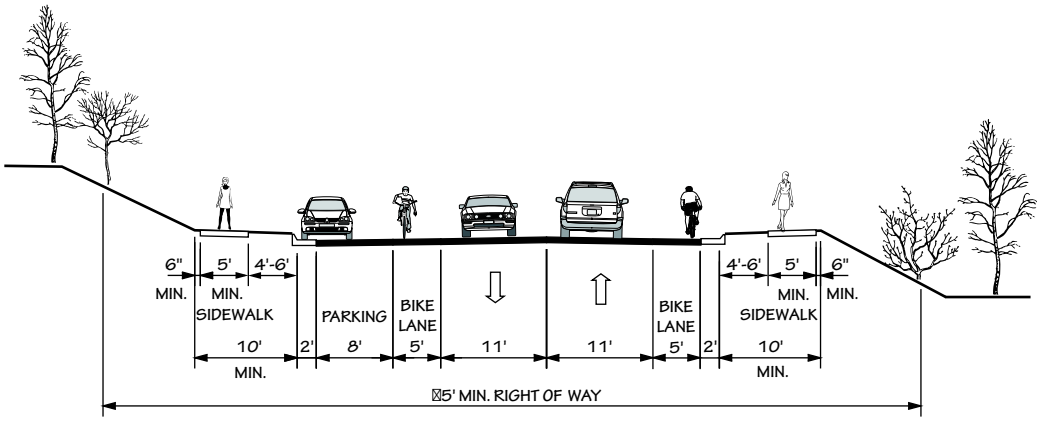
2G



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

POSTED SPEED 25-45 MPH

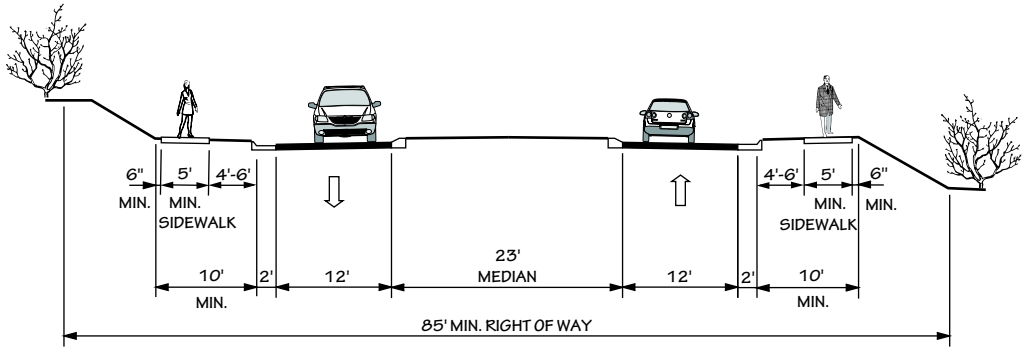
2H



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

POSTED SPEED 25-45 MPH

2I



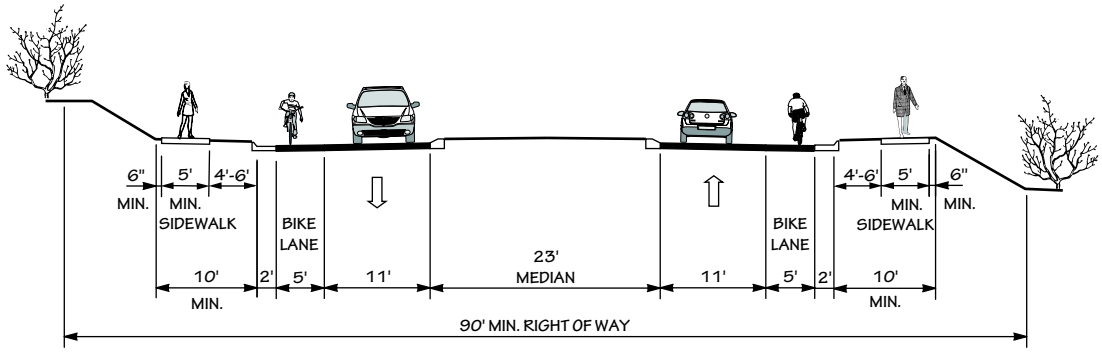
2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

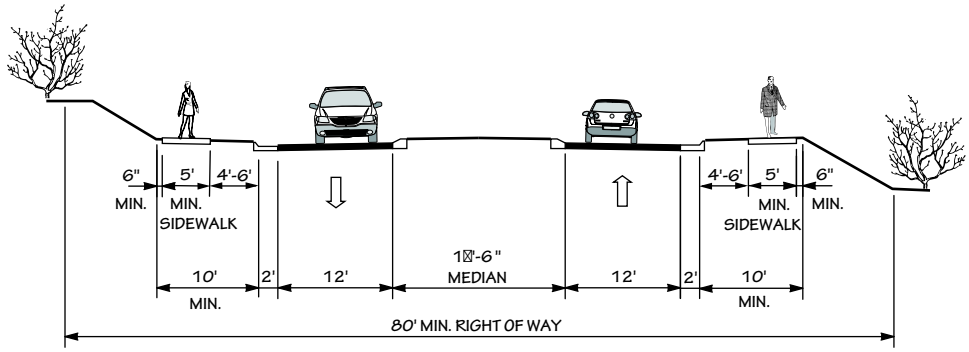
2J



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

POSTED SPEED 25-45 MPH

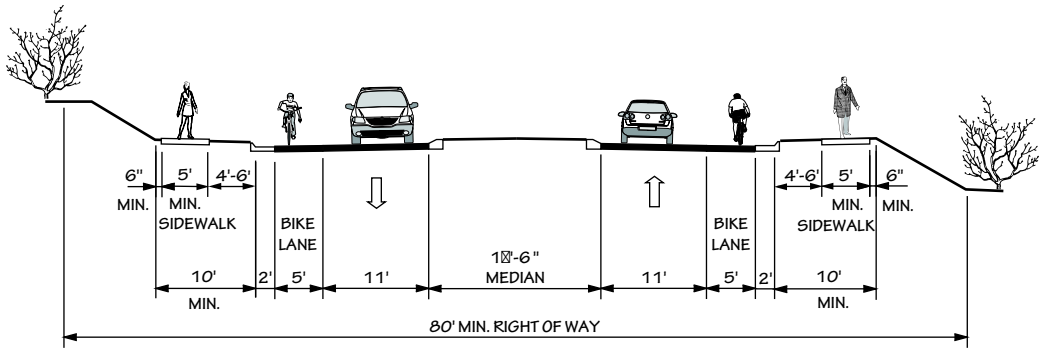
2K



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

POSTED SPEED 25-45 MPH

2L



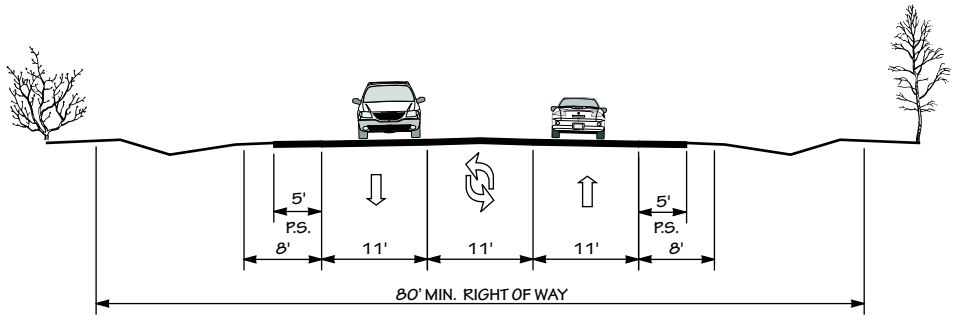
2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

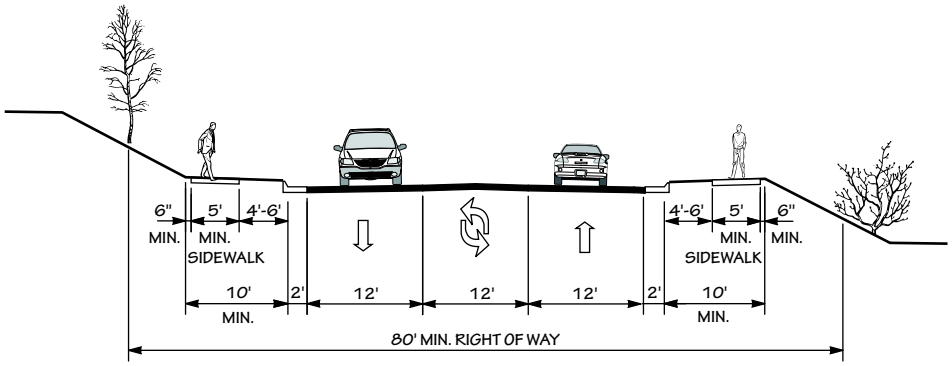
3A



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

POSTED SPEED 25-55 MPH

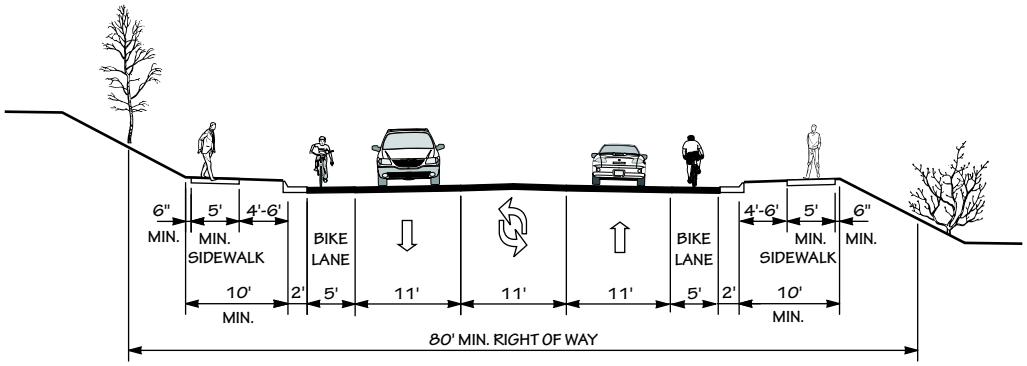
3B



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

POSTED SPEED 25-45 MPH

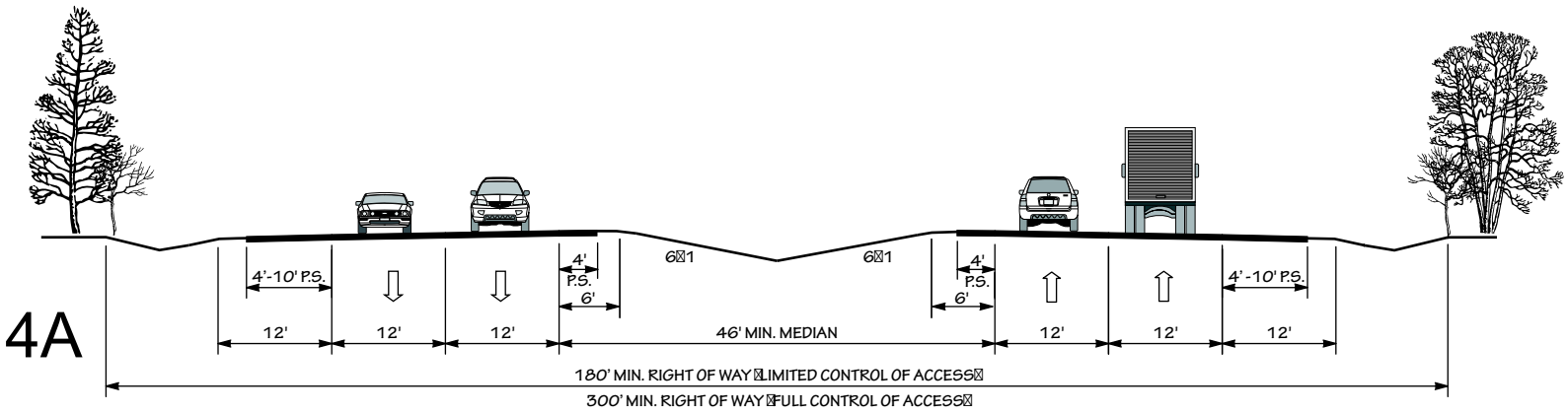
3C



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

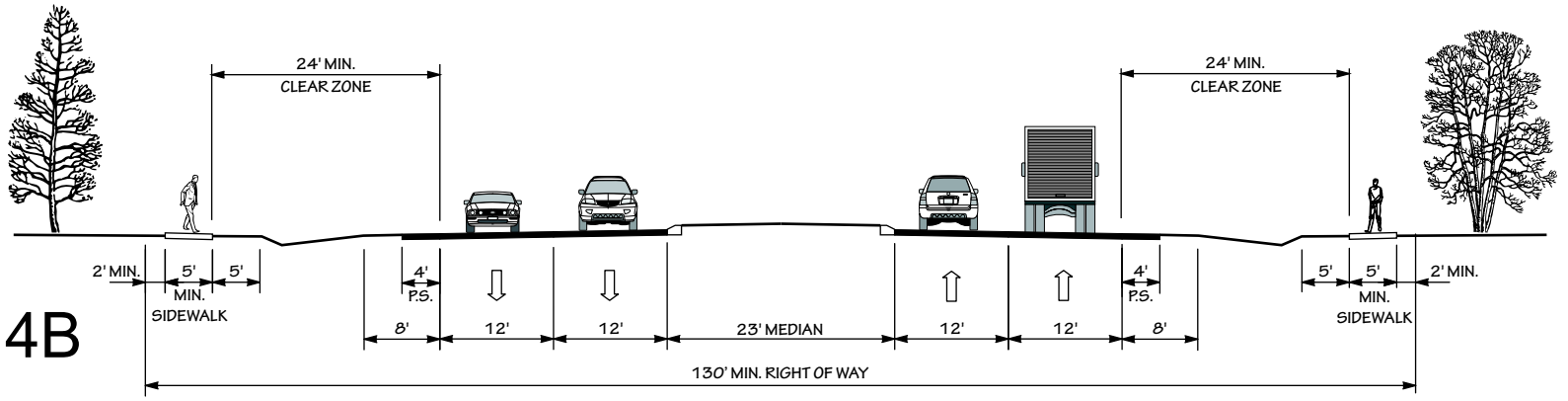
POSTED SPEED 25-45 MPH

"TYPICAL" HIGHWAY CROSS SECTIONS



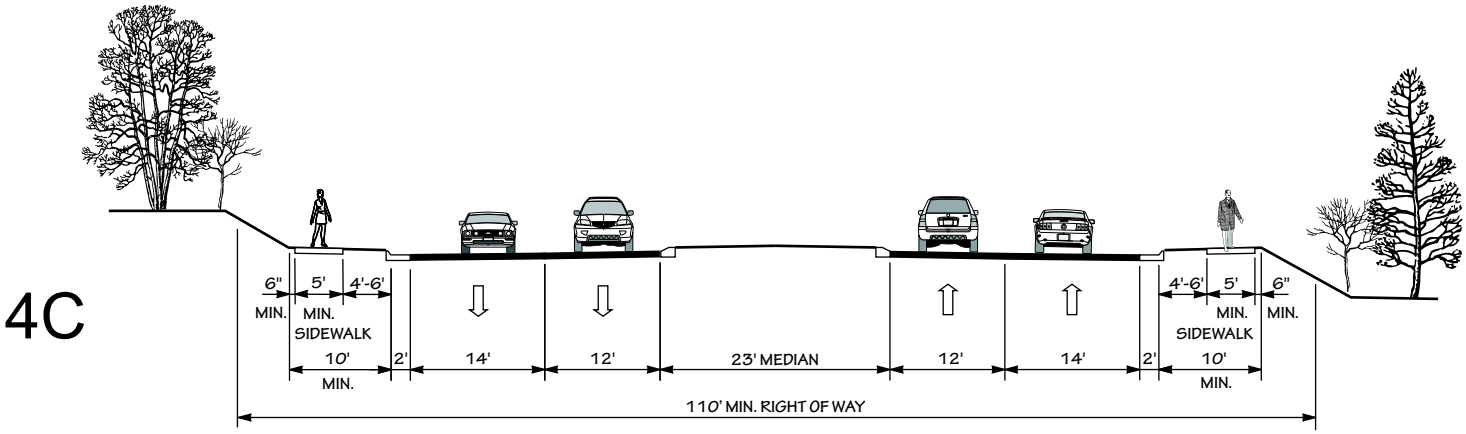
4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-50 MPH



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

POSTED SPEED 35-55 MPH



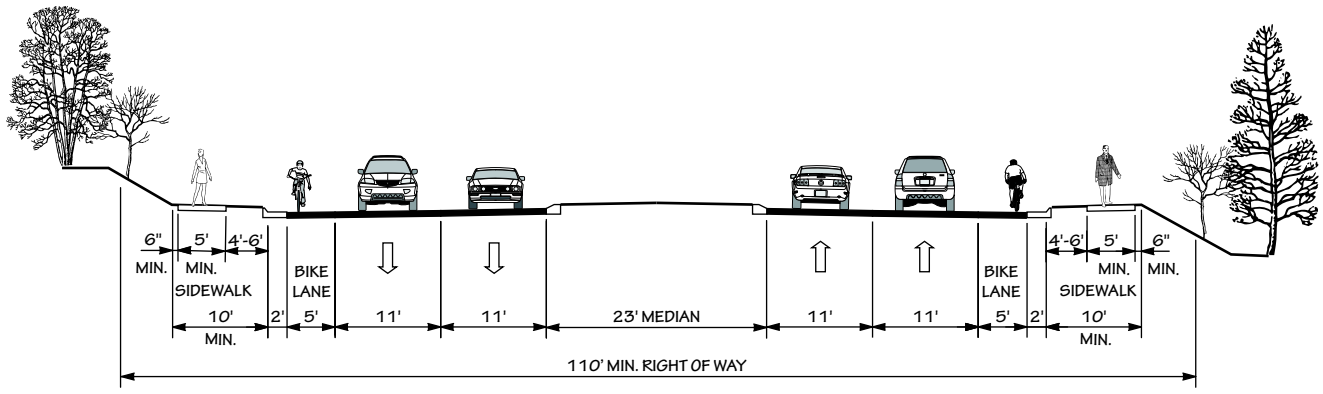
4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

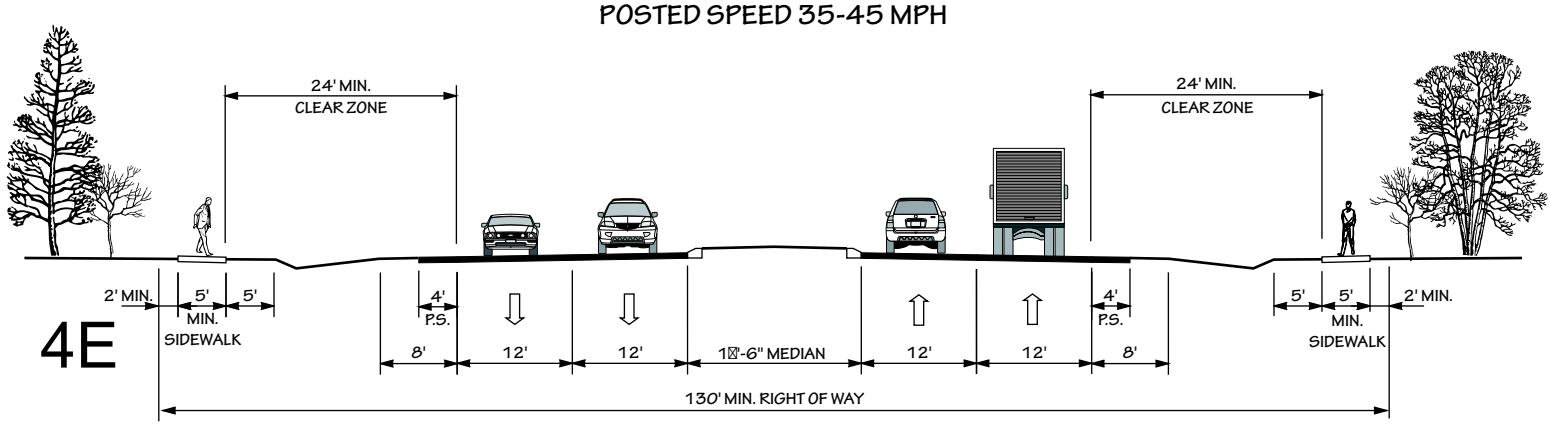
4D



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

POSTED SPEED 35-45 MPH

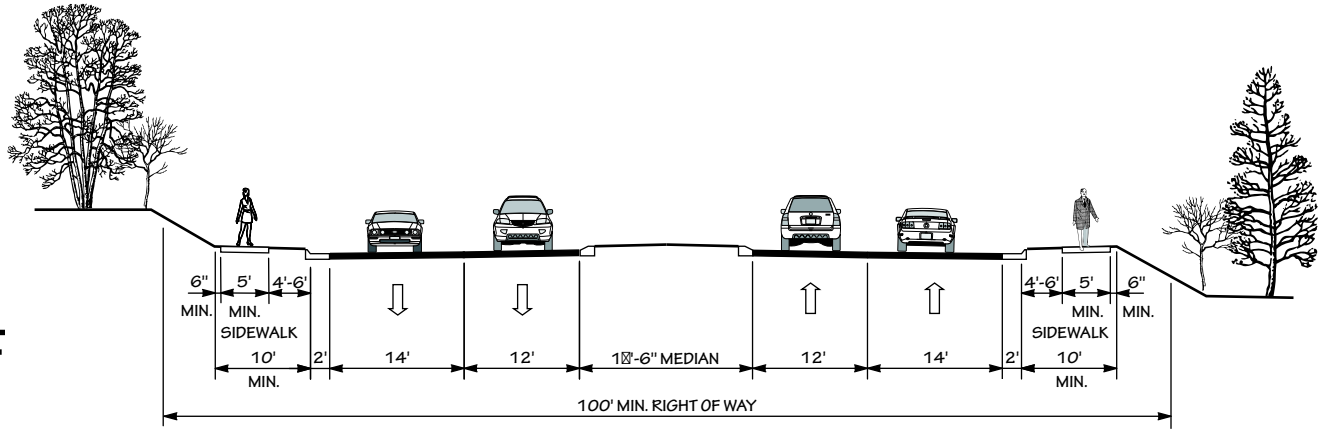
4E



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

POSTED SPEED 35-55 MPH

4F



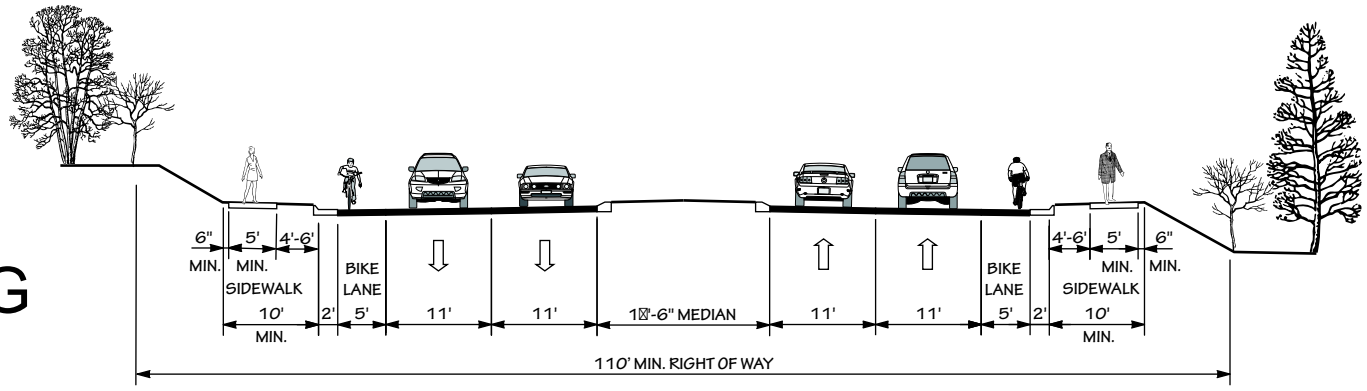
4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

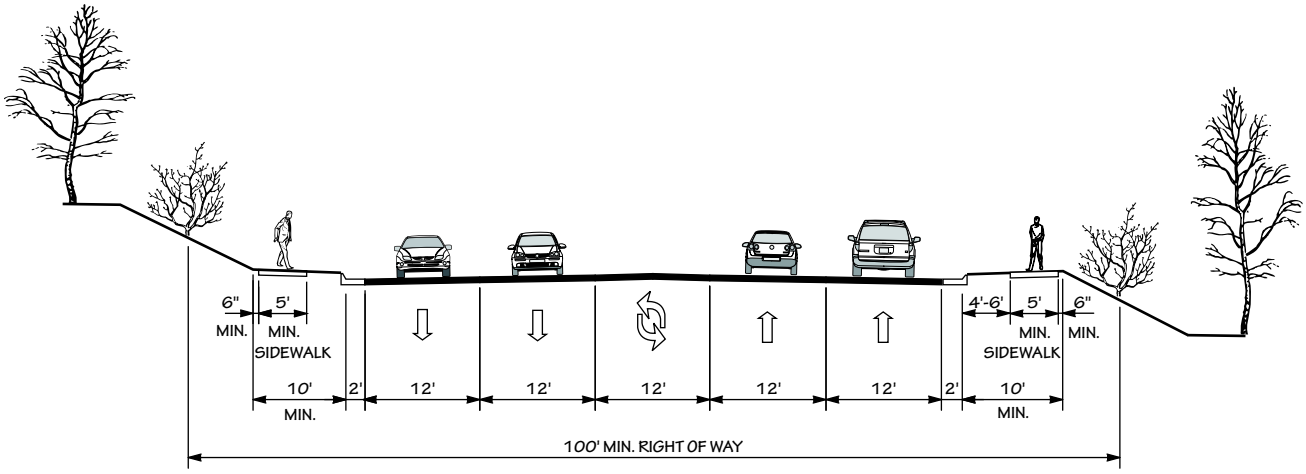
4G



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

POSTED SPEED 35-45 MPH

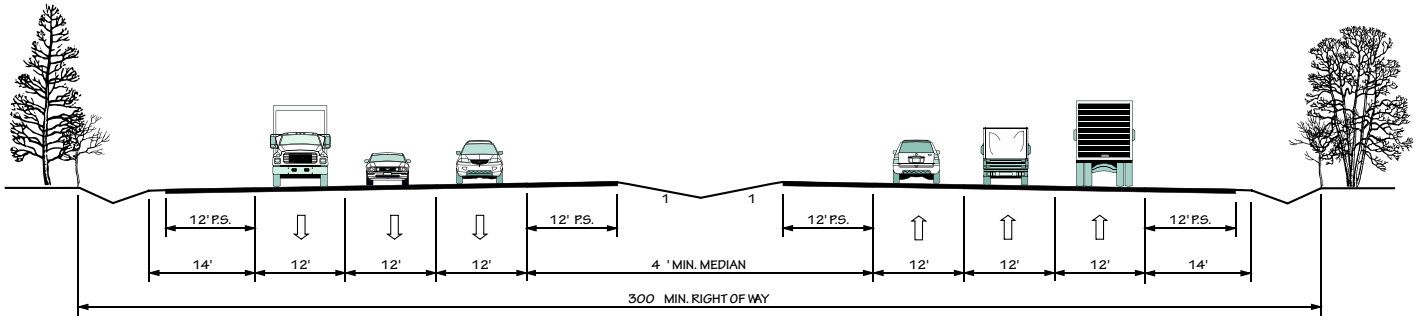
5A



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

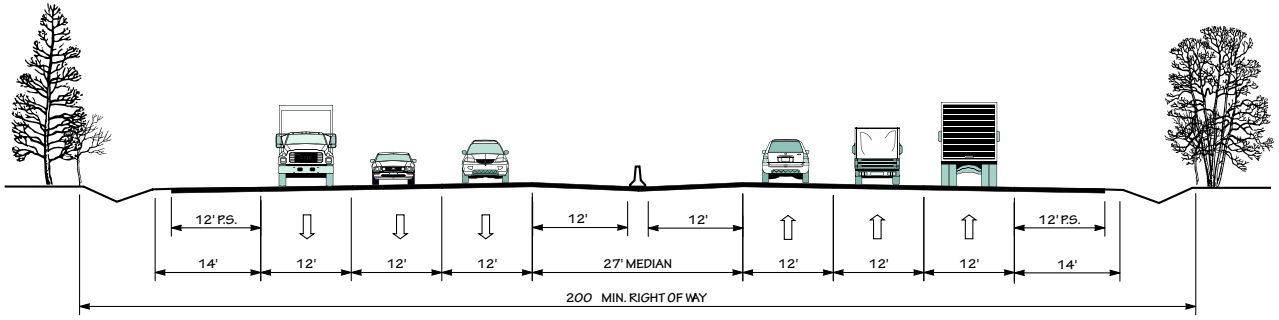
POSTED SPEED 35-45 MPH

"TYPICAL" HIGHWAY CROSS SECTIONS



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

POSTED SPEED 45-70 MPH

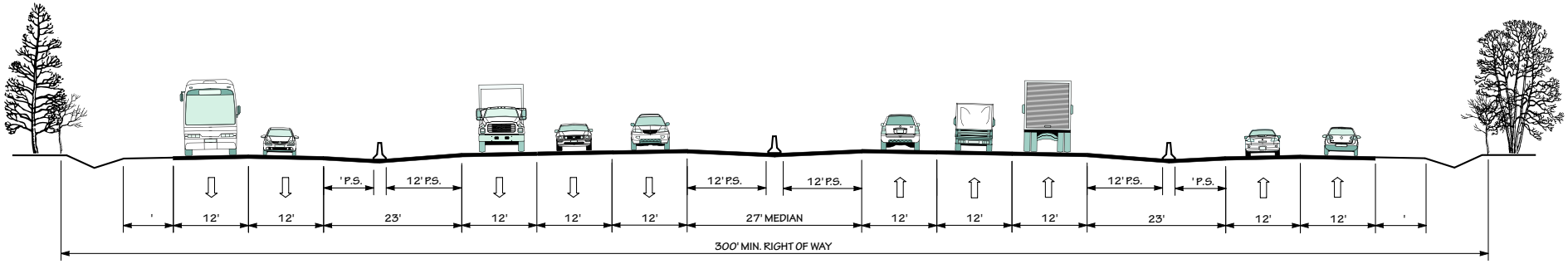


6B 6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

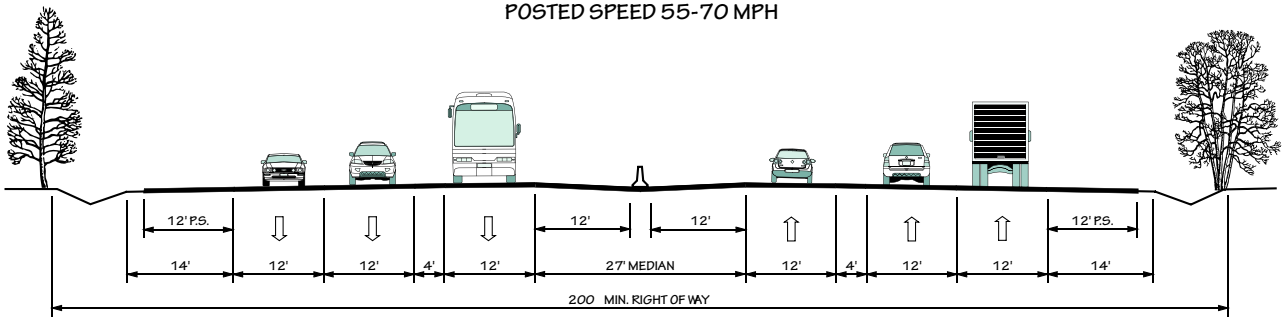
"TYPICAL" HIGHWAY CROSS SECTIONS



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



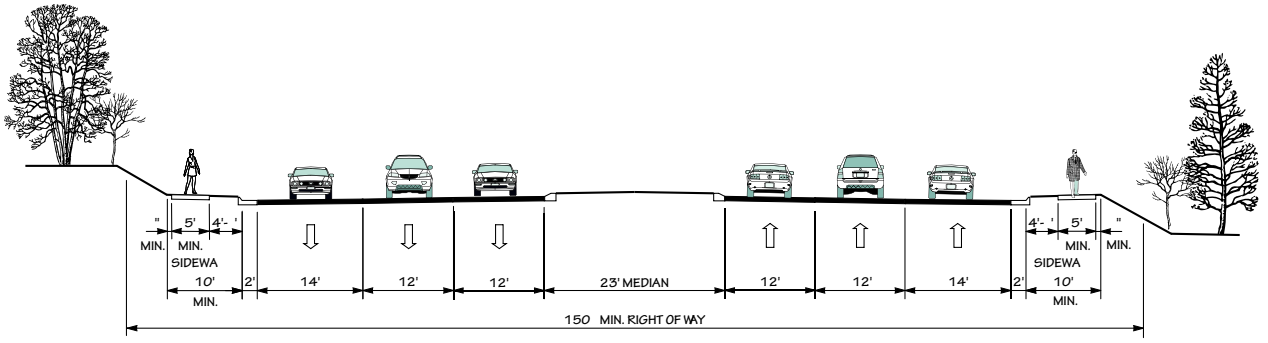
6D

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

POSTED SPEED 55-70 MPH

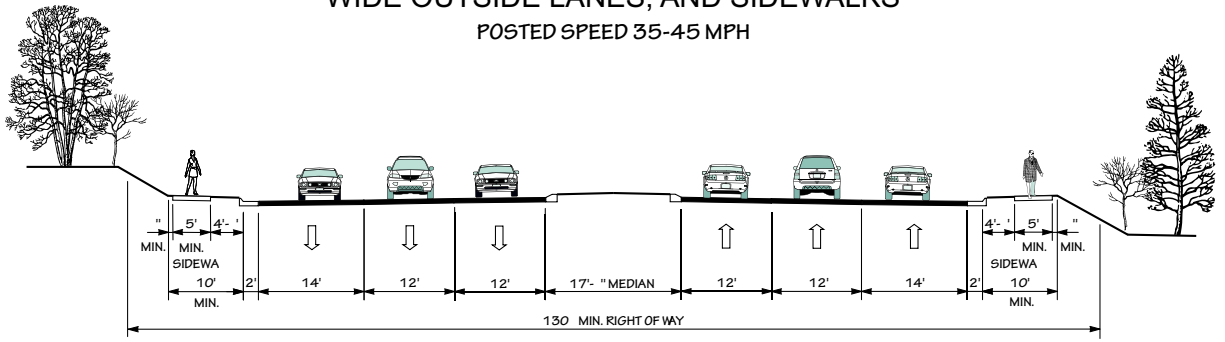
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

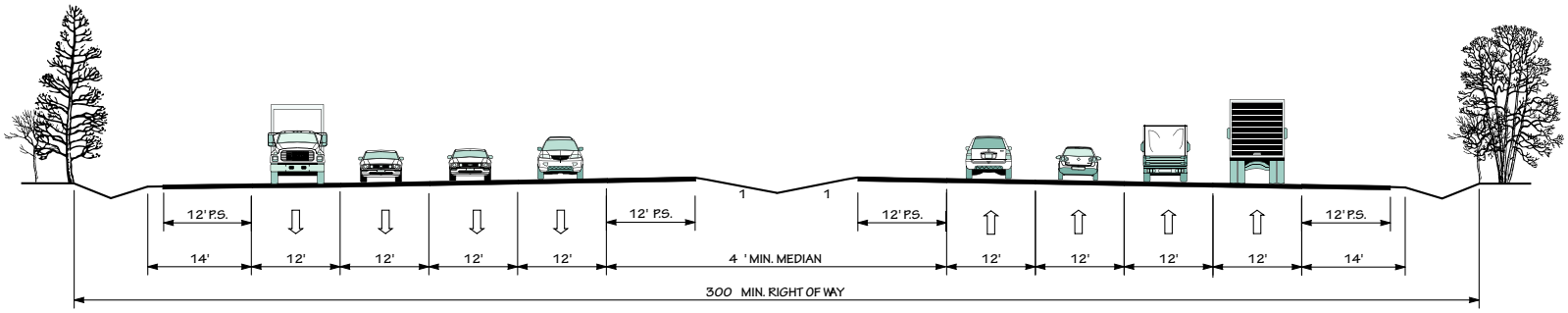
POSTED SPEED 35-45 MPH



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

POSTED SPEED 35-45 MPH

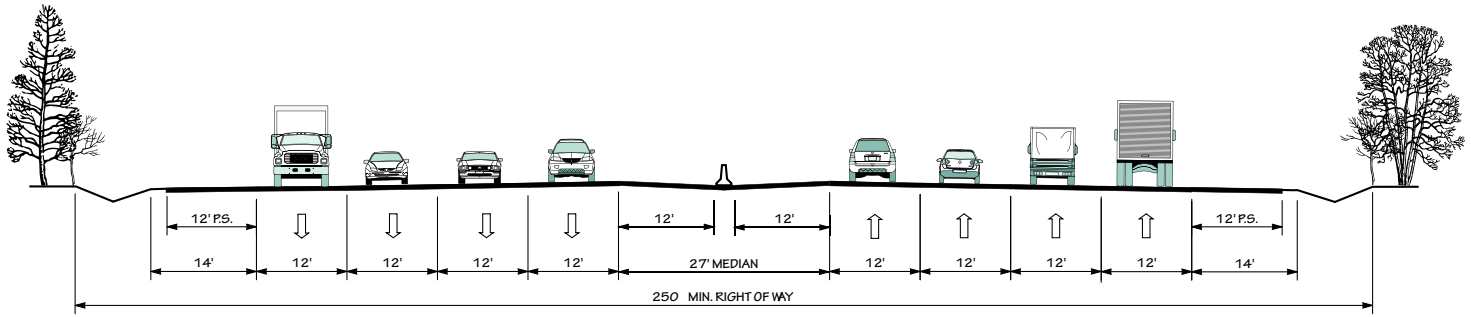
"TYPICAL" HIGHWAY CROSS SECTIONS



8A

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

POSTED SPEED 45-70 MPH



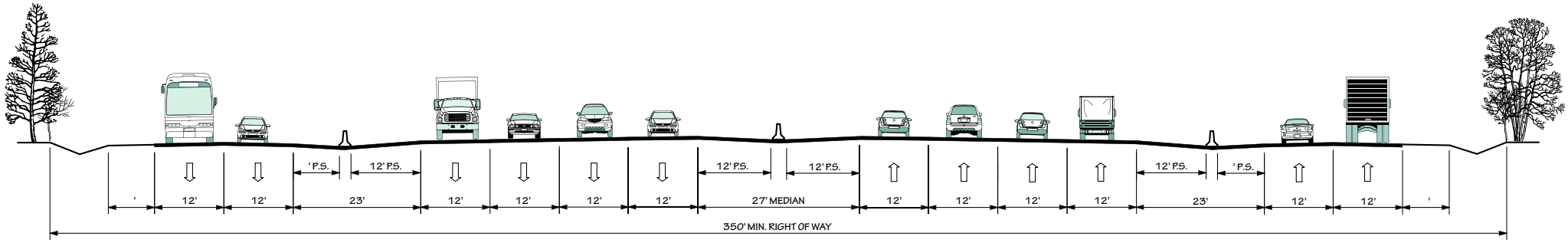
8B

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

POSTED SPEED 55-70 MPH

Revised 05/05/2014

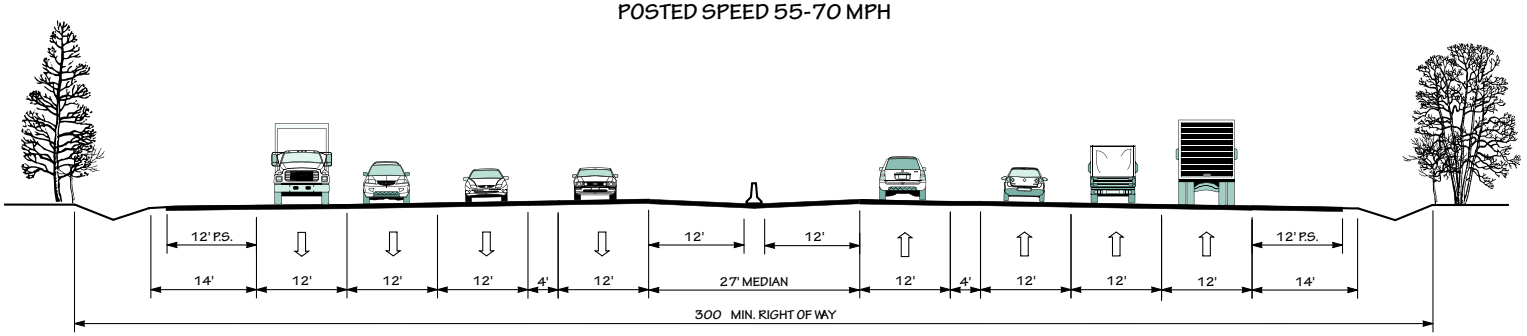
"TYPICAL" HIGHWAY CROSS SECTIONS



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



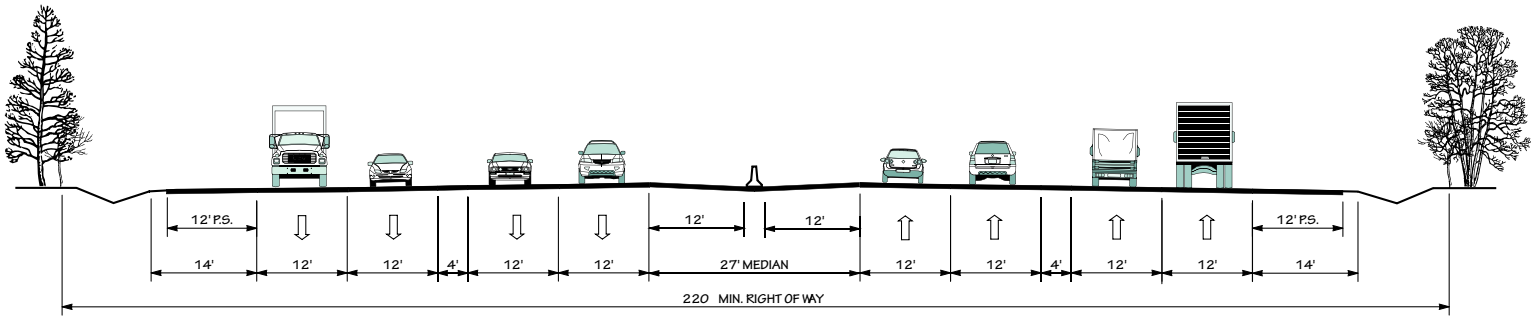
8D

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

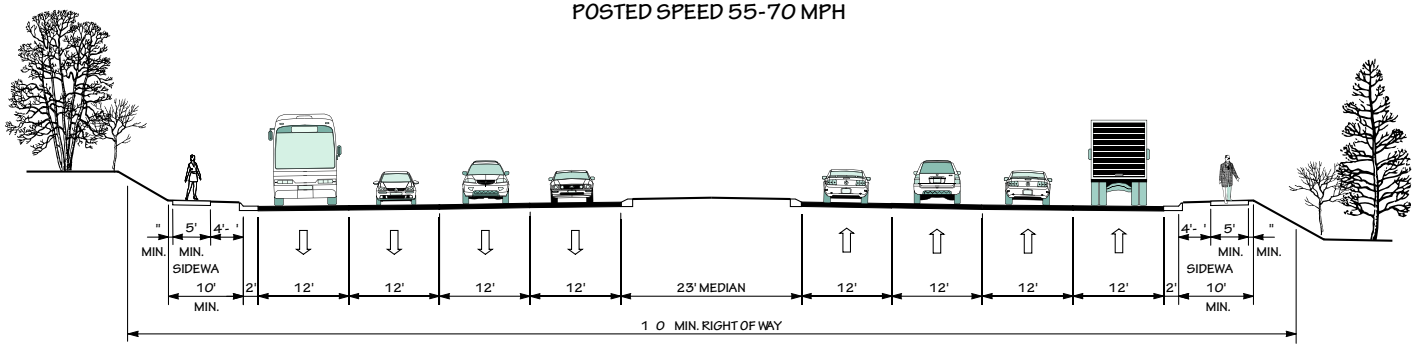
"TYPICAL" HIGHWAY CROSS SECTIONS



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

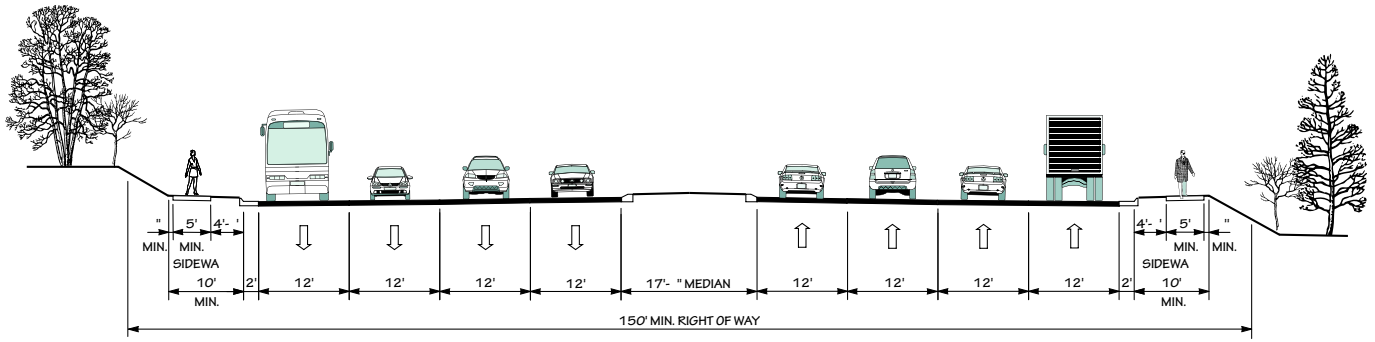


8F

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

POSTED SPEED 35-45 MPH

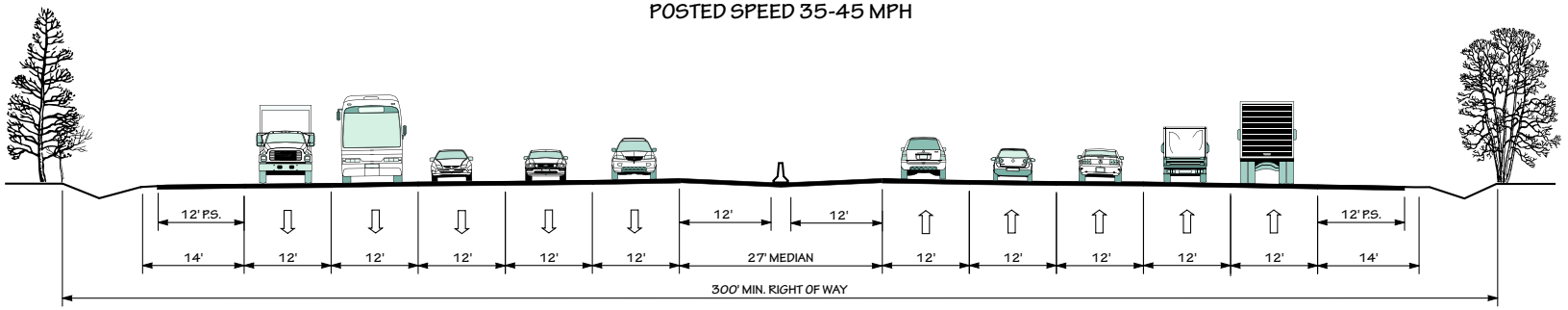
"TYPICAL" HIGHWAY CROSS SECTIONS



8G

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

POSTED SPEED 35-45 MPH



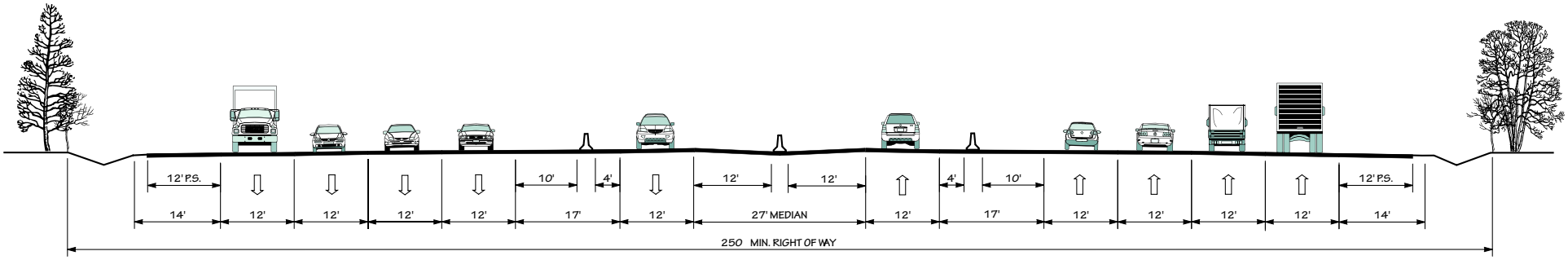
10A

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

POSTED SPEED 55-70 MPH

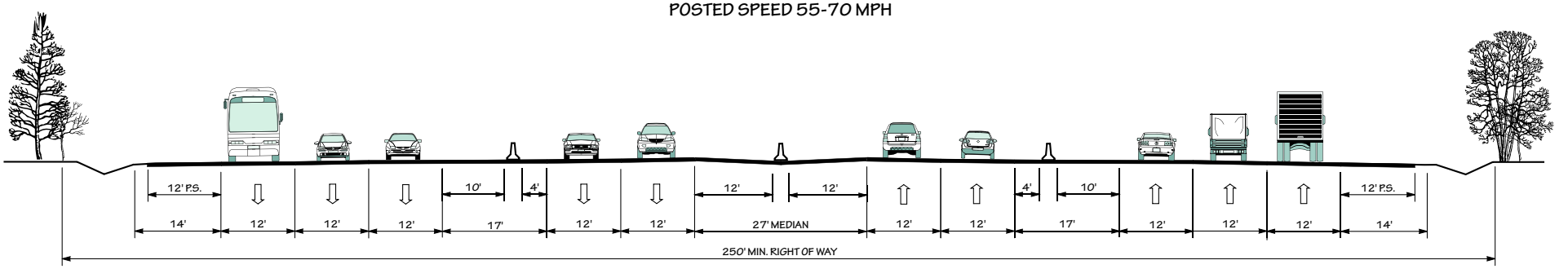
Revised 05/05/2014

"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

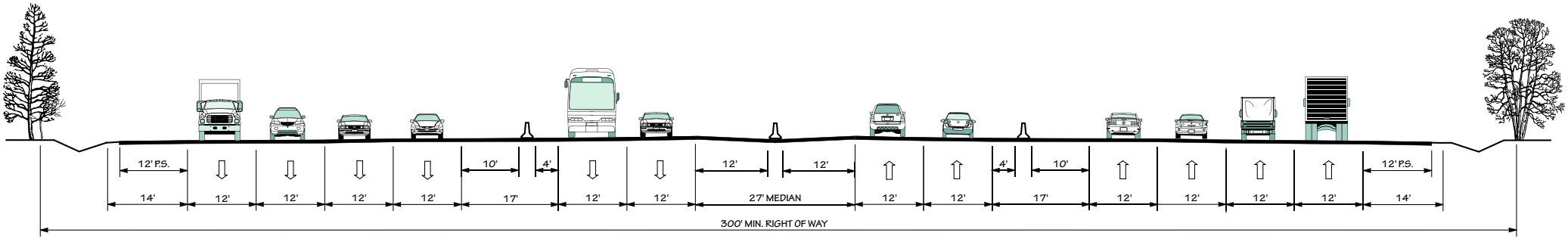


10C 10 LANE FREEWAY (6 GENERAL PURPOSE LANES, 4 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



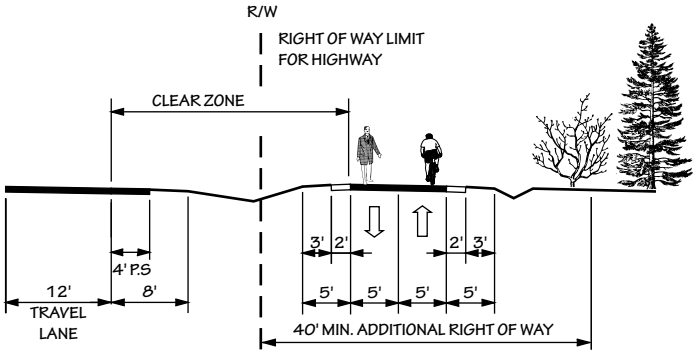
12A 12 LANE FREEWAY (8 GENERAL PURPOSE LANES, 4 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

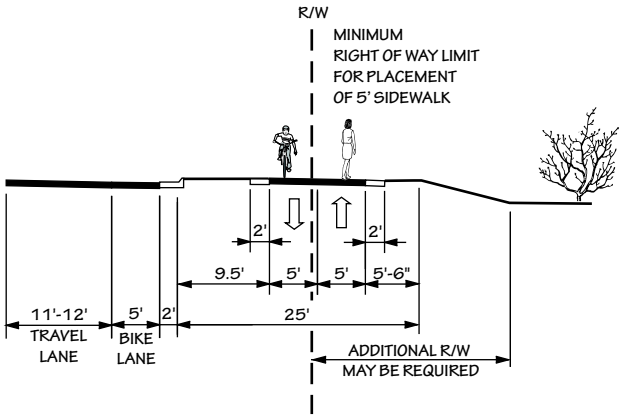
"TYPICAL" HIGHWAY CROSS SECTIONS

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 10.

- **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 10 - 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
144	I-95 Northbound	Cox Rd (SR 1541) & CSX Railroad	FO	ROBE0019-H
145	I-95 Southbound	Cox Rd (SR 1541) & CSX Railroad	FO	ROBE0019-H
146	I-95 Northbound	Lumber River	FO	ROBE0019-H
148	Carthage Road (SR 1536)	I-95/US 301	SD & FO	I-5879
151	Powersville Road (SR 1529)	I-95	FO	ROBE0019-H
175	5th Street (SR 1600)	Lumber River	FO	ROBE0030-H
212	Carthage Road (SR 1536)	Saddle Tree Swamp	FO	
420	Alamac Road (SR 2289)	Lumber River	SD	
440	NC 72	Jacob's Creek	FO	
444	Lovette Road (SR 2204)	Jacob Swamp Watershed	SD	
446	NC 41	Gum Swamp Branch	SD	
459	NC 72	Creek	SD	
485	Hilly Branch Road (SR 1207)	I-74/US 74	FO	
486	I-74/US 74 Westbound	I-95/US 301	FO	ROBE0019-H
487	I-74/US 74 Eastbound	I-95/US 301	FO	ROBE0019-H

Appendix G
Socio-Economic Data Forecasting Methodology

In the development of the Lumberton 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, travel demand was projected from 2014 to 2040 using a computerized travel demand model. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2040. Additionally, travel demand models require a broad range of socio-economic input data such as population and employment.

The CTP Steering Committee worked with NCDOT to estimate population growth, economic development potential, and land use trends to determine the potential impacts on the future transportation system in 2040. This data was endorsed by the Lumberton City Council on June 4, 2014.

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

Population

Before projecting the population data to the future year of 2040, the current population data must be determined. For the Lumberton CTP planning area, the population was derived from 2010 census data obtained from the U.S. Census Bureau. It was then updated to reflect the number of dwelling units that have been added or demolished between 2010 and 2013 (provided by the city of Lumberton).

In order to project the base year population data, a target population needs to be determined for the design year of 2040. To do this, historic population data and future projections were gathered from the US Census Bureau and the North Carolina Office of State Budget and Management (OSBM) for North Carolina, Robeson County, the city of Lumberton, and the Lumberton CTP Planning Area. Past trends in census data from 1980 to 2010 for Robeson County and the city of Lumberton were looked at along with growth in population within the Lumberton CTP Planning Area using 1990, 2000, and 2010 census data.

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	1980	1990	2000	2010	2014	2020	2030
North Carolina	5,880,095	6,632,448	8,046,491	9,535,471	9,956,488*	10,564,551*	11,576,088*
Robeson County*	101,610	105,170	123,241	134,168	133,599*	131,296*	127,455*
Robeson County**	101.610	105,170	123,241	134,168	139,942**	148,103**	161,701**
Lumberton	18,241***	18,601***	20,795***	21,542***	21,657***		
Planning Area	N/A	31,079***	33,974***	35,430***	35,661***		

* Projections by the North Carolina Office of State Budget Management (Updated April 24, 2014)
** Projections by the Log Into North Carolina (LINC) Data set. Depending on the year, this is the corrected census count (April 1 census year), or the estimate or projection from the State Demographer (April 1 census years, July 1 all other years). A projection differs from an estimate in that it relies on certain assumptions about long-term trends in data which are not yet available while an estimate is based on data from predictor variables that are available for the estimate year.
*** Does not include the incarcerated population

Using the known data, 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 were established as shown in Table 5 below:

Table 5: Robeson County and Lumberton Growth Rates

Growth Rates Per Year	1980-2010	1990-2010	2000-2010
North Carolina	1.64%	1.85%	1.76%
Robeson County	0.93%	1.22%	0.86%
Lumberton City Limits	0.56%	0.74%	0.35%
Lumberton Planning Area	N/A	0.56%	0.25%

After comparing the growth rates for Robeson County, the Lumberton city limits, and the Lumberton planning area, an overall growth rate of 0.6% per year was agreed upon and future year projections are calculated in Table 6 below:

Table 6: Lumberton Planning Area Projections

Population Projection	2020	2030	2040
Lumberton Planning Area	36,964	39,243	41,662

The CTP Committee identified areas in Lumberton CTP Planning Area that would experience population growth rates higher or lower than the CTP study area

average. The urbanized area was divided into Traffic Analysis Zones (TAZs) as shown in Figure 11. TAZs identified as high growth potential were numbers 1-5, 12-16, 48-51, 121, 122, 126, 127, 131, and 132. Those identified as low growth potential were 87- 94, 97, 99-102, 105, and 108. Accordingly, those with high growth potential attracted more trips than those identified as low growth areas.

Housing

To determine future housing, the Lumberton planning area population developed above must be converted to dwelling units. To do this, past and projected persons/dwelling unit data for Robeson County were graphed and a trend line was extended to the future year of 2040. Projected household data is displayed in Table 7 below:

Table 7: Robeson County Household Data

Year	Total Household Population	Total Households	Persons/Dwelling Unit
1990	105,170	39,044	2.69
2000	123,170	43,610	2.82
2010	134,168	47,997	2.80
2020*	135,599	48,777	2.78
2030*	137,022	49,646	2.76
2040*	138,398	50,510	2.74

** Data projected by NCDOT*

Using the persons/dwelling unit data, the Lumberton planning area households was calculated and is shown in Table 8 below:

Table 8: Lumberton Planning Area Household Data

Year	Population	Total Households	Persons/Dwelling Unit
2014	35,661	13,730	2.60
2020	36,964	14,327	2.58
2030	39,243	15,329	2.56
2040	41,662	16,402	2.54

The 2015 Lumberton Land Use Plan shown in Figures 12 and 13 indicates which areas within the planning area should be developed for housing. Using this plan, the houses above were distributed throughout the Lumberton 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 2014 in the planning area were compiled from Info USA data and local input resulting in a final total of 20,255 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.

2014 Employment / 2014 Population = 20,255/35,661 = 0.568

Comparing the current employment and population ratio with past studies, there has been a slight increase in the total employment, while the total population has slowly increased at a slightly faster rate. This could be explained by the increasing amounts of retirees moving into the area. Still, this employment to population ratio is higher than most areas in the state because Lumberton is the primary employment base for Robeson County. Citizens and visitors alike commute from many smaller communities in the county into Lumberton for work, shopping, and other activities.

While the employment to population ratio may continue to decrease due to more retirees moving into area, the rate is expected to level off and slowly increase from 2012 to 2040. Assuming slow and continued growth, the employment to population ratio as well as the total future employment is shown in Table 9 below:

Table 9: Planning Area Population to Employment Ratio

Year	Population	Employment	Employment/Population Ratio
2014	35,661	20,255	0.568
2020	36,964	21,033	0.569
2030	39,243	22,369	0.570
2040	41,662	23,789	0.571

The same TAZs used to allocate housing are also used to allocate employment. Percentages from the North American Industry Classification System (NAICS) should be determined based on the existing employment types and the 2015 Lumberton Land Use Plan recommendations and expectations for the future. The existing breakdown is shown in Table 10 below:

Table 10: Current Employment

2014	Employment	Percentage
Industry	4,262	21.04%
Retail	2,398	11.84%
High-Traffic Retail	2,620	12.94%
Service	6,876	33.95%
Office	4,099	20.24%

Once the existing allocations are determined, the number of future jobs and projected growth for each classification can be calculated as shown below in Tables 11 and 12:

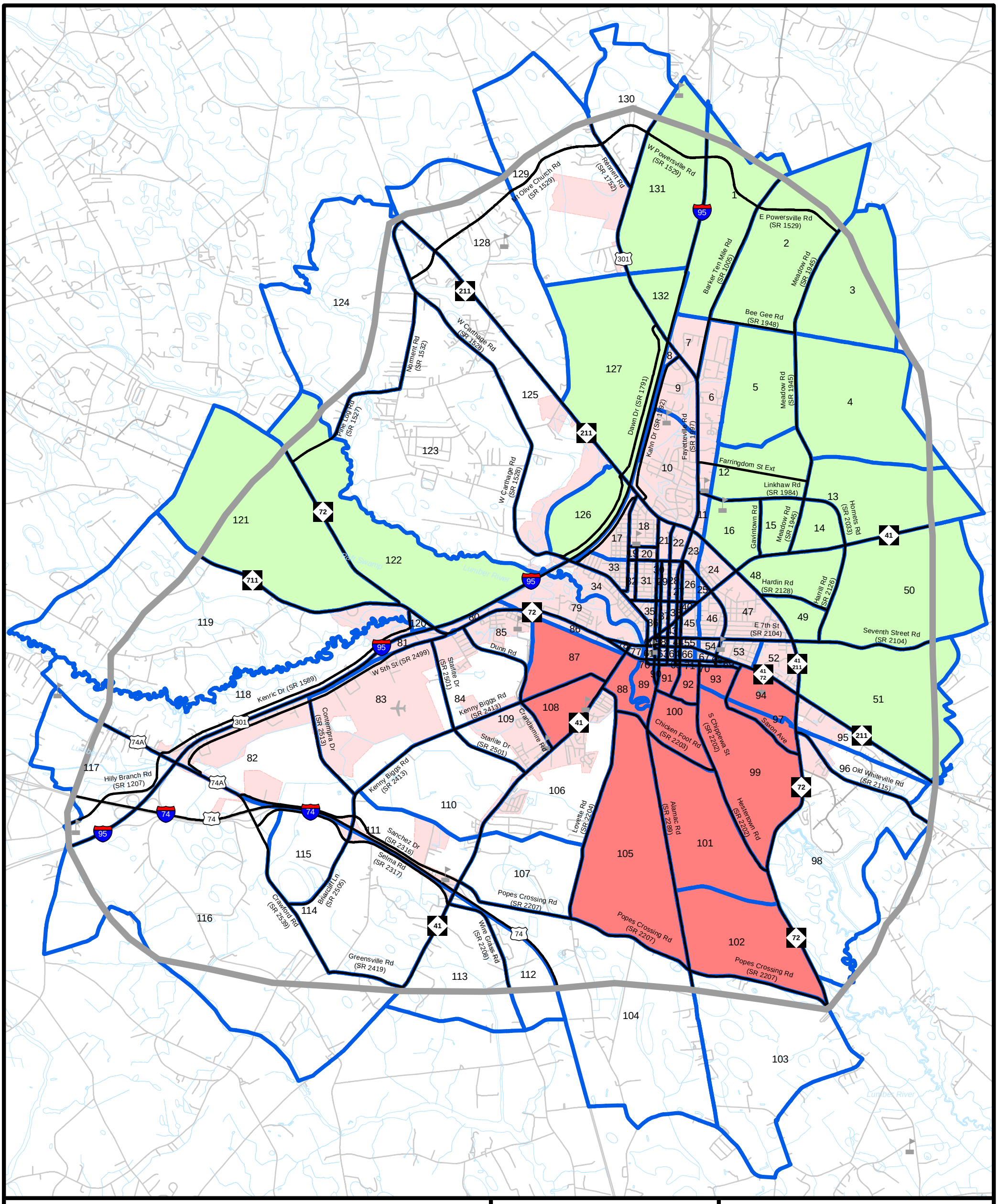
Table 11: Projected Employment

2020	Employment	Percentage
Industry	4,417	21%
Retail	2,524	12%
High-Traffic Retail	2,734	13%
Service	7,362	35%
Office	3,996	19%
2030	**Employment**	**Percentage**
Industry	4,698	21%
Retail	2,460	11%
High-Traffic Retail	2,908	13%
Service	8,053	36%
Office	4,250	19%
2040	**Employment**	**Percentage**
Industry	4,996	21%
Retail	2,617	11%
High-Traffic Retail	3,092	13%
Service	8,802	37%
Office	4,282	18%

Table 12: Total Projected Employment Growth

Employment Type	Projected Employment Change 2014-2040
Industry	734
Retail	219
High-Traffic Retail	472
Service	1,926
Office	183
Total Projected Employment Growth	3,534

Future employment conditions within the planning area were approved by the CTP Committee. This included approximate locations and intensity for proposed employment centers. Any anticipated heavy demand on the future transportation system as a result of these proposals is accounted for in projected traffic volumes.



Traffic Analysis Zones
High Growth TAZs
Low Growth TAZs
Planning Boundary
Network Roads
Airport
Schools
Roads
Railroads
Water Bodies
Rivers and Streams
Municipal Boundary

0 0.25 0.5 1 1.5 Miles

N
W E
S

Base map date: June 2014

Figure 11 - Traffic Analysis Zones

Lumberton
Comprehensive Transportation Plan

FIGURE 12: EXISTING LAND USE

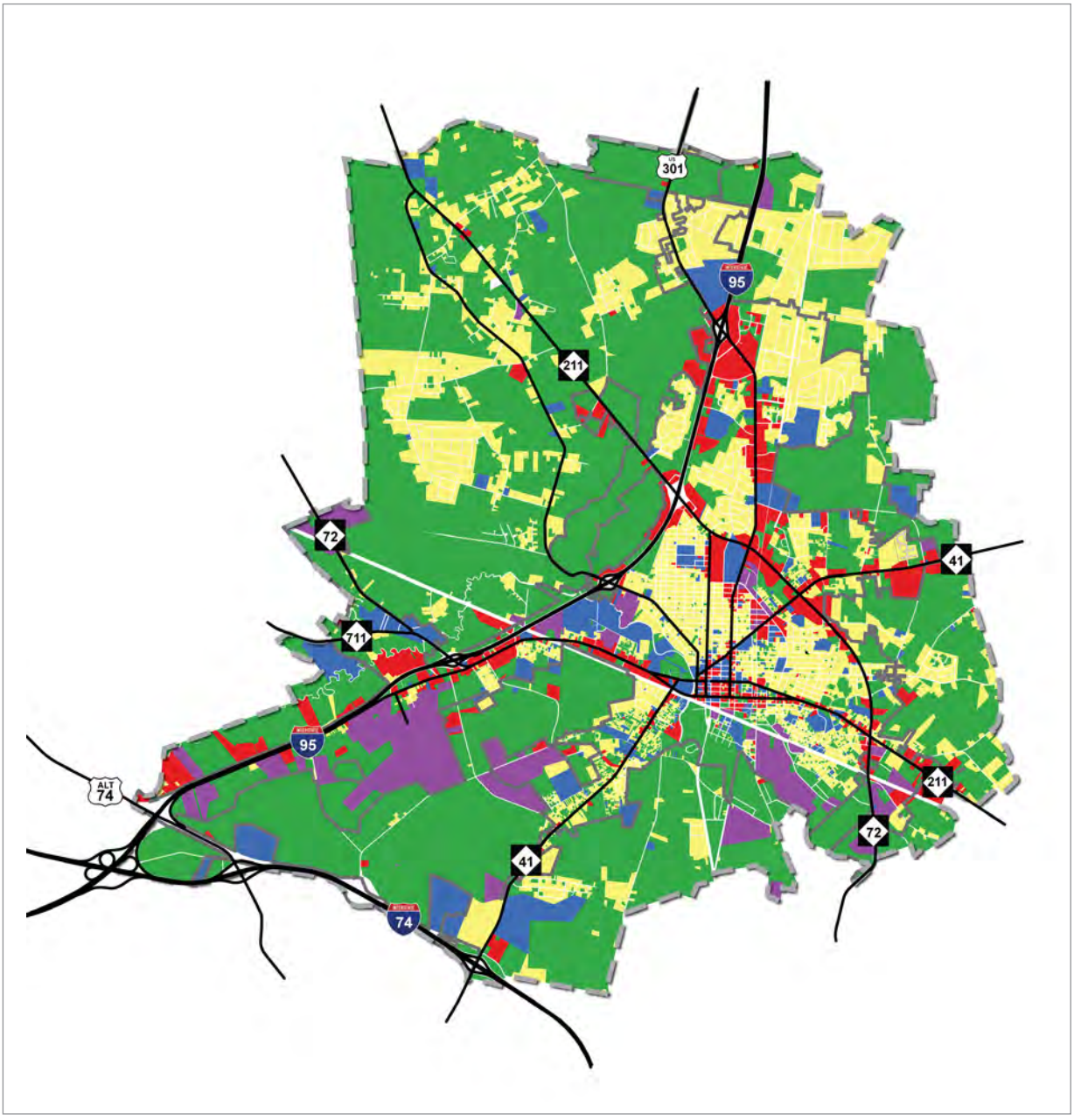
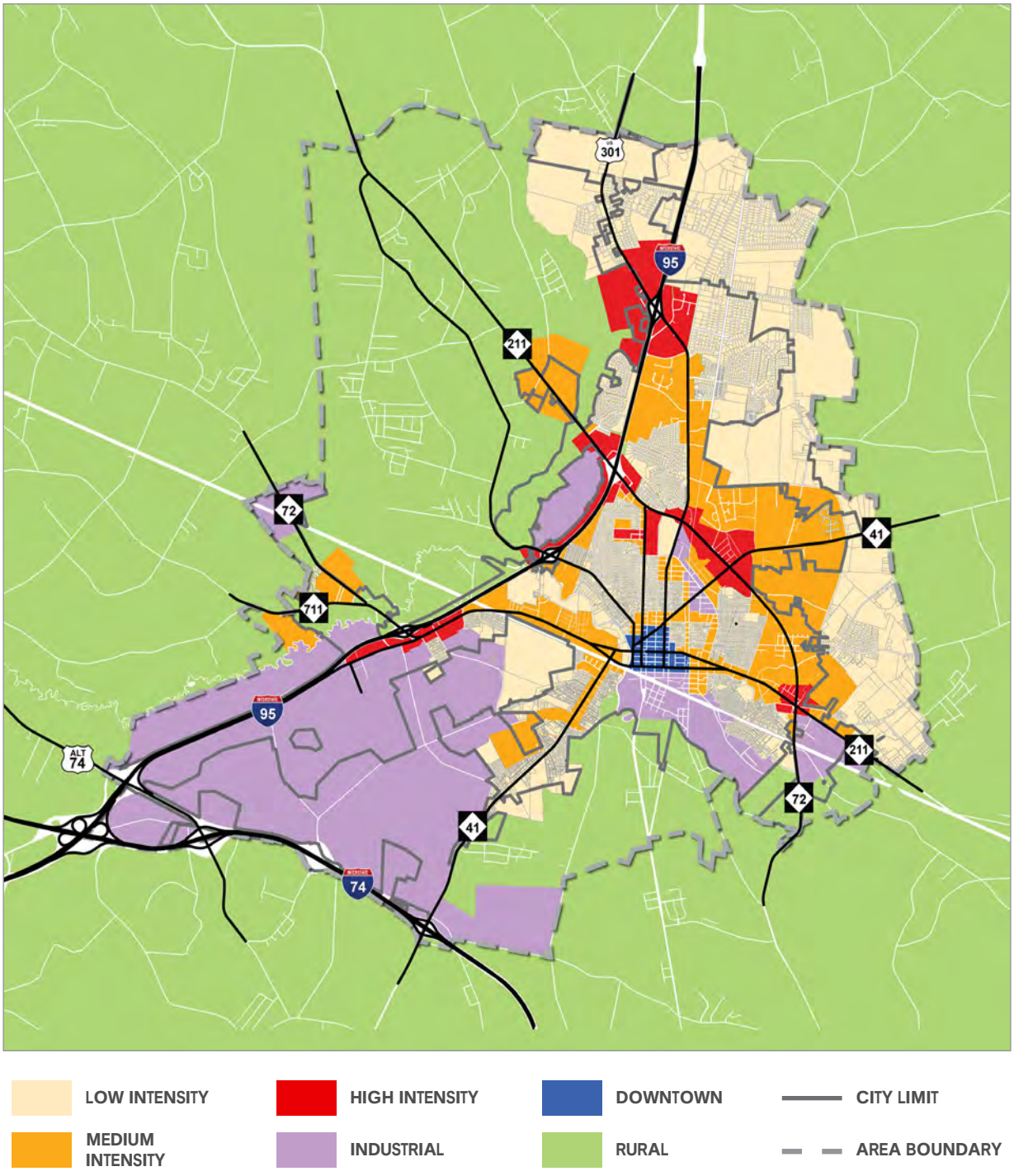


FIGURE 13: FUTURE LAND USE



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 Lumberton CTP is given below.

- Burnis Wilkins, Lumberton City Council Precinct #3
- Leon Maynor, Lumberton City Council Precinct #7
- Alan Britt, Lumberton Planning Board Member
- Susan Walker, Lumberton Planning Board Member
- Mickey Gregory, Lumberton Visitors Bureau Director
- Cindy Kern, Lumberton Chamber of Commerce Director
- Bruce Mullis, Lumberton Recreation Commission Chairman
- William Tubbs, Lumberton Airport Commission Member
- Dr. Pam Hilbert, Robeson County Community College President
- Dencie Lambdin, Robeson County Community in Schools Director
- Larry Anderson, Anderson Engineering
- Everett Davis, Retired Robeson County Agricultural Extension Director
- Joe Bailey, NCDOT Division 6 Planning Engineer
- Janet Robertson, Lumber River Rural Planning Organization
- Brandon Love, Lumberton Planning Director
- Artriel Kirchner, Lumberton Deputy Planning Director
- John A. (Andy) Bailey, NCDOT Transportation Planning Branch

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 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.

Vision Statement:

Lumberton seeks to provide a safe, efficient, accommodating, multi-modal transportation system that promotes economic vitality, while preserving the quality of life for the area.

Goal – Provide an efficient transportation system.

1. Objective – Ability to access interstates and major arterials without having to deal with recurring congestion due to adjacent land use (access management).
2. Objective – Ability to handle current and future congestion along interstates and major arterials. This includes providing additional capacity and the lengthening of acceleration lanes from interchanges onto interstates.
3. Objective – Provide more transportation choices and better access in and around the central business district and to Interstate 95.

Goal – Provide an accommodating transportation system.

4. Objective – Ability to better access land uses along Interstate 95 by upgrading existing frontage roads.
5. Objective – Create a more accommodating network of roads (wider, more welcoming) to enter the central business district.
6. Objectives – Bike lanes and/or pedestrian accommodations along facilities that connect the central business district to major residential and commercial areas and major residential areas to schools and the community college.

Goal – Provide a multi-modal transportation system.

7. Objective – Provide sufficient transit options to key local locations for the lower income, minority, and significant retirement populations in the area.
8. Objective – Increase the amount of multi-modal paths from the existing greenway system to offer non-road alternatives to key destinations: recreational, educational, central business district, employment, and shopping.
9. Objective – Increase the number of bicycle and/or multi-use paths along more rural roads leading into the city.

Goal: A transportation system that supports economic development

10. Objective – Improve access to the Lumberton Regional Airport from Interstate 95 and the central business district.
11. Objective – Improve access from existing industrial areas to interstates and major arterials where feasible.

12. Objective – Improve access from planned future industrial development to Interstate 74 and major arterials where feasible.
13. Objective – Improve access from major commercial areas to residences throughout the city.

Goal – A transportation system that preserves and promotes the quality of life in Lumberton

14. Objective – Residential areas within municipal boundaries have access to a network of sidewalks.
15. Objective – Connect the city sidewalk and bike network to Northeast Park, a regional facility capable of hosting large sports tournaments.

Goals and Objectives Survey

A Goals and Objectives (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 Lumberton G & O survey is given below.

Lumberton Area Transportation Survey

This is a survey of the City of Lumberton in conjunction with the North Carolina Department of Transportation and the Lumber River RPO. It will be used to help develop a Comprehensive Transportation Plan for the area and to help us to understand the transportation needs of citizens.

SECTION ONE: TRANSPORTATION DEMOGRAPHICS

1. How many people live in your household?

Number	Response Percent	Response Count
1	23.40%	143
2	36.50%	223
3	15.38%	94
4	15.06%	92
5 or more	9.66%	59

Answered: 611, Skipped: 6

2. How many drivers are in your household?

Number	Response Percent	Response Count
1	8.75%	53
2	30.36%	184
3	43.40%	263
4	12.05%	73
5 or more	4.62%	28

Answered: 606, Skipped: 11

3. How many vehicles does your household have?

Number	Response Percent	Response Count
1	7.43%	44
2	26.69%	158
3	34.12%	202
4	19.59%	116
5 or more	8.45%	50

Answered: 592, Skipped: 25

4. Do any of the following apply to you or your household?

	Yes		No	
Someone in the household is age 65 or older	37.88%	222	62.12%	364
Someone in the household is disabled	16.55%	97	83.47%	489
Someone in the household is unemployed and transportation is an issue to finding a job	11.09%	65	88.91%	521

Answered: 586, Skipped: 31

SECTION TWO: MULTI-MODEL CONSIDERATIONS

5. How often do you use the on-demand bus service provided by the South East Area Transit Service (SEATS)?

	Response Percent	Response Count
Daily	2.18%	13
Twice a Week	0.67%	4
Once a Week	0.34%	2
Once a Month	0.34%	2
Rarely	5.03%	30
Never	91.44%	545

Answered: 596, Skipped: 21

6. How often would you use fixed bus routes if provided?

	Response Percent	Response Count
Daily	9.22%	54
Twice a Week	4.95%	29
Once a Week	3.41%	20
Once a Month	4.10%	24
Rarely	22.01%	129
Never	56.31%	330

Answered: 586, Skipped: 31

7. How often would you use van pools or carpools if available?

	Response Percent	Response Count
Daily	10.36%	61
Twice a Week	4.24%	25
Once a Week	2.55%	15
Once a Month	3.90%	23
Rarely	20.88%	123
Never	58.06%	342

Answered: 589, Skipped: 28

8. How often do you/would you use off-road bicycle trails or greenways for walking, running, and/or bicycling?

	Response Percent	Response Count
Daily	17.35%	102
Twice a Week	14.29%	84
Once a Week	11.05%	65
Once a Month	9.01%	53
Rarely	16.16%	95
Never	32.14%	189

Answered: 588, Skipped: 29

9. How often do you/would you use on-road bicycle lanes and/or wide shoulders?

	Response Percent	Response Count
Daily	13.10%	77
Twice a Week	9.35%	55
Once a Week	7.14%	42
Once a Month	5.27%	31
Rarely	18.71%	110
Never	46.42%	273

Answered: 588, Skipped: 29

SECTION THREE: LOCATION SPECIFIC CONCERNS

10. Are there areas where you would like to see sidewalks constructed or improved?

Yes – 48.53% (264) **No** – 51.47% (280)
Answered: 544, Skipped: 73

The top five responses are given below.

- Fayetteville Road (42 responses)
- Elm Street (38 responses)
- NC 211/Roberts Avenue (22 responses)
- Tanglewood Area (11 responses)
- Residential Neighborhoods (10 responses)

11. Are you concerned about traffic accidents in your area?

Yes – 43.66% (255) **No** – 56.34% (329)
Answered: 584, Skipped: 33

The top five responses are given below.

- Fayetteville Road (39 responses)
- Walnut Street (14 responses)
- NC 211/Roberts Avenue (8 responses)
- Elm Street (6 responses)
- NC 41 (5 responses)

12. Are there any transportation related safety issues in your area?

Yes – 30.55% (168) **No** – 69.45% (382)
Answered: 550, Skipped: 67

The top five responses are given below.

- Speeding (40 responses)
- Lack of sidewalks (10 responses)
- Mopeds/Golf carts (8 responses)
- Vehicles running stop signs/traffic lights (5 responses)
- Obstructions at intersections (5 responses)

13. Is truck traffic a problem?

Yes – 17.17% (96) **No** – 82.83% (463)
Answered: 559, Skipped: 58

The top five responses are given below.

- Trucks on minor roads (15 responses)
- Noise (10 responses)
- Debris (5 responses)
- Damage to roads (5 responses)
- Too many trucks on Fayetteville Road/NC 211 (Roberts Avenue)/Carthage Road (4 responses)

SECTION FOUR: DESTINATIONS

14. How often do you go to Fayetteville?

	Response Percent	Response Count
Daily	5.60%	34
Twice a Week	6.26%	38
Once a Week	15.98%	97
Once a Month	39.70%	241
Rarely	27.68%	168
Never	2.97%	18
Seasonally	1.81%	11

Answered: 607, Skipped: 10

15. How often do you go to Florence, SC?

	Response Percent	Response Count
Daily	0.17%	1
Twice a Week	0.17%	1
Once a Week	1.82%	11
Once a Month	11.72%	71
Rarely	52.64%	319
Never	29.37%	178
Seasonally	4.13%	25

Answered: 606, Skipped: 11

16. How often do you go to Southern Pines, Pinehurst, and/or Aberdeen?

	Response Percent	Response Count
Daily	0.17%	1
Twice a Week	0.33%	2
Once a Week	1.84%	11
Once a Month	24.25%	145
Rarely	50.33%	301
Never	16.56%	99
Seasonally	6.52%	39

Answered: 598, Skipped: 19

17. How often do you go to Raleigh?

	Response Percent	Response Count
Daily	0.17%	1
Twice a Week	0.33%	2
Once a Week	1.84%	11
Once a Month	24.25%	145
Rarely	50.33%	301
Never	16.56%	99
Seasonally	6.52%	39

Answered: 598, Skipped: 19

18. How often do you go to Charlotte?

	Response Percent	Response Count
Daily	0.00%	0
Twice a Week	0.17%	1
Once a Week	0.33%	2
Once a Month	9.42%	57
Rarely	56.03%	339
Never	27.27%	165
Seasonally	6.78%	41

Answered: 605, Skipped: 12

19. How often do you go to Wilmington?

	Response Percent	Response Count
Daily	0.17%	1
Twice a Week	0.50%	3
Once a Week	2.31%	14
Once a Month	16.36%	99
Rarely	52.23%	316
Never	20.50%	124
Seasonally	7.93%	48

Answered: 605, Skipped: 12

20. How often do you go to North Carolina beaches?

	Response Percent	Response Count
Daily	0.00%	0
Twice a Week	1.00%	6
Once a Week	5.14%	31
Once a Month	19.90%	120
Rarely	40.46%	244
Never	12.44%	75
Seasonally	21.06%	127

Answered: 603, Skipped: 14

21. How often do you go to the Myrtle Beach, SC area?

	Response Percent	Response Count
Daily	0.17%	1
Twice a Week	1.33%	8
Once a Week	5.32%	32
Once a Month	18.60%	112
Rarely	40.86%	246
Never	10.30%	62
Seasonally	23.42%	141

Answered: 602, Skipped: 15

SECTION 5: TRANSPORTATION GOALS AND OBJECTIVES

22. Please rate the importance of each of the following goals:

	High	Medium	Low	Very Low
More transportation choices	**36.27% (217)**	31.69% (190)	18.31% (109)	13.73% (82)
Improved safety and maintenance	**57.44% (343)**	28.90% (173)	9.46% (57)	4.20% (25)
Support economic growth	**52.49% (314)**	33.96% (203)	9.78% (58)	3.77% (23)
Increased public transit options	29.90% (179)	**31.27% (187)**	27.32% (163)	11.51% (69)
Community and rural culture preservation	**48.03% (287)**	34.48% (206)	11.66% (70)	5.83% (35)
Environmental protection	**52.28% (313)**	31.70% (190)	10.78% (64)	5.24% (31)
Care for special needs citizens	**59.52% (356)**	26.53% (159)	9.35% (56)	4.59% (27)
Improved connectivity	**47.92% (287)**	34.43% (206)	12.44% (74	5.21% (31)

Answered: 598, Skipped: 19

23. Of the topics in Question #22, which is the most important to you?

	Response Percent	Response Count
Care for special needs citizens	23.6%	77
Improved safety and maintenance	22.3%	73
Support economic growth	16.5%	54
More transportation choices	15.3%	50
Improved connectivity	7.3%	24
Environmental protection	5.5%	18
Increased public transit options	5.2%	17
Community and rural culture preservation	4.3%	14

Answered: 327, Skipped: 290

SECTION 6: GENERAL DEMOGRAPHICS

24. What is your age group?

	Response Percent	Response Count
Under 18	0.16%	1
18-24	3.29%	20
25-34	10.38%	63
35-44	13.34%	81
45-54	22.41%	136
55-64	19.11%	116
65-74	19.44%	118
75-84	9.06%	55
85 and over	2.80%	17

Answered: 607, Skipped: 10

25. What is your race or ethnicity?

	Response Percent	Response Count
Caucasian (White)	62.52%	372
African-American (Black)	13.61%	81
Native American	10.08%	60
Asian	1.01%	6
Hispanic	9.92%	59
Other	3.53%	21

Answered: 595, Skipped: 22

26. What is your zip code?

	Response Percent	Response Count
28358 (Lumberton east of I-95)	77.26%	428
28359 (Lumberton PO Box)	1.81%	10
28360 (Lumberton west of I-95)	6.13%	34
Other	14.80%	82

Answered: 554, Skipped: 63

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 March 2015 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.

Event #1: Rumba on the River festival in Downtown Lumberton

This special outreach event was held on March 7, 2015 from 9:00 am – 5:00 pm at the annual "Rumba on the River" festival in downtown Lumberton. Over 50 people visited the special outreach booth, 33 comment forms were submitted, and the main issues identified included:

- Improving traffic safety throughout the area
- Providing economic development opportunities
- Improving access to employment, schools, and shopping areas throughout the area
- Increasing transportation choices (transit, bicycle, and pedestrian)

Event #2: West Lumberton Jaycee Hut

The first public drop-in session was held on March 17, 2015 from 4:30-6:00 pm. Twelve people attended, 4 comment forms were submitted, and the main issues identified included:

- Improve signal timing throughout Lumberton
- Possible bicycle lanes on higher traffic facilities such as Fayetteville Road (SR 1997)
- Sidewalks to connect residents to the CBD
- Improve or construct bicycle and pedestrian facilities to connect west Lumberton across I-95 to Lumberton
- Improve or construct facilities to avoid Fayetteville Road (SR 1997)

Event #3: Godwin Heights Community Building

The second public drop-in session was held on March 17, 2015 from 7:00-8:30 pm during the monthly community watch meeting. Forty-four people attended, 6 comment forms were submitted, and the main issues identified included:

- Improve signal timing throughout Lumberton
- Consider the needs of senior citizens while implementing transportation improvements
- Widen East 7th Street (SR 2104) and Harrill Road (SR 2126)
- Include public transit options on or near East 7th Street (SR 2104)
- Improve railroad crossing on NC 211

A series of two separate meetings took place in the month of November 2015. These workshops detailed the draft recommendations for the Lumberton CTP.

Event #4: Robeson Community College

The first public workshop took place at the Robeson Community College Workforce Development Building on November 4, 2015 from 4:00-7:00 pm. Eight citizens were in attendance and no comment forms were received.

Event #5: Bill Sapp Recreation Center

The second public workshop took place at the Bill Sapp Recreation Center on November 9, 2015 from 4:00-7:00 pm. Two citizens were in attendance and no comment forms were received.

Public Hearings

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

- December 9, 2015 at 11:00 am during the Lumberton City Council Policy Committee Meeting
- January 19, 2016 at 6:00 pm during the Robeson 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 Lumber River RPO endorsed the CTP on January 25, 2016.