Comprehensive Transportation Plan

Robeson County

October 2011

Comprehensive Transportation Plan

Robeson County

Prepared by: Mark R. Eatman, EI, Project Engineer
Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with: Robeson County
Town of Lumber Bridge
Town of Marietta
Town of McDonald
Town of Orrum
Town of Parkton
Town of Proctorville
Town of Raynham
Town of Rennert
Town of Rowland
Town of St. Pauls
Lumber River Rural Planning Organization

October 2011

Travis K. Marshall, PE
Eastern Planning Unit Head

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Executive Summary

In October of 2005, the Transportation Planning Branch of the North Carolina Department of Transportation and Robeson County initiated a study to cooperatively develop the Robeson County Comprehensive Transportation Plan (CTP), which includes the towns of Lumber Bridge, Marietta, McDonald, Orrum, Parkton, Proctorville, Raynham, Rennert, Rowland, and St. Pauls. This is a long range multi-modal transportation plan that covers transportation needs through 2035. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, and bicycle. The pedestrian mode was not evaluated in this plan. This plan does not cover standard bridge replacements, routine maintenance, or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening, and public input. Refer to Figure 1 for the CTP maps, which were mutually endorsed/adopted in 2010 and 2011. Implementation of the plan is the responsibility of Robeson County, the towns, and NCDOT. Refer to Chapter 1 for information on the implementation process.

This report documents the recommendations for improvements that are included in the Robeson County CTP. The major recommendations for improvements are listed below. More detailed information about these and other recommendations can be found in Chapter 1.

- **I-95:** Widen to a six-lane divided freeway from Cumberland County to South Carolina.
- **US 74:** Upgrade to a 4-lane divided freeway from the Lumberton County Planning Area Boundary (PAB) to the Columbus County line.
- **NC 211:** Widen to a 4-lane divided facility from the Red Springs Planning Area Boundary to the Lumberton Planning Area Boundary.
- **NC 20:** Widen to a 4-lane divided boulevard from the Bladen County line to Shaw Rd. (SR 1729).
- **NC 71 Lumber Bridge Bypass:** Construct on new location a 2-lane major thoroughfare bypass of Lumber Bridge.
- **NC 71 Parkton Bypass:** Construct on new location a 2-lane major thoroughfare bypass of Parkton.

Adopted by:

Robeson County
Date: September 7, 2010

Town of Lumber Bridge
Date: January 3, 2011

Town of Marietta
Date: October 19, 2010

Town of McDonald
Date: February 3, 2011

Town of Orrum
Date:

NCDOT
Date: April 7, 2011

Town of Parkton
Date: October 5, 2010

Town of Proctorville
Date: November 1, 2010

Town of Raynham
Date: November 9, 2010

Town of Rennert
Date: January 17, 2011

Town of Rowland
Date: September 22, 2010

Town of St. Pauls
Date: September 9, 2010

Endorsed by:

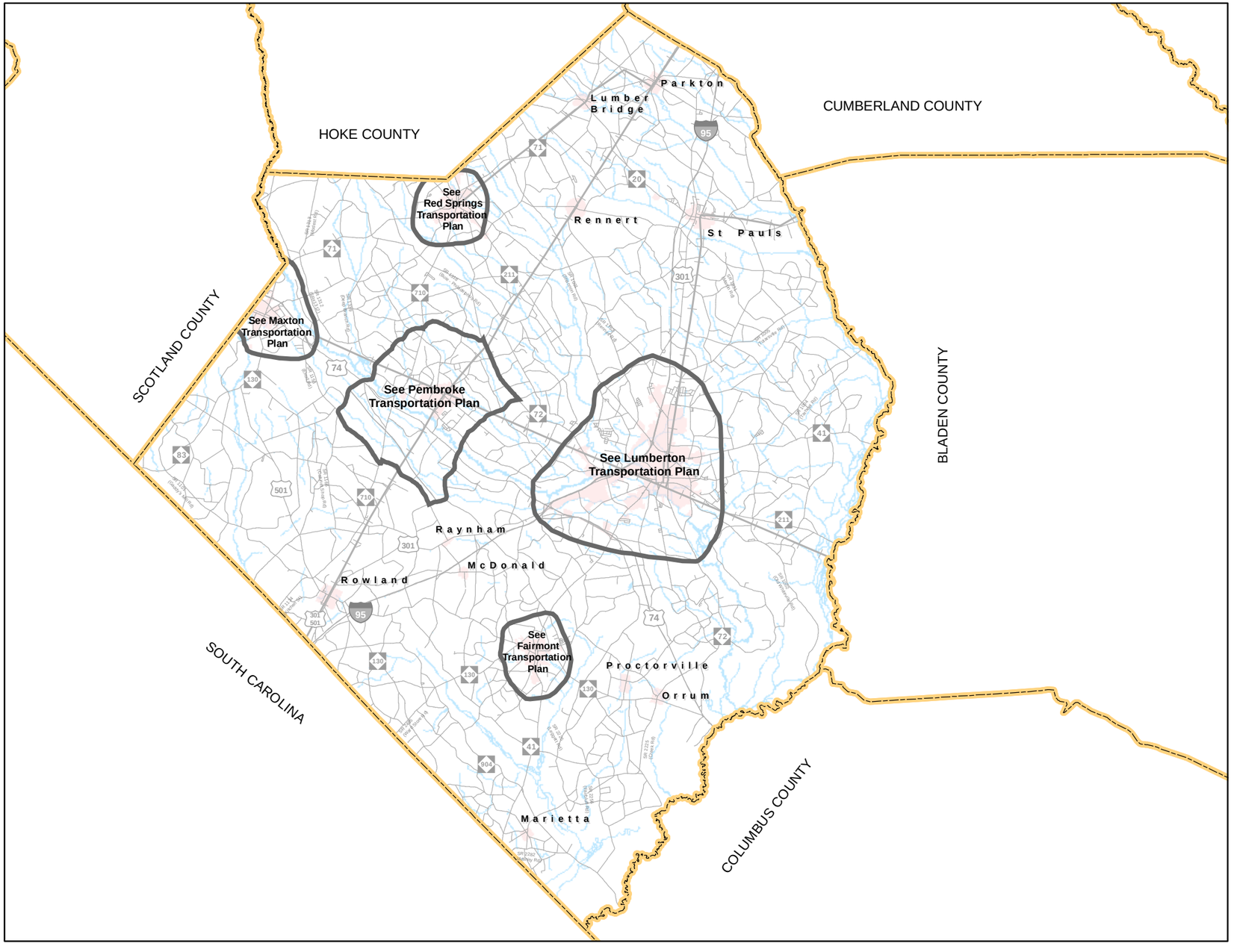
Lumber River RPO
Date: March 28, 2011

Recommended by:

Transportation Planning Branch
Date: March 14, 2011

NOTES:

Sheet 5 Pedestrian map is not included.



Plan date: August 16, 2010

Sheet 1 of 5

Base map date: June 2006

Miles
0 1 2 4 6

Refer to CTP document for more details

N
W E
S

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

County Boundry
Municipal Boundry
Transportation Plan Boundary
DOT Roads
Major Streams

Figure 1
Robeson County
Comprehensive Transportation Plan

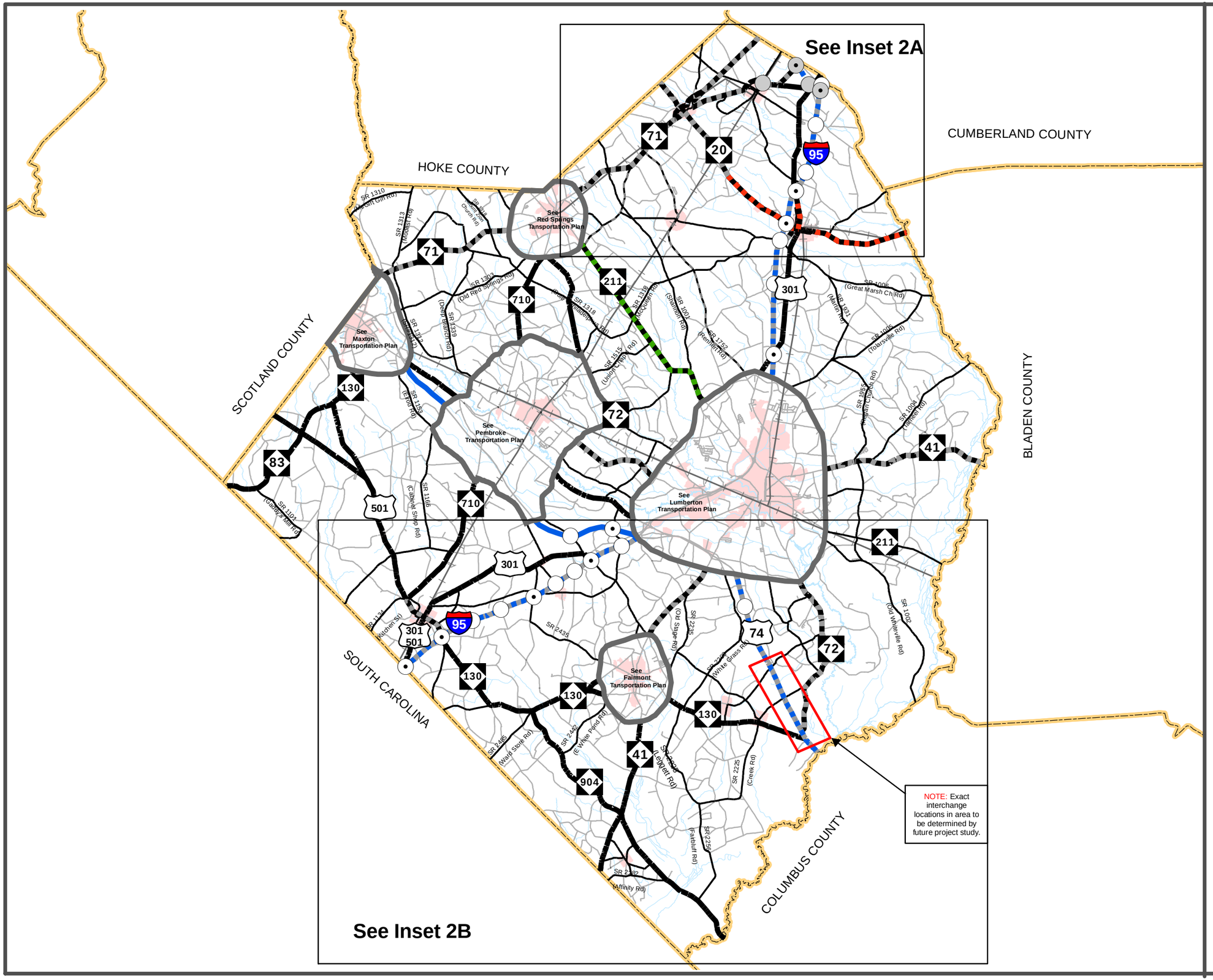
Figure 1

Highway Map

ROBESON COUNTY

Comprehensive Transportation Plan

Plan date: August 16, 2010



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
- Existing Grade Separation
- Proposed Grade Separation

0 1.25 2.5 5 7.5 Miles

N W E S

Sheet 2 of 5

Base map date: June 2006

Refer to CTP document for more details

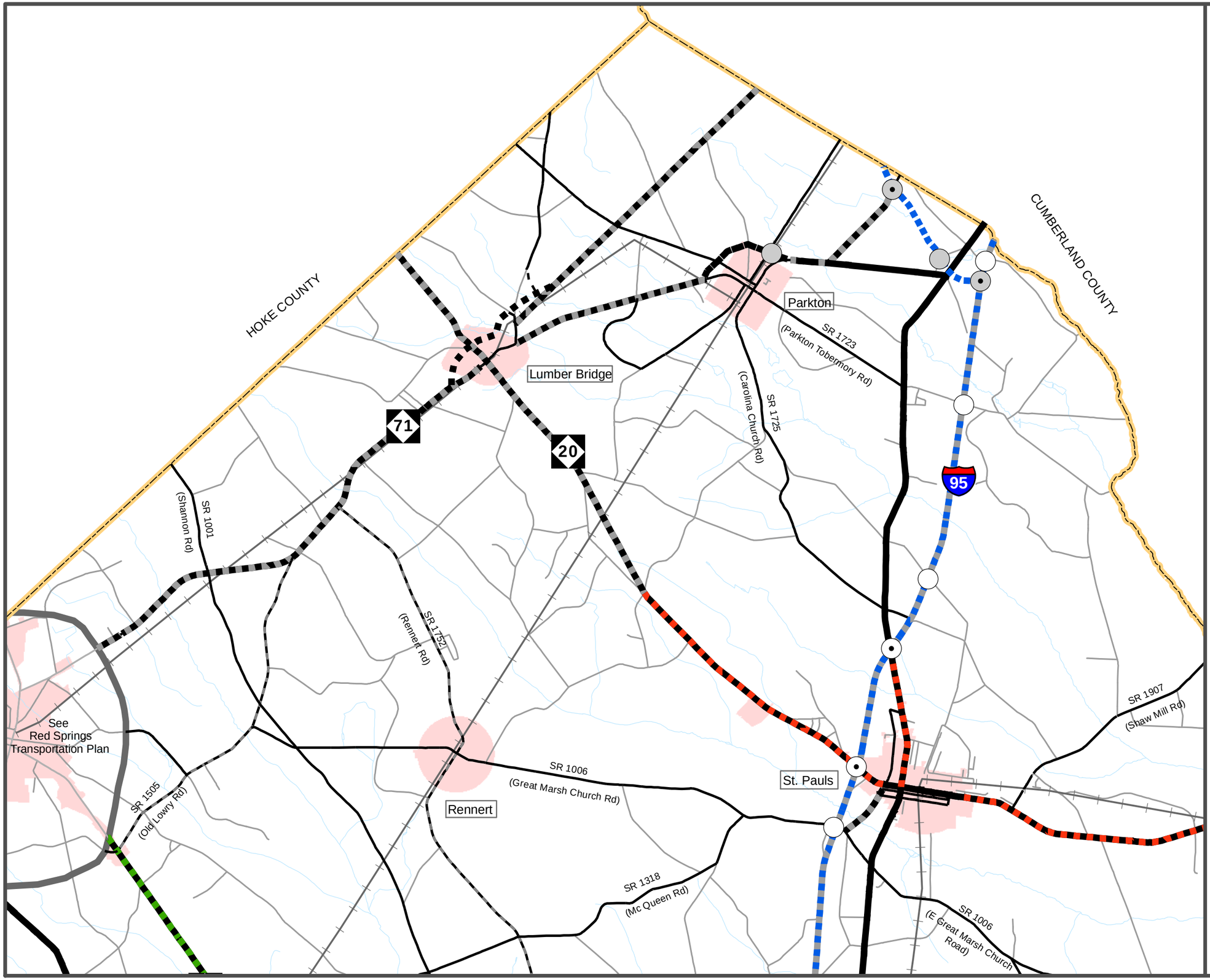


Figure 1

Highway Map

ROBESON COUNTY

Comprehensive Transportation Plan

Plan date: August 16, 2010

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
- Existing Grade Separation
- Proposed Grade Separation

0 0.45 0.9 1.8 2.7 Miles

Sheet 2A of 5

Base map date: June 2006

N W E S

Refer to CTP document for more details

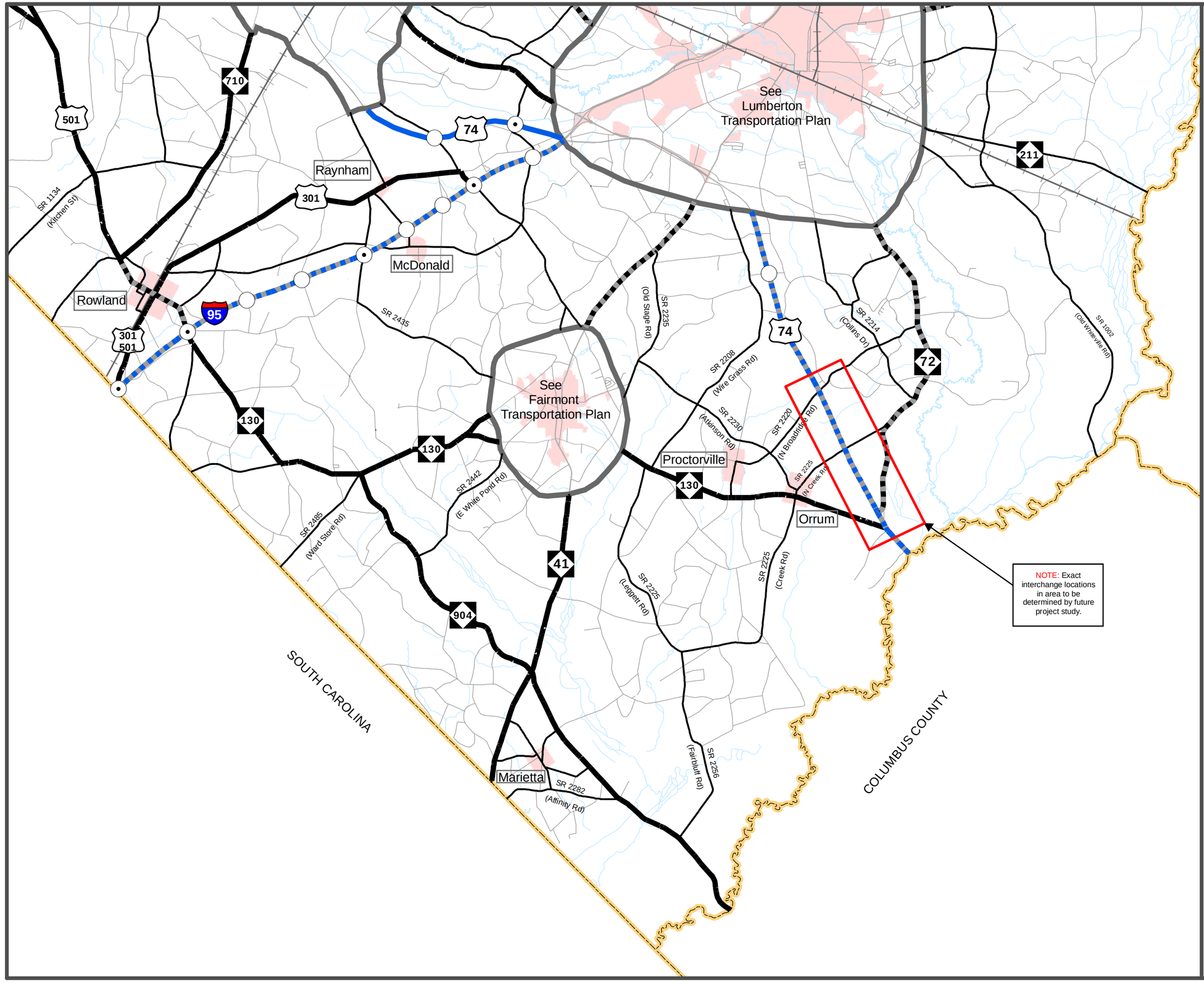
Figure 1

Highway Map

ROBESON COUNTY

Comprehensive Transportation Plan

Plan date: August 16, 2010



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
- Existing Grade Separation
- Proposed Grade Separation

0 0.5 1 2 3 Miles

N W E S

Sheet 2B of 5

Base map date: June 2006

Refer to CTP document for more details

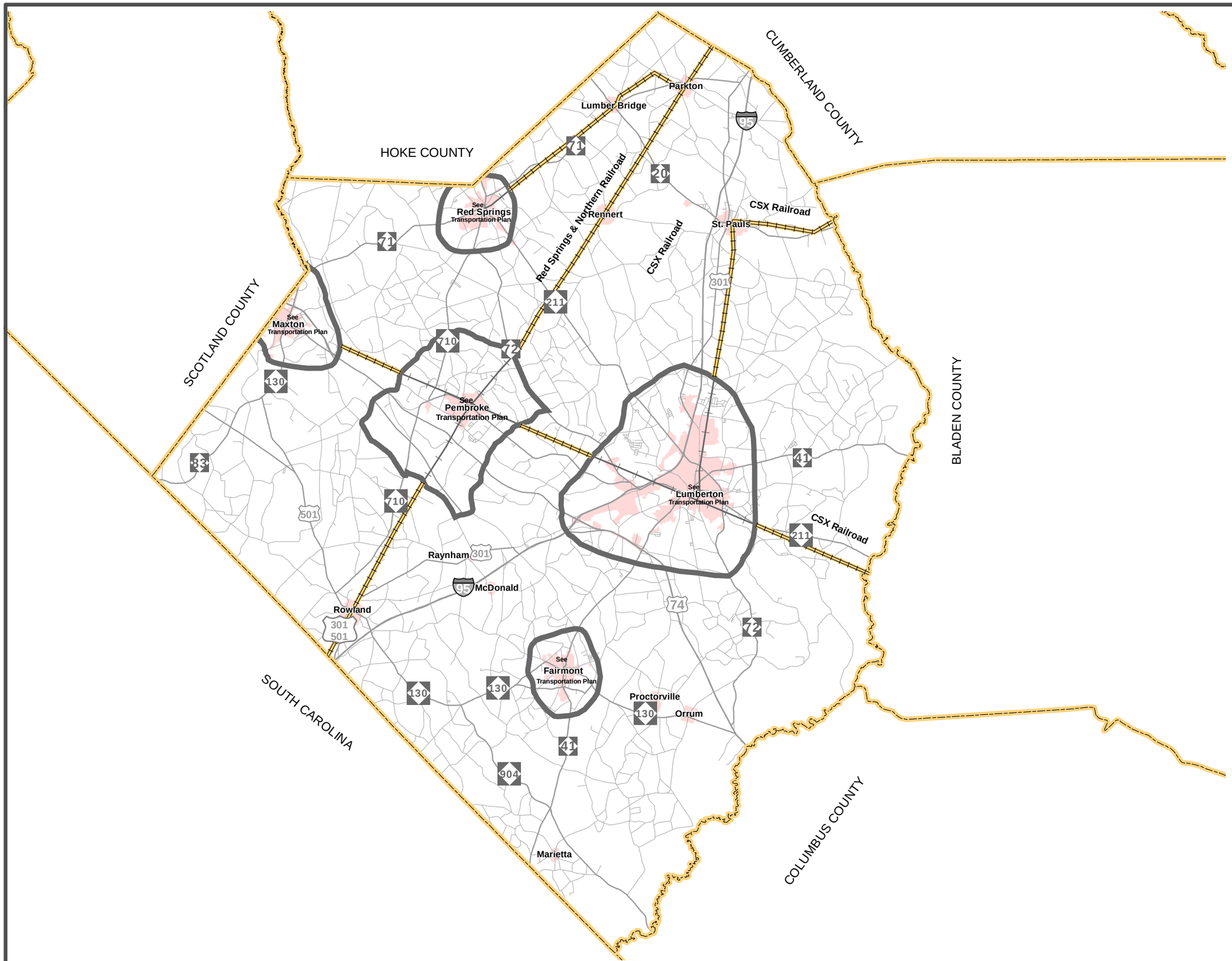


Figure 1

Public Transportation and Rail Map

ROBESON COUNTY

Comprehensive Transportation Plan

Plan date: August 16, 2010

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

Rail Stops
- Existing
- Recommended

Intermodal Connector
- Existing
- Recommended

Park and Ride Lot
- Existing
- Recommended

Miles
0 1.25 2.5 5 7.5

N W E S

Sheet 3 of 5

Base map date: June 2006

Refer to CTP document for more details

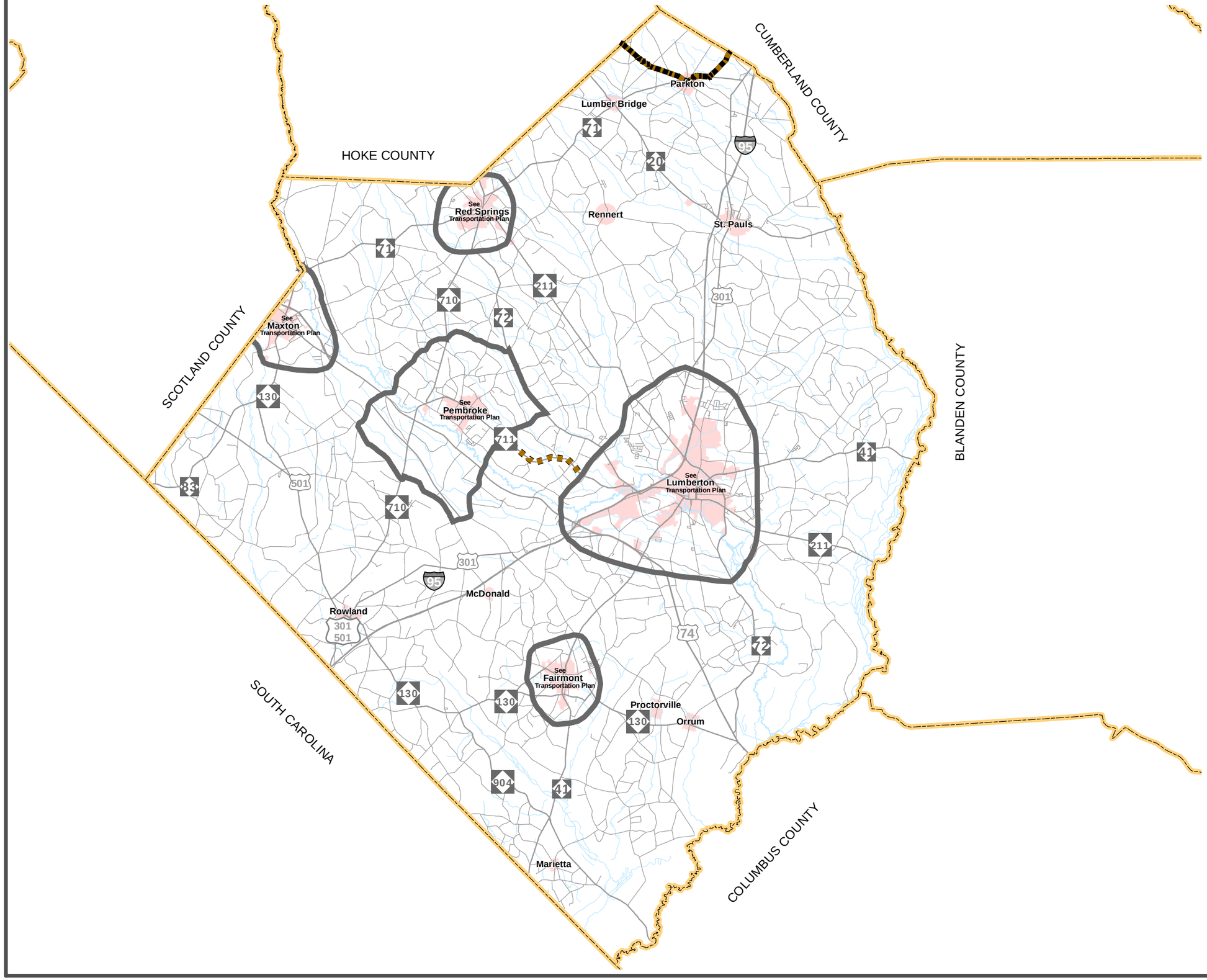


Figure 1

Bicycle Map

ROBESON COUNTY

Comprehensive Transportation Plan

Plan date: August 16, 2010

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 1 2 4 6

N W E S

Sheet 4 of 5

Base map date: June 2006

Refer to CTP document for more details

I. Analysis of the Existing and Future Transportation System

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

In order to develop a Comprehensive Transportation Plan (CTP), the following are considered:

- Analysis of the transportation system, including any local and statewide initiatives;
- Impacts to the natural and human environment, including natural resources, historic resources, homes, and businesses;
- Public input including community vision, goals, and objectives.

Analysis Methodology and Data Requirements

Reliable forecasts of future travel patterns must be estimated in order to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns.

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. This is usually accomplished through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis. This information, along with population growth, economic development potential, and land use trends, is used to determine the potential impacts on the future transportation system.

Roadway System Analysis

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel desires. Emphasis is placed not only on detecting the existing deficiencies, but also on understanding the causes of these deficiencies. Roadway deficiencies may result from inadequacies such as pavement widths, intersection geometry, and intersection controls; or system problems, such as the need to construct missing travel links, bypass routes, loop facilities, additional radial routes or infrastructure improvements to meet statewide initiatives.

One of those statewide initiatives is the Strategic Highway Corridor (SHC) Vision Plan adopted by the Board of Transportation on September 2, 2004 and last revised on July 10, 2008. The SHC vision plan represents a timely initiative to protect and maximize the mobility and connectivity on a core set of highway corridors throughout North Carolina, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods.

The primary purpose of the SHC vision is to provide a network of high-speed, safe, reliable highways throughout North Carolina. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each Corridor – specifically towards the identification of a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare) for each Corridor. Individual Comprehensive Transportation Plans shall incorporate the long-term vision of each Corridor.

In the development of the Robeson County CTP, travel demand was projected from 2004 to 2035 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1983 to 2003. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by the Robeson County Planning Board on January 27, 2007.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least eighty percent of the capacity. Refer to Figures 2 and 3 for existing and future capacity deficiencies.

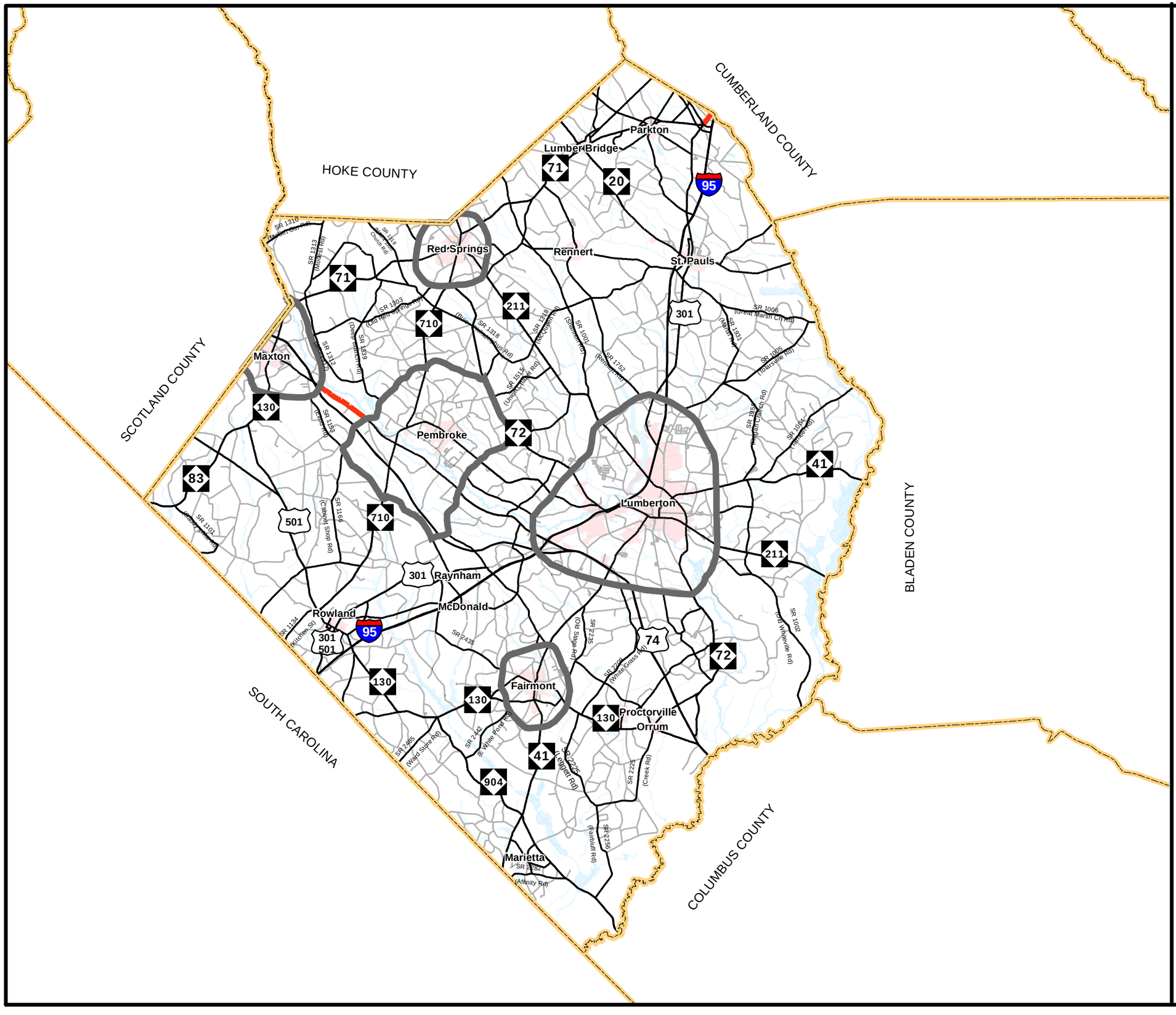
Capacity is the maximum number of vehicles which have a "reasonable expectation" of passing over a given section of roadway, during a given time period under prevailing roadway and traffic conditions. Many factors contribute to the capacity of a roadway including the following:

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and

Figure 2

Robeson County CTP
2004 Capacity Deficiencies

Map Date: 10/5/2011



Legend

- V/C ratio not near capacity (<0.8)
- V/C ratio over capacity (>1.0)
- V/C ratio near capacity (0.8-1.0)
- Non-Network Roads
- Municipalities
- Hydrology
- County Boundary
- Planning Area Boundary

0 1.5 3 6 9 Miles

N W E S

Base map date: September 11, 2006

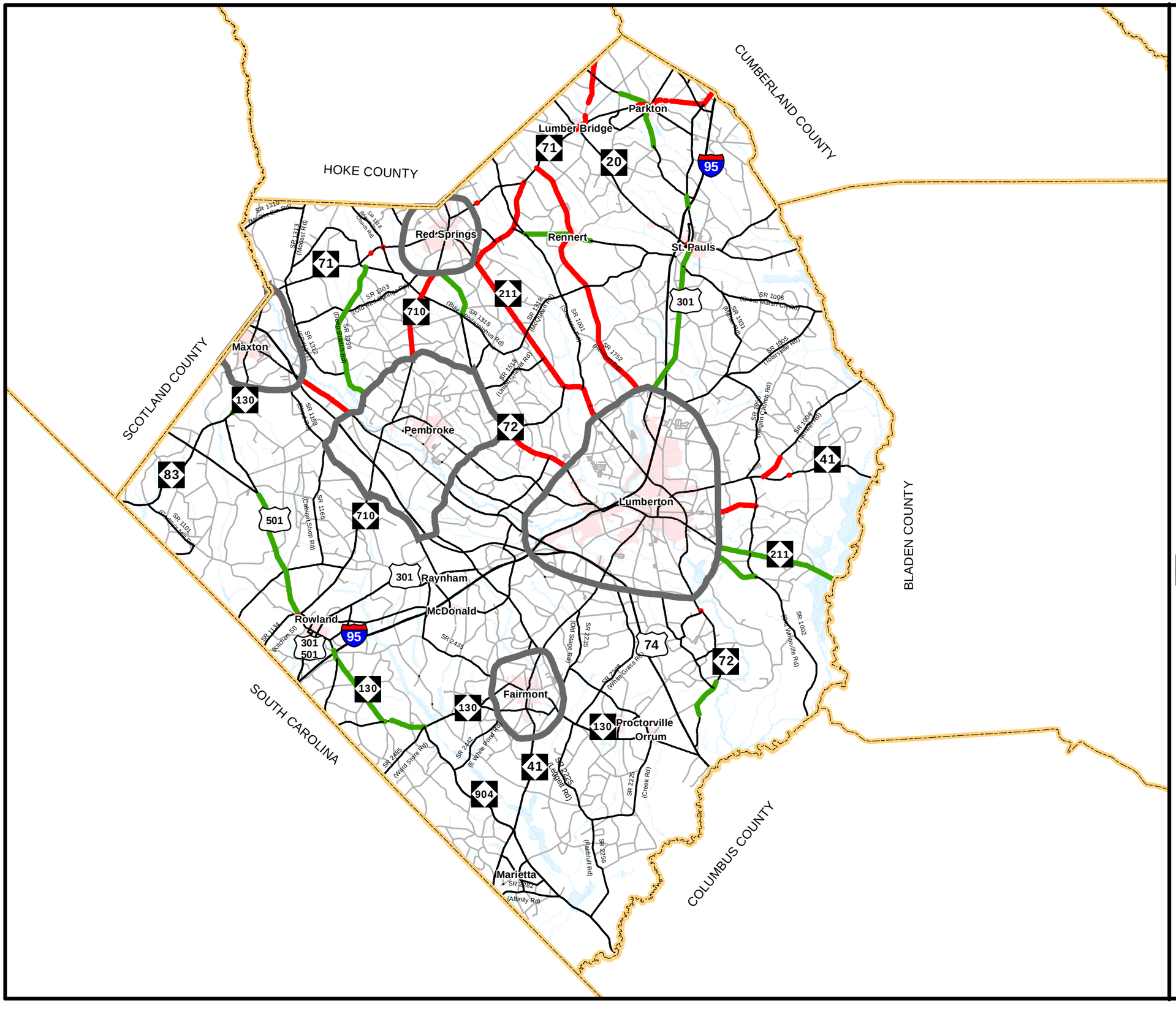
Refer to CTP document for more details

Insert Current Roadway Deficiency Map – Figure 2

Figure 3

Robeson County CTP
2035 Capacity Deficiencies

Map Date: 10/5/2011



Legend

- V/C ratio not near capacity (<0.8)
- V/C ratio over capacity (>1.0)
- V/C ratio near capacity (0.8-1.0)
- Non-Network Roads
- Municipalities
- Hydrology
- County Boundary
- Planning Area Boundary

0 1.5 3 6 9 Miles

N W E S

Base map date: September 11, 2006

Refer to CTP document for more details

Back of Figure 3

- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to express dissatisfaction. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the NC Level of Service (NCLOS) software. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Appendix E for detailed information on LOS.

Traffic Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that could improve safety. However, a crash analysis was not performed during the development of this plan. For informational purposes, a crash analysis was performed for the Robeson County CTP, post recommendation development, in the planning area between January 1, 2008 and December 31, 2010. During this period, a total of 12 intersections were identified as high crash locations as illustrated in Figure 4. Refer to Appendix F for a detailed crash analysis.

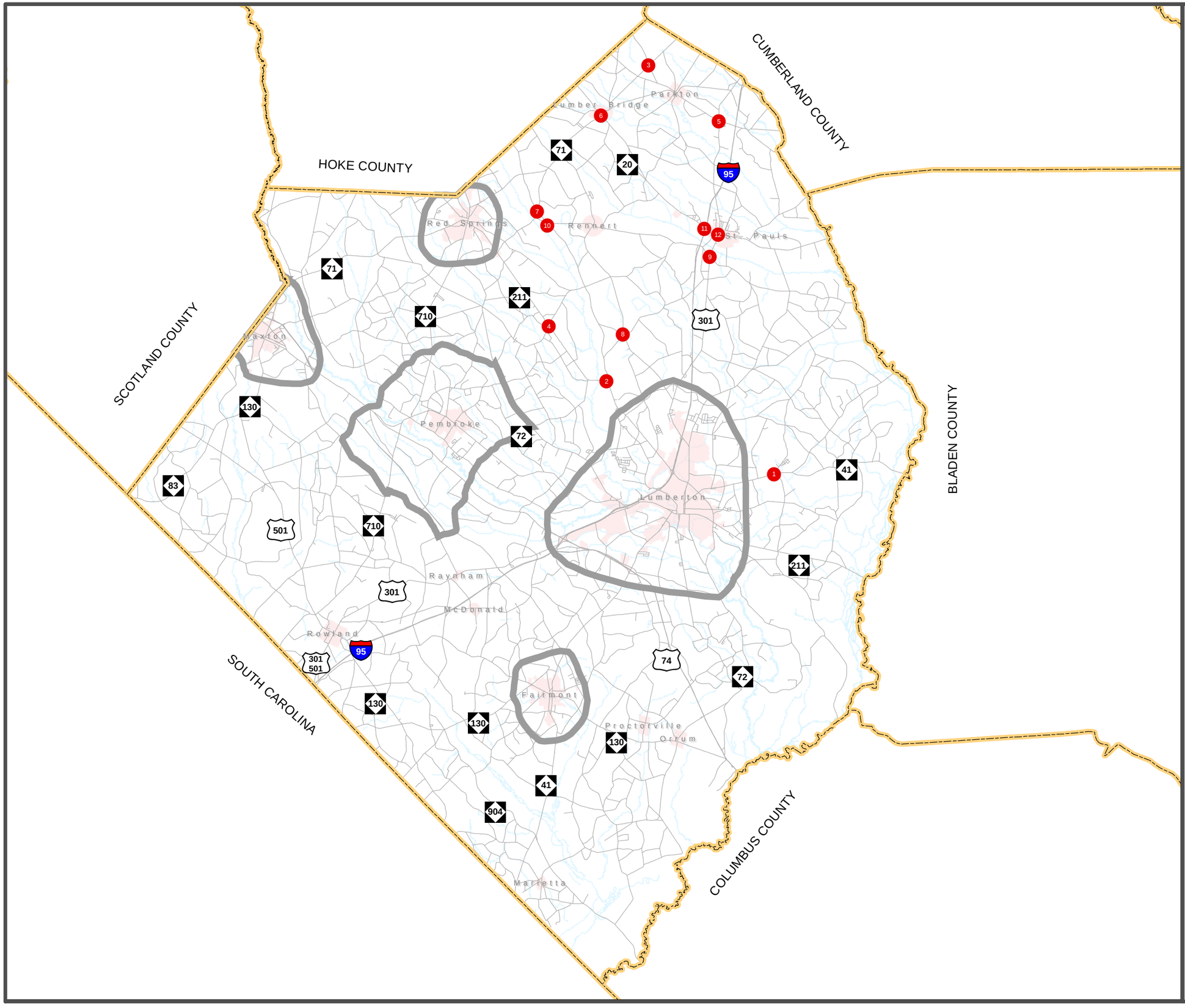


Figure 4

ROBESON COUNTY

Crash Locations

January 1, 2008 to December 31, 2010

Map Date: 10/5/2011

Legend

- Crash Locations
- Roads
- Rivers and Streams
- Water Areas
- Municipal Boundary
- County Boundary
- Planning Area Boundary

0 1.5 3 6 9 Miles

N W E S

Base map date: 5/25/2011

Refer to CTP document for more details

Back of Figure 4

Bridge Deficiency Assessment

Bridges are a vital and unique element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or deficiency in a bridge reduces the value of the total investment. Third, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. Finally, and most importantly, a bridge represents the greatest opportunity of all highway failures for loss of life. For these reasons, it is imperative that bridges be constructed to the same design standards as the system of which they are a part.

The NCDOT Bridge Maintenance Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as Federal and State funds become available. Fifty-one deficient bridges were identified within the planning area and are illustrated in Figure 5. Refer to Appendix G for more detailed information.

Public Transportation and Rail

Public transportation and rail are vital modes of transportation that give alternative options for transporting people and goods from one place to another.

Public Transportation

North Carolina's public transportation systems serve more than 50 million passengers each year. Five categories define North Carolina's public transportation system: community, regional community, urban, regional urban and intercity.

- Community Transportation - Local transportation efforts formerly centered on assisting clients of human service agencies. Today, the vast majority of rural systems serve the general public as well as those clients.

- Regional Community Transportation - Regional community transportation systems are composed of two or more contiguous counties providing coordinated and consolidated service. Although such systems are not new, the NCDOT Board of Transportation is encouraging single-county systems to consider mergers to form more regional systems.

- Urban Transportation – There are currently nineteen urban transit systems operating in North Carolina, from locations such as Asheville and Hendersonville in the west to Jacksonville and Wilmington in the east. In addition, small urban systems are at work in three areas of the state. Consolidated urban-community transportation exists in five areas of the state. In those systems, one transportation system provides both urban and rural transportation within the county.

- Regional Urban Transportation - Regional urban transit systems currently operate in three areas of the state. These systems connect multiple municipalities and counties.

Figure 5

Robeson County Deficient Bridges

Map Date: 10/5/11

Legend

- Deficient Bridges (# Bidge Number)
- Roads
- Rivers and Streams
- Water Areas
- Municipal Boundary
- County Boundary
- Planning Boundary

Miles

0 1.5 3 6 9

N W E S

Base map date: 5/25/2011

Refer to CTP document for more details

HOKE COUNTY

CUMBERLAND COUNTY

SCOTLAND COUNTY

BLADEN COUNTY

SOUTH CAROLINA

COLUMBUS COUNTY

Parkton

Lumber Bridge

Red Springs

Rennert

St. Pauls

Maxton

Pembroke

Lumberton

Raynham

McDonald

Rowland

Fairmont

Proctorville

Orrum

Marietta

71 20 95 211 710 301 130 72 74 41 83 501 904

Back of Figure 5

- Intercity Transportation - Intercity bus service is one of a few remaining examples of privately owned and operated public transportation in North Carolina. Intercity buses serve many cities and towns throughout the state and provide connections to locations in neighboring states and throughout the United States and Canada. Greyhound/Carolina Trailways operates in North Carolina. However, community, urban and regional transportation systems are providing increasing intercity service in North Carolina.

Robeson County does have an existing transit system called the South East Area Transit System (SEATS). However, no transit recommendations were made in the Robeson County CTP. For more information regarding SEATS visit www.co.robeson.nc.us/seat.htm. Refer to the Public Transportation Division of NCDOT for more information and Appendix A for contact information.

Rail

Today North Carolina has 3,684 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back everyday. Combined, the Carolinian and Piedmont carry more than 200,000 passengers each year.

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 20 smaller freight railroads, known as shortlines.

An inventory of existing rail facilities for the planning area is presented on Sheet 3 of Figure 1. Currently there are 4 major rail lines operating in Robeson County. No recommendations were made for rail for the Robeson County CTP. Refer to Appendix A for contact information for the Rail Division of NCDOT.

Bicycles & Pedestrians

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

NCDOT's Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities upon and along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by the NCDOT are based upon this policy.

The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will partner with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a municipality, state funds for a sidewalk are made available if matched, using a sliding scale based on population.

NCDOT's administrative guidelines, adopted in 1994, ensure that greenways and greenway crossings are considered during the highway planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction.

During the development of this plan, the pedestrian mode was not studied by the NCDOT Transportation Planning Branch. Therefore no pedestrian recommendations were made. Bicylcle recommendations were however included in this plan. Inventories of existing and planned bicycle facilities for the planning area are presented on Sheets 4 of Figure 1. The Sandhills Sector NC Bike Route runs through the northern portion of Robeson County. All recommendations for bicycle facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information.

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the 2010 Robeson County Working Lands Protection Plan was used to meet this requirement.[1]

Land use refers to the physical patterns of activities and functions within an area. Traffic demand in a given area is, in part, attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The spatial distribution of different types of land uses is a predominant determinant of when, where, and to what extent traffic congestion occurs. The travel demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

- Residential: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- Commercial: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast food restaurants and service stations; all other commercial establishments would be considered retail.

[1] See the 2010 Robeson County Working Lands Protection Plan for mapping and detail.

- Industrial: Land devoted to the manufacturing, storage, warehousing, and transportation of products.
- Public: Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.
- Agricultural: Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.
- Mixed Use: Land devoted to a combination of any of the categories above.

Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help to determine the location and type of proposed transportation improvements.

Robeson County anticipates growth in northern portions of the County as a result of the Ft. Bragg Base Realignment and Closure (BRAC). The 2010 Robeson County Working Lands Protection Plan provides detailed information related to existing land use, farm land suitability, population density characteristics, and other information. Information gathered prior to the completion of this land use plan from local planning staff, the Robeson County Planning Board, local municipalities, and others were used to aid in determination of future growth. This information can be seen in Figure 6.

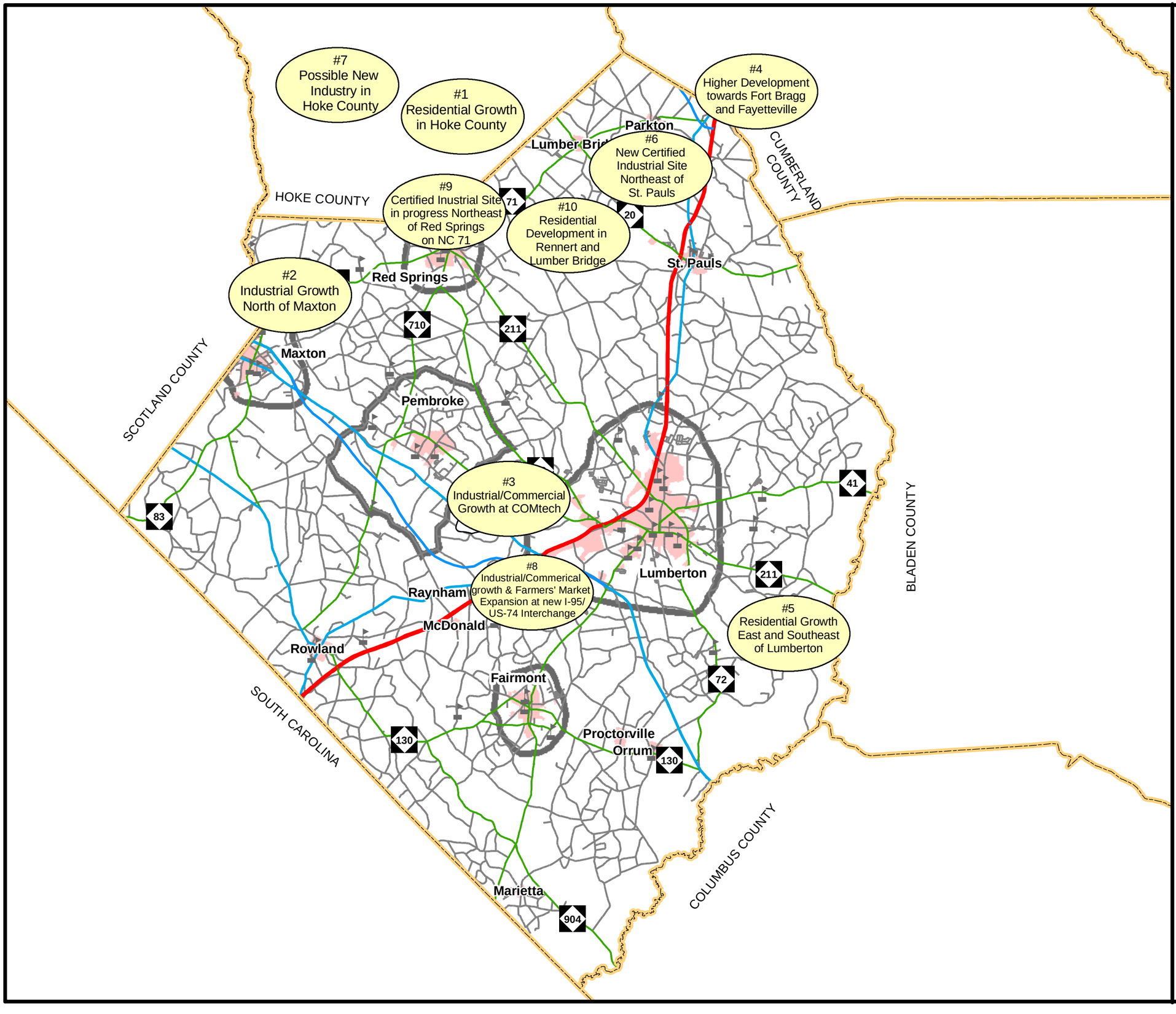


Figure 6

Robeson County CTP

Expected Growth In and Around Robeson County

Map Date: 10/5/2011

Legend

- Schools
- Interstate
- US Highway
- NC Highway
- Secondary Route
- County Boundary
- Municipalities
- Planning Area Boundary

0 1.5 3 6 9 Miles

N W E S

Base map date: April 10, 2006

Refer to CTP document for more details

Back of Figure 6

Consideration of Natural and Human Environment

In recent years, the environmental considerations have come to the forefront of the transportation planning process. Section 102 of the National Environmental Policy Act (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, potential impacts to these resources were identified as a part of the project recommendations in Chapter 2 of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that were examined as a part of this study is shown in the following tables utilizing the best available data. Environmental features occurring within Robeson County are shown in Figures 7, 8, and 9.

Table 1 – Environmental Features

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

Additionally, the following environmental features were considered but are not mapped due to restrictions associated with the sensitivity of the data.

Table 2 – Restricted Environmental Features

- Archaeological Sites
- Historic National Register Districts
- Historic National Register Structures
- Macrosite Boundaries
- Managed Areas
- Megasite Boundaries

FIGURE 7

Environmental Map 1

ROBESON COUNTY

Comprehensive Transportation Plan

Map Date: 10/5/2011

Legend

- Roads
- County Boundary
- SurfaceWater Intakes
- Water Distribution & Treatment Plants
- Stream Gaging Stations USGS
- Stream Gaging Stations (Unverified)
- Solid Waste Facilities
- National Wetland Inventory
- Cities
- Gamelands
- State Parks
- Recreation Projects Land Water Cons. Fund
- Land Trust Priority Areas
- High Quality Outstanding Resource Waters
- Water Supply Watershed

0 1.5 3 6 9 Miles

N W E S

Base map date: June 2006

Refer to CTP document for more details

HOKE COUNTY
CUMBERLAND COUNTY
SCOTLAND COUNTY
BLADEN COUNTY
SOUTH CAROLINA
COLUMBUS COUNTY
Parkton
Lumber Bridge
Red Springs
Rennert
St. Pauls
Maxton
Pembroke
Lumberton
Raynham
McDonald
Rowland
Fairmont
Proctorville
Orrum
Marietta
71
20
95
211
710
301
130
72
41
83
501
74
904

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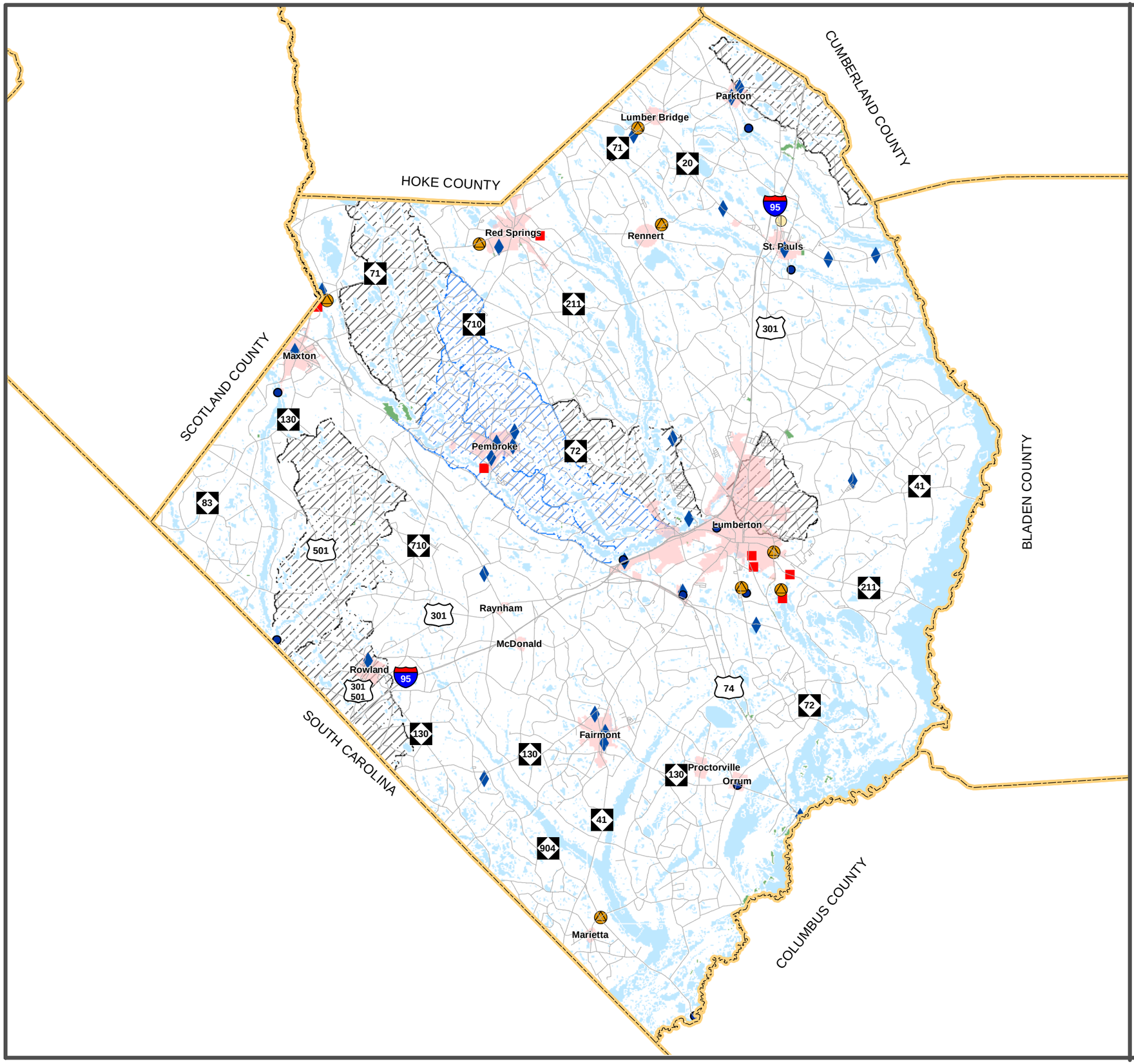

FIGURE 8

Environmental Map 2

ROBESON COUNTY

Comprehensive Transportation Plan

Map Date: 10/5/2011

Legend

- County Boundary
- Roads
- Hazardous Substance Disposal Sites
- NPDES Minor
- NPDES Major
- Hazardous Waste Facilities (Unverified)
- Public Water Supply Water Sources
- Cities
- National Wetland Inventory
- Lands Managed Conservation Open Space
- Hazardous Substance Disposal Sites
- EEPLocal Watershed Plans
- EEP Targeted Local Watersheds

0 1.5 3 6 9 Miles

N W E S

Base map date: June 2006

Refer to CTP document for more details

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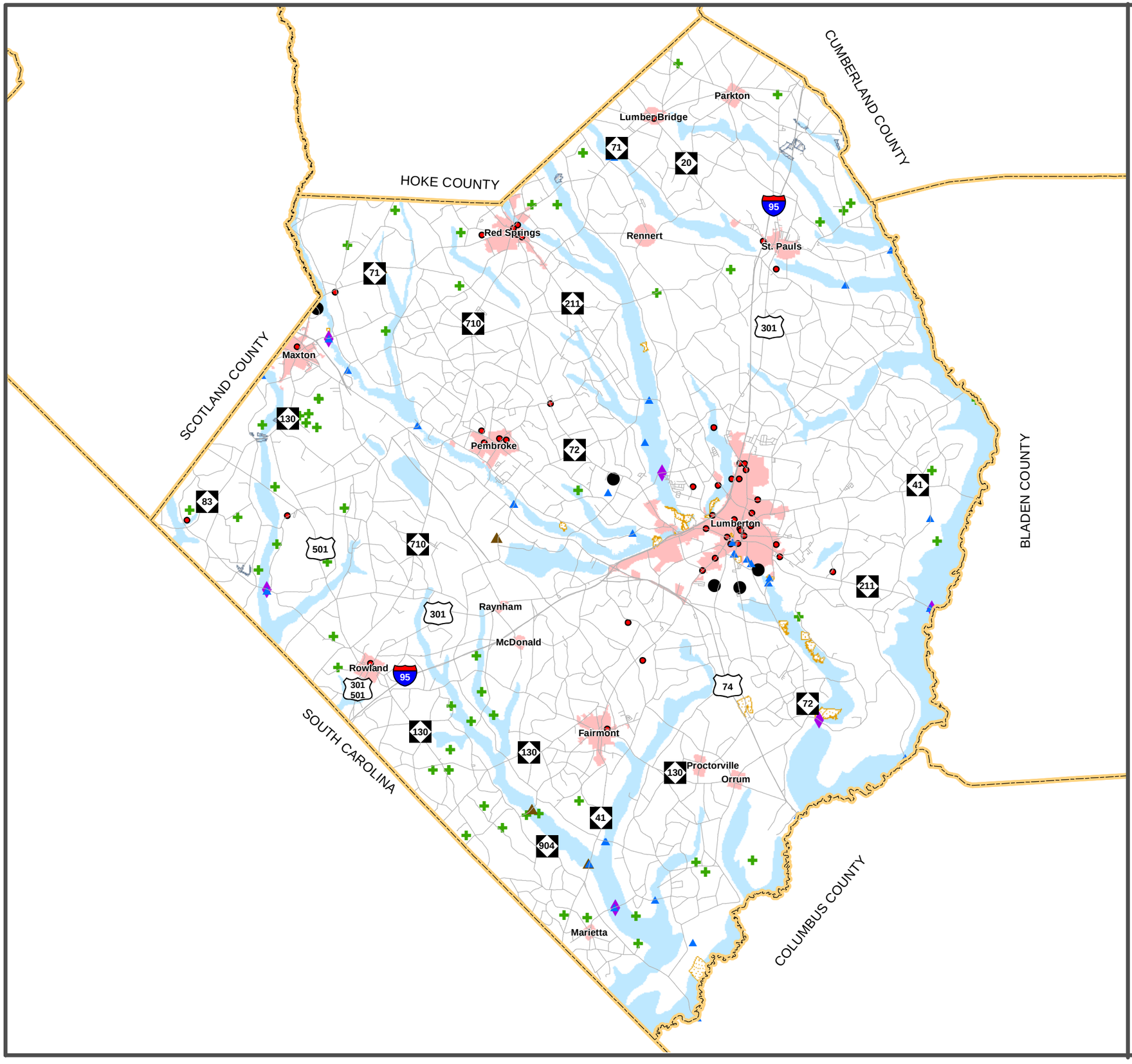
FIGURE 9

Environmental Map 3

ROBESON COUNTY

Comprehensive Transportation Plan

Map Date: 10/5/2011



Legend

- County Boundary
- Roads
- Benthic Monitoring Results
- Fish Community Sampling Sites
- Animal Operation Permits
- Ambient Water Quality Monitoring Sites
- Air Quality Pollution Discharge Points
- Groundwater Incidents (Unverified)
- Conservation Tax Credit Properties
- Conservation Easements-US Fish & Wildlife
- Groundwater Recharge Discharge
- Cities

0 1.5 3 6 9 Miles

N W E S

Base map date: June 2006

Refer to CTP document for more details

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Public Involvement

Public involvement is a key element in the transportation planning process. Adequate documentation of this process is essential for a seamless transfer of information from systems planning to project planning and design.

Robeson County requested the CTP study on January 26th, 2005. Throughout the course of the study, the Transportation Planning Branch cooperatively worked with the Robeson County Planning Board and the Lumber River RPO to provide information on current local plans, to develop transportation vision and goals, to discuss population and employment projections, and to develop proposed CTP recommendations. Refer to Appendix H for detailed information on the vision statement, the goals and objectives survey and a listing of committee members.

The public involvement process included holding two public drop-in sessions in Robeson County to present the proposed Comprehensive Transportation Plan to the public and solicit comments. The first meeting was held on June 10th, 2009 at the Robeson County Commissioners chambers; the second meeting was held on November 16th, 2009 at the Robeson County Commissioners Chambers. Each session was publicized in the local newspaper and with the first meeting occurring from 3:00 to 6:00PM and the second occurring from 4:00 to 6:00 PM. For more information regarding these public drop-in sessions see Appendix H.

A public hearing was held on September 7th, 2010 during a Robeson County Commissioners meeting. The purpose of this meeting was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during this meeting. The other participating towns held public hearings and adopted the CTP on the dates listed below:

- *Parkton:* October 5, 2010
- *Lumber Bridge*: January 3rd, 2011
- *Marietta:* October 19th, 2010
- *McDonald:* February 3rd, 2011
- *Parkton:* October 5th, 2011
- *Proctorville:* November 1st, 2011
- *Raynham :* November 9th, 2011
- *Rennert:* January 17th, 2011
- *Rowland:* September 22, 2010
- *St. Pauls:* September 9th, 2010

The Lumber River RPO endorsed the CTP on March 28th, 2011. The North Carolina Board of Transportation voted to mutually adopt the Robeson County CTP on April 7th, 2011.

II. Recommendations

This report documents the development of the Robeson County CTP as shown in Figure 1. This chapter presents recommendations for each mode of transportation in Robeson County and the following participating towns: Lumber Bridge, Marietta, McDonald, Parkton, Proctorville, Raynham, Rennert, Rowland, and St. Pauls.

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

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

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

Problem Statements

HIGHWAY

I-95, Local ID: ROB0001-H

I-95 in Robeson County is anticipated to be over capacity (LOS C) by the year 2035. I-95 is a major north-south route through Robeson County, North Carolina, and the eastern United States. I-95 has a current capacity (LOS C) of 40,500 vehicles per day (vpd). Traffic volumes in the year 2004 range from 29,000 to 38,000 vpd and are expected to increase to 62,000 to 82,000 vpd by the year 2035. Robeson County's vision for this corridor identified in the 2010 Robeson County Working Lands Protection Plan is to accommodate anticipated traffic growth and roadway improvements along I-95 while maintaining planned land patterns and agriculture vitality. The 2010 Lands Protection Plan identifies that I-95 is vital to the counties economy by allowing industry, offices, agriculture, and other jobs and services to reach their respective markets.

I-95 is recommended to be widened from a 4-lane divided facility to a 6-lane divided facility. This widening is expected to occur within the existing right-of-way (ROW) of 300 feet. This project should coincide with other I-95 Transportation Improvement Program (TIP) widening projects in NC such as I-4745. No multi-modal considerations were recognized in the development of this recommendation. In a public workshop held on June 10th, 2009, favorable comments were received from workshop attendees regarding improvements to I-95. For further information regarding public involvement for this plan, refer to Appendix H.

US 74, Local ID: ROB0002-H

US 74 is identified as a Strategic Highway Corridor (SHC) throughout Robeson County. This corridor is not anticipated to have capacity deficiencies by the year 2035 but is identified by the SHC vision for improvement to improve mobility and safety. US 74 is recommended to be improved to a 4-lane divided freeway from the Lumberton Planning Area Boundary (PAB) to the Columbus County line. At public workshops for the CTP, comments were received from attendees regarding improvements to US 74 which focused on proposed interchange locations at N. Broadridge Rd. (SR 2220) and N. Creek Rd. (SR 2225). For detailed information regarding public involvement for this project refer to Appendix H.

NC 211, Local ID: ROB0003-H

NC 211 is anticipated to be operating over-capacity by the year 2035 from the Lumberton PAB to the Red Springs PAB. Current capacity along NC 211 is 9,500 vpd while future travel demand is expected to range from 10,000 to 11,500 vpd. This section of NC 211 has been recommended to be improved to a 4-lane divided expressway in order to improve mobility and safety between Red Springs and

Lumberton. For information regarding public involvement for this plan, refer to Appendix H.

NC 20 Boulevard, Local ID: ROB0004-H

NC 20 is anticipated to be operating over-capacity by the year 2035 from the Bladen County line to Shaw Rd. (SR 1729). Existing capacities along this facility range from 9,500 to 42,400 vpd. These capacities range widely due to this section of NC 20 varying from a 2-lane rural highway to a downtown 4-lane cross section with parking. Future travel demand is expected to range from 9,900 to 26,000 vpd. NC 20 is recommended to be upgraded to a 4-lane divided boulevard along this section. A small portion through downtown St. Pauls is not recommended to be upgraded to a boulevard. At public workshops for the CTP, favorable comments were received from workshop attendees for the majority of the recommendations with some concern for boulevard recommendation through downtown St. Pauls. In addressing concerns from citizens, the boulevard recommendation through downtown St. Pauls was removed as this sections capacity should meet future travel demand. For further information regarding public involvement for this plan, refer to Appendix H.

NC 20 Major Thoroughfare, Local ID: ROB0005-H

NC 20 is anticipated to be operating near and over-capacity by the year 2035 from the Hoke County line to Shaw Rd. (SR 1729). Existing capacity along this facility is 9,500 vpd. Future travel demand is anticipated to range from 7,600 to 14,000 vpd. NC 20 is recommended to be improved to a 3-lane major thoroughfare along this section. For information regarding public involvement for this plan, refer to Appendix H.

US 301, Local ID: ROB0006-H

US 301 is anticipated to be operating over-capacity by the year 2035 from I-95 to NC 20 in St. Pauls. Capacities along existing US 301 range from 9,400 to 9,500 vpd. Future travel demand is anticipated to range from 9,500 to 12,000 vpd. For information regarding public involvement for this plan, refer to Appendix H.

NC 71 Lumber Bridge Bypass, Local ID: ROB0007-H

NC 71 is expected to be over capacity through Lumber Bridge by the year 2035. Existing capacity on this facility is 9,500 vpd. Future travel demand is expected to range from 9,700 to 15,000 vpd. A 2-lane major thoroughfare bypass of Lumber Bridge is recommended to provide better mobility and relieve anticipated deficiencies along existing NC 71. For information regarding public involvement for this plan, refer to Appendix H.

NC 71 Parkton Bypass, Local ID: ROB0008-H

NC 71 is expected to be over-capacity through Parkton by the year 2035. Existing capacity on this facility is 9,500 vpd. Future travel demand is expected to be 17,000 vpd. A 2-laned major thoroughfare bypass of Parkton is recommended to provide better mobility and relieve anticipated deficiencies along existing NC 71. For information regarding public involvement for this plan, refer to Appendix H.

NC 41, Local ID: ROB0009-H

NC 41 is expected to be operating over-capacity by the year 2035 from the Fairmont PAB to the Lumberton PAB. Existing capacity along NC 41 is 9,500 vpd and future travel demand is expected to range from 10,000 to 12,000 vpd. NC 41 is recommended to be widened to a 4-lane major thoroughfare along this section. For information regarding public involvement for this plan, refer to Appendix H.

NC 71, Local ID: ROB0010-H

NC 71 is expected to be over capacity by the year 2035. Current capacities along this corridor are 9,500 vpd. Future travel demand is expected to range from 9,700 vpd to 22,000 vpd. It is recommended that NC 71 be widened to 3 lanes from the Maxton Planning Area Boundary (PAB) to the Red Springs PAB and from the Red Springs PAB to Leeper Rd. (SR 1716) (ROB0010-H). Bypasses of Lumber Bridge and Parkton are recommended in conjunction with this recommendation (Refer to ROB0007-H and ROB0008-H). For information regarding public involvement for this plan, refer to Appendix H. See CTP Mapping (Figure 1) and Appendix C for more information.

Leeper Rd. (SR 1716), ROB0011-H

Improvements to Leeper Rd. (SR 1716) are needed in order to improve mobility and safety. Currently there are no identified capacity deficiencies on this road, however this project is recommended to be widen to 4 lanes from future I-295 to NC 71 as Leeper Rd. (SR 1716) will be affected by I-295 (TIP# U-2519). For information regarding public involvement for this plan, refer to Appendix H. See CTP Mapping (Figure 1) and Appendix C for more information.

Glenn Rd. (SR 1710), ROB0012-H

Improvements to Old Stage Rd. (SR 1741) are needed in order to improve mobility and safety. It is anticipated that this road widening will included as part of I-295 (TIP# U-2519). Currently there are no identified capacity deficiencies on this road. Widening to 3 lanes from Lumber Bridge to the Cumberland County line will coincide with improved access to a proposed interchange on I-295 (TIP # U-2519). For information regarding public involvement for this plan, refer to Appendix H. See CTP Mapping (Figure 1) and Appendix C for more information.

NC 72, ROB0013-H

NC 72 is expected to be near and over capacity by the year 2035. Current capacity along NC 72 is 9,500 vpd. Future travel demand along this corridor is anticipated to range from 7,800 to 11,800 vpd. It is recommended that NC 72 be widened to two 12-ft lanes from the Lumberton PAB to US 74. For information regarding public involvement for this plan, refer to Appendix H. See CTP Mapping (Figure 1) and Appendix C for more information.

Old Lowry Rd. (SR 1505), ROB0014-H

Improvements to Old Lowry Rd. (SR 1505) are needed in order to improve mobility and safety. Currently there are no identified capacity deficiencies on this road, however two intersections were identified near the corridor as high crash locations (refer to Appendix F for and Figure 4 for further information). It is recommended that Old Lowry Rd. (SR 1505) be widened to two 12-ft lanes with paved shoulders from NC 211 to NC 71 to help address safety. For information regarding public involvement for this plan, refer to Appendix H. See CTP Mapping (Figure 1) and Appendix C for more information.

NC 41, ROB0015-H

NC 41 is expected to be over capacity by the year 2035. Current capacity along this corridor is 9,500 vpd while future travel demand ranges from 10,000 to 14,800 vpd. It is recommended that NC 41 be widened to two 12-ft lanes with paved shoulders (with turn lanes at major intersections) from the Lumberton PAB to Bladen County. For information regarding public involvement for this plan, refer to Appendix H. See CTP Mapping (Figure 1) and Appendix C for more information.

Rennert Rd. (SR 1752), ROB0016-H

Rennert Rd. (SR 1752) is expected to be over capacity by the year 2035. Current capacities along the corridor range from 9,300 to 9,500 vpd while future travel demand is anticipate to range from 14,000 to 16,000 vpd. It is recommended that Rennert Rd. (SR 1752) be widened to two 12-ft lanes with paved shoulders (with turn lanes at major intersections) from the Lumberton PAB to NC 71. For information regarding public involvement for this plan, refer to Appendix H. See CTP Mapping (Figure 1) and Appendix C for more information.

Old Stage Rd. (SR 1734), ROB0017-H

Improvements to Old Stage Rd. (SR 1734) are needed in order to improve mobility and safety. Currently there are no identified capacity deficiencies on this road. Three intersections were identified near the corridor in St. Pauls as high crash locations (refer to Appendix F for and Figure 4 for further information). It is recommended that Old Stage Rd. (SR 1741) be widened to a 4 lane divided facility from NC 20 to Great Marsh Church Rd. (SR 1006) to improve safety and mobility. For information regarding public

involvement for this plan, refer to Appendix H. See CTP Mapping (Figure 1) and Appendix C for more information.

NC 130, ROB0018-H

NC 130 is expected to be near capacity by the year 2035. Current capacities range from 9,500 to 11,100 vpd. Future travel demand is anticipated to range from 8,000 vpd to 8,400 vpd. It is recommended that NC 130 be widened to 3 lanes from NC 710 to I-95 as traffic is expected to approach capacity. Widening is not recommended from US 301 to Hickory St through Rowland based on comments from a local officials at a town board meeting on March 10th, 2009. For information regarding public involvement for this plan, refer to Appendix H. See CTP Mapping (Figure 1) and Appendix C for more information.

PUBLIC TRANSPORTATION & RAIL

No recommendations for Public Transportation and Rail were made in the development of the Robeson County CTP. Existing rail corridors were identified and can be found on Figure 1 – Sheet 2.

BICYCLE

NC 711, ROB0001-B

NC 711 needs to provide increased mobility and safety for bicyclists. As part of the Robeson County CTP steering committee, the Robeson County Planning Board identified NC 711 as a local route for improving accommodations for bicyclists. It is recommended that better signage and pavement markings be added to NC 711 from the Pembroke PAB to the Lumberton PAB. This recommendation aims to provide an adequate cross section for regional bicycle traffic. Positive comments were received at a public workshop for the CTP, in regards to providing enhanced facilities for bicycle traffic between Pembroke and Lumberton. See CTP Mapping (Figure 1) and Appendix C for more information.

Leeper Rd. (SR 1716), ROB0002-B

Leeper Rd. (SR 1716) needs to provide increased mobility and safety for bicyclists. The Robeson County Planning Board identified the Sandhills Sector state bike route (see also ROB0003-B and ROB0004-B) as needing enhanced bicycle accommodations. The Sandhills Sector bike route provides a continuous bicycle route in northern Robeson County. It is recommended that Leeper Rd. (SR 1716) add widened paved shoulders from the Cumberland Co. line to NC 71 (coordinate with ROB0009-H) to provide improved accommodations for bicyclists. For information regarding public involvement for this plan, refer to Appendix H. See CTP Mapping (Figure 1 – Sheet 4) and Appendix C for more information.

NC 71, ROB0003-B

NC 71 needs to provide increased mobility and safety for bicyclists. As a part of the Sandhills Sector bike route, this route was recognized for needing improvement. It is recommended that Leeper Rd. (SR 1716) add widened paved shoulders from Barlow Rd. (SR 1712) to Leeper Rd. (SR 1716) (coordinate with ROB0009-H). For information regarding public involvement for this plan, refer to Appendix H. See CTP Mapping (Figure 1 – Sheet 4) and Appendix C for more information.

Barlow Rd. (SR 1712), ROB0004-B

Barlow Rd. (SR 1712) needs to provide increased mobility and safety for bicyclists. As a part of the Sandhills Sector bike route, this route was recognized for needing improvement. It is recommended that Barlow Rd. (SR 1712) add widened paved shoulders from the Hoke Co. line to NC 71 (coordinate with ROB0009-H). For information regarding public involvement for this plan, refer to Appendix H. See CTP Mapping (Figure 1 – Sheet 4) and Appendix C for more information.

PEDESTRIAN

During the development of the Robeson County CTP, pedestrian recommendations were not considered and development of pedestrian planning analysis was being developed by the NCDOT – Transportation Planning Branch. Future updates to this CTP will include pedestrian study.

APPENDICES

Appendix A
Resources and Contacts

North Carolina Department of Transportation

Customer Service Office

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

1-877-DOT-4YOU
(1-877-368-4968)
https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx

Secretary of Transportation

Mr. Eugene A. Conti, Jr., Ph.D.
1501 Mail Service Center
Raleigh, NC 27699-1501
(919) 733-2520
http://www.ncdot.org/about/leadership/secretary.html

Board of Transportation Member

J. Gary Ciccone
PO Box 53668
Fayetteville, NC 28305
(910) 323-3171
http://www.ncdot.gov/about/board/default.html

Highway Division Engineer

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

Mr. Greg Burns, PE
PO Box 1150, 28302 (Mail)
558 Gillespie St., 28301 (Delivery)
Fayetteville, NC
gburns@ncdot.gov
http://www.ncdot.gov/doh/operations/division6/

Division Project Manager

Contact the Division Project Manager with questions concerning transportation projects within each Division.

Mr. Jerry Bradley
PO Box 1150, 28302 (Mail)
558 Gillespie St., 28301 (Delivery)
Fayetteville, NC
(910)-437-2611
jbradley@ncdot.gov

Division Construction Engineer

Contact the Division Construction Engineer for information concerning major roadway improvements under construction.

Mrs. Tracey Conrad Pittman, PE
PO Box 1150, 28302 (Mail)
558 Gillespie St., 28301 (Delivery)
Fayetteville, NC
(910)-486-1493
tpittman@ncdot.gov

Division Traffic Engineer

Contact the Division Traffic Engineer for information concerning traffic signals, highway signs, pavement markings and crash history.

Mr. W. L. "Lee" Jernigan, Jr., PE
PO Box 1150, 28302 (Mail)
450 Transportation Drive, 28301 (Delivery)
Fayetteville, NC
(910)- 437-2599
ljernigan@ncdot.gov

Division Operations Engineer

Contact the Division Operations Engineer for information concerning facility operations.

Vacant
PO Box 1150, 28302 (Mail)
558 Gillespie St., 28301 (Delivery)
Fayetteville, NC
(910)- 486-1959

Division Maintenance Engineer

Contact the Division Maintenance Engineer for information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit and the Equipment Unit.

Mr. Ken Murphy, Jr, PE
PO Box 1150, 28302 (Mail)
558 Gillespie St., 28301 (Delivery)
Fayetteville, NC
(910) 486-1493
rkmurphy@ncdot.gov

District Engineer

Contact the District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt A Highway program, encroachments on highway right of way, issuance of oversize/overwidth permits, paving priorities, secondary road construction program and road maintenance.

Mr. Charles (Chuck) S. Miller, Jr., PE
PO Box 2157, 28359 (Mail)
872 NC 711 Highway, 28360 (Delivery)
Lumberton, NC
(910) 618-5546
csmiller@ncdot.gov

Transportation Planning Branch (TPB)

Contact the Transportation Planning Branch for information on long-range multi-modal planning services.

1554 Mail Service Center
Raleigh, NC 27699-1554
(919) 733-4705
http://www.ncdot.gov/doh/preconstruct/tpb/

Lumber River Rural Planning Organization (RPO)

Contact the RPO for information on long-range multi-modal planning services.

Mrs. Janet Robertson
30 CJ Walker Road
COMtech Park
Pembroke, NC 28372
(910) 272-5049
Janet.Robertson@lumberrivercog.org
www.lumberrivercog.org/Rural%20Transportation%20Sub%20Page.html

Strategic Planning Office

Contact the Strategic Planning Office for information concerning prioritization of transportation projects.

Mr. Don Voelker
1501 Mail Service Center
Raleigh, NC 27699-1501
(919) 715-0951
https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=11054

Project Development & Environmental Branch (PDEA)

Contact PDEA for information on environmental studies for projects that are included in the TIP.

1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-3141
http://www.ncdot.gov/doh/preconstruct/pe/

Secondary Roads Office

Contact the Secondary Roads Office for information regarding the status for unpaved roads to be paved, additions and deletions of roads to the State maintained system and the Industrial Access Funds program.

1535 Mail Service Center
Raleigh, NC 27699-1535
(919) 733-3250
http://www.ncdot.gov/doh/operations/secondaryroads/

Program Development Branch

Contact the Program Development Branch for information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).

1534 Mail Service Center
Raleigh, NC 27699-1534
(919) 733-2039
http://www.ncdot.org/planning/development/

Public Transportation Division

Contact the Public Transportation Division for information public transit systems.

1550 Mail Service Center
Raleigh, NC 27699-1550
(919) 733-4713
http://www.ncdot.org/transit/nctransit/

Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center
Raleigh, NC 27699-1553
(919) 733-7245
http://www.bytrain.org/

Division of Bicycle and Pedestrian Transportation

Contact this Division for bicycle and pedestrian transportation information throughout the state.

1552 Mail Service Center
Raleigh, NC 27699-1552
(919) 807-0777
http://www.ncdot.gov/transit/bicycle/

Bridge Maintenance Unit

Contact the Bridge Maintenance Unit for information on bridge management throughout the state.

1565 Mail Service Center
Raleigh, NC 27699-1565
(919) 733-4362
http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/

Highway Design Branch

The Highway Design Branch consists of the Roadway Design, Structure Design, Photogrammetry, Location & Surveys, Geotechnical, and Hydraulics Units. Contact the Highway Design Branch for information regarding design plans and proposals for road and bridge projects throughout the state.

1584 Mail Service Center
Raleigh, NC 27699-1584
(919) 250-4001
http://www.ncdot.gov/doh/preconstruct/highway/

Other State Government Offices

Department of Commerce – Division of Community Assistance

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

http://www.nccommerce.com/en/CommunityServices/

Appendix B
Comprehensive Transportation Plan Definitions

Highway Map

For visual depiction of facility types for the following CTP classification, visit http://www.ncdot.gov/doh/preconstruct/tpb/SHC/facility/.

Facility Type Definitions

- **Freeways**
  - Functional purpose – high mobility, high volume, high speed
  - Posted speed – 55 mph or greater
  - Cross section – minimum four lanes with continuous median
  - Multi-modal elements – High Occupancy Vehicles (HOV)/High Occupancy Transit (HOT) lanes, busways, truck lanes, park-and-ride facilities at/near interchanges, adjacent shared use paths (separate from roadway and outside ROW)
  - Type of access control – full control of access
  - Access management – interchange spacing (urban – one mile; non-urban – three miles); at interchanges on the intersecting roadway, full control of access for 1,000ft or for 350ft plus 650ft island or median; use of frontage roads, rear service roads
  - Intersecting facilities – interchange or grade separation (no signals or at-grade intersections)
  - Driveways – not allowed

- **Expressways**
  - Functional purpose – high mobility, high volume, medium-high speed
  - Posted speed – 45 to 60 mph
  - Cross section – minimum four lanes with median
  - Multi-modal elements – HOV lanes, busways, very wide paved shoulders (rural), shared use paths (separate from roadway but within ROW)
  - Type of access control – limited or partial control of access;
  - Access management – minimum interchange/intersection spacing 2,000ft; median breaks only at intersections with minor roadways or to permit U-turns; use of frontage roads, rear service roads; driveways limited in location and number; use of acceleration/deceleration or right turning lanes
  - Intersecting facilities – interchange; at-grade intersection for minor roadways; right-in/right-out and/or left-over or grade separation (no signalization for through traffic)
  - Driveways – right-in/right-out only; direct driveway access via service roads or other alternate connections

- **Boulevards**
  - Functional purpose – moderate mobility; moderate access, moderate volume, medium speed
  - Posted speed – 30 to 55 mph
  - Cross section – two or more lanes with median (median breaks allowed for U-turns per current NCDOT *Driveway Manual*
  - Multi-modal elements – bus stops, bike lanes (urban) or wide paved shoulders (rural), sidewalks (urban - local government option)
  - Type of access control – limited control of access, partial control of access, or no control of access
  - Access management – two lane facilities may have medians with crossovers, medians with turning pockets or turning lanes; use of acceleration/deceleration or right turning lanes is optional; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
  - Intersecting facilities – at grade intersections and driveways; interchanges at special locations with high volumes
  - Driveways – primarily right-in/right-out, some right-in/right-out in combination with median leftovers; major driveways may be full movement when access is not possible using an alternate roadway

- **Other Major Thoroughfares**
  - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
  - Posted speed – 25 to 55 mph
  - Cross section – four or more lanes without median
  - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
  - Type of access control – no control of access
  - Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
  - Intersecting facilities – intersections and driveways
  - Driveways – full movement on two lane roadway with center turn lane as permitted by the current NCDOT *Driveway Manual*

- **Minor Thoroughfares**
  - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
  - Posted speed – 25 to 45 mph
  - Cross section – ultimately three lanes (no more than one lane per direction) or less without median
  - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
  - ROW – no control of access

- Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – intersections and driveways
- Driveways – full movement on two lane with center turn lane as permitted by the current NCDOT *Driveway Manual*

Other Highway Map Definitions

- **Existing** – Roadway facilities that are not recommended to be improved.
- **Needs Improvement** – Roadway facilities that need to be improved for capacity, safety, or system continuity. The improvement to the facility may be widening, other operational strategies, increasing the level of access control along the facility, or a combination of improvements and strategies. *"Needs improvement" does not refer to the maintenance needs of existing facilities.*
- **Recommended** – Roadway facilities on new location that are needed in the future.
- **Interchange** – Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
- **Grade Separation** – Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
- **Full Control of Access** – Connections to a facility provided only via ramps at interchanges. No private driveway connections allowed.
- **Limited Control of Access** – Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.
- **Partial Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections shall be defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. These may be combined to form a two-way driveway (most common) or separated to allow for better traffic flow through the parcel. The use of shared or consolidated connections is highly encouraged.
- **No Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways.

Public Transportation and Rail Map

- **Bus Routes** – The primary fixed route bus system for the area. Does not include demand response systems.
- **Fixed Guideway** – Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway transit, and ferryboats.

- **Operational Strategies** – Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- **Rail Corridor** – Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
  - Active – rail service is currently provided in the corridor; may include freight and/or passenger service
  - Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist
  - Recommended – It is desirable for future rail to be considered to serve an area.
- **High Speed Rail Corridor** – Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
  - Existing – Corridor where high speed rail service is provided (there are currently no existing high speed corridor in North Carolina).
  - Recommended – Proposed corridor for high speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Intermodal Connector** – A location where more than one mode of public transportation meet such as where light rail and a bus route come together in one location or a bus station.
- **Park and Ride Lot** – A strategically located parking lot that is free of charge to anyone who parks a vehicle and commutes by transit or in a carpool.

Bicycle Map

- **On Road-Existing** – Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- **On Road-Needs Improvement** – At the systems level, it is desirable for **an existing** highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.
- **On Road-Recommended** – At the systems level, it is desirable for **a recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.
- **Off Road-Existing** – A facility that accommodates bicycle transportation (may also accommodate pedestrians, e.g. greenways) and is physically separated from a highway facility usually on a separate right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodate bicycle transportation (may also accommodate pedestrians, e.g. greenways) and is physically separated from a highway facility usually on a separate right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving), and improved horizontal or vertical alignment.
- **Off Road-Recommended** – A facility needed to accommodate bicycle transportation (may also accommodate pedestrians, e.g. greenways) and is physically separated from a highway facility usually on a separate right-of-way. This

may also include greenway segments that do not necessarily serve a transportation function but intersect recommended facilities on the highway map or public transportation and rail map.

Appendix C
CTP Inventory and Recommendations

Assumptions/ Notes:

- **ID:** If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement (this code is the same as the one used as the SPOT prioritization tool ID): the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, or '-P' for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- **Cross-Section:** Listed under '(ft)' is the approximate width of the roadway from edge of pavement to edge of pavement. Listed under 'lanes' is the total number of lanes, with the letter 'D' if the facility is divided.
- **ROW:** The estimated existing right-of-way is based on using the NCDOT - Road Conditions layer and from aerial photography. These right-of-way amounts are approximate and may vary.
- **Existing Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS C for existing facilities and LOS C for new facilities. These capacity estimates were developed using the NCLOS program, as documented in Chapter II.
- **2035 AADT** (Annual Average Daily Traffic) volumes, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2035 AADT' is an estimate of the volume in 2035 with no additional facilities/ improvements assumed to be in place that were not open to traffic in the base year (2004). For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter II.
- **Rec. (Recommended) Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended as part of the CTP.
- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.
- **Tier:** Tiers are defined as part of the North Carolina Mulitmodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- **Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H=highway, T= public transportation, R= rail, B= bicycle, and P= pedestrian).

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY															
					2004 Existing System						2035 Proposed System				
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2004 AADT	2035 AADT	Cross-Section	CTP Classification	Tier	Other Modes
ROB0001-H	I-95	Cumberland County Line to US 301	Robeson County	5.6	48	4	300	65	40,500	38,000	82,000	6A	F	Sta	--
ROB0001-H	I-95	US 301 to NC 20	Robeson County	1.7	48	4	300	65	40,500	38,000	82,000	6A	F	Sta	--
ROB0001-H	I-95	NC 20 to Great Marsh Church Rd. (SR 1006)	Robeson County	0.8	48	4	300	65	40,500	38,000	82,000	6A	F	Sta	--
ROB0001-H	I-95	Great Marsh Church Rd. (SR 1006) to Lumberton Planning Boundary	Robeson County	6.6	48	4	300	65	40,500	38,000	82,000	6A	F	Sta	--
ROB0001-H	I-95	Lumberton Planning Boundary to Chicken Rd. (SR 1003)	Robeson County	2.6	48	4	300	65	40,500	34,000	73,000	6A	F	Sta	--
ROB0001-H	I-95	Chicken Rd. (SR 1003) to Sand Hole Rd. (SR 2455)	Robeson County	3.3	48	4	300	65	40,500	32,000	69,000	6A	F	Sta	--
ROB0001-H	I-95	Sand Hole Rd. (SR 2455) to NC 130	Robeson County	4.9	48	4	300	65	40,500	32,000	69,000	6A	F	Sta	--
ROB0001-H	I-95	NC 130 to SC Line	Robeson County	2.4	48	4	300	65	40,500	29,000	62,000	6A	F	Sta	--
--	US 74	Maxton PB to Pembroke Planning Boundary	Robeson County	2.8	24	2	60	55	9,500	13,000	32,500	--	F	Sta	--
--	US 74	Pembroke Planning Boundary to Lumberton Planning Boundary	Robeson County	4.5	24	2	60	55	9,500	11,000	28,300	--	F	Sta	--
ROB0002-H	US 74	Lumberton Planning Boundary to NC 2220	Robeson County	4.8	64	4	60	55	46,100	9,400	32,000	6A	F	Sta	--
ROB0002-H	US 74	Broadridge Rd. (SR 2220) to NC 130	Robeson County	3.8	64	4	60	55	46,100	10,000	34,000	6A	F	Sta	--
ROB0002-H	US 74	NC 130 to Columbus County Line	Robeson County	0.9	64	4	60	55	46,100	10,000	34,000	6A	F	Sta	--
--	US 301	SC Line to Rowland Planning Boundary	Robeson County	2.1	24	2	100	55	9,500	3,800	5,200	--	Maj	Reg	--
--	US 301	Rowland Planning Boundary to Peach Street	Robeson County	0.6	36	2	60	35	9,400	4,300	5,900	--	Maj	Reg	--
--	US 301	Peach Street to Sout Robeson Rd. (SR 2519)	Robeson County	8.8	24	2	100	55	9,500	3,000	4,100	--	Maj	Reg	--
--	US 301	South Robeson Rd. (SR 2519) to Adams Rd. (SR 1144)	Robeson County	2.7	24	2	100	55	9,500	1,100	1,500	--	Maj	Reg	--
--	US 301	Adams Rd. (SR 1144) to Boyce Rd. (SR 2457)	Robeson County	3.1	24	2	100	55	9,500	800	1,100	--	Maj	Reg	--
--	US 301	Boyce Rd. (SR 2457) to Kelly Rd. (SR 2429)	Robeson County	1.3	24	2	100	55	9,500	2,500	6,300	--	Maj	Reg	--
--	US 301	Kelly Rd. (SR 2429) to Chicken Rd. (SR 1003)	Robeson County	0.5	24	2	100	55	9,500	2,500	6,300	--	Maj	Reg	--
--	US 301	Chicken Rd. (SR 1003) to I-95	Robeson County	0.4	24	2	100	55	9,500	2,500	6,300	--	Maj	Reg	--
--	US 301	I-95 to Lumberton Planning Boundary	Robeson County	(common to I-95)								--	Maj	Reg	--
--	US 301	Lumberton Planning Boundary to Bell Rd. (SR 1941)	Robeson County	3.3	22	2	100	55	9,500	3,300	8,300	--	Maj	Reg	--
ROB0006-H	US 301	Bell Rd. (SR 1941) to St. Pauls Planning Boundary	Robeson County	3.6	22	2	100	55	9,500	3,500	8,800	4C	B	Reg	--
ROB0006-H	US 301	St. Paul Planning Boundary to NC 20	Robeson County	0.4	44	3	100	35	9,400	6,900	15,000	4C	B	Reg	--
ROB0006-H	US 301	NC 20 to St Pauls Planning Boundary	Robeson County	0.8	44	3	100	35	9,400	5,600	12,000	4C	B	Reg	--
ROB0006-H	US 301	St Pauls Planning Boundary to I-95	Robeson County	1.1	24	2	100	55	9,500	4,400	9,500	4C	B	Reg	--
--	US 301	I-95 to Blanchard Rd. (SR 1727)	Robeson County	0.50	24	2	100	55	9,500	3,800	8,200	--	Maj	Reg	--

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY															
					2004 Existing System						2035 Proposed System				
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2004 AADT	2035 AADT	Cross-Section	CTP Classifi-cation	Tier	Other Modes
--	US 301	Blanchard Rd. (SR 1727) to Parkton Tobemry Rd. (SR 1723)	Robeson County	3.0	20	2	100	55	9,500	2,400	5,300	--	Maj	Reg	--
--	US 301	Parkton Tobemry Rd. (SR 1723) to Green Spring Rd. (SR 1718)	Robeson County	2.1	24	2	100	55	9,500	2,500	5,400	--	Maj	Reg	--
--	US 301	Green Spring Rd. (SR 1718) to Cumberland County Line	Robeson County	0.3	24	2	100	55	9,500	8,000	17,000	--	Maj	Reg	--
--	US 501	SC line to NC 301 split (common to US 301)	Robeson County	2.6	--	--	--	--	--	0	0	--	Maj	Reg	--
--	US 501	US 301 split to Canal Street	Robeson County	0.3	50	2	100	20	9,500	7,700	14,000	--	Maj	Reg	--
--	US 501	Canal Street to Ward Rd. (SR 1141)	Robeson County	3.0	34	2	100	35	9,500	6,400	12,000	--	Maj	Reg	--
--	US 501	Ward Rd. (SR 1141) to NC 710	Robeson County	0.9	24	2	60	55	9,500	5,700	11,000	--	Maj	Reg	--
--	US 501	NC 710 to Kitchen Street Rd. (SR 1134)	Robeson County	2.2	26	2	60	55	9,500	4,400	8,100	--	Maj	Reg	--
--	US 501	Kitchen Street Rd. (SR 1134) to NC 130 split	Robeson County	4.0	26	2	60	55	9,500	4,400	8,100	--	Maj	Reg	--
--	US 501	NC 130 split to NC 83	Robeson County	3.8	26	2	60	55	9,500	3,600	6,700	--	Maj	Reg	--
--	US 501	NC 83 to Scotland County Line	Robeson County	1.6	26	2	60	55	9,500	4,000	7,400	--	Maj	Reg	--
ROB0004-H	NC 20	Hoke County Line to Graham Rd. (SR 1706)	Robeson County	1.7	24	2	60	55	9,500	2,600	7,600	3A	Maj	Reg	--
ROB0004-H	NC 20	Graham Rd. (SR 1706) to Blanchard Rd. (SR 1727)	Robeson County	2.1	22	2	100	55	9,500	3,100	9,000	3A	Maj	Reg	--
ROB0004-H	NC 20	Blanchard Rd. (SR 1727) to Shaw Rd. (SR 1729)	Robeson County	1.8	22	2	100	55	9,500	4,900	14,000	3A	Maj	Reg	--
ROB0005-H	NC 20	Shaw Rd. (SR 1729) to Nash Rd. (SR 1733	Robeson County	2.6	22	2	100	55	9,500	4,900	14,000	4B	B	Reg	--
ROB0005-H	NC 20	Nash Rd. (SR 1733) to Veterans Rd. (SR 1732)	Robeson County	0.8	22	2	100	55	9,500	6,600	19,000	4B	B	Reg	--
	NC 20	Veterans Rd. (SR 1732) to St Pauls City Limit	Robeson County	0.3	22	2	100	55	9,500	7,200	21,000	--	Maj	Reg	--
	NC 20	St Pauls City Limit to Old Stage Rd. (SR 1734)	Robeson County	0.4	44	3	100	35	9,400	12,000	26,000	--	Maj	Reg	--
ROB0005-H	NC 20	Old Stage Rd. (SR 1734) to US 301	Robeson County	0.2	44	3	100	35	9,400	8,300	18,000	4B	B	Reg	--
ROB0005-H	NC 20	US 301 to St. Paul County Line	Robeson County	0.7	60	4	100	35	42,400	10,000	22,000	4B	B	Reg	--
ROB0005-H	NC 20	St Pauls City Limit to Currie Rd. (SR 1924)	Robeson County	1.8	24	2	100	55	9,500	5,900	13,000	4B	B	Reg	--
ROB0005-H	NC 20	Currie Rd. (SR 1924) to Bladen County Line	Robeson County	2.7	24	2	100	55	9,500	4,600	9,900	4B	B	Reg	--
--	NC 41	SC line to Marietta Rd. (SR 2277)	Robeson County	1.8	24	2	60	55	9,500	1,600	2,500	--	Maj	Reg	--
--	NC 41	Marietta Rd. (SR 2277) to NC 904	Robeson County	1.3	24	2	60	55	9,500	1,900	3,000	--	Maj	Reg	--
--	NC 41	NC 904 to Bailey Rd. (SR 2452)	Robeson County	3.3	24	2	60	55	9,500	2,500	4,000	--	Maj	Reg	--
--	NC 41	Bailey Rd. (SR 2452) to Fairmont Planning Boundary	Robeson County	1.2	24	2	60	55	9,500	3,100	5,900	--	Maj	Reg	--
ROB0009-H	NC 41	Fairmont Planning Boundary to Centerville Church Rd. (SR 2239)	Robeson County	1.4	26	2	60	55	9,500	6,300	10,000	4B	Maj	Reg	--

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY															
					2004 Existing System						2035 Proposed System				
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2004 AADT	2035 AADT	Cross-Section	CTP Classification	Tier	Other Modes
ROB0009-H	NC 41	Centerville Church Rd. (SR 2239) to Lumberton Planning Boundary	Robeson County	2.6	24	2	60	55	9,500	7,800	12,000	4B	Maj	Reg	--
ROB0015-H	NC 41	Lumberton Planning Boundary to Regans Church Rd. (SR 1955)	Robeson County	1.4	24	2	60	55	9,500	5,900	14,800	3A	Maj	Reg	--
ROB0015-H	NC 41	Regans Church Rd. (SR 1955) to Bladen County Line	Robeson County	6.6	24	2	100	55	9,500	4,400	11,000	3A	Maj	Reg	--
ROB0010-H	NC 71	Maxton Planning Boundary to Red Hill Rd. (SR 1312)	Robeson County	0.5	26	2	60	55	9,500	4,100	11,000	3A	Maj	Reg	--
ROB0010-H	NC 71	Red Hill Rd. (SR 1312) to Red Spring Planning Boundary	Robeson County	6.2	26	2	60	55	9,500	4,200	11,000	3A	Maj	Reg	--
ROB0010-H	NC 71	Red Springs Planning Boundary to Highland Games Rd. (SR 1701)	Robeson County	0.60	24	2	100	55	9,500	5,800	12,000	3A	Maj	Reg	--
ROB0007-H	NC 71	Highland Games Rd. (SR 1701) to NC 20	Robeson County	3.7	24	2	100	55	9,500	7,000	15,000	3A	Maj	Reg	--
ROB0007-H	NC 71	NC 20 to Church St.	Robeson County	0.2	44	2	100	45	9,500	4,500	9,700	3A	Maj	Reg	--
ROB0007-H	NC 71	Church St. to Malloy Rd. (SR 1714)	Robeson County	2.1	24	2	60	55	9,500	4,500	11,000	3A	Maj	Reg	--
ROB0010-H	NC 71	Malloy Rd. (SR 1714) to Wash. St. (Parkton)	Robeson County	1.5	24	2	60	55	9,500	7,600	22,000	3A	Maj	Reg	B
ROB0008-H	NC 71	Washington St (Parkton) to Parkton Planning Boundary	Robeson County	0.7	44	3	100	35	9,500	5,900	17,000	3A	Maj	Reg	B
ROB0008-H	NC 71	Parkton Planning Boundary to Leeper Rd. (SR 1716)	Robeson County	0.8	24	2	60	55	9,500	5,900	17,000	3A	Maj	Reg	B
--	NC 71	Leeper Rd. (SR 1716) to US 301	Robeson County	1.6	24	2	60	55	9,500	5,000	13,000	--	Maj	Reg	--
ROB0013-H	NC 72	US 74 to Drop Off Dr. (SR 2123)	Robeson County	5.5	24	2	60	55	9,500	3,100	7,800	2A	Maj	Reg	--
ROB0013-H	NC 72	Drop Off Dr. (SR 2123) to Lumberton Planning Boundary	Robeson County	2.5	24	2	60	55	9,500	4,700	11,800	2A	Maj	Reg	--
ROB0013-H	NC 72	Lumberton Planning Boundary to Pembroke Planning Boundary	Robeson County	3.3	24	2	60	55	9,500	5,900	14,800	2A	Maj	Reg	--
--	NC 72	Pembroke Planning Boundary to Mount Zion Church Rd. (SR 1318)	Robeson County	2.7	24	2	60	55	9,500	2,200	5,500	--	Maj	Reg	--
--	NC 72	Mount Zion Church Rd. (SR 1318) to Red Springs Planning Boundary	Robeson County	2.4	24	2	60	55	9,500	3,600	9,300	--	Maj	Reg	--
--	NC 83	SC Line to Morrison Rd. (SR 1104)	Robeson County	3.3	20	2	60	55	9,500	500	1,300	--	Maj	Reg	--
--	NC 83	Morrison Rd. (SR 1104) to US 501	Robeson County	1.7	24	2	60	55	9,500	900	2,200	--	Maj	Reg	--
--	NC 83	US 501 to NC 130	Robeson County	2.3	20	2	100	55	9,500	900	2,300	--	Maj	Reg	--
--	NC 130	Maxton Planning Boundary to NC 83	Robeson County	1.9	22	2	60	55	9,500	3,200	8,000	--	Maj	Reg	--
--	NC 130	NC 83 to Oquinn Rd. (SR 1170)	Robeson County	3.0	22	2	60	55	9,500	2,200	5,700	--	Maj	Reg	--
--	NC 130	Oquinn Rd. (SR 1170) to NC 710	Robeson County	7.3	22	2	60	55	9,500	1,300	3,300	--	Maj	Reg	--
ROB0018-H	NC 130	NC 710 to NC 301/501	Robeson County	1.3	32	2	60	55	9,500	1,300	3,300	3A	Maj	Reg	
ROB0018-H	NC 130	US 301/501 to Rowland City Limit	Robeson County	0.4	46	2	60	35	9,500	3,900	8,400	3B	Maj	Reg	--
ROB0018-H	NC 130	Rowland City Limit to I-95	Robeson County	0.9	22	2	60	35	9,500	3,700	8,000	3A	Maj	Reg	--
--	NC 130	I-95 to Cotton Valley Rd. (SR 2492)	Robeson County	0.4	24	2	60	55	9,500	3,200	8,000	--	Maj	Reg	--

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY															
					2004 Existing System						2035 Proposed System				
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2004 AADT	2035 AADT	Cross-Section	CTP Classification	Tier	Other Modes
--	NC 130	Cotton Valley Rd. (SR 2492) to Stuarts Mill Rd. (SR 2489)	Robeson County	3.7	26	2	60	55	9,500	2,400	6,000	--	Maj	Reg	--
--	NC 130	Stuarts Mill Rd. (SR 2489) to NC 904	Robeson County	2.0	26	2	60	55	9,500	2,900	8,400	--	Maj	Reg	--
--	NC 130	NC 904 to Sand Hole Rd. (SR 2455)	Robeson County	1.00	24	2	60	55	9,500	2,800	7,000	--	Maj	Reg	--
--	NC 130	Sand Hole Rd. (SR 2455) to Fairmont Planning Boundary	Robeson County	2.7	24	2	60	55	9,500	2,500	6,300	--	Maj	Reg	--
--	NC 130	Fairmont Planning Boundary to Orrum County Line	Robeson County	4.3	20	2	60	55	9,300	1,400	2,600	--	Maj	Reg	--
--	NC 130	Orrum County Line to Leggette Rd. (SR 2225)	Robeson County	0.3	22	2	60	55	9,500	1,200	2,200	--	Maj	Reg	--
--	NC 130	Leggette Rd. (Leggette Rd. (SR 2225) to Orrum County Line	Robeson County	0.30	22	2	60	55	9,500	900	1,600	--	Maj	Reg	--
--	NC 130	Orrum County Line to US 74	Robeson County	2.1	22	2	60	55	9,300	1,000	1,800	--	Maj	Reg	--
--	NC 130 Business	NC 130 to Fairmont Planning Boundary	Robeson County	0.8	26	2	60	55	9,500	2,600	4,800	--	Maj	Reg	--
--	NC 211	Bladen County Line to Singletary Chruch Rd. (SR 2100)	Robeson County	2.1	22	2	60	55	9,500	4,200	9,000	--	Maj	Reg	--
--	NC 211	Singletary Chruch Rd. (SR 2100) to Lumberton Planning Boundary	Robeson County	3.7	22	2	60	55	9,500	4,200	9,000	--	Maj	Reg	--
ROB0003-H	NC 211	Lumberton Planning Boundary to Velenda Rd. (SR 1507)	Robeson County	7.30	22	2	100	55	9,500	4,000	10,000	4A	E	Reg	--
ROB0003-H	NC 211	Velenda Rd. (SR 1507) to Red Springs Planning Boundary	Robeson County	2.5	22	2	100	55	9,500	4,600	11,500	4A	E	Reg	--
--	NC 710	US 501 to Kitchen Street Rd. (SR 1134)	Robeson County	3.1	20	2	60	55	9,300	1,300	2,400	--	Maj	Reg	--
--	NC 710	Kitchen Street Rd. (SR 1134) to SR Pembroke Planning Boundary	Robeson County	3.7	20	2	60	55	9,300	1,600	3,000	--	Maj	Reg	--
--	NC 710	Pembroke Planning Boundary to Red Springs Planning Boundary	Robeson County	4.3	20	2	100	55	9,300	4,300	14,500	--	Maj	Reg	--
--	NC 711	Pembroke Planning Boundary to Lumberton Planning Boundary	Robeson County	4.5	24	2	60	55	9,500	--	--	--	Maj	Reg	B
--	NC 904	NC 130 to Sand Hole Rd. (SR 2455)	Robeson County	2.6	22	2	60	55	9,500	1,500	3,800	--	Maj	Reg	--
--	NC 904	Sand Hole Rd. (SR 2455) to NC 41	Robeson County	4.3	22	2	60	55	9,500	1,600	4,000	--	Maj	Reg	--
--	NC 904	NC 41 to Oliver Farms Rd. (SR 2285)	Robeson County	2.8	20	2	100	55	9,300	1,700	4,300	--	Maj	Reg	--
--	NC 904	Oliver Farms Rd. (SR 2285) to Fair Bluff Rd. (SR 2256)	Robeson County	2.9	20	2	100	55	9,300	1,400	3,500	--	Maj	Reg	--
--	NC 904	Fair Bluff Rd. (SR 2256) to Columbus County Line	Robeson County	2.3	20	2	100	55	9,300	2,000	5,000	--	Maj	Reg	--
--	Shannon Rd. (SR 1001)	NC 211 to Hancock Rd. (SR 1757)	Robeson County	2.8	22	2	60	55	9,500	2,400	7,200	--	Min	Sub	--
--	Shannon Rd. (SR 1001)	Hancock Rd. (SR 1757) to Jacquelyn Ave. (SR 1756)	Robeson County	2.8	22	2	60	55	9,500	2,200	6,600	--	Min	Sub	--
--	Shannon Rd. (SR 1001)	Jacquelyn Ave. (SR 1756) to NC 71	Robeson County	5.2	22	2	60	55	9,500	1,900	5,500	--	Min	Sub	--
--	Shannon Rd. (SR 1001)	NC 71 to Hoke County Line	Robeson County	1.6	22	2	60	55	9,500	2,300	6,700	--	Min	Sub	--
--	Burnt Island Rd. (SR 1002)	Lumberton PB to Ball Park Rd. (SR 2119)	Robeson County	1.7	22	2	60	55	9,500	2,000	3,800	--	Min	Sub	--

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY															
					2004 Existing System						2035 Proposed System				
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2004 AADT	2035 AADT	Cross-Section	CTP Classification	Tier	Other Modes
--	Burnt Island Rd. (SR 1002)	Ball Park Rd. (SR 2119) to Phillips Rd. (SR 2121)	Robeson County	1.9	24	2	60	55	9,500	2,200	5,700	--	Min	Sub	--
--	Burnt Island Rd. (SR 1002)	Phillips Rd. (SR 2121) to Columbus County Line	Robeson County	4.5	22	2	60	55	9,500	2,200	5,700	--	Min	Sub	--
--	Chicken Rd. (SR 1003)	Fiarmont Planning Boundary to Pleasant Hope Rd. (SR 2426)	Robeson County	0.8	20	2	60	55	9,300	1,100	2,800	--	Min	Sub	--
--	Chicken Rd. (SR 1003)	Pleasant Hope Rd. (SR 2426) to McDonald Rd. (SR 2422)	Robeson County	2.2	24	2	60	55	9,500	1,100	2,800	--	Min	Sub	--
--	Chicken Rd. (SR 1003)	McDonald Rd. (SR 2422) to US 301	Robeson County	2.1	24	2	60	55	9,500	2,300	5,900	--	Min	Sub	--
--	Chicken Rd. (SR 1003)	US 301 to Dew Rd. (SR 1155)	Robeson County	2.7	22	2	60	55	9,500	1,300	3,300	--	Min	Sub	--
--	Chicken Rd. (SR 1003)	Dew Rd. (SR 1155) to Biggs Rd. (SR 1159)	Robeson County	1.7	24	2	60	55	9,500	1,900	4,900	--	Min	Sub	--
--	Chicken Rd. (SR 1003)	Biggs Rd. (SR 1159) to U 74	Robeson County	0.7	24	2	60	55	9,500	2,300	8,100	--	Min	Sub	--
--	Chicken Rd. (SR 1003)	US 74 to NC 711	Robeson County	1.9	24	2	60	55	9,500	2,500	8,400	--	Min	Sub	--
--	Chicken Rd. (SR 1003)	NC 711 to NC 72	Robeson County	2.4	24	2	60	55	9,500	2,200	7,700	--	Min	Sub	--
--	Chicken Rd. (SR 1003)	NC 72 to NC 211	Robeson County	3.8	24	2	60	55	9,500	2,100	5,300	--	Min	Sub	--
--	Tar Heel Rd. (SR 1004)	NC 41 to Rozier Siding Rd. (SR 1936)	Robeson County	1.5	20	2	60	55	9,300	3,200	10,800	--	Min	Sub	--
--	Tar Heel Rd. (SR 1004)	Rozier Siding Rd. (SR 1936) to Bladen County Line	Robeson County	3.2	20	2	60	55	9,300	1,100	2,800	--	Min	Sub	--
--	Barker Ten Mile Rd. (SR 1005)	Lumberton Planning Boundary to Currie Rd. (SR 1924)	Robeson County	2.5	20	2	60	55	9,300	1,100	3,900	--	Min	Sub	--
--	Barker Ten Mile Rd. (SR 1005)	Currie Rd. (SR 1924) to Regans Church Rd. (SR 1955)	Robeson County	3.2	20	2	60	55	9,300	1,000	3,400	--	Min	Sub	--
--	Barker Ten Mile Rd. (SR 1005)	Regans Church Rd. (SR 1955) to Great Marsh Church Rd. (SR 1006)	Robeson County	2.6	20	2	60	55	9,300	1,100	3,900	--	Min	Sub	--
--	Great Marsh Church Rd. (SR 1006)	Bladen County Line to Currie Rd. (SR 1924)	Robeson County	3.2	24	2	60	55	9,500	800	2,800	--	Min	Sub	--
--	Great Marsh Church Rd. (SR 1006)	Currie Rd. (SR 1924) to US 301	Robeson County	4.2	24	2	60	55	9,500	1,000	3,400	--	Min	Sub	--
--	Great Marsh Church Rd. (SR 1006)	US 301 to Emma Jane Rd. (SR 1762)	Robeson County	2.0	24	2	60	55	9,500	3,500	7,100	--	Min	Sub	--
--	Great Marsh Church Rd. (SR 1006)	Emma Jane Rd. (SR 1762) to Rennert City Limit	Robeson County	3.3	22	2	60	35	9,500	1,900	6,700	--	Min	Sub	--
--	Great Marsh Church Rd. (SR 1006)	Rennert City Limit to Rennert City Limit	Robeson County	1.0	24	2	60	35	9,500	2,500	8,800	--	Min	Sub	--
--	Great Marsh Church Rd. (SR 1006)	Rennert City Limit to Shannon Rd. (SR 1001)	Robeson County	1.7	22	2	60	55	9,500	2,500	8,800	--	Min	Sub	--
--	Gaddy Mill Rd. (SR 1101)	Morrison Rd. (SR 1104) to NC 83	Robeson County	2.6	20	2	60	55	9,300	300	1,000	--	Min	Sub	--
--	Gaddy Mill Rd. (SR 1101)	NC 83 to Fairley Rd. (SR 1107)	Robeson County	3.00	18	2	60	55	6,900	400	1,400	--	Min	Sub	--
--	Gaddy Mill Rd. (SR 1101)	Fairley Rd. (SR 1107) to US 501	Robeson County	4.6	20	2	60	55	9,300	300	500	--	Min	Sub	--
--	Fairley Rd. (SR 1107)	SC Line to Gaddy Mill Rd. (SR 1101)	Robeson County	1.3	20	2	60	55	9,300	500	1,800	--	Min	Sub	--
--	Kitchen Street Rd. (SR 1134)	SC Line to US 501	Robeson County	3.4	18	2	60	55	6,900	400	1,000	--	Min	Sub	--
--	Kitchen Street Rd. (SR 1134)	US 501 to NC 710	Robeson County	2.8	18	2	60	55	6,900	400	700	--	Min	Sub	--
--	Kitchen Street Rd. (SR 1134)	NC 710 to Adams Rd. (SR 1144)	Robeson County	0.3	20	2	60	55	9,300	400	700	--	Min	Sub	--
--	Aspole Rd. (SR 1138)	SC Line to US 501	Robeson County	2.5	20	2	60	55	9,300	1,000	1,800	--	Min	Sub	--
--	Dew Rd. (SR 1155)	SR 1154 to Chicken Rd. (SR 1003)	Robeson County	0.8	18	2	60	55	6,900	900	1,500	--	Min	Sub	--

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY															
					2004 Existing System						2035 Proposed System				
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2004 AADT	2035 AADT	Cross-Section	CTP Classification	Tier	Other Modes
--	Back Swamp Rd. (SR 1164)	US 74 to Hilly Branch Rd. (SR 1207)	Robeson County	1.3	20	2	60	55	9,300	800	2,900	--	Min	Sub	--
--	Cabinet Shop Rd. (SR 1166)	US 74 to Elrod Rd. (SR 1153)	Robeson County	2.0	24	2	60	55	9,500	2,900	9,800	--	Min	Sub	--
--	Cabinet Shop Rd. (SR 1166)	Elrod Rd. (SR 1153) to Midway Rd. (SR 1131)	Robeson County	2.7	26	2	60	55	9,500	500	1,800	--	Min	Sub	--
--	Cabinet Shop Rd. (SR 1166)	Midway Rd. (SR 1131) to Kitchen Street Rd. (SR 1134)	Robeson County	3.2	18	2	60	55	6,900	200	700	--	Min	Sub	--
--	Martin L. King St. (SR 1185)	US 501 to Cherry St	Robeson County	0.3	36	2	60	55	9,500	500	1,300	--	Min	Sub	--
--	Martin L. King St. (SR 1185)	Cherry St to Franklin St. (SR 1196)	Robeson County	0.6	20	2	60	55	9,300	500	1,300	--	Min	Sub	--
--	Franklin St. (SR 1196)	US 301 to Martin L. King St. (SR 1185)	Robeson County	0.2	20	2	60	55	9,300	500	1,300	--	Min	Sub	--
--	Old Red Springs Rd. (SR 1303)	Red Springs Planning Boundary to Maxton Planning Boundary	Robeson County	7.00	20	2	60	55	9,300	1,500	3,900	--	Min	Sub	--
--	McGirt Gin Rd. (SR 1310)	Scotland County Line to McGirt Rd. (SR 1308)	Robeson County	0.9	24	2	60	55	9,500	2,400	7,200	--	Min	Sub	--
--	McGirt Gin Rd. (SR 1310)	McGirt Rd. (SR 1308) to Modest Rd. (SR 1313)	Robeson County	2.5	22	2	60	55	9,300	2,400	7,200	--	Min	Sub	--
--	Red Hill Rd. (SR 1312)	NC 71 to Beaver Damn Rd. (SR 1315)	Robeson County	2.5	18	2	60	55	6,900	600	2,000	--	Min	Sub	--
--	Red Hill Rd. (SR 1312)	Beaver Damn Rd. (SR 1315) to Modest Rd. (SR 1313)	Robeson County	5.3	18	2	60	55	6,900	600	2,000	--	Min	Sub	--
--	Red Hill Rd. (SR 1312)	Modest Rd. (SR 1313) to Old Red Springs Rd. (SR 1303)	Robeson County	2.9	22	2	60	55	9,500	2,000	7,000	--	Min	Sub	--
--	Red Hill Rd. (SR 1312)	Old Red Springs Rd. (SR 1303) to Preston Rd. (SR 1339)	Robeson County	3.8	22	2	60	55	9,500	1,400	4,700	--	Min	Sub	--
--	Modest Rd. (SR 1313)	Hoke County Line to Adrenia Rd. (SR 1382)	Robeson County	2.0	24	2	60	55	9,500	1,100	3,300	--	Min	Sub	--
--	Modest Rd. (SR 1313)	Adrenia Rd. (SR 1382) to Red Hill Rd. (SR 1312)	Robeson County	1.2	22	2	60	55	9,500	1,100	3,300	--	Min	Sub	--
--	Mount Zion Church Rd. (SR 1318)	Emma Jane Rd. (SR 1762) to Shannon Rd. (SR 1001)	Robeson County	4.2	24	2	60	55	9,500	1,200	4,000	--	Min	Sub	--
--	Mount Zion Church Rd. (SR 1318)	Shannon Rd. (SR 1001) to NC 211	Robeson County	2.7	22	2	60	55	9,500	2,500	6,400	--	Min	Sub	--
--	Mount Zion Church Rd. (SR 1318)	NC 211 to Livermore Rd. (SR 1514)	Robeson County	2.4	18	2	60	55	6,900	1,100	3,900	--	Min	Sub	--
--	Mount Zion Church Rd. (SR 1318)	Livermore Rd. (SR 1514) to NC 72	Robeson County	2.0	20	2	60	55	9,300	1,400	4,700	--	Min	Sub	--
--	Mount Zion Church Rd. (SR 1318)	NC 72 to Old Red Springs Rd. (SR 1303)	Robeson County	3.0	24	2	60	55	9,500	1,400	4,700	--	Min	Sub	--
--	Mount Zion Church Rd. (SR 1318)	Old Red Springs Rd. (SR 1303) to Hoke County Line	Robeson County	5.0	26	2	60	55	9,500	1,400	4,700	--	Min	Sub	--
--	Dairy Rd. (SR 1320)	Hoke County Line to Red Springs Planning Boundary	Robeson County	1.1	18	2	60	55	6,900	300	1,100	--	Min	Sub	--
--	Arthur Rd. (SR 1338))	NC 71 to US 74	Robeson County	0.4	--	--	60	--	--	400	1,100	--	Min	Sub	--
--	Preston Rd. (SR 1339)	Lumberton Planning Boundary to Chicken Rd. (SR 1003)	Robeson County	4.1	22	2	60	55	9,500	2,800	7,200	--	Min	Sub	--
--	Preston Rd. (SR 1339)	Chicken Rd. (SR 1003) to Pates Rd. (SR 1557)	Robeson County	3.2	22	2	60	55	9,500	3,700	9,500	--	Min	Sub	--

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY															
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--	Preston Rd. (SR 1339)	Pates Rd. (SR 1557) to NC 710	Robeson County	0.70	24	2	60	55	9,500	5,600	14,000	--	Min	Sub	--
--	Preston Rd. (SR 1339)	NC 710 to Recreation Center Rd. (SR 1354)	Robeson County	1.5	22	2	60	55	9,500	3,000	7,500	--	Min	Sub	--
--	Preston Rd. (SR 1339)	Recreation Center Rd. (SR 1354) to Red Bank Rd. (SR 1347)	Robeson County	0.6	20	2	60	55	9,300	3,600	10,800	--	Min	Sub	--
--	Preston Rd. (SR 1339)	Red Bank Rd. (SR 1347) to Hezekaih Rd. (SR 1378)	Robeson County	1.6	22	2	60	55	9,500	3,000	8,700	--	Min	Sub	--
--	Preston Rd. (SR 1339)	Hezekaih Rd. (SR 1378) to Modest Rd. (SR 1313)	Robeson County	3.00	24	2	60	55	9,500	--	8,700	--	Min	Sub	--
--	Preston Rd. (SR 1339)	Modest Rd. (SR 1313) to Arthur Rd. (SR 1338)	Robeson County	2.4	22	2	60	55	9,500	--	8,700	--	Min	Sub	--
--	Recreation Center Rd. (SR 1354)	Preston Rd. (SR 1339) to US 74	Robeson County	0.9	24	2	80	55	9,500	2,700	8,100	--	Min	Sub	--
ROB0014-H	Old Lowry Rd. (SR 1505)	NC 71 to Shannon Rd. (SR 1001)	Robeson County	2.0	20	2	60	55	9,300	1,800	4,500	2A	Min	Sub	--
ROB0014-H	Old Lowry Rd. (SR 1505)	Shannon Rd. (SR 1001) to Fodiesville Rd. (SR 1779)	Robeson County	0.3	22	2	60	55	9,500	1,800	4,500	2A	Min	Sub	--
ROB0014-H	Old Lowry Rd. (SR 1505)	Fodiesville Rd. (SR 1779) to Pearsall Rd. (SR 1777)	Robeson County	1.1	22	2	60	55	9,500	1,000	2,600	2A	Min	Sub	--
ROB0014-H	Old Lowry Rd. (SR 1505)	Pearsall Rd. (SR 1777) to NC 211	Robeson County	1.4	22	2	60	55	9,500	2,600	6,500	2A	Min	Sub	--
--	Livermore Rd. (SR 1514)	Mount Zion Church Rd. (SR 1318) to NC 72	Robeson County	1.6	20	2	60	55	9,300	700	2,300	--	Min	Sub	--
--	Lowe Rd. (SR 1550)	US 74 to Preston Rd. (SR 1339)	Robeson County	0.8	24	2	60	55	9,500	1,400	4,900	--	Min	Sub	--
--	Lowe Rd. (SR 1550)	Preston Rd. (SR 1339) to NC 711	Robeson County	1.70	22	2	60	55	9,500	1,100	3,900	--	Min	Sub	--
--	Lowe Rd. (SR 1550)	NC 711 to NC 72	Robeson County	1.4	18	2	60	55	6,900	1,100	3,900	--	Min	Sub	--
--	Chason Rd. (SR 1709)	NC 71 to Hoke County Line	Robeson County	3.2	22	2	60	55	9,500	3,500	10,200	--	Min	Sub	--
ROB0012-H	Glenn Rd. (SR 1710)	NC 71 (Lumber Bridge Bypass) to Cumberland County Line	Robeson County	3.8	18	2	60	55	9,500	--	--	2A	Min	Sub	--
--	Barlow Rd. (SR 1712)	Hoke County Line to Parkton Bridge City Limit	Robeson County	3.2	20	2	60	55	9,300	700	2,000	--	Min	Sub	B
--	Barlow Rd. (SR 1712)	Parkton Bridge City Limit to Armory Rd. (SR 1715)	Robeson County	0.3	30	2	60	35	9,500	2,200	6,600	--	Min	Sub	B
--	Barlow Rd. (SR 1712)	Armory Rd. (SR 1715) to NC 71	Robeson County	0.2	28	2	60	35	9,500	2,300	6,900	--	Min	Sub	B
--	Malloy Rd. (SR 1714)	NC 71 to McIver Rd. (SR 1731)	Robeson County	2.3	20	2	60	55	9,300	--	2,600	--	Min	Sub	--
--	Black Bridge Rd. (SR 1716)	Cumberland County Line to Barlow Rd. (SR 1712)	Robeson County	2.2	18	2	60	55	6,900	1,500	4,500	--	Min	Sub	--
ROB0011-H	Leeper Rd. (SR 1716)	Cumberland County Line to NC 71	Robeson County	1.5	20	2	60	55	9,300	1,400	2,300	4B	Min	Sub	B
--	Carolina Church Rd. (SR 1725)	NC 71 to Parkton Planning Boundary	Robeson County	0.4	32	2	60	35	9,500	2,200	7,400	--	Min	Sub	--
--	Carolina Church Rd. (SR 1725)	Parkton Planning Boundary to Shaw Rd. (SR 1729)	Robeson County	1.50	18	2	60	55	6,900	1,600	5,600	--	Min	Sub	--
--	Carolina Church Rd. (SR 1725)	Shaw Rd. (SR 1729) to Blanchard Rd. (SR 1727)	Robeson County	3.5	20	2	60	55	9,300	1,600	5,600	--	Min	Sub	--
--	Blanchard Rd. (SR 1727)	Carolina Church Rd. (SR 1725) to US 301	Robeson County	4.6	20	2	60	55	9,300	1,200	3,600	--	Min	Sub	--

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY															
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Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2004 AADT	2035 AADT	Cross-Section	CTP Classification	Tier	Other Modes
--	McIver Rd. (SR 1731)	NC 71 to Malloy Rd. (SR 1714)	Robeson County	1.8	18	2	60	55	6,900	900	2,600	--	Min	Sub	--
--	Old Stage Rd. (SR 1734)	US 301 to St Pauls City limits	Robeson County	0.5	18	2	60	35	6,900	--	2,300	--	Min	Sub	--
--	Old Stage Rd. (SR 1734)	St Pauls Ciy limits to Pavement Change	Robeson County	0.4	32	2	60	35	9,500	--	2,300	--	Min	Sub	--
--	Old Stage Rd. (SR 1734)	Pavement Change to NC 20	Robeson County	0.2	20	2	60	35	9,300	--	2,300	--	Min	Sub	--
ROB0017-H	Old Stage Rd. (SR 1734)	NC 20 to Great Marsh Church Rd. (SR 1006)	Robeson County	0.8	18	2	60	55	6,900	3,200	8,000	4B	Min	Sub	--
ROB0016-H	Rennert Rd. (SR 1752)	NC 71 to Great Marsh Church Rd. (SR 1006)	Robeson County	3.80	22	2	60	55	9,500	2,900	14,000	2A	Min	Sub	--
ROB0016-H	Rennert Rd. (SR 1752)	Great Marsh Church Rd. (SR 1006) to Rennert City Limit	Robeson County	0.5	20	2	60	55	9,300	3,300	16,000	2A	Min	Sub	--
ROB0016-H	Rennert Rd. (SR 1752)	Rennert City Limit to Mount Zion Church Rd. (SR 1318)	Robeson County	2.5	24	2	60	35	9,500	3,200	15,000	2A	Min	Sub	--
ROB0016-H	Rennert Rd. (SR 1752)	Mount Zion Church Rd. (SR 1318) to Lumberton Planning Boundary	Robeson County	5.8	24	2	60	55	9,500	3,200	15,000	2A	Min	Sub	--
--	Emma Jane Rd. (SR 1762)	Great Marsh Church Rd. (SR 1006) to Mount Zion Church Rd. (SR 1318)	Robeson County	0.7	18	2	60	55	6,900	1,400	4,700	--	Min	Sub	--
--	Pearsall Rd. (SR 1777)	Red Springs Planning Boundary to Old Lowry Rd. (SR 1505)	Robeson County	0.70	22	2	60	55	9,500	2,200	7,400	--	Min	Sub	--
--	Fodiesville Rd. (SR 1779)	Shannon Rd. (SR 1001) to Old Lowry Rd. (SR 1505)	Robeson County	0.7	22	2	60	55	9,500	2,200	7,400	--	Min	Sub	--
--	Shaw Mill Rd. (SR 1907)	NC 20 to Bladen Co. Line	Robeson County	3.6	24	2	60	55	9,500	--	23,800	--	Min	Sub	--
--	Currie Rd. (SR 1924)	Martin Rd. (SR 1931) to Howell Rd. (SR 1935)	Robeson County	1.9	22	2	60	55	9,500	1,500	3,300	--	Min	Sub	--
--	Martin Rd. (SR 1931)	Great Marsh Church Rd. (SR 1006) to Currie Rd. (SR 1924)	Robeson County	2.6	18	2	60	55	6,900	1,500	5,300	--	Min	Sub	--
--	Howell Rd. (SR 1935)	Barker Ten Mile Rd. (SR 1005) to Regans Church Rd. (SR 1955)	Robeson County	2.3	18	2	70	55	6,900	400	1,300	--	Min	Sub	--
--	Regans Church Rd. (SR 1955)	Howell Rd. (SR 1935) to NC 41	Robeson County	3.8	20	2	60	55	9,500	800	2,900	--	Min	Sub	--
--	Seventh St. (SR 2104)	Lumberton Planning Boundary to Burnt Island Rd. (SR 1002)	Robeson County	2.0	24	2	80	55	9,500	2,800	9,800	--	Min	Sub	--
--	Old Whiteville Rd. (SR 2115)	Burnt Island Rd. (SR 1002) to Lumberton Planning Boundary	Robeson County	2.1	22	2	60	55	9,500	3,400	8,800	--	Min	Sub	--
--	Wire Grass Rd. (SR 2208)	NC 130 to Fred Rd. (SR 2311)	Robeson County	5.0	22	2	60	55	9,500	1,200	4,000	--	Min	Sub	--
--	Wire Grass Rd. (SR 2208)	Fred Rd. (SR 2311) to Lumberton Planning Boundary	Robeson County	2.7	22	2	60	55	9,500	2,000	7,000	--	Min	Sub	--
--	Rice Rd. (SR 2212)	Alamac Rd. (SR 2215) to Collins Dr. (SR 2214)	Robeson County	0.9	18	2	60	55	6,900	900	2,100	--	Min	Sub	--
--	Collins Dr. (SR 2214)	Rice Rd. (SR 2212) to Hurricane Dr. (SR 2216)	Robeson County	2.9	20	2	60	55	9,300	1,000	2,200	--	Min	Sub	--
--	Alamac Rd. (SR 2215)	Lumberton Planning Boundary to Rice Rd. (SR 2212)	Robeson County	1.5	20	2	150	55	9,300	2,500	5,500	--	Min	Sub	--
--	Fire Tower Rd. (SR 2233)	NC 130 to Broadridge Rd. (SR 2220)	Robeson County	0.9	20	2	60	55	9,300	500	1,100	--	Min	Sub	--

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY															
					2004 Existing System						2035 Proposed System				
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2004 AADT	2035 AADT	Cross-Section	CTP Classification	Tier	Other Modes
--	Fair Bluff Rd. (SR 2256)	NC 904 to Leggette Rd. (SR 2225)	Robeson County	5.20	18	2	60	55	6,900	300	400	--	Min	Sub	--
--	Marietta Rd. (SR 2277)	NC 41 to Oliver Church Rd. (SR 2258)	Robeson County	1.4	20	2	60	55	9,300	300	1,000	--	Min	Sub	--
--	Marietta Rd. (SR 2277)	Oliver Church Rd. (SR 2258) to Affinity Rd. (SR 2282)	Robeson County	0.7	20	2	60	55	9,300	300	900	--	Min	Sub	--
--	Williamson Rd. (SR 2278)	Marietta Rd. (SR 2277) to NC 41	Robeson County	1.9	20	2	60	55	9,300	200	500	--	Min	Sub	--
--	Jennrette Rd. (SR 2281)	Marietta Rd. (SR 2277) to Oliver Farms Rd. (SR 2285)	Robeson County	0.8	20	2	60	55	9,300	--	200	--	Min	Sub	--
--	Affinity Rd. (SR 2282)	SC line to Marietta Rd. (SR 2277)	Robeson County	1.2	20	2	60	55	9,300	700	1,800	--	Min	Sub	--
--	Affinity Rd. (SR 2282)	Marietta Rd. (SR 2277) to NC 904	Robeson County	1.8	20	2	60	55	9,300	700	1,800	--	Min	Sub	--
--	Oliver Farms Rd. (SR 2285)	Jennrette Rd. (SR 2281) to NC 904	Robeson County	0.4	20	2	60	55	9,300	0	100	--	Min	Sub	--
--	McDonald Rd. (SR 2422)	Sand Hole Rd. (SR 2455) to McDonald Planning Boundary	Robeson County	0.7	18	2	60	55	6,900	600	1,900	--	Min	Sub	--
--	McDonald Rd. (SR 2422)	McDonald Planning Boundary to SR 1164	Robeson County	5.9	18	2	60	55	6,900	500	1,400	--	Min	Sub	--
--	Iona Church Rd. (SR 2435)	Sand Hole Rd. (SR 2455) to Fairmont Planning Boundary	Robeson County	4.0	20	2	60	55	9,300	800	2,100	--	Min	Sub	--
--	East White Pond Rd. (SR 2442)	Fairmont Planning Boundary to NC 904	Robeson County	3.6	20	2	60	55	9,300	300	500	--	Min	Sub	--
--	Sand Hole Rd. (SR 2455)	US 301 to East White Pond Rd. (SR 2442)	Robeson County	1.2	18	2	60	55	6,900	900	3,100	--	Min	Sub	--
--	Sand Hole Rd. (SR 2455)	East White Pond Rd. (SR 2442) to Iona Church Rd. (SR 2435)	Robeson County	1.4	18	2	60	55	6,900	500	1,600	--	Min	Sub	--
--	Boyce Rd. (SR 2457)	US 301 to McDonald Rd. (SR 2422)	Robeson County	1.70	20	2	60	55	9,300	0	3,400	--	Min	Sub	--
--	McKinnon-Pate Rd. (SR 2460)	NC 130 to Sout Robeson Rd. (SR 2519)	Robeson County	1.3	18	2	60	55	6,900	400	1,300	--	Min	Sub	--
--	McKinnon-Pate Rd. (SR 2460)	Sout Robeson Rd. (SR 2519) to US 301	Robeson County	0.7	18	2	60	55	6,900	200	600	--	Min	Sub	--
--	Ward Store Rd. (SR 2485)	NC 130 to SR 2535	Robeson County	1.4	20	2	60	55	9,300	1,100	3,900	--	Min	Sub	--
--	Ward Store Rd. (SR 2485)	SR 2535 to SC line	Robeson County	1.6	20	2	60	55	9,300	1,000	3,500	--	Min	Sub	--
--	Jake Rd. (SR 2488)	SC line to NC 130	Robeson County	2.3	26	2	60	55	9,500	1,000	3,500	--	Min	Sub	--
--	Cotton Valley Rd. (SR 2492)	NC 130 to SC line	Robeson County	2.70	20	2	60	55	9,300	200	200	--	Min	Sub	--
--	Sout Robeson Rd. (SR 2519)	US 301 to McDonald Rd. (SR 2422)	Robeson County	5.10	22	2	60	55	9,500	1,400	4,900	--	Min	Sub	--
--	McLean St. (St Pauls)	Inman Rd. (SR 1741) (Old Stage Rd.) to 5th Street.	Robeson County	0.3	18	2	60	--	6,900	--	1,500	--	Min	Sub	--
--	McLean St. (St Pauls)	5th St. to Burlington St.	Robeson County	0.4	32	2	60	--	9,500	--	600	--	Min	Sub	--
--	McLean St. (St Pauls)	Burlington St. to Lafayette St.	Robeson County	0.3	23	2	60	--	9,500	--	600	--	Min	Sub	--
--	Blue St. (St Pauls)	Lafayette St. to Burlington St.	Robeson County	0.3	23	2	60	--	9,500	--	400	--	Min	Sub	--
--	Blue St. (St Pauls)	Burlington St. to Inman Rd. (SR 1741) (Old Stage Rd.)	Robeson County	0.4	33	2	60	--	9,500	--	1,900	--	Min	Sub	--
--	Lafayette St. (St Pauls)	NC 20 to McLean St.	Robeson County	0.3	27	2	60	--	9,500	--	500	--	Min	Sub	--

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION							
			Speed		Existing System	Proposed System	
Local ID	Facility/ Route	Section	Limit (mph)	Distance (mi)	Type	Type	Other Modes
No public transportation recommendations were made for the 2011 Robeson County CTP.							

RAIL											
				Speed		Existing System			Proposed System			
Local ID	Facility/ Route	Section (From - To)	Class	Limit (mph)	Distance (mi)	Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day	Other Modes
--	CSX Railroad	Bladen County Line to Lumberton Planning Boundary	--	--	5.9	--	--	--	--	--	--	--
--	CSX Railroad	Lumberton Planning Boundary to Pembroke Planning Boundary	--	--	3.8	--	--	--	--	--	--	--
--	CSX Railroad	Pembroke Planning Boundary to Maxton Planning Boundary	--	--	3.2	--	--	--	--	--	--	--
--	CSX Railroad	Bladen County Line to Lumberton Planning Boundary	--	--	12.6	--	--	--	--	--	--	--
--	Red Springs & Northern Railroad	Cumberland County Boundary to Pembroke Planning Boundary	--	--	17.6	--	--	--	--	--	--	--
--	Red Springs & Northern Railroad	Parkton to Red Springs Planning Boundary	--	--	10.5	--	--	--	--	--	--	--

BICYCLE AND PEDESTRIAN

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section				Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Modes
ROB0001-B	NC 711	Pembroke Planning Boundary to Lumberton Planning Boundary	4.4	24	2	Wide Outside Shoulders	2A	H
ROB0002-B	Leeper Rd. (SR 1716)	Cumberland County Line to NC 71	1.5	20	2	Wide Outside Shoulders	2A	H
ROB0003-B	NC 71	Barlow Rd. (SR 1712) to Leeper Rd. (SR 1716)	1.1	24	2	Wide Outside Shoulders	2A	H
ROB0004-B	Barlow Rd. (SR 1712)	Hoke County Line to NC 71	3.7	20	2	Wide Outside Shoulders	2A	H

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
No pedestrian recommendations were made for the 2011 Robeson County CTP								

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.

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

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

Typical Cross Sections

A: Four Lanes Divided with Median - Freeway

Cross section "A" is typical for four-lane divided highways in rural areas that may have only partial or no control of access. The minimum median width for this cross section is 46 feet, but a wider median is desirable.

B: Seven Lanes - Curb & Gutter

Cross section "B" is typically not recommended for new projects. When the conditions warrant six lanes, cross section “D” should be recommended. Cross section “B” should be used only in special situations such as when widening from a five-lane section where right-of-way is limited. Even in these situations, consideration should be given to converting the center turn lane to a median so that cross section “D” is the final cross section.

C: Five Lanes - Curb & Gutter

Typical for major thoroughfares, cross section "C" is desirable where frequent left turns are anticipated as a result of abutting development or frequent street intersections.

D: Six Lanes Divided with Raised Median - Curb & Gutter
E: Four Lanes Divided with Raised Median - Curb and Gutter

Cross sections "D" and "E" are typically used on major thoroughfares where left turns and intersection streets are not as frequent. Left turns would be restricted to a few selected intersections. The 16-ft median is the minimum recommended for an urban boulevard-type cross section. In most instances, monolithic construction should be utilized due to greater cost effectiveness, ease and speed of placement, and reduced future maintenance requirements. In certain cases, grass or landscaped medians result in greatly increased maintenance costs and an increase danger to maintenance personnel. Non-monolithic medians should only be recommended when the above concerns are addressed.

F: Four Lanes Divided - Boulevard, Grass Median

Cross section "F" is typically recommended for urban boulevards or parkways to enhance the urban environment and to improve the compatibility of major thoroughfares with residential areas. A minimum median width of 24 ft is recommended, with 30 ft being desirable.

G: Four Lanes - Curb and Gutter

Cross section "G" is recommended for major thoroughfares where projected travel indicates a need for four travel lanes but traffic is not excessively high, left turning movements are light, and right-of-way is restricted. An additional left turn lane would likely be required at major intersections. This cross section should be used only if the above criteria are met. If right-of-way is not restricted, future strip development could take place and the inner lanes could become de facto left turn lanes.

H: Three Lanes - Curb and Gutter

In urban environments, thoroughfares that are proposed to function as one-way traffic carriers would typically require cross section “H”.

I: Two Lanes – Curb and Gutter, Parking both sides
J: Two Lanes – Curb and Gutter, Parking one side

Cross section “I” and “J” are usually recommended for urban minor thoroughfares since these facilities usually serve both land service and traffic service functions. Cross-section “I” would be used on those minor thoroughfares where parking on both sides is needed as a result of more intense development.

K: Two Lanes - Paved Shoulder

Cross section "K" is used in rural areas or for staged construction of a wider multilane cross section. On some thoroughfares, projected traffic volumes may indicate that two travel lanes will adequately serve travel for a considerable period of time. For areas that are growing and future widening will be necessary, the full right-of-way of 100 ft should be required. In some instances, local ordinances may not allow the full 100-ft. In those cases, 70 ft should be preserved with the understanding that the full 70-ft will be preserved by use of building setbacks and future street line ordinances.

L: Six Lanes Divided with Grass Median - Freeway

Cross section “L” is typical for controlled access freeways. The 46-ft grass median is the minimum desirable width, but variation from this may be permissible depending upon design considerations. Right-of-way requirements are typically 228 ft or greater, depending upon cut and fill requirements.

M: Eight Lanes Divided with Raised Median - Curb and Gutter

Also used for controlled access freeways, cross section "M" may be recommended for freeways going through major urban areas or for routes projected to carry very high volumes of traffic.

N: Five Lanes with Curb & Gutter, Widened Curb Lanes
O: Two Lanes/Shoulder Section
P: Four Lanes Divided with Raised Median – Curb & Gutter, Widened Curb Lanes

If there is sufficient bicycle travel along the thoroughfare to justify a bicycle lane or bikeway, additional right-of-way may be required to contain the bicycle facilities. The North Carolina Bicycle Facilities Planning and Design Guidelines should be consulted for design standards for bicycle facilities. Cross sections “N”, “O” and “P” are typically used to accommodate bicycle travel.

General

The urban curb and gutter cross sections all illustrate the sidewalk adjacent to the curb with a buffer or utility strip between the sidewalk and the minimum right-of-way line. This permits adequate setback for utility poles. If it is desired to move the sidewalk farther away from the street to provide additional separation for pedestrians or for aesthetic reasons, additional right-of-way must be provided to insure adequate setback for utility poles.

The right-of-way shown for each typical cross section is the minimum amount required encompassing the street, sidewalks, utilities, and drainage facilities. Cut and fill requirements may require either additional right-of-way or construction easements. Obtaining construction easements is becoming the more common practice for urban roadway construction.

Bicycle Cross Sections

Cross sections B-1, B-2, B-3, B-4, and B-5 are typical bicycle cross sections. Contact the NCDOT Division of Bicycle and Pedestrian Transportation for more information regarding these cross-sections.

B-1: Four Lanes Divided with Wide Outside Lanes
B-2: Five Lanes with Wide Outside Lanes

A widened outside lane is an effective way to accommodate bicyclists riding in the same lane with motor vehicles. With a wide outside lane, motorists do not have to change lanes to pass a bicyclist. The additional width in the outside lane also improves sight distance and provides more room for vehicles to turn onto the roadway. Therefore, on

roadways with bicycle traffic, widening the outside lane can improve the capacity of that roadway. Also, by widening the outside lane by a few extra feet both motorists and bicyclists have more space in which to maneuver. This facility type is generally considered for use in urban, suburban, and occasionally rural conditions on roadways where there is a curb and gutter. Wide outside lanes can be applied to several different roadway cross sections.

B-3: Bicycle Lanes on Collector Streets

Bicycle lanes may be considered when it is desirable to delineate road space for preferential use by cyclists. Streets striped with bicycle lanes should be part of a connected bikeway system rather than being an isolated feature. Bicycle lanes function most effectively in mid-block situations by separating bicyclists from overtaking motor vehicles. Integrating bicyclists into complicated intersection traffic patterns can sometimes be problematic. Strip development areas, or roadways with a high number of commercial driveways, tend to be less suitable for bicycle lanes due to frequent and unpredictable motorist turning movements across the path of straight-through cyclists. Striped bike lanes can be effective as a safety treatment, especially for less experienced bicyclists. Two-lane residential/collector streets with lower traffic volume, low-posted speed limit, adequate roadway width for both bike lanes and motor vehicle travel lanes, and an absence of complicated intersections. A median-divided multi-lane roadway with lower traffic volumes and a low volume of right and left turning traffic would be a more appropriate location for bicycle lanes than a high traffic volume undivided multi-lane roadway with a continuous center turn lane. Most bicyclists will choose a route that combines direct access with lower traffic volumes. An origin and destination of less than 4 miles is desirable to generate usage on a facility.

B-4: Wide Paved Shoulders

On urban streets with curb and gutter, wide outside lanes and bicycle lanes are usually the preferred facilities. Shoulders for bicycle use are not typically provided on roadways with curb and gutter. On rural roadways where bicycle travel is common, such as roads in coastal resort areas, wide paved shoulders are highly desirable. On secondary roadways without curb and gutter where there are few commercial driveways and intersections with other roadways, many bicyclists prefer riding on wide, smoothly paved shoulders.

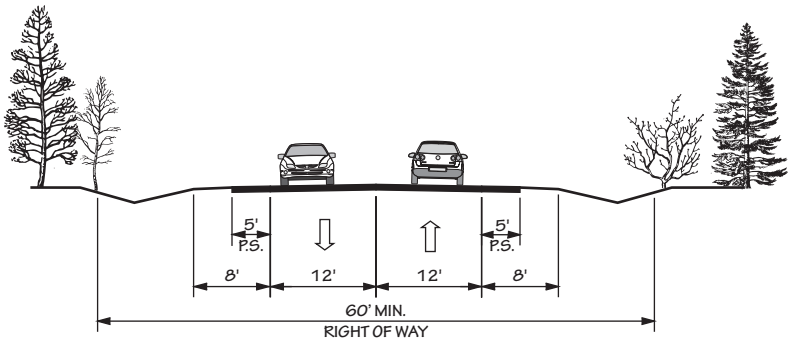
B-5: Multi-use Pathway

When properly located, multi-use pathway can be a safer type of facility for novice and child bicyclists because they do not have to share the path with motor vehicles. The design standards used for this cross section provides adequate width for two-directional use by both cyclists and pedestrians, provisions of good sight distance, avoidance of steep grades and tight curves, and minimal cross-flow by motor vehicles. A multi-use pathway can serve a variety of purposes, including recreation and transportation. This pathway should not be located immediately adjacent to a roadway because of safety considerations at intersections with driveways and roads. Sidewalks should never be used as a multi-use pathway.

Figure 10
TYPICAL HIGHWAY CROSS SECTIONS
2 LANES

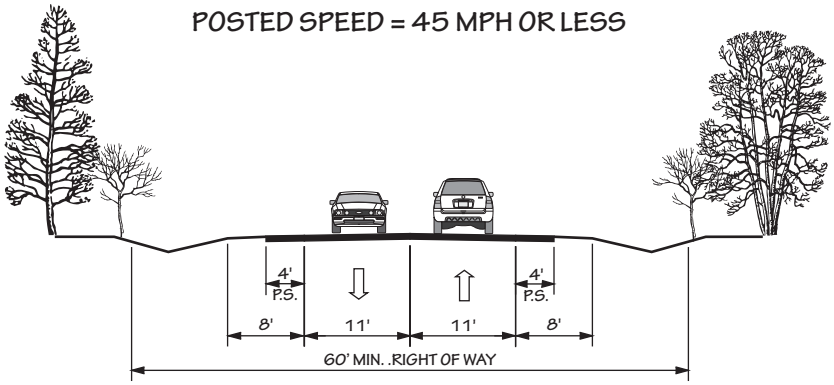
2 A

WIDE PAVED SHOULDERS
POSTED SPEED = 55 MPH



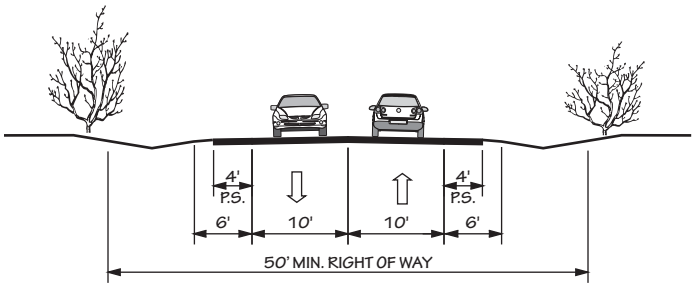
2 B

WIDE PAVED SHOULDERS
POSTED SPEED = 45 MPH OR LESS



2 C

WIDE PAVED SHOULDERS
POSTED SPEED = 35 MPH OR LESS



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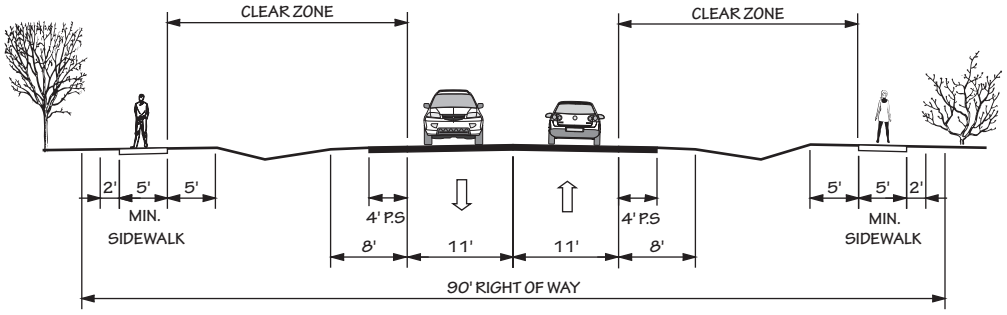
TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

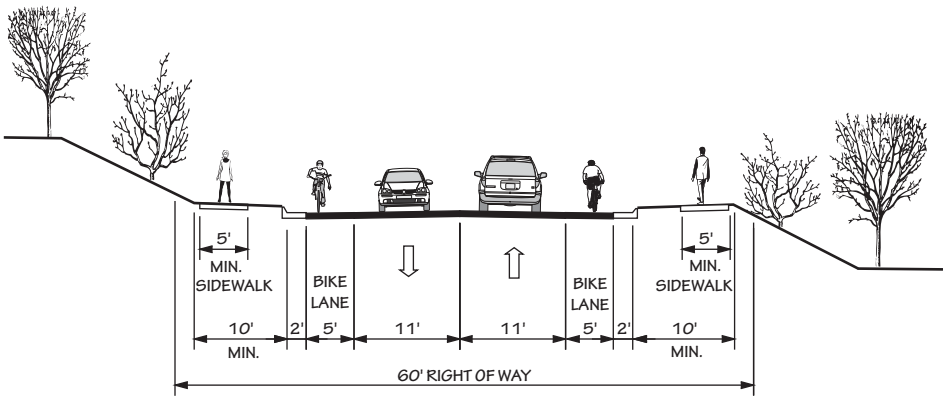
2 D

SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH



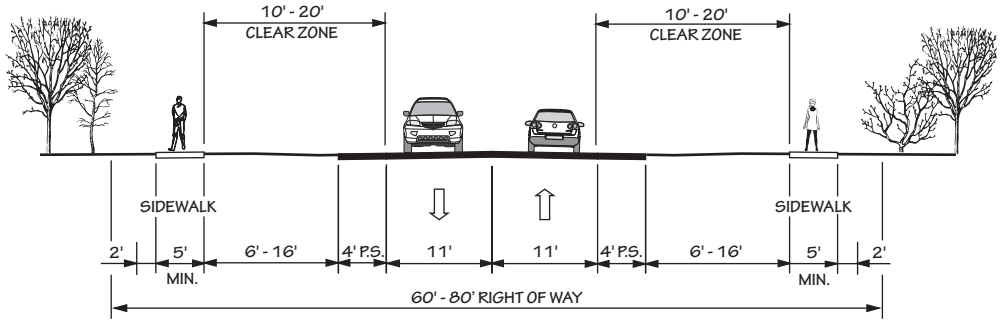
2 E

CURB AND GUTTER
WITH BIKE LANES AND SIDEWALKS



2 F

BUFFERS AND SIDEWALKS WITHOUT A ROADWAY DITCH
(20 MPH TO 45 MPH)
(TYPICALLY COASTAL AREA MANAGEMENT ACT COUNTIES)



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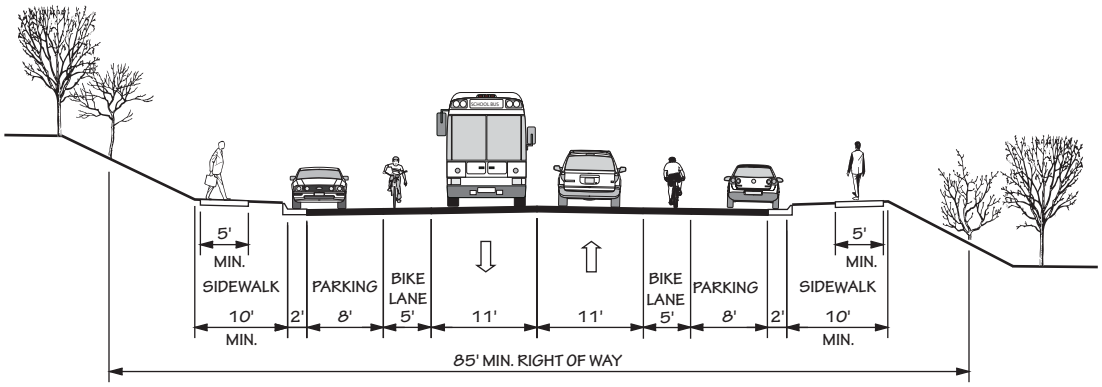
TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

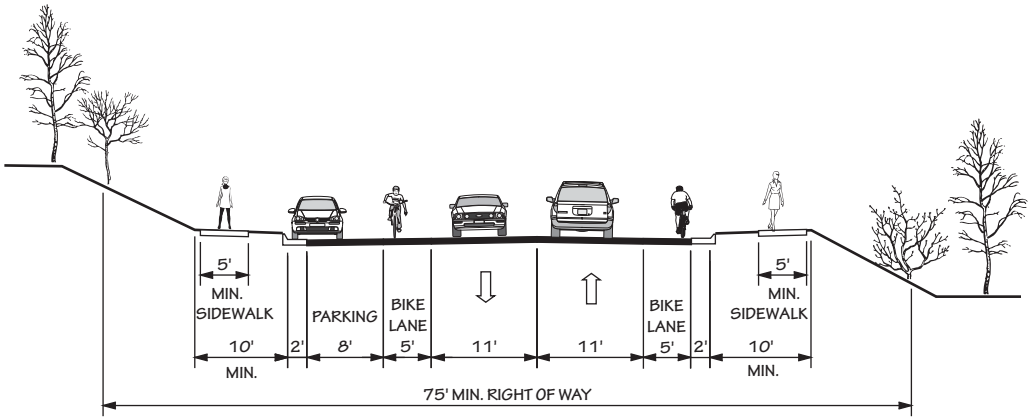
2 G

CURB & GUTTER - PARKING ON EACH SIDE



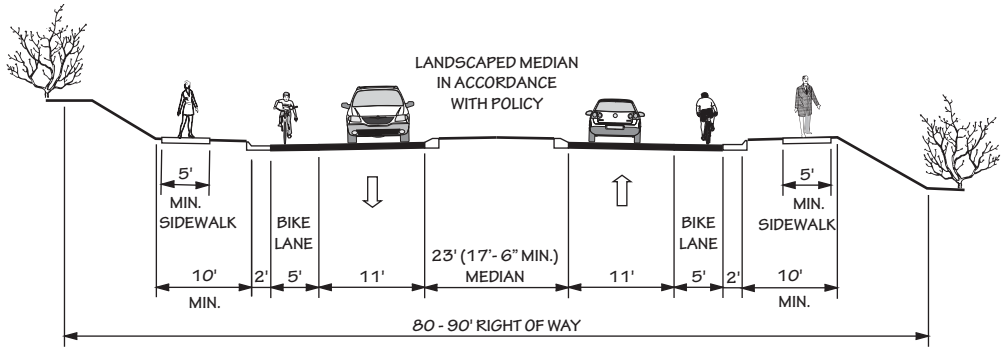
2 H

CURB & GUTTER - PARKING ON ONE SIDE



2 I

RAISED MEDIAN WITH CURB & GUTTER



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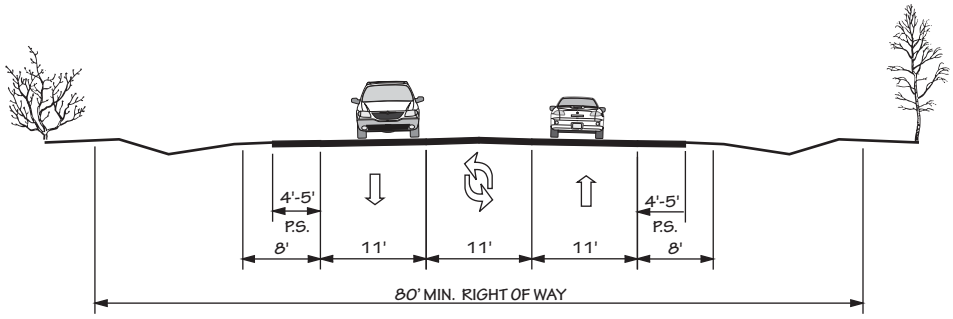
TYPICAL HIGHWAY CROSS SECTIONS

3 LANES

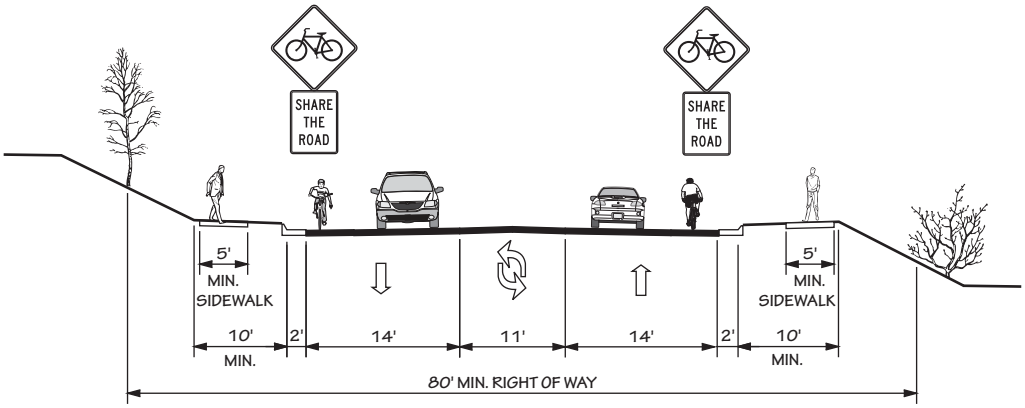
3 A

WIDE PAVED SHOULDERS



3 B

CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



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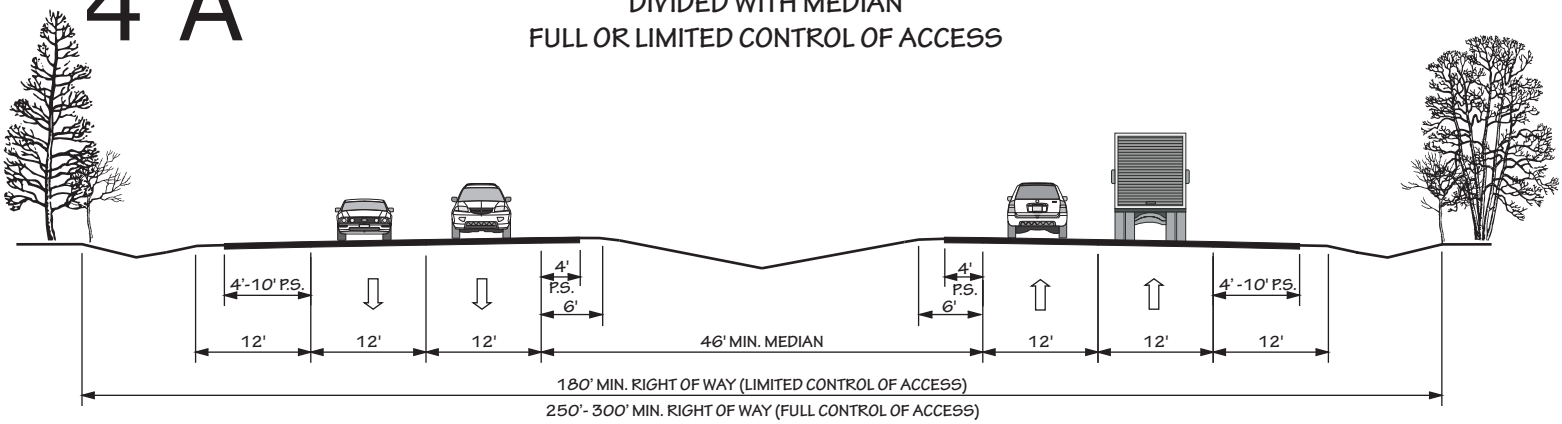
TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

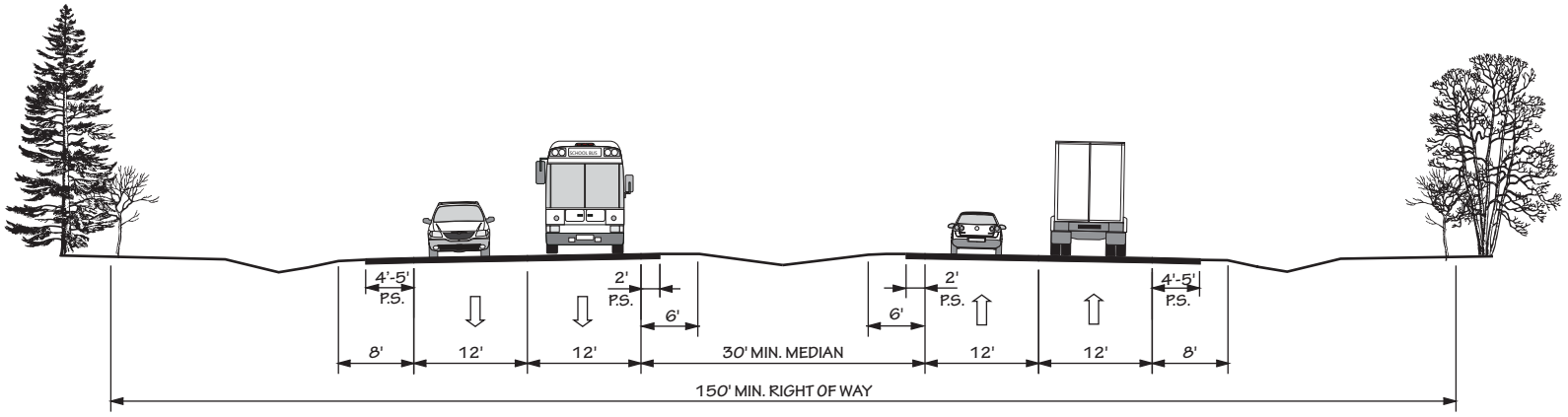
4 A

DIVIDED WITH MEDIAN
FULL OR LIMITED CONTROL OF ACCESS



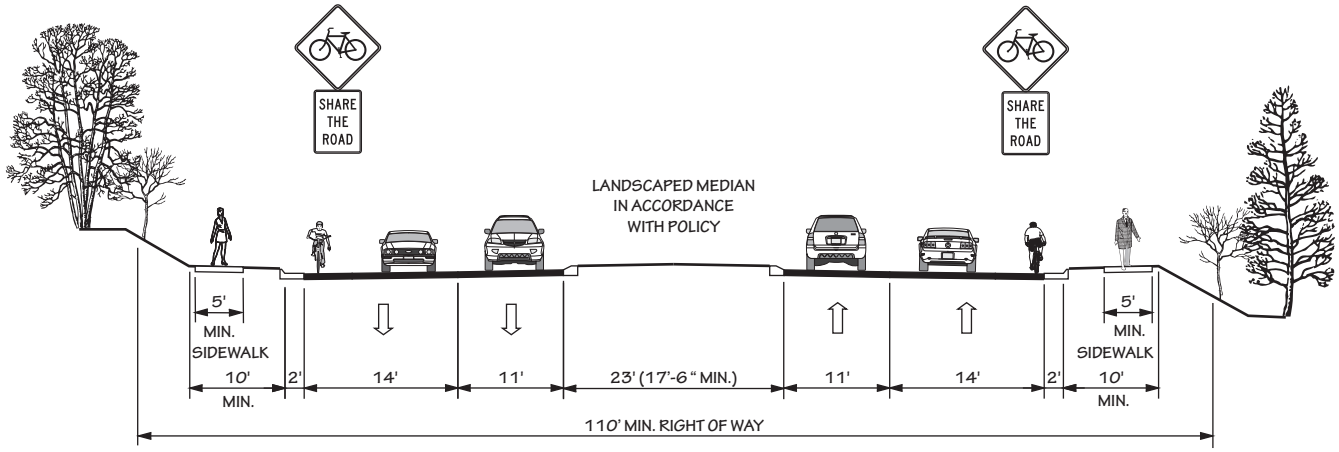
4 B

DIVIDED WITH MEDIAN - NO CURB & GUTTER
PARTIAL CONTROL OF ACCESS



4 C

RAISED MEDIAN WITH WIDE OUTSIDE LANES AND SIDEWALKS



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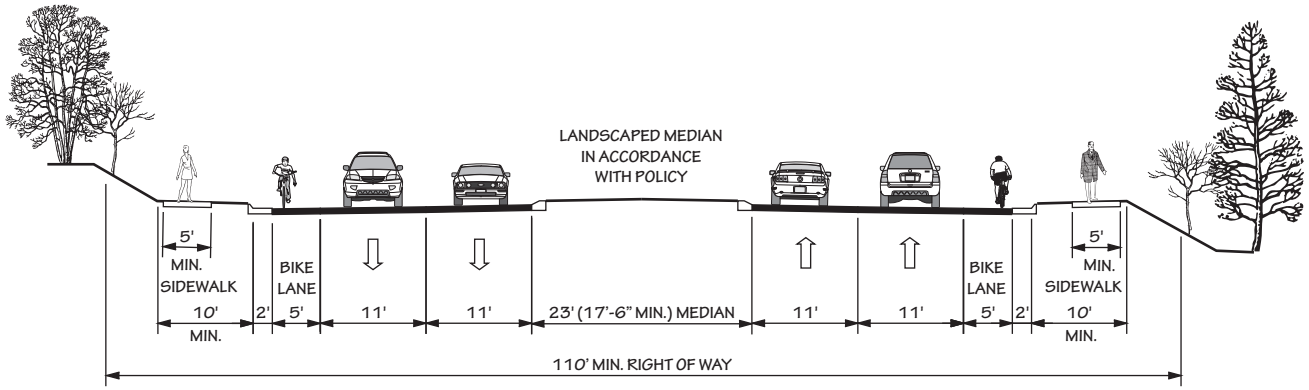
TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

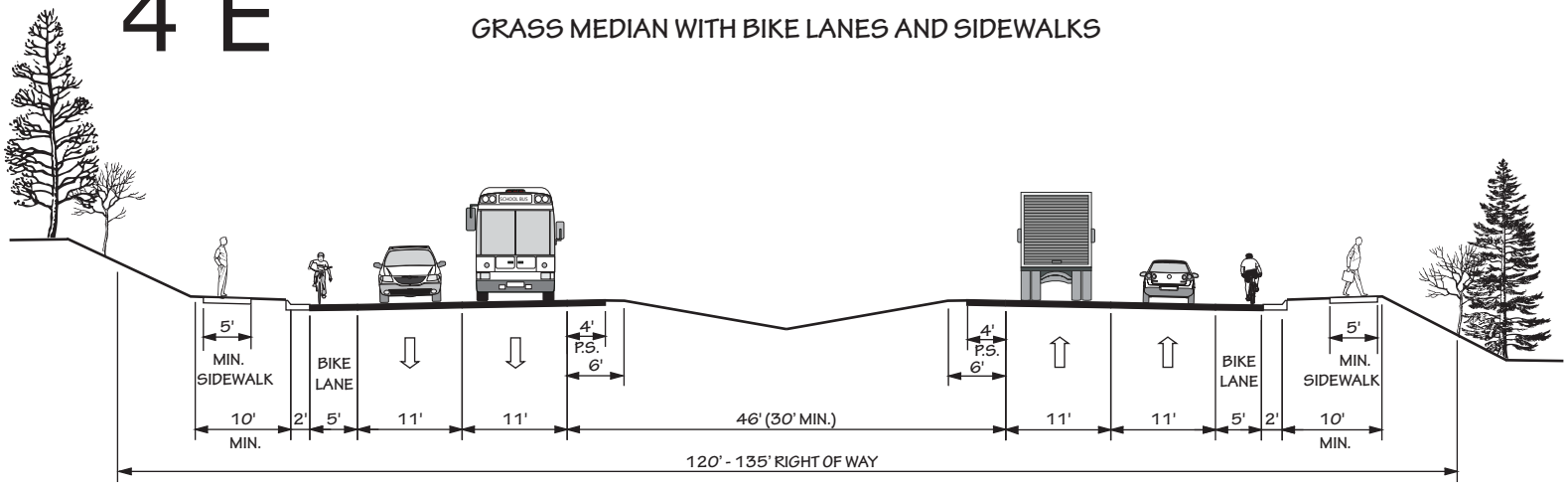
4 D

RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



4 E

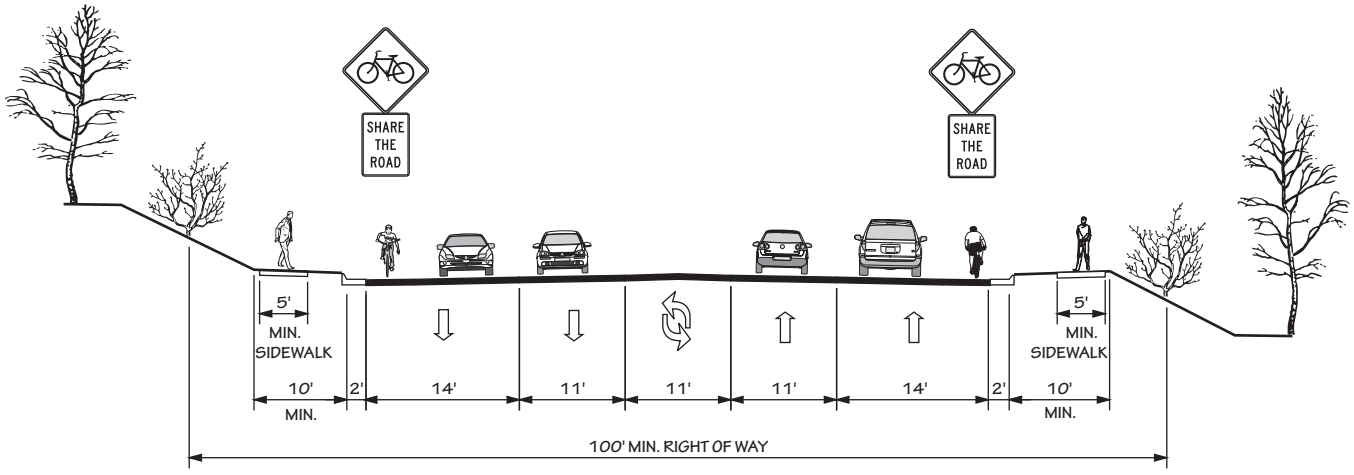
GRASS MEDIAN WITH BIKE LANES AND SIDEWALKS



5 LANES

5 A

WIDE OUTSIDE LANES



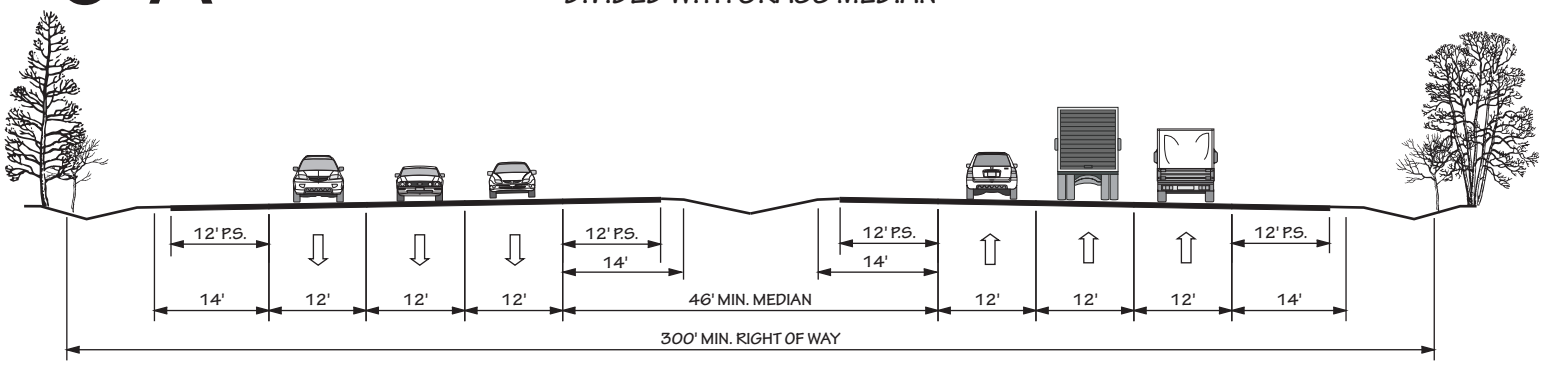
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

6 LANES

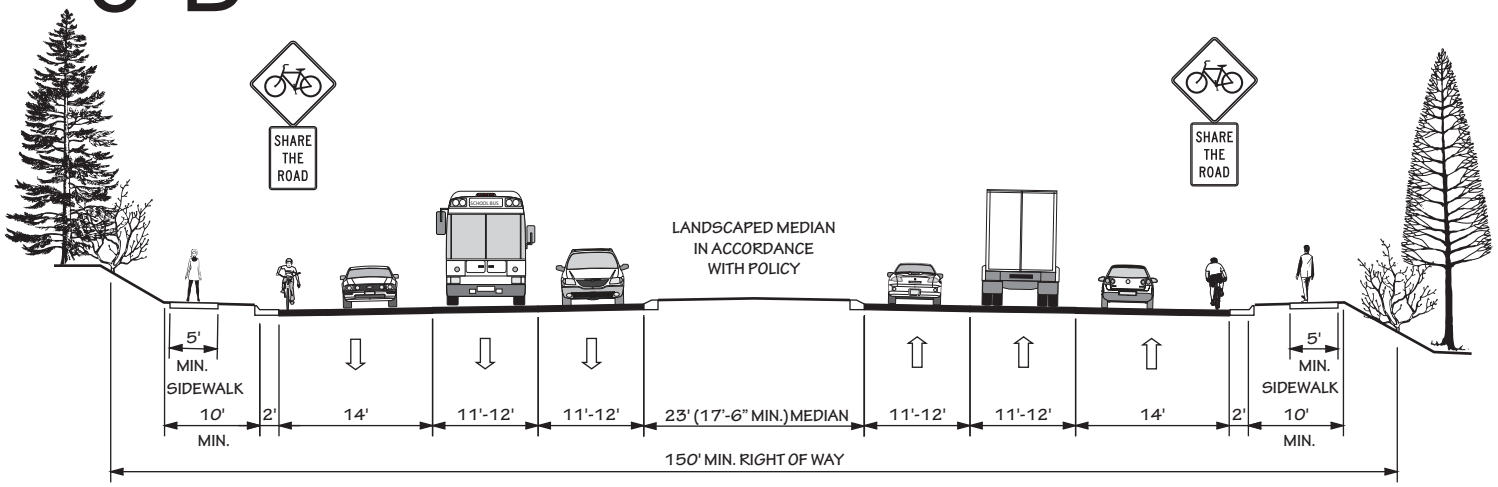
6 A

DIVIDED WITH GRASS MEDIAN



6 B

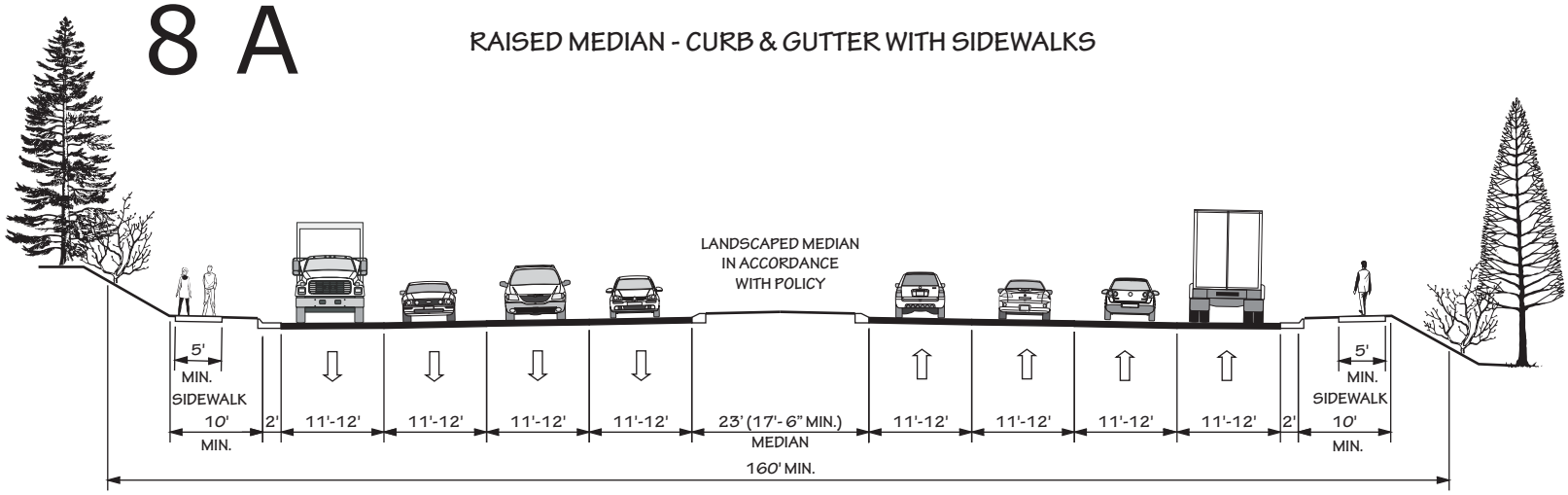
RAISED MEDIAN - CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



8 LANES

8 A

RAISED MEDIAN - CURB & GUTTER WITH SIDEWALKS

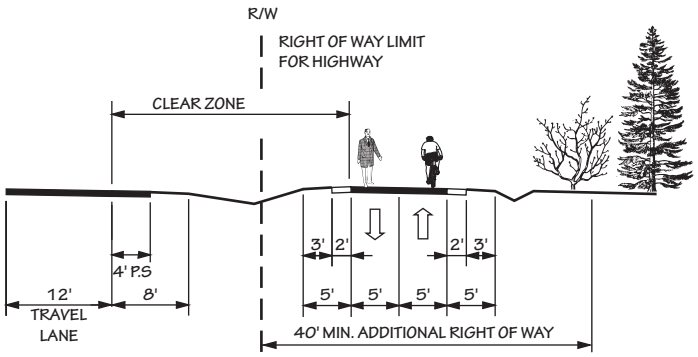


Revised 12/07/2010

TYPICAL MULTI - USE PATH

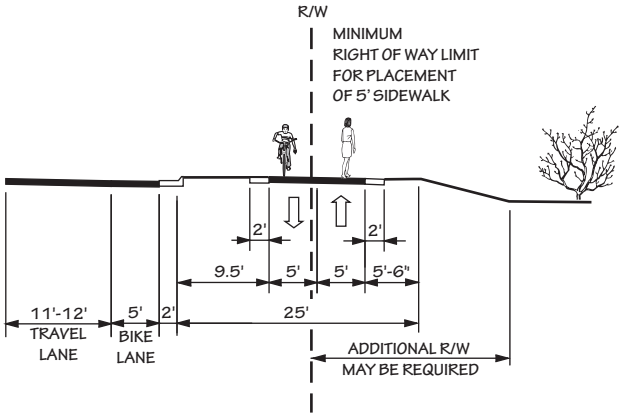
MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

M A



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

M B



Appendix E
Level of Service Definitions

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 12.

- **LOS A**: Describes primarily free flow conditions. The motorist experiences a high level of physical and psychological comfort. The effects of minor incidents of breakdown are easily absorbed. Even at the maximum density, the average spacing between vehicles is about 528 ft, or 26 car lengths.

- **LOS B**: Represents reasonably free flow conditions. The ability to maneuver within the traffic stream is only slightly restricted. The lowest average spacing between vehicles is about 330 ft, or 18 car lengths.

- **LOS C**: Provides for stable operations, but flows approach the range in which small increases will cause substantial deterioration in service. Freedom to maneuver is noticeably restricted. Minor incidents may still be absorbed, but the local decline in service will be great. Queues may be expected to form behind any significant blockage. Minimum average spacing is in the range of 220 ft, or 11 car lengths.

- **LOS D**: Borders on unstable flow. Density begins to deteriorate somewhat more quickly with increasing flow. Small increases in flow can cause substantial deterioration in service. Freedom to maneuver is severely limited, and the driver experiences drastically reduced comfort levels. Minor incidents can be expected to create substantial queuing. At the limit, vehicles are spaced at about 165 ft, or 9 car lengths.

- **LOS E**: Describes operation at capacity. Operations at this level are extremely unstable, because there are virtually no usable gaps in the traffic stream. Any disruption to the traffic stream, such as a vehicle entering from a ramp, or changing lanes, requires the following vehicles to give way to admit the vehicle. This can establish a disruption wave that propagates through the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate any disruption. Any incident can be expected to produce a serious breakdown with extensive queuing. Vehicles are spaced at approximately 6 car lengths, leaving little room to maneuver.

- **LOS F**: Describes forced or breakdown flow. Such conditions generally exist within queues forming behind breakdown points.

Figure 11 - Level Of Service Illustrations

Level of Service A

Driver Comfort: High

Maximum Density:

12 passenger cars per mile per lane

Level of Service B

Driver Comfort: High

Maximum Density:

20 passenger cars per mile per lane

Level of Service C

Driver Comfort: Some Tension

Maximum Density:

30 passenger cars per mile per lane

Level of Service D

Driver Comfort: Poor

Maximum Density:

42 passenger cars per mile per lane

Level of Service E

Driver Comfort: Extremely Poor

Maximum Density:

67 passenger cars per mile per lane

Level of Service F

Driver Comfort: The lowest

Maximum Density:

More than 67 passenger cars per mile per lane

Source: 2000 Highway Capacity Manual

Appendix F
Traffic Crash Analysis

A crash analysis performed for the Robeson County CTP factored crash frequency, crash type, and crash severity to an average severity rating. Crash frequency is the total number of reported collisions and contributes to the ranking of the most problematic intersections. Crash type provides a general description of the crash and allows the identification of any trends that may be correctable through roadway or intersection improvements. Crash severity is the crash rate based upon injuries and property damage incurred.

The severity of every crash is measured with a series of weighting factors developed by the NCDOT Division of Highways (DOH). These factors define a fatal or incapacitating crash as 47.7 times more severe than one involving only property damage and a crash resulting in minor injury is 11.8 times more severe than one with only property damage. In general, a higher severity index indicates more severe accidents. Listed below are levels of severity for various severity index ranges.

Severity	Severity Index
low	< 6.0
average	6.0 to 7.0
moderate	7.0 to 14.0
high	14.0 to 20.0
very high	> 20.0

Table 4 depicts a summary of the crashes occurring in the planning area between January 1, 2008 and December 31, 2010. The data represents crash locations with 10 or more crashes and/or a severity average greater than that of the state's average crash severity index (4.56). The "Total" column indicates the total number of accidents reported within 150-ft of the intersection during the study period. The severity listed is the average crash severity for that location.

Table 4 - Crash Locations

Map Index	Intersection	Average Severity	Total Collisions
1	NC 41 and SR 1955	11.02	12
2	NC 211 and SR 1001	11.02	12
3	SR 1710 and SR 1713	8.40	10
4	NC 211 and SR 1318	4.36	11
5	US 301 and SR 1723	4.36	11
6	NC 20 and NC 71	4.17	21
7	NC 71 and SR 1001	4.08	12
8	SR 1752 and SR 1758	4.08	12

Table 4 - Crash Locations Continued

9	US 301 and SR 1006	4.08	12
10	SR 1001 and SR 1006	3.69	11
11	I-95 and NC 20	3.18	17
12	US 301 and NC 20	3.02	11

The NCDOT is actively involved with investigating and improving many of these locations. To request a more detailed analysis for any of the locations listed in Table 4, or other intersections of concern, contact the Division Traffic Engineer. Contact information for the Division Traffic Engineer is included in Appendix A.

Appendix G
Bridge Deficiency Assessment

The Transportation Improvement Program (TIP) development process for bridge projects involves consideration of several evaluation methods in order to prioritize needed improvements. A sufficiency index is used to determine whether a bridge is sufficient to remain in service, or to what extent it is deficient. The index is a percentage in which 100 percent represents an entirely sufficient bridge and zero represents an entirely insufficient or deficient bridge. Factors evaluated in calculating the index are listed below.

- structural adequacy and safety
- serviceability and functional obsolescence
- essentiality for public use
- type of structure
- traffic safety features

The NCDOT Bridge Maintenance Unit inspects all bridges in North Carolina at least once every two years. A sufficiency rating for each bridge is calculated and establishes the eligibility and priority for replacement. Bridges having the highest priority are replaced as Federal and State funds become available.

A bridge is considered deficient if it is either structurally deficient or functionally obsolete. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is "structurally deficient" does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected and repaired/replaced at an appropriate time to maintain its structural integrity. A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand or to meet the current geometric standards, or those that may be occasionally flooded.

A bridge must be classified as deficient in order to quality for Federal replacement funds. Additionally, the sufficiency rating must be less than 50% to qualify for replacement or less than 80% to qualify for rehabilitation under federal funding. Deficient bridges within the planning area are listed in Table 5.

Table 5 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	CTP Project
006	SR 1723	COLD SWAMP CREEK	Structurally Deficient	N/A
007	SR 1907	COLD CAMP CREEK	Functionally Obsolete	N/A
008	SR 1907	COLD CAMP CREEK	Structurally Deficient	N/A
018	NC 211	CSX RR	Structurally Deficient	N/A
019	NC 711	BEAR CREEK	Functionally Obsolete	N/A
023	SR 1907	LITTLE MARSH SWAMP	Functionally Obsolete	N/A
024	NC 20	CSX RR	Functionally Obsolete	N/A
028	NC 83	LEACH CREEK	Structurally Deficient	N/A
030	SR 1005	COLD CAMP CREEK	Structurally Deficient	N/A
035	SR 1750	BIG MARSH SWAMP	Structurally Deficient	N/A
038	SR 1505	LITTLE RAFT SWAMP	Functionally Obsolete	N/A
046	SR 1004	BIG SWAMP	Functionally Obsolete	N/A
050	SR 1004	BIG SWAMP OVERFLOW	Functionally Obsolete	N/A
054	US 301	I95	Functionally Obsolete	N/A
059	SR 1924	BIG MARSH SWAMP	Structurally Deficient	N/A
078	SR 2220	MILL SWAMP CREEK	Structurally Deficient	N/A
084	NC 71	BIG MARSH SWAMP	Functionally Obsolete	N/A
086	SR 2459	I95	Structurally Deficient	N/A
088	SR 2230	HOG SWAMP	Structurally Deficient	N/A
108	SR 2269	INDIAN SWAMP	Structurally Deficient	N/A
116	SR 2262	HOG SWAMP	Structurally Deficient	N/A
117	SR 2262	HOG SWAMP	Structurally Deficient	N/A
121	SR 2455	ASHPOLE SWAMP	Structurally Deficient	N/A
123	SR 2455	ASHPOLE SWAMP	Structurally Deficient	N/A
135	SR 2519	AARON SWAMP	Structurally Deficient	N/A
142	SR 2519	ASHPOLE SWAMP	Structurally Deficient	N/A
143	SR 1146	ASHPOLE SWAMP	Structurally Deficient	N/A
149	SR 1122	WATERING HOLE SWAMP	Structurally Deficient	N/A
152	SR 1758	I95	Functionally Obsolete	N/A
154	SR 1006	I95	Functionally Obsolete	N/A
156	I 95	BIG MARSH SWAMP	Functionally Obsolete	N/A
158	I 95	BIG MARSH SWAMP	Functionally Obsolete	N/A
159	I 95	NC20	Functionally Obsolete	N/A
160	I 95	NC20	Functionally Obsolete	N/A
162	SR 1726	I95	Functionally Obsolete	N/A
164	I 95	LITTLE MARSH SWAMP	Functionally Obsolete	N/A
165	I 95	LITTLE MARSH SWAMP	Functionally Obsolete	N/A
167	SR 1723	I95	Functionally Obsolete	N/A
169	SR 1718	I95	Functionally Obsolete	N/A
172	SR 1164	BACK SWAMP	Structurally Deficient	N/A
173	SR 1550	LUMBER RIVER	Structurally Deficient	N/A

Table 5 - Deficient Bridges Continued

Bridge Number	Facility	Feature	Condition	CTP Project
174	SR 1550	LUMBER RIVER OVERFLOW	Structurally Deficient	N/A
200	SR 1550	BEAR SWAMP	Structurally Deficient	N/A
228	SR 1513	BURNT SWAMP	Functionally Obsolete	N/A
239	SR 1515	BURNT SWAMP	Structurally Deficient	N/A
275	SR 1005	TEN MILE SWAMP	Structurally Deficient	N/A
320	SR 1709	LITTLE MARSH SWAMP	Functionally Obsolete	N/A
399	SR 1741	BIG MARSH SWAMP	Structurally Deficient	N/A
422	SR 2105	JACKSON SWAMP	Structurally Deficient	N/A
435	SR 2101	JACKSON SWAMP	Structurally Deficient	N/A
450	NC 130	FLOWERS SWAMP	Structurally Deficient	N/A

Appendix H
Public Involvement

- The Robeson County CTP steering committee consisted of Robeson County Planning Board members at the time when the CTP was conducted (2005 to 2007). For more information on the CTP steering committee and contact information, contact the Lumber River Planning Organization 910-618-5533 or http://www.lumberrivercog.org/.

- The following pages display the Robeson County Transportation Survey and a summary of its results. For more information contact the Transportation Planning Branch at 919-707-0900.

Please return by April 30, 2006 to:
NCDOT-Transportation Planning Branch
Attn: Sara Sherman
1554 Mail Service Center
Raleigh, NC 27699

Robeson County Transportation Survey

The Transportation Planning Branch of the North Carolina Department of Transportation, in cooperation with Robeson County, is developing a transportation plan for the county. The transportation plan is a long-range plan that identifies major transportation improvements that will be needed over the next **25 TO 30 YEARS**. This survey is a means of identifying transportation issues that are important to the citizens, officials, and businesses of Robeson County.

The municipalities of Lumberton, Maxton, Fairmont, and Red Springs already have existing transportation plans. A separate joint effort is underway to develop of transportation plan for Pembroke. When answering survey questions, please think specifically about the other municipalities and rural county areas.

1. Please rate the importance of each of the following potential transportation goals:

	Very Important	Important	Not Important
Increased Public Transportation Options	☐	☐	☐
Economic Growth	☐	☐	☐
Community and Rural Culture Preservation	☐	☐	☐
Environmental Protection	☐	☐	☐
Faster Travel Times	☐	☐	☐
Service of Special Needs	☐	☐	☐
Increased Transportation Choices	☐	☐	☐

2. Please rate the importance of the following Strategies for improving a road's efficiency to move traffic:

Building additional travel lanes	☐	☐	☐
Making improvements to intersections, better traffic signal timing, adding turn lanes, creating roundabouts	☐	☐	☐
Controlling the frequency and locations of driveways and crossstreets that access the road	☐	☐	☐

3. Are you concerned with traffic accidents or other safety problems?

☐Yes ☐No

If yes, please list specific locations:

4. Do you use alternate routes to avoid I-95?

☐Yes ☐No

If yes, please list specific routes and locations:

5. When traveling in your area, do you find that you often have to go out of your way to get to your destination because the most direct route is too congested?

☐Yes ☐No

If yes, please list specific locations:

6. Is truck traffic a problem in the area?

☐Yes ☐No

If yes, please list specific locations:

7. To what areas or roads would you like to see improved access (please check all that apply)?

☐NC 904
☐Wilmington
☐Fayetteville
☐South Carolina
☐Raleigh
☐Charlotte
☐Myrtle Beach
☐Other – Please specify:

8. If available, would you consider using the following types of facilities instead of your personal automobile (check all that apply)?

☐Sidewalks
☐Off -Road trails or Greenways
☐On-Road Bicycle routes
☐Bus Service around the county
☐Park-and-Ride lots

If you answered checked any of the above, please list specific locations and comments

9. Do you currently use the on-demand transit service run by the Lumber River Council of Governments?

☐Yes ☐No

10. One of the recommended alternatives for a SouthEast Rail Corridor is Wilmington to Raleigh through Pembroke and Fayetteville. Would you consider using this facility?

☐Yes ☐No

11. What are the key transportation issues in your area?

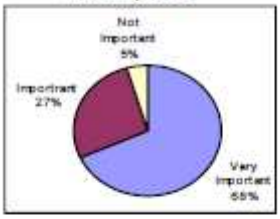
Please return by April 30, 2006 to:
NCDOT – Transportation Planning Branch
Attn: Sara Sherman
1554 Mail Service Center
Raleigh, NC 27699

Robeson Country Transportation Survey Results

1. Please rate the importance of each of the following potential transportation goals:

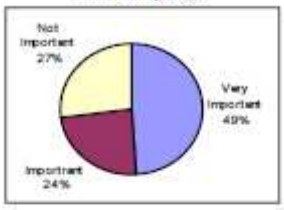
Increased Public Transporation Options

30 Very Important
12 Important
2 Not Important



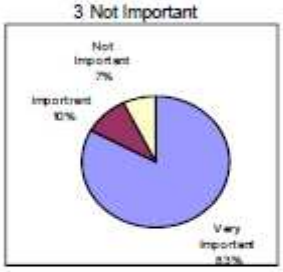
Faster Travel Times

20 Very Important
10 Important
11 Not Important



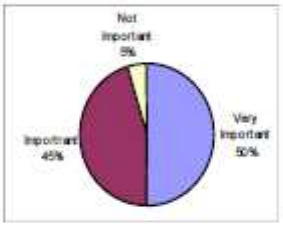
Economic Growth

34 Very Important
4 Important
3 Not Important



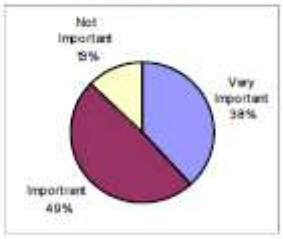
Service of Special Needs

21 Very Important
19 Important
2 Not Important



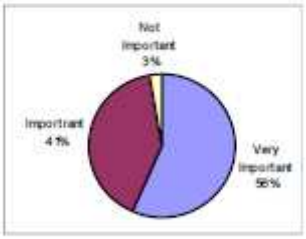
Community and Rural Culture Preservation

15 Very Important
19 Important
5 Not Important



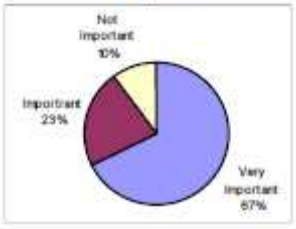
Increased Transportation Options

21 Very Important
15 Important
1 Not Important



Environmental Protection

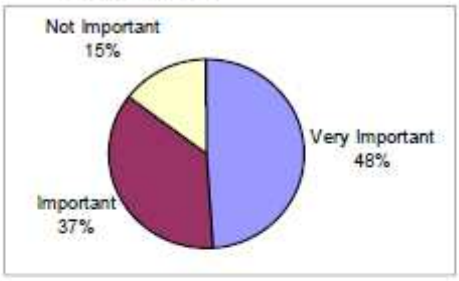
27 Very Important
9 Important
4 Not Important



2. Please rate the importance of the following strategies for improving a road's efficiency to move traffic:

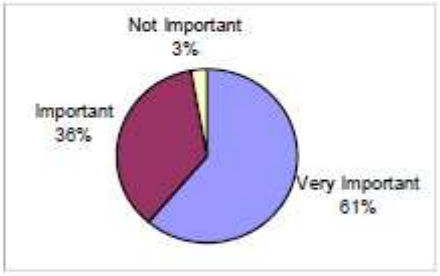
Building additional travel lanes:

20 Very Important
15 Important
6 Not Important



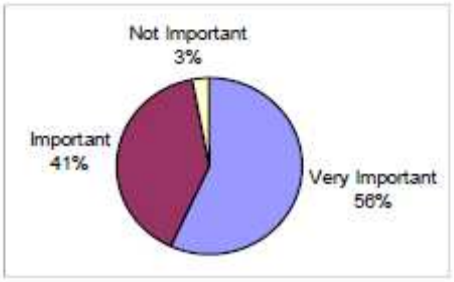
Making Improvements to intersections (better traffic signal timing, adding turn lanes, creating roundabouts)

22 Very Important
13 Important
1 Not Important



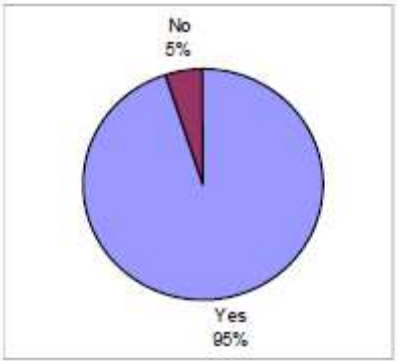
Controlling the frequency and locations of driveways and crossstreets that access the road

21 Very Important
15 Important
1 Not Important



3. Are you concerned with traffic accidents or other safety problems?

39 Yes
2 No

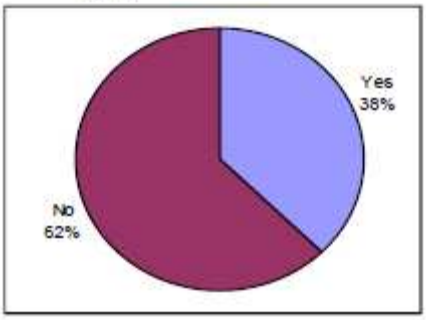


If Yes, please list specific locations:

I-95 north of weigh station to exit 31
I-95 (3)
Bridges over I-95
Fayetteville Rd (old US 301) (2)
Rennert Rd and NC 71 intersection
Red Hill Rd and NC 71 intersection
NC 71 flashing light in Parkton
US 74
NC 904 and NC 41 intersection (mentioned multiple times)
Mountonarre Farms in Lumber Bridge
*Normal St and 3rd Str intersection
*Normal St and NC 711 intersection
*Prospect Rd and Red Banks intersection, people don't stop at stop sign
*McDonalds entrance near college

4. Do you use alternate routes to avoid I-95?

15 Yes
25 No



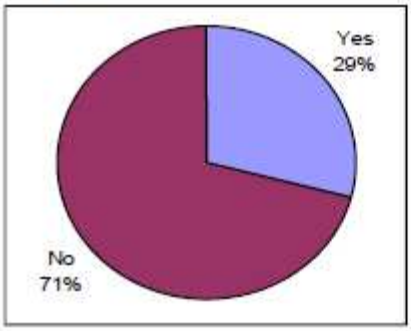
If Yes, please list specific routes and locations:

US 301 (4)
US 301 North
US 301 into South Carolina
US 301 South
old US 301
Union Chapel Road (2)
Service Roads
NC 41
NC 211 West
NC 211
BT Road
*Lumberton City Streets

*comments received, but not applicable to county planning area

5. When traveling in your area, do you find that you often have to go out of your way to get to your destination because the most direct route is too congested?

9 Yes
22 No

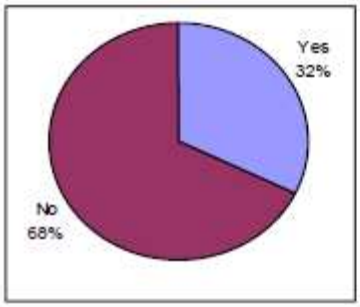


If Yes, please list specific locations:

traveling from Parkton to Lumberton
Fayetteville Rd
Hwy 74, 2 lane section
NC 41 North
Pleasant Meadow Rd
Roberts Ave
Main Street in Pembroke
3rd Street in Pembroke

6. Is truck traffic a problem in the area?

10 Yes
21 No

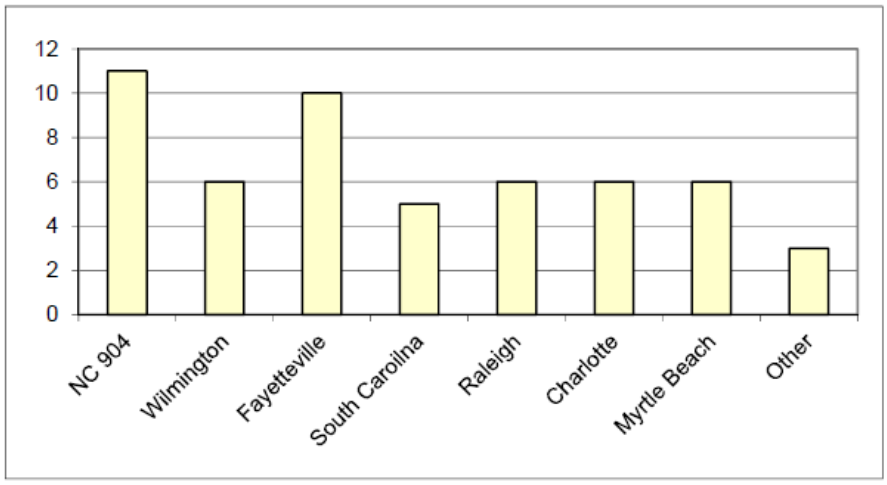


If Yes, please list specific locations:

I-95 (3)
NC 71 at Maxton Highway and up through US 301 north (2)
NC 71 (2)
NC 20 in St Pauls
Drivers drive over speed limits
*Main Street in Pembroke

7. To what areas or roads would you like to see improved access?
(check all that apply)

11 NC 904
6 Wilmington
10 Fayetteville
5 South Caroilna
6 Raleigh
6 Charlotte
6 Myrtle Beach
3 Other

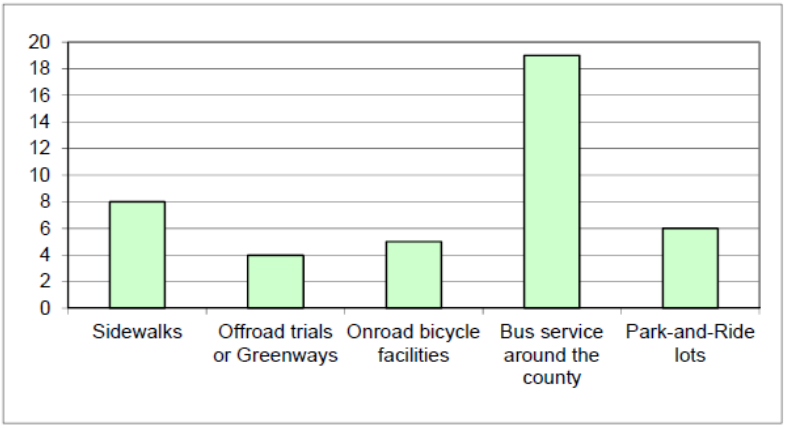


Written responses for "other"
401 from Raeford to Lumberton
NC 211
NC 72
"My road needs a street sign and a dead end sign"
*NC 711 in Lumberton

*comments received, but not applicable to county planning area

8. If available, would you consider using the following types of facilities instead of you personal automobile (check all that apply)?

8 Sidewalks
4 Offroad trials or Greenways
5 Onroad bicycle facilities
19 Bus service around the county
6 Park-and-Ride lots



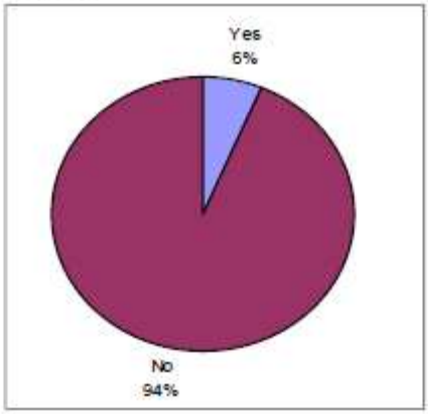
If you checked any of the above, please list specific locations and comments:

If crime were reduced, sidewalks would be appropriate
I would use bus service throughout the county
Bus service would be a great tool in conserving fuel. This option would be cost effective with enough participants
St. Pauls Area (checked bus and park-and-rides)
From Lumberton to St. Pauls (checked bus)
Park-and-ride to Fayetteville
Bus Service to Lumberton
*Pembroke rural area (checked onroad bike routes and bus)

*comments received, but not applicable to county planning area

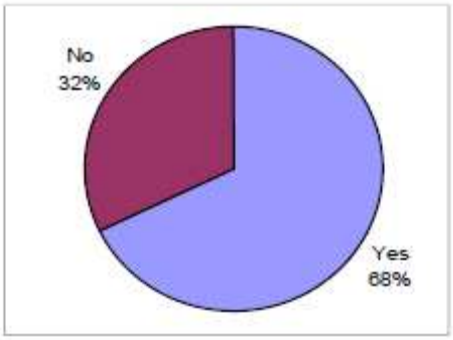
9. Do you currently use the on-demand transit service run by the Lumber River Council of Governments?

2 Yes
29 No



10. One of the recommended alternatives for a SouthEast Rail Corridor is Wilmington to Raleigh through Pembroke and Fayetteville. Would you consider using this facility?

21 Yes
10 No



11. What are the key transportation issues in your area?

I-95
Accidents on I-95 bring traffic into town
US 301
US 301 needs to be 4lanes
NC 20 needs to be 4lanes
NC 20
Old Stage Rd
Heavy Traffic on NC 41 north and heavy traffic at Meadow Rd and Linkhaw Rd intersection congestion
Congestion on NC 711 coming ot Pembroke (2)
Lack of left turn lanes at busyin intersections (2)
Road Quality - Potholes
Gas prices too high
Traffic
Too many Semis on our rural roads and speeding
Need more taxi services in the area
Congestion, safety, and public transportation
Not enough public transportation for senior citizens without cars
Personal Auto

- The following pages provide information related to public workshops conducted for the Robeson County CTP. These materials include meeting handouts and letters obtained from locals, local churches, fire departments, and town staff regarding recommendations in the plan.

    - Two public drop-in sessions were held on June 10th, 2009 and November 16th, 2009. At these two drop-in sessions, the Robeson County CTP maps were displayed as well as handouts describing the plans recommendations. TPB and Division 6 staff was present to facilitate the meeting and answer any questions from meeting attendees.

      Approximately 8 people attended the June 10th, 2009 meeting. Some of the comments concerned CTP recommendations on NC 20 in downtown St. Pauls and the locations of proposed interchanges along US 74 at Broadridge Rd. (SR 2220) and Creek Rd. (SR 2225).

      Approximately 48 people attended the November 16th, 2009 meeting. This meeting consisted mainly of local residents in the vicinity of Orrum and Proctorville. Residents from these areas had concerns over the US 74 proposed interchanges at Broadridge Rd. (SR 2220) and Creek Rd. (SR 2225). TPB staff coordinated with local Division 6 staff, the Robeson County Planning Board, town staff, and locals to reach an agreement for the longer term vision of US 74 in this area. It was decided that the CTP would not address these interchange locations, leaving the decision up to further corridor study.

Robeson County Comprehensive Transportation Plan (CTP)
Public Drop-in Session Information Sheet
June 16, 2009

Purpose of a Drop-in Session
To provide you the opportunity to understand and comment on transportation planning that's happening in your area.

What is done with your input?
Your input will help us (the NCDOT, the Lumber River Rural Planning Organization, and the CTP steering committee) develop the final CTP.

Once the final CTP is developed it will be presented to your local government(s) for adoption. After the local governments have adopted the CTP, it is then submitted to the Lumber River Rural Planning Organization and the NCDOT Board of Transportation for their endorsements, respectively.

A CTP ***DOES***	A CTP does **NOT**
Aim to reduce environmental impact	*Promise to build roads*
Provide a multi-modal transportation plan for your area	*Make final calls on recommended alignments*
Aim to minimize negative economic impact	
Coordinates with your local land-use plans	

Contacts:

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Transportation Engineer
NCDOT – Transportation Planning Branch
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mreatman@ncdot.gov

Greg Burns, PE
(Acting) Division Engineer
NCDOT – Division 6
910-437-2611
gburns@ncdot.gov

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NCDOT – Transportation Planning Branch
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swalston@ncdot.gov

Charles S. Miller, Jr. PE
District Engineer
NCDOT – Division 6 – District 1
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csmiller@ncdot.gov

Janet Robertson
Rural Transportation Organization Planner
Lumber River Rural Planning Organization
910-272-5049
Janet.Robertson@lumberrivercog.org

Michelle Frizzell
Director of Planning & Zoning
Robeson County
910-671-6285
michelle.frizzell@co.robeson.nc.us

corresponds to Map Dated May 27, 2009

Robeson County CTP Highway Map Recommendations

#	Facility	Designation	Recommendation
1	NC 71	Major Thoroughfare - Needs Improvement	Widen to 3 lanes, north and south of Red Springs Planning Area.
2	Leeper Rd (SR 1717)	Major Thoroughfare - Needs Improvement	Widen to 4 lanes from future I-295 interchange to NC 71
3	NC 71 - Bypass of Parkton	Major Thoroughfare - Recommended	Northern bypass, including a grade seperated railroad crossing
4	SR 1710 and NC 71 - Bypass of Lumber Bridge	Major Thoroughfare - Recommended	Northwestern bypass. Includes some curve realignment to better align with railroad
5	Glenn Rd (SR 1710)	Major Thoroughfare - Needs Improvement	Widen to 3 lanes from Lumber Bridge to County line. This road will have an interchange with future I-295 in Cumberland County
6	NC 72, between Lumberton and US 74	Major Thoroughfare - Needs Improvement	Widen to 2 12-foot lanes with paved shoulders and turn lanes at major cross streets to better accommodate truck and school traffic
7	NC 211, between Lumberton and Red Springs	Expressway - Needs Improvement	Widen to a 4-lane divided facility
8	Old Lowry Rd (SR 1505)	Minor Thoroughfare - Needs Improvement	Widen to 2 12-foot lanes with paved shoulders to encourage traffic to use NC 211 as opposed to Rennert Rd into Lumberton
9	NC 41, between Fairmont and Lumberton	Major Thoroughfare - Needs Improvement	Widen to 4-lane divided
10	NC 41, north of Lumberton	Major Thoroughfare - Needs Improvement	Add 3rd lane in residential areas with many driveways. And elsewhere at turn lanes at major cross streets. Note: 2 turn lanes are already being planned through the Division Office.
11	NC 20, from Bladen County Line to SR 1729 (Shaw Rd)	Boulevard - Needs Improvement	Widen to 4-lane divided. EXCEPT for existing 4-lane section within St Pauls, not improvements are recommended.
12	NC 20, from SR 1729 (Shaw Rd) to Hoke County	Major Thoroughfare - Needs Improvement	Widen to 3-lanes
13	Rennert Rd (SR 1752)	Minor Thoroughfare - Needs Improvement	Widen to 2 12-foot lanes with paved shoulder and add turn lanes at major cross streets
14	US 301 in St Pauls, from NC 20 to I-95	Boulevard - Needs Improvement	Widen to 4-lane divided
15	Old Stage Rd (SR1741)	Major Thoroughfare - Needs Improvement	Widen to 4-lane divided
16	NC 130 in Rowland, from I-95 to NC 710	Major Thoroughfare - Needs Improvement	From I-95 to US301-Add turn lanes at major intersections / From US 301 to Hickory St. - No change / From Hickory St. to Hines St. - Widen to 3 lanes / From Hines St. to NC710 - Add turn lanes at Major Intersections

Robeson County
Comprehensive Transportation Plan
Public Workshop
COMMENT SHEET

PLEASE PRINT:

NAME: _____

ADDRESS: _____

CITY/TOWN: _____ STATE: _____ ZIP CODE: _____

E-MAIL: _____

All personal information will be kept confidential and will only be used to inform you of future public participation opportunities.

1. Broadly speaking, how do you feel about the recommendations shown on each map of the Comprehensive Transportation Plan, using the scale below

	Strongly Support	Somewhat Support	Somewhat Against	Strongly Against
Highway Map	1	2	3	4
Public Transportation & Rail Map	1	2	3	4
Bicycle Map	1	2	3	4

2. What specific recommendations do you have comments, questions, or concerns about?

_____

_____

_____

3. Are there any recommendations that you would like to add to the plan? If, yes, what are they and why would you like to see them on the plan?

_____

_____

_____

_____

_____

4. Concerning the format of the Public Workshop, do you have any positive or negative comments or suggestions for improvements to the way information was presented to the public?

_____

_____

_____

Feel free to attach other pages of comments / suggestions/ questions.

Robeson County
Comprehensive Transportation Plan
Public Workshop
COMMENT SHEET

All suggestions, questions, or comments may be submitted in writing by completing this form and leaving it at this public workshop. You may also mail, call, or email in your comments/questions to the mailing address, phone number, and email address provided below by **December 7, 2009**.

Janet Robertson
Lumber River Council of Governments
30 CJ Walker Road
COMtech Park
Pembroke, NC 28372;
Phone: 910-272-5049
Fax to 910-521-7556, or
Email: Janet.Robertson@lumberrivercog.org

THANK YOU FOR YOUR PARTICIPATION!

(Fold Here to Mail)

Please
Place
Stamp
Here

Janet Robertson
Lumber River Council of Governments
30 CJ Walker Road
COMtech Park
Pembroke, NC 28372

TOWN OF ORRUM

P. O. Box 9
Orrum, N. C. 28369

January 16, 2009

Chuck Miller, P.E.
District Engineer
NC Department of Transportation
PO Box 2157
Lumberton, NC 28359

Mr. Miller:

Last year the community of Orrum lost a Bridge on highway 130 east of Orrum due to fire. At that time the travel was re-routed to state road 2225. The city council of Orrum realized this could save the state the expense of an interchange on Interstate 74 while giving the traveler a better way to Orrum Middle School, Lumber River State Park, Fair Bluff, and highway 41 south.

It is my understanding that the state is looking at a plan that would put an interchange at state road 2220, an overpass at state road 2225, and an interchange at highway 130 and 72. We would like to propose that the state put an overpass at state road 2220, an interchange at state road 2225, and no interchange at highway 130 and 72. This proposal would save the state the cost of an interchange and the associated cost of maintaining one, while meeting the needs of the people that live in this community as well as those that travel through the area. The proposal would result in less ninety degree turns in the line of traffic.

Thank you for reviewing this proposal,

Vance Bass

Vance Bass, Mayor of Orrum

Broad Ridge Baptist Church
949 N. Broad ridge Rd.
Orrum, NC 28369
910-738-5514

Dear Sirs,

I am writing of my concern about the I-74 intersection with Broad Ridge Rd. I am asking that you continue following the plans that you have previously proposed and adopted with no changes.

I ask this for several reasons.

1. The State spent taxpayer dollars to study the busiest intersections on I-74 & determined that Broad Ridge Rd. was the correct location for an intersection.
2. If the State decides to move the intersection then the money for this study would have been wasted by moving the intersection to a less traveled intersection.
3. The State spent taxpayer dollars to purchase the land surrounding Broad Ridge Rd for the proposed intersection.
4. If the State decides to relocate the intersection at Broad Ridge then taxpayers would again have to purchase property, probably at a greater cost & loss of money from the earlier purchase.
5. Broad Ridge Rd is a heavily travelled road and intersection by not only commuters but by emergency vehicles.
6. If the State decides to relocate an intersection to another area, it would require these emergency vehicles to take longer routes to the scene of the emergencies, which would cost more for the emergency responders, with the potential of additional loss of property and lives.
7. Our church which is directly on Broad Ridge Rd has approximately 300 members, many of whom live on the south portion of Broad Ridge Rd. and further,
8. If the State relocates the proposed intersection, these members would be placed at a hardship of extended travel for themselves and loss of quick response of emergency services.

Therefore, because of the loss of taxpayers' dollars, going against your own studies and the loss of emergency services, I ask that you leave the proposed intersection on I-74 at Broad Ridge Rd.

Sincerely,

Bill Pealer

Bill Pealer, Pastor

ORRUM VOL FIRE DEPT 28375
P O BOX 285 PROCTORVILLE N C
NOV 12,2009

MARK EATMAN
TRANSPORTATION ENGINEER 1
N C DOT TRANSPORTATION PLANNING

THE ORRUM VOL FIRE DEPT IS FULL SUPPORT OF THE ON__OFF RAMP AT U S 74 AND S R 2220_BROAD RIDGE ROAD.
IT IS ALONG DISTANT ON U S 74 FROM N C 41 TO LUMBER RIVER AND FOR THE SAFTY OF THE PUBLIC, IT IS 7.8 MILES FROM S R 41 TO MT ELIM RD. SR 2220 IS A VERY GOOD EASY ACCESS FOR ORRUM VOL FIRE DEPT .
THEY ALSO NEED HELP FROM OTHER VOL FIRE DEPTS AT LONG BRANCH AS A BACK_ UP UNIT

THIS ON OFF RAMP IS VERY IMPORTANT TO THE ORRUM VOL FIRE DEPT. AND TO BRITTS VOL FIRE DEPT.

THE SAFTY OF THE COMMUNITY AND THE HIGHWAY 74 THIS IS AN A VERY GOOD LOCATION.

THANKS,

THE ORRUM VOL FIRE DEPT,

PRESIDENT JIMMY CALAHAN

TREASURER ROBERT ALLEN BRITT

SECRETARY JAMES DAVIS

FIRE CHIEF LENWOOD HUNT

First Orrum Missionary Baptist Church

Post Office Box 160

Proctorville, NC

November 5, 2009

Dear Mark Eatman:

We the members of First Orrum Missionary Baptist Church request that the interchange located at State Road 2220 and interstate 74 (Broad ridge Road) remain as the original specification as originally planned.

Your consideration in this matter will be greatly appreciated.

Clifton W. Jones
Deacon Chairman

First Orrum Missionary Baptist Church

Post Office Box 160

Proctorville, NC

November 5, 2009

Dear Mark Eatman:

We the members of First Orrum Missionary Baptist Church request that the interchange located at State Road 2220 and interstate 74 (Broad ridge Road) remain as the original specification as originally planned.

Your consideration in this matter will be greatly appreciated.

Clifton W. Grady
chairman of Deacon
Ministry

Antioch Missionary Baptist Church
PO Box 177
Proctorville, NC 28374
(910) 628-9650 Office
(910) 733-2703 Cell
Dr. Lawrence M. Dowdy, D.Min. Pastor

November 12th, 2009

Mr. Mark Eatman
1554 Mail Service Center
Raleigh, North Carolina, 27699-1554

Dear Mr. Eatman,

This comes to express my deep concern about the proposed change of the interstate exchange from the Broadridge Road exit on Interstate 74 to the Creek road exit.

I serve a small membership church of about 150 members. I would estimate that a third to half of my membership use the Broadridge Road to go to and from Lumberton. As a mater of fact, it is my preferred way of entering Lumberton. I certainly believe that any change would be a detriment to the Proctorville community. So many of our neighbors use this route to enter Lumberton. For many, it is the quickest way to the hospital and for their Doctor's appointment. For us, it is so easy to take Broadridge to get on 72, and make our way into town. It would also hurt our access to other services such as fire, emergency, and law enforcement. The long route could make the difference between life and death too many in our community.

Therefore, I want to recommend that the Broadridge Road exchange be left as is. The number of communities and citizens that it services, I believe, warrants that the State Transportation Department maintain its original plan which would best serve the citizens of this section of the 74 corridor.

Thank you so much for your kind consideration and cooperation.

Respectfully submitted,

Lawrence M. Dowdy

Dr. Lawrence M. Dowdy

TOWN OF PROCTORVILLE

Main & Carolina Streets
Proctorville, N. C. 28375

November 4, 2009

Subject: Robeson County Comprehensive Transportation Plan

Dear Mark Eatman:

This letter is in reference to the Robeson County Comprehensive Transportation Plan US Highway 74 and State Road 2220, Broadridge.

The Town of Proctorville supports the specifications set in the original plans for access to Highway US 74 to remain at the Broadridge intersection. This would give better access to our community as well as the fire department which responds to emergency calls.

Thank you for your consideration of this matter.

Sincerely,

H.B. Johnson
Mayor of Proctorville

Deborah Connor, Alterman
Town of Proctorville

Jennifer Connor, Alterman
Town of Proctorville

James McKnight, Alterman
Town of Proctorville

cc: Robeson County Board of Commissioners

Appendix I
Existing Transportation Plans

- The following CTPs / Thoroughfare Plans are not included in the Robeson County CTP study. For more information about these plans, contact NCDOT – TPB staff at 919-707-0900.
    - 1995 Fairmont Thoroughfare Plan
    - 1995 Lumberton Thoroughfare Plan
    - 2000 Maxton Thoroughfare Plan
    - 2011 Pembroke CTP
    - Red Springs Thoroughfare Plan