

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2013 Mount Olive CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

NCDOT adopted a "Complete Streets¹" policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the Department will collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area. The benefits of this approach include:

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

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

2.1 Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the county and its municipalities. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Eastern Carolina Rural Planning Organization (ECRPO) 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

¹ For more information on Complete Streets, go to: <http://www.completestreetsnc.org/>

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.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act² (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

2.2 Problem Statements

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

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

HIGHWAY

US 117A (Breazeale Avenue), Local ID No. MOUN0001-H

The primary purpose of project (Local ID No. MOUN0001-H) is to widen US 117A to 12-foot lanes from Calypso town limits to the southern Mount Olive city limits. It is also recommended to improve the signal timing within Mount Olive city limits. In addition, it is recommended 12-foot lane from the northern of Mount Olive city limits to the planning area boundary. With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

US 117A is a north-south corridor that goes through the middle of Mount Olive. It is classified as an Other Major Thoroughfare that Needs Improvement. It is a 2-3 lane facility with 10-12 foot lanes and a posted speed limit of 35 mph within the town limits and 45 to 55 mph outside the town limits. It runs parallel with US 117 through the planning area.

US 117A provides access to a number of commercial properties, municipal buildings, and residential areas. Traffic on US 117A north of NC 55 was 8,000 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 12,000 vpd. Traffic on US 117A is projected to increase to 15,000 vpd in 2040. Traffic on US 117A south of NC 55 was 14,500 vehicles per day (vpd) in 2010. The Level of Service D for this facility is 24,000 vpd. Traffic on US 117A is projected to increase to 23,000 vpd in 2040.

US 117A is part of the regional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, the natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included: a Water Supply Watershed, Freshwater Forested / Shrub Wetland, a Freshwater Pond, and three houses that are on the Historic National Register.

Identified Problem

Existing US 117 is projected to be near capacity by 2040 from Duplin County to NC 55 in the town of Mount Olive. US 117 is currently classified as an Expressway. The primary purpose of this project (Local ID No. MOUN0002-H) is to improve the facility by upgrading it to a Freeway with complete control of access from the Southern Planning Area Boundary line to the North Planning Area Boundary. This upgrade will require the following changes:

- *Grade Separation* at US 117 and West Main Street (SR 1141);
- *Grade Separation* at US 117 and Baker Chapel Church Road (SR 1138) and McKee Oil Company Road (SR 1170);
- *Grade-separated Interchange* at US 117 and Country Club Road (SR 1135);
- *Closing the at-grade intersection* at US 117 and Lee's Country Club Road (SR 1144); and
- *Closing the at-grade intersection* at US 117 and Old Smith Chapel Road (SR 1147)

With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

Justification of Need

US 117 is a major north-south corridor that goes through the western side of Mount Olive. It is classified as a Freeway that Needs Improvement. It is a 4-lane facility with 12-foot lanes and a posted speed limit of 55 mph. It runs parallel with US 117A through the planning area. US 117 provides access to a number of commercial properties, municipal buildings, and residential areas. Walmart™ is located at the intersection of US 117 and NC 55.

US 117 is a major north-south corridor in Wayne County, connecting Duplin County to Wilson County. It passes through Mount Olive, Goldsboro, Pikeville, Fremont, and other rural parts of the county. The facility is a vital artery in moving people and goods through southeast North Carolina, connecting Wilmington, Goldsboro, and Wilson.

Traffic on US 117 north of NC 55 is projected to increase from 13,000 vehicles per day (vpd) in 2010 to 26,000 vpd in 2040, compared to a Level of Service (LOS) D capacity of 22,000 vpd. Traffic on US 117 south of NC 55 is projected increase from 11,500 vpd in 2010 to 20,000 vpd in 2040, compared to a LOS D of 22,000 vpd.

West Main Street (SR 1141) is classified as a Minor Thoroughfare connecting NC 55 to US 117, US 117A, and providing access to central Mount Olive.

Traffic on West Main Street west of US 117 is projected to increase from 450 vpd in 2010 to 900 vpd in 2040, compared to a LOS D capacity of 8,000 vpd. Traffic on West Main Street east of US 117 is projected to increase from 4,500 vpd in 2010 to 8,500 vpd in 2040, compared to a LOS D capacity of 9,000 vpd.

West Main Street is a 2-lane facility with 9-foot lanes and a posted speed limit of 55 mph west of US 117. It is a 2-lane facility with 12-foot lanes and a posted speed limit of 35 mph east of US 117.

Baker Chapel Church Road (SR 1138) is classified as a collector connecting Thunder Swamp Road (SR 1183), Country Club Road (SR 1135), Bert Martin Road (SR 1146), and Cricket Ridge Road (SR 1136). It provides access to residential, rural and agricultural areas.

Traffic on Baker Chapel Church Road west of Country Club Road is projected to increase from 700 vpd in 2010 to 1,500 vpd in 2040, compared to a LOS D capacity of 8,000 vpd. Baker Chapel Church Road is a 2-lane facility with 9-foot lanes and a posted speed limit of 55 mph.

Traffic on McKee Oil Company Road (SR 1170) east of US 117 is projected to increase from 200 vpd in 2010 to 400 vpd in 2040, compared to a LOS D capacity of 8,000 vpd. It is a 2-lane facility with 9-foot lanes and a posted speed limit of 55 mph. McKee Oil Company Road is a local road that provides access to a church and a business.

Country Club Road is classified as a Minor Thoroughfare connecting NC 55, Baker Chapel Church Road (SR 1138), US 117, and US 117A. It provides access to residential, rural and agricultural areas.

Traffic on Country Club Road is projected to increase from 700 vpd in 2010 to 1,400 vpd in 2040, compared to a LOS D capacity of 8,000 vpd. Country Club Road is a 2-lane facility with 9-foot lanes and a posted speed limit of 55 mph.

Traffic on Lee's Country Club Road east of US 117 is projected to increase from 800 vehicles per day (vpd) in 2010 to 1,800 vpd in 2040, compared to a LOS D capacity of 9,000 vpd. Lee's Country Club Road is a 2-lane facility with 10-foot lanes and a posted speed limit of 45 mph east of US 117 and 55 mph west of US 117. Lee's Country Club Road provides access to rural, agricultural, and residential areas.

Traffic on Old Smith Chapel Road (SR 1147) west of US 117 is projected to increase from 900 vpd in 2010 to 2,600 vpd in 2040, compared to a LOS D capacity of 9,000 vpd. Old Smith Chapel Road is a 2-lane facility with 10-foot lanes and a posted speed limit of 55 mph. Old Smith Chapel Road provides access to rural, agricultural, and residential areas.

Community Vision and Problem History

US 117 and US 117A are the only major north-south routes that pass through Mount Olive. Walmart™ is located at the intersection of US 117 and NC 55. Amenities and services not available in Mount Olive can be found in Goldsboro. US 117 provides direct access between Mount Olive and Goldsboro.

This is the first time this deficiency has been identified on a transportation plan.

CTP Project Proposal

Project Description

The proposed project is to improve the facility by upgrading it to a freeway from the Southern Planning Area Boundary line to the North Planning Area Boundary. This upgrade will require the following changes: Grade Separation at US 117 and West Main Street (SR 1141); Grade Separation at US 117 and Baker Chapel Church Road (SR 1138) and McKee Oil Company Road (SR 1170); Grade-separated Interchange at US 117 and Country Club Road; closing the at-grade intersection at US 117 and Lee's Country Club Road (SR 1144); and closing the at-grade intersection at US 117 and Old Smith Chapel Road (SR 1147). The proposed improvements will provide connectivity and improve mobility in this area of Wayne County.

Relationship to Land Use Plans

The 2012 Mount Olive Land Use Plan indicates this area as a primary growth area. This area is primarily residential with small commercial properties near US 117. West Main Street provides access to many small businesses, the library, and churches in central Mount Olive. The area around Baker Church Road is primarily rural and residential with a small business and a church near US 117. The area around Country Club Road is primarily rural and residential with some small businesses near US 117. The area around Lee's Country Club Road is primarily rural and residential. The area around Old Smith Chapel Road is primarily rural and residential.

Linkages to Other Plans and Proposed Project History

US 117 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). In addition, US 117 is part of the NC Strategic Highway Corridor System (SHC).

The NC Strategic Highway Corridors (SHC) Plan indicated that this corridor, Corridor 50 (from Wilmington in the south to Wilson in the north utilizing I-40, NC 403, US 117, and US 264), should be designated as a Freeway. The aim of this project is to extend current I-795 from Goldsboro south through the existing US 117 corridor which goes through Mount Olive to I-40 in the vicinity of Faison, Duplin County.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included: a Water Supply Watershed and a Freshwater Forested / Shrub Wetland.

Multi-modal Considerations

There are no existing sidewalks or bike lanes on US 117. Portions of US 117 have a proposed transit route in the future.

There are no existing sidewalks or bike lanes on West Main Street west of US 117. There are sidewalks on both sides of West Main Street east of US 117, but no bike lanes. There is a proposed transit route on this road in the future.

There are no existing sidewalks or bike lanes in the area near Baker Chapel Church Road. There are no proposed sidewalks or bike lanes recommended on this road. There is a proposed transit route on Baker Chapel Church Road in the future.

There are no existing sidewalks or bike lanes on Country Club Road. There are no proposed sidewalks or bike lanes recommended for this project. There is a proposed transit route on this road in the future.

There are no existing sidewalks or bike lanes on Lee's Country Club Road. There are no proposed sidewalks or bike lanes recommended for this project.

There are no existing sidewalks or bike lanes on Old Smith Chapel Road. There are no proposed sidewalks or bike lanes recommended for this project.

Public / Stakeholder Involvement

Respondents to the survey indicated that US 117 through Mount Olive was one of the most driven routes for travelers going to Goldsboro.

NC 55, Local ID No. MOUN0003-H

The primary purpose of project (Local ID No. MOUN0003-H) is to improve portions of the facility that are substandard by widening the lanes to 12 feet with 2-foot shoulders from Thunder Swamp Road (SR 1183) to Kelly Springs Road (SR 1937). With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

NC 55 is an east-west corridor that goes through Mount Olive. It is classified as an Other Major Thoroughfare that Needs Improvement. It is a 2-lane facility with 11-to-12-foot lanes and a posted speed limit of 55 mph outside town limits, and a 4-to-5 lane facility with 45 mph inside town limits. NC 55 provides access to a number of commercial properties, municipal buildings, and residential areas. Walmart™ is located at the intersection of US 117 and NC 55.

Traffic on NC 55 west of US 117 is projected to increase from 14,000 vehicles per day (vpd) in 2010 to 26,000 vpd in 2040, compared to a Level of Service (LOS) D capacity for this facility of 18,000 vpd. Traffic on NC 55 east of US 117 is projected to increase from 13,500 vehicles per day (vpd) in 2010 to 25,000 vpd in 2040, compared to a LOS D capacity for this facility of 24,000 vpd.

NC 55 is part of the regional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included: a Freshwater Pond.

This project ties to the widening of NC 55, Local ID No. MOUN0029-H. This project also ties to the proposed interchange at Northwest Center Street, Local ID No. MOUN0030-H, which it will provide On/Off access at Northwest Center Street for Industrial Park and Mount Olive Pickle Plant.

Rones Chapel Road (SR 1004), Local ID No. MOUN0004-H

The primary purpose of project (Local ID No. MOUN0004-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from East James Street (SR 1004) to NC 403. With these improvements, it will meet the future mobility and connectivity needs in Mount Olive, and it will make it safer for people biking on this road.

Rones Chapel Road (SR 1004) is an east-west corridor that connects Mount Olive to NC 403. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 10-to-11-foot lanes and a posted speed limit of 55 mph. Rones Chapel Road provides access to agricultural, rural, and residential areas.

Traffic on Rones Chapel Road was 3,300 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 9,000 vpd. Traffic is projected to increase to 6,000 vpd in 2040.

Rones Chapel Road is part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included: a Freshwater Pond and a Freshwater Forested / Shrub Wetland.

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East James Street (SR 1004), Local ID No. MOUN0005-H

The primary purpose of project (Local ID No. MOUN0005-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders and improving traffic flow within the town limits by adjusting signal timing from Rones Chapel Road (SR 1004) to Wooten Street. With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

East James Street (SR 1004) is an east-west corridor that runs through Mount Olive, and it is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 9-foot lanes and a posted speed limit of 35 mph inside the town limits and 55 mph outside the town limits. East James Street provides access to municipal buildings, commercial properties, and residential areas; also, it is a major commerce route between Duplin and Wayne Counties.

Traffic on East James Street was 3,500 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 8,000 vpd. Traffic is projected to increase to 6,800 vpd in 2040.

East James Street is part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included: three houses that are on the Historic National Register.

Old Smith Chapel Road (SR 1147), Local ID No. MOUN0006-H

The primary purpose of project (Local ID No. MOUN0006-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from Thunder Swamp Road (SR 1183) to US 117. With these improvements, it will meet the future mobility and connectivity needs in Mount Olive, and it will make it safer for people biking on this road.

Old Smith Chapel Road (SR 1147) is an east-west corridor on the west side of Mount Olive. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 9-to-10-foot lanes and a posted speed limit of 55 mph. Old Smith Chapel Road provides access to agricultural, rural, and residential areas.

Traffic on Old Smith Chapel Road west of US 117 is projected to increase from 900 vehicles per day (vpd) in 2010 to 2,600 vpd in 2040, compared to a Level of Service (LOS) D capacity of 9,000 vpd.

Old Smith Chapel Road is part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included: Daughtery Field Recreational Complex, which has two baseball fields, and a Freshwater Forested / Shrub Wetland.

Country Club Road (SR 1135), Local ID No. MOUN0007-H

The primary purpose of project (Local ID No. MOUN0007-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from NC 55 to US 117A. With these improvements, it will meet the future mobility and connectivity needs in Mount Olive, and it will make it safer for people biking on this road.

Country Club Road (SR 1135) is a collector road northwest of Mount Olive. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 9-foot lanes and a posted speed limit of 55 mph. Country Club Road provides access to a country club with a golf course, a medical center, as well as agricultural, rural, and residential areas.

Traffic on Country Club Road is projected to increase from 700 vehicles per day (vpd) in 2010 to 1,400 vpd in 2040, compared to a Level of Service (LOS) D capacity of 8,000 vpd.

Country Club Road is part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included: a Water Supply Watershed, a Freshwater Pond, and a Freshwater Forested / Shrub Wetland.

West Main Street (SR 1141), Local ID No. MOUN0008-H

The primary purpose of project (Local ID No. MOUN0008-H) is to improve the facility by widening the lanes to 12 feet with curb and gutter from South Breazeale Avenue (US 117A) to US 117, and widen the lanes to 12 feet with 2-foot shoulders from US 117 to NC 55. With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

West Main Street (SR 1141) is an east-west corridor that goes through central Mount Olive. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 9-foot lanes and a posted speed limit of 55 mph west of US 117, and 12-foot lanes and 35 mph speed limit east of US 117. West Main Street provides access to municipal buildings, churches, commercial properties, and residential areas.

Traffic on West Main Street west of US 117 is projected to increase from 450 vehicles per day (vpd) in 2010 to 900 vpd in 2040, compared to a Level of Service (LOS) D capacity of 8,000 vpd. Traffic on West Main Street east of US 117 is projected to increase from 4,500 vpd in 2010 to 8,500 vpd in 2040, compared to a LOS D capacity of 9,000 vpd.

West Main Street is part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included: a house on the Historic National Register.

Wooten Street, Local ID No. MOUN0009-H

The primary purpose of project (Local ID No. MOUN0009-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from West James Street (SR 1004) to West Main Street (SR 1141). With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

Wooten Street is a local road in central Mount Olive. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 10-to-11-foot lanes and a posted speed limit of 35 mph. Wooten Street provides access to Mount Olive Middle School, Mount Olive Historic Assembly, and residential areas.

Traffic on Wooten Street is projected to increase from 1,000 vehicles per day (vpd) in 2010 to 2,000 vpd in 2040, compared to a Level of Service (LOS) D capacity of 8,000 vpd.

Based on a planning level environmental assessment using available GIS data, there were no natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project.

Indian Springs Road (SR 1744), Local ID No. MOUN0010-H

The primary purpose of project (Local ID No. MOUN0010-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from Northeast Church Road (SR 1941) to Kelly Springs Road (SR 1937). With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

Indian Springs Road (SR 1744) is an east-west corridor northeast of Mount Olive. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 10-foot lanes and a posted speed limit of 55 mph. Indian Springs Road provides access to agriculture, rural, and residential areas, as well as access to the Industrial Park, airport, and Mount Olive Pickle Distribution Center.

Traffic on Indian Springs Road is projected to increase from 2,800 vehicles per day (vpd) in 2010 to 5,400 vpd in 2040, compared to a Level of Service (LOS) D capacity of 9,000 vpd.

Indian Springs Road is part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, there were no natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project.

Northeast Church Road (SR 1941), Local ID No. MOUN0011-H

The primary purpose of project (Local ID No. MOUN0011-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from North Breazeale Avenue (US 117A) to Indian Springs Road (SR 1744). With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

Northeast Church Road (SR 1941) is an east-west corridor north of Mount Olive. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 9-foot lanes and a posted speed limit of 55 mph. Northeast Church Road provides access to small businesses, furniture manufacturing plant, agriculture, rural, and residential areas as well as access to the Industrial Park, airport, and Mount Olive Pickle Distribution Center.

Traffic on Northeast Church Road is projected to increase from 2,800 vehicles per day (vpd) in 2010 to 5,100 vpd in 2040, compared to a Level of Service (LOS) D capacity of 8,000 vpd.

Northeast Church Road is part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental features examined as a part of this study that was identified in the immediate vicinity of the project was a Freshwater Forested / Shrub Wetland.

Northeast Center Street (SR 1938), Local ID No. MOUN0012-H

The primary purpose of project (Local ID No. MOUN0012-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from West Park Avenue to 1,000 feet north of Country Club Road (SR 1135). With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

Northwest Center Street (SR 1938) is a north-south corridor north of Mount Olive that runs parallel with a railroad track. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 9-to-10-foot lanes and a posted speed limit of 35 mph in town limits and 55 mph outside town limits. Northwest Center Street provides access to small businesses, the Mount Olive Municipal Airport, the Mount Olive Pickle Company, agriculture, rural, and residential areas.

Traffic on Northwest Center Street north of NC 55 is projected to increase from 2,000 vehicles per day (vpd) in 2010 to 3,800 vpd in 2040, compared to a Level of Service (LOS) D capacity of 8,000 vpd.

Northwest Center Street is part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project were a Water Supply Watershed, and a Freshwater Forested / Shrub Wetland.

West Park Avenue, Local ID No. MOUN0013-H

The primary purpose of project (Local ID No. MOUN0013-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from Northeast Center Street (SR 1938) to North Breazeale Avenue (US 117A). With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

West Park Avenue is a connector road in central Mount Olive. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 10-foot lanes and a posted speed limit of 35 mph in town limits. West Park Avenue provides access to a bank, a used car dealership, and residential areas, as well as access to Mount Olive Pickle Plant.

Traffic on West Park Avenue is projected to increase from 1,000 vehicles per day (vpd) in 2010 to 2,000 vpd in 2040, compared to a Level of Service (LOS) D capacity of 8,000 vpd.

Based on a planning level environmental assessment using available GIS data, there were no natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project.

Henderson Street (SR 1174 and SR 1168), Local ID No. MOUN0014-H

The primary purpose of project (Local ID No. MOUN0014-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from North Breazeale Avenue (US 117A) to NC 55. With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

Henderson Street (SR 1174 and SR 1168) is a collector road in central Mount Olive. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-to-3-lane facility with 10-to-12-foot lanes and a posted speed limit of 35 mph. Henderson Street provides access to Mount Olive College, a Post Office, Piggly Wiggly™, a hotel, commercial properties, and residential areas.

Traffic on Henderson Street west of US 117A is projected to increase from 1,700 vehicles per day (vpd) in 2010 to 3,000 vpd in 2040, compared to a Level of Service (LOS) D capacity of 12,000 vpd.

Henderson Street is part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, there were no natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project.

Michael Martin Road Local ID No. MOUN0015-H

The primary purpose of project (Local ID No. MOUN0015-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from North Breazeale Avenue (US 117A) to Henderson Street (SR 1174 and SR 1168). With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

Michael Martin Road is a connector road north of Mount Olive College. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 8-foot lanes and a posted speed limit of 35 mph. Michael Martin Road provides access to a hotel, commercial properties, and residential areas, as well as access to Mount Olive College.

Traffic on Michael Martin Road is projected to increase from 1,000 vehicles per day (vpd) in 2010 to 2,000 vpd in 2040, compared to a Level of Service (LOS) D capacity of 8,000 vpd.

Based on a planning level environmental assessment using available GIS data, there were no natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project.

Daughtery Field Road (SR 1143), Local ID No. MOUN0016-H

The primary purpose of project (Local ID No. MOUN0016-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from Old Smith Chapel Road (SR 1147) to Lee's Country Club Road (SR 1144). With these improvements, it will meet the future mobility and connectivity needs in Mount Olive, as well as provides connection between Old Smith Chapel Road and Lee's Country Club, which are being closed off.

Daughtery Field Road (SR 1143) is a connector road west of Mount Olive. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 10-foot lanes and a posted speed limit of 55 mph. Daughtery Field Road provides access to Daughtery Field Recreational Complex, rural, agricultural, and residential areas.

Traffic on Daughtery Field Road is projected to increase from 300 vehicles per day (vpd) in 2010 to 700 vpd in 2040, compared to a Level of Service (LOS) D capacity of 8,000 vpd.

Daughtery Field Road is part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental feature examined as a part of this study that were identified in the immediate vicinity of the project was Daughtery Field Recreational Complex, which has two baseball fields.

Lee's Country Club Road (SR 1144), Local ID No. MOUN0017-H

The primary purpose of project (Local ID No. MOUN0017-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from the intersection of Lee's Country Club Road (SR 1144) and Old Smith Chapel Road Extension (SR 1147) to South Breazeale Avenue (US 117A). With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

Lee's Country Club Road (SR 1144) is an east-west corridor in southern Mount Olive. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 10-foot lanes and a posted speed limit of 45 mph outside and 35 mph inside the town limits. Lee's Country Club Road provides access to rural, agricultural, and residential areas.

Traffic on Lee's Country Club Road is projected to increase from 800 vehicles per day (vpd) in 2010 to 1,800 vpd in 2040, compared to a Level of Service (LOS) D capacity of 9,000 vpd.

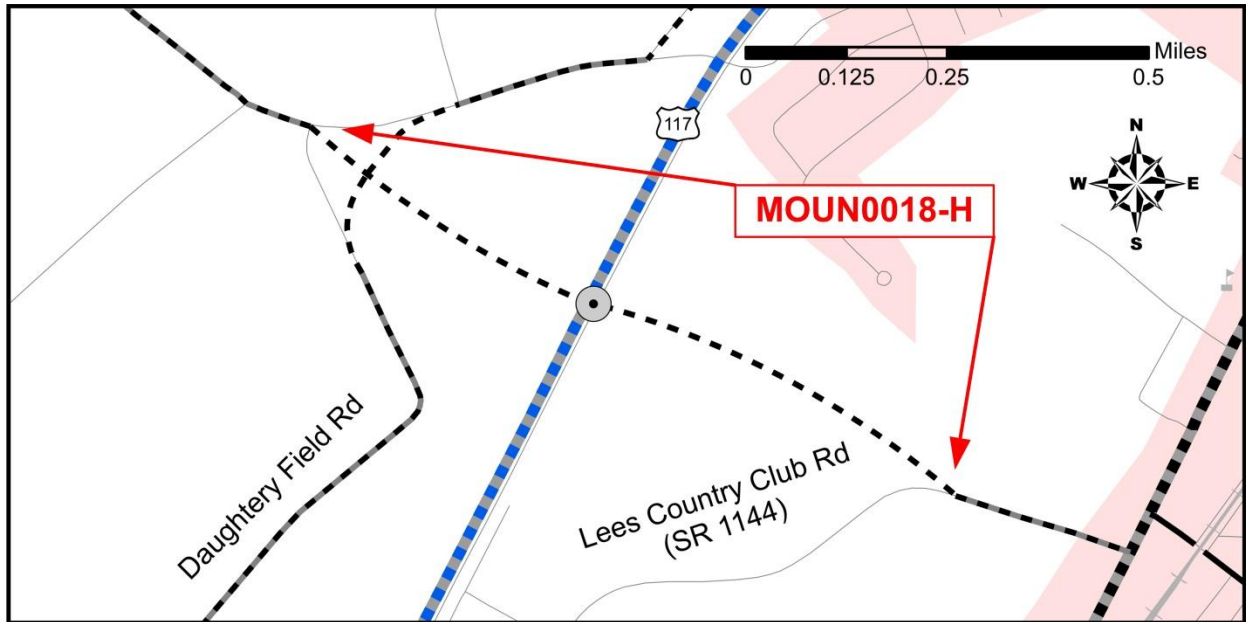
Lee's Country Club Road is part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, there were no natural and human environmental feature examined as a part of this study identified in the immediate vicinity of the project.

**New Road from Daughtery Field Road (SR 1143)
crossing US 117 to Lee's Country Club Road (SR 1144).
New Interchange at US 117**

Local ID: MOUN0018-H

Last Updated: 11/18/13



Identified Problem

Existing US 117 is projected to be near capacity by 2040 from Duplin County to NC 55 in the town of Mount Olive. US 117 is currently classified as an Expressway. Upgrading US 117 to a Freeway with complete control of access (Local ID MOUN0002-H) will involve closing the at-grade intersection of US 117 at Lee's Country Club Road (SR 1144), and closing the at-grade intersection of US 117 at Old Smith Chapel Road (SR 1147). The primary purpose of this project is to create connectivity between Daughtery Field Road (SR 1143) and Lee's Country Club Road (SR 1144), increase mobility and connectivity between US 117 and the new road by constructing a grade-separated interchange, and the realignment of Daughtery Field Road to eliminate the skew.

Justification of Need

After the at-grade intersections with US 117 have been eliminated, there will be no east-west connectivity between Old Smith Chapel Road and Lee's Country Club Road.

US 117 is a major north-south corridor in Wayne County, connecting Duplin County to Wilson County. It passes through Mount Olive, Goldsboro, Pikeville, Fremont, and other rural parts of the county. The facility is a vital artery in moving people and goods through southeast North Carolina, connecting Wilmington, Goldsboro, and Wilson.

By 2040, the facility is projected to be near capacity from Duplin County to NC 55 in the town of Mount Olive based on providing a Level of Service (LOS) D. Traffic on US 117 in the project area is projected to increase from 10,000 vehicles per day (vpd) in 2010 to 18,000 vpd in 2040, compared to a LOS D capacity of 20,000 vpd. US 117 is a 4-lane divided facility with 12-foot lanes and a 55 mph speed limit.

US 117 is part of the regional tier of the NC Multimodal Investment Network (NCMIN).

Traffic on Old Smith Chapel Road west of US 117 is projected to increase from 900 vehicles per day (vpd) in 2010 to 2,600 vpd in 2040, compared to a Level of Service (LOS) D capacity of 9,000 vpd. Old Smith Chapel Road is a 2-lane facility with 10-foot lanes and a posted speed limit of 55 mph.

Traffic on Lee's Country Club Road (SR 1144) east of US 117 is projected to increase from 800 vehicles per day (vpd) in 2010 to 1,800 vpd in 2040, compared to a LOS D capacity of 9,000 vpd. Lee's Country Club Road is a 2-lane facility with 10-foot lanes and a posted speed limit of 45 mph east of US 117 and 55 mph west of US 117.

Community Vision and Problem History

US 117 and US 117A are the only major north-south routes that pass through Mount Olive. Walmart™ is located at the intersection of US 117 and NC 55. Amenities and services not available in Mount Olive can be found in Goldsboro. US 117 provides direct access between Mount Olive and Goldsboro.

This is the first time this deficiency has been identified on a transportation plan.

CTP Project Proposal

Project Description

The proposed project (Local ID No. MOUN0018-H) is to construct a 2-lane facility on new location from Daughtery Field Road (SR 1143) crossing US 117 with a grade-separated interchange to Lee's Country Club Road. The proposed improvements will provide connectivity and improve mobility in this area of Wayne County.

Relationship to Land Use Plans

The 2012 Mount Olive Land Use Plan indicates this area as a primary growth area. This area is primarily residential with small commercial properties near US 117.

Linkages to Other Plans and Proposed Project History

The proposed new location road directly connects to the US 117 improvements. NCDOT's Strategic Highway Corridor (SHC) Vision Plan designates US 117 as a Freeway through Wayne County.

Natural & Human Environmental Context

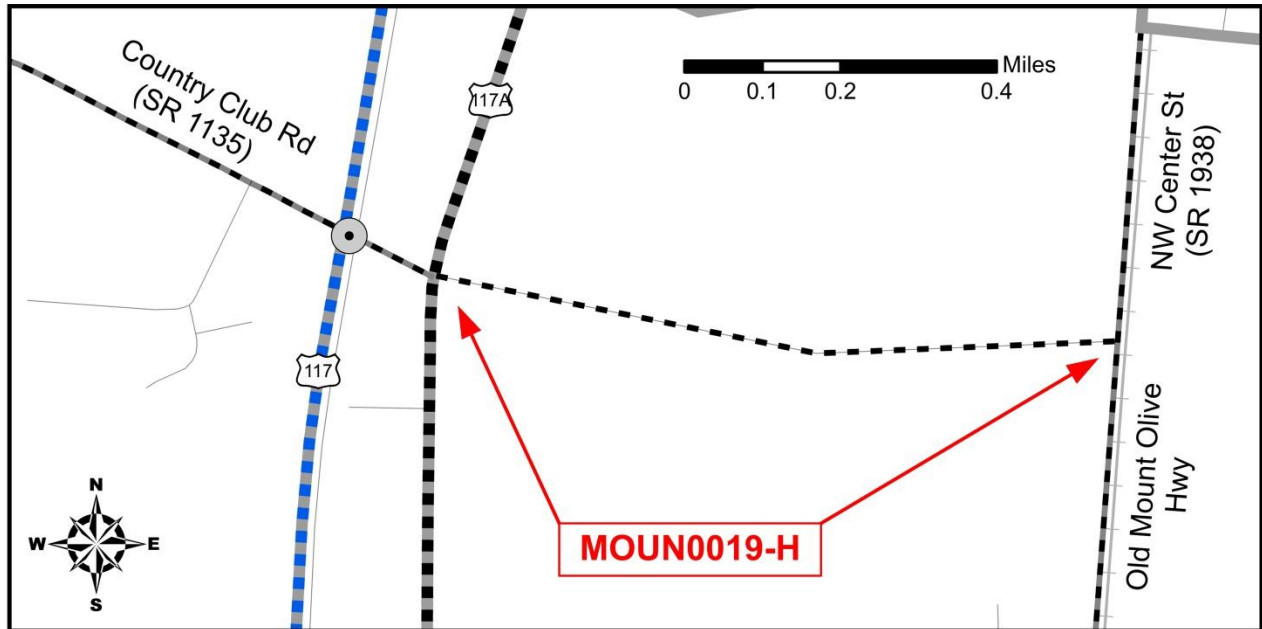
Based on a planning level environmental assessment using available GIS data, the only natural and human environmental feature examined as a part of this study that was identified in the immediate vicinity of the project was Daughtery Field Recreational Complex, which has two baseball fields.

Multi-modal Considerations

There are no existing sidewalks or bike lanes in the project area. There are no proposed sidewalks or bike lanes recommended for this project. There is a proposed transit route on this road in the future.

Public / Stakeholder Involvement

Respondents to the survey indicated that US 117 through Mount Olive was one of the most driven routes for travelers going to Goldsboro.



Identified Problem

There are few east-west connections between US 117A (Breazeale Avenue) and Northwest Center Street (SR 1938). The existing connections are Northeast Church Road (SR 1941) and Southern Wayne Drive (SR 1979). These two facilities are 2.8 miles apart. The primary purpose of this project is to create more connectivity between US 117A and Northwest Center Street and improve mobility, as well as improving access to the Industrial Park.

Justification of Need

Traffic on US 117A north of Northeast Church Road (SR 1941) is projected to increase from 7,500 vehicles per day (vpd) in 2010 to 14,000 vpd in 2040, compared to a Level of Service (LOS) D capacity of 9,000 vpd. US 117A is a 2-lane facility with 12-foot lanes and a posted speed limit of 55 mph.

Traffic on Northwest Center Street (SR 1938) north of Northeast Church Road (SR 1941) is projected to increase from 2,700 vehicles per day (vpd) in 2010 to 6,000 vpd in 2040, compared to a LOS D capacity of 9,000 vpd. Northwest Center Street is a 2-lane facility with 10-foot lanes and a posted speed limit of 55 mph.

Community Vision and Problem History

US 117 and US 117A are the only major north-south routes that pass through Mount Olive. Walmart™ is located at the intersection of US 117 and NC 55. Amenities and services not available in Mount Olive can be found in Goldsboro. US 117 provides direct access between Mount Olive and Goldsboro.

This is the first time this deficiency has been identified on a transportation plan.

CTP Project Proposal

Project Description

The proposed project, Country Club Road Extension (Local ID No. MOUN0019-H) is to construct a 2-lane facility on new location from US 117A to Northwest Center Street. The proposed improvements will provide connectivity and improve mobility in this area of Wayne County.

Relationship to Land Use Plans

The 2012 Mount Olive Land Use Plan indicates this area as rural. This area has some single family homes and small agricultural areas.

Linkages to Other Plans and Proposed Project History

The proposed Country Club Road Extension directly connects to the US 117A improvements (Needs Improvement, Other Major Thoroughfare) and Northwest Center Street (Needs Improvement, Minor Thoroughfare). NCDOT's Strategic Highway Corridor (SHC) Vision Plan designates US 117 as a Freeway through Wayne and Duplin Counties.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project was a Freshwater Pond and a Freshwater Forested / Shrub Wetland just east of the intersection of US 117A and Country Club Road.

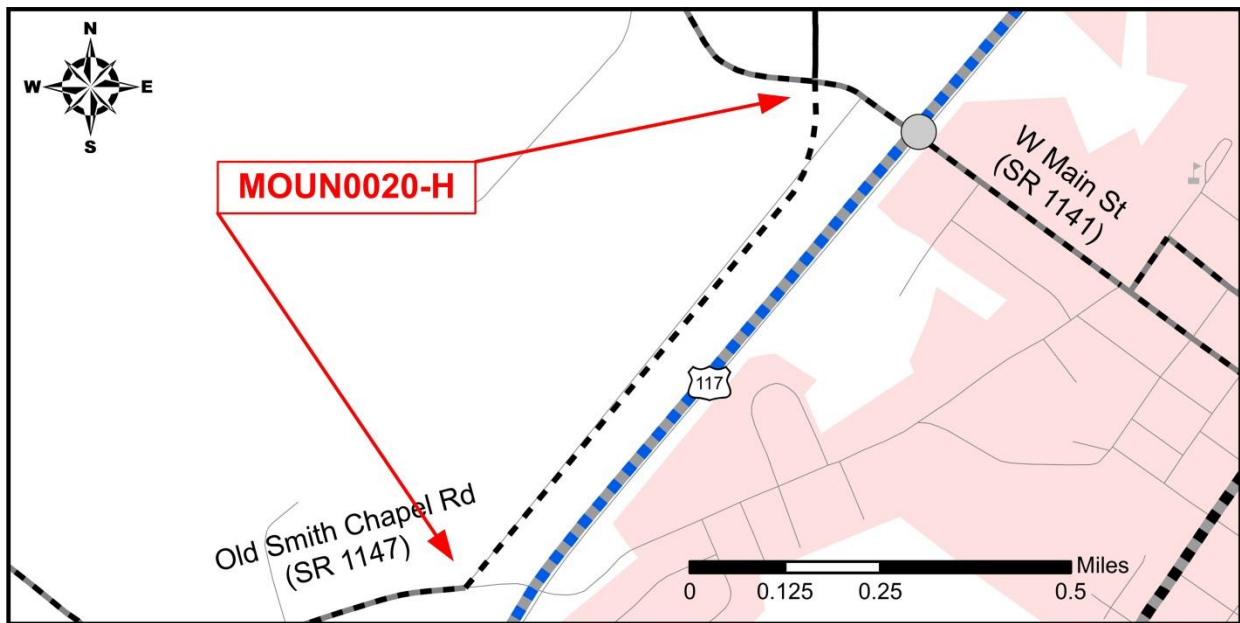
Multi-modal Considerations

There are no existing sidewalks or bike lanes in the project area. There are no proposed sidewalks or bike lanes recommended for this project. There is a proposed transit route on this road in the future.

Public / Stakeholder Involvement

Respondents to the survey indicated that US 117 through Mount Olive was one of the most driven routes for travelers going to Goldsboro.

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Identified Problem

Existing US 117 is projected to be near capacity by 2040 from Duplin County to NC 55 in the Town of Mount Olive. US 117 is currently classified as an Expressway. Upgrading US 117 to a Freeway with complete control of access (Local ID: MOUN0002-H) will involve closing the at-grade intersection of US 117 at Old Smith Chapel Road (SR 1147) and converting the at-grade intersection of US 117 and West Main Street (SR 1141) to a grade separation.

NC 55 is the only east-west connection between West Main Street (SR 1141) and Old Smith Chapel Road (SR 1147), which is 0.7 miles from the project along West Main Street and 1.8 miles from the project along Old Smith Chapel Road. The primary purpose of this project is to create connectivity and improve mobility between Old Smith Chapel Road, Country Club Road, and West Main Street.

Justification of Need

Traffic on West Main Street (SR 1141) is projected to increase from 450 vehicles per day (vpd) in 2010 to 900 vpd in 2040, compared to a Level of Service (LOS) D capacity of 8,000 vpd. West Main Street is a 2-lane facility with 9-foot lanes and a posted speed limit of 55 mph.

Traffic on Old Smith Chapel Road (SR 1147) west of US 117 is projected to increase from 900 vehicles per day (vpd) in 2010 to 2,600 vpd in 2040, compared to a LOS D capacity of 9,000 vpd. Old Smith Chapel Road is a 2-lane facility with 10-foot lanes and a posted speed limit of 55 mph.

Community Vision and Problem History

US 117 and US 117A are the only major north-south routes that pass through Mount Olive. Walmart™ is located at the intersection of US 117 and NC 55. Amenities and services not available in Mount Olive can be found in Goldsboro. US 117 provides direct access between Mount Olive and Goldsboro.

This is the first time this deficiency has been identified on a transportation plan.

CTP Project Proposal

Project Description

The proposed project is to construct a 2-lane facility on new location from Old Smith Chapel Road to the intersection of Country Club Road and West Main Street. The proposed improvements will provide connectivity and improve mobility in this area of Wayne County.

Relationship to Land Use Plans

The 2012 Mount Olive Land Use Plan indicates this area as a primary growth area. This area is primarily residential with small commercial properties near US 117.

Linkages to Other Plans and Proposed Project History

The proposed new location road directly connects to the US 117 improvements (Needs Improvement Freeway), West Main Street Improvements (Needs Improvement, Minor Thoroughfare), and Old Smith Chapel Road Improvements (Needs Improvement, Minor Thoroughfare). NCDOT's Strategic Highway Corridor (SHC) Vision Plan designates US 117 as a Freeway through Wayne County.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental feature examined as a part of this study that was identified in the immediate vicinity of the project was a Freshwater Forested / Shrub Wetland just west of the project area.

Multi-modal Considerations

There are no existing sidewalks or bike lanes in the project area. There are no proposed sidewalks or bike lanes recommended for this project. There is a proposed transit route on this road in the future.

Public / Stakeholder Involvement

Respondents to the survey indicated that US 117 through Mount Olive was one of the most driven routes for travelers going to Goldsboro.

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Kelly Springs Road (SR 1937), Local ID No. MOUN0027-H

The primary purpose of project (Local ID No. MOUN0027-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from Indian Springs Road (SR 1744) to Graham Road (SR 1558). With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

Kelly Springs Road (SR 1937) is a north-south corridor east of Mount Olive. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 9- to-10-foot lanes and a posted speed limit of 55 mph. Kelly Springs Road provides access to rural, agricultural, and residential areas.

Traffic on Kelly Springs Road is projected to increase from 600 vehicles per day (vpd) in 2010 to 1,200 vpd in 2040, compared to a Level of Service (LOS) D capacity of 8,000 vpd.

Kelly Springs Road is part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental feature examined as a part of this study identified in the immediate vicinity of the project was a Freshwater Forested / Shrub Wetland.

Graham Road (SR 1558), Local ID No. MOUN0028-H

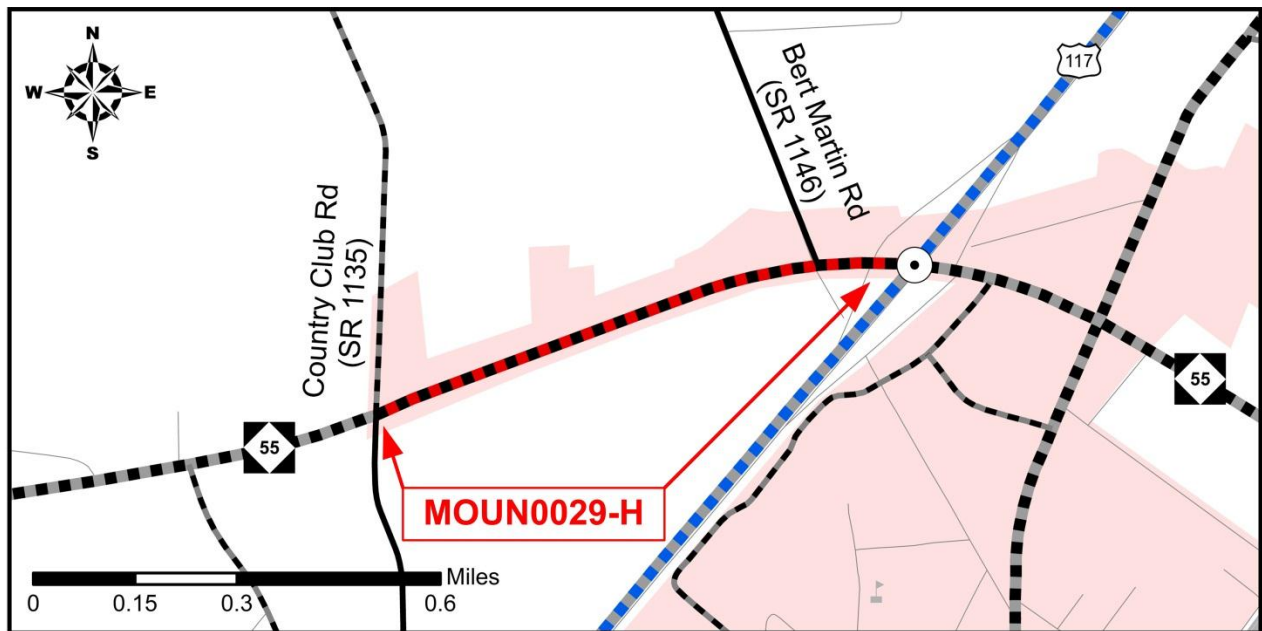
The primary purpose of project (Local ID No. MOUN0028-H) is to improve the facility by widening the lanes to 12 feet with 2-foot shoulders from Kelly Springs Road (SR 1937) to NC 403. With these improvements, it will meet the future mobility and connectivity needs in Mount Olive.

Graham Road (SR 1558) is a north-south corridor east of Mount Olive. It is classified as a Minor Thoroughfare that Needs Improvement. It is a 2-lane facility with 10-foot lanes and a posted speed limit of 55 mph. Graham Road provides access to rural, agricultural, and residential areas.

Traffic on Graham Road is projected to increase from 600 vehicles per day (vpd) in 2010 to 1,200 vpd in 2040, compared to a Level of Service (LOS) D capacity of 9,000 vpd.

Graham Road is part of the subregional tier of the NC Multimodal Investment Network (NCMIN).

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental feature examined as a part of this study identified in the immediate vicinity of the project was a Freshwater Forested / Shrub Wetland.



Identified Problem

Existing NC 55 is projected to be near capacity by 2040 from Country Club Road (SR 1135) to Bert Martin Road (SR 1146) in the town of Mount Olive. The primary purpose of this project is to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

Justification of Need

NC 55 is a major east-west corridor in Wayne County connecting Sampson County to Lenoir County through the town of Mount Olive. NC 55 is classified as a Major Thoroughfare. This project is located in an area of high commercial growth.

Traffic on NC 55 east of Country Club Road is projected to increase from 5,400 vehicles per day (vpd) in 2010 to 10,000 vpd in 2040, compared to a Level of Service (LOS) D capacity of 12,000 vpd. This portion of NC 55 is a 2-lane facility with 12-foot lanes and a posted speed limit of 45 mph. NC 55 is part of the regional tier of the NC Multimodal Investment Network (NCMIN).

Community Vision and Problem History

NC 55 is the only major east-west route that passes through Mount Olive. Walmart™ is located at the intersection of US 117 and NC 55. Amenities and services not available

in Mount Olive can be found in Goldsboro. US 117 provides direct access between Mount Olive and Goldsboro.

This is the first time this deficiency has been identified on a transportation plan.

CTP Project Proposal

Project Description

The proposed project is to widen the existing 2-lane facility from Country Club Road (SR 1135) to the intersection with US 117 to a 4-lane divided Boulevard. The proposed improvements will increase capacity to 18,000 vpd and improve mobility in this area of Wayne County.

Relationship to Land Use Plans

The 2012 Mount Olive Land Use Plan indicates this area as a primary growth area. This area is primarily commercial with Walmart™ located at the intersection of NC 55 and US 117 and a small residential area south of NC 55.

Linkages to Other Plans and Proposed Project History

NC 55 directly connects to the US 117 improvements to upgrade the facility to a Freeway. NCDOT's Strategic Highway Corridor (SHC) Vision Plan designates US 117 as a Freeway through Wayne and Duplin Counties.

Natural & Human Environmental Context

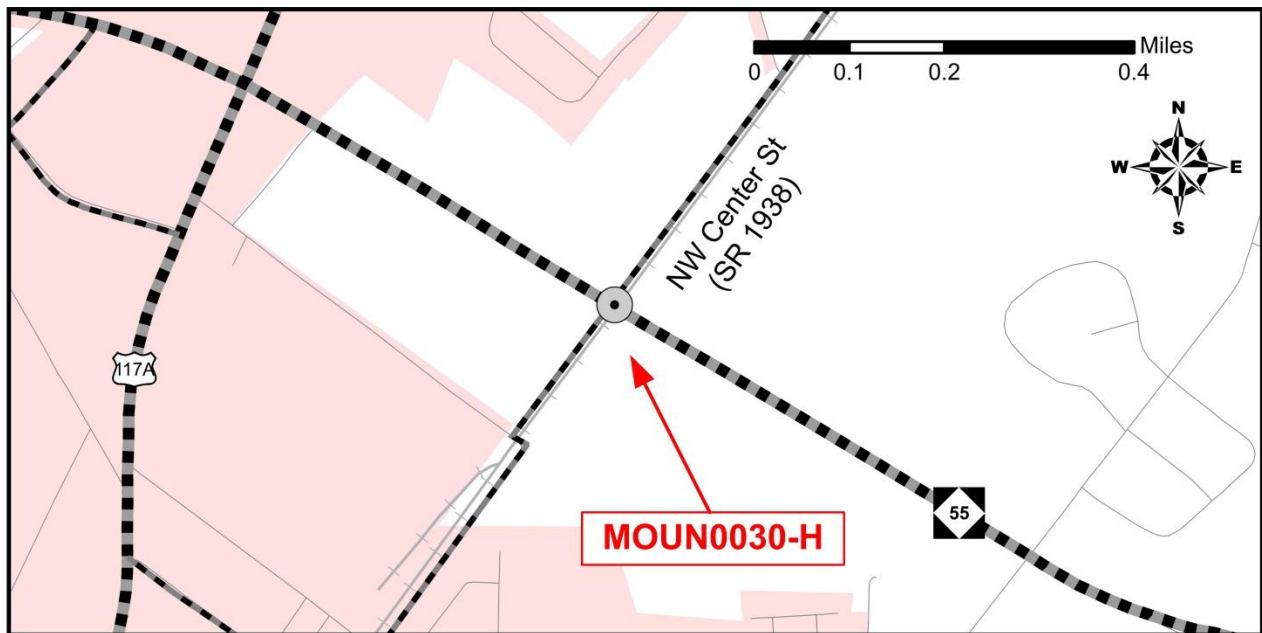
Based on a planning level environmental assessment using available GIS data, there were no natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project.

Multi-modal Considerations

There are no existing sidewalks or bike lanes in the project area. There are no proposed sidewalks recommended for this project. A bike lane is recommended.

Public / Stakeholder Involvement

Respondents to the survey indicated that US 117 through Mount Olive was the route they use the most to travel to Goldsboro.



Identified Problem

NC 55 at NW Center Street is currently grade-separated. The primary purpose of this project is to create connectivity and improve mobility between NC 55 and Northwest Center Street (SR 1938) by converting the grade separation to an interchange.

Justification of Need

NC 55 is a major east-west corridor in Wayne County connecting Sampson County to Lenoir County through the town of Mount Olive. NC 55 is classified as a Major Thoroughfare. This project is located in a rural area just north of Mount Olive.

Traffic on NC 55 east of Northwest Center Street (SR 1938) is projected to increase from 7,500 vehicles per day (vpd) in 2010 to 14,000 vpd in 2040, compared to a Level of Service (LOS) D capacity of 12,000 vpd. This portion of NC 55 is a 2-lane facility with 12-foot lanes and a posted speed limit of 55 mph. NC 55 is part of the regional tier of the NC Multimodal Investment Network (NCMIN).

Traffic on Northwest Center Street north of NC 55 is projected to increase from 2,000 vpd in 2010 to 3,800 vpd in 2040, compared to a LOS D capacity of 8,000 vpd. Northwest Center Street is a 2-lane facility with 9-to-10-foot lanes and a posted speed limit of 55 mph. Northwest Center Street runs parallel with a railroad track.

Community Vision and Problem History

US 117 and US 117A are the only major north-south routes that pass through Mount Olive. NC 55 is the only east-west route that passes through town. Walmart™ is located at the intersection of US 117 and NC 55. Amenities and services not available in Mount Olive can be found in Goldsboro. US 117 provides direct access between Mount Olive and Goldsboro. NC 55 provides access to Sampson County and Lenoir County. The Mount Olive Pickle Plant is just south of the intersection of NC 55 and Northwest Center Street.

This is the first time this deficiency has been identified on a transportation plan.

CTP Project Proposal

Project Description

The proposed project is to construct a grade-separated interchange at NC 55 and Northwest Center Street (SR 1938). The proposed improvements will provide connectivity and improve mobility in this area of Wayne County.

Relationship to Land Use Plans

The 2012 Mount Olive Land Use Plan indicates this area as a primary growth area. This area is primarily rural with small agricultural and residential properties near Northwest Center Street. The Mount Olive Pickle Plant is 0.3 miles to the south.

Linkages to Other Plans and Proposed Project History

The proposed interchange directly connects to the NC 55 improvements (Needs Improvement, Other Major Thoroughfare), and the improvements to Northwest Center Street (Needs Improvement, Minor Thoroughfare).

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the only natural and human environmental feature examined as a part of this study that was identified in the immediate vicinity of the project was a freshwater pond approximately 800 feet to the south of NC 55.

Multi-modal Considerations

There are no existing sidewalks or bike lanes in the project area. There are no proposed sidewalks recommended for this project. A bike lane on NC 55 is recommended.

Public / Stakeholder Involvement

Respondents to the survey indicated that US 117 through Mount Olive was the route they use the most to travel to Goldsboro.

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PUBLIC TRANSPORTATION & RAIL

A public transportation and rail assessment was completed during the development of the CTP. At this time, there are no recommended improvements associated with the rail mode; however, there are recommended improvements associated with the public transportation mode.

Public Transportation

There are proposed Fixed Routes Systems. These routes are as follows:

- **MOUN0001-T:** Country Road (SR 1947) – From the intersection with Southeast Center Street traveling east to the intersection with County Road
- **MOUN0002-T:** County Road (SR 1947) – From the intersection with Country Road traveling east to the intersection with South Church Street. Bus Stop at the intersection with Daly Boulevard
- **MOUN0003-T:** South Church Street (SR 1945) – From the intersection with County Road traveling north to the intersection with East Maple Street
- **MOUN0004-T:** East Maple Street (SR 1946) – From the intersection with South Church Street traveling southeast to the intersection with South Johnson Street
- **MOUN0005-T:** South Johnson Street – From the intersection with East Maple Street traveling northeast to the intersection with East James Street. Bus Stop at the intersection of South Johnson Street and Johnson Court
- **MOUN0006-T:** East James Street (SR 1004) – From the intersection with South Johnson Street traveling northwest to the intersection with Northwest Center Street. Bus Stop at the intersection of East James Street and Northwest Center Street
- **MOUN0007-T:** Northwest Center Street – From the intersection with West James Street traveling northeast to the intersection with West Park Avenue
- **MOUN0008-T:** Park Avenue – From the intersection with North Breazeale Avenue traveling southeast to the intersection with Old 7 Springs Road. Bus Stop at the intersection of West Park Avenue and Chestnut Street
- **MOUN0009-T:** North Church Street (SR 1969) – From the intersection with East Park Avenue traveling northeast to the intersection with Old 7 Springs Road. Bus Stop at the intersection of Sedberry Lane

- **MOUN0010-T:** South Breazeale Avenue (US 117A) – From the intersection with Country Road traveling southwest to the intersection with Cleveland Avenue
- **MOUN0011-T:** Cleveland Avenue – From the intersection with South Breazeale Avenue traveling west to the intersection with Granger Place. Bus Stop at the intersection on Granger Place and Cleveland Avenue
- **MOUN0012-T:** West Main Street (SR 1141) – From the intersection with South Breazeale Avenue (US 117A) traveling northwest to the intersection with Smith Chapel Highway. Bus Stop at the intersection of South Breazeale Avenue
- **MOUN0013-T:** Smith Chapel Highway (SR 1157) – From the intersection with West Main Street traveling southwest to the intersection with US 117. Bus Stop about 200 feet after College Circle. Bus Stop at the intersection of Crest Drive
- **MOUN0014-T:** US 117 – From the intersection with Smith Chapel Highway traveling northeast to the intersection with West Main Street
- **MOUN0015-T:** West Main Street (SR 1141) – From the intersection with US 117 traveling northwest to the intersection with Country Club Road
- **MOUN0016-T:** County Club Road (SR 1135) – From the intersection with West Main Street traveling north to the intersection with NC 55
- **MOUN0017-T:** NC 55 – From the intersection with Country Club Road traveling northeast to the intersection with Walmart™. Bus Stop at the intersection with Walmart™
- **MOUN0018-T:** US 117 – From NC 55 ramp traveling southwest to intersection with NC 55
- **MOUN0019-T:** US 117 – From the intersection with NC 55 traveling northeast to NC 55 ramp
- **MOUN0020-T:** Henderson Street (SR 1174) – From Piggly Wiggly™ traveling Northwest to the intersection with Michael Martin Road. Bus Stop at Mount Olive College
- **MOUN0021-T:** Michael Martin Road – From the intersection with Henderson Street traveling southeast to the intersection with North Breazeale Avenue (US 117A)
- **MOUN0022-T:** Old 7 Springs Road (SR 1744) – From the intersection with East Park Avenue traveling east to the intersection with North Church Street
- **MOUN0023-T:** South Breazeale Avenue (US 117A) – Bus Stop at the Corner of Short Street
- **MOUN0024-T:** NC 55 – Bus Stop from the intersection of Henderson Street traveling in the east direction

BICYCLE

During the development of the CTP, the following facilities were identified as recommended bicycle routes and will need improvement. In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require 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.

Recommended

- **MOUN0001-B:** Country Road (SR 1947) – From the intersection with County Road traveling northwest to the intersection with South Breazeale Avenue (US 117A)
- **MOUN0002-B:** County Road (SR 1947) – From the intersection with Young Drive traveling northwest to the intersection with Country Road
- **MOUN0003-B:** South Breazeale Avenue (US 117A) – From the intersection with Country Road traveling northeast to the intersection with NC 55
- **MOUN0004-B:** NC 55 – From the intersection with North Breazeale Avenue (US 117A) traveling west to Walmart™ after the intersection with Bert Martin Road
- **MOUN0005-B:** Southwest Center Street – From the intersection with Country Road traveling northeast to the intersection with East Main Street
- **MOUN0006-B:** Northwest Center Street – From the intersection with East Main Street traveling northeast to the intersection with Westbrook Street. From the intersection with Talton Street traveling northeast to the intersection with Northeast Church Street
- **MOUN0007-B:** Northeast Center Street – From the intersection with East Main Street traveling northeast to the intersection with Talton Street
- **MOUN0008-B:** West James Street (SR 1004) – From the intersection with East Main Street traveling northwest to the intersection with Wooten Street

- **MOUN0009-B:** Wooten Street – From the intersection with West John Street traveling southwest to the intersection with West Main Street
- **MOUN0010-B:** Smith Chapel Highway (SR 1157) – From the intersection with West Main Street traveling southwest to the intersection with Whitley Street
- **MOUN0011-B:** Henderson Street (SR 1174, SR 1168) – From the intersection with North Breazeale Avenue (US 117A) traveling northwest to the intersection with NC 55
- **MOUN0012-B:** Bert Martin Road (SR 1139) – From the intersection with Henderson Street traveling southeast to the intersection with Martin Street
- **MOUN0013-B:** Martin Street – From the intersection with Bert Martin Road traveling southwest to the intersection with Henderson Street
- **MOUN0014-B:** Journey Street (SR 1942) – From the intersection with Northeast Center Street traveling southeast to the intersection with North Church Street
- **MOUN0015-B:** Old 7 Springs Road (SR 1744) – From the intersection with North Church Street traveling east to the intersection with Carver Elementary School
- **MOUN0016-B:** Westbrook Street – From the intersection with Northwest Center Street traveling west to the intersection with North Breazeale Avenue (US 117A)

Additionally, the following multi-use paths were recommended during the development of this CTP:

Multi-use path

- **MOUN0017-M:** Herring Street – From the intersection with Southwest Center Street traveling northwest to the intersection with South Breazeale Avenue (US 117A)
- **MOUN0018-M:** South Breazeale Avenue (US 117A) – Multi-use path from the intersection with Carver Street traveling northeast to the intersection with South Chestnut Street
- **MOUN0019-M:** Southwest Center Street – Multi-use path from the intersection with Nelson Street traveling northeast to the intersection with Herring Street
- **MOUN0020-M:** Nelson Street – From the intersection with Oliver Street traveling west to the intersection with Southeast Center Street

PEDESTRIAN

During the development of the Mount Olive CTP, several facilities were identified as needed new sidewalks or in need of improvement. These needs are identified below:

Sidewalks -- Recommended

- **MOUN0001-P:** South Church Street (SR 1945) – From the intersection with East Maple Street traveling south to the intersection with County Road
- **MOUN0002-P:** Franklin Street – From the intersection with Claytor Street traveling east to the intersection with Oliver Street
- **MOUN0003-P:** East Hillsboro Street – From the intersection with Southeast Center Street traveling east to the intersection with Oliver Street
- **MOUN0004-P:** Oliver Street (SR 1946) – From the intersection with East Maple Street and Gordon Street traveling south to the intersection with Franklin Street
- **MOUN0005-P:** East Maple Street (SR 1946) – From the intersection with South Johnson Street traveling east to the intersection with Garden Street
- **MOUN0006-P:** West Main Street (SR 1141) – From the intersection with US 117 traveling southeast to the intersection with Mc Gee Street
- **MOUN0007-P:** Northwest Center Street – From the intersection with West College Street traveling north to the intersection with Henderson Street
- **MOUN0008-P:** Chestnut Street – From the intersection with West Station Street traveling north to the intersection with Witherington Street
- **MOUN0009-P:** Henderson Street (SR 1174, SR 1178) – From the intersection with Northwest Center Street to the intersection with James B. Hunt Drive
- **MOUN0010-P:** Henderson Street (SR 1168) – From the intersection with Bert Martin Road traveling north to the intersection with NC 55
- **MOUN0011-P:** West Park Avenue – From the intersection with Chestnut Street traveling northwest to the intersection with North Breazeale Avenue (US 117A)
- **MOUN0012-P:** North Breazeale Avenue (US 117A) – From the intersection with West Station Street traveling north to the intersection with Davis Road
- **MOUN0013-P:** NC 55 – From the intersection with North Breazeale Avenue (US 117A) traveling west to 400 feet after the intersection with Bert Martin Road

- **MOUN0014-P:** Davis Road (SR 1936) – From the intersection with North Breazeale Avenue (US 117A) traveling southeast to the end of the Road
- **MOUN0015-P:** North Church Street (SR 1969) – From the intersection with East College Street traveling northeast to the intersection with East Station Street
- **MOUN0016-P:** Nellie Avenue – From the intersection with Franklin Street traveling southwest to the intersection with County Road

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