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- Town of Southern Pines
- Town of Taylortown
- Town of Vass
- Village of Foxfire
- Village of Pinehurst
- Village of Whispering Pines



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EXECUTIVE SUMMARY

In 2010, the Transportation Planning Division of the N.C. Department of Transportation (NCDOT), Moore County and its municipalities, and the Triangle Area Rural Planning Organization (TARPO) began a Comprehensive Transportation Plan (CTP) study for Moore County.

The Moore County CTP is a long-range, multimodal transportation plan that covers transportation needs through 2040. Modes of transportation evaluated as part of this plan include highway, public transportation, rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues. [Refer to Appendix A for contact information on these types of issues.](#)

Obtaining consensus on several recommendations lengthened the study time frame. Findings of this CTP study were based on an analysis of the transportation system, environmental screening and public input, detailed in Chapter 1. Figure 1 shows the CTP maps, mutually adopted by local jurisdictions, Moore County and NCDOT in 2019. TARPO endorsed the maps in 2018. [Descriptive information and definitions for designations depicted on the CTP maps can be found in Appendix B.](#)

Implementation of the plan is the responsibility of Moore County, its municipalities, and NCDOT.

This report documents the recommendations for improvements that are included in the Moore County CTP.

Major Recommendations:

U.S. 1 Synchronized Street: Improve the section of U.S. 1 between Roseland Road (SR 1112) and Old U.S. 1 to a synchronized street. (TIP U-5815).

U.S. 15-501 Synchronized Street: Improve the section between U.S. 1 and Brucewood Road to a synchronized street. (TIP U-5814).

U.S. 15-501: Widen to a 4-lane divided facility from Page Road (SR 1208) to Lee County, and from U.S. 1 to Hoke County.

N.C. 211: Widen to a 4-lane divided facility from Aberdeen to county line (R-2509) and from NC 73 to Holly Grove School Road (SR 1241) (R-5726).

Western Connector: Construct a multi-lane divided facility, mostly on new locations to connect N.C. 211 west of Pinehurst to U.S. 1 south of Aberdeen. It will provide relief for the congested N.C. 5.

Carthage Byway: Construct a 2-lane facility on a new location to remove through traffic from downtown Carthage.

More detailed information about these and other recommendations can be found in [Chapter 3](#). [Appendix J](#) contains an overview of other plans incorporated into this study and [Appendix K](#) contains a timeline of the development of this study.

CHAPTER 1

Introduction and Overview

Comprehensive Transportation Planning

The Comprehensive Transportation Plan (CTP) is North Carolina's long-range multimodal transportation plan.

The CTP represents a community's consensus on the future transportation system (including the existing system and improvements) needed to support anticipated growth and development over a 25-30 year time frame.

The CTP serves as an official guide to provide a well-coordinated, efficient, and economical transportation system for the future of the region. Modes of transportation evaluated as part of this plan include highway, public transportation, rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues.

B Vision, Goals, Objectives

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.

After reviewing the needs of the region, the formulated goals are:

Goal 1 Provide an efficient transportation system.

Goal 2 Provide an accommodating transportation system.

Goal 3 Provide a multi-modal transportation system.

Goal 4 Provide a transportation system that supports economic vitality.

Goal 5 Provide a safe transportation system.

Goal 6 Preserve and protect the ambiance and heritage of Moore County, inclusive of areas around municipalities.

Goal 7 Enhance the union of the built and natural environment to improve citizen health through the use of open space and recreational opportunities.

Goal 8 Optimize the uses of land within Moore County.

Goal 9 Provide information and seek citizen participation.

Goal 10 Accommodate a variety of housing types.

C Planning Process

The CTP process consists of five high-level steps that outline the sequence of major activities. The basic flow of the process is shown in the figure below.

CTP process



The process is structured with the intent to offer flexibility to meet an area's planning needs. It balances the need to meet multimodal transportation demands while considering the natural and human environment within a community. It forms a strong connection between an area's transportation plan, locally adopted land development plans, and community vision and includes a thorough public involvement process.



Public Involvement

Public involvement is a key element in the transportation planning process.

Moore County had an unprecedented public involvement plan to obtain citizen input and feedback throughout the study process. This section gives a brief synopsis of the public involvement opportunities throughout the process, with a more detailed discussion in [Appendix K](#).

The Moore County Transportation Committee (MCTC) provided guidance throughout the entire CTP process, including population and employment projections and transportation recommendations. The meetings were advertised and open to the public.

From the outset, three rounds of public involvement were planned for the study, with a brief summary below.

- Charrettes (Nov. 1-4, 2011 and Jan. 12, 2012):

Early in the process, five "focus areas" were identified as needing a community consensus

on transportation solutions (see Chapter 2). An exercise was created to help residents create locally accepted ideas to address important transportation decisions in these five focus areas. A majority of the public was interested in the U.S. 1 corridor. Eight charrettes were held, with 479 unique participants. The methodology behind the development of the materials used in the charrettes, the data obtained, and the resulting conclusions can be found in the *Moore County November 2011 Charrette Report*.

- Public Meetings (March 23-24, 2015):

The second round of public involvement was held after the N.C. Board of Transportation revised the Strategic Highway Corridors (SHC) policy to the Strategic Transportation Corridors (STC) policy. This change in NCDOT policy allowed additional flexibility in identifying solutions for the focus areas. Overall, the feedback was positive, especially the idea of the U.S. 1 synchronized street instead of a bypass.

- Public Meetings (April 9 -23, 2018):

Eight drop-in sessions were held for the draft CTP, with 66 total attendees. Overall, the feedback was positive except concerns over the proposed Western Connector concept. There was also an online survey to allow for comments online.

A website was also created and housed at ncdot.gov early in the process to share study information. The draft CTP was also presented to each municipality and the county during their regular council or work meetings prior to local adoption.

Final Adoptions (2018)

On August 29, 2018, the MCTC endorsed the draft CTP which included the proposals found in [Appendix H](#). They did, however, add some consideration of a truck route.

This verbiage was included in the final motion by the committee: "Consider a different route other than or in addition to the Pinehurst Bypass and Western Connector to address truck traffic, may require coordination with adjoining local jurisdictions and Counties."

State Statute 136-66.2 requires that an area have a valid land development plan less than five years old. To satisfy local land use plans that were older than five years, Aberdeen and Pinehurst reaffirmed their existing land use plans (Sept. 24, 2018 and Oct. 9, 2018, respectively) since they were used in the development of the Moore County CTP. Moore County also chose to reaffirm its plan on Nov. 6, 2018 since their plan was nearly five years old.

TARPO endorsed the CTP on Dec. 13, 2018. The N.C. Board of Transportation adopted on Jan. 10, 2019.

CHAPTER 2

Existing and Future Transportation System

To meet future travel demand of the transportation system, we need reliable forecasts of future travel patterns to estimate congestion.

This is usually accomplished through a capacity deficiency analysis (which is a measure of how a facility is operating), 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.

Analysis Methodology and Data Requirements



Roadway System Analysis

A CTP includes the analysis of the existing transportation system and its ability to serve an area's travel demand.

The major roadways in and near Moore County are:

- U.S. 1 is a multi-lane facility which runs in the eastern part of the county near Cameron through Vass, Southern Pines, Aberdeen, and Pinebluff to the county line. U.S. 1 is the major connection to Raleigh, and Raleigh-Durham International Airport (RDU).
- U.S. 15-501 connects Carthage to Aberdeen and contains the Pinehurst traffic circle (where N.C. 2, Midland Road, and N.C. 211) come together.
- N.C. 211 is an east-west route that traverses the entire county and was recently widened between West End and the traffic circle.
- N.C. 24-27 is an east-west route throughout the county and connects Charlotte to Jacksonville. The section west of Carthage is designated a Scenic Byway.
- N.C. 705, also known as the Pottery Highway/Road, connects the unincorporated areas of Eagle Springs to Seagrove via the Town of Robbins. This is also designated a Scenic Byway.

Moore County is located between two major north/south interstate systems, I-73/I-74 just

to the west and I-95 to the east. However, neither run through the county.

In the development of this plan, reliable forecasts of future travel patterns must be estimated to identify existing and anticipated deficiencies. Traffic was projected from 2010 to 2040 using a travel demand model. The model incorporates local land use and locally approved growth projections to develop future growth rates and patterns. Complete documentation of the travel demand model can be found in the *Moore County Travel Demand Model Development Documentation and Users Guide*. Future 2040 traffic volumes were used to measure congestion. Recommendations were based on the results of these projections.

[Appendix L](#) shows 2040 traffic volumes using the existing roadway network, projects funded to be constructed in the 2018-2027 State Transportation Improvement Program (STIP), and the Carthage Byway and Western Connector proposals. Even with these improvements, several facilities will experience congestion concerns in the future, including N.C. 5, N.C. 24-27 in Carthage, U.S. 15-501, U.S. 1 and several other facilities.



Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems.

Crash patterns and data can lead to the identification of improvements that will reduce the number of crashes.

During the development of the Moore County CTP, high frequency crash locations were examined, using data from Aug. 1, 2014 to

Aug. 1, 2017. During this period, a total of 73 intersections and 103 roadway sections were identified to have high frequency of crashes, as illustrated in [Appendix M](#).



Bridge Deficiency Assessment

Bridges having the highest priority are replaced as federal and state funds become available. **Forty-seven deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in [Appendix F](#).** Of these, only one is under construction for replacement and is included in the 2018-2027 STIP. Additionally, 14 of the 47 deficient bridges occur along roadways recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendations and cross sections associated with the recommendation.

Table 5 in [Appendix F](#) gives a listing of the deficient bridges identified in the CTP and the ID number associated with CTP project proposals. [Refer to Appendix F for more detailed bridge deficiency information.](#)



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.

An inventory of existing and planned fixed public transportation routes for Moore County is presented on Sheet 3 of Figure 1. There are no current fixed public transportation routes in the county.

The A-Pines line is not a fixed route, so it is not displayed on the map. It is a deviated fixed route in the Southern Pines and Aberdeen area. The areas included in the route include connections from various residence areas to Sandhills Community College, Southern Pines Village Shopping Center, Walmart, and the Town & County Shopping Center.

All recommendations for public transportation were coordinated with the local governments. Recommendations include future deviated fixed routes connecting the northern and southern portions of the county.

Types of Public Transportation

Category	Description	Applicable to Moore County
Community Transportation	The vast majority of these systems serve the general public, and clients of human service agencies.	Yes
Regional Community Transportation	These systems are composed of two or more contiguous counties providing coordinated/consolidated service.	No
Urban Transportation	These systems provide both urban and rural transportation within the county.	Unlikely
Regional Urban Transportation	These systems currently operate in three areas of the state, and connect multiple municipalities and counties.	Unlikely
Intercity Transportation	Greyhound and Amtrak provide services to cities and towns throughout the state as well as the United States and Canada.	No current stops but there are some Greyhound stops in nearby counties.

Rail



Intercity passenger service is provided by Amtrak. The Amtrak Silver Star route between New York and Florida stops at the Southern Pines train station every day. Northbound trains stop early in the morning and southbound trains stop late in the evening. In 2017, 7,065 riders used the Southern Pines station.

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 rail facilities for the planning area is presented on Sheet 3 of Figure 1.

Moore County railroads:

1. Aberdeen Carolina and Western Railway connecting Moore County to Charlotte, and CSX and Norfolk Southern national rail networks. It is the largest privately held shortline railroad (150 miles).
2. Aberdeen & Rockfish Railroad which connects Moore County at Aberdeen to Cumberland and Hoke counties. It interchanges with CSX Transportation at Aberdeen. A map of this shortline railroad can be found at the website: www.aberdeen-rockfish.com/ARRR_System_Map.png
3. CSX Transportation, running northeast toward Raleigh and southwest toward Columbia, S.C.



Bicycles & Pedestrians

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

The bicycle and pedestrian recommendation of the CTP was primarily based on the TARPO Regional Bicycle and Pedestrian Planning Framework adopted by TARPO in 2015. That framework was based on existing bicycle and pedestrian plans.

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1.

Land Use

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

G.S. 136-66.2 requires that local areas have a current (five or less years old) land development plan prior to adoption of the CTP. For the Moore County CTP, the 2013 Moore County Land Use Plan was used to meet this requirement. All the municipalities and county met the five-year requirement either by the date of their most current plan or by reaffirming their current plan.

Most of the major residential and employment growth in Moore County is in the southern portion, particularly Southern Pines, Pinehurst, and Aberdeen. The 2030 and 2040 future land use projections are reflected in the Moore County Travel Demand Model.

The established future growth data was developed locally by each of the municipalities and the county. The data was presented at the municipalities shown in the table below: It was endorsed by all the municipalities and Moore County with the exception of Taylortown, and afterwards by the MCTC on April 9, 2014.

Municipality Presentation of Growth Data

Aberdeen - 12/3/13	Robbins - 1/9/14
Cameron - 2/25/14	So. Pines - 10/28/13
Carthage - 2/18/14	Taylortown - 2/24/14
Foxfire - 12/10/13	Vass - 2/10/14
Pinebluff - 1/16/14	Whispering Pines - 3/12/14
Pinehurst - 12/10/13	

[Refer to Appendix G for more detailed information on growth expectations and the socio-economic data forecasting methodology.](#)

This chapter presents recommendations for each mode of transportation in the 2018 Moore County Comprehensive Transportation Plan (CTP) as shown in Figure 1. Some appendices tie directly in with this chapter.

CHAPTER 3

CTP Project Proposals

NCDOT Project Delivery Process

Years of extensive planning, study, and work occur before NCDOT ever begins building a roadway. The process, known as the Project Development Process, begins with NCDOT assisting municipalities and regions develop Comprehensive Transportation Plans, which are long-range plans that identify area transportation needs and priorities.

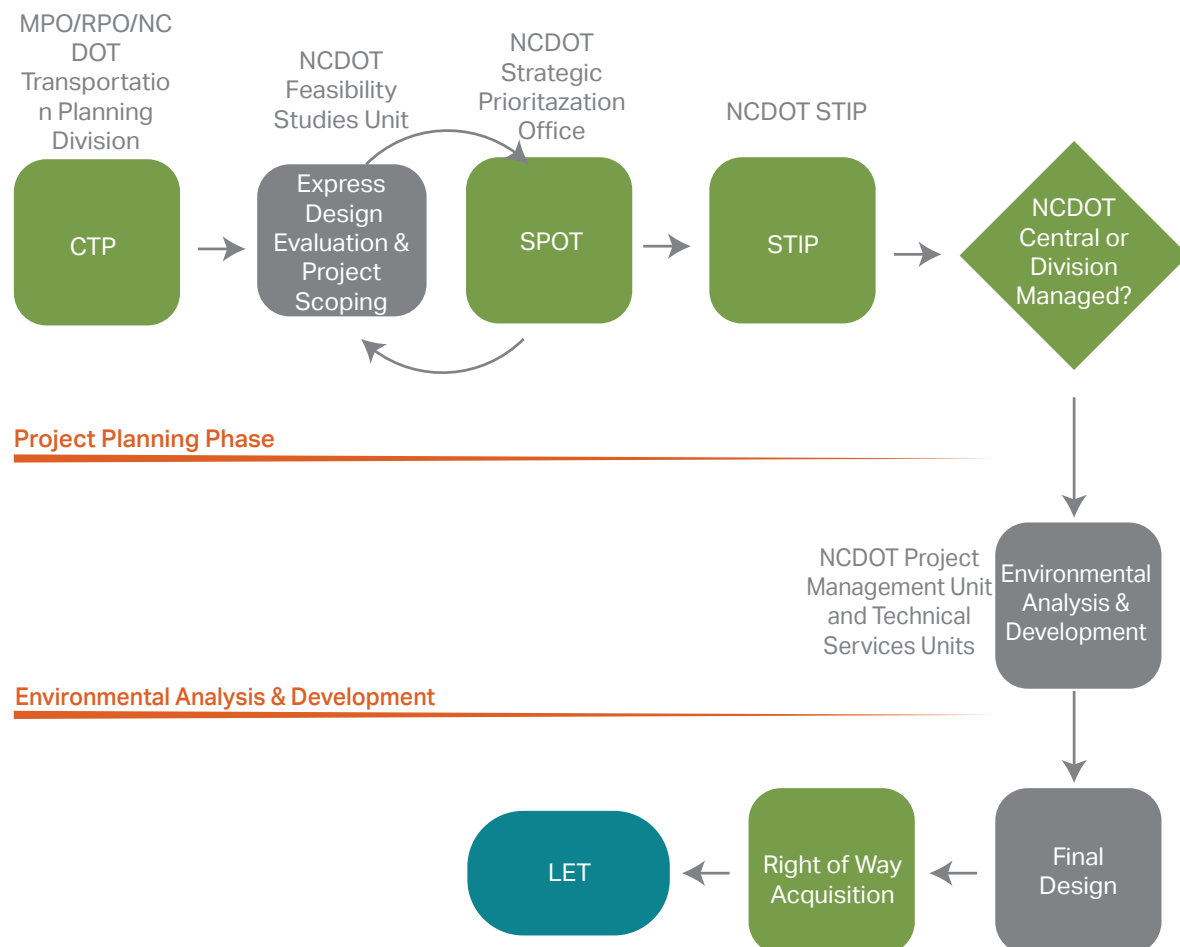
Once a project is programmed for funding, NCDOT initiates studies and the project enters into the Environmental Analysis and Development phase – a process that includes getting feedback from the public and analyzing how a proposed road might affect people living

and working in the area and its impact on the environment.

Once development is complete and engineers have determined the final design, how and exactly where a road will be built, NCDOT begins acquiring any necessary property to accommodate the project and then awards a construction contract ("Let"). Afterwards, construction begins.

The typical NCDOT Project Delivery Process is shown in the figure below.

Project Development Overview



Final Design Phase

More information on NCDOT's Project Delivery Process can be found at ncdot.gov

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 predominantly with the policy boards and citizens of the county and its municipalities. **As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects.** Projects should be prioritized locally and submitted to the Triangle Area 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 maps 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.

Moore County Focus Areas

Moore County has a long history of transportation planning, and it is outlined in [Appendix K](#). In 2010, after two failed attempts to obtain agreement on a transportation plan with locally controversial projects, a different approach was needed.

The different approach of considering "Focus Areas" was born. **The Focus Areas were main identified needs based on feedback that would benefit from acquiring local consensus prior to proceeding with the CTP process.** The focus areas are outlined below:

- **U.S. 1 Strategic Highway Corridor** – Six-lane synchronized street. See Highway Recommendations later in this chapter.
- **N.C. 24-27 Strategic Highway Corridor in Cameron** – At the beginning of this process, N.C. 24-27 was identified as an expressway. When the Strategic Highway Corridor policy was modified in March 2015, the expressway designation was removed. When 2040 projections did not indicate congestion concerns in Cameron, no recommendations were made for this focus area.
- **N.C. 24-27 Strategic Highway Corridor in Carthage/Carthage Bypass** – two-lane facility north of Carthage. [See Appendix P for more information.](#)
- **West End improvements** – Widening of N.C. 211 plus the relocation of N.C. 73. See Highway Recommendations later in this chapter.

- **Western Connector** – Four-lane divided expressway from N.C. 211 to U.S. 1. [See Appendix P for more information.](#)

The MCTC reached agreement on the five focus areas in May 2016, and reaffirmed its support of the Western Connector concept on March 22, 2017. The work on the remainder of the Comprehensive Transportation Plan started in May 2016.

Highway Recommendations

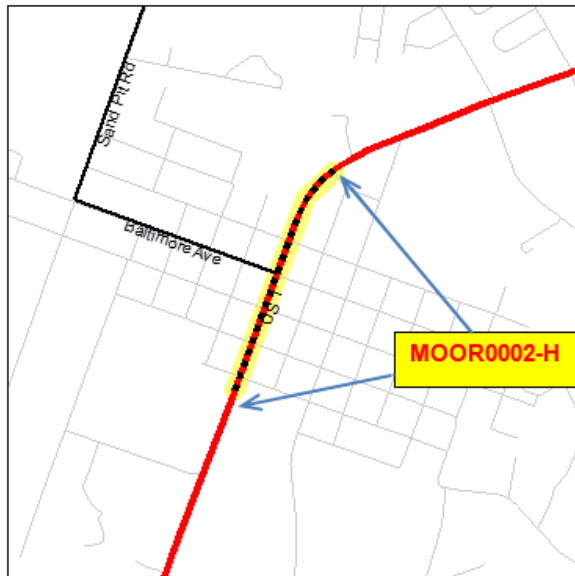
The following pages contain information about the highway recommendations of the CTP. A highway assessment was completed during the development of the CTP. The highway recommendations are ordered as following:

- 1) Major recommendations (U.S. routes first, N.C. routes second, etc.).
- 2) Minor recommendations listed in a table.

No individual improvement is prioritized. The final recommendations will need to be locally approved, funded, and evaluated under a federal process to determine the final design details and location. Two recommendations, the Western Connector and Carthage Byway are not shown in this chapter. They have more detailed information in [Appendix P](#).

U.S. 1 Improvements - Pinebluff
TIP/SPOT/CTP ID: MOOR0002-H

CTP PROPOSAL ID: 2



Purpose: Safety

Identified Need: Expected 2040 safety and operational concerns on U.S. 1 through the Town of Pinebluff due to increases in traffic

Recommendation: Add a median on U.S. 1 through the Town of Pinebluff, to create a consistent divided cross section throughout the county. The concept was discussed as part of U.S. 1 Focus Area discussions.

Existing Volume (2015):

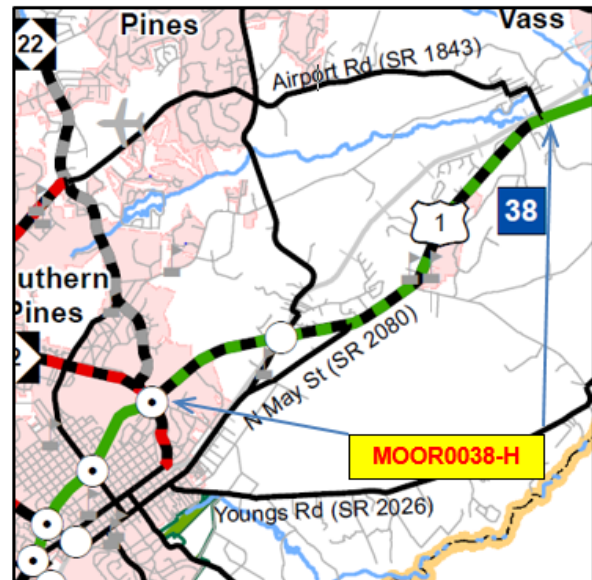
11,000-12,000

Projected Volume (2040): 20,700

FOCUS AREA SOLUTION

U.S. 1 / U.S. 15-501 Synchronized Street (N.C. 2 (Midland Road)) – Camp Easter Road
TIP/SPOT/CTP ID: MOOR0038-H

CTP PROPOSAL ID: 38



Purpose: Safety

Identified Need: Safety and operational concerns on U.S. 1 between N.C. 2 and Camp Easter Road (SR 1853). The crash rate immediately south of this section (10/09-12/16) is 463.8 per million miles of travel, more than statewide crash rate of 307.2 Levels of services will likely degrade after 2035 due to congestion.

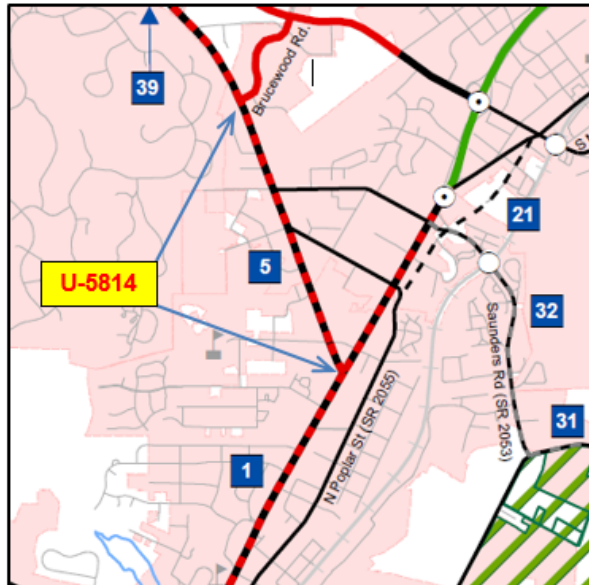
Recommendation: Construct 4-lane synchronized street (or reduced conflict intersection facility) between N.C. 2 and Camp Easter Road (SR 1853).

Existing Traffic Volumes (2015): 29,000-36,000

Projected Traffic Volumes (2040): 63,000

U.S. 15-501 Synchronized Street

TIP/SPOT/CTP ID: U-5814
CTP PROPOSAL ID: 5



Purpose: Safety

Identified Need: The section between U.S. 1 and Brucewood Road exceeds statewide crash averages. The crash rate (10/09-12/16) is 643.4 per million miles of travel, more than double the statewide crash rate of 307.2.

Recommendation: Construct four-lane synchronized street.

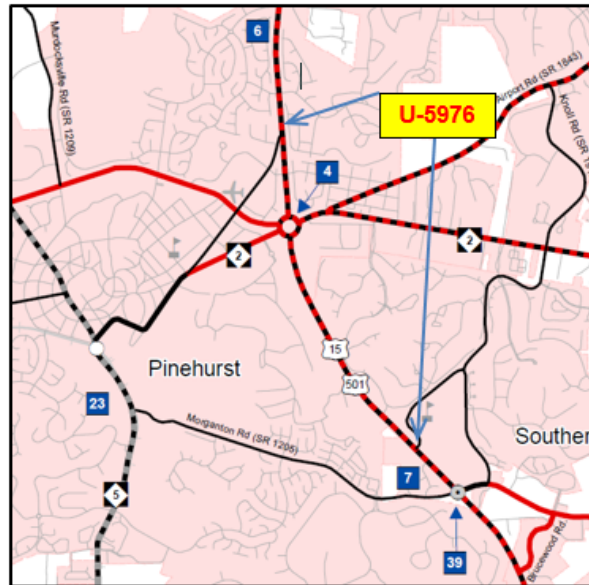
Additional Information: Funded STIP project (U-5814), with construction scheduled for FY 2023. Potential need to extend further north toward Morganton Road and Voit Gilmore Lane in long term.

Existing Traffic Volumes (2015): 19,000-30,000

Projected Traffic Volumes (2040): 37,500-44,500

U.S. 15-501 & Pinehurst Traffic Circle Improvements

TIP/SPOT/CTP ID: U-5976
CTP PROPOSAL ID: 4



Purpose: Facility Deficiencies

Identified Need: Current operational deficiency at the Pinehurst Traffic Circle, especially during peak periods.

Recommendation: Improvements to traffic circle, approaches, and intersections north and south along U.S. 15-501. This need is being studied by a consultant and a decision on the type of improvement has not been finalized.

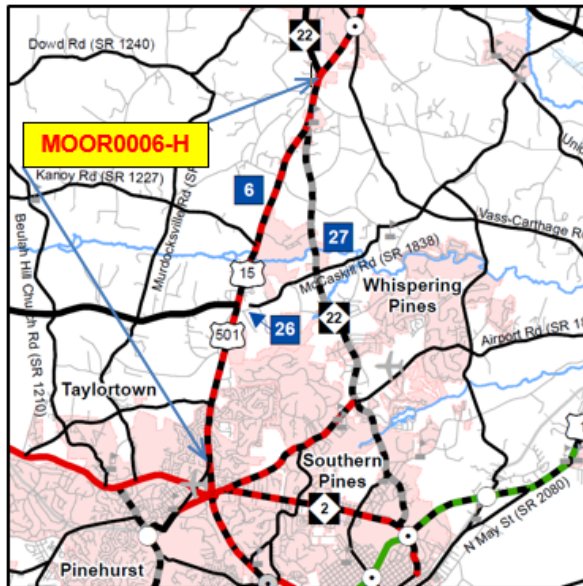
Additional Information: Funded STIP project (U-5976) with construction scheduled for FY 2026.

Existing Traffic Volumes (2015): 16,000-26,000

Projected Traffic Volumes (2040): 22,000-39,000

U.S.15-501 Widening between Pinehurst and Carthage

TIP/SPOT/CTP ID: MOOR0006-H
CTP PROPOSAL ID: 6



Purpose: Capacity / Congestion

Identified Need: Current and future congestion concerns of U.S. 15-501 from Page Road. to northern junction of N.C. 22 in Carthage.

Recommendation: Multi-lane widening including a median.

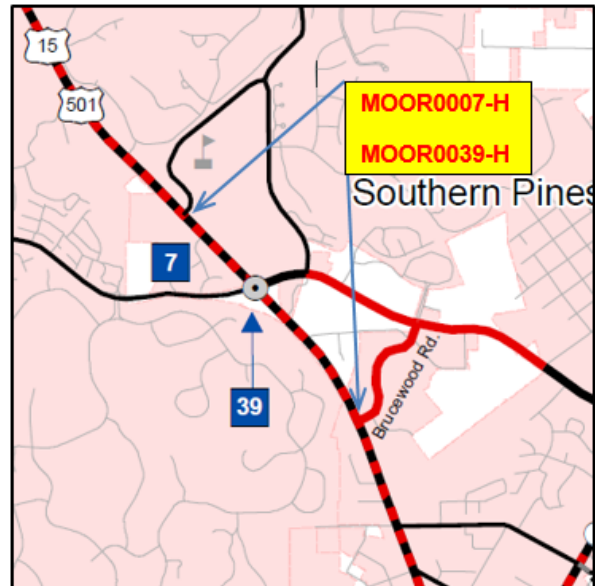
Additional Information: STIP project (R-5927) from Pinehurst to N.C. 73 is currently unfunded.

Existing Traffic Volumes (2015): 9,000-16,000

Projected Traffic Volumes (2040): 14,000-20,000

U.S. 15-501 Improvements near Morganton Road (SR 1205) & interchange at Morganton Road

TIP/SPOT/CTP ID: MOOR0007-H
MOOR0039-H (interchange)
CTP PROPOSAL ID: 7, 39



Purpose: Safety

Identified Need: There are current and future safety and operational issues of U.S. 15-501 near Morganton Road (SR 1205). Also, there is short gap between the limits of funded projects U-5814 and U-5976.

Recommendation: Construct synchronized streets to fill a gap in the corridor between the sections covered by projects U-5814 and U-5976. Construct interchange at Morganton Road.

Additional Information: STIP project (R-5891) to convert at-grade intersection to interchange at SR 1205/SR 1309 (Morganton Road) is currently unfunded.

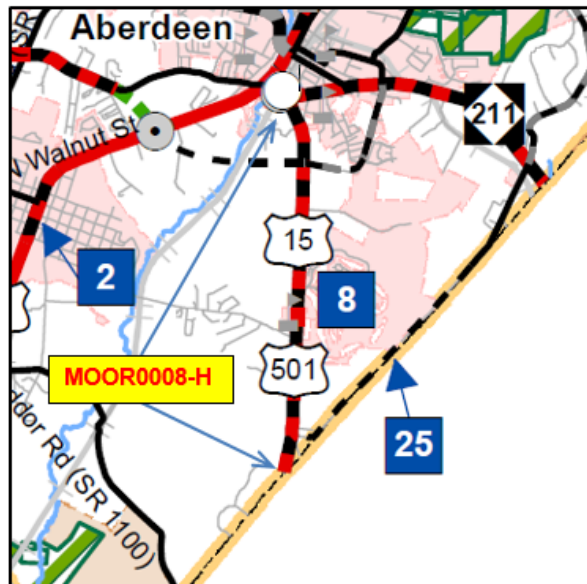
Existing Traffic Volumes (2015): 27,000-30,000

Projected Traffic Volumes (2040): 40,900-44,500

U.S. 15-501 Widening South of Aberdeen

TIP/SPOT/CTP ID: MOOR0008-H

CTP PROPOSAL ID: 8



Purpose: Capacity/Congestion

Identified Need: By 2040, there is expected to be congestion concerns of U.S. 15-501 South of Aberdeen.

Recommendation: Multi-lane widening of U.S. 15-501 from U.S. 1 south to Hoke County (and continuing on to Laurinburg).

Additional Information: Project was scored in STI Prioritization 5.0 as a three-lane design (alternating passing lane). The ultimate cross section is recommended to be four lanes divided.

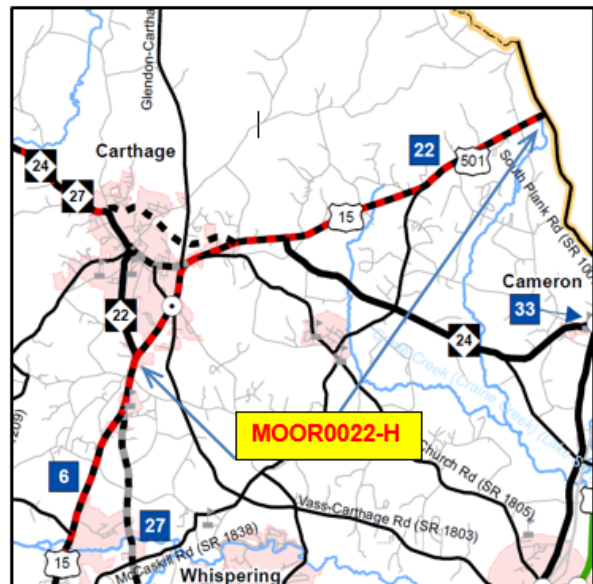
Existing Traffic Volumes (2015): 9,200-13,000

Projected Traffic Volumes (2040): 11,600-27,200

U.S. 15-501 Widening from Carthage Northward

TIP/SPOT/CTP ID: MOOR0022-H

CTP PROPOSAL ID: 22



Purpose: Capacity/Congestion

Identified Need: By 2040, there is expected to be congestion concerns of U.S. 15-501 near Carthage.

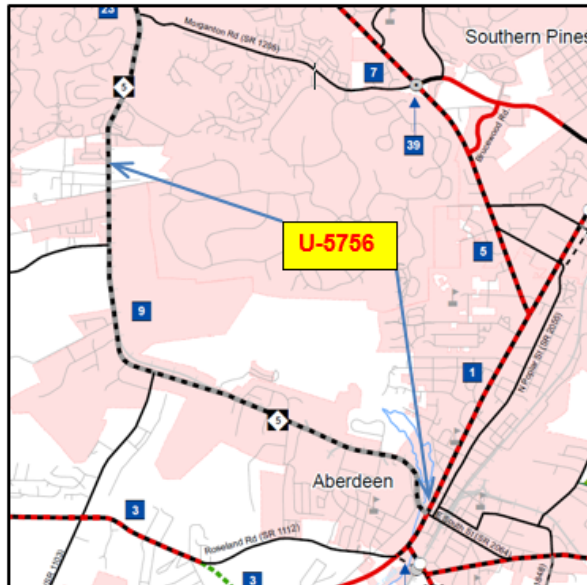
Recommendation: Multi-lane widening of U.S. 15-501 from northern junction of N.C. 22 to Lee County line (continuing into Lee County). Submitted for funding consideration in past (Prioritization 3.0).

Additional Information: Submitted for funding consideration in past (Prioritization 3.0). Recommendation continues the multi-lane cross section recommended south of Carthage. Consistent with the widening recommendation in Lee County CTP.

Existing Traffic Volumes (2015): 6,900-13,000

Projected Traffic Volumes (2040): 11,300-18,700

N.C. 5 Modernization Improvements
TIP/SPOT/CTP ID: U-5756 and R-5892
CTP PROPOSAL ID: 9



Purpose: Safety

Identified Need: N.C. 5 has safety and operational issues.

Recommendation: Add turn lanes and shoulders on N.C. 5 from U.S. 1 to Pinehurst limits. Four lanes from U.S. 1 to Linden Road (SR 115), and three lanes from Linden to Blake Boulevard.

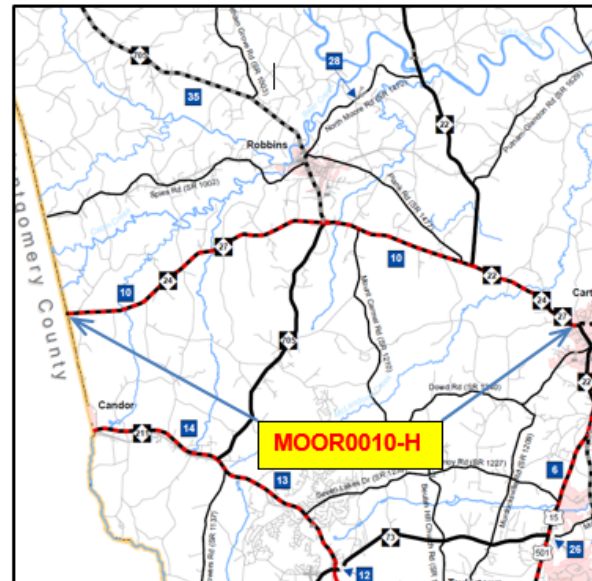
Additional Information: Funded TIP Project R-5892 improves (modernization) N.C. 5 from Blake Boulevard to N.C. 211 with construction in FY 2027.

Existing Traffic Volumes (2015): 9,000-14,000

Projected Traffic Volumes (2040): 18,100-22,800

N.C. 24-27 Widening West of Carthage

TIP/SPOT/CTP ID: MOOR0010-H
CTP PROPOSAL ID: 10



Purpose: Modernization

Identified Need: Access should be improved along N.C. 24-27 to the proposed Mega Park in northwest Moore County (economic development).

Recommendation: Multi-lane widening of N.C. 24-27 from the Carthage Byway to Montgomery County.

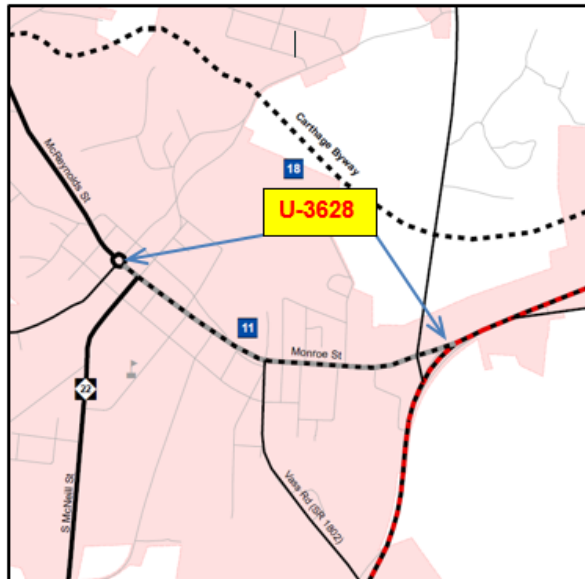
Additional Information: N.C. 24-27 was designated as one of the 1989 "Intrastate" corridors. The recommendation helps complete a portion of the four-lane corridor between Charlotte and Raleigh via N.C. 24-27, U.S. 15-501, and U.S. 1.

Existing Traffic Volumes (2015): 4,000-6,900

Projected Traffic Volumes (2040): 6,300-8,400

N.C. 24-27 (Monroe Street) Improvements in Carthage

TIP/SPOT/CTP ID: U-3628
CTP PROPOSAL ID: 11



Purpose: Safety

Identified Need: There are short-term safety and operational issues on N.C. 24-27 in Carthage.

Recommendation: Constructing three-lane section with curb/gutter and bike/pedestrian improvements.

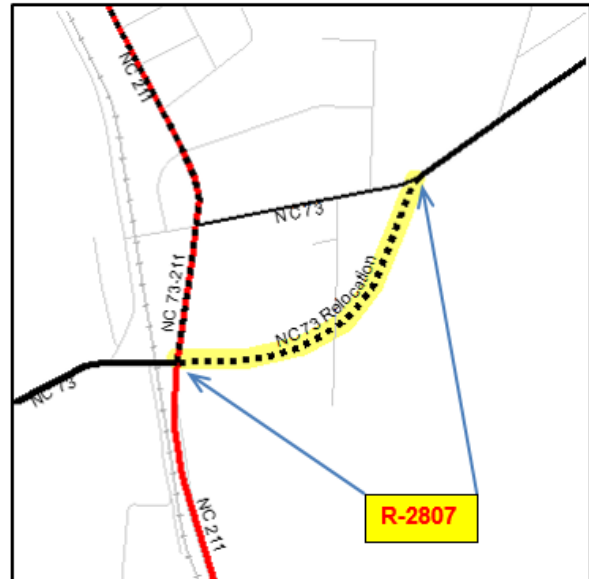
Additional Information: Funded STIP project (U-3628), with construction scheduled for FY 2023.

Existing Traffic Volumes (2015): 10,000-12,000

Projected Traffic Volumes (2040): 13,400

N.C. 73 Realignment at N.C. 211 near West End

TIP/SPOT/CTP ID: R-2807
CTP PROPOSAL ID: 12



Purpose: System Linkage / Connectivity along N.C. 73.

Identified Need: N.C. 73 and N.C. 211 traffic volumes are expected to increase by 2040. Safety problems and crashes could increase with two offset t-intersections in a short distance involving left-turning traffic.

Recommendation: Constructing a two-lane relocation of N.C. 73 and eliminate two offset t-intersections.

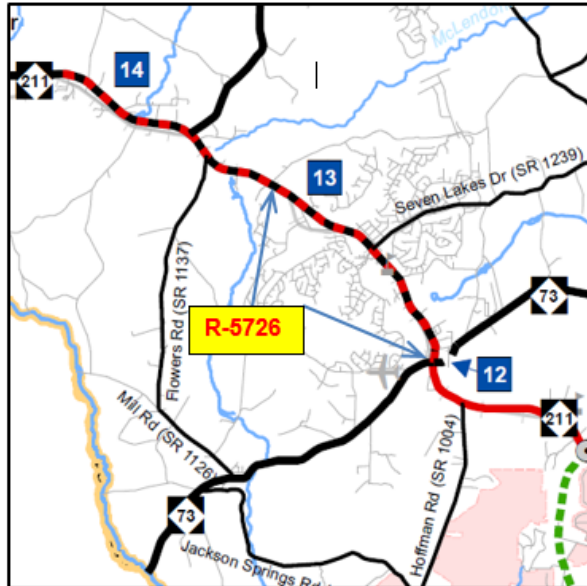
Additional Information: This recommendation should improve intersection operations and system connectivity by consolidating offset N.C. 73/211 intersections. TIP Project R-2807.

Existing Traffic Volumes (2015): 3,000

Existing Projected Volume (2040): 1000
(2040 realigned section): 3,900

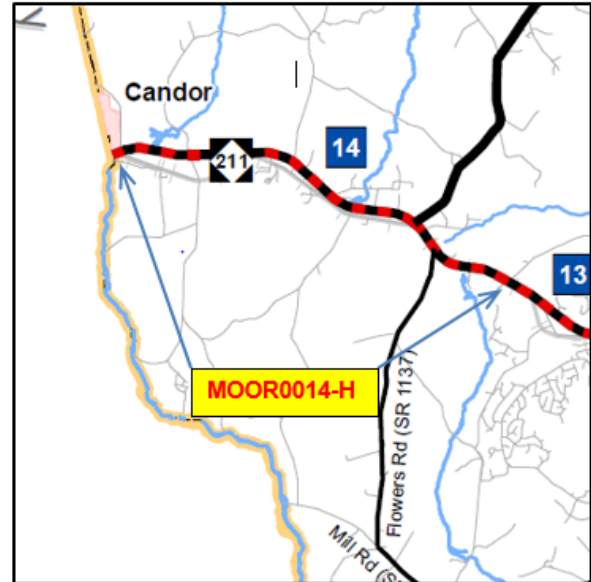
N.C. 211 Widening from N.C. 73 west of Seven Lakes

TIP/SPOT/CTP ID: R-5726
CTP PROPOSAL ID: 13



N.C. 211 Widening west of Seven Lakes

TIP/SPOT/CTP ID: H090158-A, MOOR0014-H
CTP PROPOSAL ID: 14



Purpose: Capacity / Congestion

Identified Need: This section of N.C. 211 has a current and future congestion issue.

Recommendation: Multi-lane widening of N.C. 211 from N.C. 73 to Holly Grove School Road.

Additional Information: Funded STIP project (R-5726), with construction scheduled for FY 2023.

Existing Traffic Volumes (2015): 7,300-13,000

Projected Traffic Volumes (2040): 12,000-21,300

Purpose: Mobility

Identified Need: A gap in the multi-lane section between funded project R-5726 and existing U.S. 220 freeway.

Recommendation: Four-lane divided boulevard.

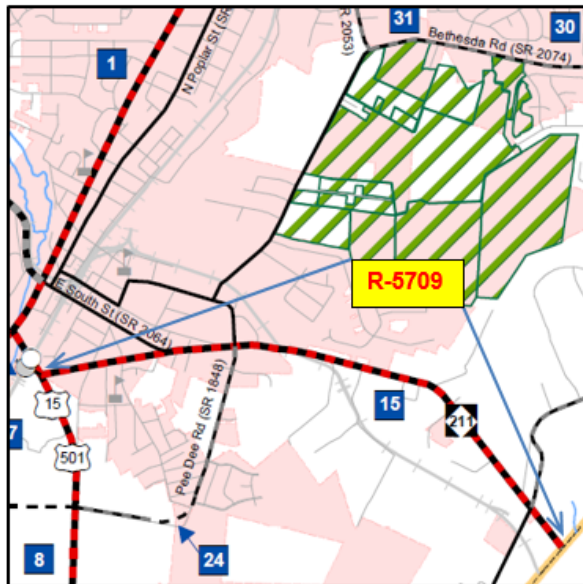
Additional Information: Project was scored in STI Prioritization 5.0.

Existing Traffic Volumes (2015): 5,700-7,300

Projected Traffic Volumes (2040): 8,100-12,600

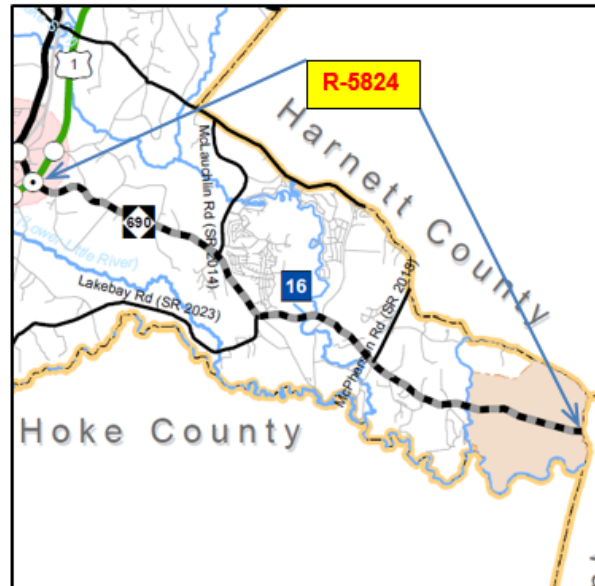
N.C. 211 Widening from U.S. 15-501 in Aberdeen to Hoke County

TIP/SPOT/CTP ID: R-5709
CTP PROPOSAL ID: 15



N.C. 690 Modernization

TIP/SPOT/CTP ID: R-5824
CTP PROPOSAL ID: 16



Purpose: Capacity / Congestion

Identified Need: Current and future congestion and capacity issues on N.C. 211.

Recommendation: Multi-lane widening of N.C. 211 from Aberdeen to Raeford.

Additional Information: Funded STIP project (R-5709), with construction scheduled for FY 2024.

Existing Traffic Volumes (2015): 4,300-11,000

Projected Traffic Volumes (2040): 6,500-21,400

Purpose: Safety

Identified Need: Current safety and operational concerns.

Recommendation: Modernization of existing roadway. Add turn lanes, curve straightening, intersection improvements to N.C. 690.

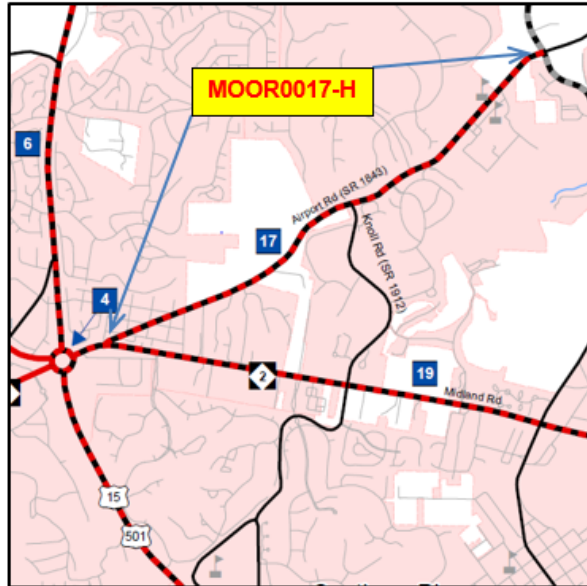
Additional Information: Funded STIP project R-5824 with construction scheduled for FY 2023.

Existing Traffic Volumes (2015): 4,100-8,000

Projected Traffic Volumes (2040): 6,500-11,500

Airport Road Widening

TIP/SPOT/CTP ID: MOOR0017-H
CTP PROPOSAL ID: 17



Purpose: Capacity / Congestion

Identified Need: Future congestion and capacity concerns.

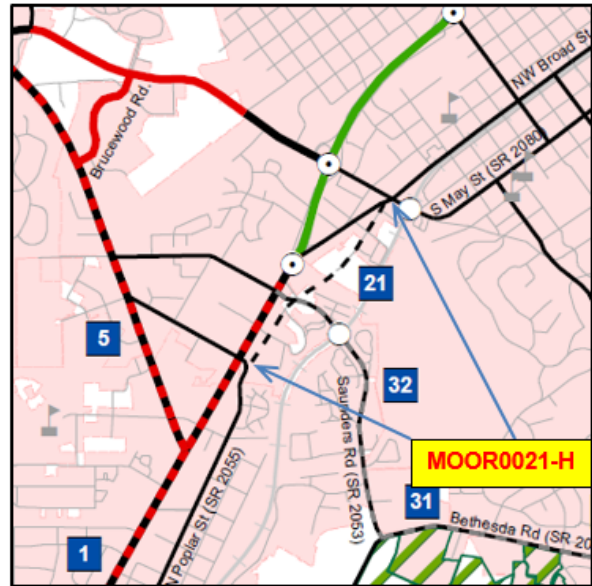
Recommendation: Multi-lane widening of Airport Road between N.C. 2 and N.C. 22.

Additional Information: Project scored in STI Prioritization 4.0

Existing Traffic Volumes (2015): 6,000
Projected Traffic Volumes (2040): 11,900-15,100

Broad Street – Poplar Street Connection

TIP/SPOT/CTP ID: MOOR0021-H, H170755
CTP PROPOSAL ID: 21



Purpose: Capacity / Congestion, System Linkage / Connectivity

Identified Need: Current and future U.S. 1 congestion and system linkage.

Recommendation: Constructing a connection between Broad Street in Southern Pines and Poplar Street in Aberdeen, to allow local traffic an alternate to U.S. 1.

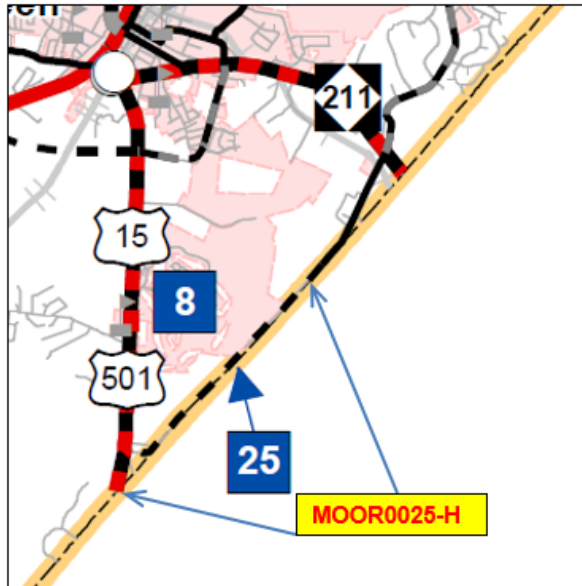
Additional Information: The concept was brought up in earlier discussions about U.S. 1 improvements as a potential way to ease the burden on U.S. 1. Uses some existing roadway segments/rights-of-way.

Existing Traffic Volumes (2015): N/A
Projected Traffic Volumes (2040): 15,000

Carolina Road – Quewhiffle Road Connection

TIP/SPOT/CTP ID: MOOR0025-H

CTP PROPOSAL ID: 25



Purpose: Other (emergency evacuation)

Identified Need: Improvement of emergency response time in this area and system linkage.

Recommendation: Constructing a two-lane direct connection near county line between Carolina Road and Quewhiffle Road.

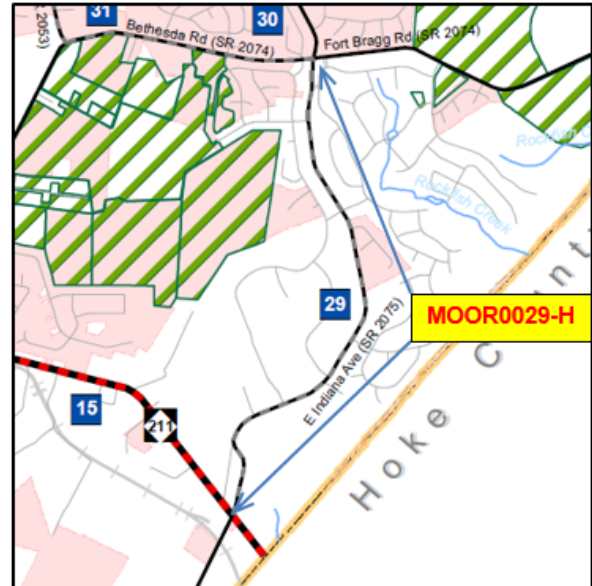
Additional Information: Submitted for funding consideration in the past (Prioritization 3.0). This recommendation should improve emergency response times and connectivity between eastern and southern sections of Aberdeen.

Existing Traffic Volumes (2015): N/A
Projected Traffic Volumes (2040): N/A

Indiana Avenue (SR 2075) Modernization and Realignment

TIP/SPOT/CTP ID: MOOR0029-H

CTP PROPOSAL ID: 29



Purpose: Mobility

Identified Need: Modernization of Indiana Avenue and system linkage.

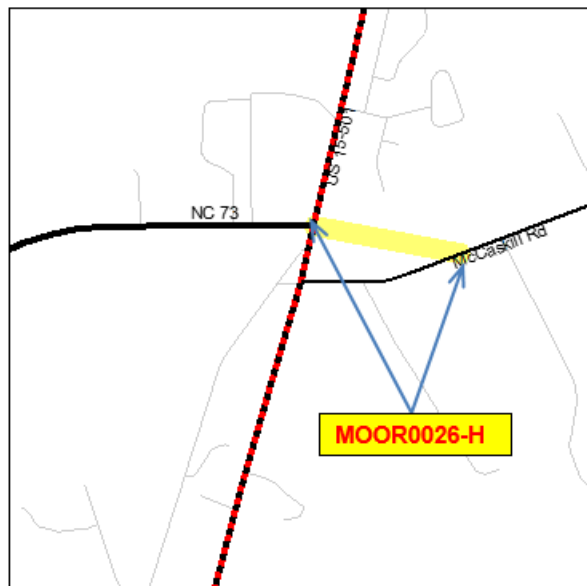
Recommendation: Realignment of Indiana Avenue to either line up with Carolina Road or shift the offset further apart, to improve operations. Modernize Indiana Avenue by improving roadway width and other operational improvements.

Additional Information: This recommendation is being examined as part of the R-5709, N.C. 211 improvements include shifting Indiana Avenue eastward to align with Carolina Road.

Existing Traffic Volumes (2015): 5,000
Projected Traffic Volumes (2040): 8,000

McCaskill Road Realignment at U.S. 15-501

TIP/SPOT/CTP ID: MOOR0026-H
CTP PROPOSAL ID: 26



Purpose: System linkage, safety

Identified Need: U.S. 15-501 and N.C. 73 traffic volumes are expected to increase by 2040. Safety problems and crashes could increase with two offset T-intersections in a short distance involving left-turning traffic.

Recommendation: Construct a two-lane realignment of McCaskill Road to line up with N.C. 73 at the U.S. 15-501 intersection, in order to improve operations.

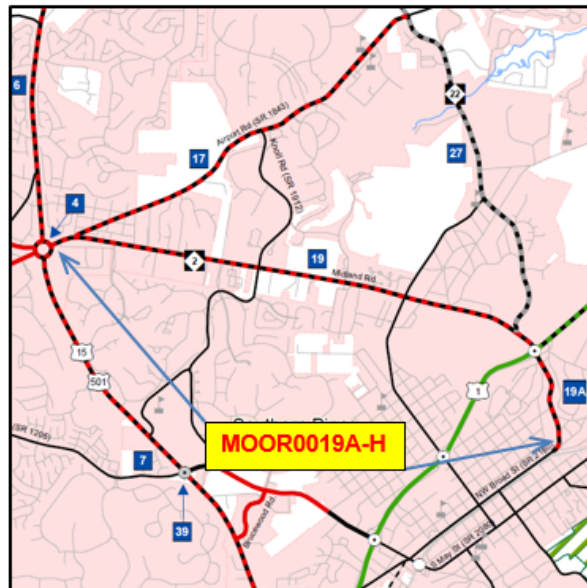
Additional Information: The McCaskill Road realignment with N.C. 73 is included in funded STIP project (R-5927 from Pinehurst to N.C. 73) with construction scheduled for FY 2027.

Existing Traffic Volumes (2015): N/A

Projected Traffic Volumes (2040): N/A

Midland Road Improvements

TIP/SPOT/CTP ID: MOORE0019-H,
MOOR0019A-H
CTP PROPOSAL ID: 19, 19A



Purpose: Safety

Identified Need: Current safety and operational issues.

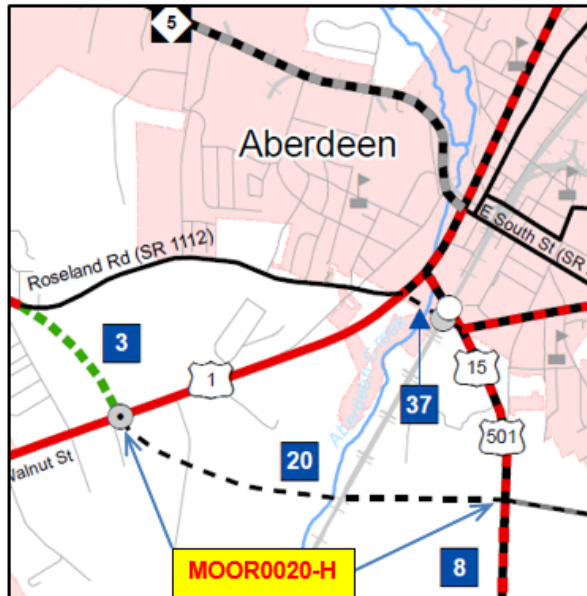
Recommendation: Construct assorted improvements as recommended in the Midland Road Corridor Study, including median, turn lane, intersection and interchange improvements. Improvements at the U.S. 1 interchange have been completed with project W-5708B. A road diet is recommended east of U.S. 1 with one lane in each direction and bike lanes.

Existing Traffic Volumes (2015): 5,000-18,000

Projected Traffic Volumes (2040): 11,000-15,000

Western Connector Extension

TIP/SPOT/CTP ID: MOOR0020-H
CTP PROPOSAL ID: 20



Purpose: Congestion, System linkage

Recommendation: Construct a two-lane extension of the proposed Western Connector to connect the Western Connector from U.S. 1 to N.C. 211 and U.S. 15-501. Access should be limited as much as possible to intersections or interchanges.

Additional Information: This proposal relieves traffic on U.S. 1 and improves connectivity south of Aberdeen.

Existing Traffic Volumes (2015): N/A
Projected Traffic Volumes (2040): 9,600

Other Minor Recommendations

Table 3 list the minor recommendations included in the Comprehensive Transportation Plan.

Unaddressed Deficiencies

There are two unaddressed 2040 deficiencies not identified for further improvements in the Moore County CTP outlined below.

- Morganton Road (SR 1205) – much of this route is near capacity by 2040. With so many other transportation improvements in the area (N.C. 5, U.S. 15/501, Western Connector, traffic circle), the decision was made to monitor the area and make future recommendations if warranted.
- N.C. 211 (west of the traffic circle to Juniper Lake Road (SR 1216)) – even after the recent improvement to a four-lane divided facility, it is anticipated this area will exceed capacity by 2040. It was decided to monitor the area and make future recommendations if warranted.

Table 3: Minor Comprehensive Transportation Plan Improvements

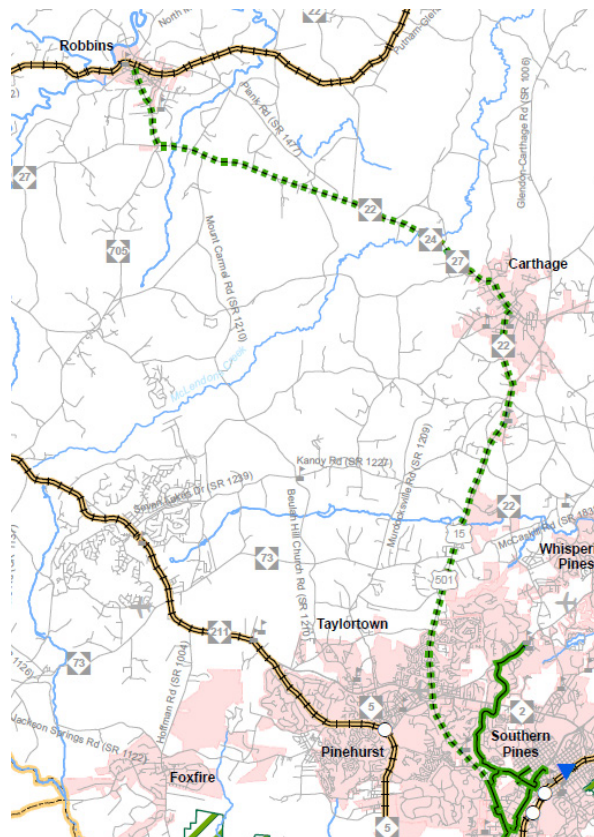
Name	Section	Description/Comment	Proposed Cross Section	Area
NC 5 (R-5892)	Pinehurst Section	Add turn lanes, signal improvements, and other operational improvements	Varies	Pinehurst
Pee Dee Road (SR 2063)	At sharp curve	Straighten sharp curve to improve safety for increased traffic. Will be needed after construction of Western Connector and extension.	2 lanes	Aberdeen, County
NC 22	NC 2 - US 15/501	Add turn lanes where needed, modernization where needed due to development pressures.	2 lanes with turn lanes at major intersections	Carthage, County, Southern Pines, Whispering Pines,
North Moore Road (SR 1470)	North Moore High School - Lakey Siding Road (SR 1479)	Add turn lanes to improve access and congestion when school is in session	3 lanes	Robbins, County
Indiana Avenue (SR 2075)	NC 211 - Fort Bragg Road (SR 2074)	Modernization due to truck traffic	2 lanes	Aberdeen, Southern Pines, County
Fort Bragg Road(SR 2074)	Indiana Avenue (SR 2075) - Bethesda Road (SR 2074)	Modernization due to truck traffic	2 lanes	Aberdeen, Southern Pines, County
Bethesda Road (SR 2074)	Fort Bragg Road (SR 2074)- Saunders Boulevard (SR 2053)	Modernization due to truck traffic	2 lanes	Aberdeen, Southern Pines, County
Saunders Boulevard (SR 2053)	Bethesda Road (SR 2074) - US 1	Modernization due to truck traffic	2 lanes	Aberdeen, Southern Pines, County
NC 24-27	Near Cameron Elementary School	Add turn lanes to improve access and congestion when school is in session	3 lanes	Cameron
Union Church Road (SR 1805)	Grady Road (SR 1803) - Viking Drive (west) (SR 1883)	Add turn lanes to improve access and congestion when Union Pines High School is in session	3 lanes	County, Carthage
NC 705	NC 24-27 - Randolph County Line	Add turn lanes where needed. Economic development	2 lanes	County, Robbins
Linden Road Extension	Western Connector (proposed)-Linden Road	Construct two-lane connector on new location to provide local access to the Western Connector	2 lanes	County, Pinehurst
Roseland Road Extension	US 1 - US 15-501 @ NC 211	Construct two-lane connector on new location to eliminate dog-leg movement	2 lanes	Aberdeen
NC 705	NC 24-27 - Randolph County Line	Add turn lanes where needed. Economic development	2 lanes	County, Robbins

Public Transportation & Rail

There is only one recommended improvement associated with the public transportation mode.

Central Moore Bus Route

TIP/SPOT/CTP ID: N/A



Identified Need: Connectivity

Recommendation: Proposed bus route between southern Moore County and Robbins via Carthage. Currently it is envisioned to be a deviated fixed route similar to the existing "A-Pines" route.

Bicycle And Pedestrian

During the development of the CTP, there were many facilities identified as recommended

bicycle and pedestrian facilities. Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1. The CTP was primarily based on the TARPO Regional Bicycle and Pedestrian Planning Framework, adopted by TARPO in 2015. That framework was based on the following local plans:

- Aberdeen Pedestrian Plan
- Aberdeen Bicycle Plan
- Southern Pines Sidewalk Plan
- Southern Pines Bicycle Plan
- Pinehurst Pedestrian Plan
- Pinehurst Bicycle Plan
- Cameron Bicycle and Pedestrian Plan
- Moore County Comprehensive Plan
- Central Park Regional Bicycle Plan
- Moore County Bicycle Route Map (from NCDOT)
- Previous Strategic Transportation Initiative (STI) Project Requests

For more information on any of these facilities, please refer to the appropriate bicycle or pedestrian plan.

Vass does not have a bicycle and pedestrian plan, so comments from that area were received in April and May 2018 and added as recommendations to the maps.

In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb and gutter sections require, at minimum, 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.

Adopted by:

Moore County

Date: November 6, 2018

Town of Aberdeen

Date: September 24, 2018

Town of Cameron

Date: October 23, 2018

Town of Candor

Date: October 1, 2018

Town of Carthage

Date: November 19, 2018

Village of Foxfire

Date: November 13, 2018

Town of Pinebluff

Date: November 15, 2018

Village of Pinehurst

Date: October 23, 2018

Town of Robbins

Date: September 12, 2018

Town of Southern Pines

Date: October 9, 2018

Town of Taylortown

Date: November 27, 2018

Town of Vass

Date: September 10, 2018

Village of Whispering Pines

Date: October 10, 2018

NCDOT

Date: January 10, 2019

Endorsed by:

Triangle Area RPO

Date: December 13, 2018

Recommended by:

Transportation Planning Division

Date: December 14, 2018

NOTES:



Moore County

North Carolina

Comprehensive Transportation Plan

Plan date: May 17, 2018

Figure 1

- 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
- Roads
- Railroad
- Rivers and Streams
- Water Bodies
- Parks and Game Lands
- Municipal Boundaries
- Military Base
- County Boundaries

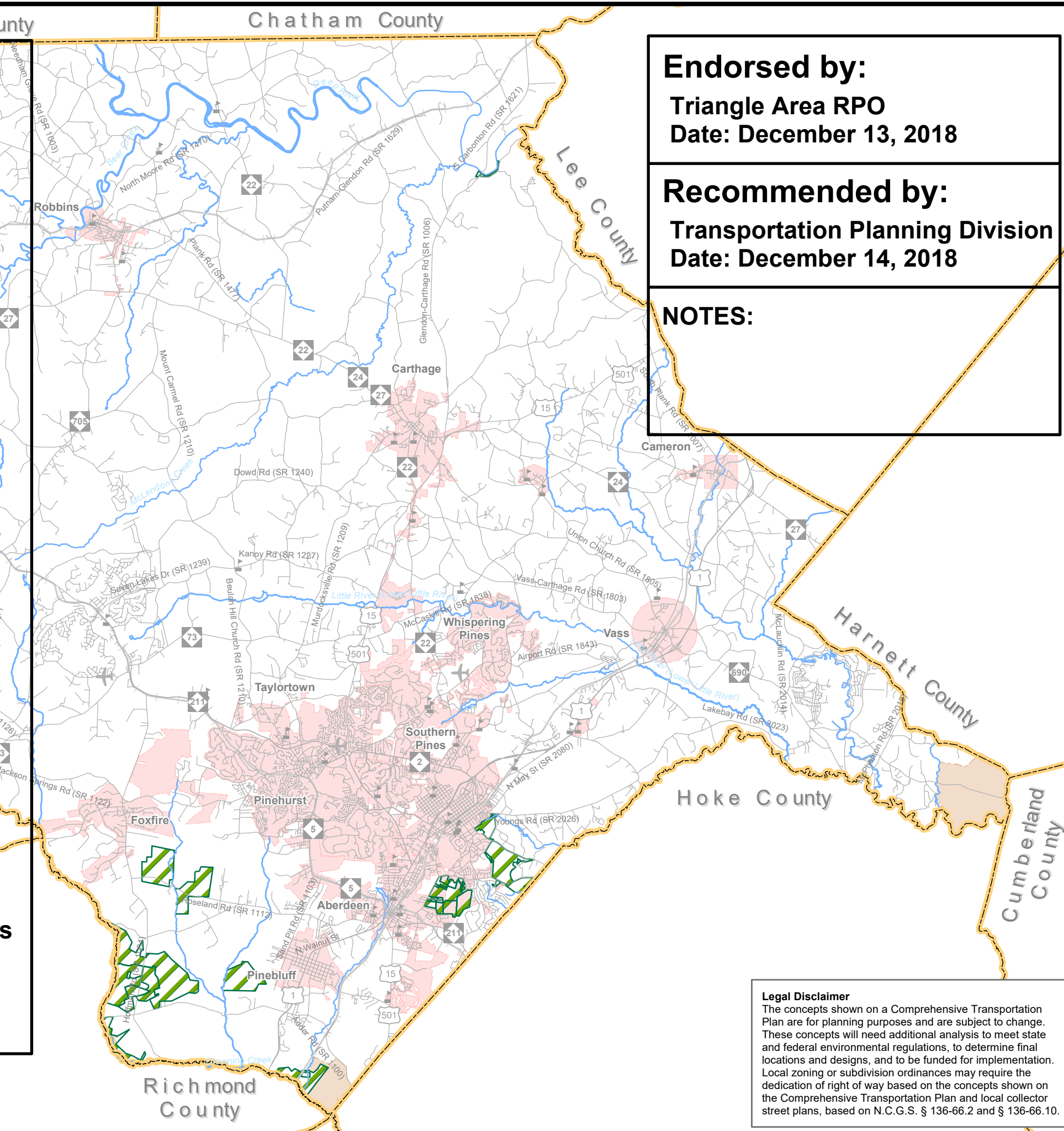
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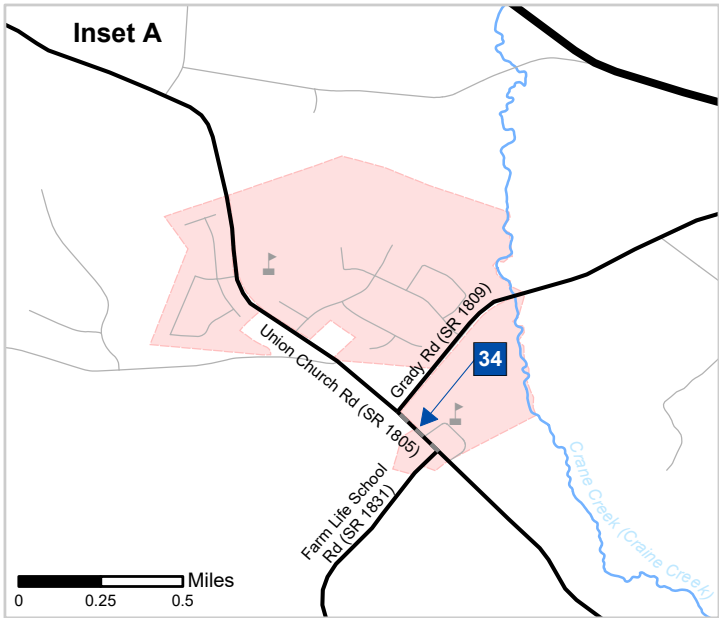
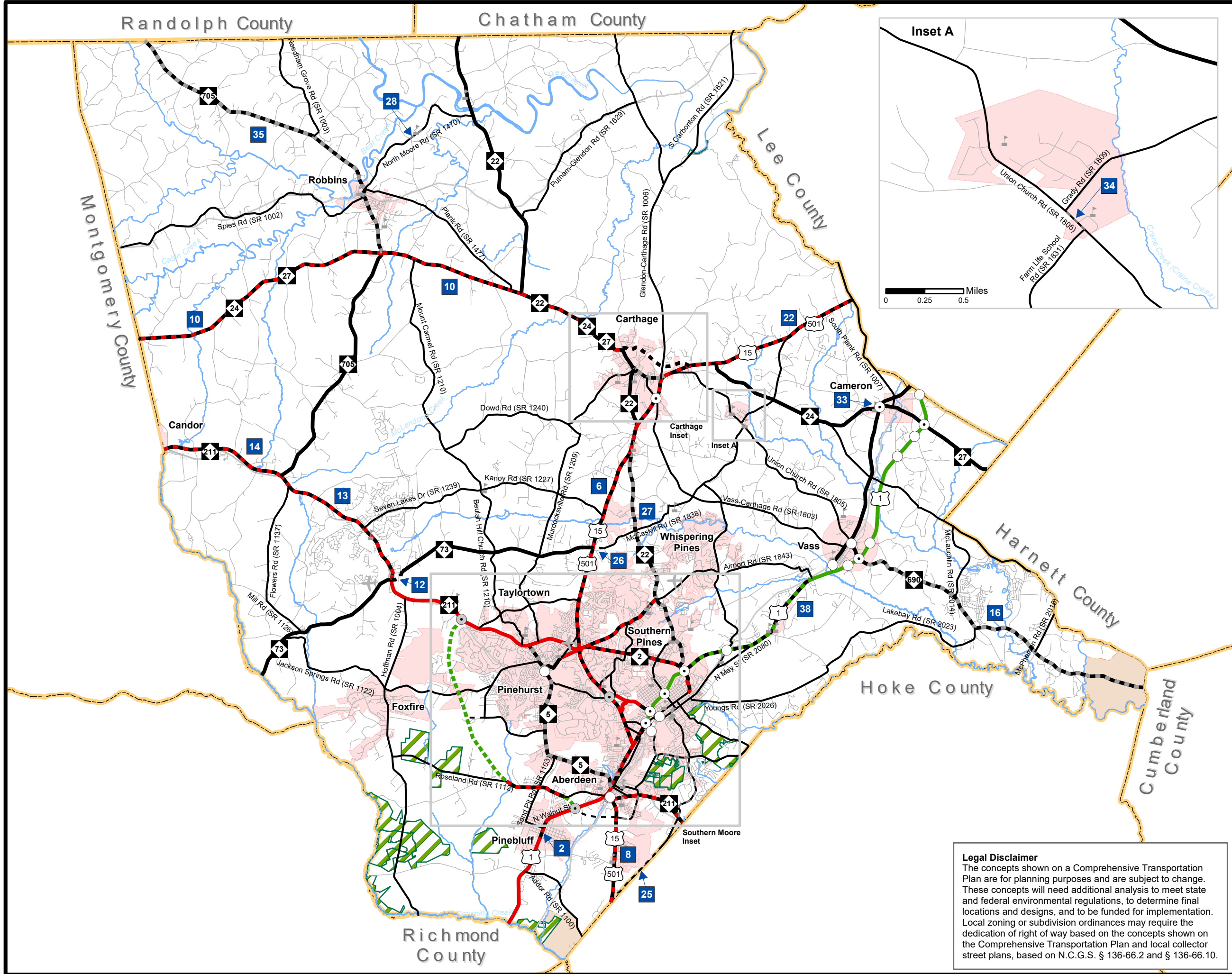
Sheet 1 of 5

Refer to CTP document for more details

Legal Disclaimer

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Highway Map

Figure 1

Moore County

Comprehensive Transportation Plan




Plan date: May 17, 2018

- Freeways**
- Existing
 - Needs Improvement
 - Recommended
- Expressways**
- Existing
 - Needs Improvement
 - Recommended
- Boulevards**
- Existing
 - Needs Improvement
 - Recommended
- Other Major Thoroughfares**
- Existing
 - Needs Improvement
 - Recommended
- Minor Thoroughfares**
- Existing
 - Needs Improvement
 - Recommended
- Interchanges**
- Existing Interchange
 - Proposed Interchange
 - Interchange Needs Improvement
- Grade Separations**
- Existing Grade Separation
 - Proposed Grade Separation
- Proposal ID #**


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Figure 1
Moore County
Comprehensive
Transportation Plan


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

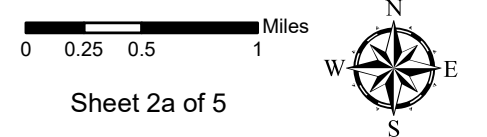
- - - Needs Improvement

- - - Recommended

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

#

Proposal ID #



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Highway Map
Carthage Inset

Figure 1
Moore County
Comprehensive
Transportation Plan

Plan date: May 17, 2018

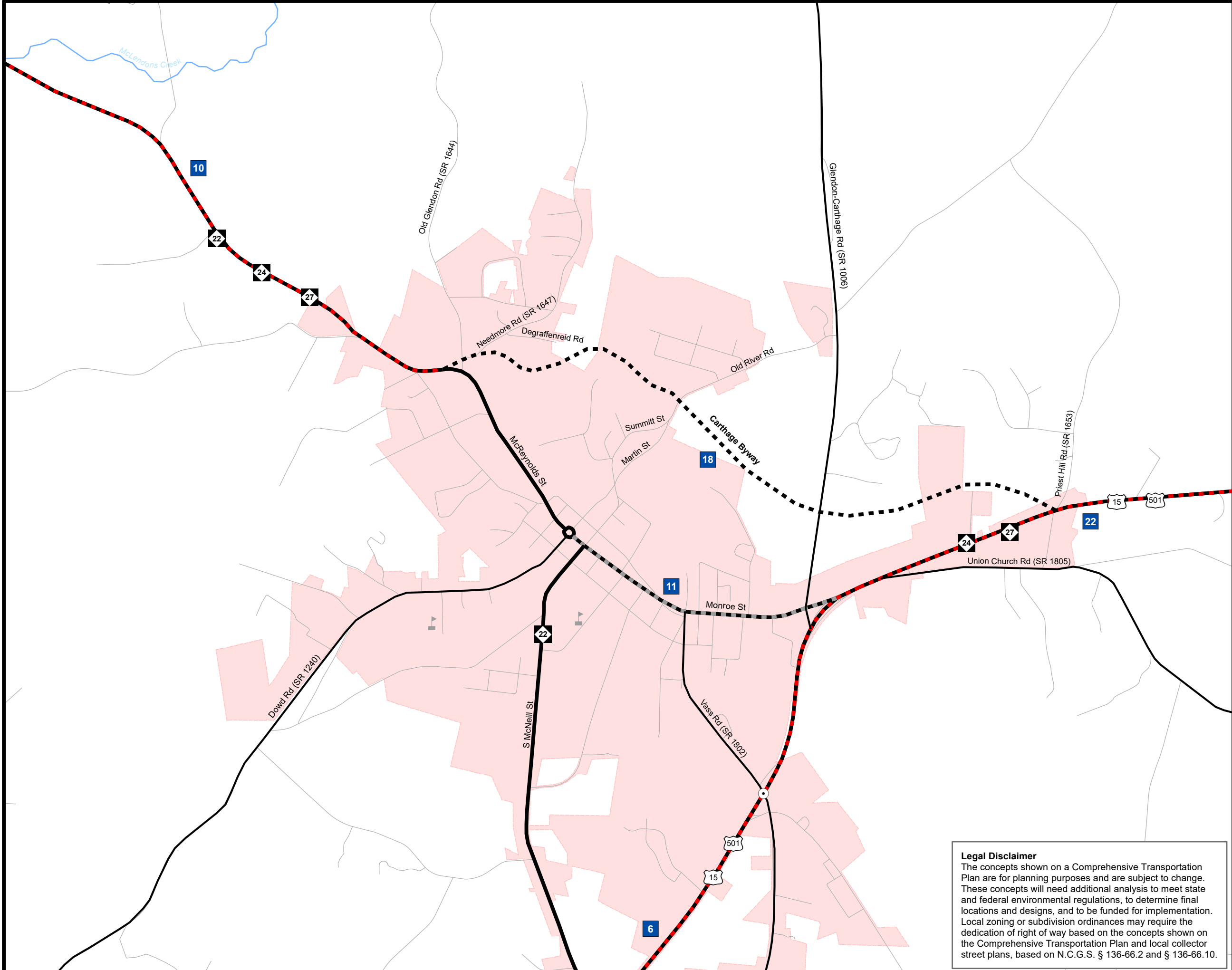
- Freeways**
- Existing
 - Needs Improvement
 - Recommended
- Expressways**
- Existing
 - Needs Improvement
 - Recommended
- Boulevards**
- Existing
 - Needs Improvement
 - Recommended
- Other Major Thoroughfares**
- Existing
 - Needs Improvement
 - Recommended
- Minor Thoroughfares**
- Existing
 - Needs Improvement
 - Recommended
- Existing Interchange
- Proposed Interchange
- Interchange Needs Improvement
- Existing Grade Separation
- Proposed Grade Separation
- # Proposal ID #

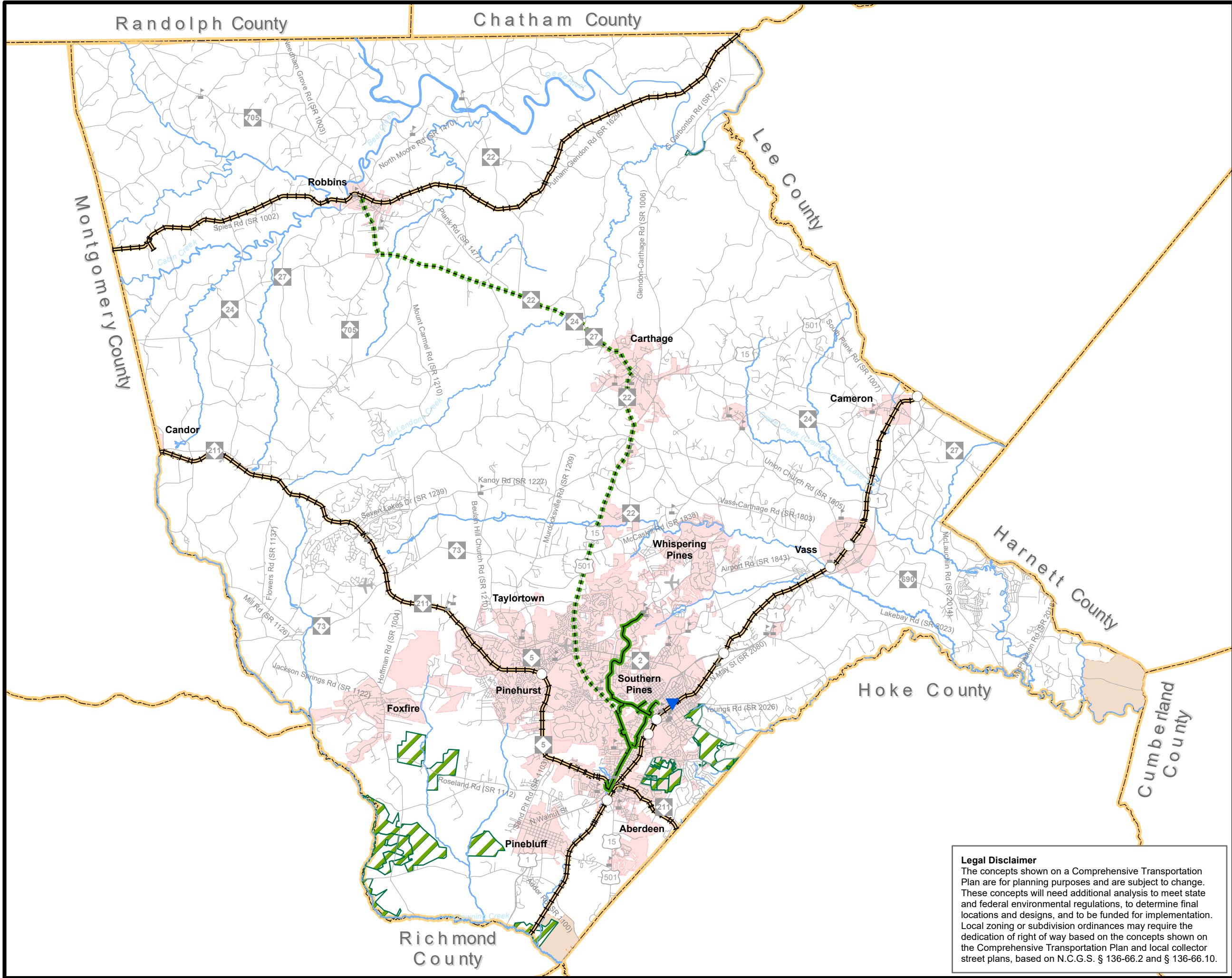
0 0.1 0.2 0.4 Miles

Sheet 2b of 5

Refer to CTP document for more details

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Public Transportation and Rail Map

Figure 1

Moore County Comprehensive Transportation Plan

Plan date: May 17, 2018

- Bus Routes**
- Existing
 - Needs Improvement
 - Recommended
- Fixed Guideway**
- Existing
 - Needs Improvement
 - Recommended
- Operational Strategies**
- Existing
 - Needs Improvement
 - Recommended
- Rail Corridor**
- Active
 - Inactive
 - Recommended
- High Speed Rail Corridor**
- Existing
 - Recommended
- Multimodal Connector**
- Existing
 - Recommended
- Park and Ride Lot**
- Existing
 - Recommended
- Existing Grade Separation
- Proposed Grade Separation

Legal Disclaimer
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Bicycle Map

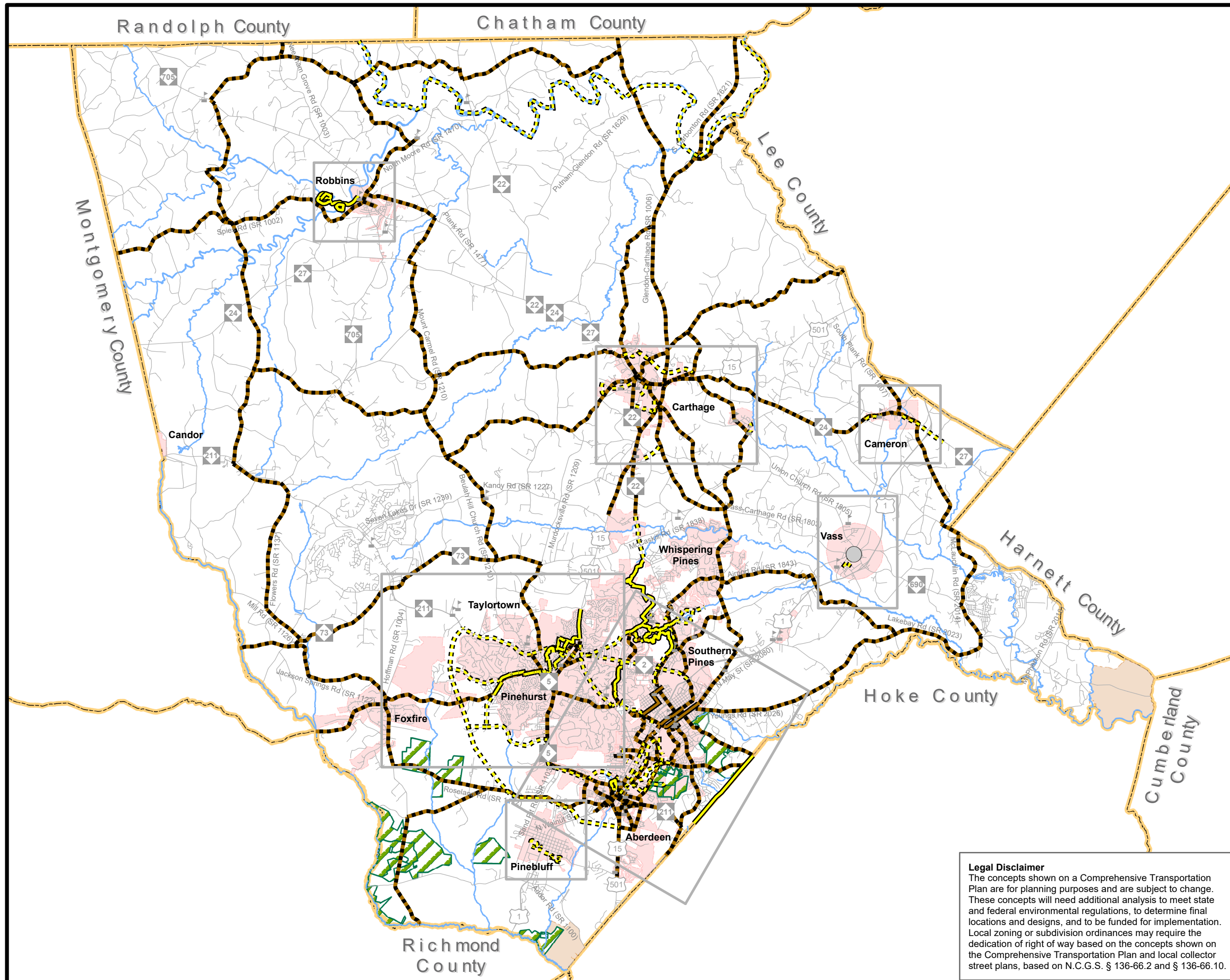
Figure 1

Moore County


Comprehensive

Transportation Plan

Plan date: May 17, 2018



On-road

	Existing
	Needs Improvement
	Recommended




Off-road

Existing

Needs Improvement

Recommended

Multi-Use Paths

	Existing
	Needs Improvement
	Recommended

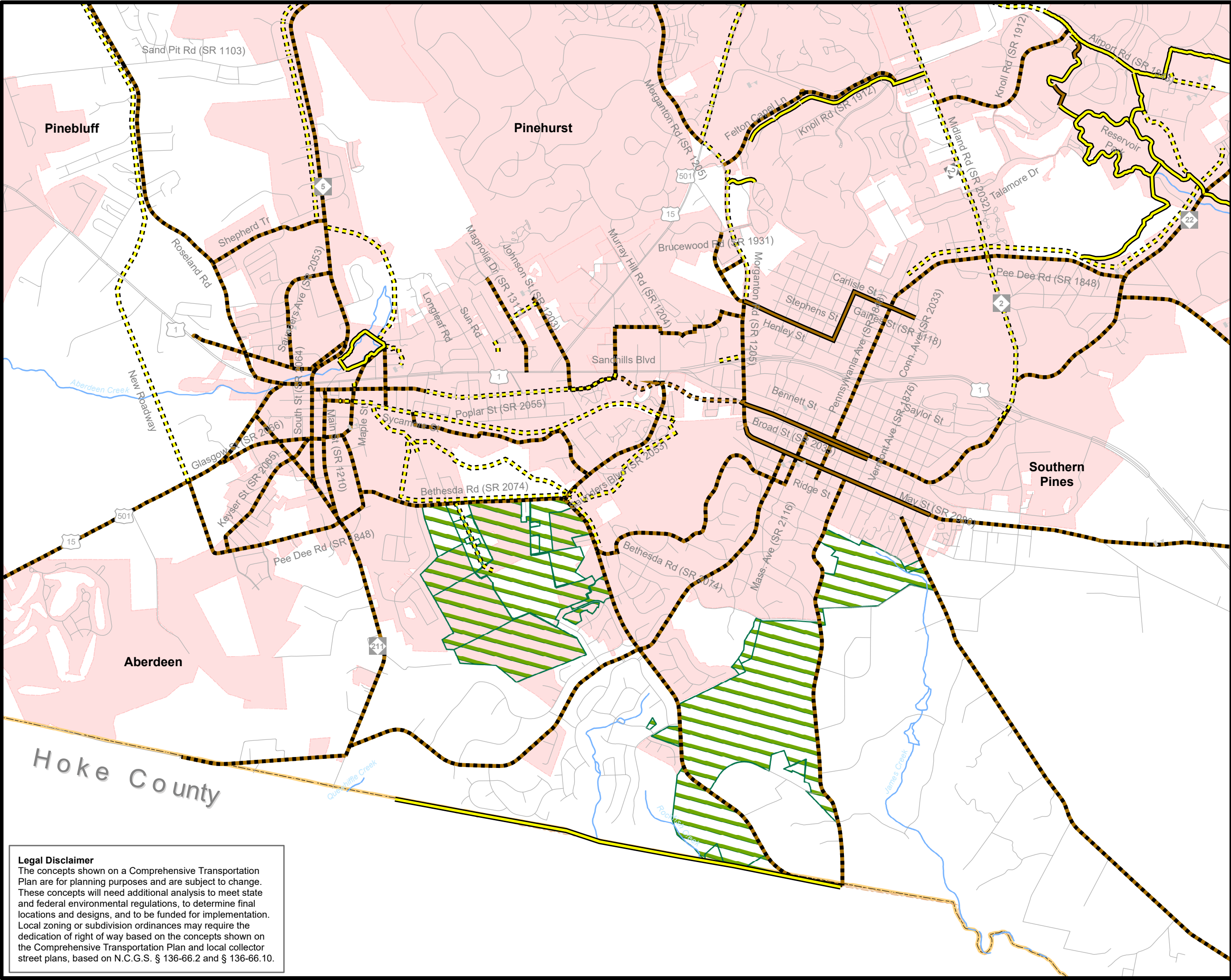
○ Existing Grade Separation
● Proposed Grade Separation



Sheet 4 of 5

Refer to CTP document for more details

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**Bicycle Map
Inset A**

Figure 1

**Moore County
Comprehensive
Transportation Plan**

Plan date: May 17, 2018

- 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

0 0.25 0.5 1 Miles



Sheet 4A of 5

Refer to CTP document for more details

Legal Disclaimer
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Figure 1
Moore County
Comprehensive
Transportation Plan

On-Road

	Existing
	Needs Improvement
	Recommended




Off-road



Existing

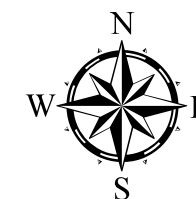
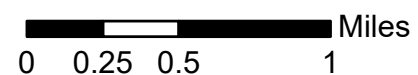
Needs Improvement

Recommended

Multi-Use Paths

	Existing
	Needs Improvement
	Recommended

 Existing Grade Separation
 Proposed Grade Separation



Refer to CTP document for more details

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**Bicycle Map
Inset C**

Figure 1

Moore County

**Comprehensive
Transportation Plan**

Plan date: May 17, 2018

- On-Road**
- Existing
 - Needs Improvement
 - Recommended
- Off-road**
- Existing
 - Needs Improvement
 - Recommended
- Multi-Use Paths**
- Existing
 - Needs Improvement
 - Recommended

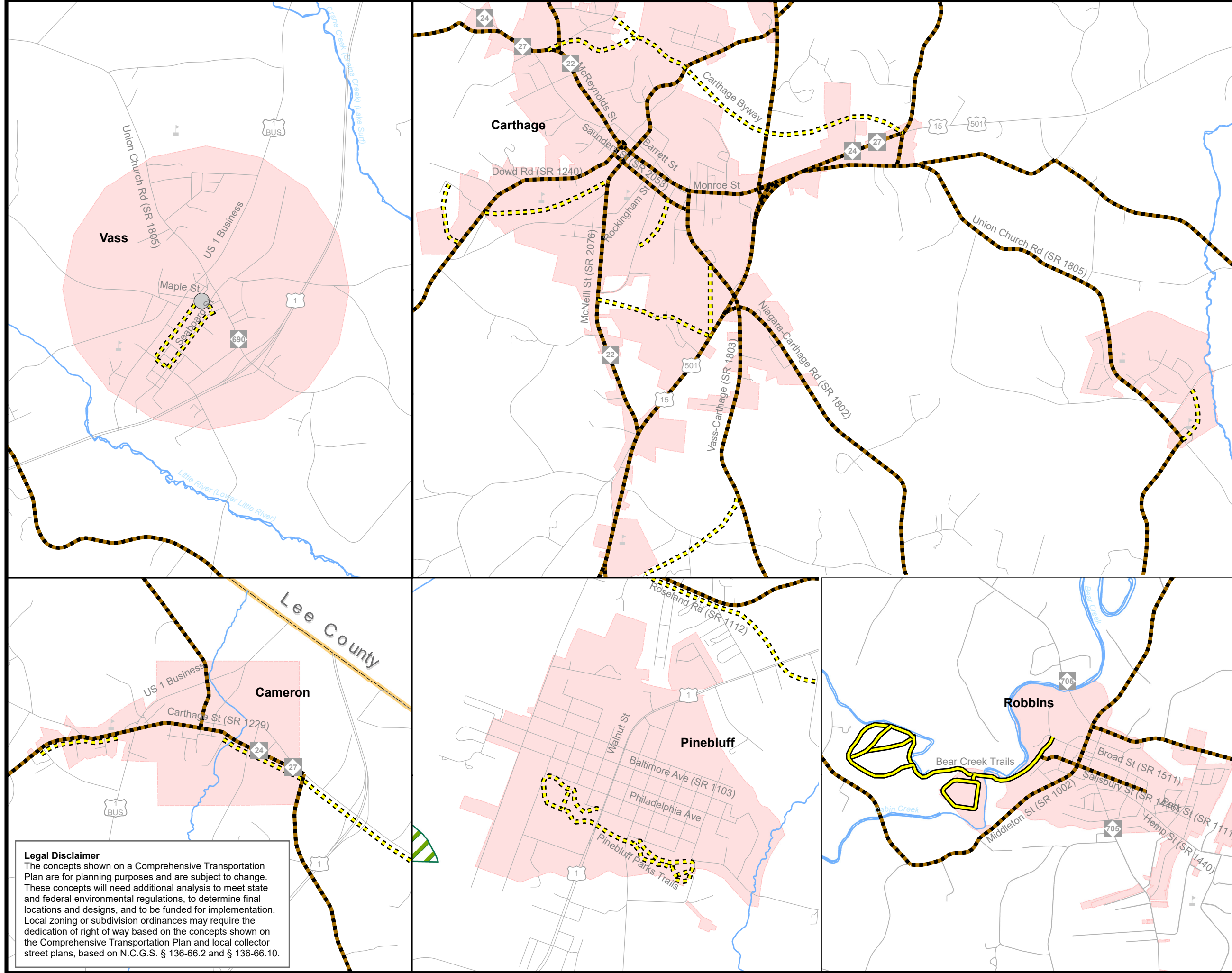
- Existing Grade Separation
- Proposed Grade Separation

0 0.25 0.5 1 Miles

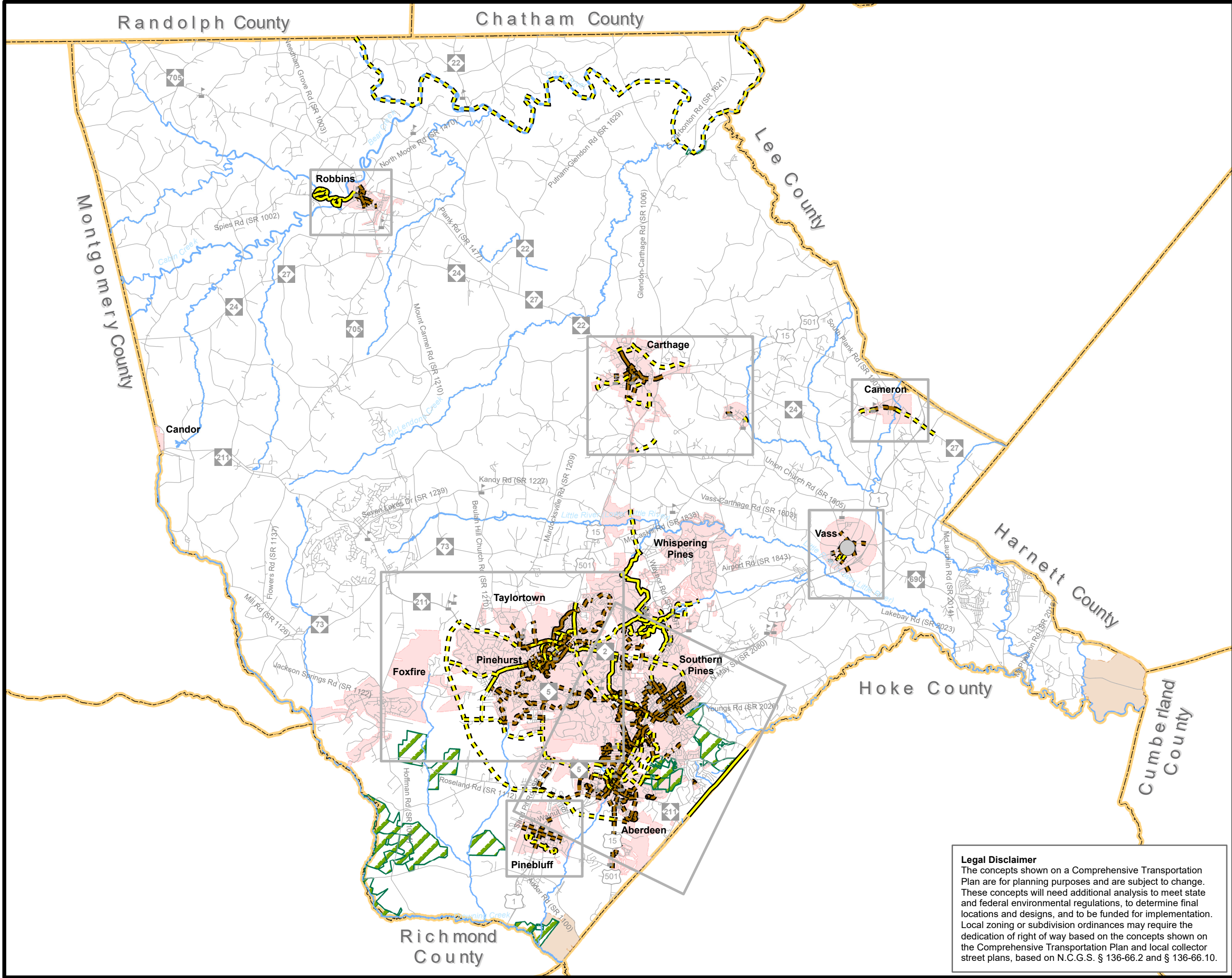


Sheet 4C of 5

Refer to CTP document for more details



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Pedestrian Map

Figure 1
Moore County
Comprehensive
Transportation Plan

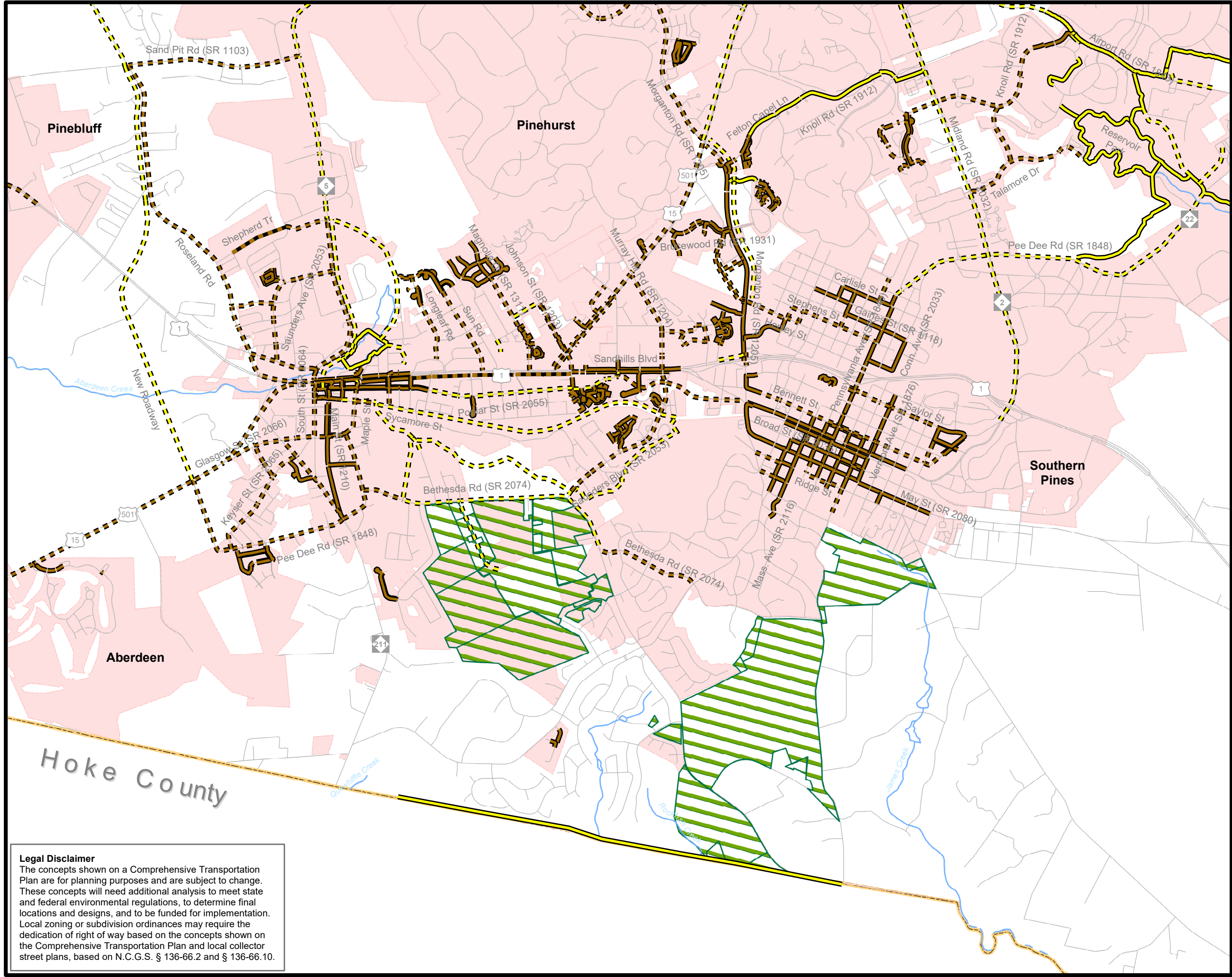
Plan date: May 17, 2018

- Sidewalks**
- Existing
 - Needs Improvement
 - Recommended
- Off-road**
- Existing
 - Needs Improvement
 - Recommended
- Multi-Use Paths**
- Existing
 - Needs Improvement
 - Recommended
- Existing Grade Separation
- Proposed Grade Separation

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0 0.5 1 2 3 Miles





**Pedestrian Map
Inset A**

Figure 1
Moore County
Comprehensive
Transportation Plan

Plan date: May 17, 2018

- Sidewalks**
- Existing
 - Needs Improvement
 - Recommended
- Off-road**
- Existing
 - Needs Improvement
 - Recommended
- Multi-Use Paths**
- Existing
 - Needs Improvement
 - Recommended
- Existing Grade Separation
- Proposed Grade Separation

0 0.25 0.5 1 Miles

Sheet 5A of 5








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Refer to CTP document for more details

Figure 1

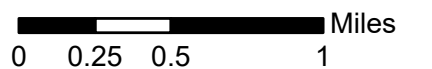
Plan date: May 17, 2018

 Existing
 Needs Improvement
 Recommended

 Existing
 Needs Improvement
 Recommended

 Existing
 Needs Improvement
 Recommended

○ Existing Grade Separation
● Proposed Grade Separation



Refer to CTP document for more details

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Pedestrian Map Inset C

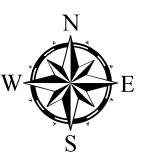
Figure 1 Moore County Comprehensive Transportation Plan

Plan date: May 17, 2018

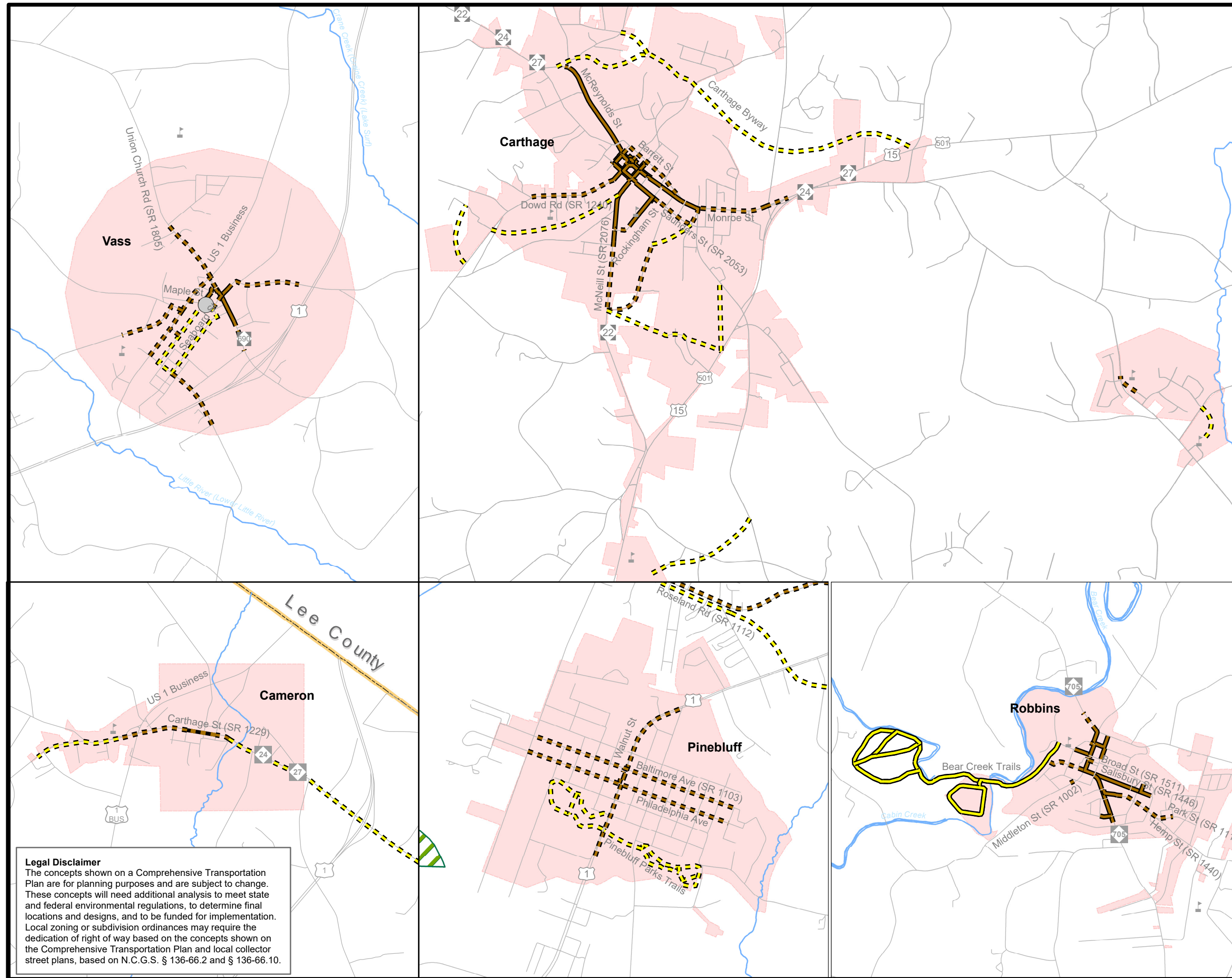
- Sidewalks**
- Existing
 - Needs Improvement
 - Recommended
- Off-road**
- Existing
 - Needs Improvement
 - Recommended
- Multi-Use Paths**
- Existing
 - Needs Improvement
 - Recommended
- Existing Grade Separation
- Proposed Grade Separation

0 0.25 0.5 1 Miles

Sheet 5C of 5



Refer to CTP document for more details



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Appendices

A - N

Appendix A Resources and Contacts

Local Planning Organization

Triangle Area Rural Planning Organization (www.tarpo.org)

Contact the RPO for information on long-range, multimodal planning services.

4307 Emperor Blvd., Suite 110 Durham, NC 27703

(919) 558-9397

N.C. Department of Transportation

Customer Service Office

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

1-877-DOT-4YOU (1-877-368-4968)

<http://www.ncdot.gov/contact/>

Secretary of Transportation

<https://www.ncdot.gov/about-us/our-people/Pages/default.aspx>

1501 Mail Service Center

Raleigh, NC 27699-1501

(919) 707-2800

Board of Transportation

<https://www.ncdot.gov/about-us/board-offices/boards/board-transportation/Pages/default.aspx>

1501 Mail Service Center

Raleigh, NC 27699-1501

(919) 707-2820

Highway Division 8

121 DOT Drive

Carthage NC 28327

(910) 947-3873

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

Contact the following NCDOT divisions and units¹ for:

Transportation Planning Division	Information on long-range, multimodal planning services. 1554 Mail Service Center, Raleigh, NC 27699 (919) 707-0900
Strategic Planning Office	Information on prioritization of transportation projects. 1501 Mail Service Center, Raleigh, NC 27699 (919) 707-4740
State Asset Management Unit	Information on the status of unpaved roads 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
Program Development Branch	Information concerning roadway official corridor maps, feasibility studies and the State Transportation Improvement Program (STIP). 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 on crash data throughout the state. 1561 Mail Service Center, Raleigh, NC 27699 (919) 773-2800

Other State Government Offices

Department of Commerce – Rural Development Division

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/rd>

¹) Unit websites are hyper-linked and can also be accessed at <https://connect.ncdot.gov/Pages/default.aspx>.

Appendix B

Comprehensive Transportation Plan Definitions

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

Highway Map

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

Facility Type Definitions

Freeways

- Functional purpose – high mobility, high volume, high speed
- Posted speed – 55 mph or greater
- Cross section – minimum four lanes with continuous median
- Multimodal 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 1,000 feet or for 350 feet plus 650 feet 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
- Multimodal 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 breaks allowed for U-turns per current NCDOT Driveway Manual
- Multimodal 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 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 (U.S. and N.C. routes may have less than four lanes)
- Multimodal 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 roadways 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
- Multimodal 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 lanes 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 by 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 are as a maximum of one connection per parcel, 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 by 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, inclined plane, cable

car, automated guideway, 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. 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 Federal Railroad Administration 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 - inter-modal refers to two or more modes that transfer the same cargo unit-like 40-foot shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes

and in N.C. 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, mprovement – 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 – 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 multi-use paths.

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 multi-use paths.

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 multi-use paths.

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 Americans with Disabilities Act requirements.

Sidewalk-Recommended – 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 multi-use paths.

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 multi-use paths.

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 multi-use paths.

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: The Local ID is a number used by the Transportation Planning Division to identify recommendations. If a STIP 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 four letters of the county name is combined with a four 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 Metropolitan Planning Area Boundaries, 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 GIS estimates. 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 2018 - 2027 STIP. 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 Annual Average Daily Traffic (AADT) volume estimates, refer to Chapter 1.

Proposed Cross section: The CTP recommended cross sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of "ADQ" indicates the existing facility is adequate and there are no improvements recommended for the given mode as part of the CTP.

CTP Classification: The CTP classification is listed, as shown on the adopted CTP maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.

Tier: Tiers are defined as part of the North Carolina Multimodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.

Proposals for Other Modes: If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H= highway, T= public transportation, R= rail, B= bicycle, P= pedestrian, and M= multi-use path).

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System						2040 Proposed System						CTP Classification	Other Modes for Proposals
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	US 1	Lee Co	NC 24- 27	County	1.2	103	4D	12	100	55	59,300	13,000	20,000	20,000	ADQ	ADQ	-	EXP	
	US 1	NC 24- 27	Cranes Creek Rd. (SR 1825)	County	2.6	103	4D	12	100	55	59,300	14,000	19,000	19,000	ADQ	ADQ	-	EXP	
	US 1	Cranes Creek Rd.	NC 690	County, Vass	2.9	103	4D	12	100	55, 35	59,300	15,000	20,000	20,000	ADQ	ADQ	-	EXP	
	US 1	NC 690	US-1-BUS	County, Vass	1.0	103	4D	12	100	35, 55	59,300	18,000	23,000	23,000	ADQ	ADQ	-	EXP	
	US 1	US-1-BUS	Camp Easter Rd. (SR 1853)	County	0.8	103	4D	12	100	55	45,200	21,000	23,400	23,400	ADQ	ADQ	-	BLVD	
MOOR0038-H	US 1	Camp Easter Rd. (SR 1853)	Youngs Rd. (SR 2026)	County	2.5	100	4D	11	100	55	45,200	21,000	37,800	37,800	55,800	4A	100	BLVD	
MOOR0038-H	US 1	Youngs Rd. (SR 2026)	N May St. (SR 2080)	County	0.9	100	4D	11	100-130	55	45,200	21,000	38,400	38,400	55,800	4A	100	BLVD	
MOOR0038-H	US 1	N May St. (SR 2080)	Valley View Rd.	County	0.8	84	4D	11	130	55	45,200	19,000	34,900	34,900	55,800	4A	100	BLVD	
MOOR0038-H	US 1	Valley View Rd.	Southern Pines ECL	County	0.7	84	4D	11	130	55	40,500	19,000	34,900	34,900	55,800	4A	100	BLVD	
MOOR0038-H	US 1	Southern Pines ECL	NC 2 (Midland Rd.)	Southern Pines	1.0	84	4D	11	120-130	35	55,800	21,000	34,900	34,900	ADQ	4A	100	BLVD	
	US 1	NC 2 (Midland Rd.)	W Pennsylvania Ave. (SR 1848)	Southern Pines	1.1	84	4D	12	120	35	55,800	21,000	36,100	36,100	ADQ	ADQ	-	BLVD	
	US 1	W Pennsylvania Ave. (SR 1848)	W Morganton Rd.	Southern Pines	0.8	84	4D	12	120	35	55,800	24,000	41,100	41,100	ADQ	ADQ	-	BLVD	
	US 1	W Morganton Rd.	Old US-1	Southern Pines	0.4	104	4D	12	120	35	55,800	22,000	41,200	41,200	ADQ	ADQ	-	BLVD	
U-5815	US 1	Old US-1	Saunders Blvd. (SR 2053)	Southern Pines	0.1	86	6D	12	130	45	52,800	23,000	42,700	39,000	83,700	6A	-	BLVD	
U-5815	US 1	Saunders Blvd. (SR 2053)	Pinehurst Ave.	Southern Pines	0.4	68	5	13	100	45	27,600	31,000	42,700	39,000	83,700	6A	-	BLVD	
U-5815	US 1 (N Sandhills Blvd.)	Pinehurst Ave.	US-15-501	Aberdeen	0.4	68	5	13	100	45	27,600	23,000	34,700	31,000	83,700	6A	-	BLVD	
U-5815	US 1 (N Sandhills Blvd.)	US-15-501	Peach Ave.	Aberdeen	0.9	68	5	13	100	45	27,600	36,000	51,600	48,800	83,700	6A	-	BLVD	
U-5815	US 1 (N Sandhills Blvd.)	Peach Ave.	NC 5	Aberdeen	0.8	68	5	13	100	45	27,600	30,000	54,900	42,800	83,700	6A	-	BLVD	
U-5815	US 1 (N Sandhills Blvd.)	NC 5	US 15-501/NC 211	Aberdeen	0.2	76	6D	11	100	45, 35	47,700	29,000	54,200	41,800	83,700	6A	-	BLVD	
U-5815	US 1 (N Sandhills Blvd.)	US 15-501/NC 211	Roseland Rd.	Aberdeen	0.2	64	5	12	90	45, 35	26,000	16,000	32,600	28,800	83,700	6A	-	BLVD	
	US 1	Roseland Rd.	E Baltimore Ave.	County, Pinebluff	2.6	78	4D	11	70-120	55, 35, 45	36,600	11,000	26,000	23,900	ADQ	ADQ	-	BLVD	
MOOR0002-H	US 1 (S Walnut St.)	E Baltimore Ave.	E Boston Ave.	Pinebluff	0.5	72	5	13	120	45	26,000	11,900	20,700	18,600	36,600	4F	100	BLVD	
MOOR0002-H	US 1 (S Walnut St.)	E Boston Ave.	Addor Rd. (SR 1100)	Pinebluff	1.2	125	4D	11	110	55, 35, 45	36,600	9,300	23,400	23,400	ADQ	ADQ	100	BLVD	
MOOR0002-H	US-1	Addor Rd. (SR 1100)	Richmond Co	Pinebluff, County	2.0	128	4	11	110-115	55	28,100	8,900	20,700	20,700	ADQ	ADQ	100	BLVD	
	US 1 BUS	Lee Co	NC 24- 27	County, Cameron	1.4	26	2	11	100	55, 35	14,600	920	1,400	1,400	ADQ	ADQ	-	MAJOR	
	US 1 BUS	NC 24- 27	Doby Rd.	County	1.0	28	2	12	100	35, 55,	11,200	1,100	1,900	1,900	ADQ	ADQ	-	MAJOR	
	US 1 BUS	Doby Rd.	Thurflow Lake Rd.	County	2.2	26	2	11	100	55	14,600	1,200	1,500	1,500	ADQ	ADQ	-	MAJOR	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System						2040 Proposed System						CTP Classification	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	US 1 BUS	Thurlow Lake Rd. (SR 1805)	Union Church Rd. (SR 1805)	County, Vass	1.8	26	2	11	100	55, 35	14,600	1,900	2,500	2,500	ADQ	ADQ	-	MAJOR	
	US 1 BUS	Union Church Rd. (SR 1805)	US-1	County, Vass	1.3	26	2	11	100	35, 55	11,200	3,300	5,600	5,600	ADQ	ADQ	-	MAJOR	
MOOR0022-H	US 15-501	Lee Co	Bryant Rd.	County	2.7	28	2	11	60	55	14,600	6,900	12,500	12,500	36,600	4E	130	BLVD	
MOOR0022-H	US 15-501	Bryant Rd.	Mason Rd.	County	1.2	28	2	11	60	55	14,600	7,100	13,500	13,500	36,600	4E	130	BLVD	
MOOR0022-H	US 15-501	Mason Rd.	NC 24-27	County	1.5	28	2	11	60	55	14,600	7,100	13,500	13,500	36,600	4E	130	BLVD	
MOOR0022-H	US 15-501	NC 24-27	Priest Hill Rd.	County, Carthage	1.0	28	2	11	60	55	14,100	9,300	13,500	13,500	36,600	4E	130	BLVD	
MOOR0022-H	US 15-501	Priest Hill Rd.	Union Church Rd. (SR 1805)	Carthage	0.8	36	3	12	60	35	11,600	10,000	15,300	8,300	36,600	4E	130	BLVD	
MOOR0006-H	US 15-501	Union Church Rd. (SR 1805)	Vass-Carthage Rd.	Carthage	1.1	26	2	12	100	35, 45, 55	11,600	10,000	12,000	17,300	36,600	4E	130	BLVD	
MOOR0006-H	US 15-501	Vass-Carthage Rd.	NC 22 (S McNeill St.)	Carthage	1.2	26	2	12	100	55, 45	12,700	9,700	11,300	15,500	36,600	4E	130	BLVD	
MOOR0006-H	US 15-501	NC 22 (S McNeill St.)	NC 22	Carthage	0.6	38	3	12	100	45	12,700	13,000	18,700	18,700	36,600	4E	130	BLVD	
MOOR0006-H	US 15-501	NC 22	Brinkley Rd.	Carthage, County	1.2	26	2	12	100	45, 55	14,600	10,000	14,000	14,000	36,600	4E	130	BLVD	
MOOR0006-H	US 15-501	Brinkley Rd.	Doubs Chapel Rd.	Carthage, County	1.3	26	2	12	100	55	14,600	9,300	16,000	13,300	40,500	4E	130	BLVD	
MOOR0006-H	US 15-501	Doubs Chapel Rd.	NC 73	County	1.2	26	2	12	100	55	15,100	11,000	12,600	13,600	40,500	4E	130	BLVD	
MOOR0006-H	US 15-501	NC 73	McCaskill Rd.	County, Pinehurst	0.1	40	3	12	100	55	15,900	11,000	12,600	13,600	40,500	4E	130	BLVD	
MOOR0006-H	US 15-501	McCaskill Rd.	Juniper Lake Rd.	County, Pinehurst	1.8	28	2	12	100	55	14,600	11,000	12,600	13,600	40,500	4E	130	BLVD	
MOOR0006-H	US 15-501	Juniper Lake Rd.	Page Rd. (SR 1208)	Pinehurst	1.1	30	2	12	100	55, 45	14,600	16,000	18,600	19,600	40,500	4E	130	BLVD	
U-5976	US 15-501	Page Rd. (SR 1208)	NC 2 (Midland Rd.)	Pinehurst	0.6	50	4	12	100	45	25,500	16,000	18,600	19,600	36,600	4E	100	BLVD	
U-5976	US 15-501	NC 2 (Midland Rd.)	Voit Gilmore Ln. (SR 1905)	County, Pinehurst	1.7	68	4D	12	150	35, 45	36,600	26,000	40,900	40,900	55,800	4E	100	BLVD	
MOOR0007-H	US 15-501	Voit Gilmore Ln.	Morganton Rd.	Southern Pines	0.4	70	5	12	150	35, 45	27,600	27,000	40,900	40,900	55,800	4E	100	BLVD	
MOOR0007-H	US 15-501	Morganton Rd.	Brucewood Rd.	Southern Pines, Pinehurst		66	5	12	150	45	27,600	30,000	44,500	44,500	55,800	4E	100	BLVD	
U-5814	US 15-501	Brucewood Rd.	Murray Hill Rd.	Southern Pines	1.1	72	5	12	150	45	27,600	30,000	44,500	44,500	55,800	4E	100	BLVD	
U-5814	US 15-501	Murray Hill Rd.	US 1	Southern Pines, Aberdeen	0.9	62	5	12	150	45, 35	26,000	19,000	35,700	35,700	55,800	4E	100	BLVD	
	US 15-501	US 1	US 1									Concurrent with US-1							

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System						2040 Proposed System						CTP Classification	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
MOOR0008-H	US 15-501	US 1	NC 211 (Raeford Rd.)	Aberdeen	0.3	60	5	12	150	45	27,600	13,000	29,500	27,200	36,600	4E	130	BLVD	
MOOR0008-H	US 15-501	NC 211 (Raeford Rd.)	Pee Dee Rd. (SR 1848) (Aberdeen)	County	0.7	28	2	12	100	45	12,700	9,900	19,800	17,500	36,600	4E	130	BLVD	
MOOR0008-H	US 15-501	Pee Dee Rd. (SR 1848) (Aberdeen)	Hoke Co	County	3	28	2	12	100	55	15,100	9,200	11,600	11,600	36,600	4E	130	BLVD	
	NC 2 (Cherokee Rd. & Azalea Rd.)	NC 5	Village Green Rd.	Pinehurst	0.4	22	2	11	60	35	11,200	8,400	13,400	13,400	ADQ	ADQ	-	MAJOR	
	NC 2 (Palmetto Rd.)	Village Green Rd.	Page Rd.	Pinehurst	0.5	22	2	11	60	35	11,200	7,600	8,600	8,600	ADQ	ADQ	-	MAJOR	
	NC 2 (Midland Rd)	Page Rd.	US 15-501	Pinehurst	0.7	60	4D	10	120	35	31,600	7,100	8,900	8,900	ADQ	ADQ	-	MAJOR	
MOOR0019-H	NC 2 (Midland Rd)	US 15-501	Airport Rd.	Pinehurst	0.2	62	4D	10	120	35	31,600	18,000	33,200	33,200	ADQ	ADQ	-	BLVD	
MOOR0019-H	NC 2 (Midland Rd)	Airport Rd.	N Knoll Rd.	Pinehurst, County, Southern Pines	1.4	60	4D	10	120	35, 45, 55	31,600	11,000	19,400	18,000	36,600	4F	-	BLVD	
MOOR0019-H	NC 2 (Midland Rd)	N Knoll Rd.	W Pennsylvania Ave.	County, Southern Pines	1.1	62	4D	10	120	35, 45, 55	31,600	11,000	19,400	18,000	36,600	4F	-	BLVD	
MOOR0019-H	NC 2 (Midland Rd)	W Pennsylvania Ave.	NC 22	Southern Pines	0.9	62	4D	10	120	35, 45	31,600	7,400	14,500	14,500	36,600	4F	-	BLVD	
W-5708B, MOOR0019-H	NC 2 (Midland Rd)	NC 22	US 1	Southern Pines	0.3	56	4D	9	120	35, 45	31,600	14,000	27,900	27,900	36,600	4F	-	BLVD	
MOOR0023-H	NC 5 (Buelah Hill Rd.)	NC 211	Linden Rd.	Pinehurst	0.7	22	2	11	60-100	35	11,200	10,000	14,000	10,100	14,000	2B	-	MAJOR	
MOOR0023-H	NC 5 (Buelah Hill Rd.)	Linden Rd.	NC 2 (Cherokee Rd.)	Pinehurst	0.4	22	2	11	60	35	11,200	12,000	14,000	12,000	14,000	2B	-	MAJOR	
MOOR0023-H	NC 5	NC 2 (Cherokee Rd.)	Morganton Rd.	Pinehurst	0.5	26	2	11	60	35	11,200	18,000	22,700	16,200	14,000	2B	-	MAJOR	
MOOR0023-H	NC 5	Morganton Rd.	Pinehurst SCL	Pinehurst		22	2	11	60	35, 55	11,200	14,000	21,600	16,200	14,000	2B	-	MAJOR	
U-5756	NC 5	Pinehurst SCL	Linden Rd.	Aberdeen, County	1.8	22	2	11	60	35	11,200	14,000	18,100	14,700	14,000	2A	60	MAJOR	
U-5756	NC 5	Linden Rd.	Sand Pit Rd. (SR 1103)	Aberdeen, County	1.1	26	2	11	60	35	11,200	12,000	18,100	14,700	14,000	2A	60	MAJOR	
U-5756	NC 5	Sand Pit Rd. (SR 1103)	W Saunders Ave.	Aberdeen	1.7	26	2	11	60	35, 45	12,300	9,000	17,000	13,500	14,000	2A	60	MAJOR	
U-5756	NC 5	W Saunders Ave.	S Pinehurst St.	Aberdeen	0.6	22	2	11	60	45, 35	12,300	9,800	20,600	16,600	14,000	2A	60	MAJOR	
U-5756	NC 5	S Pinehurst St.	US-1-15-501	Aberdeen	0.1	53	4	13	140	35	23,500	12,000	22,800	18,800	14,000	2A	60	MAJOR	
	NC 5 (W South St.)	US-1-15-501	S Poplar St.	Aberdeen	0.1	36	3	13	50	20	24,200	6,100	11,500	11,500	ADQ	ADQ	-	MAJOR	
	NC 5 (S Poplar St.)	S Poplar St.	W Main St.	Aberdeen	0.1	26	2	10	-	20	20,600	2,500	9,200	9,200	ADQ	ADQ	-	MAJOR	
	NC 5 (W Main St.)	W Main St.	Blue St.	Aberdeen	0.3	44	2	13	-	35	22,200	3,500	10,200	10,200	ADQ	ADQ	-	MAJOR	
	NC 5 (Blue St. & Bethesda Ave)	Blue St.	Bethesda Rd.	Aberdeen	0.5	18	2	9	60	35	20,000	2,800	6,900	6,900	ADQ	ADQ	-	MAJOR	
	NC 5 (Bethesda Ave.)	Bethesda Rd.	E L Ives Dr.	Aberdeen	0.5	18	2	9	30-60	35	20,000	2,300	6,700		ADQ	ADQ	-	MAJOR	

HIGHWAY

Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System						2040 Proposed System						CTP Classification	Other Modes for Proposals	
		From	To			Lanes	Total Width (ft)	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)			
NC 22		Chatham Co	George P Rd.	County	1.2	20	2	10	60	55	13,600	1,500	2,600	2,600	ADQ	ADQ	-	MAJOR	Proposals for Other Modes	
NC 22		George P Rd.	N Moore Rd.	County	1.8	20	2	10	60	55, 45	13,600	2,200	1,800	3,300	ADQ	ADQ	-	MAJOR		
NC 22		N Moore Rd.	Pulnam Church Rd.	County	2.1	20	2	10	60	55	13,600	1,800	2,100	2,900	ADQ	ADQ	-	MAJOR		
NC 22		Pulnam Church Rd.	Pulnam-Glendon Rd.	County	2.0	20	2	10	60	55	13,600	1,300	2,600	2,600	ADQ	ADQ	-	MAJOR		
NC 22		Pulnam-Glendon Rd.	NC 24-27	County	2.8	20	2	10	60	55	13,600	1,600	2,700	2,700	ADQ	ADQ	-	MAJOR		
MOOR0010-H		NC 24-27	Myrick Rd.	Carthage	1	26	2	12	60	55	14,600	7,800	9,300	11,800	36,600	4A	130	MAJOR		
MOOR0010-H		Myrick Rd.	White Oak Rd.	Carthage	2.1	26	2	12	60	55	14,600	7,200	9,300	11,800	36,600	4A	130	MAJOR		
MOOR0010-H		White Oak Rd.	Glendon Rd.	Carthage	1.1	26	2	12	60	55, 35, 45	12,700	8,400	10,600	13,100	36,600	4A	130	MAJOR		
NC 22 (McReynolds St.)		Glendon Rd.	Pinecrest St.	Carthage	0.5	40	2	14	60	45	12,700	8,400	12,100	2,700	ADQ	ADQ	-	MAJOR		
NC 22 (McReynolds St.)		Pinecrest St.	Martin St.	Carthage	0.3	40	2	14	60	45, 20	11,000	11,000	11,700	2,700	ADQ	ADQ	-	MAJOR		
NC 22 (Monroe St.)		Martin St.	N McNeill St.	Carthage	54	3	12	60	20	11,000	11,000	13,700	2,700	12,700	3C	80	MAJOR	B, P		
NC 22 (S McNeill St.)		N McNeill St.	Pinehurst Ave.	Carthage	1	40	2	13	60	20	11,000	4,600	7,500	3,000	ADQ	ADQ	-	MAJOR		
NC 22 (S McNeill St.)		Pinehurst Ave.	US-15-501	Carthage	1.1	20	2	10	60	20, 45	11,000	5,100	7,000	2,900	ADQ	ADQ	-	MAJOR		
NC 22		US-15-501	US-15-501								Concurrent with US-15-501									
MOOR0027-H		US-15-501	Farm Life School Rd.	Carthage, County	1.7	26	2	11	60	55, 35	11,200	4,300	6,200	8,000	15,300	2A	60	MAJOR		
MOOR0027-H		Farm Life School Rd.	McCaskill Rd.	Carthage, County	1.2	26	2	11	60	55, 35	11,200	4,600	6,700	8,000	15,300	2A	60	MAJOR		
MOOR0027-H		McCaskill Rd.	Airport Rd.	County, Southern Pines	2.7	33	2	12	60	55, 35, 45	11,600	6,500	9,600	9,600	13,800	2A	60	MAJOR		
MOOR0027-H		Airport Rd.	Pee Dee Rd. (Southern Pines)	County, Southern Pines	1.6	30	2	12	60	45	12,700	10,000	13,000	13,000	13,800	2A	60	MAJOR		
MOOR0027-H		Pee Dee Rd. (Southern Pines)	NC 2 (Midland Rd.)	Southern Pines	1.2	24	2	12	60	35	11,600	6,500	12,300	12,300	12,600	2A	60	MAJOR		
MOOR0010-H																				
MOOR0010-H		Montgomery Co	McDuffie Rd.	County	2.7	26	2	12	100	55	15,100	4,000	6,300	6,300	36,600	4A	180	BLVD		
MOOR0010-H		McDuffie Rd.	Wet Creek Ln.	County	2.7	24	2	12	100	55	15,100	3,900	6,100	6,100	36,600	4A	180	BLVD		
MOOR0010-H		Wet Creek Ln.	Morgan Brown Rd.	County	2.4	24	2	12	100	55	15,100	4,000	5,700	5,700	36,600	4A	180	BLVD		
MOOR0010-H		Morgan Brown Rd.	NC 705	County	1.8	24	2	12	100	55	15,100	4,300	6,300	6,300	36,600	4A	180	BLVD		
MOOR0010-H		NC 705	Mount Carmel Rd.	County	1.2	26	2	11	60	55	14,100	5,800	8,400	8,400	36,600	4A	180	BLVD		
MOOR0010-H		Mount Carmel Rd.	Hilltop Rd.	County	2.6	28	2	11	60	55	14,100	4,300	7,100	7,100	36,600	4A	180	BLVD		
MOOR0010-H		Hilltop Rd.	NC 22	County	1.4	28	2	11	60	55	14,100	6,900	9,600	9,600	36,600	4A	180	BLVD		
NC 24		NC 22	S McNeill St.								Concurrent with NC 22									
U-3628		S McNeill St.	Isley St.	Carthage	0.5	40	3	11	60	45	12,300	10,000	15,400	12,600	36,600	3C	80	MAJOR	B, P	
U-3628		Isley St.	US-15-501	Carthage	0.7	33	3	11	60	45, 35	12,300	12,000	13,400	12,600	36,600	3C	80	MAJOR	B, P	
NC 24		US-15-501	NC 22-24								Concurrent with US-15-501									
NC 24		US-15-501	Promise Ln.	County	1.3	28	2	12	60	55	14,600	2,100	3,500	3,500	ADQ	ADQ	-	MAJOR		

HIGHWAY

Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System						2040 Proposed System						CTP Classification	Proposals for Other Modes	
		From	To			Lanes	Total Width (ft)	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)			
	NC 24	Promise Ln.	Bryant Rd.	County	1.3	26	2	12	60	55	14,600	2,100	3,900	3,900	ADQ	ADQ	-	MAJOR		
	NC 24		Nickens Rd.	County	3.2	26	2	12	60	55	14,600	2,400	3,900	3,900	ADQ	ADQ	-	MAJOR		
MOOR0033-H	NC 24	Nickens Rd.	US-1 BUS	County	1	21	2	10	60	55, 35	11,800	2,900	3,700	3,700	14,000	3A	80	MAJOR		
	NC 24 (Carthage St.)	US-1 BUS	Carter St.	County, Cameron	0.5	26	2	12	60	35, 25	11,600	1,200	3,600	3,600	ADQ	ADQ	-	MAJOR		
	NC 24 (Carthage St.)	Carter St.	US-1	County, Cameron	1.3	22	2	11	60	25, 35, 55	11,200	3,000	4,000	4,000	ADQ	ADQ	-	MAJOR		
	NC 24	US-1	Bass Rd.	County	0.3	37	3	11	60	55	14,100	2,600	10,100	10,100	ADQ	ADQ	-	MAJOR		
	NC 24	Bass Rd.	Harnett Co	County	2.5	24	2	11	60	55	14,100	5,000	9,600	9,600	ADQ	ADQ	-	MAJOR		
											Concurrent with NC 24									
	NC 27	Montgomery Co	Harnett Co																	
	NC 73	Montgomery Co	Derby Rd.	County	1	20	2	10	60	55	13,600	1,300	4,000	3,800	ADQ	ADQ	-	MAJOR		
	NC 73	Derby Rd.	Hotel St.	County	2.5	20	2	10	60	55	13,600	1,600	4,300	4,100	ADQ	ADQ	-	MAJOR		
	NC 73	Hotel St.	Gateway Dr.	County	2.8	20	2	10	60	55, 35	13,600	3,200	4,900	4,700	ADQ	ADQ	-	MAJOR		
	NC 73	Gateway Dr.	NC 211	County	0.8	24	2	10	60	35	10,800	3,200	4,900	1,000	ADQ	ADQ	-	MAJOR		
R-5726	NC 73	NC 211	Mode Rd.	County	0.2	57	3	12	60	35	11,600	14,000	16,600	16,000	36,600	4E	130	MAJOR		
	NC 73	Mode Rd.	Patton Rd.	County	1.1	22	2	11	60	35, 45	12,300	3,000	2,500	2,300	ADQ	ADQ	-	MAJOR		
	NC 73	Patton Rd.	Beulah Hill Church Rd.	County	2.8	22	2	11	60	55	14,100	2,100	2,600	2,200	ADQ	ADQ	-	MAJOR		
	NC 73	Beulah Hill Church Rd.	Maplewood Ln.	County	2.3	22	2	11	60	55, 45	14,100	2,700	3,200	2,800	ADQ	ADQ	-	MAJOR		
	NC 73	Maplewood Ln.	US-15-501	County	1.3	22	2	11	60	45, 55	14,100	3,600	4,100	3,700	ADQ	ADQ	-	MAJOR		
R-2807	NC 73 Relocation	NC 73	NC 211	County	-	-	-	-	-	-	-	-	-	3,900	16,400	2A	60	MAJOR		
MOOR0014-H	NC 211	Montgomery Co	Eagle Springs Rd.	County	2.2	28	2	12	150	55	14,600	6,600	8,100	8,100	36,600	4A	180	BLVD		
MOOR0014-H	NC 211	Eagle Springs Rd.	Saw Grass Rd.	County	1.6	28	2	12	150	55	14,600	5,700	10,400	10,400	36,600	4A	180	BLVD		
MOOR0014-H	NC 211	Saw Grass Rd.	NC 705	County	0.6	28	2	12	150	55	14,600	5,800	10,300	10,300	36,600	4A	180	BLVD		
MOOR0014-H	NC 211	NC 705	Flowers Rd.	County	0.4	28	2	12	100	55	14,600	7,300	12,600	12,600	36,600	4A	180	BLVD		
MOOR0014-H	NC 211	Flowers Rd.	Holly Grove School Rd.	County	3.1	28	2	12	100	55	14,600	7,300	12,000	12,000	36,600	4A	180	BLVD		
R-5726	NC 211	Holly Grove School Rd.	Seven Lakes Dr.	County		28	2	12	100	55, 45	14,600	7,300	14,100	14,100	36,600	4A	180	BLVD		
R-5726	NC 211	Seven Lakes Dr.	Patterson Ln.	County	1.1	40	3	12	100	45, 55, 35	13,800	13,000	21,300	21,300	36,600	4A	180	BLVD		
R-5726	NC 211	Patterson Ln.	NC 73/Mode Rd.	County	0.9	26	2	11	100	35	11,200	13,000	19,400	19,400	36,600	4A	180	BLVD		
R-5726	NC 211	NC 73/Mode Rd.	NC 73								Concurrent with NC 73									
	NC 211	NC 73	Hoffman Rd.	County	0.9	80	4	12	100	35, 45, 55	36,600	15,000	18,700	17,900	ADQ	ADQ	-	BLVD		
	NC 211	Hoffman Rd.	Juniper Lake Rd.	County	3	80	4	12	100	55	40,500	13,000	28,000	25,000	ADQ	ADQ	-	BLVD		
	NC 211	Juniper Lake Rd.	Main St.	County, Taylortown	1.7	70	4	12	100	55, 35	40,500	18,000	34,300	34,200	ADQ	ADQ	-	BLVD		
	NC 211	Main St.	NC 5 (Beulah Hill Rd. N.)	Taylortown	0.3	70	4	12	100	55	40,500	16,000	39,600	39,600	ADQ	ADQ	-	BLVD		

HIGHWAY																					
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System							2040 Proposed System							CTP Classifi- cation	Other Modes for Proposals
		From	To			Total Width (ft)	Lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross- Section	ROW (ft)					
	NC 211 (Yadkin Rd.)	NC 5 (Beulah Hill Rd. N.)	Rattlesnake Tr.	Pinehurst	0.8	70	4	12	60	55	40,500	14,000	39,600	ADQ	ADQ	-	BLVD				
	NC 211 (Yadkin Rd.)	Rattlesnake Tr.	Page Rd.	Pinehurst	0.7	70	4	12	60	45	36,600	12,000	39,600	ADQ	ADQ	-	BLVD				
	NC 211 (Yadkin Rd.)	Page Rd.	US 15-501	Pinehurst	0.3	70	4	12	60	45	36,600	18,000	45,600	ADQ	ADQ	-	BLVD				
	NC 211 (Yadkin Rd.)	US 15-501	US 1		Concurrent with US 15-501																
	NC 211	US 1	US 15-501		Concurrent with US 15-501																
	NC 211	US 15-501	Raeford Rd.		Concurrent with US 15-501																
R-5709	NC 211 (Raeford Rd.)	Raeford Rd.	E South St.	Aberdeen	0.6	26	2	11	100	45	12,300	4,300	6,500	5,700	36,600	4F Urban	100	BLVD			
R-5709	NC 211 (Raeford Rd.)	E South St.	E Indiana Ave.	Aberdeen, County	2	26	2	11	60	45	12,300	10,000	16,200	15,200	36,600	4F Urban, 4E Rural	100, 130	BLVD			
R-5709	NC 211 (Raeford Rd.)	E Indiana Ave.	Hoke Co	County	0.3	38	3	11	60	45	12,300	11,000	21,400	21,400	36,600	4E Rural	130	BLVD			
	NC 690 (Main St.)	US 1 BUS	US 1	Vass	0.7	25	2	10	-	35	10,800	5,300	3,500	6,500	ADQ	ADQ	-	MAJOR			
R-5824	NC 690 (Main St. & Lobelia Rd.)	US 1	Johnson Grove Rd.	Vass, County	0.8	25	2	11	60	35, 45, 55	11,600	8,000	11,500	11,500	15,100	2A	60	MAJOR			
R-5824	NC 690 (Lobelia Rd.)	Johnson Grove Rd.	Pats Rd.	County	1.7	25	2	10	60	55	10,800	7,800	11,200	11,200	15,100	2A	60	MAJOR			
R-5824	NC 690 (Lobelia Rd.)	Pats Rd.	Lakebay Rd.	County	2.6	25	2	10	60	55	10,800	6,900	9,700	9,700	15,100	2A	60	MAJOR			
R-5824	NC 690 (Lobelia Rd.)	Lakebay Rd.	McPherson Rd.	County	2.5	22	2	11	60	55, 45	14,100	4,700	10,100	10,100	15,100	2A	60	MAJOR			
R-5824	NC 690 (Lobelia Rd.)	McPherson Rd.	Riverbend Dr.	County	1.6	22	2	11	60	45, 55	14,100	4,900	6,700	6,700	15,100	2A	60	MAJOR			
R-5824	NC 690 (Lobelia Rd.)	Riverbend Dr.	Cumberland Co	County	2.5	22	2	11	60	55	14,600	4,100	6,500	6,500	15,100	2A	60	MAJOR			
MOOR0035-H	NC 705	Randolph Co	Chrisco Rd.	County	1.9	22	2	11	60	55	14,600	2,800	4,200	4,200	15,100	2A	60	MAJOR			
MOOR0035-H	NC 705	Chrisco Rd.	In the Pines Rd.	County	2.4	22	2	11	60	55, 45	14,600	3,700	4,300	4,300	15,100	2A	60	MAJOR			
MOOR0035-H	NC 705	In the Pines Rd.	Acorn Ridge Rd.	County	3.1	22	2	11	60	45, 55	14,100	3,500	4,900	4,900	15,100	2A	60	MAJOR			
MOOR0035-H	NC 705	Acorn Ridge Rd.	Panther Dr.	County	1.3	22	2	11	60	55	14,600	4,900	6,500	6,500	15,100	2A	60	MAJOR			
MOOR0035-H	NC 705	Panther Dr.	N Middleton St.	County, Robbins	0.9	22	2	11	60	55, 45	14,100	4,900	6,500	6,500	15,100	2A	60	MAJOR			
MOOR0035-H	NC 705 (N Middleton St.)	N Middleton St.	E Salisbury St.	Robbins	0.3	40	2	12	60	45, 35	11,600	6,600	8,000	8,000	10,200	2A	60	MAJOR			
MOOR0035-H	NC 705 (E Salisbury St.)	E Salisbury St.	E Melton St.	Robbins	0.3	40	2	12	60	35, 20	11,600	5,600	7,100	7,100	10,200	2A	60	MAJOR			
MOOR0035-H	NC 705	E Melton St.	Simlin St.	County, Robbins	0.9	20	2	10	60	35, 45	10,800	5,600	7,100	7,100	10,200	2A	60	MAJOR			
MOOR0035-H	NC 705	Simlin St.	NC 24-27	County, Robbins	1	20	2	10	60	45	11,900	3,900	5,000	5,000	14,600	2A	60	MAJOR			
	NC 705	NC 24-27	Kennedy Rd.	County, Robbins	2.5	20	2	9	60	55	13,100	2,000	2,600	2,600	15,100	2A	60	MAJOR			
	NC 705	Kennedy Rd.	Oak Ridge Rd.	County	4.2	20	2	9	60	55	13,100	2,100	2,600	2,600	15,100	2A	60	MAJOR			
	NC 705	Oak Ridge Rd.	NC 211	County	2.5	22	2	11	60	55	13,100	1,600	2,400	2,400	15,100	2A	60	MAJOR			
	Acorn Ridge Rd.	N Howard Mill Rd.	NC 705	County	0.5	16	2	8	60	55	11,600	690	-		ADQ	ADQ	-	MINOR			

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System					2040 Proposed System							CTP Classification	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Addor Rd (SR 1102)	US 1	Ironwood Rd.	County	0.3	22	2	10	-	45	10,900	1,200	2,900	2,900	ADQ	ADQ	-	MINOR	
	Addor Rd (SR 1102)	Ironwood Rd.	Hammond Rd.	County	1.2	22	2	10	-	45, 55	10,900	1,100	2,300	2,300	ADQ	ADQ	-	MINOR	
	Addor Rd (SR 1100)	Hammond Rd.	Keith Ln.	County	0.2	22	2	11	-	55	12,500	1,200	2,300	2,300	ADQ	ADQ	-	MINOR	
	Addor Rd (SR 1100)	Keith Ln.	Hoke Co	County	1.9	20	2	10	-	55	12,000	1,200	2,300	2,300	ADQ	ADQ	-	MINOR	
MOOR0017-H	Airport Rd (SR 1843)	NC 2 (Midland Rd.)	Midland Dr.	Pinehurst, County	0.9	24	2	10	60	45	10,900	5,900	15,100	15,100	36,600	4F	100		
MOOR0017-H	Airport Rd (SR 1843)	Midland Dr.	NC 22	County	2.2	24	2	10	60	45	10,900	6,000	11,900	11,900	36,600	4F	100		
	Airport Rd (SR 1843)	NC 22	Niagara-Carthage Rd.	County, Whispering Pines	2.5	22	2	11	60	45, 55, 35	11,300	5,400	8,000	8,000	ADQ	ADQ	-	MINOR	
	Airport Rd (SR 1843)	Niagara-Carthage Rd.	Split Rail Rd.	County	1.4	20	2	10	-	55	12,000	2,800	3,700	3,700	ADQ	ADQ	-	MINOR	
	Airport Rd (SR 1843)	Split Rail Rd.	Tall Oak Rd.	County	1.5	22	2	11	-	55, 35	12,500	1,800	3,700	3,700	ADQ	ADQ	-	MINOR	
	Airport Rd (SR 1843)	Tall Oak Rd.	Camp Easter Rd.	County	0.3	22	2	11	-	35	12,500	2,000	4,400	4,400	ADQ	ADQ	-	MINOR	
	Bethesda Rd (SR 2024)	E L Ives Dr.	Saunders Blvd. (SR 2053)	Southern Pines, County	0.9	20	2	10	-	55, 45	12,000	2,500	6,700	6,700	ADQ	ADQ	-	MINOR	
MOOR0031-H	Bethesda Rd (SR 2024)	Saunders Blvd. (SR 2053)	S Bethesda Rd.	Southern Pines, County, Aberdeen	0.4	20	2	10	-	45	10,900	3,100	8,200	8,200	14,600	2A	60	MINOR	
	Beulah Hill Church Rd (SR 1210)	Dowd Rd.	Carthage Rd.	County	1.9	20	2	10	-	55	12,000	1,100	2,000	2,000	ADQ	ADQ	-	MINOR	
	Beulah Hill Church Rd (SR 1210)	Carthage Rd.	NC 73	County	2.5	20	2	10	-	55	12,000	1,200	1,700	1,700	ADQ	ADQ	-	MINOR	
	Beulah Hill Church Rd (SR 1210)	NC 73	Hardee Branch Rd.	County	1.2	20	2	10	-	55	12,000	1,300	1,800	1,800	ADQ	ADQ	-	MINOR	
	Beulah Hill Church Rd (SR 1210)	Hardee Branch Rd.	Juniper Lake Rd.	County	1.2	20	2	10	-	55, 35	9,500	980	1,200	1,200	ADQ	ADQ	-	MINOR	
	Broad St (SR 2160)	Midland Rd.	E Connecticut Ave.	Southern Pines	0.8	26	1-2	10-14	-	35, 20	10,000	4,400	6,000	6,000	ADQ	ADQ	-	MINOR	
	Broad St (SR 2160)	E Connecticut Ave.	W Pennsylvania Ave.	Southern Pines	0.2	24-30	1	14-16	-	20	10,000	2,700	6,300	6,300	ADQ	ADQ	-	MINOR	
MOOR0021-H	Broad Street (SR 2035) - Poplar Street (SR 2055) Connection	Broad St.	Poplar St.	Aberdeen, Southern Pines			2	12	-	-	-	-	-	15,000	10,200	2A	60	MINOR	
	Brucewood Rd.	US 15-501	W Morganton Rd.	Southern Pines	0.7	60	4	11	-	35	22,700	-	-	-	ADQ	ADQ	-	MAJOR	
	Bryant Rd (SR 1814)	US 15-501	Red Hill Rd.	County	1.7	20	2	10	-	55	14,100	1,200	4,400	4,400	ADQ	ADQ	-	MINOR	
	Bryant Rd (SR 1814)	Red Hill Rd.	NC 24-27	County	0.6	20	2	10	-	55	14,100	1,200	4,400	4,400	ADQ	ADQ	-	MINOR	

HIGHWAY

Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System						2040 Proposed System						CTP Classification	Proposals for Other Modes
		From	To			Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)			
	Carolina Rd. (SR 2077)	NC 211	Dead End	County	2.2	20	2	10	-	45, 55	13,600	1,700	1,700	3,000	ADQ	ADQ	-	MINOR	
MOOR0025-H	Carolina Rd. (SR 2077) Extension	Carolina Rd.	Quewhifle Rd.	County, Hoke	0.7	-	-	-	-	-	-	-	-	2,000	14,600	2A	60	MINOR	
	Carborton Rd (SR 1621)	Chatham Co	Oliver Rd.	County	1.7	24	2	11	100	55	9,900	550	500	500	ADQ	ADQ	-	MINOR	
	Carborton Rd (SR 1621)	Oliver Rd.	Alston House Rd.	County	2	22	2	10	100	55	9,000	-	-	-	ADQ	ADQ	-	MINOR	
	Carborton Rd (SR 1621)	Alston House Rd.	Harrington Rd.	County	1.1	22	2	10	100	55	9,000	480	600	600	ADQ	ADQ	-	MINOR	
	Carborton Rd (SR 1621)	Harrington Rd.	Glendon-Carthage Rd.	County	1.5	22	2	10	100	55	9,000	-	-	-	ADQ	ADQ	-	MINOR	
	Carter St. (SR 1007)	US 1 BUS	NC 24-27	Cameron	0.3	18	2	9	-	35	9,200	390	600	600	ADQ	ADQ	-	MINOR	
	Carthage Rd. (SR 1229)	Seven Lakes Dr.	Beulah Hill Church Rd.	County	2.5	20	2	10	60	55	13,600	1,600	2,300	2,300	ADQ	ADQ	-	MINOR	
	Carthage Rd. (SR 1229)	Beulah Hill Church Rd.	Howle Rd.	County	0.9	20	2	10	60	55	13,600	1,700	2,100	2,100	ADQ	ADQ	-	MINOR	
MOOR0018-H	Carthage Byway	NC 22/24/27	Summit Street	Carthage, County	-	-	-	-	-	-	-	-	-	13,100	14,600	2E	130	MAJOR	
MOOR0018-H	Carthage Byway	Summit Street	Glendon-Carthage Road (SR 1006)	Carthage, County	-	-	-	-	-	-	-	-	-	13,000	14,600	2E	130	MAJOR	
MOOR0018-H	Carthage Byway	Glendon-Carthage Road (SR 1006)	NC 24/27	Carthage, County	-	-	-	-	-	-	-	-	-	7,000	14,600	2E	130	MAJOR	
	Connecticut Ave (SR 2033)	NW Broad St.	N May St.	Southern Pines	0.2	40	2	12	-	20, 35	10,200	2,900	9,600	9,600	ADQ	ADQ	-	MINOR	
	Connecticut Ave (SR 2033)	N May St.	N Bethesda Rd.	Southern Pines	1.1	22	2	11	-	35	9,900	3,500	8,500	8,500	ADQ	ADQ	-	MINOR	
	Connecticut Ave (SR 2033)	N Bethesda Rd.	Hoke Co	County	1.9	22	2	11	-	35, 55	9,900	1,300	3,400	3,400	ADQ	ADQ	-	MINOR	
	Cranes Creek Rd (SR 1825)	NC 24-27	Edmonds Rd.	County	1.3	20	2	9	-	55	13,100	620	1,400	1,400	ADQ	ADQ	-	MINOR	
	Cranes Creek Rd (SR 1825)	Edmonds Rd.	US 1 BUS	County	1.1	20	2	9	-	55	13,100	950	2,900	2,900	ADQ	ADQ	-	MINOR	
	Cranes Creek Rd (SR 1825)	US 1 BUS	Atkins Rd.	County	2	18	2	9	-	55	13,100	-	-	-	ADQ	ADQ	-	MINOR	
	Cypress Church Rd (SR 1825)	Atkins Rd.	Boys Camp Rd.	County	0.5	20	2	10	-	55	13,600	-	1,100	1,100	ADQ	ADQ	-	MINOR	
	Cypress Church Rd (SR 1825)	Boys Camp Rd.	Harnett Co	County	0.3	20	2	10	-	55	13,600	660	100	100	ADQ	ADQ	-	MINOR	
	Doubs Chapel Rd. (SR 1224)	Kandy Rd.	Davis Ln.	County	2	22	2	11	-	55	14,100	2,000	2,800	2,800	ADQ	ADQ	-	MINOR	
	Doubs Chapel Rd. (SR 1224)	Davis Ln.	US 15-501	County	1.1	22	2	10	-	55	13,600	1,500	3,200	3,200	ADQ	ADQ	-	MINOR	
	Dowd Rd. (SR 1240)	Mount Carmel Rd.	Lawhon Rd.	County	1.5	20	2	10	60	55	13,600	700	800	800	ADQ	ADQ	-	MINOR	
	Dowd Rd. (SR 1240)	Lawhon Rd.	Peace Rd.	County	1.5	20	2	10	60	55	13,600	620	800	800	ADQ	ADQ	-	MINOR	
	Dowd Rd. (SR 1240)	Peace Rd.	Carthage Rd.	County	0.5	20	2	10	60	55	13,600	520	1,200	1,200	ADQ	ADQ	-	MINOR	
	Dowd Rd. (SR 1240)	Carthage Rd.	Summer Hill Church Rd.	County	0.6	22	2	10	-	55	13,600	-	1,700	1,700	ADQ	ADQ	-	MINOR	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System						2040 Proposed System						CTP Classifi- cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross- Section	ROW (ft)		
	Dowd Rd. (SR 1240)	Summer Hill Church Rd.	Connell Rd.	County	1.6	22	2	10	-	55	13,600	1,200	1,900	1,900	ADQ	ADQ	-	MINOR	
	Dowd Rd. (SR 1240)	Connell Rd.	Pickney Rd.	County	1	20	2	10	-	55, 35	13,600	1,200	1,900	1,900	ADQ	ADQ	-	MINOR	
	Dowd Rd. (SR 1240)	Pickney Rd.	NC 22-24-27	County	0.6	40	2	12	-	35	14,600	1,800	3,500	3,500	ADQ	ADQ	-	MINOR	
	Farm Life School Rd (SR 1831)	Union Church Rd.	Farm Life Ln.	Carthage, County	0.8	20	2	9	60	35, 55	9,200	1,900	1,800	1,800	ADQ	ADQ	-	MINOR	
	Farm Life School Rd (SR 1831)	Farm Life Ln.	Bibey Rd.	County	1	20	2	9	60	55	13,100	1,400	1,600	1,600	ADQ	ADQ	-	MINOR	
	Farm Life School Rd (SR 1831)	Bibey Rd.	McCaskill Rd.	County	2.4	20	2	9	60	55	13,100	1,200	1,400	1,400	ADQ	ADQ	-	MINOR	
	Felton Chapel Lane (SR 1905)	Voit Gilmore Ln.	W Morganton Rd.	Southern Pines	0.7	20	2	10	60	45	11,400	5,100	7,000	7,000	ADQ	ADQ	-	MINOR	
	Flowers Rd (SR 1137)	NC 211	Currie Mill Rd.	County	2.1	18	2	9	-	55	13,600	430	1,700	1,700	ADQ	ADQ	-	MINOR	
	Flowers Rd (SR 1137)	Currie Mill Rd.	Mill Rd.	County	2.1	18	2	9	-	55	13,600	340	1,700	1,700	ADQ	ADQ	-	MINOR	
MOOR0030-H	Fort Bragg Rd (SR 2074)	S Bethesda Rd. (SR 2074)	E Indiana Ave. (SR 2075)	Southern Pines	0.8	22	2	10	60	45	11,400	3,100	4,800	4,800		2A	60	MINOR	
	Fort Bragg Rd (SR 2074)	E Indiana Ave. (SR 2075)	McNeil Rd.	Southern Pines, County	0.6	22	2	10	60	45, 55	11,400	2,800	5,100	5,100	ADQ	ADQ	-	MINOR	
	Fort Bragg Rd (SR 2074)	McNeil Rd.	Hoke Co	County	1.7	24	2	11	60	55	14,100	1,700	1,700	1,700	ADQ	ADQ	-	MINOR	
	Foxfire Rd (SR 1122)	Hoffman Rd. (SR 1004)	Mary Jane Ln.	County	1.9	22	2	10	60	55, 35	14,100	1,700	3,300	3,100	ADQ	ADQ	-	MINOR	
	Foxfire Rd (SR 1122)	Mary Jane Ln.	Linden Rd. (SR 1115)	County	1.9	22	2	10	60	55, 35	13,600	2,000	4,500	9,000	ADQ	ADQ	-	MINOR	
	Glendon-Carthage Rd (SR 1006)	Chatham Co	Goldston Rd.	County	0.4	20	2	10	100	55	14,100	700	800	800	ADQ	ADQ	-	MINOR	
	Glendon-Carthage Rd (SR 1006)	Goldston Rd.	Putnam-Glendon Rd.	County	2.2	22	2	10	100	55	14,100	900	1,000	1,000	ADQ	ADQ	-	MINOR	
	Glendon-Carthage Rd (SR 1006)	Putnam-Glendon Rd.	Cool Springs Rd.	County	3.8	22	2	10	100	55	14,100	940	1,800	1,800	ADQ	ADQ	-	MINOR	
	Glendon-Carthage Rd (SR 1006)	Cool Springs Rd.	Strader Farms	County	2	22	2	10	100	55	13,600	1,600	2,300	2,300	ADQ	ADQ	-	MINOR	
	Glendon-Carthage Rd (SR 1006)	Strader Farms	Farmer Rd.	County	2.6	22	2	10	100	55	13,600	1,700	2,700	2,700	ADQ	ADQ	-	MINOR	
	Glendon-Carthage Rd (SR 1006)	Farmer Rd.	Stonegate Cir.	County	1.1	22	2	10	100	55	13,600	2,000	2,700	2,200	ADQ	ADQ	-	MINOR	
	Glendon-Carthage Rd (SR 1006)	Stonegate Cir.	NC 24-27	Carthage, County	0.7	22	2	10	100	55, 35	13,600	3,300	4,300	9,300	ADQ	ADQ	-	MINOR	
	Grady Rd (SR 1809)	NC 24-27	Shaw Rd.	County	0.8	20	2	10	-	55	13,600	1,300	3,400	3,400	ADQ	ADQ	-	MINOR	
	Grady Rd (SR 1809)	Shaw Rd.	Union Church Rd.	Carthage, County	0.7	22	2	11	-	55	14,100	1,300	3,400	3,400	ADQ	ADQ	-	MINOR	
	Hoffman Rd (SR 1004)	NC 211	McDuffie Ln.	County	1.7	24	2	10	-	55	13,600	3,100	5,000	2,600	ADQ	ADQ	-	MINOR	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System						2040 Proposed System						CTP Classification	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Hoffman Rd (SR 1004)	McDuffie Ln.	Tie Rd.	County, Foxfire Village	1.8	24	2	10	-	55, 35	13,600	2,800	3,700	1,300	ADQ	ADQ	-	MINOR	
	Hoffman Rd (SR 1004)	Tie Rd.	Roseland Rd.	County, Foxfire Village	2.3	22	2	10	-	55, 35	13,600	2,700	6,600	3,400	ADQ	ADQ	-	MINOR	
	Hoffman Rd (SR 1004)	Roseland Rd.	Oakland Ln.	County	1.1	24	2	11	-	55	14,100	720	3,600	500	ADQ	ADQ	-	MINOR	
	Hoffman Rd (SR 1004)	Oakland Ln.	Richmond Co	County	5	22	2	10	-	55	14,100	580	3,400	500	ADQ	ADQ	-	MINOR	
	Hotel St. (SR 1125)	Jackson Springs Rd.	NC 73	County	0.2	18	2	9	-	45	11,000	330	-	-	ADQ	ADQ	-	MINOR	
	Hotel St. (SR 1125)	NC 73	Mill Rd (SR 1126)	County	0.1	18	2	9	-	45	11,000	710	-	-	ADQ	ADQ	-	MINOR	
	Hotel St. (SR 1125)	Mill Rd (SR 1126)	NC 73	County	0.3	18	2	9		55	13,100	160	-	-	ADQ	ADQ	-	MINOR	
	Howard Mill Road (SR 1003)	NC 705	Needham Grove Road (SR 1003)	County	0.3	20	2	10	60	55	14,100	-	-	-	ADQ	ADQ	-	MINOR	
	Indiana Ave (SR 2075)	S May St.	E Morganton Rd.	Southern Pines	0.4	20	2	10	-	35	9,500	4,500	5,900	5,900	ADQ	ADQ	-	MINOR	
	Indiana Ave (SR 2075)	E Morganton Rd.	N Bethesda Rd.	Southern Pines	0.8	26	2	11	-	35	9,900	7,500	8,000	8,000	ADQ	ADQ	-	MINOR	
	Indiana Ave (SR 2075)	N Bethesda Rd.	Fort Bragg Rd.	Southern Pines	0.6	22	2	10	-	45	10,900	6,200	7,800	7,800	ADQ	ADQ	-	MINOR	
MOOR0029-H	Indiana Ave (SR 2075)	Fort Bragg Rd.	Strathmore Rd.	County	1.2	22	2	10	-	45	10,900	5,900	7,600	7,600	13,800	2B	60	Min	
MOOR0029-H	Indiana Ave (SR 2075)	Strathmore Rd.	NC 211	Southern Pines, County	1.4	22	2	10	-	45	10,900	4,700	7,600	7,600	13,800	2B	60	Min	
	Jackson Springs Rd (SR 1122)	NC 73	Hotel St. (SR 1125)	County	0.4	18	2	9	-	55	13,100	270	1,900	1,900	ADQ	ADQ	-	MINOR	
	Jackson Springs Rd (SR 1122)	Hotel St. (SR 1125)	Jones Rd.	County	3.7	22	2	10	-	55	13,600	500	1,900	1,900	ADQ	ADQ	-	MINOR	
	Jackson Springs Rd (SR 1122)	Jones Rd.	Hoffman Rd. (SR 1004)	County		22	2	10	60	55	13,600	590	2,100	2,100	ADQ	ADQ	-	MINOR	
	Juniper Lake Rd. (SR 1216)	NC 211	Beulah Hill Church Rd (SR 1210)	County	0.9	24	2	11	60	45, 35	9,900	1,800	2,500	2,400	ADQ	ADQ	-	MINOR	
	Juniper Lake Rd. (SR 1216)	Beulah Hill Church Rd (SR 1210)	Murdocksville Rd (SR 1209)	County	1.1	22	2	10	60	35	9,500	970	1,900	1,800	ADQ	ADQ	-	MINOR	
	Juniper Lake Rd. (SR 1216)	Murdocksville Rd (SR 1209)	US 15-501	County	1.8	22	2	10	60	55	9,500	1,200	1,900	1,800	ADQ	ADQ	-	MINOR	
	Kanoy Rd (SR 1227)	Howle Rd.	Douglas Chapel Rd.	County	0.7	24	2	11	-	55	14,100	1,700	2,100	2,100	ADQ	ADQ	-	MINOR	

HIGHWAY

Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System							2040 Proposed System							CTP Classification	Proposals for Other Modes
		From	To			Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)					
	Knoll Rd	Airport Rd.	NC 2 (Midland Rd.)	Southern Pines County, Southern Pines	1.5	40	3	11	80	40	12,300	-	2,200	2,200	ADQ	ADQ	-	MINOR			
	Knoll Rd	NC 2 (Midland Rd.)	Voit Gilmore Ln.		1.5	24	2	12	-	35	10,200	-	-	-	ADQ	ADQ	-	MINOR			
	Lakebay Rd. (SR 2023)	Youngs Rd.	Aiken Rd.	County	3.2	18	2	9	-	55	13,100	1,000	1,300	1,300	ADQ	ADQ	-	MINOR			
	Lakebay Rd. (SR 2023)	Aiken Rd.	NC 690 (Lobelia Rd.)	County	3.5	18	2	9	-	55	13,100	960	1,300	1,300	ADQ	ADQ	-	MINOR			
	Linden Rd (SR 1115)	NC 5 (Beulah Hill Rd. N)	Foxfire Rd. (SR 1122)	Pinehurst	2	20	2	10	60	35, 45	11,400	3,600	9,600	5,600	ADQ	ADQ	-	MINOR			
	Linden Rd (SR 1115)	Foxfire Rd. (SR 1122)	Linden Pines Pl.	County	0.8	22	2	11	60	45	11,800	N/A	4,000	5,600	ADQ	ADQ	-	MINOR			
	Linden Rd (SR 1115)	Linden Pines Pl.	NC 5	County, Pinehurst	3	24	2	11	60	45, 55	11,800	1,900	4,000	3,200	ADQ	ADQ	-	MINOR			
MOOR0036-H	Linden Rd. Extension	Linden Rd.	Western Connector	County	-	-	-	-	-	-	-	-	-	3,800	12,200	2A	60	MINOR			
	Main St. (SR 1210)	Juniper Lake Rd.	NC 1283	Taylortown	0.9	22	2	10	-	35	9,500	570	1,600	1,600	ADQ	ADQ	-	MINOR			
	Main St. (SR 1210)	NC 1283	Taylor Ave.	Taylortown	0.3	22	2	10	-	35	9,500	1,400	2,100	2,100	ADQ	ADQ	-	MINOR			
	Main St. (SR 1210)	Taylor Ave.	NC 211	Taylortown	0.3	22	2	10	-	35	9,500	6,200	8,200	8,200	ADQ	ADQ	-	MINOR			
	May St. (SR 2080)	US 1	Valley View Rd.	County	1.5	24	2	10	60	55	12,000	2,400	3,800	3,800	ADQ	ADQ	-	MINOR			
	May St. (SR 2080)	Valley View Rd.	Shields Rd.	County, Southern Pines	0.9	24	2	10	60	55	12,000	4,000	6,800	6,800	ADQ	ADQ	-	MINOR			
	May St. (SR 2080)	Shields Rd.	E Delaware Rd.	Southern Pines	0.5	22	2	10	60	35, 55	9,500	4,400	7,100	7,100	ADQ	ADQ	-	MINOR			
	May St. (SR 2080)	E Delaware Rd.	E Connecticut Ave.	Southern Pines	0.5	30	2	15	60	35	10,200	7,600	8,600	8,600	ADQ	ADQ	-	MINOR			
	May St. (SR 2080)	E Connecticut Ave.	E Pennsylvania Ave.	Southern Pines	0.2	30	2	15	60	35	10,200	8,800	8,200	8,200	ADQ	ADQ	-	MINOR			
	May St. (SR 2080)	E Pennsylvania Ave.	E Indiana Ave.	Southern Pines	0.3	30	2	15	60	35	10,200	8,000	10,100	10,100	ADQ	ADQ	-	MINOR			
	May St. (SR 2080)	E Indiana Ave.	E Morganton Rd.	Southern Pines	0.3	30	2	15	60	35	10,200	5,800	4,000	4,000	ADQ	ADQ	-	MINOR			
	McCaskill Rd (SR 1838)	Farm Life School Rd. (SR 1831)	Michael Rd.	County	0.8	20	2	10	60	55	13,600	1,600	1,200	1,200	ADQ	ADQ	-	MINOR			
	McCaskill Rd (SR 1838)	Michael Rd.	NC 22	County	0.9	18	2	9	60	55	13,100	1,200	1,200	1,200	ADQ	ADQ	-	MINOR			
MOOR0026-H	McCaskill Rd (SR 1838)	NC 22	US 15-501	County	1.8	24	2	10	60	55	13,600	2,900	2,200	2,200	ADQ	2B	60	MINOR			
	McLauchlin Rd (SR 2014)	NC 690	Oak Grove Rd.	County	0.2	18	2	9	-	55	13,600	2,600	2,400	2,400	ADQ	ADQ	-	MINOR			

HIGHWAY

Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System						2040 Proposed System						CTP Classifi- cation	Proposals for Other Modes
		From	To			Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross- Section	ROW (ft)			
	McLauchlin Rd (SR 2014)	Oak Grove Rd.	Cypress Church Rd.	County	2.8	18	2	9	55	13,600	N/A	1,000	1,000	ADQ	ADQ	-	MINOR		
	McPherson Rd (SR 2018)	NC 690	Harnett Co	County	1.5	20	2	10	55	14,100	2,300	-	-	ADQ	ADQ	-	MINOR		
	Middleton St. (SR 1002)	Talc Mine Rd.	NC 705	County, Robbins	1.2	22- 41	2	10- 12	45, 55, 35	11,400	2,100	600	600	ADQ	ADQ	-	MINOR		
MOOR0019A-H	Midland Rd. (SR 2035)	US 1	Artillery Rd.	Southern Pines	0.5	58	4D	9	35	26,200	5,400	6,100	6,100	ADQ	2E	60	MAJOR		
MOOR0019A-H	Midland Rd. (SR 2035)	Artillery Rd.	Clark St. (SR 2032)	Southern Pines	0.2	58	4D	9	35	26,200	4,400	6,500	6,500	ADQ	2E	60	MAJOR		
	Midland Rd. (SR 2035)	Clark St. (SR 2032)	NW Broad St. (SR 2160)	Southern Pines	0.1	56	4D	9	35	26,200	4,400	5,800	5,800	ADQ	ADQ	-	MAJOR		
	Mill Rd (SR 1126)	Flowers Rd. (SR 1137)	Currie Mill Rd.	County	1.2	18	2	9	55	13,600	590	2,000	2,000	ADQ	ADQ	-	MINOR		
	Mill Rd (SR 1126)	Currie Mill Rd.	Hotel St.	County	0.4	18	2	9	45	13,100	720	2,300	2,300	ADQ	ADQ	-	MINOR		
MOOR0039-H	Morganton Rd. (SR 1205)	NC 5	Monticello Dr.	Pinehurst	1.1	24	2	10	35	10,800	10,000	15,600	15,600	ADQ	ADQ	-	MINOR		
	Morganton Rd. (SR 1205)	Monticello Dr.	US 15-501	Pinehurst, County	1.1	24	2	11	35, 45	12,300	14,000	20,500	20,500	ADQ	ADQ	-	MINOR		
	Morganton Rd. (SR 1205)	US 15-501	Felton Chapel Ln.	Southern Pines	0.2	62- 80	5-6	12- 14	45	27,600	15,000	24,700	24,700	ADQ	ADQ	-	MAJOR		
	Morganton Rd. (SR 1205)	Felton Chapel Ln.	S Henley St.	Southern Pines, County	1	70- 80	4-6	12	35, 45	27,600	15,000	17,800	17,800	ADQ	ADQ	-	MAJOR		
	Morganton Rd. (SR 1205)	S Henley St.	US 1	Southern Pines	0.4	64- 70	4-6	12- 15	35	26,000	16,000	18,900	18,900	ADQ	ADQ	-	MAJOR		
	Morganton Rd. (SR 1205)	US 1	SW Broad St.	Southern Pines	0.3	36- 76	3-6	12	35	24,300	8,900	13,400	13,400	ADQ	ADQ	-	MAJOR		
	Morganton Rd. (SR 1205)	SW Broad St.	S May St.	Southern Pines	0.2	36	3	12	35	12,700	11,000	11,600	11,600	ADQ	ADQ	-	MINOR		
	Mount Carmel Rd (SR 1210)	NC 24-27	Firelane Rd.	County	2.2	20	2	9	55	13,100	1,300	1,800	1,800	ADQ	ADQ	-	MINOR		
	Mount Carmel Rd (SR 1210)	Firelane Rd.	Peace Haven Ln.	County	2.8	20	2	9	55	13,100	870	1,800	1,800	ADQ	ADQ	-	MINOR		
	Mount Carmel Rd (SR 1210)	Peace Haven Ln.	Dowd Rd.	County	2.5	20	2	9	55	13,100	740	2,500	2,500	ADQ	ADQ	-	MINOR		
	Murdocksville Rd (SR 1209)	Summer Hill Church Rd.	Wood River Rd.	County	1.2	20	2	9	55	13,100	1,100	1,600	1,600	ADQ	ADQ	-	MINOR		
	Murdocksville Rd (SR 1209)	Wood River Rd.	NC 73	County	1.3	20	2	9	55	13,100	1,100	1,800	1,800	ADQ	ADQ	-	MINOR		
	Murdocksville Rd (SR 1209)	NC 73	Talbot Rd.	County	0.3	24	2	10	55	13,600	1,300	3,900	3,900	ADQ	ADQ	-	MINOR		
	Murdocksville Rd (SR 1209)	Talbot Rd.	Hardee Branch Rd.	County	1	24	2	10	55	13,600	1,300	3,900	3,900	ADQ	ADQ	-	MINOR		
	Murdocksville Rd (SR 1209)	Hardee Branch Rd.	Juniper Lake Rd.	County	78	22	2	10	55, 45	13,600	2,700	4,600	4,600	ADQ	ADQ	-	MINOR		

HIGHWAY																				
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System						2040 Proposed System						CTP Classification	Proposals for Other Modes	
		From	To			Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
	Murdockville Rd (SR 1209)	Juniper Lake Rd.	Lincoln Rd.	County	0.6	24	2	10	60	45	11,400	4,500	4,500	ADQ	ADQ	-	MINOR			
	Murdockville Rd (SR 1209)	Lincoln Rd.	NC 211	County	0.8	24	2	10	60	45	11,400	4,500	4,500	ADQ	ADQ	-	MINOR			
	Murray Hill Rd. (SR 1204)	US 15-501	US 1	Southern Pines	0.7	22	2	10	60	35	9,500	15,600	15,600	ADQ	ADQ	-	MINOR			
	Needham Grove Rd (SR 1003)	Randolph Co	Cedar Hill Rd.	County	0.5	22	2	9	-	55	7,500	1,000	1,000	ADQ	ADQ	-	MINOR			
	Needham Grove Rd (SR 1003)	Cedar Hill Rd.	Jasper Rd.	County	3.1	22	2	9	-	55	7,500	1,000	1,000	ADQ	ADQ	-	MINOR			
	Needham Grove Rd (SR 1003)	Jasper Rd.	Oscar Rd.	County	0.8	22	2	9	-	55	7,500	1,000	1,000	ADQ	ADQ	-	MINOR			
	Needham Grove Rd (SR 1003)	Oscar Rd.	N Howard Mill Rd.	County	0.6	22	2	9	-	55	7,500	1,000	1,000	ADQ	ADQ	-	MINOR			
	Niagara Carthage Rd (SR 1802)	Farm Life School Rd.	Vass-Carthage Rd. (SR 1803)	County	0.9	20	2	9	100	55	7,500	2,400	2,400	ADQ	ADQ	-	MINOR			
	Niagara Carthage Rd (SR 1802)	Vass-Carthage Rd. (SR 1803)	S Lakeshore Dr.	County, Whispering Pines	0.9	24	2	11	100	55	9,900	2,400	3,000	ADQ	ADQ	-	MINOR			
	Niagara Carthage Rd (SR 1802)	S Lakeshore Dr.	Airport Rd.	County, Whispering Pines	1.8	24	2	11	100	35, 45, 55	9,900	4,900	4,900	ADQ	ADQ	-	MINOR			
	Niagara Carthage Rd (SR 1802)	Airport Rd.	Camp Easter Rd.	County, Whispering Pines	1.3	24	2	11	100	55	9,900	4,900	4,900	ADQ	ADQ	-	MINOR			
	Niagara Carthage Rd (SR 1802)	Camp Easter Rd.	Park Hill Rd.	County	1.4	22	2	11	100	55, 45	9,900	4,100	4,100	ADQ	ADQ	-	MINOR			
	Niagara Carthage Rd (SR 1802)	Park Hill Rd.	Valley View Rd.	County	0.3	20	2	9	100	45, 35	7,500	2,800	2,800	ADQ	ADQ	-	MINOR			
	North Moore Rd. (SR 1470)	NC 705	Carter Rd.	Robbins, County	1.3	26	2	11	-	35, 55	9,900	1,800	2,300	ADQ	ADQ	-	MINOR			
	North Moore Rd. (SR 1470)	Carter Rd.	Lakey Siding Rd. (SR 1479)	County	1.3	26	2	10	-	55	9,000	1,600	2,100	ADQ	ADQ	-	MINOR			
MOOR0028-H	North Moore Rd. (SR 1470)	Lakey Siding Rd. (SR 1479)	Ricky Rd.	County	1.7	26	2	10	-	55	9,000	2,700	3,500	14,600	3A	80	MINOR			
	North Moore Rd. (SR 1470)	Ricky Rd.	NC 22	County	1.4	24	2	10	-	55	9,000	1,500	2,000	ADQ	ADQ	-	MINOR			
	Old US Hwy 1	Morganton Rd.	US 1	Southern Pines	0.5	50	3	12	80	35	12,700	10,600	10,600	ADQ	ADQ	-	MINOR			
	Page Rd (SR 1208)	Midland Rd.	NC 211 (Yadkin Rd.)	Pinehurst	0.5	22	2	11	60	35	9,900	4,400	7,500	ADQ	ADQ	-	MINOR			
	Page Rd (SR 1208)	NC 211 (Yadkin Rd.)	US 15-501	Pinehurst	0.6	38	3	12	60	20, 35	12,700	6,100	9,000	ADQ	ADQ	-	MINOR			
MOOR0024-H	Pee Dee Rd. (SR 2063) (Aberdeen)	NC 211 (Raeford Rd.)	Parkway Dr.	Aberdeen, County	0.1	24	2	9	60	45	10,500	1,400	5,400	14,600	2B	60	MINOR			
MOOR0024-H	Pee Dee Rd. (SR 2063) (Aberdeen)	Parkway Dr.	Keyser St.	Aberdeen, County	0.7	21	2	9	60	45, 55	10,500	1,400	5,400	14,600	2B	60	MINOR			

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System						2040 Proposed System						CTP Classification	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
MOOR0024-H	Pee Dee Rd. (SR 2063) (Aberdeen)	Keyser St.	US 15-501	County	0.6	24	2	9	60	55	11,600	540	2,100	5,900	14,600	2B	60	MINOR	
	Pee Dee Rd. (SR 1848) (Southern Pines)	NC 22 (Central Dr.)	NC 2 (Midland Rd.)	Southern Pines	1	24	2	10	60	45	11,400	4,000	6,500	6,500	ADQ	ADQ	-	MINOR	
	Pennsylvania Ave (SR 1848)	NC 2	N Glover St.	Southern Pines	0.7	26-50	2	18	60	35	11,100	6,700	8,300	8,800	ADQ	ADQ	-	MINOR	
	Pennsylvania Ave (SR 1848)	N Glover St.	US 1	Southern Pines	0.6	50-55	2-3	18	80	35	11,100	9,000	10,900	10,900	ADQ	ADQ	-	MINOR	
	Pennsylvania Ave (SR 1848)	US 1	NW Broad St.	Southern Pines	0.5	52	2-3	18	80	35, 20	11,100	3,700	5,600	5,600	ADQ	ADQ	-	MINOR	
	Pennsylvania Ave (SR 1848)	NW Broad St.	N May St.	Southern Pines	0.2	38	2	12	80	20	10,000	610	1,900	1,900	ADQ	ADQ	-	MINOR	
	Pinehurst Ave.	US 15-501	US 1	Southern pines	0.5	22-40	2-3	12	10-	35	12,300	-	-	-	ADQ	ADQ	-	MINOR	
	Plank Rd (SR 1477)	N Green St.	Lakey Siding Rd.	Robbins, County	1.5	24	2	11	-	55	14,100	2,100	2,200	2,200	ADQ	ADQ	-	MINOR	
	Plank Rd (SR 1477)	Lakey Siding Rd.	Lonnie Rd.	County	0.5	24	2	11	-	55	14,100	-	-	-	ADQ	ADQ	-	MINOR	
	Plank Rd (SR 1477)	Lonnie Rd.	Cockman Rd.	County	0.5	25	2	11	-	55	14,100	2,200	3,000	3,000	ADQ	ADQ	-	MINOR	
	Plank Rd (SR 1477)	Cockman Rd.	Crabtree Rd.	County	2.4	24	2	11	-	55	14,100	-	-	-	ADQ	ADQ	-	MINOR	
	Plank Rd (SR 1477)	Crabtree Rd.	NC 24-27	County	0.9	24	2	11	-	55	14,100	2,100	2,800	2,800	ADQ	ADQ	-	MINOR	
	Poplar St. (SR 2055)	US 1	5th St.	Aberdeen	0.6	30-40	2-3	12	60	35	12,700	3,500	7,700	7,700	ADQ	ADQ	-	MINOR	
	Poplar St. (SR 2055)	5th St.	Montford St.	Aberdeen	0.8	26	2	11	60	35	9,900	660	-	-	ADQ	ADQ	-	MINOR	
	Poplar St. (SR 2055)	Montford St.	W Main St.	Aberdeen	0.5	30	2	12	60	35	10,200	2,300	8,600	8,600	ADQ	ADQ	-	MINOR	
	Putnam-Glendon Rd (SR 1629)	NC 22	Spruell Rd.	County	1.4	18	2	8	-	55	7,500	450	500	500	ADQ	ADQ	-	MINOR	
	Putnam-Glendon Rd (SR 1629)	Spruell Rd.	Cool Springs Rd.	County	2.8	19	2	8	-	55	7,500	690	700	700	ADQ	ADQ	-	MINOR	
	Putnam-Glendon Rd (SR 1629)	Cool Springs Rd.	Glendon-Carhage Rd.	County	2	19	2	9	-	55	7,500	310	600	600	ADQ	ADQ	-	MINOR	
	Roseland Rd. (SR 1112)	Hoffman Rd. (SR 1004)	Roseland Pl.	County	2.1	24	2	10	60	55	13,600	1,800	2,500	1,800	ADQ	ADQ	-	MINOR	
MOOR0003-H	Roseland Rd. (SR 1112)	Roseland Pl.	Sand Pit Rd. (SR 1103)	County	3.4	24	2	10	60	55	13,600	3,300	9,000	22,400	40,500	4E	130	MAJOR	
MOOR0003-H	Roseland Rd. (SR 1112)	Sand Pit Rd. (SR 1103)	Batchelor Farm Rd.	County	0.9	24	2	10	60	45	11,400	3,700	9,400	22,800	40,500	4E	130	MAJOR	
	Roseland Rd. (SR 1112)	Batchelor Farm Rd.	US 1 (Sandhills Blvd.)	County	1.6	24	2	10	60	45, 35	11,400	3,300	7,000	5,100	ADQ	ADQ	-	MINOR	
MOOR00037-H	Roseland Rd. Extension (SR 1112)	US 1	US 15-501 @ NC 211	Aberdeen	-	-	-	-	-	-	-	-	-	-	-	2A	60	MINOR	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System						2040 Proposed System						CTP Classification	Proposals for Other Modes
		From	To			Lanes	Total Width (ft)	Lane Width (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)			
	Vass Carthage Rd (SR 1803)	US 15-501	Westview Rd.	Carthage, County	2.4	22	2	10	100	45	11,400	1,700	2,400	ADQ	ADQ	-	MINOR		
	Vass Carthage Rd (SR 1803)	Westview Rd.	Isabell Ln.	Carthage, County		24	2	11	100	55	14,100	1,500	1,700	ADQ	ADQ	-	MINOR		
	Vass Carthage Rd (SR 1803)	Isabell Ln.	Farm Life School Rd.	County	1.4	22	2	10	100	55	13,600	1,600	1,800	ADQ	ADQ	-	MINOR		
	Vass Carthage Rd (SR 1803)	Farm Life School Rd.	Niagara-Carthage Rd. (SR 1802)	County	1.1	22	2	9	100	55	13,100	2,000	2,300	ADQ	ADQ	-	MINOR		
	Vass Carthage Rd (SR 1803)	Niagara-Carthage Rd. (SR 1802)	Heritage Farm Rd.	County	1.2	22	2	9	100	55	13,100	2,800	3,100	ADQ	ADQ	-	MINOR		
	Vass Carthage Rd (SR 1803)	Heritage Farm Rd.	McIntosh Rd.	County	1.4	24	2	10	100	55	14,100	2,500	2,800	ADQ	ADQ	-	MINOR		
	Vass Carthage Rd (SR 1803)	McIntosh Rd.	Holly St.	Vass, County	2.2	22	2	10	100	55, 35	14,100	2,700	3,000	ADQ	ADQ	-	MINOR		
	Vass Carthage Rd (SR 1803)	Holly St.	US 1 BUS	Vass	0.1	48	2	24	100	35	10,200	3,600	3,900	ADQ	ADQ	-	MINOR		
	Vass Rd (SR 1802)	NC 24-27	US 15-501	Carthage	0.8	24	2	9	100	35, 45	9,200	2,300	4,300	ADQ	ADQ	-	MINOR		
	Voit Gilmore Ln (SR 1905)	US 15-501	Felton Chapel Ln	Southern Pines	0.8	28	2	12	60	25	1,000	3,800	4,300	ADQ	ADQ	-	MINOR		
	Waynor Rd. (SR 1897)	Boiling Way	NC 22	County	0.7	20	2	9	60	35	10,000	150	-	ADQ	ADQ	-	MINOR		
MOOR0003-H	Western Connector	NC 211	Foxfire Rd (SR 1122)	County, Pinehurst, Aberdeen, Foxfire	-	-	-	-	-	-	-	-	14,100	55,800	4A	180	MAJOR	B, P	
MOOR0003-H	Western Connector	Foxfire Rd (SR 1122)	Linden Road Extension	County, Pinehurst, Aberdeen, Foxfire	-	-	-	-	-	-	-	-	16,000	55,800	4A	180	MAJOR	B, P	
MOOR0003-H	Western Connector	Linden Road Extension	Roseland Rd (SR1112)	County, Pinehurst, Aberdeen, Foxfire	-	-	-	-	-	-	-	-	14,700	55,800	4A	180	MAJOR	B, P	
MOOR0003-H	Western Connector	Roseland Rd (SR1112)	Roseland Rd (SR1112)	County, Pinehurst, Aberdeen, Foxfire	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
MOOR0003-H	Western Connector	Roseland Rd (SR1112)	US 1	County, Pinehurst, Aberdeen, Foxfire	-	-	-	-	-	-	-	-	22,700	55,800	4A	180	MAJOR	B, P	
MOOR0020-H	Western Connector Extension	US 1	US 15-501	Aberdeen, County	-	-	-	-	-	-	-	-	9,600	14,600	2A	60	MINOR		

Concurrent with Roseland Road (SR 1112)

HIGHWAY																		
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2015 Existing System						2040 Proposed System					CTP Classification	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Youngs Rd. (SR 2026)	N May St.	N Ridge St.	Southern Pines, County	0.1	24	2	11	60	35	11,200	1,800	2,500	2,500	ADQ	ADQ	-	MINOR
	Youngs Rd. (SR 2026)	N Ridge St.	Lakebay Rd.	County	5.2	22	2	11	60	35, 45	11,200	760	1,200	1,200	ADQ	ADQ	-	MINOR

Footnotes:

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

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 Investments² (STI) law (House Bill 817) and are also consistent with SPOT Online (used for project prioritization³), 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 streets⁴, 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 Act⁵ (NEPA) documentation and through final design preparation.

On all existing and proposed roadways delineated in 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 that 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 that may need to accommodate an additional transportation mode.

2) For more information on STI, go to: <http://www.ncdot.gov/strategictransportationinvestments/>.

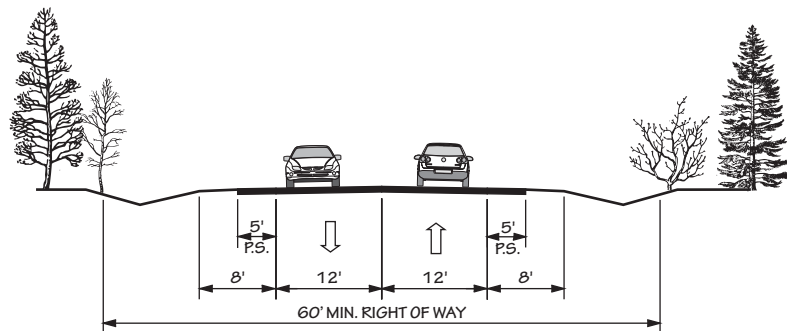
3) For more information on prioritization, go to: <https://connect.ncdot.gov/projects/planning/Pages/StrategicPrioritization.aspx>.

4) For more information on Complete Streets, go to: <http://www.completestreetsnc.org/>.

5) For more information on NEPA, go to: <http://ceq.hss.doe.gov/>.

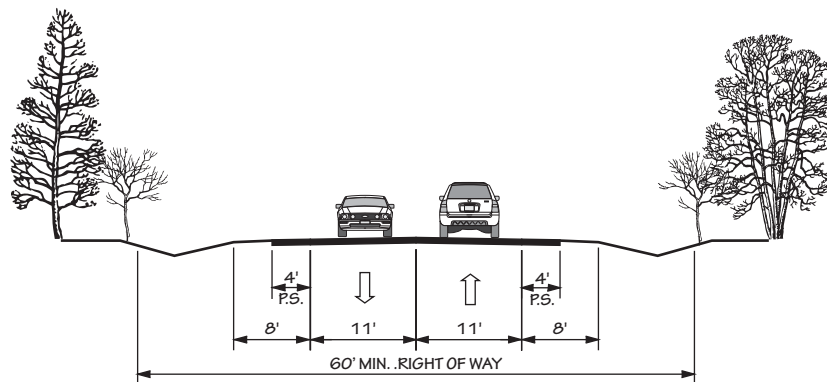
“TYPICAL” HIGHWAY CROSS SECTIONS

2A



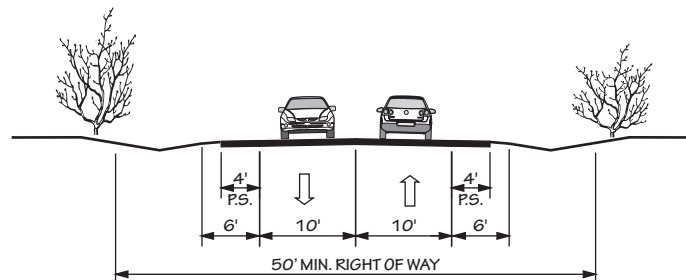
2 LANE UNDIVIDED WITH PAVED SHOULDERS
POSTED SPEED 55 MPH

2B



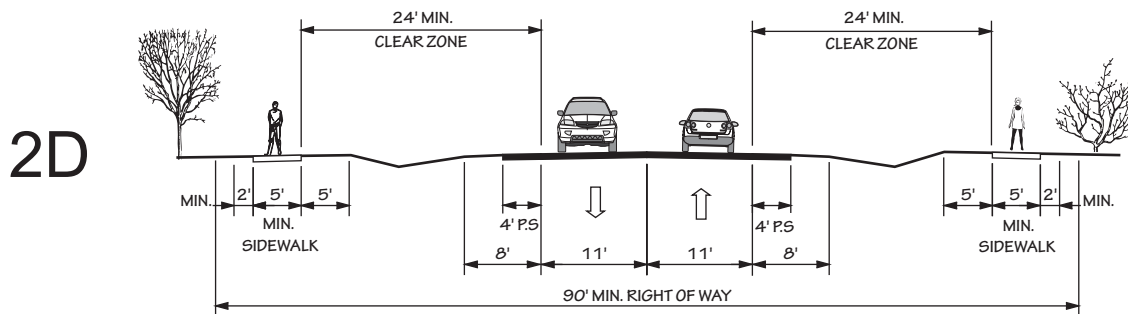
2 LANES UNDIVIDED
POSTED SPEED 45 MPH OR LESS

2C

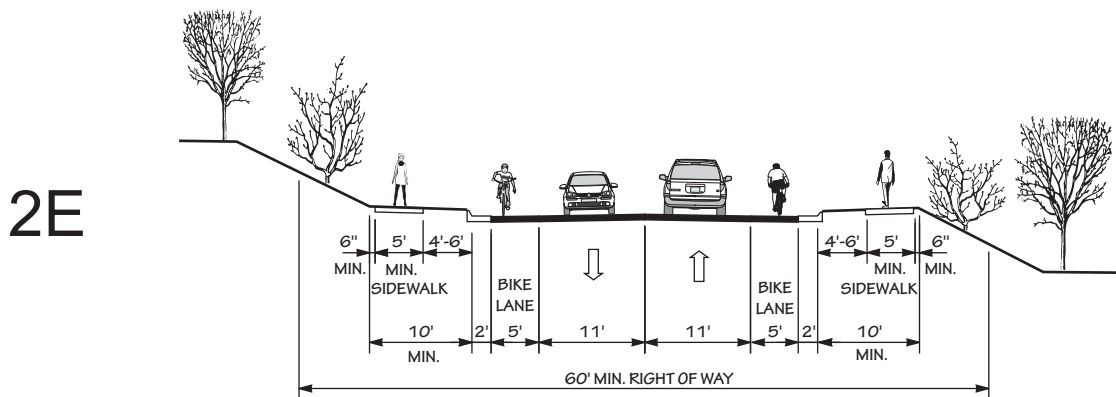


2 LANE UNDIVIDED WITH PAVED SHOULDERS
POSTED SPEED 25 - 35 MPH

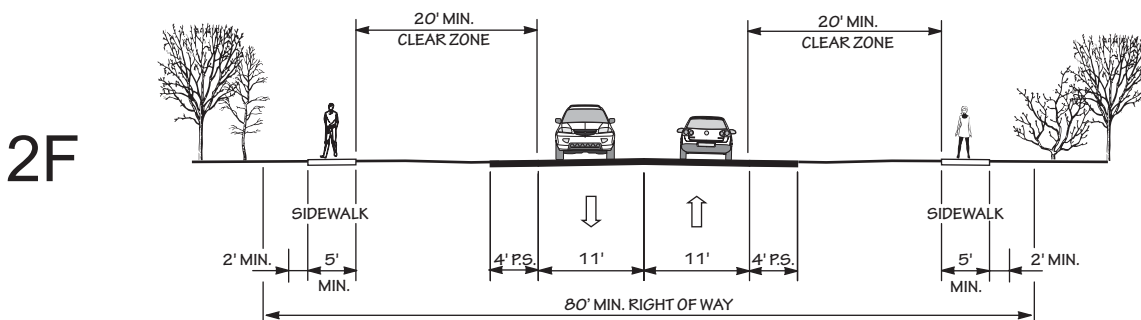
“TYPICAL” HIGHWAY CROSS SECTIONS



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
POSTED SPEED 25-45 MPH

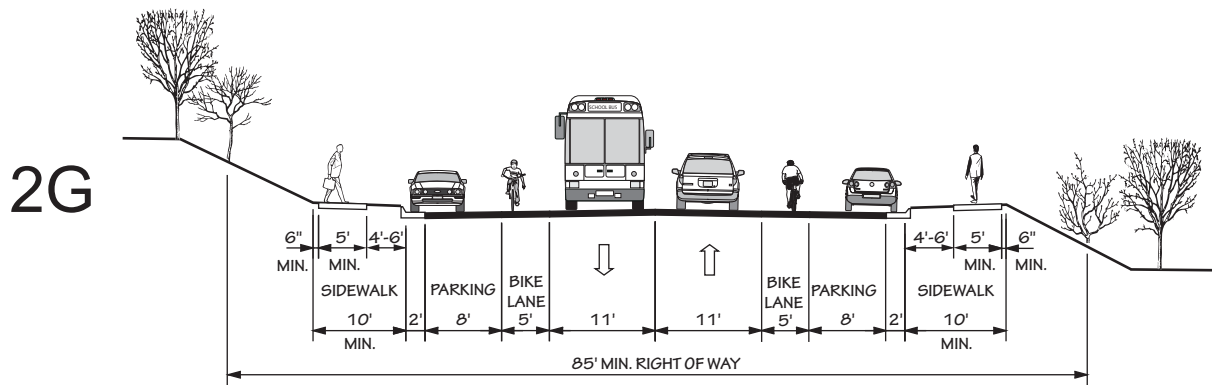


2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

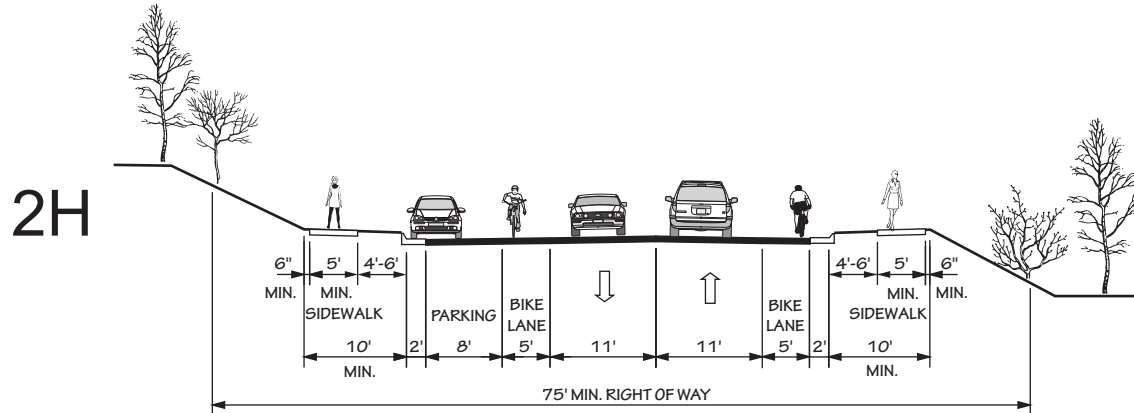


2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CEMA COUNTIES
POSTED SPEED 25-45 MPH

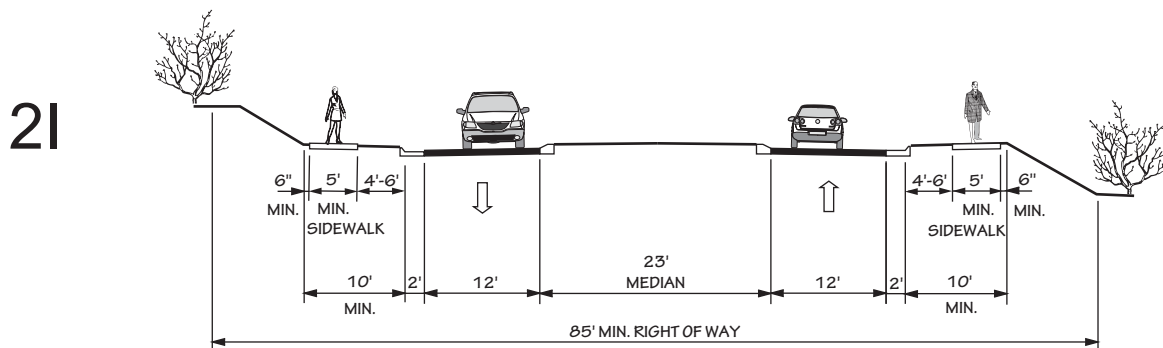
"TYPICAL" HIGHWAY CROSS SECTIONS



2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING BOTH SIDES,
BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

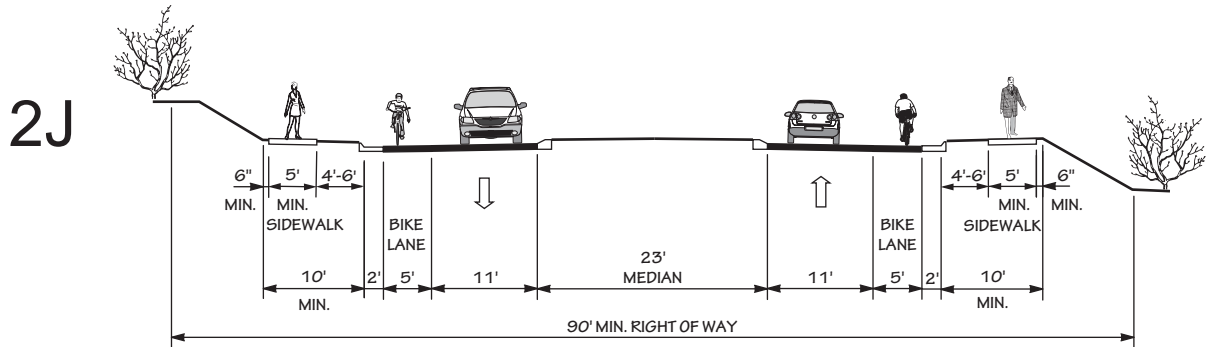


2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING ONE SIDE,
BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

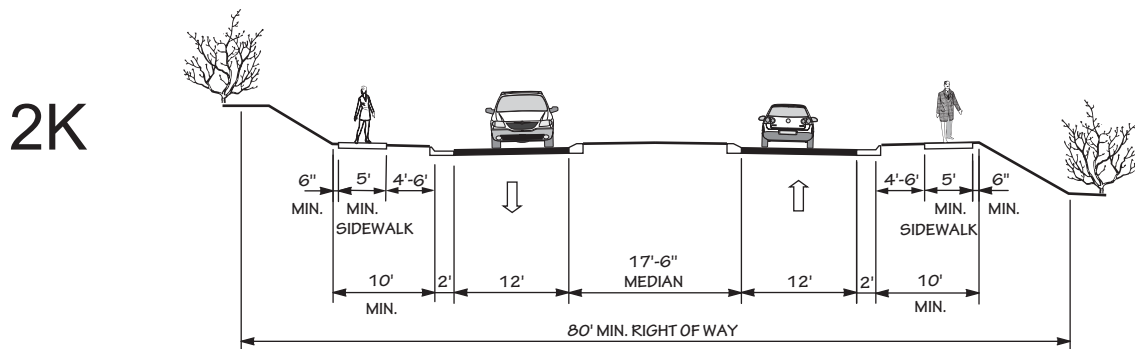


2 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER AND SIDEWALKS
POSTED SPEED 25-45 MPH

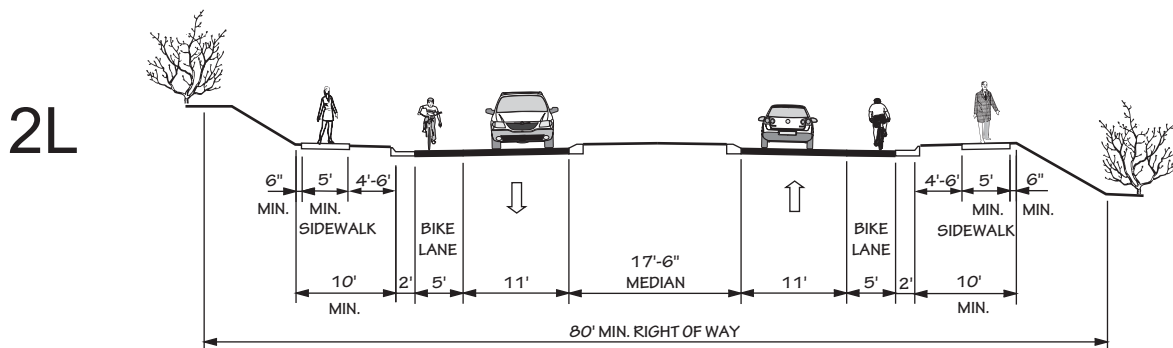
"TYPICAL" HIGHWAY CROSS SECTIONS



2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH



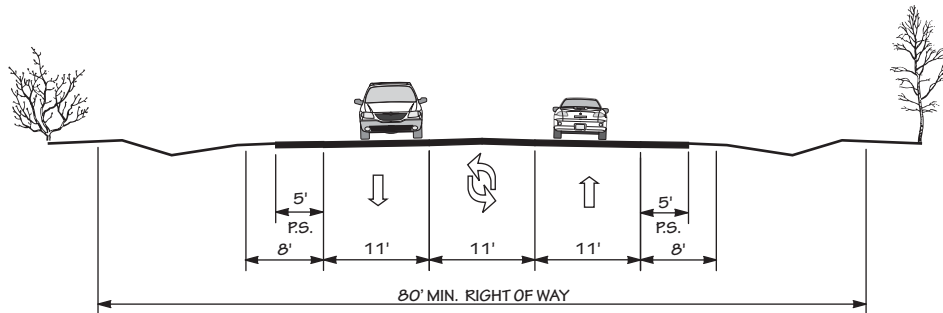
2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS
POSTED SPEED 25-45 MPH



2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

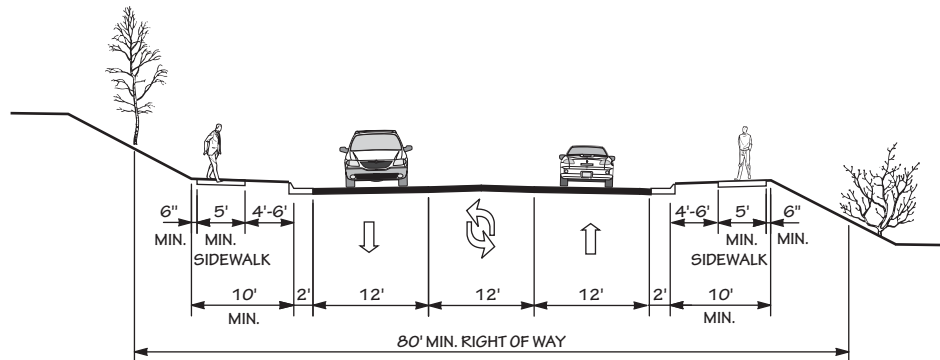
“TYPICAL” HIGHWAY CROSS SECTIONS

3A



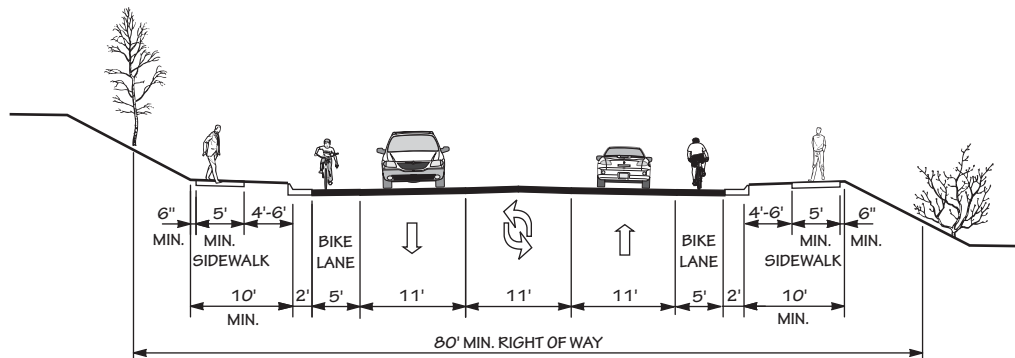
2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS
POSTED SPEED 25-55 MPH

3B



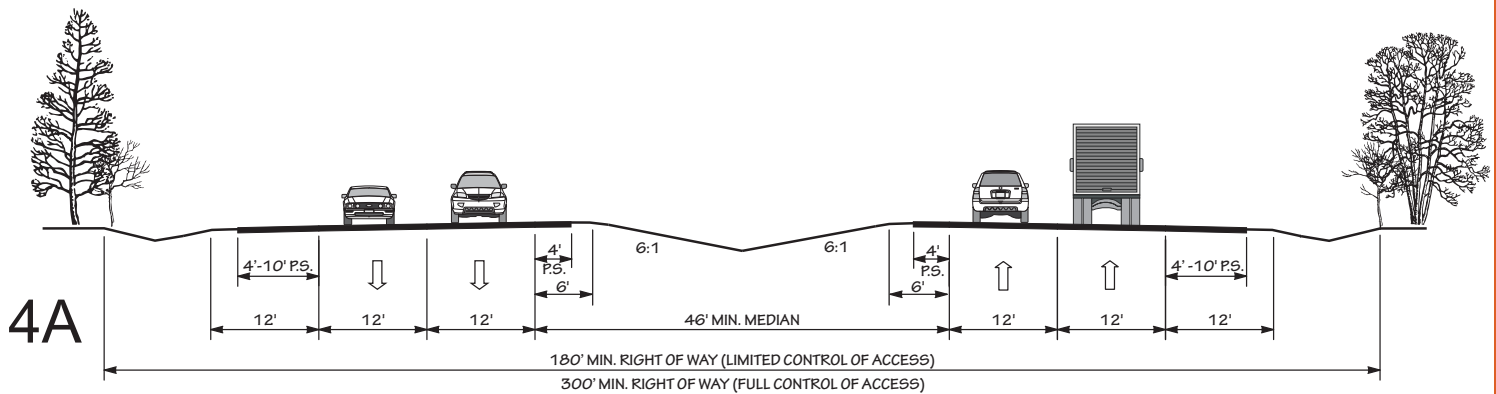
2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
AND SIDEWALKS
POSTED SPEED 25-45 MPH

3C

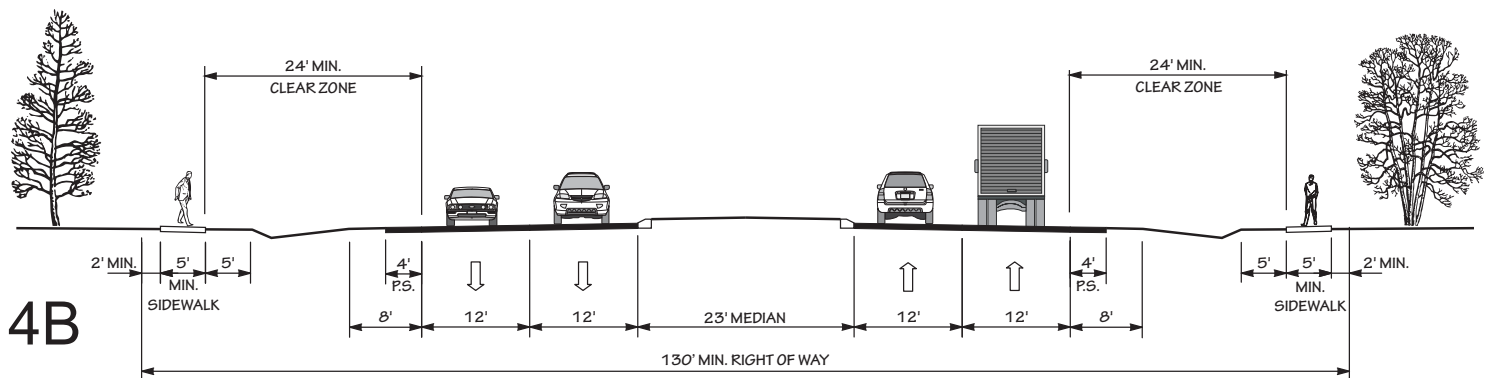


2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

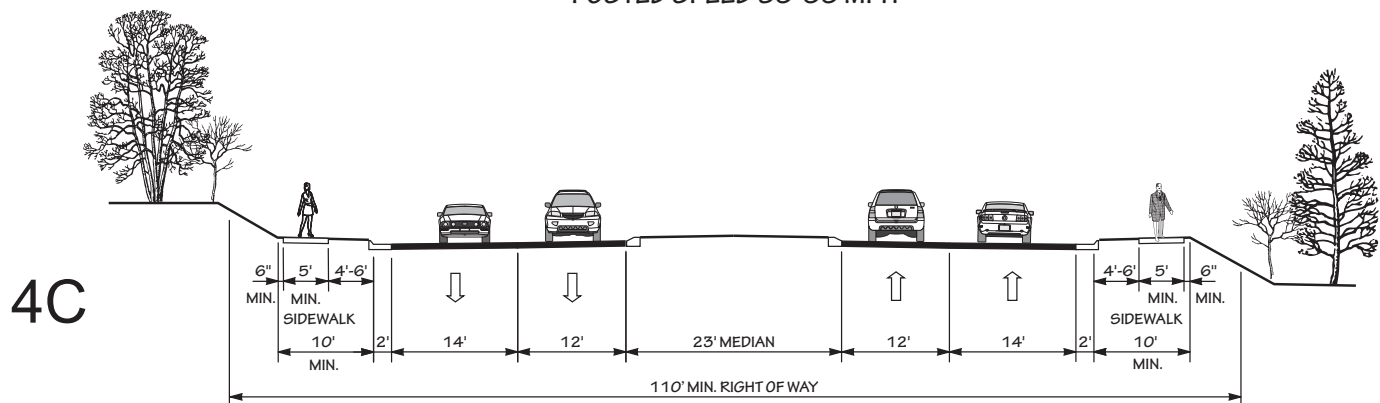
“TYPICAL” HIGHWAY CROSS SECTIONS



4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS
POSTED SPEED 45-70 MPH

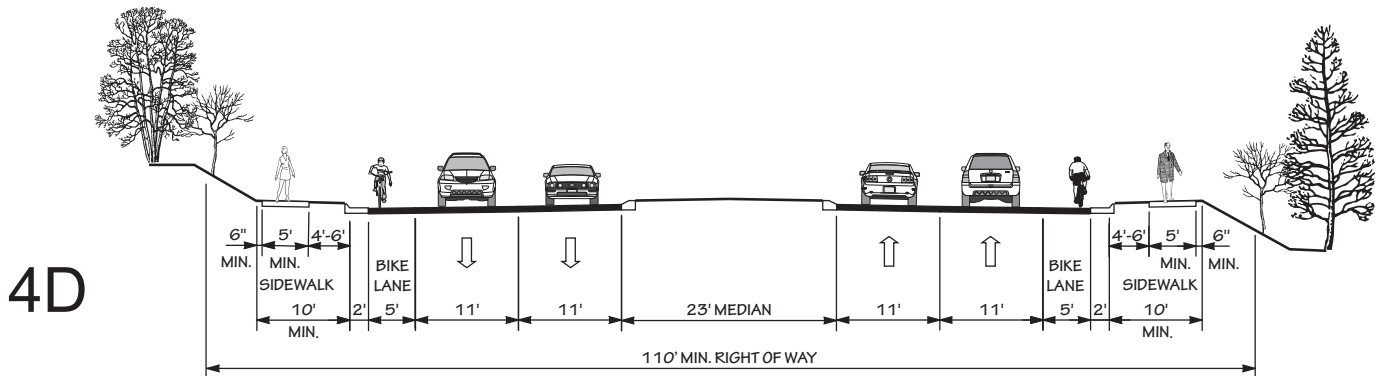


4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS
POSTED SPEED 35-55 MPH

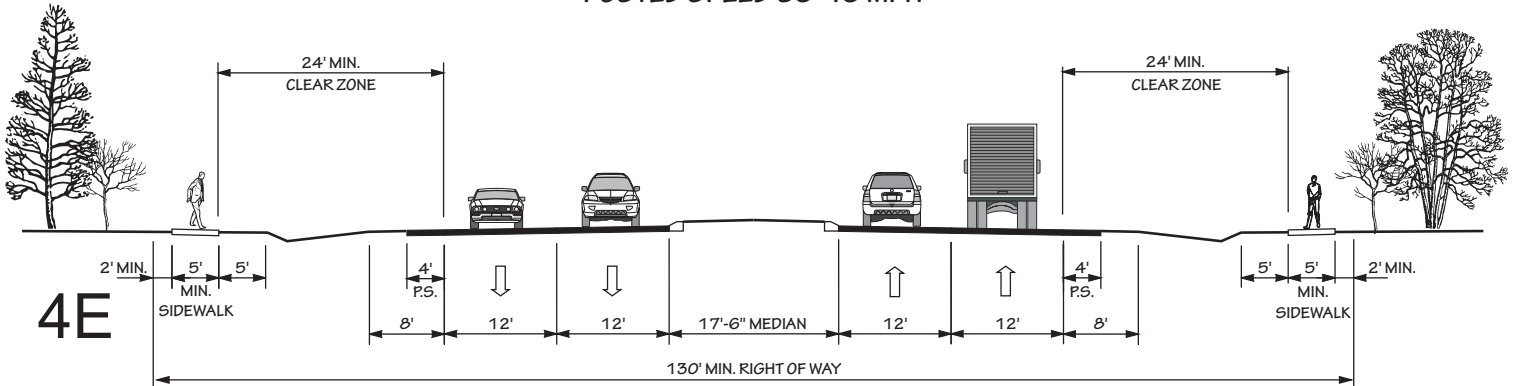


4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS
POSTED SPEED 35-45 MPH

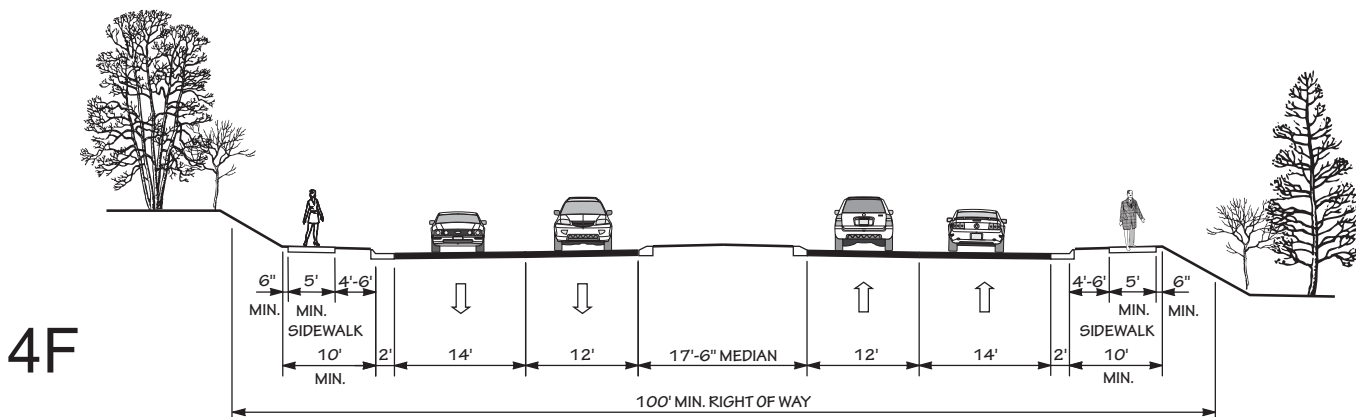
“TYPICAL” HIGHWAY CROSS SECTIONS



4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER,
BIKE LANES AND SIDEWALKS
POSTED SPEED 35-45 MPH

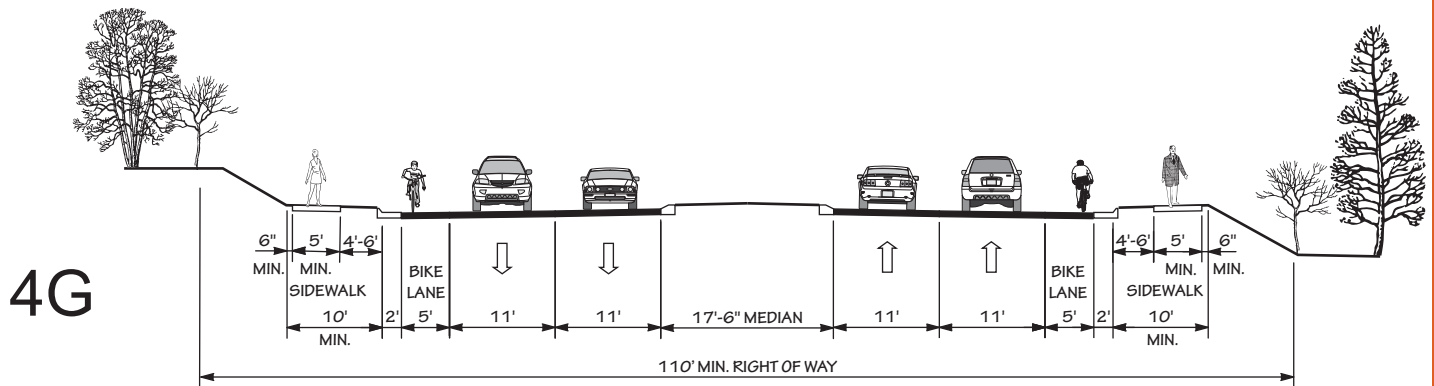


4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH
PAVED SHOULDERS AND SIDEWALKS
POSTED SPEED 35-55 MPH

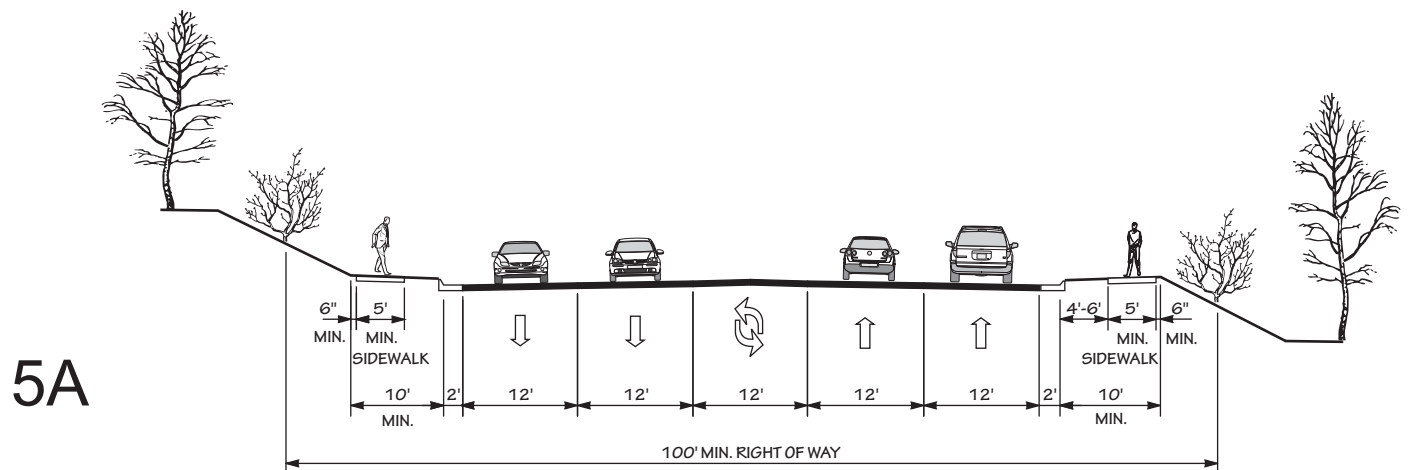


4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,
WIDE OUTSIDE LANES AND SIDEWALKS
POSTED SPEED 35-45 MPH

“TYPICAL” HIGHWAY CROSS SECTIONS

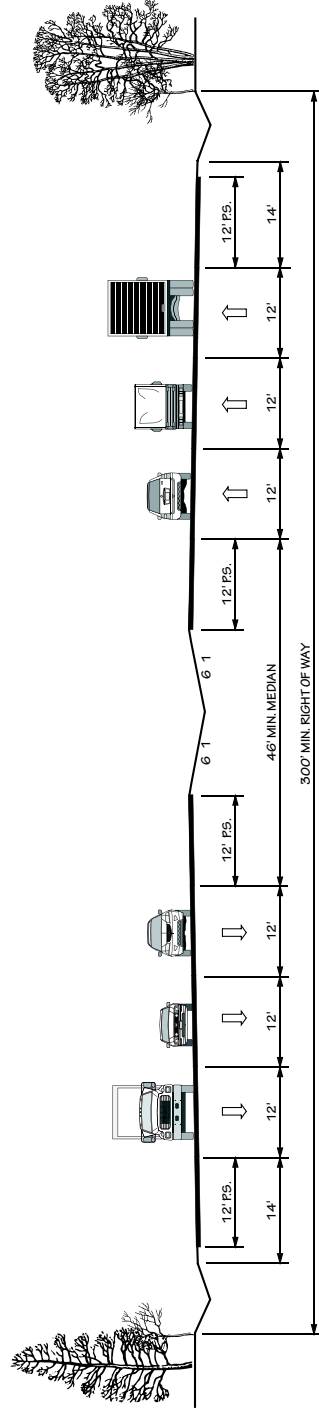


4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,
BIKE LANES, AND SIDEWALKS
POSTED SPEED 35-45 MPH

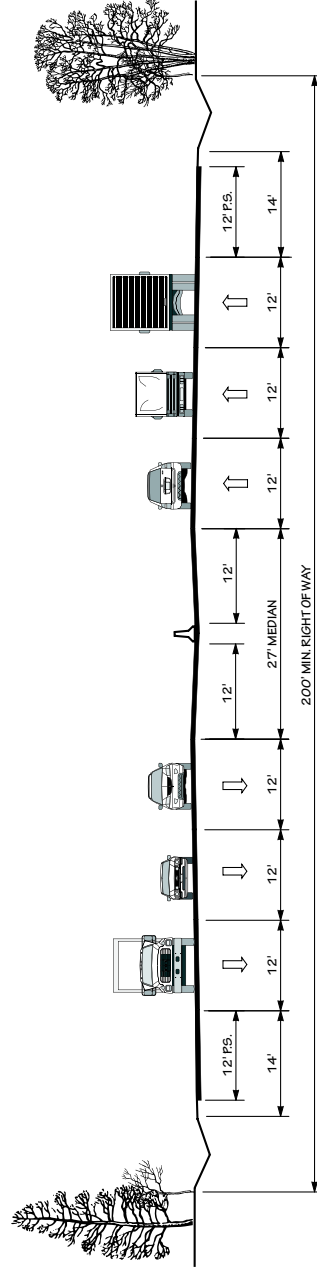


4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
AND SIDEWALKS
POSTED SPEED 35-45 MPH

“TYPICAL” HIGHWAY CROSS SECTIONS

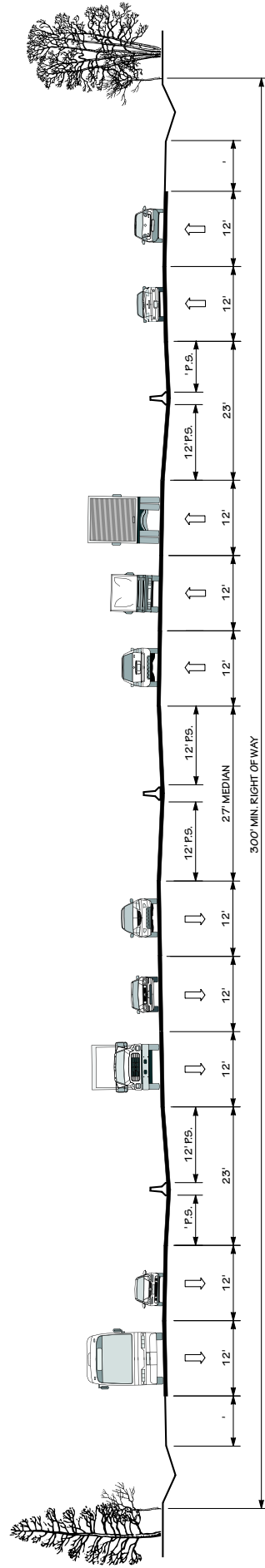


6A 6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS
POSTED SPEED 45-70 MPH



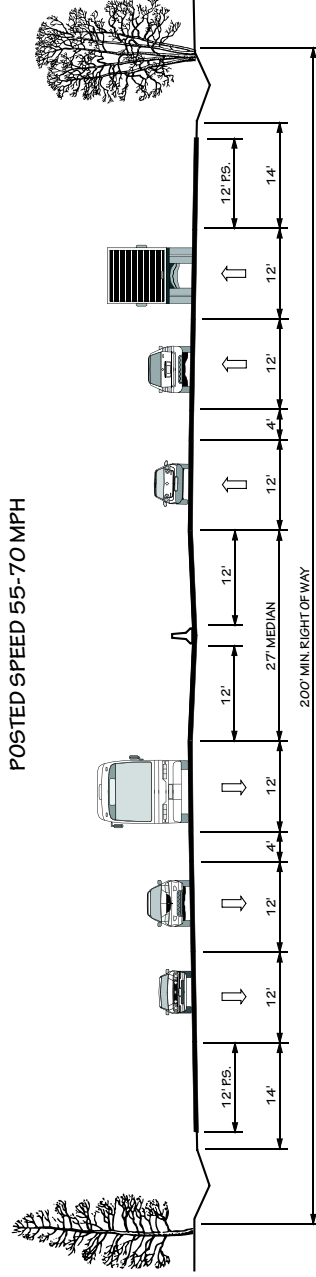
6B 6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER)
WITH PAVED SHOULDERS
POSTED SPEED 55-70 MPH

“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



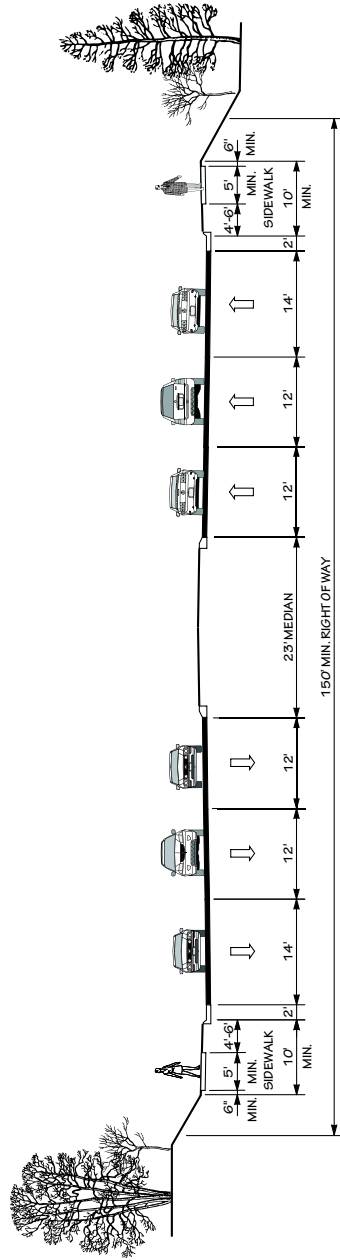
6D

6 LANE FREEWAY (4 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN
WITH JERSEY BARRIER) WITH PAVED SHOULDERS
POSTED SPEED 55-70 MPH

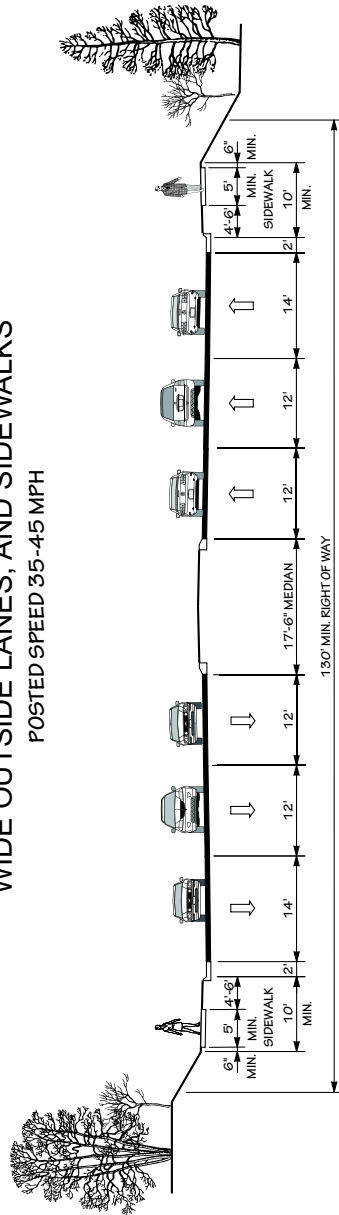
D-11

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

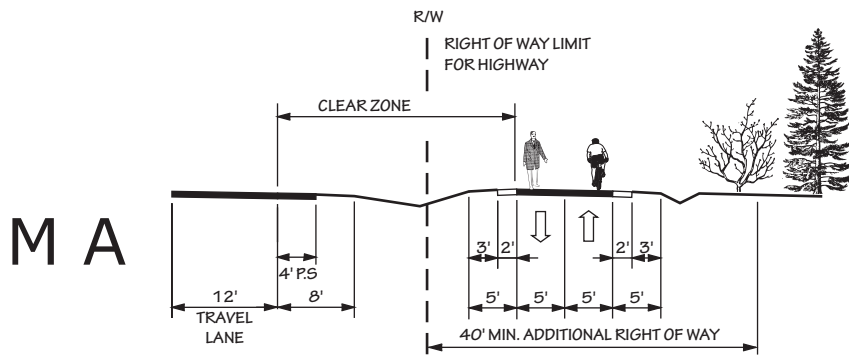


6F 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,
WIDE OUTSIDE LANES, AND SIDEWALKS
POSTED SPEED 35-45 MPH

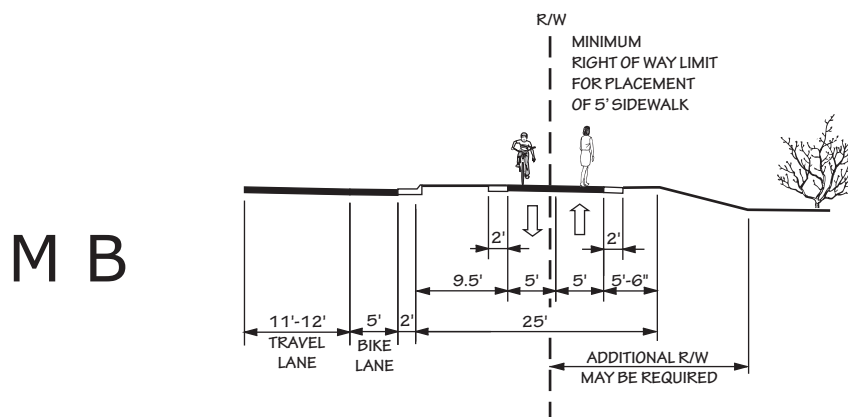
D-12

Revised 05/05/2014

“TYPICAL” HIGHWAY CROSS SECTIONS



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



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.

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 A

LOS B: Represents reasonably free flowing 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 B

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 C

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 D

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 E

LOS F: Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks.



LOS F

Appendix F

Bridge Deficiency Assessment

The STIP 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% represents an entirely sufficient bridge and zero represents an entirely insufficient 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). A Structurally Deficient bridge 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 5, and Figure 4. For more details on deficient bridges within the planning area, contact the Structures Management Unit using the information in Appendix A.

Table 5 - Deficient Bridges

Local ID (Figure 5)	Bridge Number	Facility	Feature	Condition
1	620026	SR 1124	DROWNING CREEK	SD
2	620049	SR 1621	DEEP RIVER	SD
3	620063	NC 22	BUFFALO CREEK	SD
4	620076	SR 1419	BEAR CREEK	SD
5	620144	SR 1401	MILL CREEK	SD
6	620039	SR 1838 (CLOSED)	LITTLE RIVER	SD
7	620005	NC 705	BEAR CREEK	FO
8	620006	SR 1947	BEAVER CREEK	FO
9	620007	SR 1825	LITTLE CRAINS CREEK	FO
10	620009	NC 690	SEABOARD COASTLINE RR	FO
11	620013	SR 1102	ABERDEEN CREEK	FO
12	620016	SR 1102	DROWNING CREEK	FO
13	620021	SR 1115	HORSE CREEK	FO
14	620023	US 15 / 501	LITTLE RIVER	FO
15	620032	US NBL	SR 2080 WBL	FO
16	620034	NC 24, NC 27	SIMLIN CREEK	FO
17	620037	SR 1802	US 15 / 501	FO
18	620040	NC 22, NC 24 & NC 27	KILLETS CREEK	FO

Local ID (Figure 5)	Bridge Number	Facility	Feature	Condition
19	620041	SR 1309	US 1	FO
20	620042	NC 24, NC 27	MEADOW CREEK	FO
21	620044	SR 1848	US 1	FO
22	620045	US 1 NBL	NC 2 & NC 22	FO
23	620048	SR 1625	BIG GOVERNORS CREEK	FO
24	620050	US 1 SBL	NC 2, NC 22	FO
25	620054	NC 22, NC 24	RICHLAND CREEK	FO
26	620056	US 1 NBL	SR 1857 & SEABOARD RR	FO
27	620057	US 1 SBL	SR 1857 & SEABOARD RR	FO
28	620060	SR 1628	MCLENDONS CREEK	FO
29	620061	SR 1640	RICHLAND CREEK	FO
30	620086	SR 1461	CEDAR CREEK	FO
31	620093	SYCAMORE STREET	RAYS MILL CREEK	FO
32	620101	SHAMBURGER TRAIL	ABERDEEN LAKE DAM	FO
33	620118	SR 1209	LITTLE RIVER	FO
34	620185	SR 1285	NICK'S CREEK	FO
35	620187	SR 2053	SEABOARD COASTLINE RR	FO
36	620190	SR 1835	WADS CREEK	FO
37	620192	SR 1825	CRAINS CREEK	FO

Local ID (Figure 5)	Bridge Number	Facility	Feature	Condition
38	620198	SR 2018	CRAINS CREEK	FO
39	620214	SR 1493	BRANCH OF RICHLAND CREEK	FO
40	620014	SR 1102	HORSE CREEK	SD & FO
41	620019	SR 1112	DEEP CREEK	SD & FO
42	620046	SR 1658	MCINTOSH CREEK	SD & FO
43	620047	SR 1658	BIG GOVERNORS CREEK	SD & FO
44	620053	SR 1606	TYSONS CREEK	SD & FO
45	620087	S. LAKESHORE CLOSED	LITTLE RIVER	SD & FO
46	620097	LAKESHORE DRIVE	RAYS MILL CREEK	SD & FO
47	620024	NC 22	NICKS CREEK	SD & FO

Figure 4
DEFICIENT BRIDGES



Moore County
Comprehensive
Transportation Plan

Legend

(# indicates "Local ID Bridge Number" in Table 4 on Appendix F)

- Structurally Deficient (SD)
- Functionally Obsolete (FO)
- Structurally Deficient and Functionally Obsolete (SD & FO)

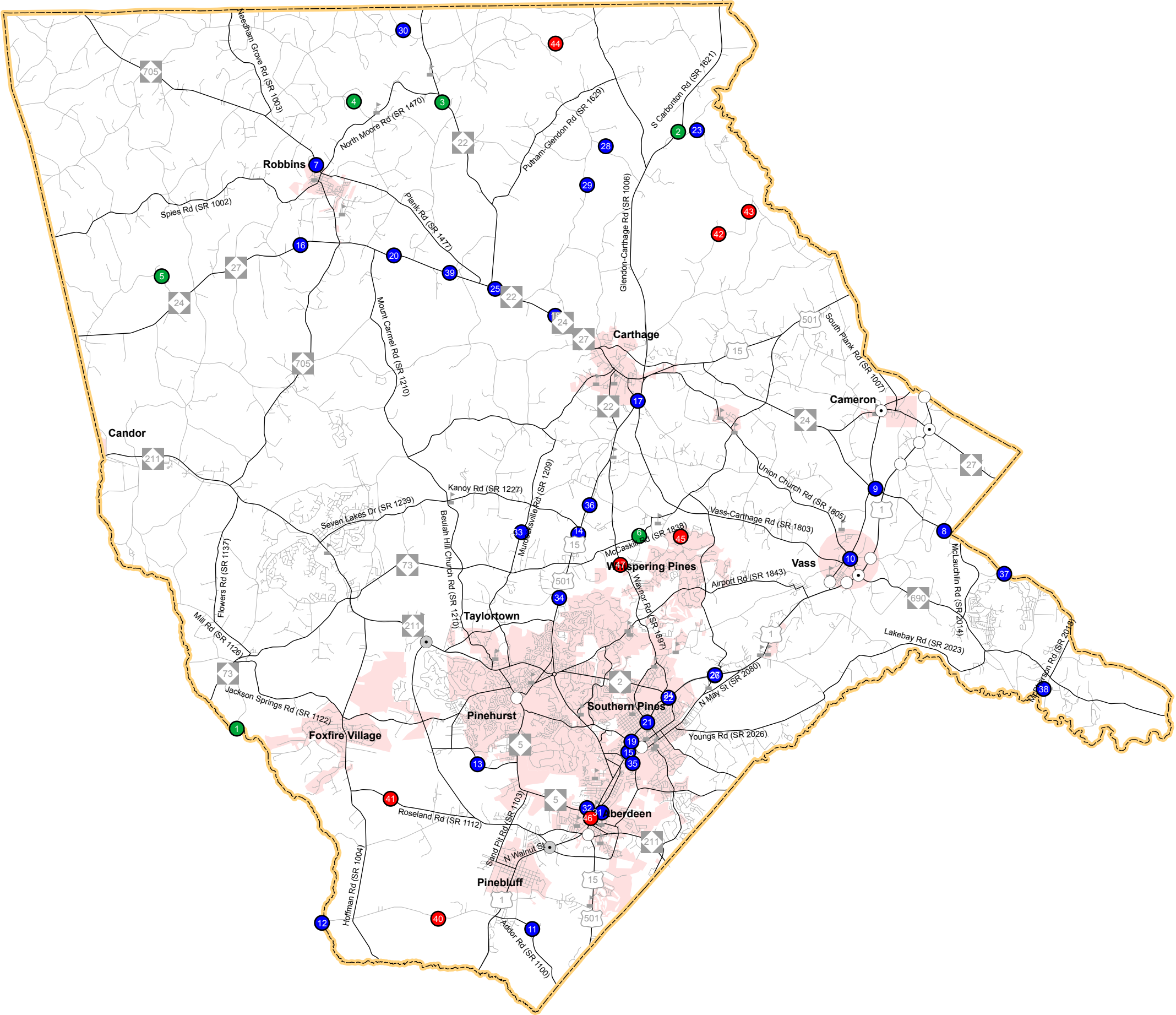
- Water Bodies
- Municipal Boundaries
- County Boundaries

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

0 1.5 3 6 Miles



Base map date:
Refer to CTP document for more details



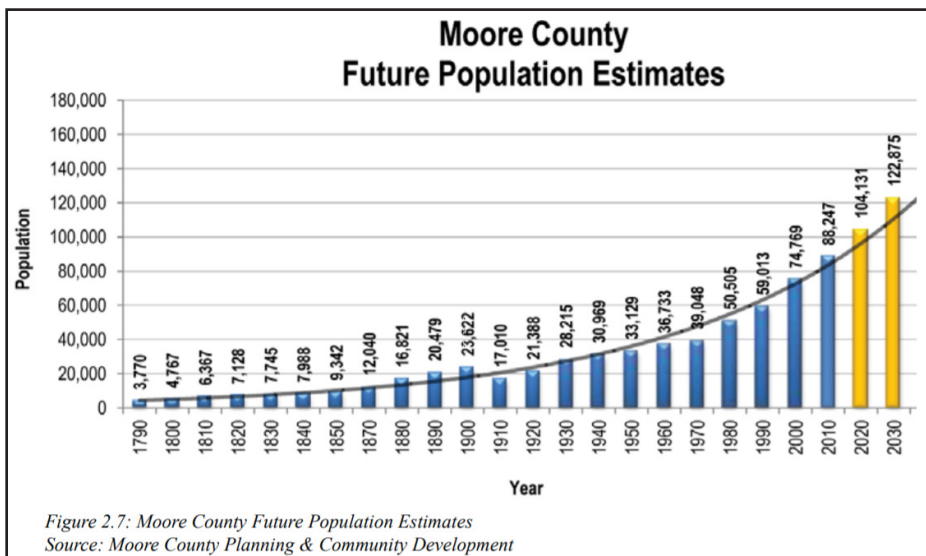
Appendix G

Socio-Economic Data Forecasting Methodology

In the development of the Moore County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns. A travel demand model was constructed for the entire county for the years 2010, 2030, and 2040. The documentation, Moore County Travel Demand Model Development and Users Guide, covers the development of the model and socioeconomic data used in its development.

The 2013 Moore County Land Use Plan was used as the basis of growth expectations were used to further refine future growth rates and patterns.

Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2030 and 2040. Additionally, travel demand models require a broad range of socio-economic input data such as population and employment. These inputs are available from sources like the U.S. Census Bureau for the year 2010, but data for 2030 and 2040 is also required. The existing Land Use plan was projected to the year 2030, so 2040 projections extended the anticipated growth.



Future population estimates from the 2013 Moore County Land Use Plan, page 11.

The charrette was created to project the future growth of Moore County out 18 years to the year 2030. Based on a current population growth rate of 1.4%, to the year 2030, Moore County is projected to grow by over 28,000 people. This projection is based on the review of projections from Office of State Management and Budget (OSMB). Using the current rate of 2.35 persons per household, this would require a total of 12,000 new residential units by the year 2030. To maintain the growth rate, 9,400 new non-industrial jobs and 1,500 new industrial jobs would have to be created. The committee was divided into five (5) groups and given a map of Moore County, along with these pins. The groups were given an hour to develop their map, and then present the results to the LUPSC for comments and discussion. This charrette was useful in developing a first draft of the future land use map, based on a general consensus of the Moore County LUPSC. Further research into these projections since the charrette was conducted, has found that the population will increase by 34,000, with an 18% per decade growth rate, which is based on historical projections, TARPO and Office of State Management and Budget.

Excerpt from page 3 of the 2013 Moore County Land Use Plan, page 11. Notice the number of new residential units and jobs projected by 2030

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 transportation system in 2040.

The projections were made through a series of workshops with local staff to educate the various municipalities and the county on the expectations on the future estimates. The estimates were based on population and households by Transportation Analysis Zone (TAZ), which are units of geography for the purpose of tabulating traffic-related data.

Each TAZ in the county was projected to 2030 and 2040 based on the following:

- 2010 population
- 2030 expected growth infill (low, medium, high)
- Permitted development
- Access to water and sewer
- Critical watershed
- Voluntary agricultural district
- Density
- Zoning issues
- Any special generators

The final revisions were based on any changes

requested by the local planner and municipal leaders. The final totals were then presented to local municipalities for adoption/endorsement.

All municipalities and the county approved the projections, with the exception of Taylortown. Repeated attempts were made to meet with the town to approve their 2030 and 2040 projections.

On July 31, 2014, the Moore County Transportation Committee ultimately decided to move forward without Taylortown's approval and endorsed the future year data for the travel demand model.

The *Moore County Travel Demand Model Development and Users Guide* contains the final zonal totals for the model.

North Carolina
DEPARTMENT OF TRANSPORTATION

ncdot.gov

Moore County Household

Census data adopted by MCTC

Values from Low, Med., High ranking

Planning Unit - DESPA	TAZ	ADOPTED 2010 Households	INITIAL REVISIONS			MCTC ADOPTED 2030 Households	FINAL REVISIONS		FINAL 2030 Households
			2030 Distributed Infill	2030 Permitted Development	2030 Additional Infill		2030 Permitted Adjustments	2030 Add. Infill Adjustments	
C	101	320	5	0	0	325	0	0	325
C	102	302	5	0	0	307	0	0	307

INITIAL REVISIONS		FINAL REVISIONS		FINAL 2040 Households
2040 Distributed Infill	2040 Permitted Development	2040 Permitted Adjustments	2040 Add. Infill Adjustments	
55	0	0	0	380
52	0	0	0	359

7

Slide from April 9, 2014 presentation to the Moore County Transportation Committee showing how projections were calculated

Appendix H

Moore County Highway CTP Proposals

This appendix simply reproduces the draft Moore County Highway CTP Proposals that were approved by the Moore County Transportation Committee on June 28, 2017. The handout was edited for the April 2018 public meetings by adding a proposal ID.












On Aug. 29, 2018, the final version was approved with verbiage of possible truck route.

This list is the basis for the highway element of the CTP.














These exact recommendations were discussed in Chapter 3.

The proposal ID column matches the recommendation on the CTP map and is not meant to imply a priority order.










2018 MOORE COUNTY CTP HIGHWAY PROPOSALS

Proposal ID	Name	Section	Description / Comment	Proposed Cross Section	CTP	Type	Area
1	US 1 Synchronized Street	Roseland Road (SR 1112) - Old US 1	Project addresses a current and future congestion issue. Solution agreed-to as part of US 1 Focus Area. Funded TIP Project (U-5815), with construction scheduled for FY 2020	4 Lane Divided (short term) Synchronized Street, 6 Lane Divided Synchronized Street (long term)	Boulevard Needs Improvement	 	Aberdeen Southern Pines
2	US 1 (Pinebluff)	US 1 Alt (south of SR 1133) to Richmond County line	Add median to address safety and operational concerns and creates a consistent divided cross section on US 1 throughout the county.	4 Lane Divided Boulevard	Boulevard Needs Improvement		Pinebluff
3	Western Connector	NC 211 - US 1	Multilane divided facility, part on new location and part using existing roads, connecting NC 211 west of Pinehurst to US 1 south of Aberdeen. Project provides relief to congested corridors on NC 5, NC 211, and US 15-501 by providing an alternate route. Project was discussed as part of Western Connector Focus Area discussions. Project was scored in STI Prioritization 4.0. Could be segmented when funded.	4 Lane Divided Expressway / Boulevard	Boulevard Needs Improvement, Expressway Recommended	 	County Pinehurst Aberdeen Foxfire
4	US 15-501 and Pinehurst Traffic Circle Improvements	Page Road (SR 1208) - Voit Gilmore Lane (SR 1905), including traffic circle	Improvements to traffic circle, approaches, and intersections. Project scored in STI Prioritization 4.0 and included in draft funding list. U-5976 (draft)	4 Lane Divided Boulevard	Boulevard Needs Improvement		County Pinehurst Southern Pines
5	US 15/501 Synchronized Street	US 1 - Brucewood Road	4 lane synchronized street, TIP Project (U-5814) with construction in FY 2020	4 Lane Divided Synchronized Street	Boulevard Needs Improvement		Aberdeen County Pinehurst Southern Pines
6	US 15/501	Page Road (SR 1208) - Carthage	Address current and future congestion. Scored in STI Prioritization 4.0	4 Lane Divided Boulevard	Boulevard Needs Improvement		Carthage County Pinehurst
7	US 15/501	Voit Gilmore Road (SR 1905) - Brucewood Road	Address current and future congestion. Fills short gap between projects U-5814 and U-5976. Includes intersection improvements with Morganton.	4 Lane Divided Boulevard	Boulevard Needs Improvement		County Pinehurst Southern Pines
8	US 15/501	US 1 - Hoke County	Address future congestion. Scored in STI Prioritization 4.0.	4 Lane Divided Boulevard	Boulevard Needs Improvement		Aberdeen County
9	NC 5 Moderization	US1 - Pinehurst Limits	Add turn lanes and shoulders for congestion. Funded TIP Project (U-5756) with tentative schedule for FY 2025.	2-3 lanes	Major Thoroughfare Needs Improvement		Aberdeen County Pinehurst











2018 MOORE COUNTY CTP HIGHWAY PROPOSALS

Proposal ID	Name	Section	Description / Comment	Proposed Cross Section	CTP	Type	Area
10	NC 24/27 Widening	Carthage Byway - Montgomery County	Improve access to Mega Park. Scored in STI Prioritization 4.0. Economic Development.	4 Lane Divided Boulevard	Boulevard Needs Improvement		Robbins Carthage County
11	NC 24/27 Widening (Monroe Street)	Carthage Circle - US 15/501	3 lane section with curb/gutter and bike/ped improvements. Funded TIP (U-3628) with construction in FY 2023.	3 lanes	Major Thoroughfare Needs Improvement	 	Carthage
12	NC 73 Realignment	At NC 211	Two lane relocation of NC 73 to eliminate offset intersections. Funded TIP (R-2807) with construction in FY 2020.	2 lanes	Major Thoroughfare Recommended		County
13	NC 211 Widening	NC 73 -Holly Grove School Road (SR 1241)	Funded TIP Project (R-5726) scheduled for FY 2020.	4 Lane Divided Boulevard	Boulevard Needs Improvement		County
14	NC 211 Widening	Holly Grove School Road (SR 1241) - Montgomery County	Would complete gap in multilane section between funded project R-5726 and existing US 220 freeway. Project was scored in STI Prioritization 4.0.	4 Lane Divided Boulevard	Boulevard Needs Improvement		Candor County
15	NC 211 Widening	US 15/501 - Hoke County	Address current and future capacity issue. Funded TIP Project (R-5709), with construction for FY 2025. Includes realignment of Indiana Avenue to Carolina Road.	4 Lane Divided Boulevard	Boulevard Needs Improvement		Aberdeen County
16	NC 690 Modernization	US 1 - Cumberland County	Add turn lanes where needed, straighten some curves, intersection improvements. TIP Project R-5824.	2 lanes	Major Thoroughfare Needs Improvement		County Vass
17	Airport Road Widening	NC 2 - NC 22	Construct 4 lane divided boulevard	4 Lane Divided Boulevard	Boulevard Needs Improvement		County Pinehurst
18	Carthage Byway	NC 22/24/27 - NC 24/27	Two lane facility on new location to remove through traffic from downtown Carthage, possibly built on a four-lane right-of-way. Focus area agreement.	2 lanes	Major Thoroughfare Recommended		Carthage County
19	NC 2 (Midland Road) Improvements	Traffic Circle - US 1	Various improvements including median, turn lane, intersection/interchange improvements, and address safety and operational issues. Improvements to US 1 interchange funded in TIP as W-5708B	4 Lane Divided Boulevard	Boulevard Needs Improvement		County Pinehurst Southern Pines
19A	NC 2 (Midland Road) Improvements	US 1 - Clark Street (SR 2032)	Road Diet, one lane each direction (divided) plus bike lanes	2 lanes with bike lanes	Boulevard Needs Improvement	 	Southern Pines


2018 MOORE COUNTY CTP HIGHWAY PROPOSALS

Proposal ID	Name	Section	Description / Comment	Proposed Cross Section	CTP	Type	Area
20	Western Connector Extension	US 1 - US 15/501 @ Pee Dee Road (SR 2063)	Construct 2 lane facility on new location to connect the Western Connector to NC 211 and US 15/501. Recommend reserving 4 lanes of right of way. The local preference is to build this after the Western Connector is constructed.	2 lanes	Minor Thoroughfare Recommended		Aberdeen County
21	Broad Street (SR 2035) - Poplar Street (SR 2055) Connection	Broad Street (SR 2035) - Poplar Street (SR 2055)	Connection between Broad St in Southern Pines and Poplar St in Aberdeen, to allow local traffic an alternative to US 1. Uses some existing segments of old Broad Street.	2 lanes	Minor Thoroughfare Recommended		Aberdeen Southern Pines
22	US 15/501	Carthage - Lee County Line	Improve to four lane divided boulevard	4 Lane Divided Boulevard	Boulevard Needs Improvement		Carthage County
23	NC 5	Pinehurst Section	Intersection/turn lane Improvements	Intersections	Major Thoroughfare Needs Improvement		Pinehurst
24	Pee Dee Road (SR 2063)	At sharp curve	Straighten sharp curve to improve safety for increased traffic. Will be needed after construction of Western Connector and Extension.	2 lanes	Minor Thoroughfare Recommended		Aberdeen County
25	Carolina Road (SR 1214) - Quewhiffle Road (SR 2103/1235) Connection	Carolina Road (SR 1214) to Quewhiffle Road (SR 2103/1235)	Construct 2 lane facility. This recommendation is a potential emergency access that was identified through fire-rescue authorities, and will be beneficial to Hoke County. Hoke County just adopted a CTP, with NC Board of Transportation adoption on June 29. To add this recommendation to the CTP, Hoke County will need to amend their plan.	2 lanes	Minor Thoroughfare Recommended		Hoke County
26	McCaskill Road Realignment (SR 1838)	At 15/501	Realign with NC 73	2 lanes	Minor Thoroughfare Recommended		County
27	NC 22	NC 2 - US 15/501	Add turn lanes where needed, modernization where needed due to development pressures.	2 lanes with turn lanes at major intersections	Major Thoroughfare Recommended		Carthage County Southern Pines Whispering Pines
28	North Moore Road (SR 1470)	North Moore High School - Lahey Siding Road (SR 1479)	Add turn lanes to improve access and congestion when school is in session	3 lanes	Minor Thoroughfare Needs Improvement		Robbins County


2018 MOORE COUNTY CTP HIGHWAY PROPOSALS

Proposal ID	Name	Section	Description / Comment	Proposed Cross Section	CTP	Type	Area
29	Indiana Avenue (SR 2075)	NC 211 - Fort Bragg Road (SR 2074)	Modernization, truck traffic	2 lanes	Minor Thoroughfare Needs Improvement		Aberdeen Southern Pines County
30	Fort Bragg Road (SR 2074)	Indiana Avenue (SR 2075) - Bethesda Road (SR 2074)	Modernization, truck traffic	2 lanes	Minor Thoroughfare Needs Improvement		Aberdeen Southern Pines County
31	Bethesda Road (SR 2074)	Fort Bragg Road (SR 2074) - Saunders Boulevard (SR 2053)	Modernization, truck traffic	2 lanes	Minor Thoroughfare Needs Improvement		Aberdeen Southern Pines County
32	Saunders Boulevard (SR 2053)	Bethesda Road (SR 2074) - US 1	Modernization, truck traffic	2 lanes	Minor Thoroughfare Needs Improvement		Aberdeen Southern Pines County
33	NC 24/27	Near Cameron Elementary School	Add turn lanes to improve access and congestion when school is in session	3 lanes	Minor Thoroughfare Needs Improvement		Cameron
34	Union Church Road (SR 1805)	Grady Road (SR 1803) - Viking Drive (west) (SR 1883)	Add turn lanes to improve access and congestion when Union Pines High School is in session	3 lanes	Minor Thoroughfare Needs Improvement		County Carthage
35	NC 705	NC 24/27 - Randolph County Line	Add turn lanes where needed. Economic Development	2 lanes	Major Thoroughfare Needs Improvement		County Robbins
36	Linden Road Extension	Western Connector (proposed) - Linden Road	Construct two lane connector on new location to provide local access to the Western Connector	2 lanes	Minor Thoroughfare Recommended		County Pinehurst
37	Roseland Road Extension	US 1 - US 15/501 @ NC 211	Construct two lane connector on new location to eliminate dog-leg movement	2 lanes	Minor Thoroughfare Recommended		Aberdeen
38	US 1 Synchronized Street	NC 2 (Midland Road) - Camp Easter Road (SR 1853)	Construct synchronized street to improve safety and possible future delay in the area.	4 Lane Divided Synchronized Street	Major Thoroughfare Needs Improvement		County Southern Pines

2018 MOORE COUNTY CTP HIGHWAY PROPOSALS






Proposal ID	Name	Section	Description / Comment	Proposed Cross Section	CTP	Type	Area
39	Morganton Road Interchange	Morganton Road (SR 1205) @ US 15/501	Construct interchange	Interchange	Proposed Interchange		Pinehurst

This number is a proposal ID. It corresponds to the Highway Map and does not imply a priority order

40	Western Truck Route	NC 24/27 near Robbins to US 1 south of Pinebluff	Consider a different route other than or in addition to the Pinehurst Bypass and Western Connector to address truck traffic, may require coordination with adjoining local jurisdictions and Counties.	2 lanes	Undefined		Undefined
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Note: Proposal #40 was added at the August 29, 2018 Moore County Transportation Committee Meeting and not shown on CTP maps

Definitions / Abbreviations:

Modes =  Highway improvement,  Bicycle improvement,  Pedestrian improvement,  Bicycle & Pedestrian improvements,  Public Transportation improvement,

 Rail improvement,  Pedestrian improvement,  Bicycle - Safety Improvements

Cross-Sections = A6 (Freeway), Modified F1 (Expressway/Boulevard), Modified E-2 (Expressway/Boulevard), B1 (Boulevard/Major Thoroughfare Inside Town), Modified B-1 (Boulevard/Major Thoroughfare Outside Town), Modified H-1 (Minor Thoroughfare Inside Town), Modified H-2 (Minor Thoroughfare Outside Town), B-3 (Minor Thoroughfare), B-4 (Minor Thoroughfare), K (Minor Thoroughfare)

COA = Control of Access - adjacent land access is not allowed; ROW = Rights-of-way

PAB = Planning Area Boundary (PAB N = PAB North, PAB S = PAB South)

Rd = Road; St = Street; Ave = Avenue; Blvd = Boulevard; Ln = Lane (usually 12 feet wide); Div = Divided (usually with a median)

Alt = Alternate route; Co = County; CL = City limits (NCL = North CL, SCL = South CL)

Freeway = Full control of access facility (no driveways) with entrances only at interchanges

Expressway = Limited/No driveway access encouraged with entrances at intersections or interchanges

Boulevard = Limited driveways allowed but access may be restricted to right-in/right-out, major driveways may be allowed full movements

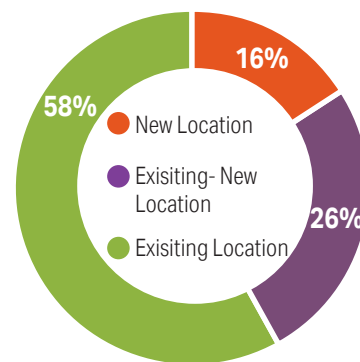
Appendix I

Western Connector Scenarios

The purpose of this appendix is to briefly outline the scenarios studied for the Western Connector during the recent CTP process. Information about the final recommendation can be found in Appendix P, and history of the recommendation can be found in Appendix K.

The Western Connector is a proposal that has been considered for decades. It morphed from the 1987 Pinehurst Bypass. In 2008, after NCDOT conducted a feasibility study, Pinehurst hired a consultant to study some alternative solutions, which was summarized in the *Western Connector Corridor Study Final Report*. The study found the existing N.C. 5 corridor to be at capacity, but noted the difficulty in widening due to physical constraint and adjoining railroad right-of-way. Widening N.C. 5 would also impact the Village of Pinehurst as it would go through historic areas of the village. Ultimately, a new location corridor was recommended with both studies. The solutions shown had been compromised with development by 2010, when the CTP was resumed after several failed attempts. With the history of controversy, it was recognized that a different approach should be taken that would increase the probabilities of a successful plan. There was a decision to separate and study five focus areas, which included the Western Connector. The idea was to have a group consensus on the focus areas before any work was started on the CTP. More information on history of the transportation planning efforts of Moore County can be found in Appendix K.

The Western Connector area was covered in the 2011-2012 Charrettes (see *Moore County 2011 Charrette Report*), and participants were given the opportunity to solve transportation problems based on the local perspective of perceived transportation needs. The results showed:



- 58% of participants provided solutions that remained entirely on Hoffman (SR 1004) and Roseland (SR 1112) Road.
 - 26% of participants provided solutions that provided a combination of new location and existing roadway (partially on new location)
 - 16% of participants provided a solution entirely on a new location
- (Source: *Moore County 2011 Charrette Report*)

With the public's preference of widening Roseland Road and Hoffman Roads, the concept was tested with the travel demand model which showed this idea as an ineffective solution. The widenings did little to resolve the capacity concerns on N.C. 5. At the March 2015 public meetings, no alternative concepts were shown – instead there was a call for suggestions.


On April 19, 2016, the Moore County Transportation Committee (MCTC) formed a subcommittee to investigate the Western Connector area. They met on April 28, 2016 and May 25, 2016.



Snapshot of the map used in the April 28, 2016 Western Connector subcommittee meeting. This map was used to sketch out ideas for the area and drawn in red pen.

Western Connector 2040 Scenarios

- 7 scenarios considered:
 - 2040 Do Nothing (Scenario #1)
 - 2040 widening Roseland and Hoffman (Scenario #2)
 - 2040 Western Connector scenarios (Scenarios #3-7)
- All helped traffic on NC 5, in varying degrees
- Widening Roseland and Hoffman did the poorest job shifting traffic off of NC 5.
- Scenario 7 did the best job shifting traffic off NC 5, and was chosen by the subcommittee
- **EVERYTHING IS DRAFT, no decisions have been made.**



Slide from the June 29, 2016 presentation to the Moore County Transportation Committee about the Western Connector.

On May 25, 2016, seven scenarios were presented to the subcommittee concerning the Western Connector. The committee agreed on Scenario #7 and forwarded that decision to the MCTC. They were presented to the MCTC on June 29, 2016. Later discussions extended the Western Connector over to N.C. 211. This was called Scenario #7-revised and was the preferred solution and the committee recommendation.

The same mapping as shown in the MCTC is shown on the following pages. Scenario #1 was the "do-nothing" scenario and is not shown.

Western Connector Scenario 2

Church

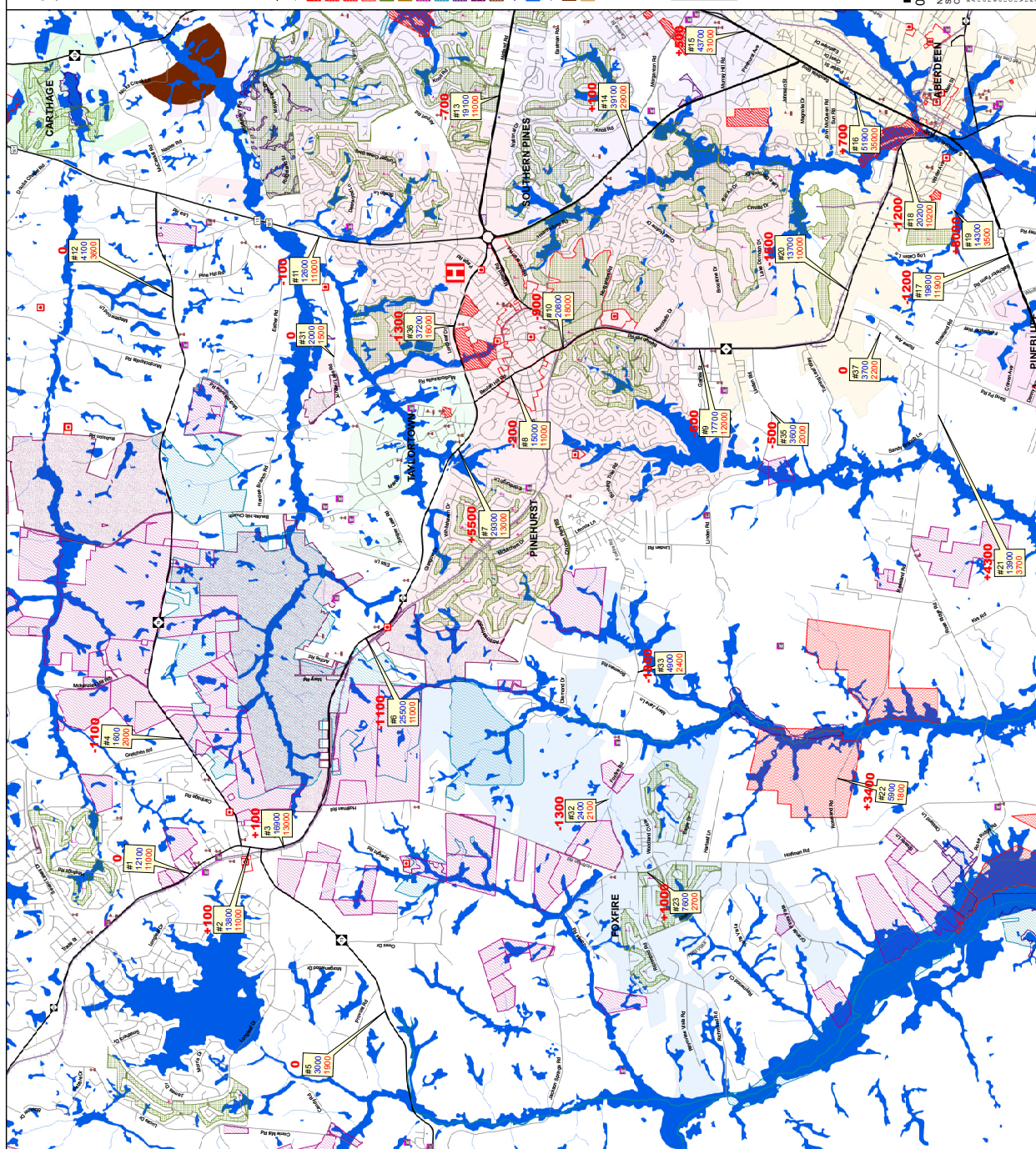
- | 1 | Churches | 2 | Cemeteries | 3 | Hospital | 4 | Schools | 5 | Historic Buildings | 6 | Highways | 7 | Streets | 8 | Federal Military Installations | 9 | County and Municipal Parks | 10 | Gamelands | 11 | Historical Districts | 12 | Golf Courses | 13 | Goodwin State Forest | 14 | Voluntary Agricultural Districts | 15 | Significant Natural Heritage Areas | 16 | Land Owned by Sandhills Area Land Trust | 17 | Proposed Developments | 18 | Walhous Moss Foundation | 19 | Railroad | 20 | Wetlands/Floodplains | 21 | Streams | 22 | Critical Water Supply Watershed | 23 | Cameron Boys or Duncan Girls Camp | 24 | Difference between Scenario 1 and Current Scenario |
|---|----------|---|------------|---|----------|---|---------|---|--------------------|---|----------|---|---------|---|--------------------------------|---|----------------------------|----|-----------|----|----------------------|----|--------------|----|----------------------|----|----------------------------------|----|------------------------------------|----|---|----|-----------------------|----|-------------------------|----|----------|----|----------------------|----|---------|----|---------------------------------|----|-----------------------------------|----|--|
| 1 | Churches | 2 | Cemeteries | 3 | Hospital | 4 | Schools | 5 | Historic Buildings | 6 | Highways | 7 | Streets | 8 | Federal Military Installations | 9 | County and Municipal Parks | 10 | Gamelands | 11 | Historical Districts | 12 | Golf Courses | 13 | Goodwin State Forest | 14 | Voluntary Agricultural Districts | 15 | Significant Natural Heritage Areas | 16 | Land Owned by Sandhills Area Land Trust | 17 | Proposed Developments | 18 | Walhous Moss Foundation | 19 | Railroad | 20 | Wetlands/Floodplains | 21 | Streams | 22 | Critical Water Supply Watershed | 23 | Cameron Boys or Duncan Girls Camp | 24 | Difference between Scenario 1 and Current Scenario |

Difference between Scenario 1
and Current Scenario

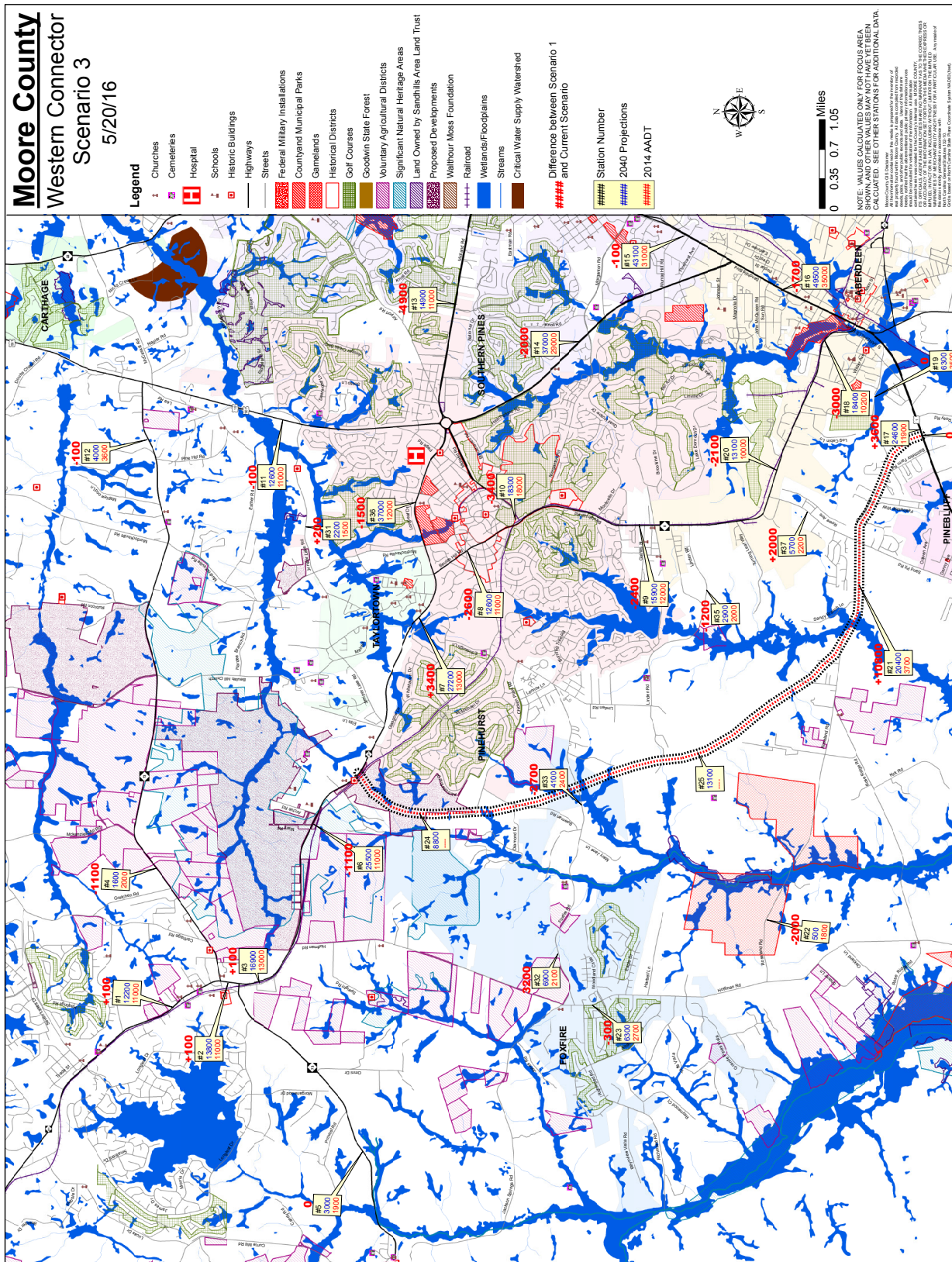
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####	####	####



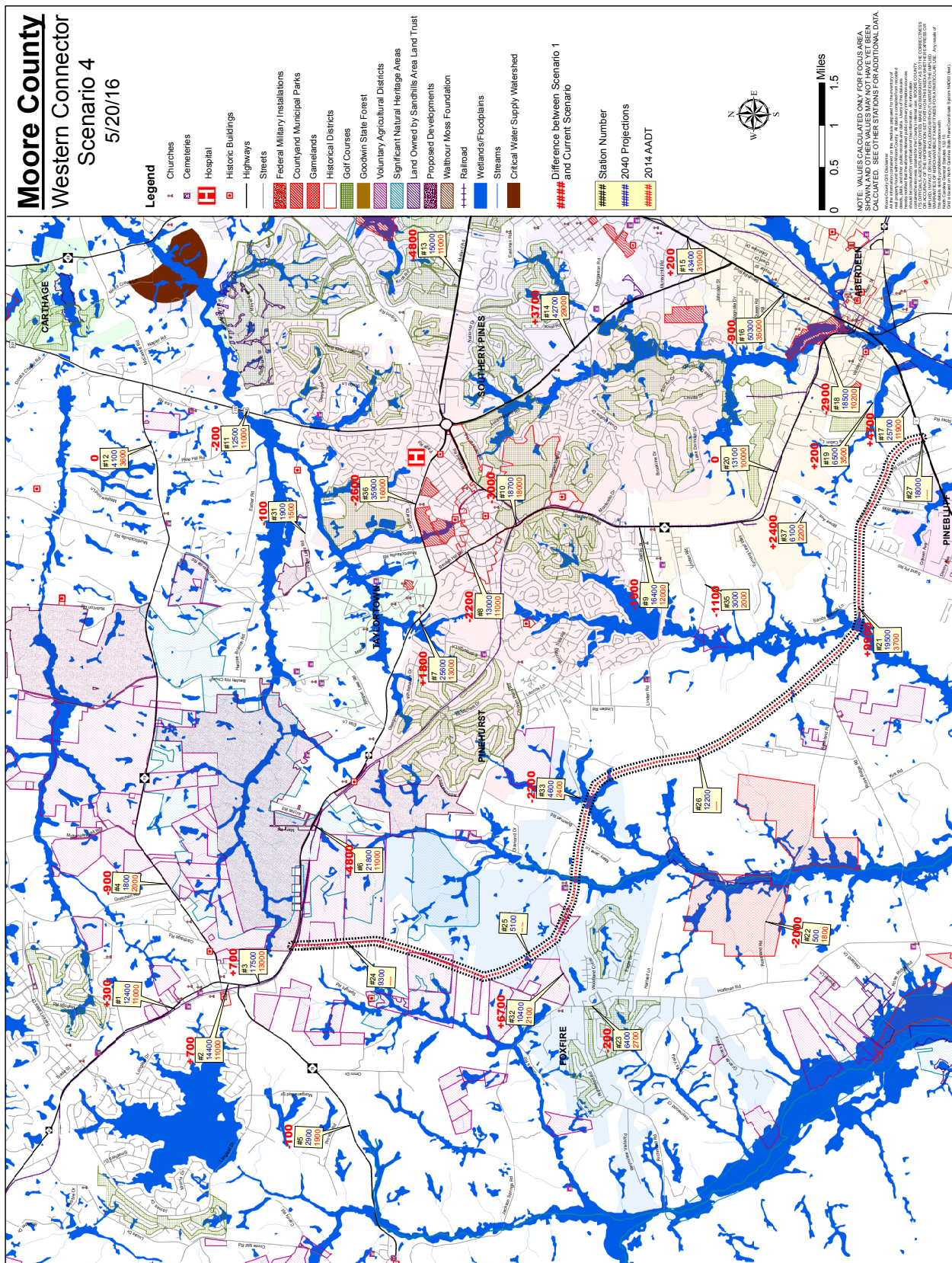
NOTE: VALUES CALCULATED ONLY FOR FOCUS AREA
SHOWN, AND OTHER VALUES MAY NOT HAVE YET BEEN
CALCULATED. SEE OTHER STATIONS FOR ADDITIONAL DATA.

[illegible]

Western Connector Scenario #2, widening of Hoffman Road (SR 1004) and Roseland Road (SR 1112).



Western Connector Scenario #3, Western Connector without a connection to Linden Road (SR 1115).



Western Connector Scenario #4, Western Connector on Hoffman Road (SR 1004), some on new location, and the remaining on Roseland Road (SR 1112).

[illegible]

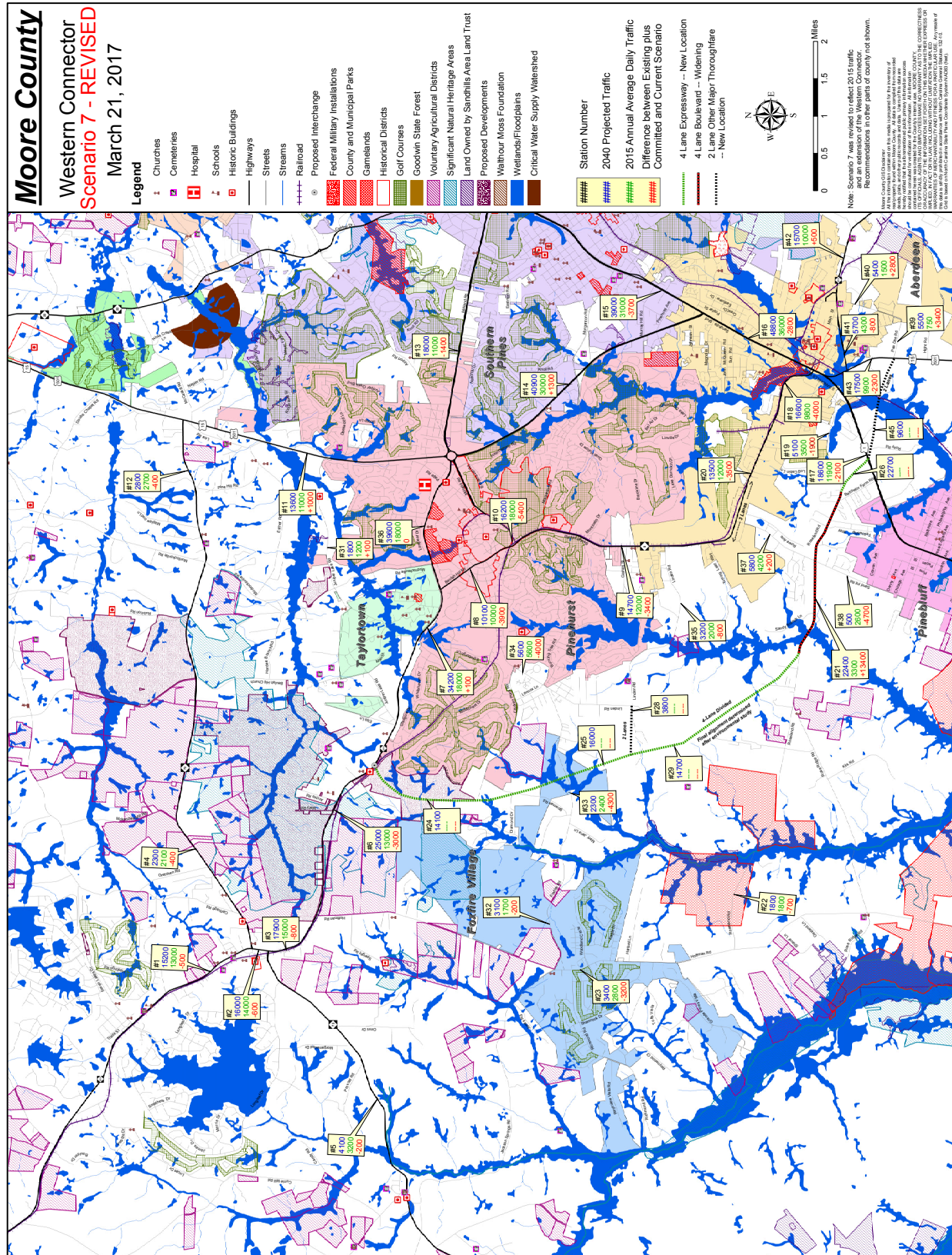
126

This is a detailed topographic map of the Pine Bluff, Arkansas area, showing the proposed route for the Arkansas River Expressway. The map includes labels for Carthage, Southern Pines, Pinehurst, and Foxfire. It features numerous elevation points, road numbers, and a network of roads and waterways.

Key Features and Labels:

- Locations:** Carthage, Southern Pines, Pinehurst, Foxfire, Pinebluff, Carpenden.
- Proposed Route:** Indicated by a dashed line with a red and black border, running from the northwest towards the southeast.
- Elevation Points:** Numerous numerical values are scattered across the map, representing elevations in feet. Examples include 14000, 13600, 12000, 11000, 10000, 9000, 8000, 7000, 6000, 5000, 4000, 3000, 2000, 1000, 0, -100, -200, -300, -400, -500, -600, -700, -800, -900, -1000, -1100, -1200, -1300, -1400, -1500, -1600, -1700, -1800, -1900, -2000, -2100, -2200, -2300, -2400, -2500, -2600, -2700, -2800, -2900, -3000, -3100, -3200, -3300, -3400, -3500, -3600, -3700, -3800, -3900, -4000, -4100, -4200, -4300, -4400, -4500, -4600, -4700, -4800, -4900, -5000, -5100, -5200, -5300, -5400, -5500, -5600, -5700, -5800, -5900, -6000, -6100, -6200, -6300, -6400, -6500, -6600, -6700, -6800, -6900, -7000, -7100, -7200, -7300, -7400, -7500, -7600, -7700, -7800, -7900, -8000, -8100, -8200, -8300, -8400, -8500, -8600, -8700, -8800, -8900, -9000, -9100, -9200, -9300, -9400, -9500, -9600, -9700, -9800, -9900, -10000, -10100, -10200, -10300, -10400, -10500, -10600, -10700, -10800, -10900, -11000, -11100, -11200, -11300, -11400, -11500, -11600, -11700, -11800, -11900, -12000, -12100, -12200, -12300, -12400, -12500, -12600, -12700, -12800, -12900, -13000, -13100, -13200, -13300, -13400, -13500, -13600, -13700, -13800, -13900, -14000, -14100, -14200, -14300, -14400, -14500, -14600, -14700, -14800, -14900, -15000, -15100, -15200, -15300, -15400, -15500, -15600, -15700, -15800, -15900, -16000, -16100, -16200, -16300, -16400, -16500, -16600, -16700, -16800, -16900, -17000, -17100, -17200, -17300, -17400, -17500, -17600, -17700, -17800, -17900, -18000, -18100, -18200, -18300, -18400, -18500, -18600, -18700, -18800, -18900, -19000, -19100, -19200, -19300, -19400, -19500, -19600, -19700, -19800, -19900, -20000, -20100, -20200, -20300, -20400, -20500, -20600, -20700, -20800, -20900, -21000, -21100, -21200, -21300, -21400, -21500, -21600, -21700, -21800, -21900, -22000, -22100, -22200, -22300, -22400, -22500, -22600, -22700, -22800, -22900, -23000, -23100, -23200, -23300, -23400, -23500, -23600, -23700, -23800, -23900, -24000, -24100, -24200, -24300, -24400, -24500, -24600, -24700, -24800, -24900, -25000, -25100, -25200, -25300, -25400, -25500, -25600, -25700, -25800, -25900, -26000, -26100, -26200, -26300, -26400, -26500, -26600, -26700, -26800, -26900, -27000, -27100, -27200, -27300, -27400, -27500, -27600, -27700, -27800, -27900, -28000, -28100, -28200, -28300, -28400, -28500, -28600, -28700, -28800, -28900, -29000, -29100, -29200, -29300, -29400, -29500, -29600, -29700, -29800, -29900, -30000, -30100, -30200, -30300, -30400, -30500, -30600, -30700, -30800, -30900, -31000, -31100, -31200, -31300, -31400, -31500, -31600, -31700, -31800, -31900, -32000, -32100, -32200, -32300, -32400, -32500, -32600, -32700, -32800, -32900, -33000, -33100, -33200, -33300, -33400, -33500, -33600, -33700, -33800, -33900, -34000, -34100, -34200, -34300, -34400, -34500, -34600, -34700, -34800, -34900, -35000, -35100, -35200, -35300, -35400, -35500, -35600, -35700, -35800, -35900, -36000, -36100, -36200, -36300, -36400, -36500, -36600, -36700, -36800, -36900, -37000, -37100, -37200, -37300, -37400, -37500, -37600, -37700, -37800, -37900, -38000, -38100, -38200, -38300, -38400, -38500, -38600, -38700, -38800, -38900, -39000, -39100, -39200, -39300, -39400, -39500, -39600, -39700, -39800, -39900, -40000, -40100, -40200, -40300, -40400, -40500, -40600, -40700, -40800, -40900, -41000, -41100, -41200, -41300, -41400, -41500, -41600, -41700, -41800, -41900, -42000, -42100, -42200, -42300, -42400, -42500, -42600, -42700, -42800, -42900, -43000, -43100, -43200, -43300, -43400, -43500, -43600, -43700, -43800, -43900, -44000, -44100, -44200, -44300, -44400, -44500, -44600, -44700, -44800, -44900, -45000, -45100, -45200, -45300, -45400, -45500, -45600, -45700, -45800, -45900, -46000, -46100, -46200, -46300, -46400, -46500, -46600, -46700, -46800, -46900, -47000, -47100, -47200, -47300, -47400, -47500, -47600, -47700, -47800, -47900, -48000, -48100, -48200, -48300, -48400, -48500, -48600, -48700, -48800, -48900, -49000, -49100, -49200, -49300, -49400, -49500, -49600, -49700, -49800, -49900, -50000, -50100, -50200, -50300, -50400, -50500, -50600, -50700, -50800, -50900, -51000, -51100, -51200, -51300, -51400, -51500, -51600, -51700, -51800, -51900, -52000, -52100, -52200, -52300, -52400, -52500, -52600, -52700, -52800, -52900, -53000, -53100, -53200, -53300, -53400, -53500, -53600, -53700, -53800, -53900, -54000, -54100, -54200, -54300, -54400, -54500, -54600, -54700, -54800, -54900, -55000, -55100, -55200, -

127



Western Connector Scenario #7-revised. Western Connector preferred solution. Extends to N.C. 211 east using Pee Dee Road (SR 1848).

Appendix J

Existing Transportation Plans

The following highway-only thoroughfare plans for areas within the county that were incorporated as a part of this plan are listed below. Refer to these reports for detailed descriptions of recommendations that were not documented as a part of this report.

Maps for many of the plans can be found on elsewhere in this appendix. A copy of the 1967 Robbins Throughfare Plan was unavailable.

Previous Thoroughfare Plan Adoptions

Moore County (except Southern Pines-Aberdeen-Pinehurst)

- Moore County Adoption Oct. 5, 1987
- NCDOT Adoption Nov. 13, 1987

Southern Pines-Aberdeen-Pinehurst

- Aberdeen Adoption Nov. 11, 1989
- Moore County Adoption Feb. 5, 1990
- Pinehurst Adoption Dec. 18, 1989
- Southern Pines Adoption Jan. 9, 1989
- NCDOT Adoption April 6, 1990

Carthage

- Carthage Adoption March 18, 1996
- NCDOT Adoption May 3, 1996

Robbins

- Robbins Adoption March 6, 1967
- NCDOT Adoption April 7, 1967

Local Transportation Plan Adoptions

- Village of Pinehurst Throughfare Plan
October 11, 2011

For the 1990 Southern Pines-Aberdeen-Pinehurst plan, there was a proposed Pinehurst Bypass. Development compromised that alignment, and over time it was shifted west and retitled the Western Connector.

For the 1996 Carthage Plan, there was a proposed N.C. 24-27 Bypass, south of town. There were two concerns with a southern bypass: its location with a critical watershed and the intersection with U.S. 15-501, which would make for a complex interchange.



MOORE COUNTY NORTH CAROLINA

THOROUGHFARE PLAN JULY 6, 1987

ADOPTED BY MOORE COUNTY ON OCTOBER 5, 1987
RECOMMENDED APPROVAL BY PLANNING AND
RESEARCH BRANCH ON OCTOBER 22, 1987
ADOPTED BY NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION ON NOVEMBER 13, 1987
PUBLIC HEARING HELD ON APRIL 29, 1987
8 OCTOBER 5, 1987

REVISIONS

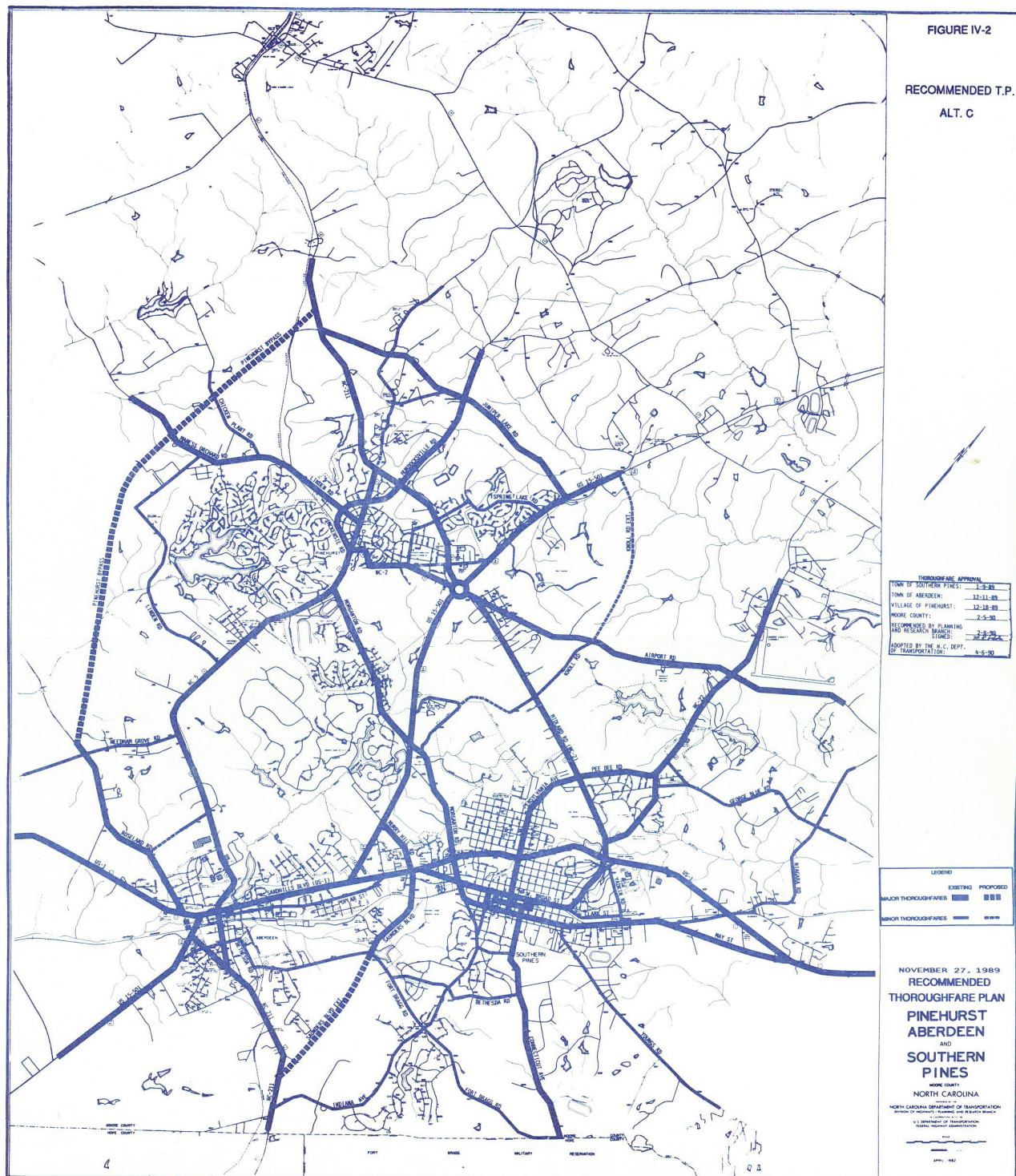
NO.	DATE	DESCRIPTION
1	7/6/87	ADOPTED
2	10/5/87	ADOPTED
3	10/22/87	ADOPTED
4	11/13/87	ADOPTED
5	4/29/87	ADOPTED
6	8/5/87	ADOPTED

LEGEND

EXISTING	PROPOSED
PRINCIPAL ARTERIALS	PRINCIPAL ARTERIALS
MAJOR ARTERIALS	MAJOR ARTERIALS
MAJOR COLLECTORS	MAJOR COLLECTORS
MAJOR THOROUGHFARE	MAJOR THOROUGHFARE
URBAN THOROUGHFARE	URBAN THOROUGHFARE
PLANNING AREA BOUNDARY	PLANNING AREA BOUNDARY



1987 Moore County Thoroughfare Plan



1989 Pinehurst/Aberdeen/Southern Pines Thoroughfare plan



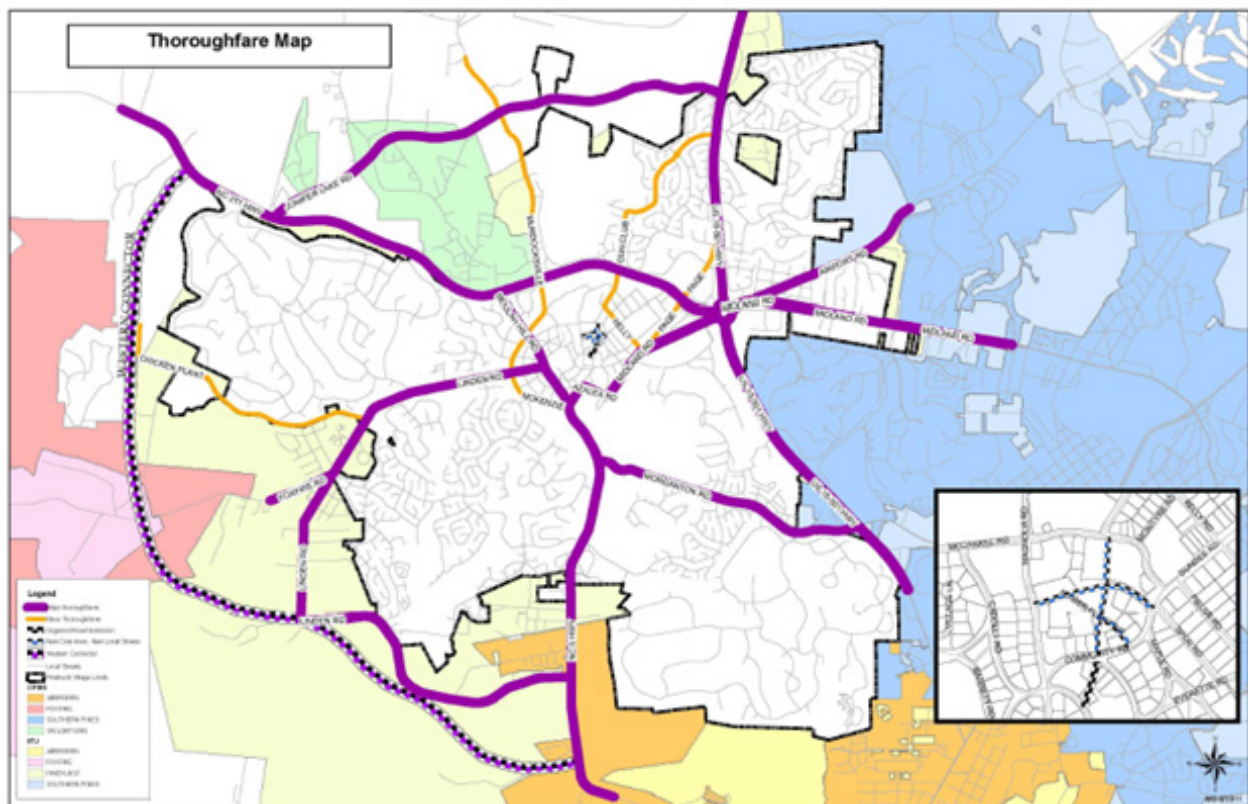
1996 Carthage Thoroughfare Plan

In 2011, the Village of Pinehurst created a thoroughfare plan for its major street system. It was not mutually adopted by the NCDOT since comprehensive transportation plans were the planning element for the department.

The local plan states that in 2003 there was the recommendation of a western bypass, which would later become the Western Connector.

The plan was adopted by the Village of Pinehurst on Oct. 11, 2011.

This plan be viewed at <http://www.vopnc.org/Home/ShowDocument?id=5864>



Taken From Village of Pinehurst Thoroughfare Plan, 2011

Appendix K

Timeline of Events and Decisions

The discussion for the Moore County Comprehensive Transportation Plan started in 2010, however the history of the plan dates back to the 1970s. This chapter will briefly outline the history and events that led to the adoption of the 2019 Moore County CTP.

This chapter is not intended to outline every decision or every meeting - it is intended to highlight the most important events.

Prior to 1990

Highway-only thoroughfare plans were mutually adopted for the following areas:

- Carthage – Adopted locally on April 28, 1975 and NC Board of Transportation (BOT) on June 13, 1975 (updated in 1996).
- Robbins – Adopted locally on March 6, 1967 and by the BOT on April 7, 1967.
- Southern Pines-Aberdeen-Moore County Adopted locally between Jan. 9, 1989 and Feb. 5, 1990 and by the BOT on April 6, 1990.
- Moore County (rural areas plus the municipalities not listed above). Adopted locally on Oct. 5, 1987 and by BOT Nov. 13, 1987. This plan did show a Pinehurst Bypass (later termed the Western Connector) and a median on U.S. 1.

June 5, 1991

Pinehurst requests a railroad relocation study

The Village of Pinehurst requested a study to investigate the possibility of relocating the Aberdeen Carolina and Western Railroad corridor. It currently travels through the town to an area which at that time was envisioned for the bypass. NCDOT responded on June 21, 1991: "Tying the relocation of the railroad to the construction of a bypass around Pinehurst could make the cost of the project prohibitive from a highway perspective." It also recommended discussing with the railroad company.

March 18, 1996

Carthage Thoroughfare Plan updated

The highway-only Carthage Thoroughfare Plan was updated and adopted locally on March 18, 1996 and by the BOT on May 3, 1996. A bypass is shown on the plan to the south of town.

June 1, 1998

Southern Moore and Moore County Thoroughfare Plan studies

The Moore County Commissioners passed a resolution to begin an update of the Moore County Thoroughfare Plan. On Dec. 7, 1998, NCDOT entered into a contract to do a study with Aberdeen, Pinehurst, Southern Pines, Taylortown, and Whispering Pines, called the Southern Moore Thoroughfare Plan. These areas paid NCDOT to develop the computer travel demand model used to develop the study. At the same time a separate Moore County study was initiated for the remainder of the county.

2000

Transportation plans stall

In early 2000, the southern Moore County model was completed, and some draft thoroughfare plan recommendations were proposed. They included a four lane U.S. 1 bypass on new location, N.C. 211 widening (R-2812, R-2591), N.C. 24-27 (R-2528), and multi-lane widening of U.S. 15-501, N.C. 22, and N.C. 705. However, at this point, the study was not able to move forward due to controversy of the recommendations.

Feb. 19, 2001

NCDOT letter to county about consultant

Moore County was considering hiring a consultant for a transportation plan to better integrate land use with the plan. NCDOT sent a letter stating that work will be deferred until clear direction from the county is received.

March 6, 2001

County hires consultant

Moore County had a desire to integrate a land use plan with a transportation plan. On March 6, 2001, NCDOT wrote a letter to Moore County concerning the county's plan to have a consultant to develop a transportation plan. Ultimately, Moore County hired Stantec to develop a Transportation Plan.

Over the next two months, it was decided that NCDOT would stop working on the Moore County plan and continue on the Southern Moore study. Stantec produced the Study Report for Moore County CTP, dated July 2003. That plan was not presented to NCDOT for mutual adoption.

May 19, 2003

N.C. 5 Feasibility Study Released

Prepared by a consultant, a feasibility study for the multi-lane widening of N.C. 5 (FS-0108B) was released. Page 10 of the study states: "Given the cultural and social impacts to the historic areas in the Village of Pinehurst, we anticipate that improvements to N.C. 5 in this area will pose significant planning and design challenges. Therefore, consideration should be given to performing additional studies of an urban bypass facility of N.C. 5." On Oct. 28, 2002, the Village of Pinehurst wrote a letter to NCDOT opposing the widening and supporting a "future N.C.-5 Connector."

Sept. 2, 2004

Adoption of Strategic Highway Corridors Policy

The Strategic Highway Corridor (SHC) Vision Plan was approved by the BOT on Sept. 2, 2004 as part of the Statewide Transportation Plan. It represented the future vision for a series of highways with statewide and regional significance. The SHC policy was also approved by then Department of Natural Resources, the governor, and the Department of Commerce. It was the tool used by the State of North Carolina to comply with federal mandates regarding long range planning and the key to NCDOT's implementation of both federal and state long-range planning laws.

Strategic Highway Corridors later became controversial to Moore County because in the SHC plan, U.S. 1 was designated as an access-controlled freeway, and N.C. 24-27 as an expressway. The SHC policy was replaced in 2015 as Strategic Transportation Corridors.

Nov. 17, 2005

Carthage Bypass (R-2212) concurrence agreement

The Carthage Bypass, once a STIP project (R-2212), received concurrence point 1 agreement. More discussion of the Carthage Bypass can be found elsewhere in this report.

Nov. 30, 2005

Conversion to CTP

With both the county and NCDOT recognizing the need for a plan, NCDOT attempted to revive the previously stalled plan. All the preliminary Southern Moore Thoroughfare Plan recommendations were converted to the new multi-modal CTP format. Meetings were held with local representatives on Nov. 30, 2005 and June 1, 2006.

After the June meeting, Southern Pines communicated by e-mail that it would not support a plan that showed a U.S. 1 bypass. The town's objection to a bypass was not discussed with the group as a whole. An additional meeting was scheduled to discuss the plan, but it was canceled locally and never rescheduled. There were no adoptions of the CTP. The maps used during this period, specifically showing a U.S. 1 bypass, would later cause confusion during the 2010 revival of the study.

Oct. 18, 2007

CTP requested

Moore County manager Cary McSwain sent a letter to NCDOT requesting a CTP study, discussions concerning the development of a plan would resume in 2010.

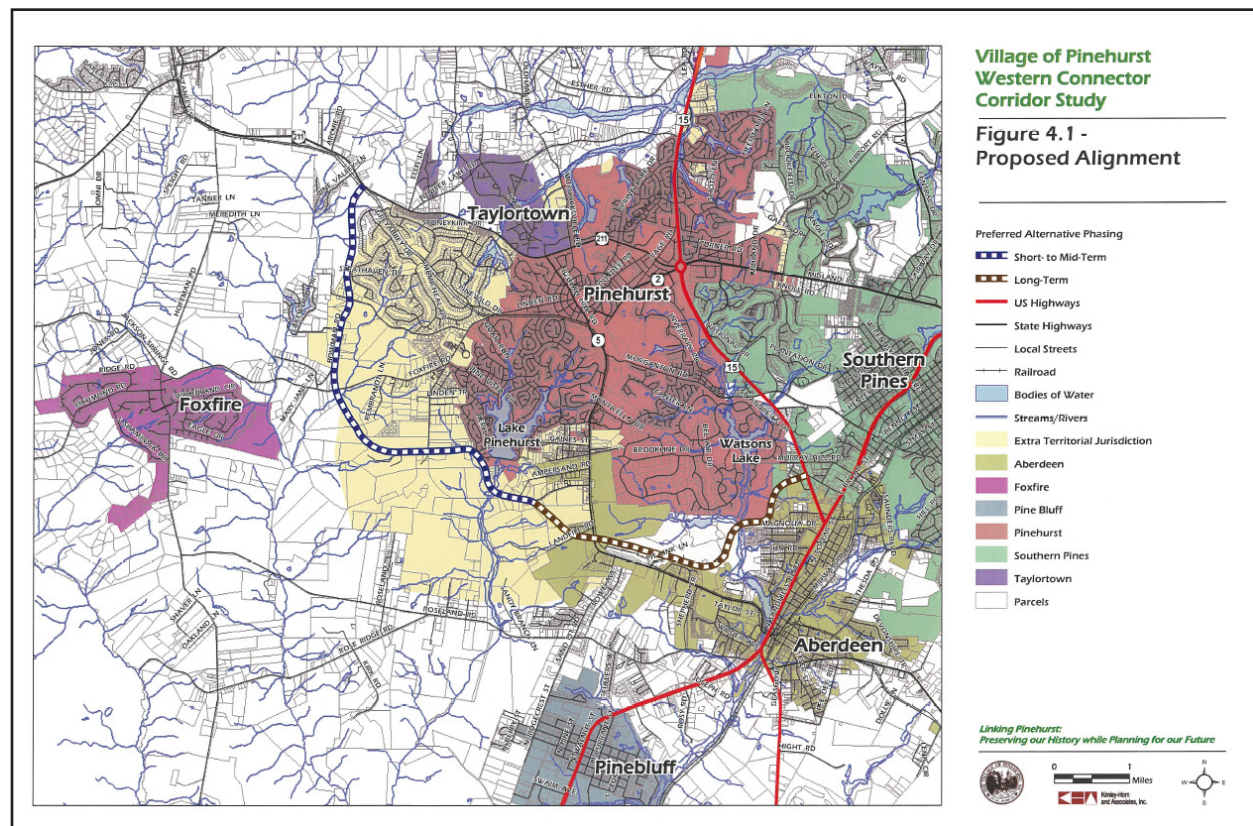
June 20, 2008

Plan closed

Since the southern Moore County study was not moving forward, NCDOT sent a letter that due to inactivity, the study would be closed.

A consultant-produced Village of Pinehurst Western Connector Corridor Study was released, that was commissioned by the Village of Pinehurst. The effort followed a NCDOT Feasibility Study (FS-0108B), that concluded that N.C. 5 was at capacity and difficult to widen due to adjacent properties and railroad right-of-way. The study included multiple alternatives, public involvement, a preferred alternative, functional design, and suggestions for implementation.

A new location preferred alternative was locally chosen. However, after the study concluded, the right-of-way of the local preferred alternative was compromised by development. The figure shown below shows the preferred alternative of the study.



Based on requests from Moore County representatives and TARPO, NCDOT agreed to restart the Moore County CTP.

With the past history of controversy, it was recognized that a different approach should be taken that would increase the probabilities of a successful plan. There was a decision to separate and study five focus areas. They were: 1) U.S. 1, 2) Western Connector Area, 3) N.C. 24-27 in

Carthage, 4) N.C. 24-27 in Cameron, and 5) West End. The idea was to have a group consensus on the focus areas before any work was started on the CTP.

July 15 and Aug. 17, 2010 **Initial meetings for the CTP**

The Moore County Transportation Committee initial meetings were held on the CTP. The focus areas were explained and that this process would be different than the standard CTP study.

The August meeting is where the controversy started over U.S. 1 as a freeway Strategic Highway Corridor, and to a lesser extent, the N.C. 24-27 expressway near Carthage and Cameron. The main concern was that a possible US 1 Bypass, if improved to a freeway, would impact the Walthour-Moss Foundation and the area known as "Horse Country." By this time, the Carthage Bypass (R-2212) had been deferred in the STIP due to the controversy about a possible bypass to the north.

August, 2010 **Carthage Bypass deferred**

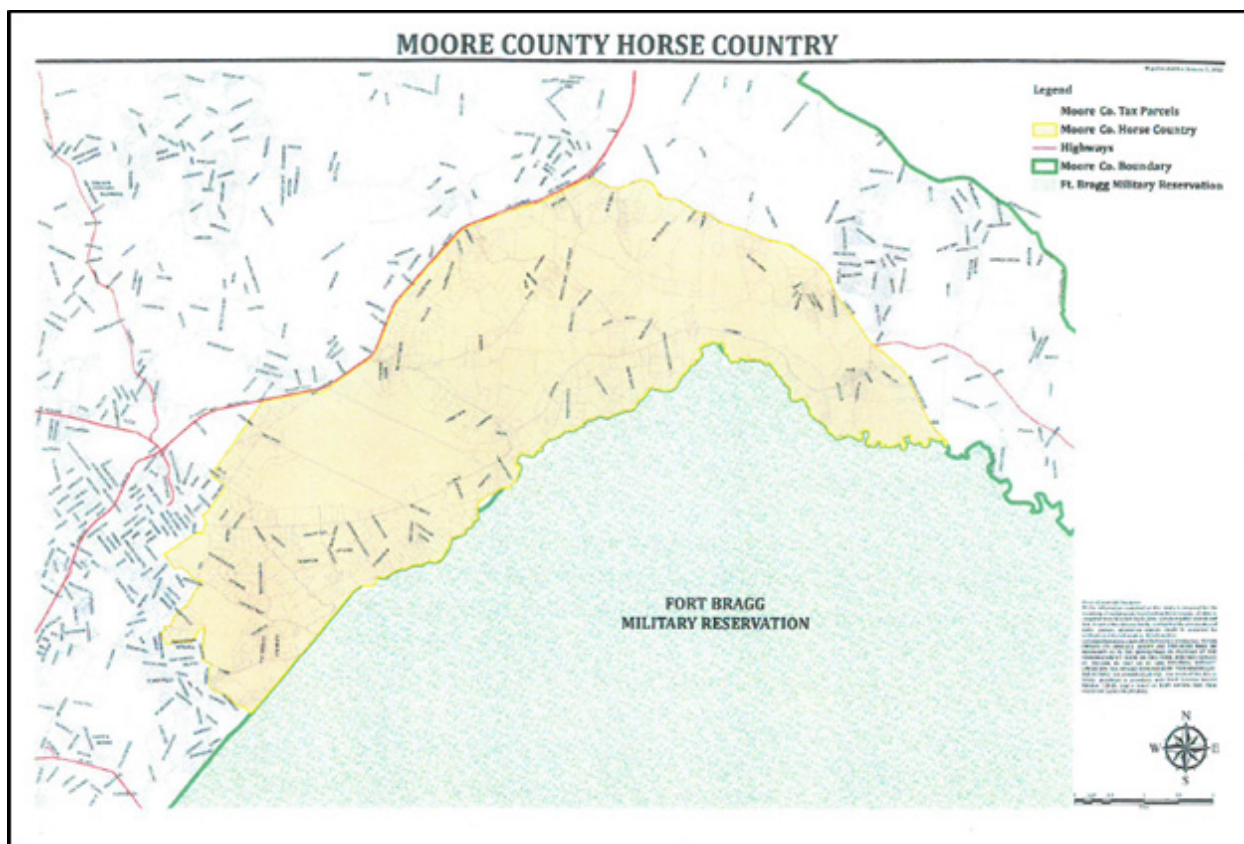
The Carthage Bypass (R-2212) was deferred and removed from the STIP due to local controversy.

Nov. 4, 2010 **Meeting with Fort Bragg**

NCDOT presented the CTP process, Strategic Highway Corridors, and the five focus areas to the Fort Bragg Transportation Division officers. Many residents felt any bypass should go through Fort Bragg property.

January 2011 **Delineation of "Horse Country"**

Many people were requesting that any potential bypass should avoid the area termed as "Horse Country". This area was not denoted on any map, so NCDOT requested that representatives clarify graphically the area termed "Horse Country" (See figure on next page).



Area agreed upon by local representatives that represents the area termed "Horse Country"

March 4, 2011

NCDOT letter to Walthour-Moss Foundation

NCDOT Secretary Gene Conti sent a letter to Horse Country representatives in response to their letter on Feb. 9, 2011. The reply stated that the bypass concerns were based on old mapping, there are no plans through the property, and encouraged them to be a part of the CTP development process. During the study, many letters were received from Horse Country representatives.

May 25, 2011

Moore County Transportation Committee

There were some local delays due to many staff changes, and illness of the MCTC chair. The May meeting started the preparations for the charrettes.

Oct.14, 2011

Misinformation spreads concerning US 1

NCDOT sends an email about a Sept. 9, 2011 article in The Pilot newspaper called "Bypass Routing At Issue" that contained multiple inaccuracies about U.S. 1 and the intention of the November charrettes. The misinformation contained in the press was largely based off old 2006 plan conversion maps that were never adopted locally and had since been abandoned. Locals also spread misinformation through meetings and fliers, which made public outreach more difficult.

Nov. 1-4, 2011 and
Jan. 14, 2012

Charrettes

The seven Moore County charrettes were held on Nov. 1-4, 2011. On Jan. 14, 2012, the charrettes were presented to the NAACP and Midway Community Association joint meeting. There were 485 unique participants, with almost 300 of those from Southern Pines. See the *Moore County 2011 Charrette Report* for complete documentation.

December 2011

Resolutions opposing a U.S. 1 bypass

Multiple jurisdictions passed resolutions opposing the consideration of a U.S. 1 bypass in the development of a CTP. The main concern was that any U.S. 1 bypass would impact the Walthour-Moss Foundation.

The resolutions were passed by Aberdeen (Dec. 2, 2011), Pinebluff (Dec. 15), Pinehurst (Dec. 13), Southern Pines (Dec. 13), and Moore County (Dec. 5). Partners-In-Progress, a Moore County economic development organization, provided the resolutions to NCDOT on Dec. 28, 2011.

Jan. 30, 2012

Travel demand model work begins

Discussions on the development of the travel demand model began with Parsons-Brinckerhoff.

February-April 2012

Request to change U.S. 1 Strategic Highway Corridor

On Feb. 16, 2012, TARPO passed a resolution to support Moore County's request to reclassify U.S. 1's Strategic Highway Corridor designation to the 2012 cross sections, instead of the vision of a freeway.

On March 26, 2012, the Lumber River RPO passed resolutions against the reclassification of U.S. 1, opposing the Moore County position.

On April 10, 2012, NCDOT received a formal request from TARPO to change the Strategic Highway Designation of U.S. 1 from a freeway to a cross section to reflect existing conditions.

On April 10, 2012, both Hamlet and Rockingham (in Richmond County) passed resolutions against the reclassification of U.S. 1, opposing the Moore County position. Richmond County followed with its resolution on May 7, 2012.

April 30, 2012

First draft of charrette report received

NCDOT received the first draft of report on the Moore County charrettes from the consultant. The first draft was determined to be insufficient and required significant revisions. After several attempts, NCDOT finalized the report.

July 16, 2012	<p>NCDOT response to Strategic Highway Corridor change request</p> <p>NCDOT replied to the U.S. 1 Strategic Highway Corridor change request on July 16, 2012, stating that there was not sufficient information to make a decision to modify the Strategic Highway Corridor. The recommendation was that any decision should be deferred until the Moore County travel demand model and the Statewide 2040 Transportation Plan were complete.</p>
August 2012	<p>AirSage cell phone data</p> <p>Discussions began with AirSage cell phone data to be used in the travel demand model. That data can be used to validate the model and help determine origins and destinations.</p>
Sept. 18, 2012	<p>Secretary Conti visits the county</p> <p>Based on concerns in several locally written letters, NCDOT Secretary Gene Conti visited the county and stressed four points: 1) NCDOT is not interested in forcing a community to accept a project for which there is strong local opposition, 2) There has never been a project that defined a U.S. 1 bypass, 3) Completing the CTP is called for by state statute, and 4) The county's request to reclassify U.S. 1 Strategic Highway Classification will be examined as part of the CTP process.</p>
Oct. 1, 2012	<p>Parsons-Brinckerhoff Scope and contract activated</p> <p>Parsons-Brinckerhoff was hired to construct the travel demand model. The model was used to analyze deficiencies and identify needed improvements.</p>
Oct. 24, 2012	<p>MCTC meeting</p> <p>The charrette report was delivered at this meeting. See the <i>Moore County 2011 Charrette Report</i> for complete documentation.</p>
March 7, 2013	<p>Workshop meeting to compile data</p> <p>A staff subcommittee met to collect current and future (2030 and 2040) socio-economic data as it is an input for the travel demand model.</p>
May 13, 2013	<p>Receipt of the AirSage cell phone data for travel demand model</p> <p>The AirSage cell phone was delivered that can be used to validate the model and help determine origins and destinations.</p>
Aug. 5, 2013	<p>Socio-economic data finalized</p> <p>This was the last day for Moore County staff to change the 2030/2040 future year data. It was approved by local boards in October 2013 to March 2014 (see Appendix G), and forwarded to the consultant in April 9, 2014.</p>

July 1, 2014

Received travel demand model

The completed travel demand model was received from Parsons Brinckerhoff.

July 31, 2014

MCTC Meeting

The MCTC ultimately decided to move forward without Taylortown's future year socio-economic data approval and endorsed the future year data for the travel demand model.

Sept. 10, 2014

MCTC meeting to present travel demand model information

Parsons-Brinckerhoff gave a presentation about the travel demand model to the MCTC.

March 5, 2015

Board of Transportation adopts Strategic Transportation Corridors

On March 5, 2015, the N.C. Board of Transportation revised the Strategic Highway Corridors (SHC) to the Strategic Transportation Corridors (STC). The STC identify a network of critical multimodal transportation corridors considered the backbone of the state's transportation system. The 25 corridors move most of North Carolina's freight and people, link critical centers of economic activity to international air and sea ports, and support interstate commerce.

This was a very important development for Moore County because the statewide SHC vision for the two corridors in the county, U.S. 1 and N.C. 24-27 was poorly received. This allowed flexibility as long as NCDOT maintained mobility on the corridors.

U.S. 1 was included in the STC plan, but no longer designated as a freeway. The improvement of U.S. 1 to a freeway was opposed by many Moore County citizens and would have been disruptive to implement. N.C. 24-27 goes through two of the focus areas: Carthage and Cameron. However, this route was not included as an STC. The Carthage Bypass (R-2122) was a funded project at one time and dropped due to controversy.

This state policy change was possibly the biggest development in helping make the Moore County CTP a reality.

March 23, 2015

Public officials meeting

A public officials meeting was held at the Moore County Agricultural Center. Since the BOT revised the Strategic Highway Corridors (SHC) to the Strategic Transportation Corridors (STC) this allowed flexibility in moving forward with Focus Area agreements.

Focus area topics addressed:

- Carthage – model projections indicated 2040 congestion in Carthage. A “near-town” bypass was proposed.
- N.C. 24-27 in Cameron – traffic projections did not indicate any congestion in 2040.
- Western Connector/West End – 58% of the 2011 charrette participants preferred the widening of Roseland and Hoffman Roads instead of a Western Connector. Analysis showed it was not an effective solution. It did little to resolve the capacity concerns on N.C. 5. No alternative concepts were shown at the meeting, but there was a call for suggestions.
- U.S. 1 – 70% of the 2011 charrette participants preferred improvements on existing U.S. 1. Local resolutions prevented consideration of concepts east of U.S. 1. A synchronized street concept was proposed.

March 23-24, 2015

Public meetings

Public meetings were held during the second phase of public involvement, immediately after the public officials meeting discussed above.

- Monday, March 23: Moore County Agricultural Center from 5-8pm.
- Tuesday, March 24 meetings: Pinehurst TownHall 10 a.m.-1p.m., Aberdeen Rec Center 3-6p.m, and Aberdeen Elementary 5-8p.m.

April 20, 2016

MCTC meeting

This meeting created a Western Connector subcommittee, and the first meeting was to be held on April 28, 2016. Carthage discussed they had been working with the Needmore community about the Carthage Bypass. See Appendix I for a discussion of the Western Connector scenarios discussed.

May 16, 2016

Carthage Byway Resolution

Local officials worked with Carthage residents to develop a solution to provide future congestion relief to Carthage. A local decision was made to rebrand the “Carthage Bypass” to the “Carthage Byway” as a two lane “near-town” bypass. The map dated April 4, 2016 was adopted by the town of Carthage on May 16, 2016.

May 25, 2016

Second Western Connector subcommittee

Seven scenarios were presented to the subcommittee concerning the

Western Connector. The committee agreed on Scenario #7 and forwarded that decision to the MCTC.

June 29, 2016

Western Connector agreement (first agreement)

Seven scenarios were presented to the MCTC concerning the Western Connector. The committee agreed on Scenario #7. At the time, there was agreement with all five focus area items that began in 2010.

Oct. 25, 2016

MCTC meeting

CTP recommendations were discussed. The Western Connector caused considerable discussion and it was decided to revisit the Western Connector concept.

Nov. 30, 2016 and
Jan. 25, 2017

MCTC meetings

The main topic for both meetings was a discussion of the Western Connector concept.

March 20, 2017

Western Connector public meeting response released

On Feb. 21, 2017, the citizen's group growmooresmart.org gave a presentation opposing the Western Connector concept to the Village of Pinehurst. NCDOT prepared and released a document titled *Western Connector Public Meeting Response* to clarify and correct misinformation given at the February presentation.

March 22, 2017

MCTC meeting

After a presentation and many questions, the MCTC reaffirmed support of the Western Connector. Scenario #7 Revised was chosen as the locally preferred alternative for the Western Connector.

June 28, 2017

MCTC meeting

The MCTC agreed on the *Draft Moore County Highway CTP Proposals*, dated June 23, 2017, which is the basis for the recommendations in this report, and can be found in Appendix H. It also agreed to a final schedule.

Nov. 15, 2017

MCTC meeting

The MCTC finalized the list of 39 highway proposals by approving the latest *Draft Moore County Highway CTP Proposals*. It added four proposals: Linden Road Extension, Roseland Road Extension, U.S. 1 Synchronized Street (Between N.C. 2 (Midland Road) and Camp Easter Road), and the Morganton Road interchange. The decision to have seven public meeting locations was also made which was later extended to eight. The first draft of the CTP documentation was placed online for this meeting.

Jan.11, 2017

Moore County commissioners meeting

The draft CTP was presented at a work session of the county commissioners. No significant comments were received.

March 5-27, 2018

Draft CTP presented to municipalities

The draft CTP was presented to municipalities on these dates:

- March 5, 2018 – Town of Candor
- March 8, 2018 – Town of Robbins
- March 13, 2018 – Village of Foxfire
- March 14, 2018 – Town of Whispering Pines
- March 15, 2018 – Town of Pinebluff
- March 19, 2018 – Towns of Vass and Carthage
- March 26, 2018 – Towns of Southern Pines and Aberdeen
- March 27, 2018 – Village of Pinehurst, Town of Cameron

Multiple attempts were made to schedule a meeting with Taylortown, and a draft CTP presentation was never made. The meetings with Foxfire and Pinehurst contained many questions about the proposed Western Connector.

April 9-23, 2018

Public involvement meetings

Eight public involvement meetings were held about the draft CTP. A discussion of these events can be found in Chapter 2.

June 18, 2018

Public review of the draft plan begins

This draft report was made available for public review prior to the MCTC endorsing the draft CTP.

Aug. 29, 2018

MCTC endorsement.

The MCTC endorsed the draft CTP. They did, however, add some consideration of a truck route.

This verbiage was included in the final motion by the committee: "Consider a different route other than or in addition to the Pinehurst Bypass and Western Connector to address truck traffic, may require coordination with adjoining local jurisdictions and Counties."

Sept. 10 – Nov. 27,
2018

Approval of the Moore County CTP

After MCTC approval, the 12 municipalities and the county began to consider adoption of the CTP. All the areas had a brief presentation for their respective councils.

The land use plans of Aberdeen and Pinehurst were older than five years. To comply with the land development provision of State Statute 136-66.2, Aberdeen and Pinehurst reaffirmed their previous land use plans prior to adopting the CTP. The county also reaffirmed its land use plan prior to adoption. The county's 2013 Land Use Plan was close to being five years old.

A table of presentations and adoptions can be found in appendix O.

TARPO endorsed the plan on Dec. 13, 2018 and the BOT mutually adopted on Jan. 10, 2019.

Appendix L

Volume and Capacity Deficiencies

The three maps on the following pages show the 2040 volume and capacity deficiencies for the Moore County area, showing the 2040 Volume and Capacity Deficiencies, with the CTP recommendations added.

Under Capacity ●● Roadway Volume < 80% of Capacity

Near Capacity ●● Roadway Volume = 80 - 100% of Capacity

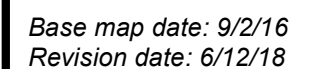
Over Capacity ●● Roadway Volume > 100% of Capacity

Moore County Comprehensive Transportation Plan

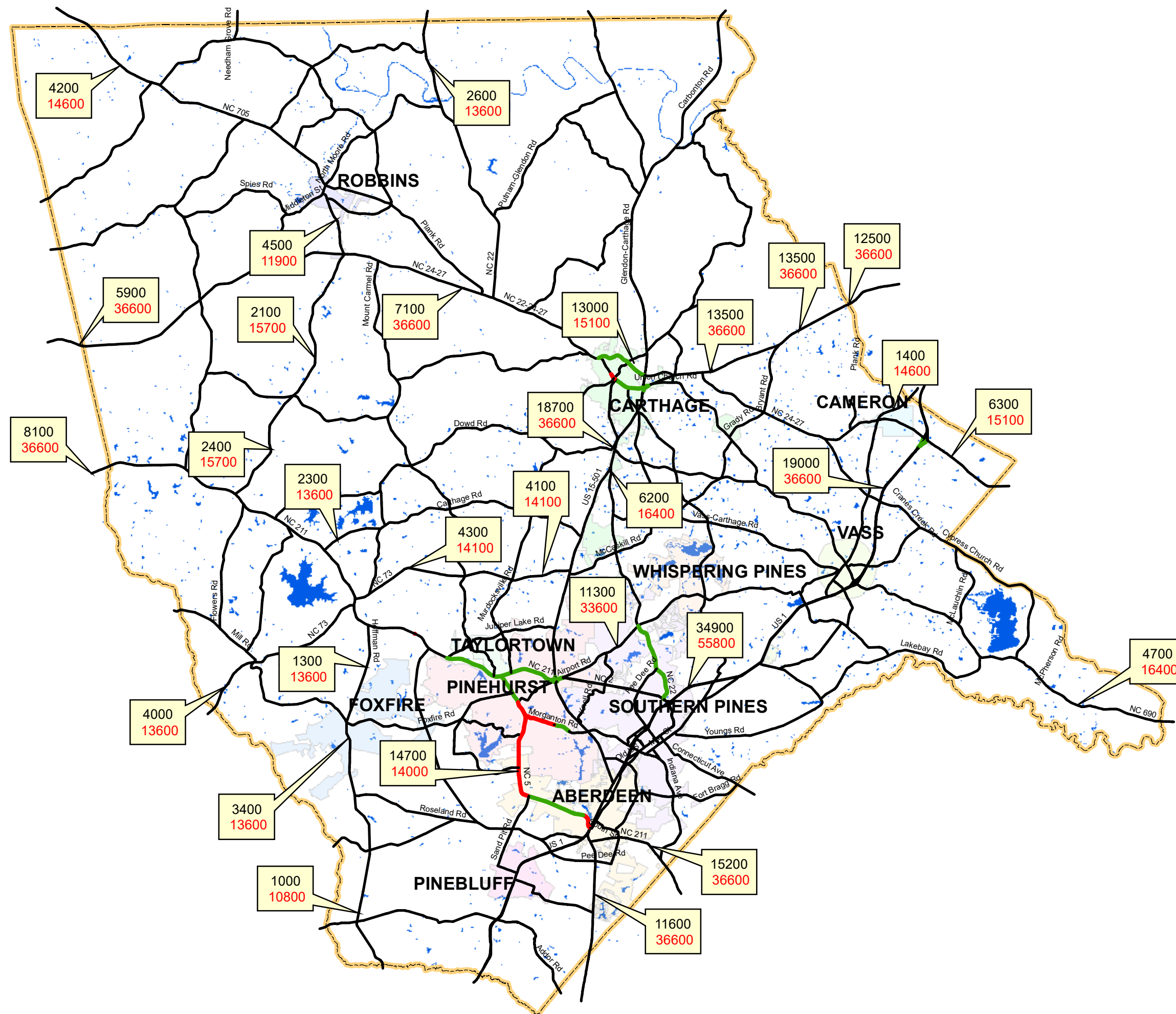
Legend

- | | |
|------|-----------------|
| #### | 2040 Projection |
| #### | 2040 Capacity |

- Under Capacity (0 - 0.79)
- Near Capacity (0.80 - 1.00)
- Over Capacity (1.01 - Beyond)



Refer to CTP document for more details



2040 Volumes and Capacity Deficiencies (Build)

Moore County Comprehensive Transportation Plan

Plan date:

Legend

- County Boundary
- Aberdeen
- Cameron
- Carthage
- Foxfire
- Pinebluff
- Pinehurst
- Robbins
- Southern Pines
- Taylortown
- Vass
- Whispering Pines
- Lakes, Rivers & Streams

- #### 2040 Projection
- #### 2040 Capacity

2040 Capacity Deficiencies (2040 Projection / 2040 Capacity)

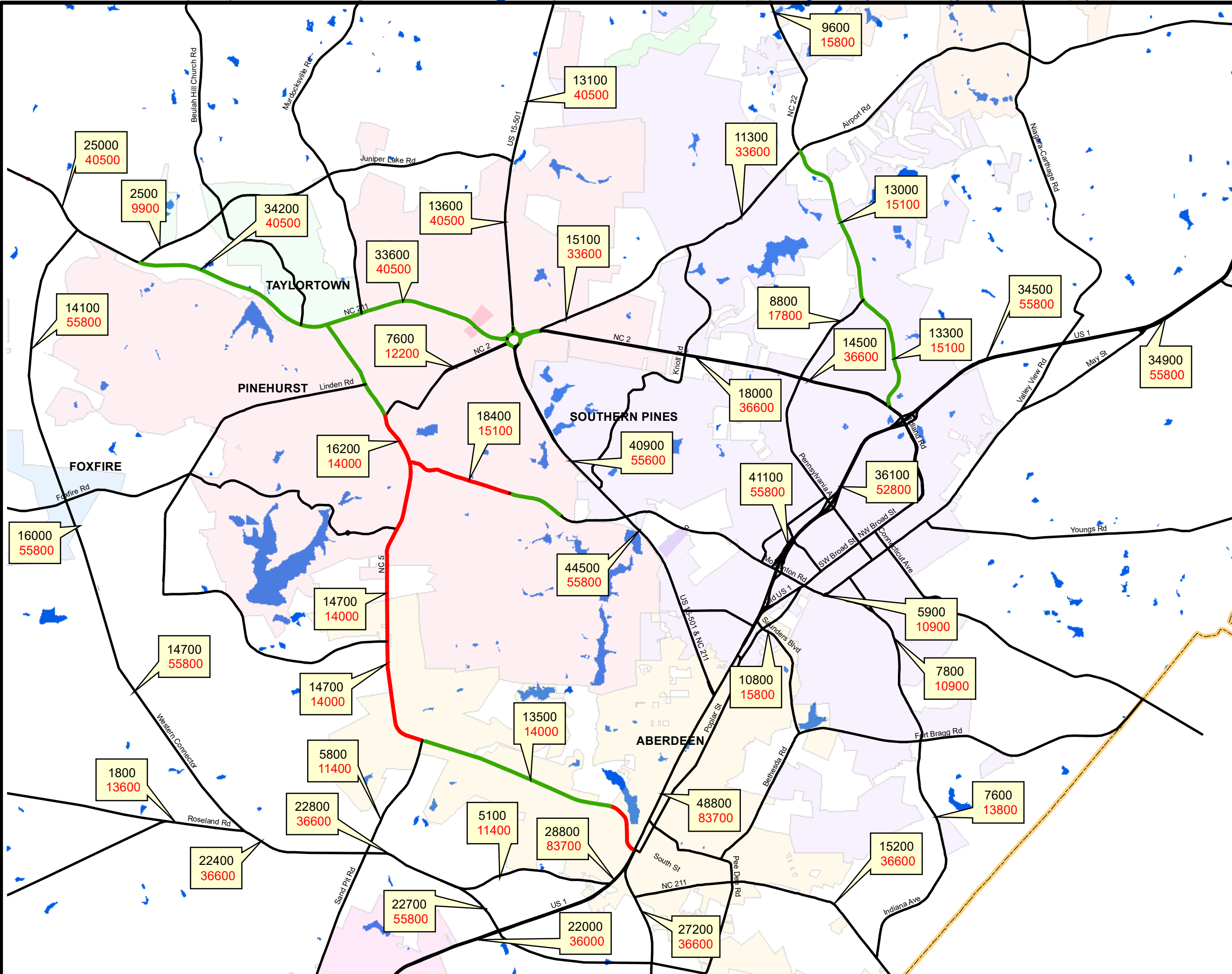
- Under Capacity (0 - 0.79)
- Near Capacity (0.80 - 1.00)
- Over Capacity (1.01 - Beyond)

0 0.5 1 Miles

Sheet 15 of 15

Base map date: 9/2/16
Revision date: 6/12/18

Refer to CTP document for more details



2040 Volumes and Capacity Deficiencies (Build)
Moore County Carthage Inset Comprehensive Transportation Plan

Plan date:

Legend

- County Boundary
- Aberdeen
- Cameron
- Carthage
- Foxfire
- Pinebluff
- Pinehurst
- Robbins
- Southern Pines
- Taylortown
- Vass
- Whispering Pines
- Lakes, Rivers & Streams

- 2040 Projection
- 2040 Capacity

2040 Capacity Deficiencies (2040 Projection / 2040 Capacity)

- Under Capacity (0 - 0.79)
- Near Capacity (0.80 - 1.00)
- Over Capacity (1.01 - Beyond)

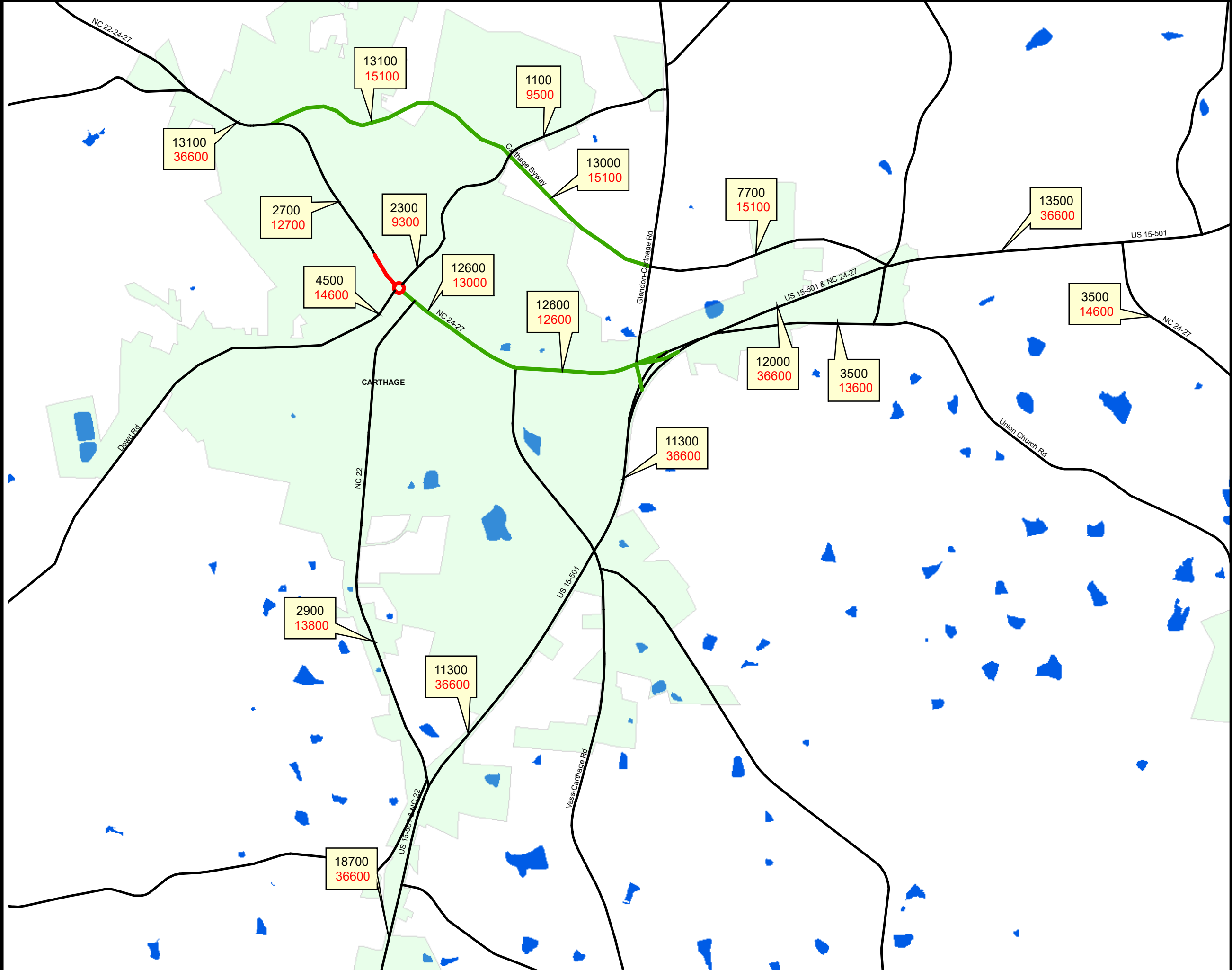
0 0.125 0.25 0.5 Miles

Sheet 13 of 15

Base map date: 9/2/16
Revision date: 6/12/18



Refer to CTP document for more details



Appendix M

High Frequency Crash Locations

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 three year period. The following maps show these areas.

Figure 6
HIGH FREQUENCY
CRASH LOCATIONS
(August 1, 2014 to August 1, 2017)



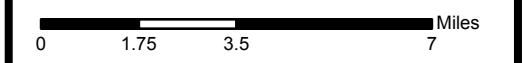
P

Legend
Crash Intersections
(# indicates "Map Index" in Table 1 on Page 1-4)

- # 8 to 19
- # 20 to 29
- # 30 to 39
- # 40 to 49
- # 50 and above

- Water Bodies
- Municipal Boundaries
- County Boundaries

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



Base map date:
Refer to CTP document for more details

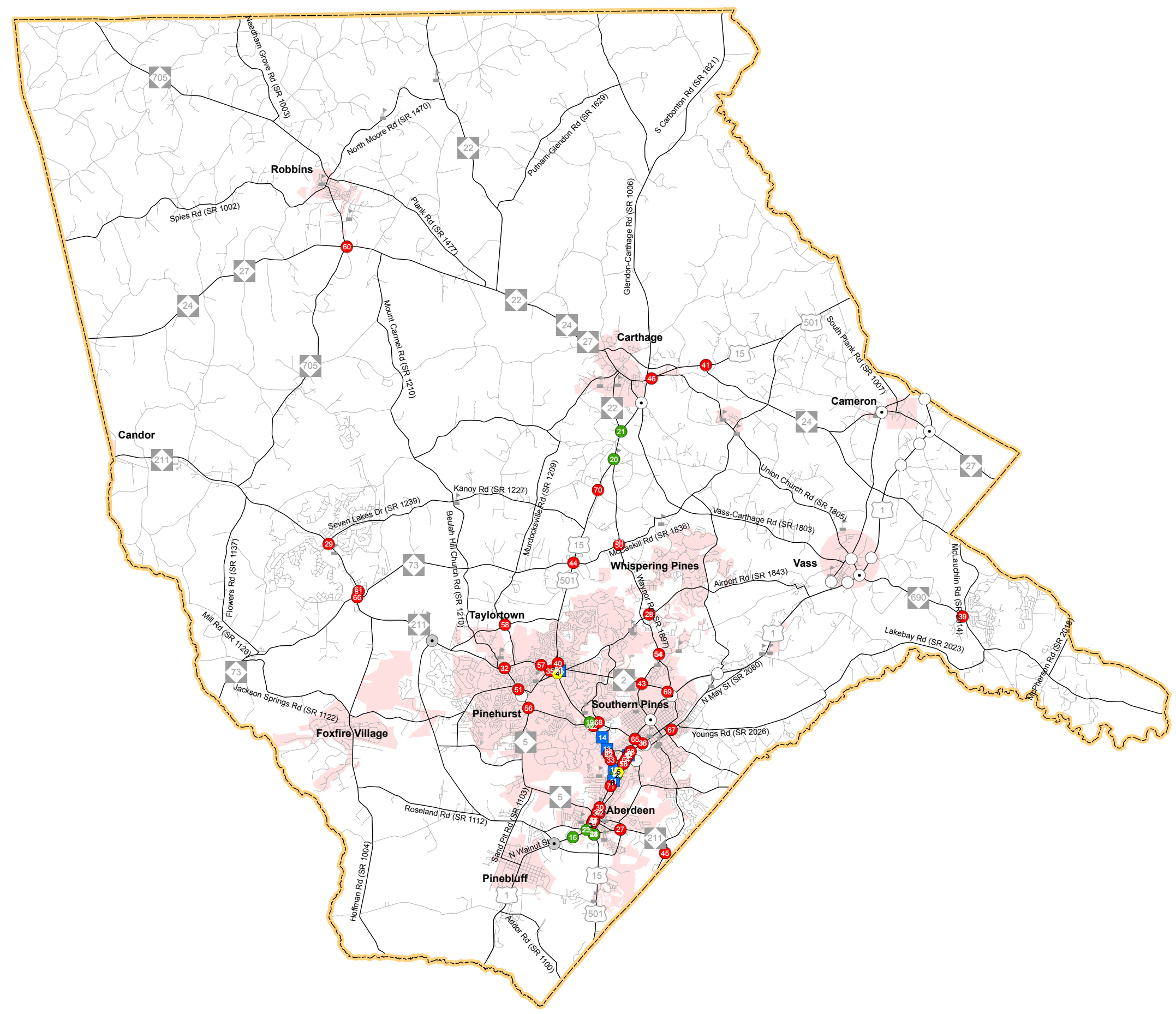


Figure 6

HIGH FREQUENCY CRASH LOCATIONS



Legend

Crash Sections

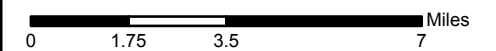
- 4 to 9
- 10 to 19
- 20 to 29
- 30 to 39
- 40 to 49
- 50 and above

Water Bodies

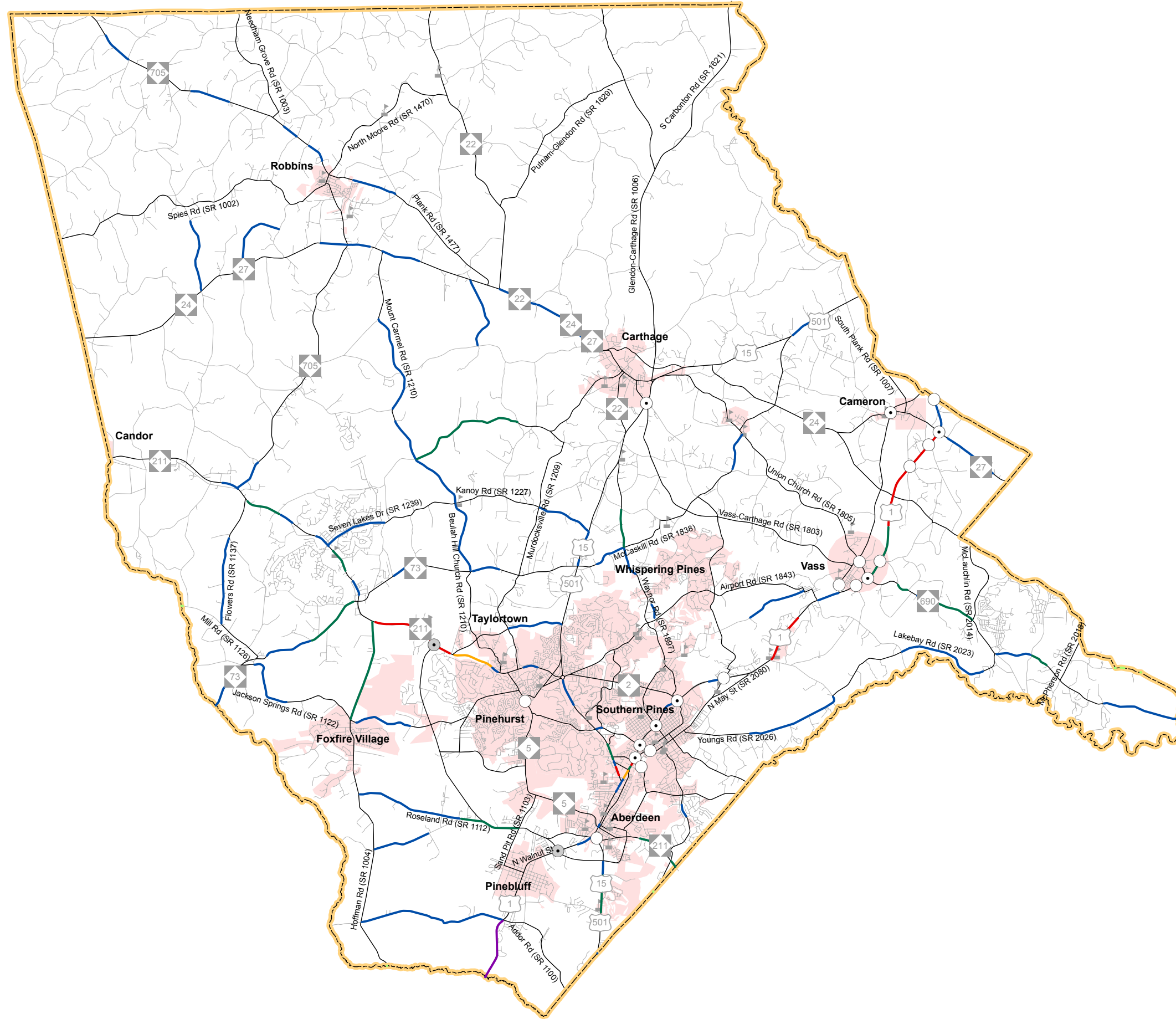
Municipal Boundaries

County Boundaries

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



Base map date:
Refer to CTP document for more details



Appendix N

Environmental Features Mapping

The following environmental maps were considered in the development of the Moore County CTP.

Table 1 – Environmental Features

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



Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process.

Section 102 of the National Environmental Policy Act¹(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

1) For more information on NEPA, go to: <https://ceq.doe.gov/>.

these features utilizing the best available data. Any potential impacts to these resources were identified as a part of the project recommendations in Chapter 3 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.

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

Appendix O

Stakeholder Involvement



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.

Moore County had an unprecedented public involvement plan to get citizen input and feedback throughout the study process.

From the outset, three rounds of public involvement were planned for the study. This section gives a brief synopsis of the public involvement opportunities throughout the process.

For events that happened between the public involvement meetings, see Appendix K – Timeline of Events and Decisions.



Moore County Transportation Committee

Throughout the course of the study, the NCDOT Transportation Planning Branch cooperatively worked with the Moore County Transportation Committee (MCTC), which included a representative from each municipality, county staff, the local planning organization (TARPO), NCDOT Division Office, and others. The committee provided information on current local plans, expressed its transportation vision, discussed population and employment projections, and developed

proposed recommendations.

The MCTC used the concepts, as well as public feedback, to make final recommendations about the area's transportation infrastructure. This committee was advisory only, as the final adoptions and endorsements of the transportation plan would need to be approved by each municipality, Moore County, and TARPO. All the final recommendations will still need to be locally approved, funded, and evaluated under a federal process to determine the final design details and location. The meetings were held periodically from 2010 to 2018, advertised, and were open to the public.

For more information on individual meetings where key decisions were made, see Appendix K – Timeline of Events and Decisions.

Moorechoices website (www.moorechoices.net)

A web page was solely dedicated to the Moore County Comprehensive Transportation Plan (CTP). It contained a vast amount of current and historic data for public review about the Moore County transportation planning process.

Charrettes (2011)

Early in the process, five "focus areas" were identified that should be collaboratively developed with a broad consensus before starting to work on the balance of the transportation plan. Each of the areas would have roadway improvements to accommodate the anticipated year 2040 traffic.



NCDOT and a private consultant, Neighborhood Solutions, tailored a planning exercise called Strings and Ribbons to engage residents in finding locally accepted solutions to important transportation decisions in these five focus areas.

The Core Objectives of the Moore County Charrettes:

- Enlisting early public involvement in the CTP study
- Safeguarding local priorities in the county's long-range transportation plan
- Providing a forum for Moore County's communities to participate in the planning process.

The data collected was used to help determine how the county will accommodate anticipated future traffic.

Seven public charrettes were held throughout the five focus areas Nov. 1-4, 2011, that concentrated on the transportation issues associated with the following roadway corridors and their adjacent communities:

1. N.C. 24-27 near Carthage,
2. N.C. 24-27 near Cameron,
3. U.S. 1 through Moore County

4. N.C. 73 and N.C. 211 near West End, and
5. A proposed southern route to connect the county's western communities with the amenities in the east.

Another charrette was held on Jan. 19, 2012 to specifically target Title VI communities.

479

Participants in 2011 Charrettes

The methodology behind the development of the materials used in the charrettes, the data obtained, and the resulting conclusions can be found in the *Moore County November 2011 Charrette Report*.



Public Meetings (2015)

On March 5, 2015, the N.C. Board of Transportation revised the Strategic Highway Corridors (SHC) to the Strategic Transportation Corridors (STC). This change in NCDOT policy allowed additional flexibility in identifying solutions for Focus Area agreements.

Additional meetings for resident input were then held in the second phase of public involvement. A local officials meeting was held on March 23, 2015, followed by public meetings:

- March 23, 2015: Moore County Agricultural Center 5-8 p.m.

- March 24 meetings: Pinehurst Village Hall 10 a.m.-1 p.m., Aberdeen Agricultural Center 3-6 p.m., and Aberdeen Elementary 5-8 p.m.

Overall, the feedback was positive, especially the idea of the U.S. 1 synchronized street instead of a bypass.

Focus area topics addressed in the 2015 meetings

- *Carthage – model projections indicated 2040 congestion in Carthage. A bypass to the north of town was proposed.*
- *N.C. 24-27 in Cameron – traffic projections did not indicate sufficient congestion in 2040 to require improvements*
- *Western Connector/West End – While some residents preferred widening Roseland Road (SR 1112) and Hoffman Road (SR 1004), a detailed traffic analysis showed it was not an effective solution. It did little to resolve the capacity concerns on N.C. 5. No additional concepts were displayed at the 2015 meetings, but a call for suggestions.*
- *U.S. 1- 70% of the 2011 Charrette participants preferred improvements on existing U.S. 1. Local resolutions prevented consideration of concepts east of U.S. 1. A synchronized street concept was proposed.*

Public Meetings (2018) for draft CTP

In 2018, the third round of public involvement included eight public drop-in sessions to present the proposed draft CTP, and 67 residents attended. Comments for the draft CTP were accepted through May 7, 2018.

Table 2 2018 Public Meeting Information

Date	Time	Location	# Attendees	# Comments
April 9	2-4 p.m.	Carthage Agricultural Center	11	6
April 11	10am-Noon	Vass Town Hall	16	6
April 11	2-4 p.m.	Cameron Fire Department	1	0
April 12	6-8 p.m.	Southern Pines Douglas Center	6	1
April 17	3-5 p.m.	Aberdeen Lake Park	11	4
April 17	6:30-8:30 p.m.	Pinehurst Village Hall	15	6
April 19	6-8 p.m.	Robbins North Moore High School	1	1
April 23	6-8 p.m.	Aberdeen Elementary School	6	3

Also, there was an online survey for those that wanted to submit comments later or were unable to attend any of the meetings. Fifteen residents responded to the survey by May 7, 2018, and one comment was mailed. There were five responses and one comment opposing the Western Connector concept.

Final Adoptions (2018)

On Aug. 29, 2018, the MCTC endorsed the draft CTP. They did, however, add some consideration of a truck route.

This verbiage was included in the final motion by the committee: "Consider a different route other than or in addition to the Pinehurst Bypass and Western Connector to address truck traffic, may require coordination with adjoining local jurisdictions and counties."

State Statute 136-66.2 requires that an area have a valid land development plan less than

five years old. To satisfy local land use plans that were older than five years, Aberdeen and Pinehurst reaffirmed their existing land use plans (Sept. 24, 2018 and Oct. 9, 2018, respectively) since it was used in the development of the Moore County CTP. Moore County also chose to reaffirm its plan on Nov. 6, 2018 since its plan was nearly five years old.

Moore County CTP Approvals

Moore County CTP Approvals		
Area	Initial Presentation	Adoption
Aberdeen*	9/24/2018	9/24/2018
Cameron	10/23/2018	10/23/2018
Candor	10/1/2018	10/1/2018
Carthage	10/15/2018	11/19/2018
Foxfire	9/27/2018	11/13/2018
Moore County*	11/6/2018	11/6/2018
Pinebluff	10/18/2018	11/15/2018
Pinehurst*	10/9/2018	10/23/2018
Robbins	9/12/2018	9/12/2018
Southern Pines	10/3/2018	10/9/2018
Taylor town	9/25/2018	11/27/2018
Vass	9/10/2018	9/10/2018
Whispering Pines	10/10/2018	10/10/2018

* = Reaffirmed land use plan

RPO/DOT Approvals


























Triangle Area Rural Planning Organization	12/13/2018	12/13/2018
NC Department of Transportation, Board of Transportation	1/10/2018	1/10/2019

Figure 7 Environmental Features Map I (A) Moore County

Comprehensive Transportation Plan

May 30, 2018

Legend

-  Colleges and Universities
-  Schools
-  Hospitals
-  Historic Resources Sites
-  24k Hydro Lines
-  Critical Habitat Lines
-  Airport Boundary
-  APNEP - Submersed Aquatic Veg.
-  Conservation Tax Credit Prop.
-  Historic Resources Areas
-  Hydrography Areas
-  Land & Water Conservation Funds
-  Landscape Habitat Indicator Guilds
-  Managed Areas
-  National Wetland Inventory
-  NC-CREWS
-  NCDOT Maintained Mitigation Sites
-  Significant Natural Heritage Areas
-  State Parks
-  Target Local Watersheds - EEP
-  Unique Wetlands
-  County Boundary
-  Roads
-  Railroads
-  Municipal Boundaries

0 2 4 8 Miles



Base map date:

Refer to CTP document for more details

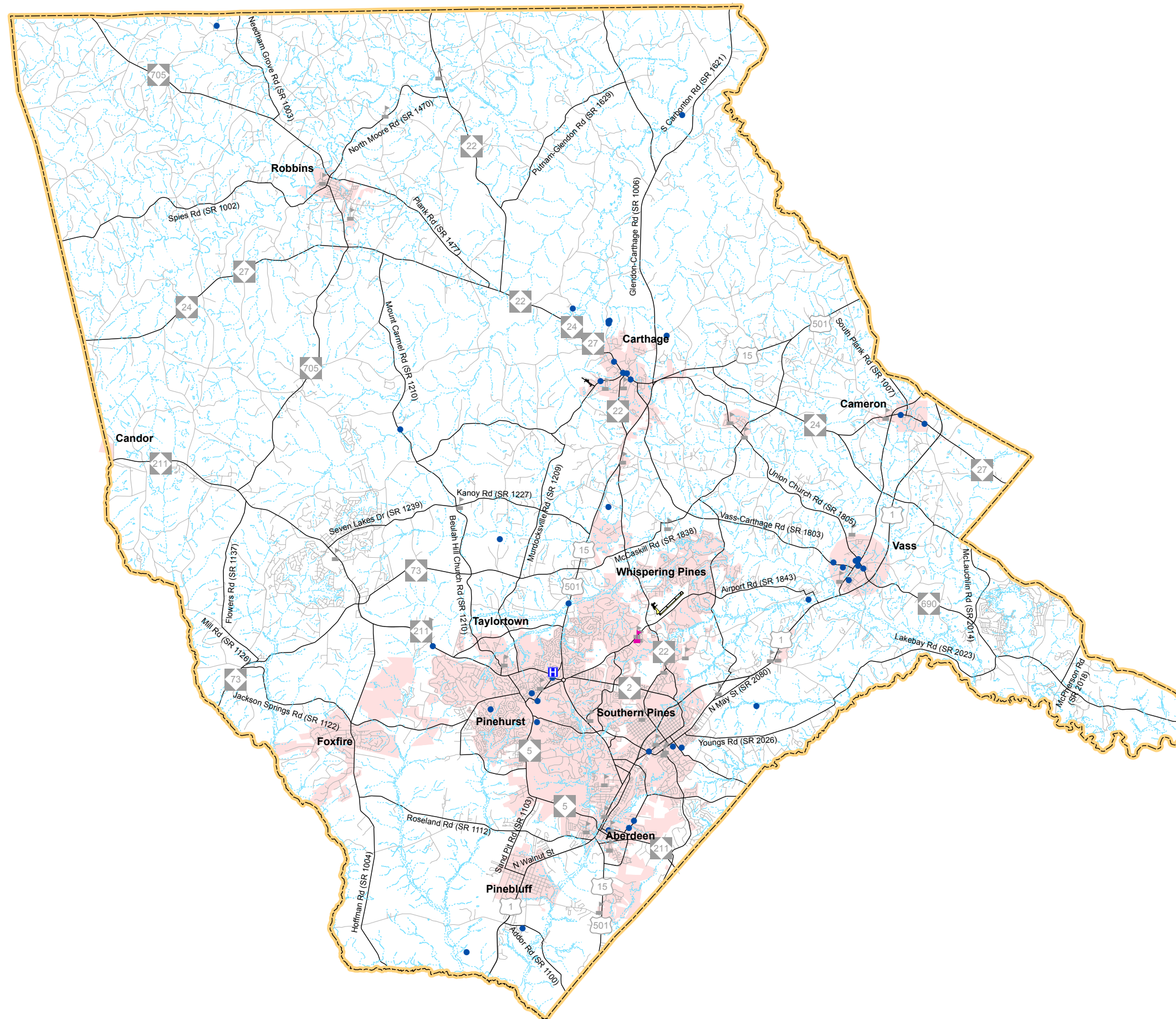


Figure 7
Environmental
Features Map I (B)
Moore County

Comprehensive
Transportation Plan

May 30, 2018

Legend

- Colleges and Universities
- Schools
- Hospitals
- Historic Resources Sites
- 24k Hydro Lines
- Critical Habitat Lines
- Airport Boundary
- APNEP - Submersed Aquatic Veg.
- Conservation Tax Credit Prop.
- Historic Resources Areas
- Hydrography Areas
- Land & Water Conservation Funds
- Landscape Habitat Indicator Guilds
- Managed Areas
- National Wetland Inventory
- NC-CREWS
- NCDOT Maintained Mitigation Sites
- Significant Natural Heritage Areas
- State Parks
- Target Local Watersheds - EEP
- Unique Wetlands
- County Boundary
- Roads
- Railroads
- Municipal Boundaries

0 2 4 8 Miles



Base map date:
Refer to CTP document for more details

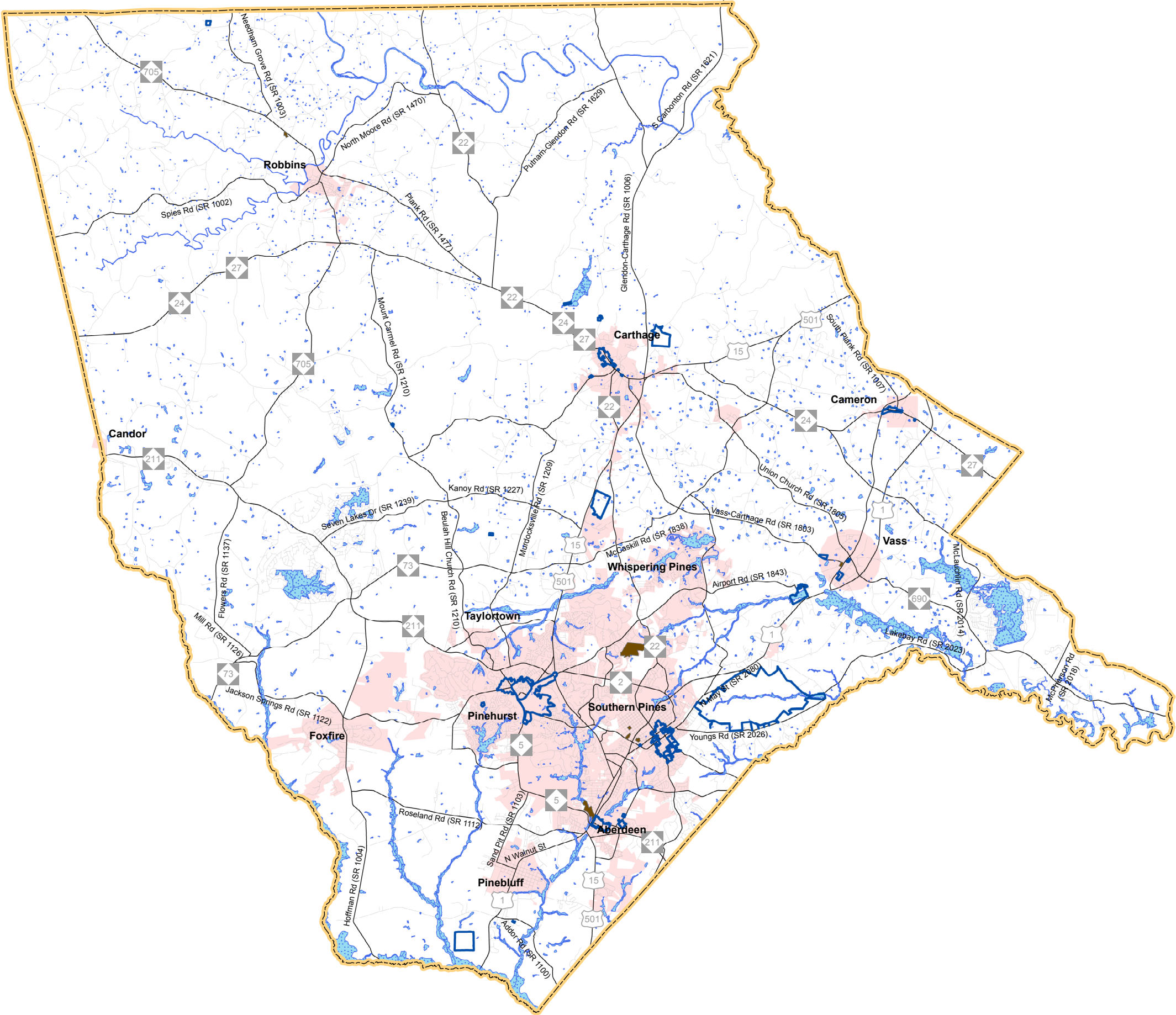



























Figure 7 Environmental Features Map I (C) Moore County Comprehensive Transportation Plan May 30, 2018

Legend

-  Colleges and Universities
-  Schools
-  Hospitals
-  Historic Resources Sites
-  24k Hydro Lines
-  Critical Habitat Lines
-  Airport Boundary
-  APNEP - Submersed Aquatic Veg.
-  Conservation Tax Credit Prop.
-  Historic Resources Areas
-  Hydrography Areas
-  Land & Water Conservation Funds
-  Landscape Habitat Indicator Guilds
-  Managed Areas
-  National Wetland Inventory
-  NC-CREWS
-  NCDOT Maintained Mitigation Sites
-  Significant Natural Heritage Areas
-  State Parks
-  Target Local Watersheds - EEP
-  Unique Wetlands
-  County Boundary
-  Roads
-  Railroads
-  Municipal Boundaries



Base map date:

Refer to CTP document for more details

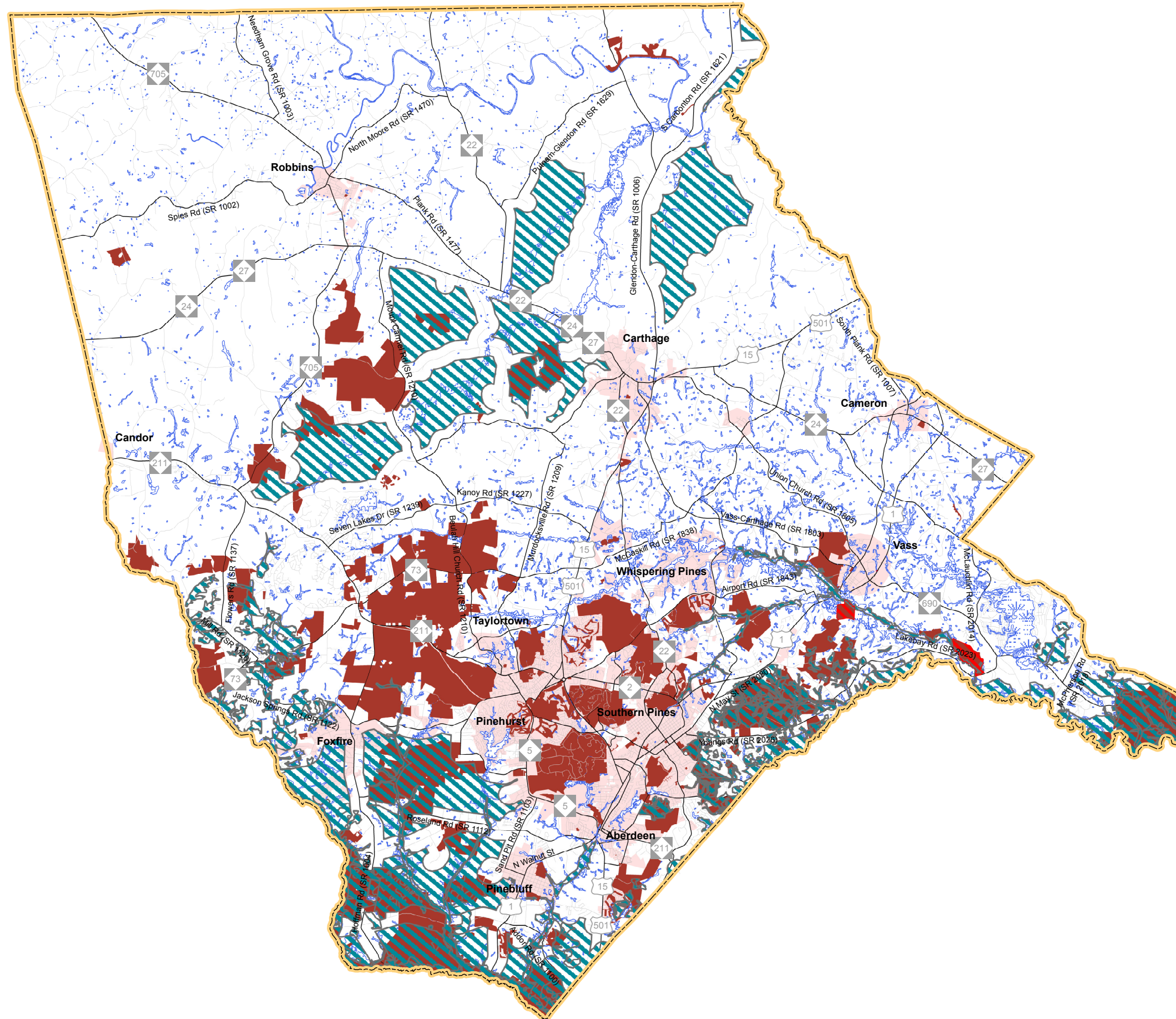



























Figure 7 Environmental Features Map I (D) Moore County

Comprehensive Transportation Plan

May 30, 2018

Legend

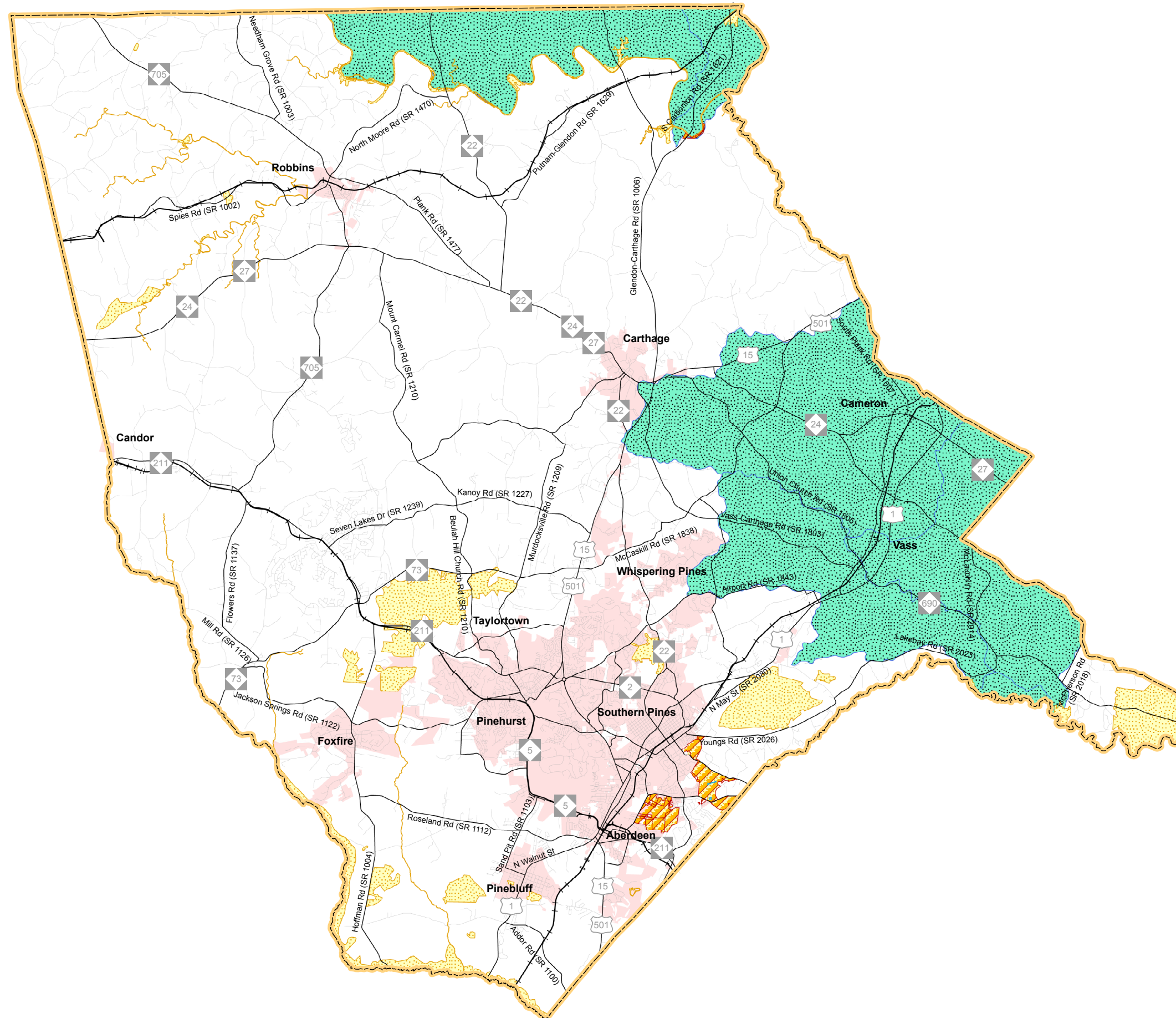
-  Colleges and Universities
-  Schools
-  Hospitals
-  Historic Resources Sites
-  24k Hydro Lines
-  Critical Habitat Lines
-  Airport Boundary
-  APNEP - Submersed Aquatic Veg.
-  Conservation Tax Credit Prop.
-  Historic Resources Areas
-  Hydrography Areas
-  Land & Water Conservation Funds
-  Landscape Habitat Indicator Guilds
-  Managed Areas
-  National Wetland Inventory
-  NC-CREWS
-  NCDOT Maintained Mitigation Sites
-  Significant Natural Heritage Areas
-  State Parks
-  Target Local Watersheds - EEP
-  Unique Wetlands
-  County Boundary
-  Roads
-  Railroads
-  Municipal Boundaries

0 2 4 8 Miles



Base map date:

Refer to CTP document for more details



Appendix P

Project Sheets

This appendix presents two new location recommendations in more detail, the proposed Western Connector and Carthage Byway. These pages supplement the recommendations in Chapter 3. These recommendations will need to be funded and evaluated under a federal process to determine the final design details and location.

Western Connector

From N.C. 211 to US 1

Local ID: MOOR0003-H

Purpose: Congestion

Improvement: New Location

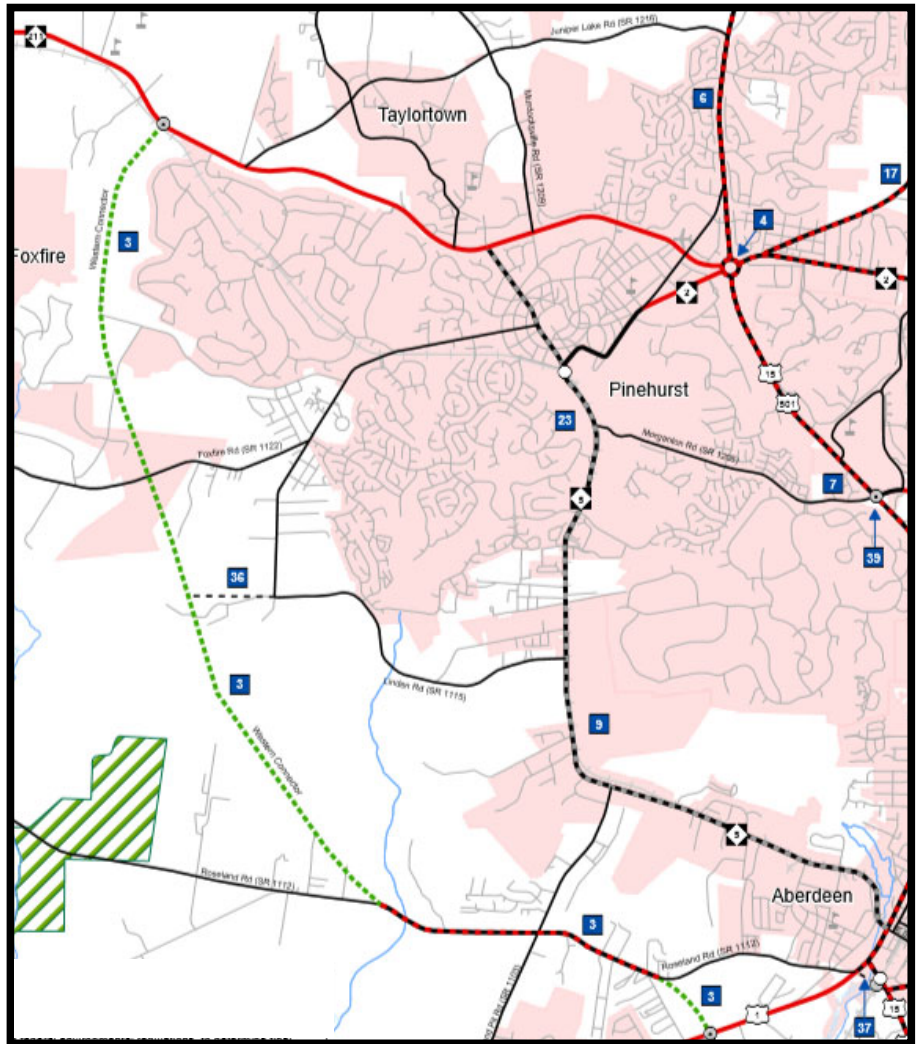
Identified Need

Congestion: Existing N.C. 5 is projected to be over capacity by 2040 between N.C. 211 to US 1. The purpose of any improvement is to reduce projected 2040 congestion on N.C. 5.

Recommendation

Multilane divided facility, mostly on new location and a portion on Roseland Road (SR 1112), connecting N.C. 211 west of Pinehurst to US 1 south of Aberdeen. This recommendation includes a multi-use path.

Note: Future traffic data assumes completion of U-5756, which is to construct paved shoulders and install left turn lanes along N.C. 5 from the Aberdeen Town Limits to the

**Proposal At A Glance**

Highway Class	Congestion / Mobility
Facility Type	Boulevard
Typical Section Options	4A, 4E
Estimated Cost	N/A
Length (miles)	9.4
Existing ROW (feet)	None—60'
Existing Crash Rate	N/A

Capacity Data:	Year
Facility (N.C. 5) will be Approaching Capacity (>80%)	Current
Facility (N.C. 5) will be Over Capacity (≥100%)	2024

Proposal Data:	2015 Base Year	2040 Future Year	
N.C. 5	Existing	Without Proposal	With Proposal
Facility Type	Major	Major	Major
Travel Lanes	2	2-3	2-3
Volume (vpd)	9,800-18,000	17,000-21,600	12,000-18,000
Capacity (vpd)	11,200—12,300	12,300	12,300
Roseland Road	Existing	Without Proposal	With Proposal
Facility Type	Minor	Minor	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	3,300	9,000	22,400
Capacity (vpd)	11,400—13,600	11,400—13,600	40,500
West. Connector	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	14,100-22,400
Capacity (vpd)	-	-	40,500—55,800

Project History/ Linkage to Other Plans

Southern Pines-Aberdeen-Pinehurst Thoroughfare Plan (1987) - This plan included a Pinehurst Bypass. Residential development compromised that alignment, and the concept was shifted west and retitled the Western Connector.

N.C. 5 Feasibility Study (FS 0108B) (2003) - This study found the existing N.C. 5 corridor to be at capacity and noted the difficulty to widening due to physical constraints and adjoining railroad right-of-way. The study recommended an alternate corridor be identified to relieve the congestion along the N.C. 5 corridor.

Village of Pinehurst Western Connector Corridor Study (2008) - The Town of Pinehurst funded this study, which included a preferred solution of a combination of two alternatives. Since the study, development has occurred in the preferred corridor, so other options should be considered.

Village of Pinehurst Thoroughfare Plan (2011) - The Town of Pinehurst created a thoroughfare plan for their major street system that was approved only by Pinehurst. A Western Connector concept was identified on the plan.

CTP Goal Analysis

The proposed Western Connector helps accomplish several goals related to the Comprehensive Transportation Plan. Goal #1—provide an efficient transportation system, Goal #6—preserve and protect the ambience and heritage of Moore County. Since this study started in 2011, performance measures and targets were not created.

To meet Goal #1, the Western Connector is expected to reduce traffic on N.C. 5 and give opportunities for regional trips to avoid traveling through Pinehurst.

To meet Goal #6, the Western Connector is expected to avoid widening N.C. 5, which would be difficult through Pinehurst and near an adjacent railroad corridor.

Potential Impacts

The proposed alternative mostly on new location avoids substantial human impacts that the alternative of widening existing N.C. 5 through downtown Pinehurst would have caused. All alternatives considered are covered in Appendix I. Potential environment impacts of the CTP :

- Natural— Potential habitats for the Red-Cockaded Woodpecker (RCW), which is closely tied to the presence of Longleaf Pines, which the woodpecker requires for nesting and roosting.
- Natural— Several streams and wetlands are in the study area. Although not directly impacting, the proposed corridor is near the county landfill.
- Human— Due to the length of the corridor, multiple residences and dozens of other properties are impacted.
- Human - Areas that are greater than 10% minority can be found in the project area near N.C. 211 and an area greater than 10% Hispanic can be found near Roseland Road (SR 1112).
- Historical—The Lloyd-Howe House is a historic home in the project area, but not directly impacted by the proposal. Built in 1929, it is listed on the National Register of Historic Places.

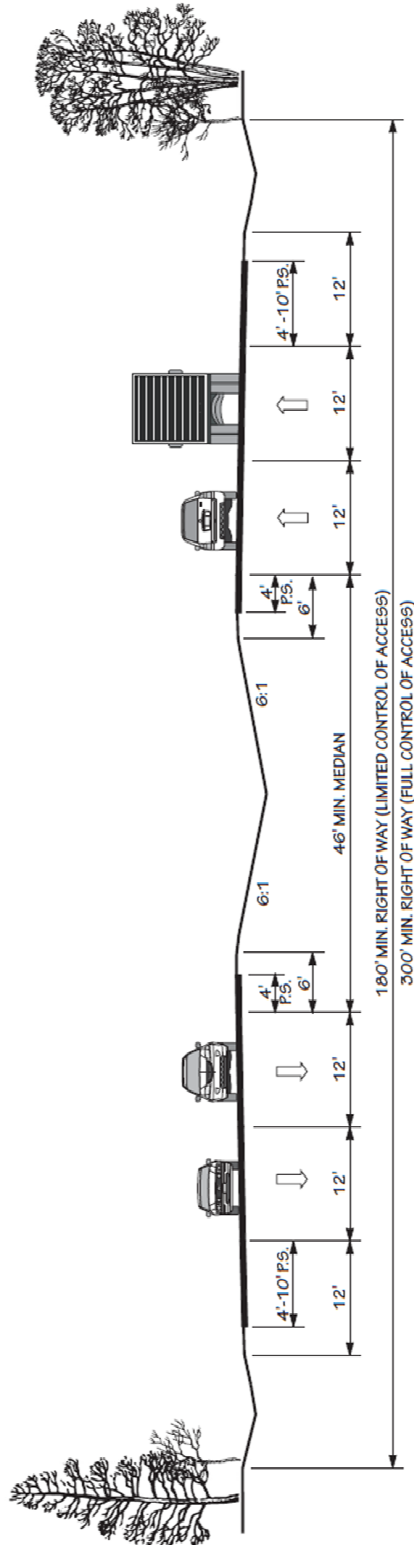
Other Information

Many citizens supported widening nearby Hoffman Road (SR 1004) and Roseland Road (SR 1112) instead of a Western Connector. (See Appendix O and the *Moore County November 2011 Charrette Report*).

Traffic analysis was based on travel demand modeling. This analysis indicated that the widening of those roads was not an effective solution. The greatest shift of traffic from N.C. 5 is when improvements, like a Western Connector, are located close to N.C. 5.

The Moore County Transportation Committee reached agreement on the a group of projects, which included the Western Connector in May 2106. After opposition by a local citizens group and additional study, they reaffirmed their support on March 22, 2017.

TYPICAL SECTION No. 4A



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

POSTED SPEED 45-70 MPH

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Facilities to be Evaluated	
Bicycle, Pedestrian & Public Transit (*Subject to local municipal agreement)	<u>Proposed</u>
Sidewalk *	<input type="checkbox"/>
Marked Crosswalks	<input type="checkbox"/>
Bicycle Lane	<input type="checkbox"/>
Bike Route	<input type="checkbox"/>
Marked Shoulder	<input type="checkbox"/>
Multi-use Path *	<input checked="" type="checkbox"/>
Fixed Bus Corridor	<input type="checkbox"/>
Pedestrian Crossing Treatments	<input type="checkbox"/>
Bus on Shoulder System (BOSS)	<input type="checkbox"/>
Dedicated Lanes / Bus Rapid Transit Facility	<input type="checkbox"/>
Other Elements	<input type="checkbox"/>

Facilities to be Evaluated	
Rail & Freight	<u>Proposed</u>
Amtrak/Freight Route	<input type="checkbox"/>
Fixed Guideway	<input type="checkbox"/>

Carthage Byway

From N.C. 24-27 to N.C. 24-27

Local ID: MOOR0018-H

Purpose: Congestion

Improvement: New Location

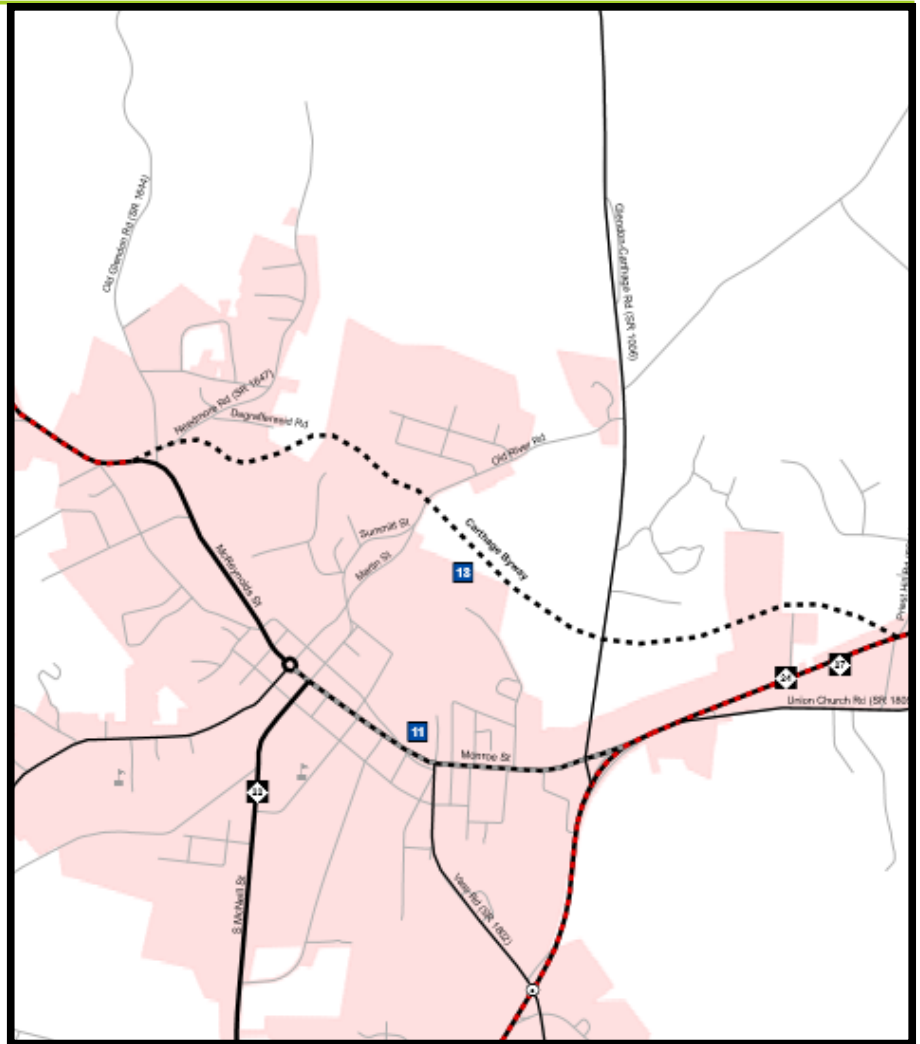
Identified Need

Congestion: Portions of N.C. 24-27 in Carthage are anticipated to be over capacity by 2040. The purpose of any improvement is to reduce congestion on N.C. 24-27 in Carthage.

Recommendation

Two lane facility on new location to remove through traffic from downtown Carthage, possibly built on a four-lane right-of-way. This recommendation includes a multi-use path.

Note: Future Year data on N.C. 24-27 assumes completion of project U-3628 through Carthage

**Proposal At A Glance**

Highway Class	Congestion
Facility Type	Major Thoroughfare
Typical Section Options	2E
Estimated Cost	N/A
Length (miles)	2.7
Existing ROW (feet)	None
Existing Crash Rate	N/A

Proposal Data:	2015 Base Year	2040 Future Year**	
N.C. 24-27	Existing	Without Proposal	With Proposal
Facility Type	Major	Major	Major
Travel Lanes	2-3	2-3	2-3
Volume (vpd)	10,000-12,000	13,400-15,400	12,600
Capacity (vpd)	12,300	15,100	15,100
	Existing	Without Proposal	With Proposal
Facility Type			
Travel Lanes			
Volume (vpd)			
Capacity (vpd)			

Capacity Data**:	Year
Facility (N.C. 24-27) will be Approaching Capacity (>80%)	Current
Facility (N.C. 24-27) will be Over Capacity (≥100%)	2037

Carthage Byway	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	7,700-13,100
Capacity (vpd)	-	-	15,100

Project History/ Linkage to Other Plans

Carthage Thoroughfare Plan (1996) - This highway-only plan was adopted locally on March 18, 1996 and the N.C. Board of Transportation on May 3, 1996. A bypass is shown to the south of town.

Carthage Bypass (NCDOT STIP #R-2212) - An environmental document was created that studied a multi-lane facility around Carthage to meet the Strategic Highway Corridors policy at that time. There was considerable public input and controversy in response to the project as proposed. The Needmoor community, which was in the previous project corridor (north of Carthage), was very opposed to the project as proposed. In August 2010, the project was deferred and removed from the STIP.

Moore County Comprehensive Transportation Plan (Carthage Byway) - After reviewing previous work on a bypass, a near-town bypass with a smaller cross section was proposed in 2015. Then Carthage officials worked with local citizens (specifically the Needmoor community) to develop a solution to provide future congestion relief in Carthage, and renamed the facility the "Carthage Byway".

The Byway was approved locally on May 16, 2016 with the understanding that environmental and design considerations would determine the final alignment.

CTP Goal Analysis

The proposed Carthage Byway helps accomplish several goals related to the Comprehensive Transportation Plan. Goal #1—provide an efficient transportation system, Goal #6—preserve and protect the ambiance and heritage of Moore County. Since this study started in 2011, performance measures and targets were not created.

To meet Goal #1, the Carthage Byway is expected to reduce traffic on N.C. 24-27 and give opportunities for regional trips to avoid traveling through Carthage.

To meet Goal #6, the Byway is expected to reduce or avoid impacts to the Needmoor Community.

Potential Impacts

The proposed alternative on new location avoids substantial human impacts that the alternative of widening N.C. 24-27 through downtown Carthage would have caused. Potential environment impacts on new location:

- Natural— Forested land.
- Natural—Various stream crossings.
- Human— Displacement and/or proximity to some residences near Title VI communities. The proposed alternative is south of the Needmoor Community.

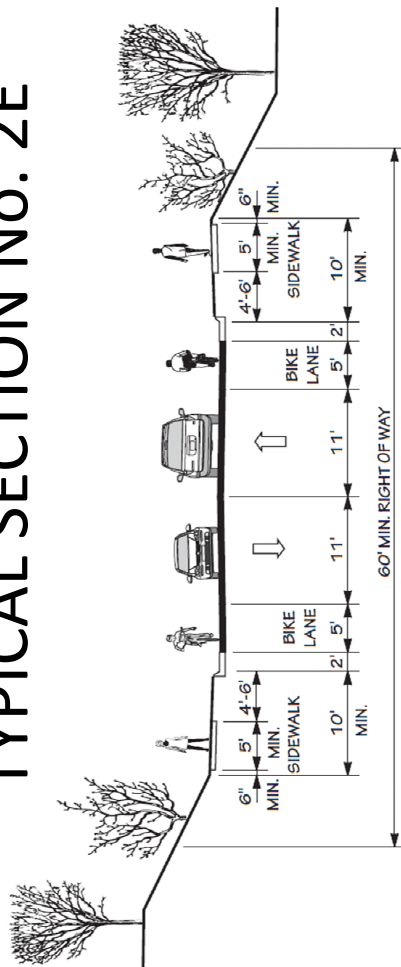
Other Information

Traffic analysis based on travel demand modeling indicated that the greatest shift of traffic from N.C. 24-27 is when the Carthage Byway location is the closest to Carthage. Alternatives that are longer and farther out are not as effective in diverting traffic.

Substantial stakeholder involvement included the Carthage area throughout the Comprehensive Transportation Plan process. See Appendix O and the *Moore County November 2011 Charrette Report* for more information.

Given the past controversial history of any new route near Carthage, a citizens group assisted the Town of Carthage in reaching consensus on a northern bypass, called the Carthage Byway. In the process, the citizen's group sketched a concept with tight horizontal curves that result in low design speeds. The final design speed will need to be higher than the CTP corridor, multiple alternatives will be considered, and that design considerations would help determine the final alignment.

TYPICAL SECTION No. 2E



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

POSTED SPEED 25-45 MPH

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Bike Route	<input type="checkbox"/>
Marked Shoulder	<input type="checkbox"/>
Multi-use Path *	<input checked="" type="checkbox"/>
Fixed Bus Corridor	<input type="checkbox"/>
Pedestrian Crossing Treatments	<input type="checkbox"/>
Bus on Shoulder System (BOSS)	<input type="checkbox"/>
Dedicated Lanes / Bus Rapid Transit Facility	<input type="checkbox"/>
Other Elements	<input type="checkbox"/>

Facilities to be Evaluated	
Rail & Freight	Proposed
Amtrak/Freight Route	<input type="checkbox"/>
Fixed Guideway	<input type="checkbox"/>