2016 Sampson County
Comprehensive Transportation Plan

2016 Sampson County
Comprehensive Transportation Plan

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Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with: Sampson County
City of Clinton
Town of Autryville
Town of Garland
Town of Harrells
Town of Newton Grove
Town of Roseboro
Town of Salemburg
Town of Turkey
Mid-Carolina Rural Planning Organization

Published: June 2016

Scott Walston, PE
Triangle Planning Group Supervisor

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Executive Summary

In April of 2012, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and Sampson County initiated a study to cooperatively develop the Sampson County Comprehensive Transportation Plan (CTP), which includes the city of Clinton, and the towns of Autryville, Garland, Harrells, Newton Grove, Roseboro, Salemburg, and Turkey. This is a long range multi-modal transportation plan that covers transportation needs year 2040. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening and public input, which are detailed in Chapter 1. Figure 1 shows the CTP maps, which were mutually adopted by NCDOT in 2016. Descriptive information and definitions for designations depicted on the CTP maps can be found in Appendix B. Implementation of the plan is the responsibility of Sampson County, its municipalities, and NCDOT. Refer to Chapter 2 for information on the implementation process.

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

- **US 701 Business**: Convert the existing facility to a four lane divided boulevard with bicycle and pedestrian accommodations from Eliza Lane to NC 24 (Warsaw Road).

- **NC 24 (TIP Project R-2303):** Upgrade to a four lane divided boulevard from just west of Maxwell Road (SR 1006) in Cumberland County to I-40 in Duplin County with segments of the project on new location.

- **NC 242-NC 24 Southern Connector (TIP Project R-4456):** New two lane major thoroughfare facility from the NC 242/NC 411 intersection to NC 24 (TIP No. R-2303), east of the Roseboro municipal limits.

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Adopted by:

Sampson County
Date: 11/2/2015
Town of Autryville
Date: 10/20/2015
City of Clinton
Date: 10/6/2015
Town of Harrells
Date: 11/10/2015
Town of Newton Grove
Date: 11/9/2015
Town of Turkey
Date: 11/17/2015
Town of Garland
Date:11/10/2015
Town of Roseboro
Date: 11/10/2015
Town of Salemburg
Date: 10/15/2015
NCDOT
Date: 4/7/2016

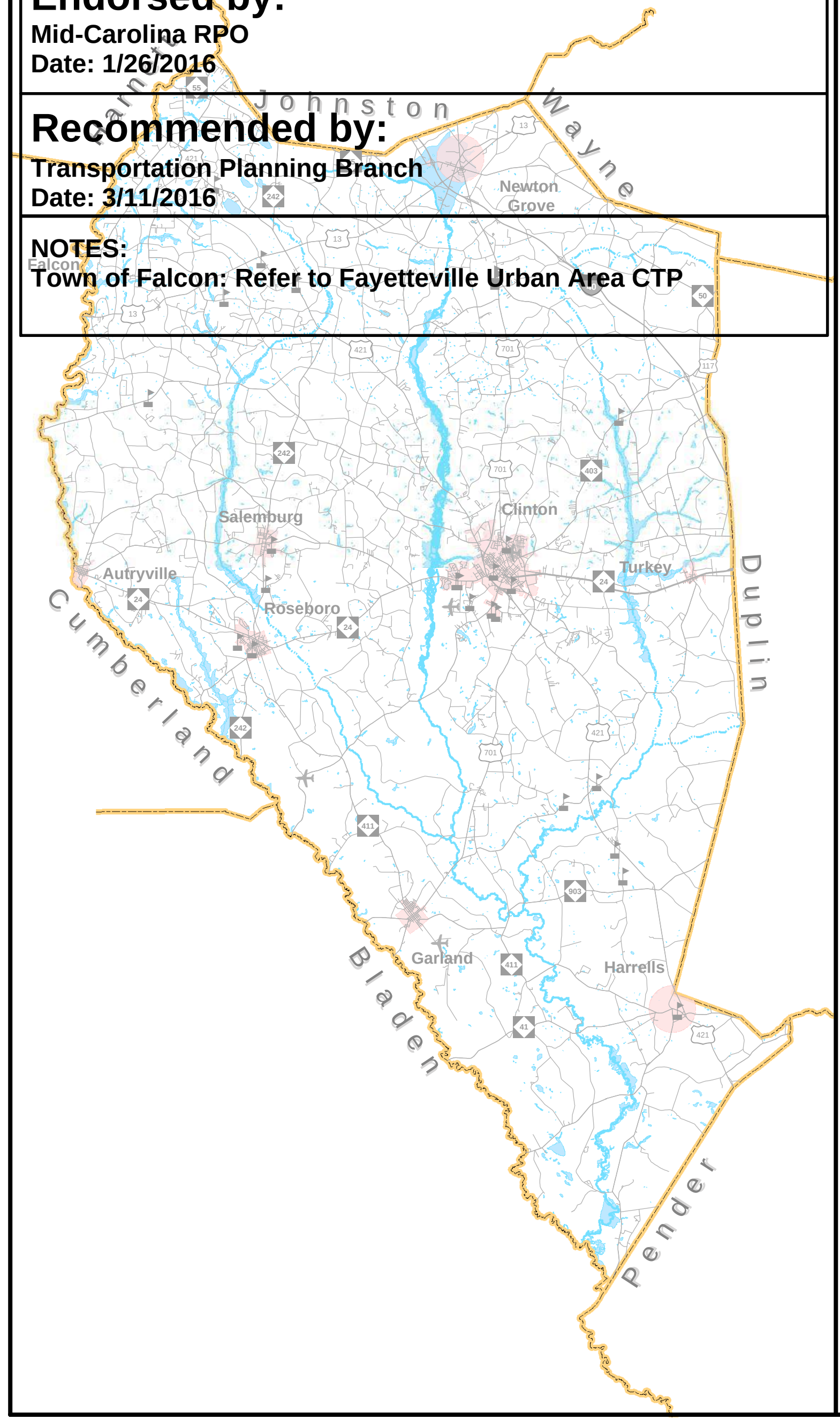
Endorsed by:

Mid-Carolina RPO
Date: 1/26/2016

Recommended by:

Transportation Planning Branch
Date: 3/11/2016

NOTES:
Town of Falcon: Refer to Fayetteville Urban Area CTP



Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015

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

- Airports
- Schools
- Roads
- Water Bodies
- Rivers and Streams
- Railroad
- County Boundary
- Municipal Boundaries

Miles
0 2.5 5 10

N W E S

Figure 1

Sheet 1 of 5

Base map date: 10/8/2013

Refer to CTP document for more details

Highway Map

Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015

Harnett
Johnston
Wayne
Cumberland
Bladen
Duplin
Pender

Falcon
Town of Falcon
See Fayetteville
Urban Area CTP

Newton Grove
Salemburg
Autryville
Roseboro
Clinton
Turkey
Garland
Harrells

Inset A
Inset B

Green Path Rd SR 1005
Mingo Church Rd SR 1002
Timothy Rd SR 1620
Church Rd SR 1704
Share Cake Rd SR 1818
Dalden Rd SR 1740
Giddensville Rd SR 1725
Dunn Rd SR 1002
Maxwell Rd SR 1006
Keener Rd SR 1746
Dave Bright Rd SR 1003
High House Rd SR 1006
Five Bridge Rd SR 1311
Minnie-Hall Rd SR 1414
Autryville Rd SR 1233
Bonnetsville Rd SR 1233
Old Warsaw Rd SR 1919
Reedsford Rd SR 1932
NC 24 Bypass
Needmore Rd SR 1004
Butler Island Rd SR 1746
Boykin Bridge Rd SR 1214
Union School Rd SR 1004
Waycross Rd SR 1943
Hall Town Rd SR 1200
Willard Rd SR 1001
Wildcat Rd SR 1007
Ivanhoe Rd SR 1100

55 421 242 13 24 701 403 50 40 117 411 903 41

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

Miles
0 2.5 5 10

N W E S

Figure 1

Sheet 2 of 5

Base map date: 10/8/2013

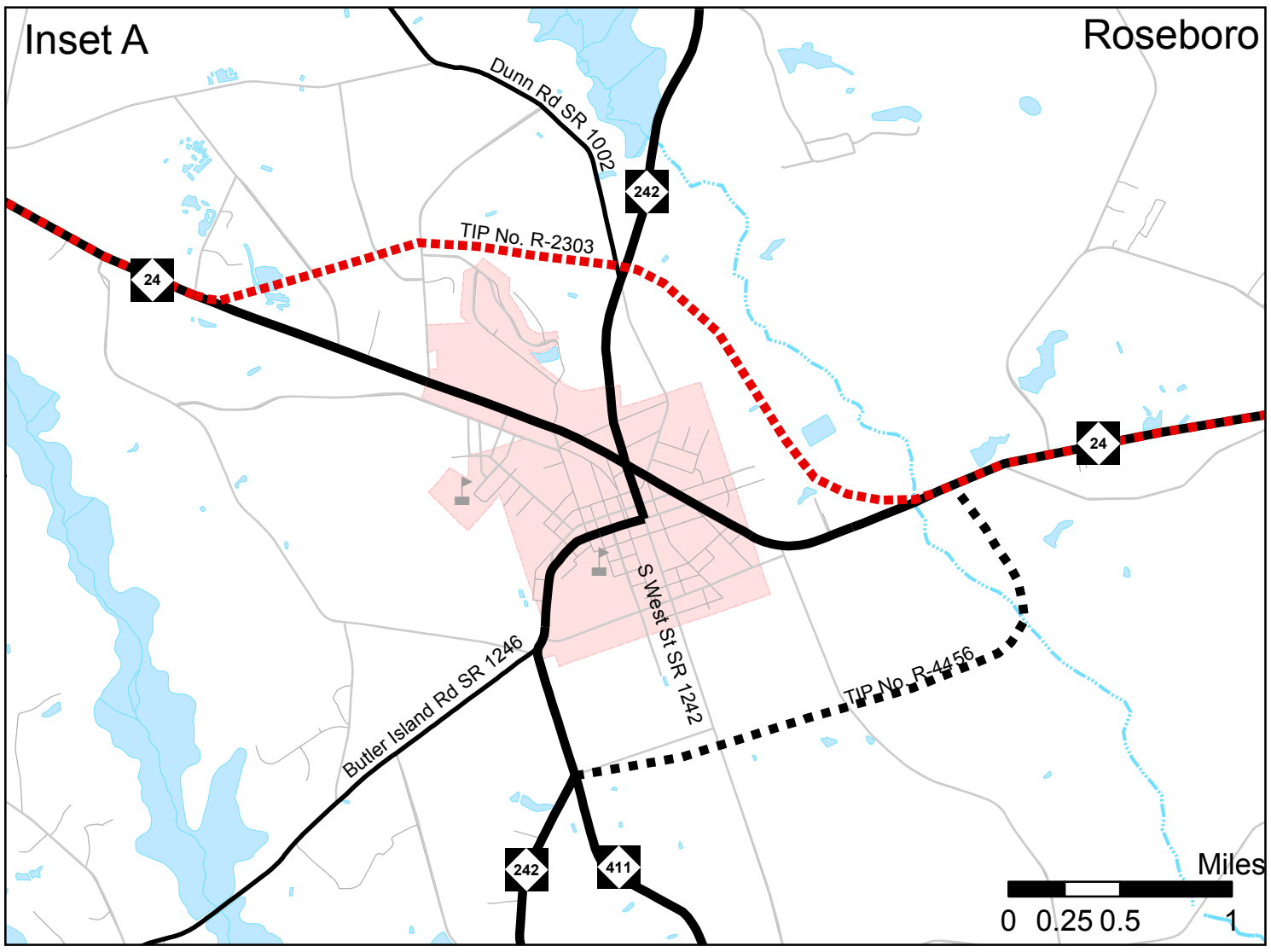
Refer to CTP document for more details

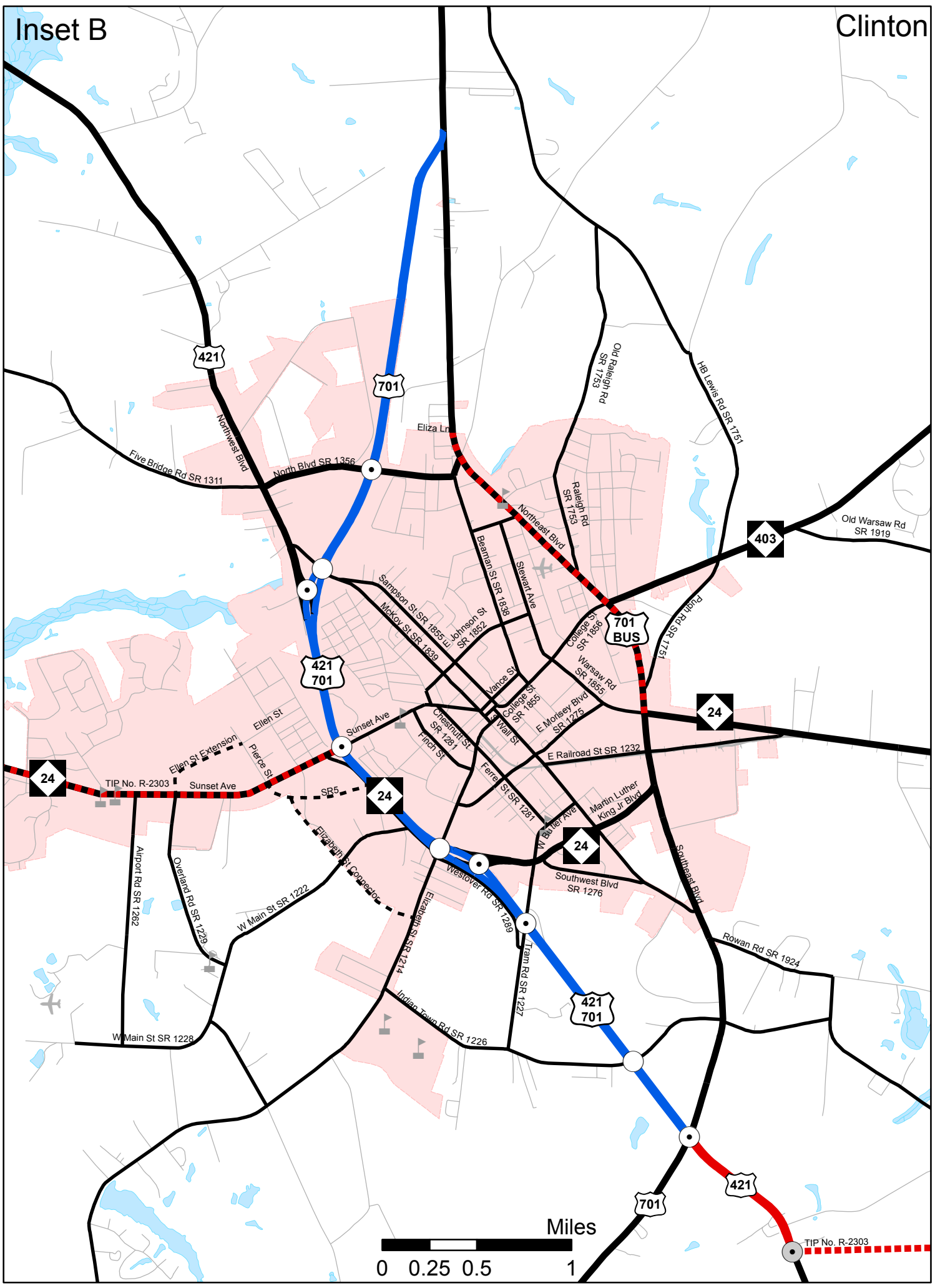
Highway Map Insets

Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015





Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

N W E S

Figure 1

Sheet 2A of 5

Base map date: 10/8/2013

Refer to CTP document for more details

Public Transportation and Rail Map

Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015

Town of Falcon
See Fayetteville Urban Area CTP

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 2.5 5 10

N W E S

Figure 1

Sheet 3 of 5

Base map date: 10/8/2013

Refer to CTP document for more details

Bicycle Map

Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015

Harnett

Johnston

Wayne

Cumberland

Duplin

Bladen

Pender

Inset A

Inset B

Inset C

Inset D

Inset E

Inset F

Inset G

Inset H

Falcon

Town of Falcon
See Fayetteville
Urban Area CTP

Newton Grove

Clinton

Autryville

Roseboro

Salemburg

Turkey

Garland

Harrells

Timothy Rd SR 1626

Share Cake Rd SR 1818

Darden Rd SR 1740

Keener Rd SR 1746

Maxwell Rd SR 1004

Autryville Rd SR 1238

Bonnetsville Rd SR 1233

Old Warsaw Rd SR 1919

Reedsford Rd SR 1932

Reedmore Rd SR 1004

Bowkin Bridge Rd SR 1214

Union School Rd SR 1004

Wayne Rd SR 1943

Dave Bright Rd SR 1903

Willard Rd SR 1001

Wildcat Rd SR 1007

Hell Town Rd SR 1200

Mannon Rd SR 1100

Gladdersville Rd SR 1725

Dunn Rd SR 1002

Jumping Church Rd SR 1002

Church Rd SR 1703

Five Bridge Rd SR 1311

Mingo Church Rd SR 1002

Butler Island Rd SR 1246

Mintz Farms Rd

Mimie-Hall Rd SR 1414

Mirie Naylor Rd SR 1127

Ward Rd SR 1155

Brooklyn Ave

Wallace HWY

Wilmington HWY

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation
- Existing Interchange
- Proposed Interchange

Miles
0 2.5 5 10

N W E S

Miles
0 0.25 0.5 1

Figure 1

Sheet 4 of 5

Base map date: 10/8/2013

Refer to CTP document for more details

Bicycle Map
Inset B (Clinton)

Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation
- Existing Interchange
- Proposed Interchange

Miles
0 0.25 0.5 1

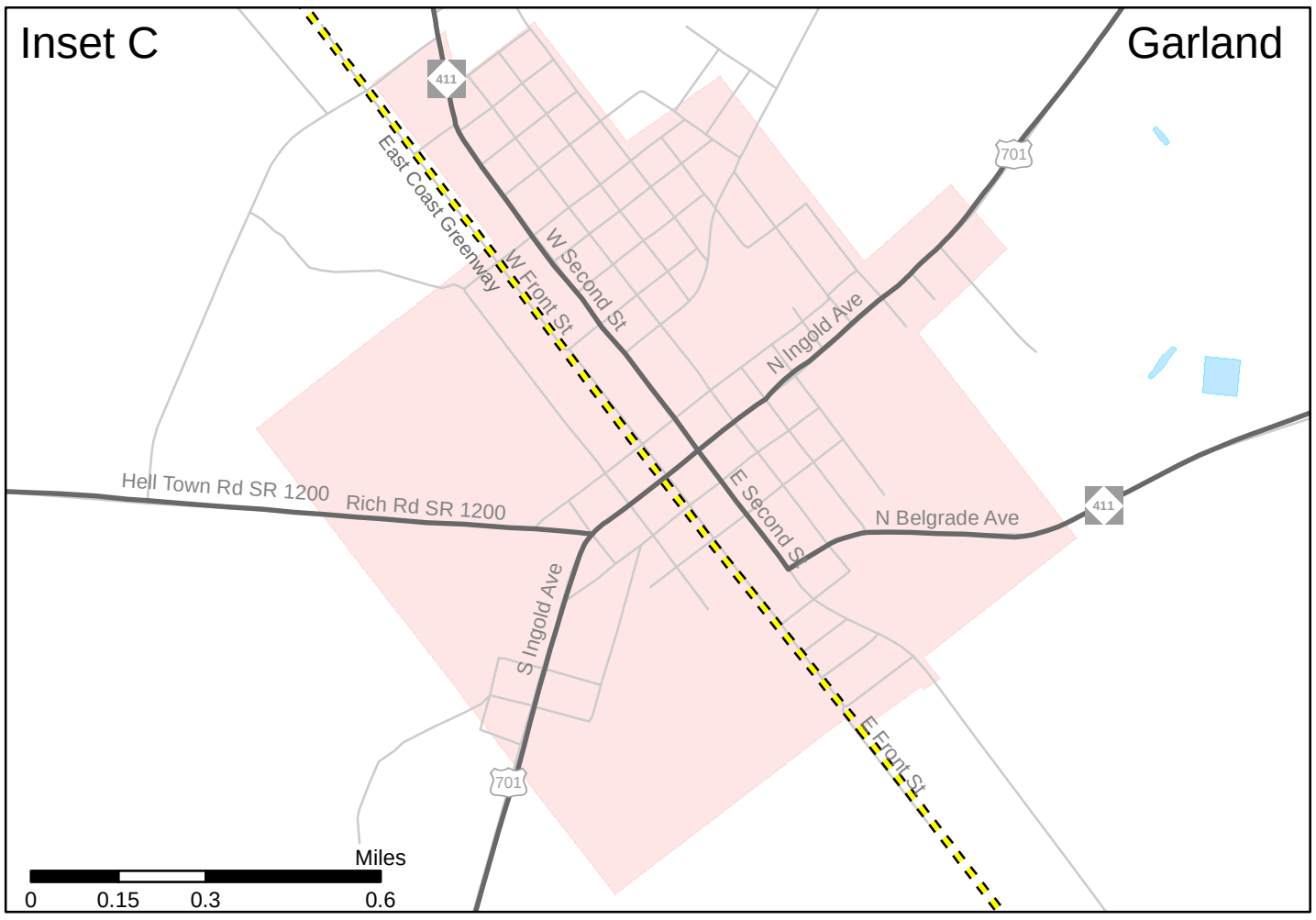
N W E S

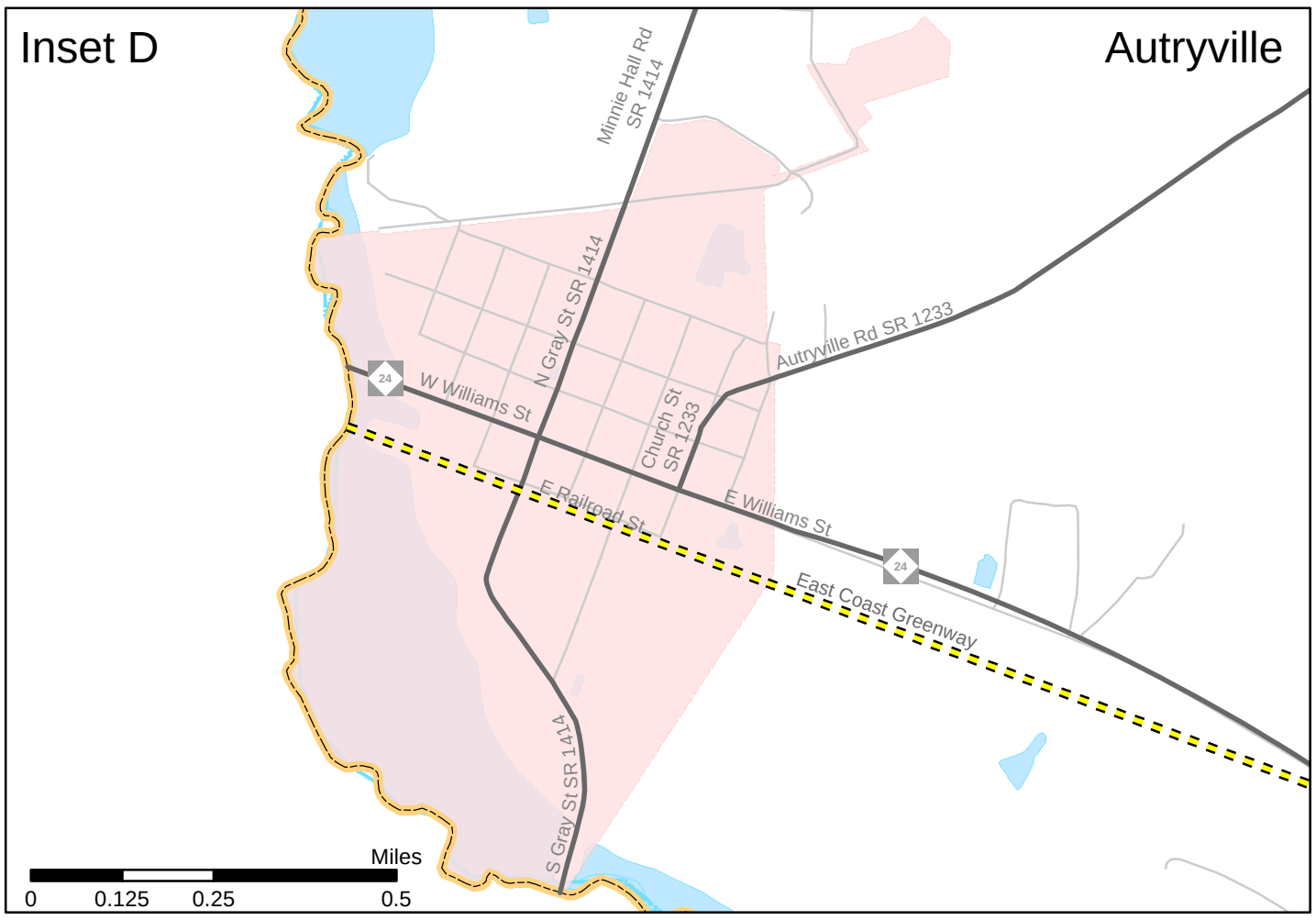
Figure 1

Sheet 4A of 5

Base map date: 10/8/2013

Refer to CTP document for more details





Bicycle Map Insets

Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation
- Existing Interchange
- Proposed Interchange

N W E S

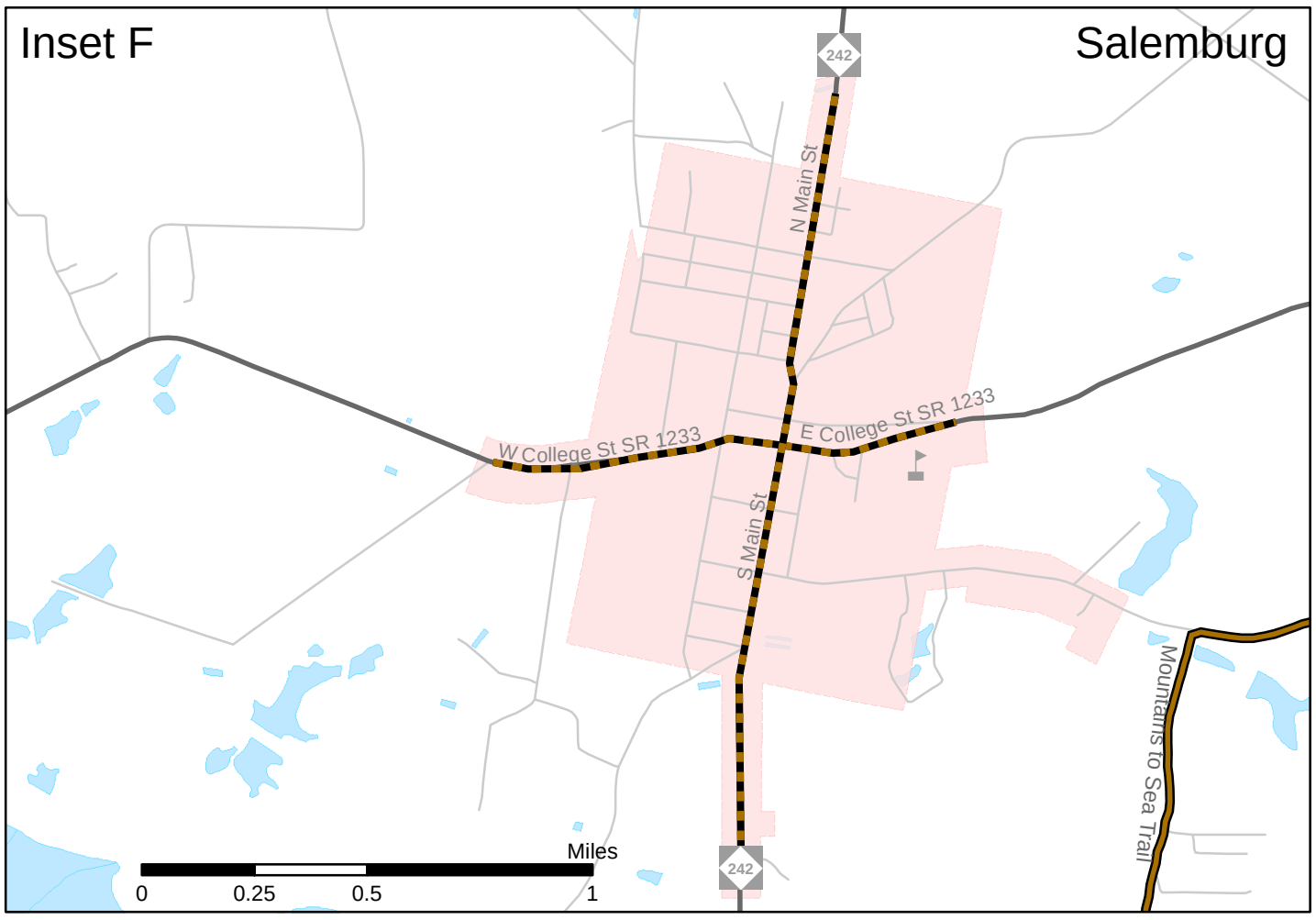
Figure 1
Sheet 4B of 5

Base map date: 10/8/2013

Refer to CTP document for more details

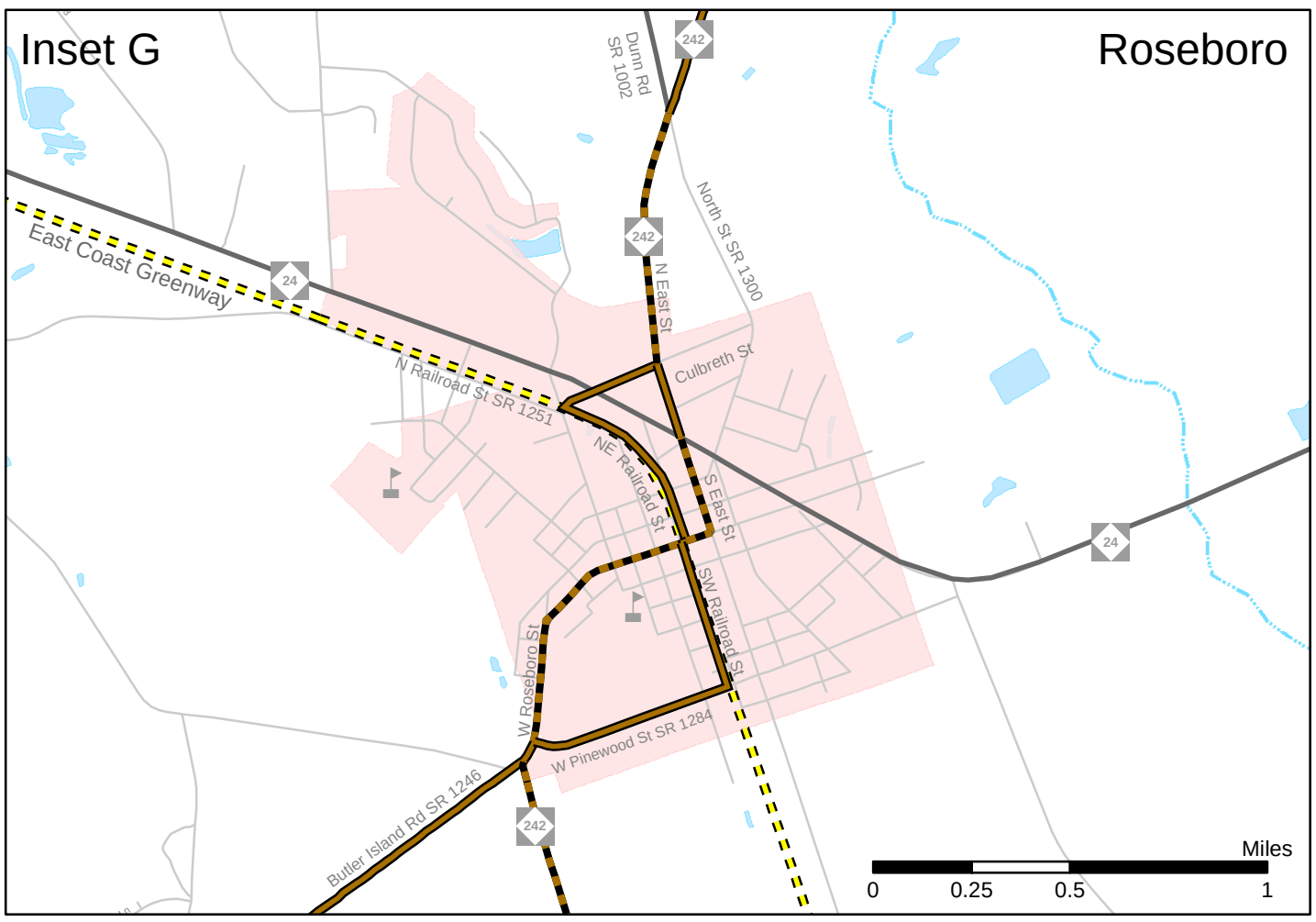
Inset F

Salemburg



Inset G

Roseboro



Inset H

Newton Grove

Bicycle Map Insets

Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation
- Existing Interchange
- Proposed Interchange

N
W E
S

Figure 1

Sheet 4C of 5

Base map date: 10/8/2013

Refer to CTP document for more details

Pedestrian Map

Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015

Harnett

Johnston

Wayne

Cumberland

Duplin

Bladen

Pender

Inset H

Inset A

Inset B

Inset C

Inset D

Inset E

Inset F

Inset G

Falcon

Town of Falcon
See Fayetteville
Urban Area CTP

Newton Grove

Clinton

Autryville

Salemburg

Roseboro

Turkey

Garland

Harrells

Timothy Rd SR 1620

Church Rd SR 1703

Share Cake Rd SR 1818

Darlleen Rd SR 1740

Keener Rd SR 1746

Gladdeville Rd SR 1725

Dave Bright Rd SR 1903

Old Warsaw Rd SR 1959

Reedsford Rd SR 1932

Reedmore Rd SR 1004

Wagram Church Rd SR 1002

Dunn Rd SR 1002

Maxwell Rd SR 1003

Winnie Hall Rd SR 1414

Autryville Rd SR 1233

Bonnetsville Rd SR 1233

High House Rd SR 1006

Five Bridge Rd SR 1311

Butler Island Rd SR 1213

Boykin Bridge Rd SR 1214

Union School Rd SR 1004

Wagram Rd SR 1100

Wildcat Rd SR 1007

Hell Town Rd SR 1200

Willard Rd SR 1001

Waccross Rd SR 1943

Sidewalks

- Existing
- Needs Improvement
- Recommended

Off-road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation
- Existing Interchange
- Proposed Interchange

Inset A

Harrells

Ward Rd SR 1155

Brooklyn Ave

Wallace HWY

Wildcat Rd SR 1007

Miles

0 0.25 0.5 1

Miles

0 2.5 5 10

N

W E

S

Figure 1

Sheet 5 of 5

Base map date: 10/8/2013

Refer to CTP document for more details

Pedestrian Map
Inset B (Clinton)

Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015

Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation
- Existing Interchange
- Proposed Interchange

Miles
0 0.225 0.45 0.9

N W E S

Figure 1

Sheet 5A of 5

Base map date: 10/8/2013

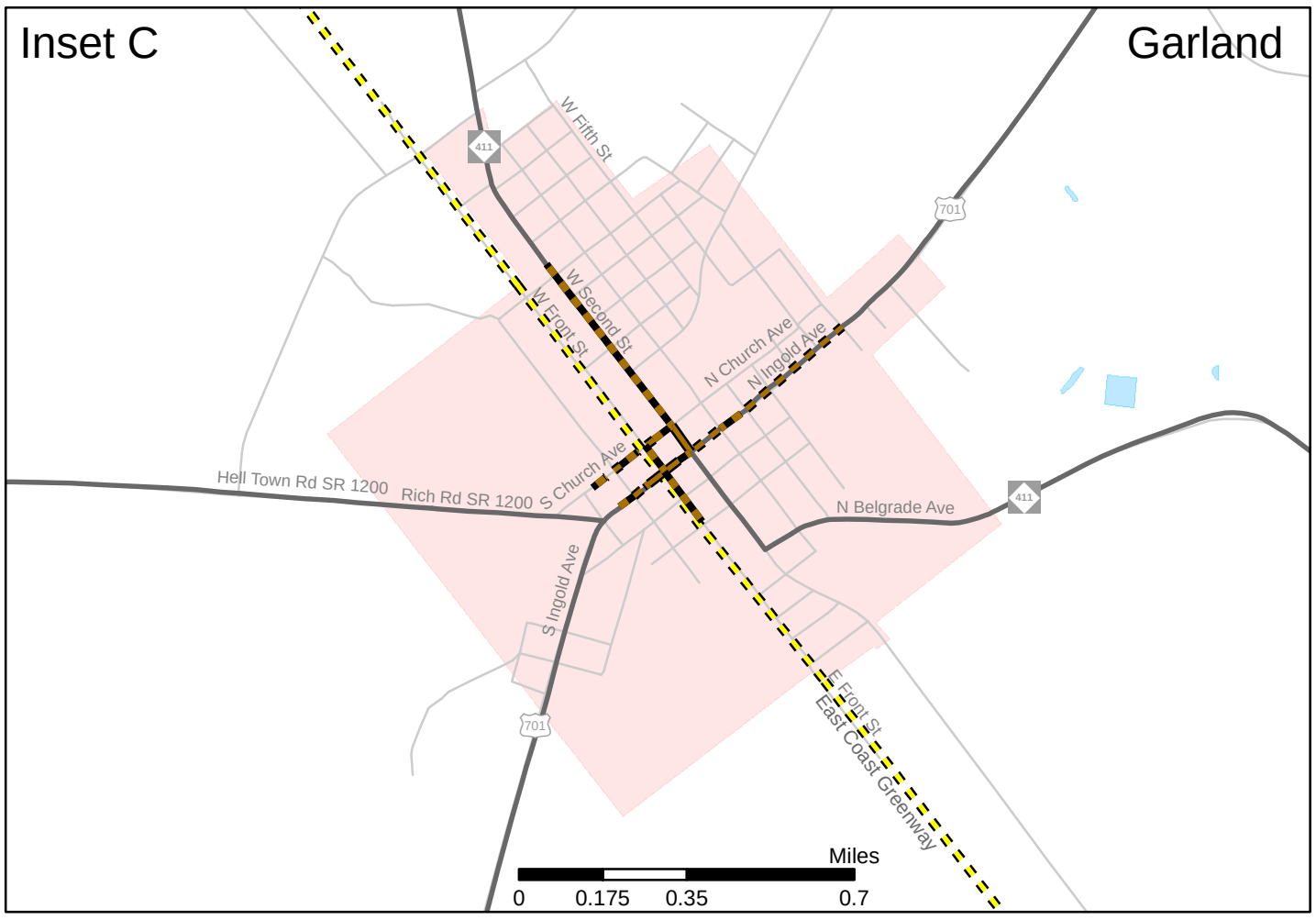
Refer to CTP document for more details

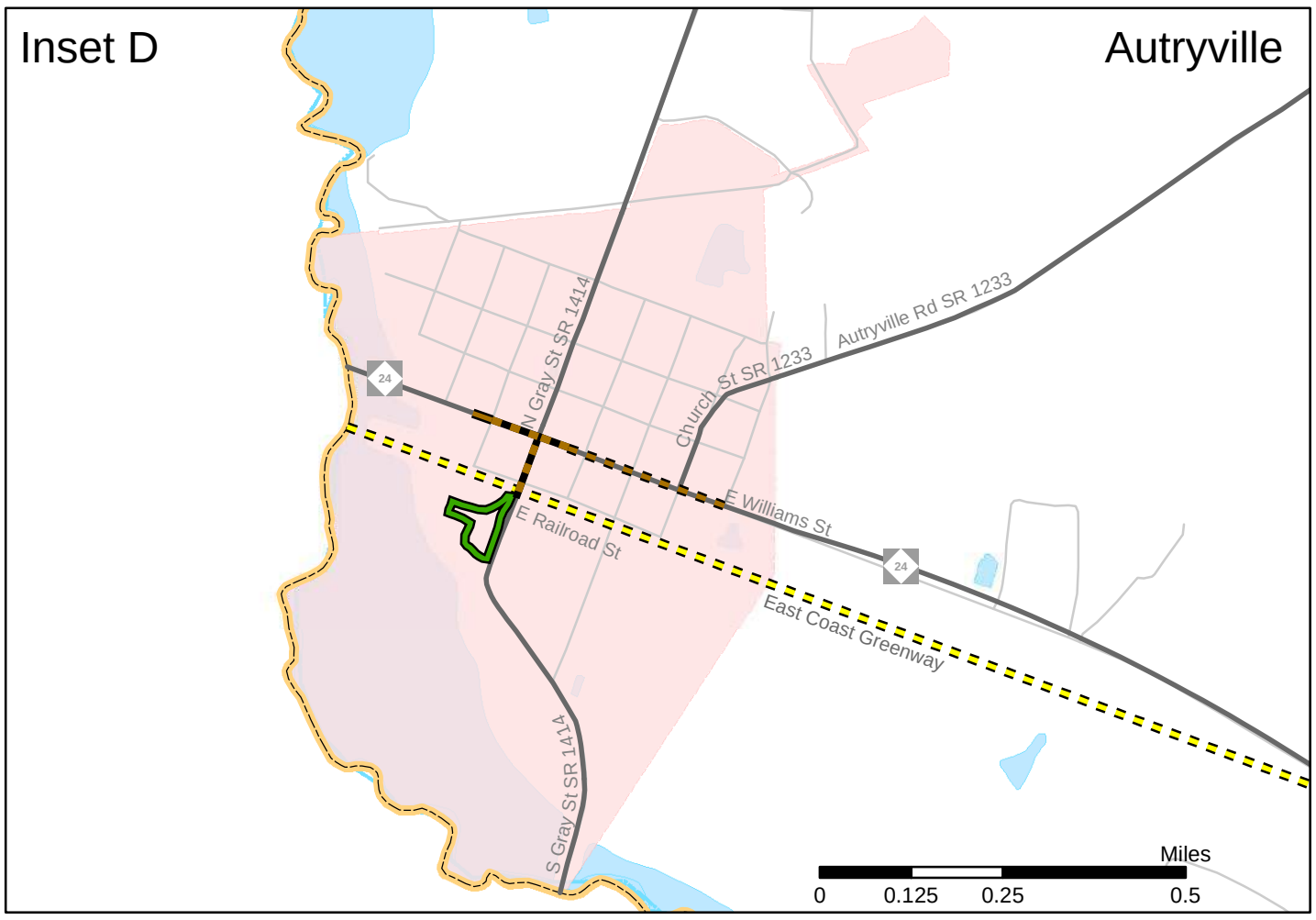
Pedestrian Map Insets

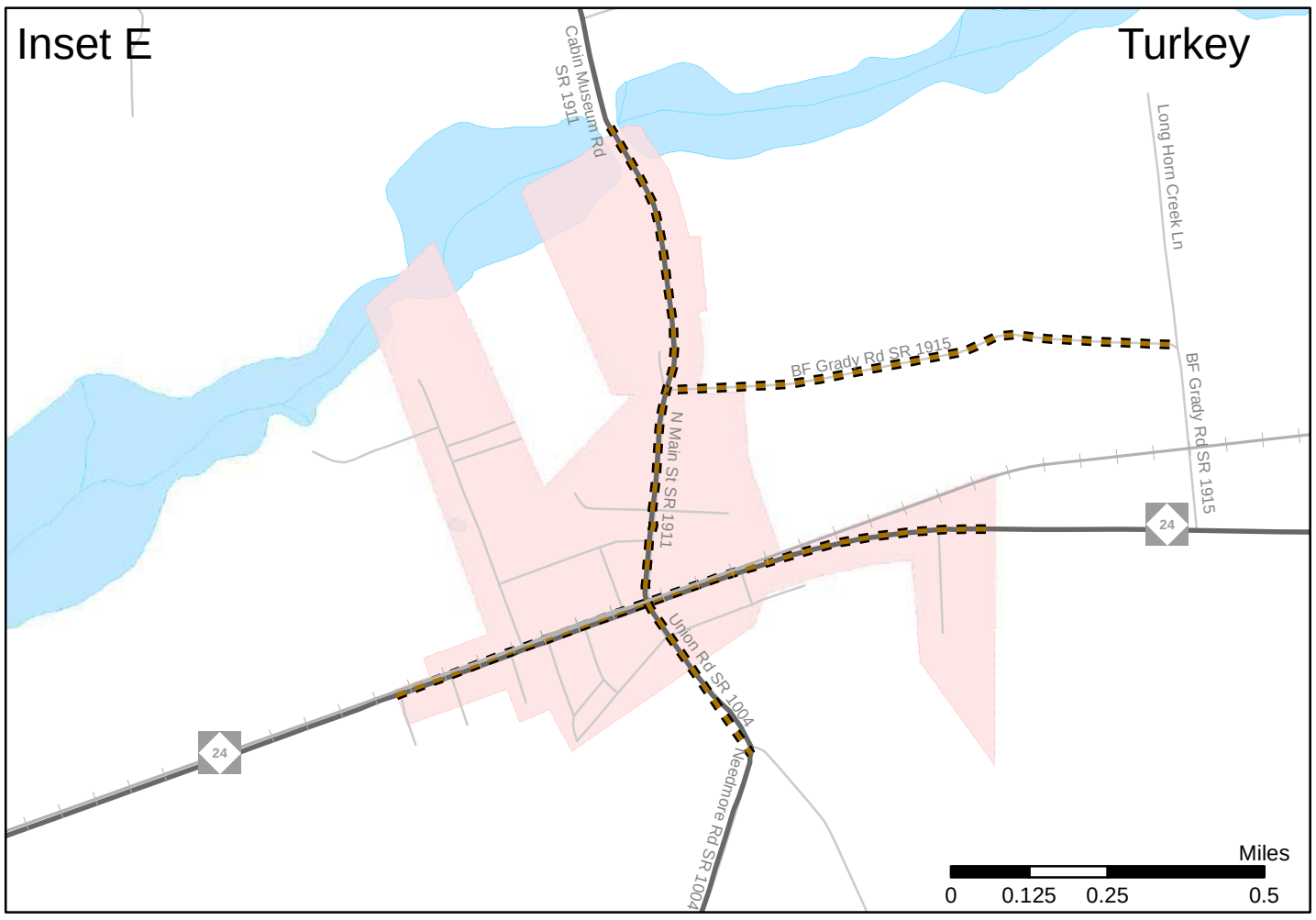
Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015







Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation
- Existing Interchange
- Proposed Interchange

N W E S

Figure 1
Sheet 5B of 5

Base map date: 10/8/2013

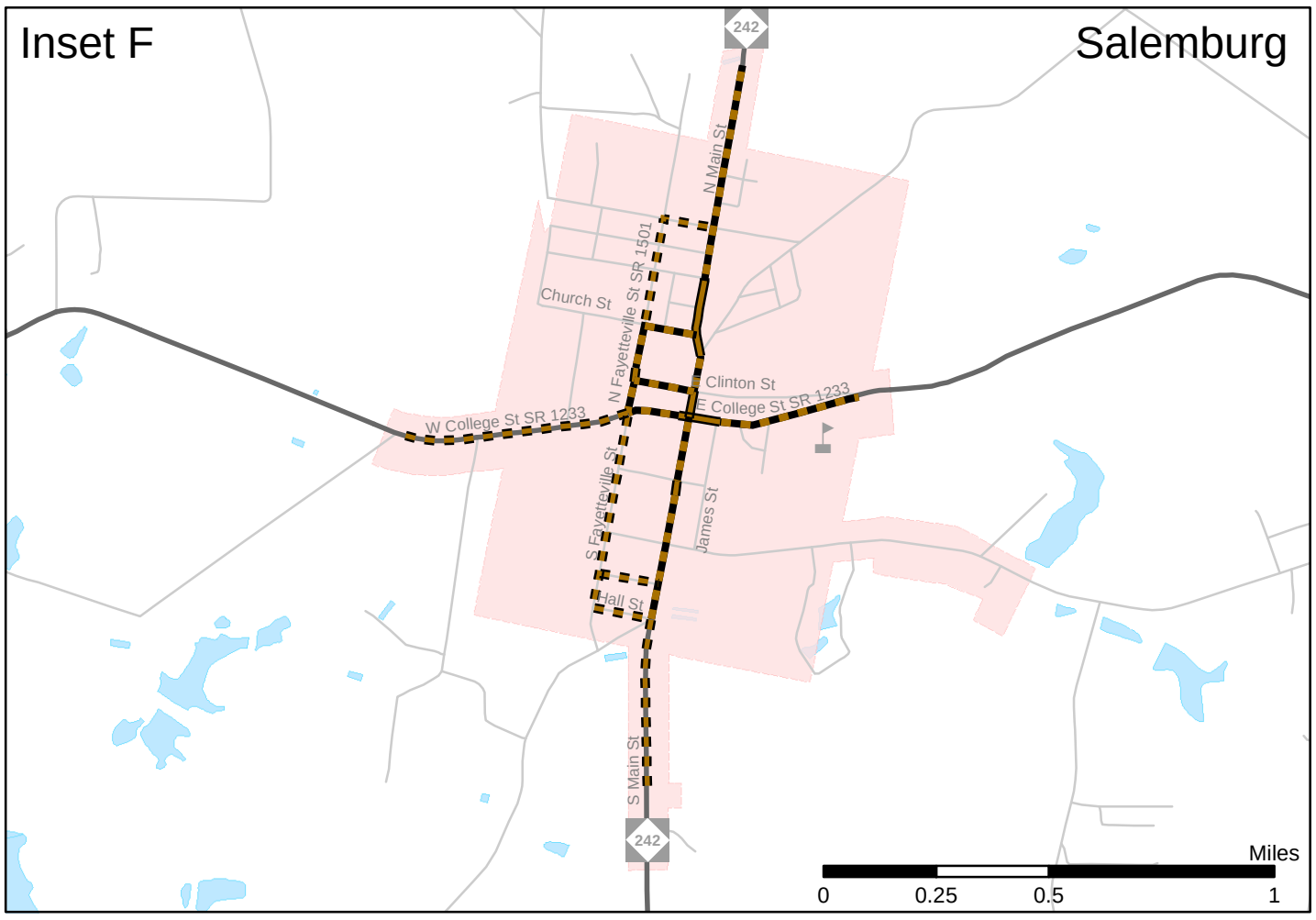
Refer to CTP document for more details

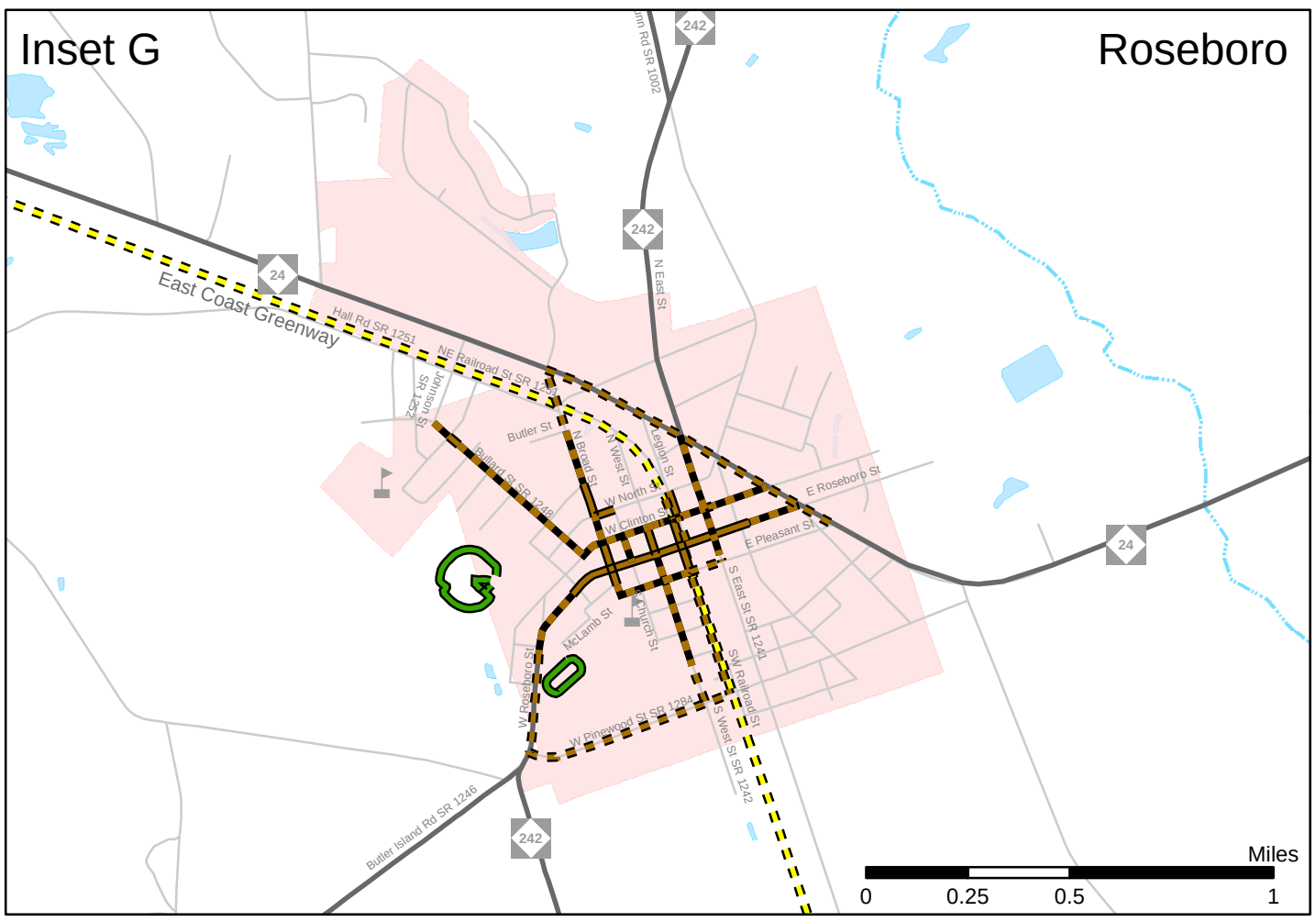
Pedestrian Map Insets

Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015





Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation
- Existing Interchange
- Proposed Interchange

N
W E
S

Figure 1
Sheet 5C of 5

Base map date: 10/8/2013
Refer to CTP document for more details

1. Analysis of the Existing and Future Transportation System

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

In order to develop a CTP, the following are considered:

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

1.1 Analysis Methodology and Data Requirements

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

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

Roadway System Analysis

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

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

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

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

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

In the development of this plan, travel demand was projected from 2013 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2012. A travel demand model was used specifically for the city of Clinton. The travel demand was projected from 2010 to 2040. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2040. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. Refer to Appendix G for more detailed information on growth expectations and the socio-economic data forecasting methodology.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least eighty percent of the capacity. Refer to Figures 2 and 3 for existing and future capacity deficiencies. The 2040 traffic volumes in Figure 3 are an estimate of the traffic volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2016 – 2025 Transportation Improvement Program[2] (TIP).

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

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;

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

- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

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

LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to experience delay. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the Transportation Planning Branch's *LOS D Standards for Systems Level Planning*. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Appendix E for detailed information on LOS.

Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. The Traffic Safety Unit of NCDOT's Transportation Mobility and Safety Division identify high frequency crashes at intersections and along roadway sections during a five year period. The high frequency crash locations examined during the development of the Sampson County CTP occurred between January 1, 2007 and December 31, 2011. During this period, a total of fifty one intersections and one hundred and seventy eight roadway sections were identified as having a high frequency of crashes as illustrated in Figure 4. Contact information for the Transportation Mobility and Safety Division can be found in Appendix A.

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

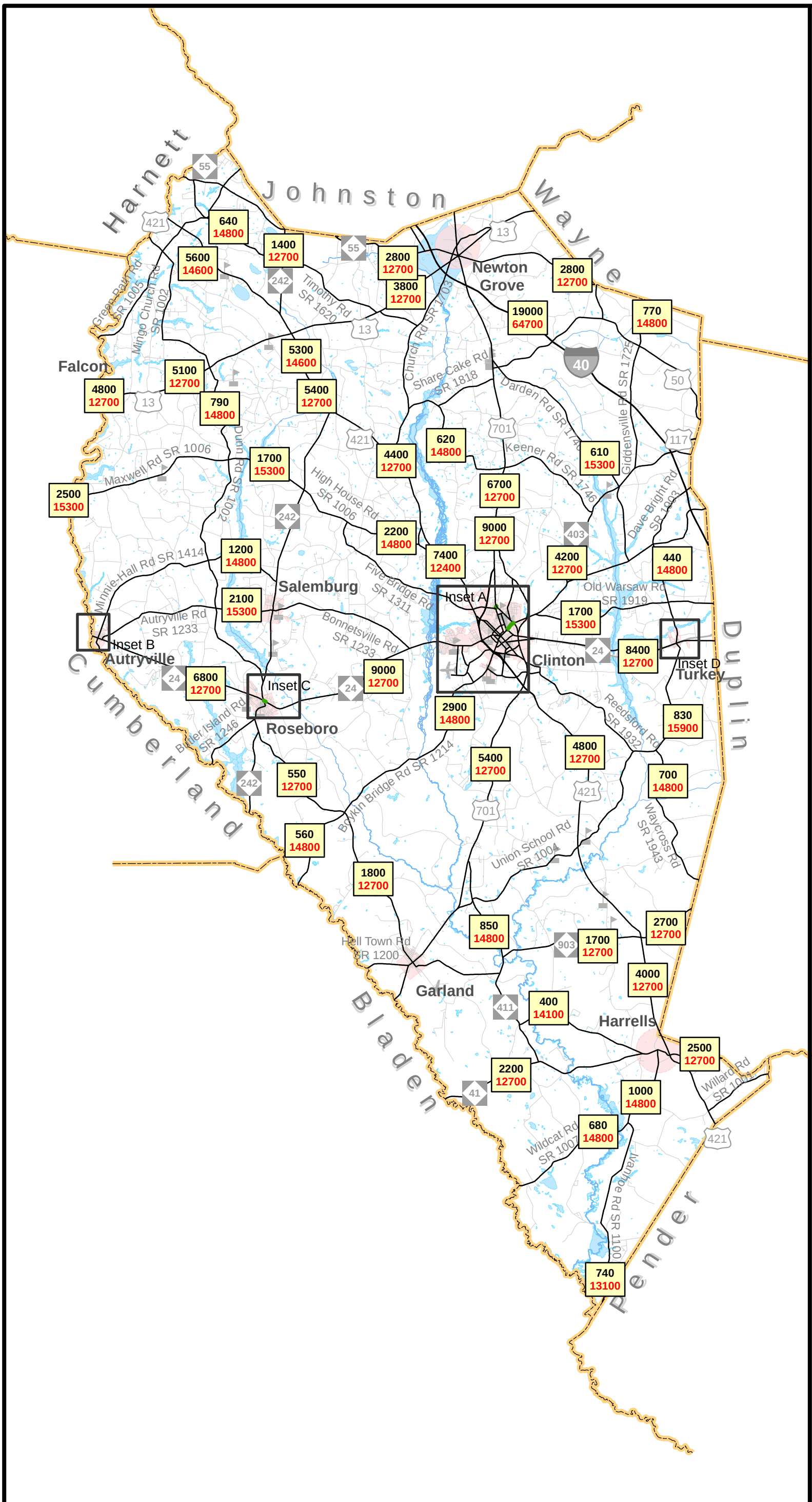
Bridge Deficiency Assessment

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

The NCDOT Structures Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as federal and state funds become available. As of November 9, 2015, thirty eight deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 5. Of these, twenty are scheduled for replacement in the 2016 – 2025 TIP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendations and cross sections associated with the bridge. Refer to Appendix F where Table 4 gives a listing of the deficient bridges identified in the CTP and the ID number associated with CTP project proposal.

2012
Volumes & Capacity Deficiencies

Sampson County Comprehensive Transportation Plan



Legend

- Roads
- Study Roads
- Near Capacity
- Over Capacity
- Municipal Boundary
- County Boundary
- WaterBodies
- Rivers & Streams
- Railroad
- Schools
- #### / #### 2012 Volumes (AADT) / 2012 Capacity

Miles

0 2.5 5 10

N W E S

Figure 2

Sheet 1 of 3

Base map date: 10/8/2013

Refer to CTP document for more details

2012
Volumes & Capacity Deficiencies
Inset A (Clinton Inset)

Sampson County
Comprehensive Transportation Plan

Legend

- Roads
- Study Roads
- Near Capacity
- Over Capacity
- Municipal Boundary
- County Boundary
- Rivers & Streams
- Railroad
- Schools
- #### 2012 Volumes (AADT)
- #### 2012 Capacity

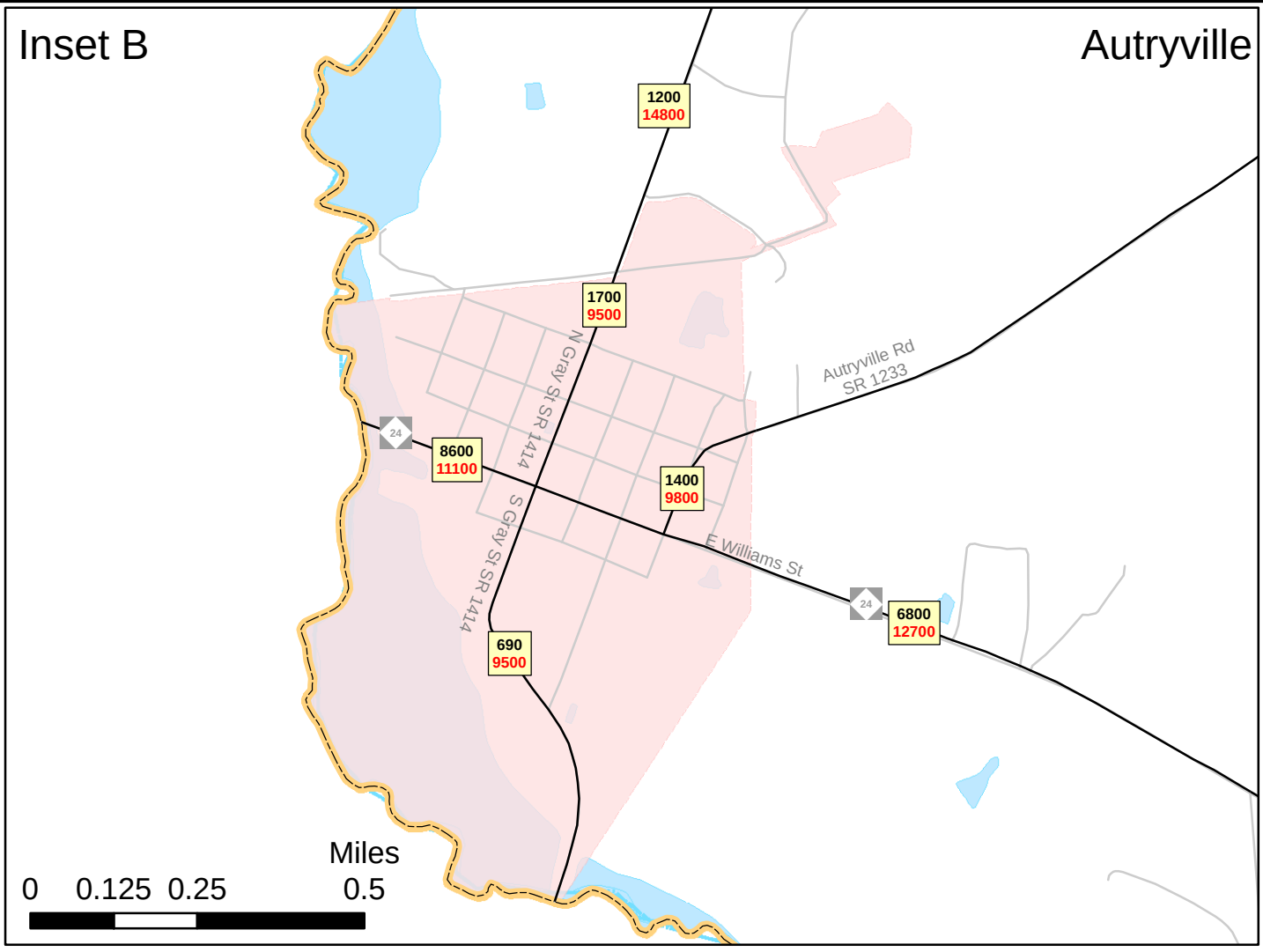
Miles
0 0.375 0.75 1.5

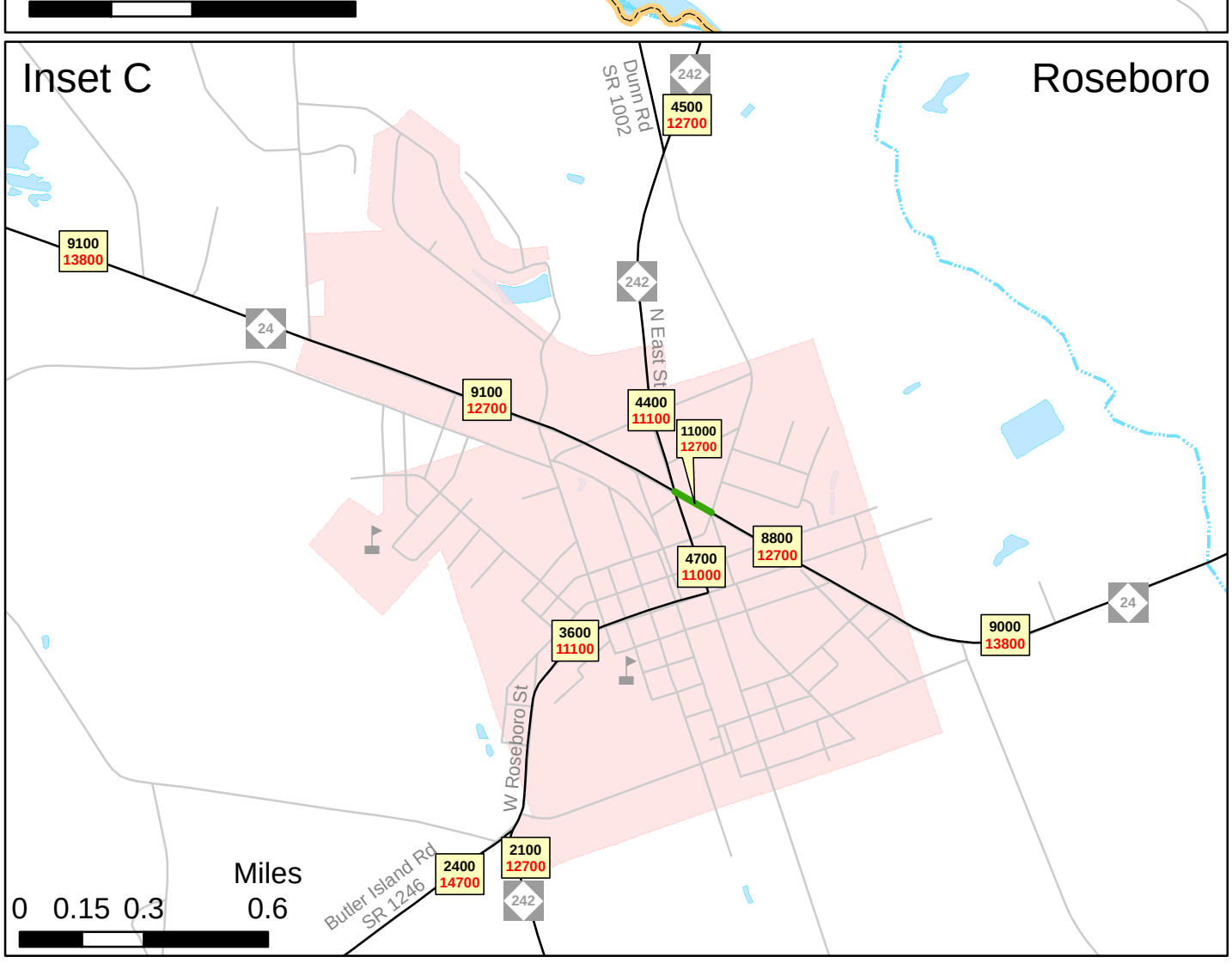
N W E S

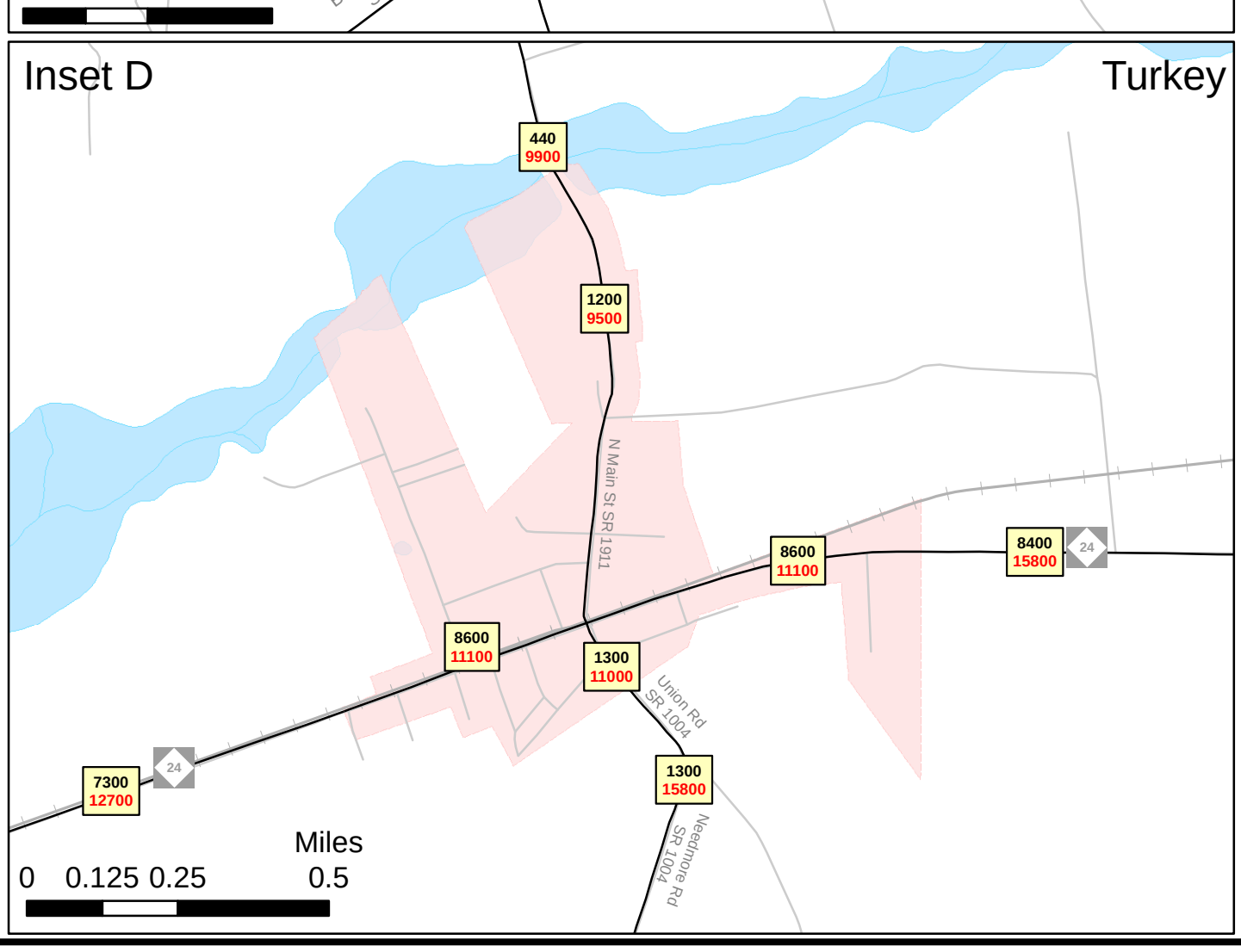
Figure 2
Sheet 2 of 3
Base map date: 10/8/2013
Refer to CTP document for more details

2012
Volumes & Capacity
Deficiencies
Insets

Sampson County
Comprehensive
Transportation Plan







Legend

- Roads
- Study Roads
- Near Capacity
- Over Capacity
- Municipal Boundary
- County Boundary
- WaterBodies
- Rivers & Streams
- Railroad
- Schools
- #### 2012 Volumes (AADT)
- #### 2012 Capacity

N
W E
S

Figure 2

Sheet 3 of 3

Base map date: 10/8/2013

Refer to CTP document for more details

2040 Volumes & Capacity Deficiencies

Sampson County Comprehensive Transportation Plan

Harnett
Johnston
Wayne
Cumberland
Duplin
Bladen
Pender

Falcon
Autryville
Salemburg
Roseboro
Inset A
Inset B
Inset C
Inset D
Clinton
Newton Grove
Turkey
Garland
Harrells

1000 14800
2300 12700
7200 14600
3600 12700
4900 12700
4200 12700
31000 64700
1100 14800
6800 14600
8000 12700
8800 12700
990 14800
6900 12700
730 14800
5600 12700
800 15300
8600 12700
4600 15300
3400 15300
3000 14800
11100 12700
10200 12400
6000 12700
560 14800
2900 15300
2500 15300
10800 11100
9200 49000
11500 49000
12000 12700
4200 14800
3400 14700
700 12700
7300 12700
6100 12700
1000 15900
900 14800
1300 14800
2300 12700
1100 14800
3800 12700
5100 12700
510 14100
3200 12700
2800 12700
1400 14800
980 14800
1000 13100

Maxwell Rd SR 1006
Dunn Rd SR 1002
High House Rd SR 1006
Minnie Hall Rd SR 1414
Five Bridge Rd SR 1311
Old Warsaw Rd SR 1919
Dave Bright Rd SR 1903
Giddensville Rd SR 1725
Keener Rd SR 1746
Autryville Rd SR 1233
Bonnetsville Rd SR 1233
Timothy Rd SR 1620
Church Rd SR 1703
Share Cake Rd SR 1818
Darden Rd SR 1740
Green Bath Rd SR 1005
Mingo Church Rd SR 1002
Butler Island Rd SR 1246
Boykin Bridge Rd SR 1214
Reedsford Rd SR 1932
Union School Rd SR 1004
Waycross Rd SR 1943
Hall Town Rd SR 1200
Wildcat Rd SR 1007
Ivanhoe Rd SR 1100
Willard Rd SR 1001

Legend

- Roads
- Study Roads
- TIP R-2303 New Location
- Near Capacity
- Over Capacity
- Municipal Boundary
- County Boundary
- Water Bodies
- Rivers & Streams
- Railroad
- Schools
- #### / #### 2040 Volumes (E+C) / 2012 Capacity (E+C)

Miles
0 2.5 5 10

N W E S

Figure 3

Sheet 1 of 3

Base map date: 10/8/2013

Refer to CTP document for more details

2040
Volumes & Capacity Deficiencies
Inset A (Clinton Inset)

Sampson County
Comprehensive Transportation Plan

Legend

- Roads
- Study Roads
- Near Capacity
- Over Capacity
- Municipal Boundary
- County Boundary
- Rivers & Streams
- Railroad
- Schools
- #### 2040 Volumes (E+C)
- #### 2012 Capacity (E+C)

Miles

0 0.375 0.75 1.5

N W E S

Figure 3

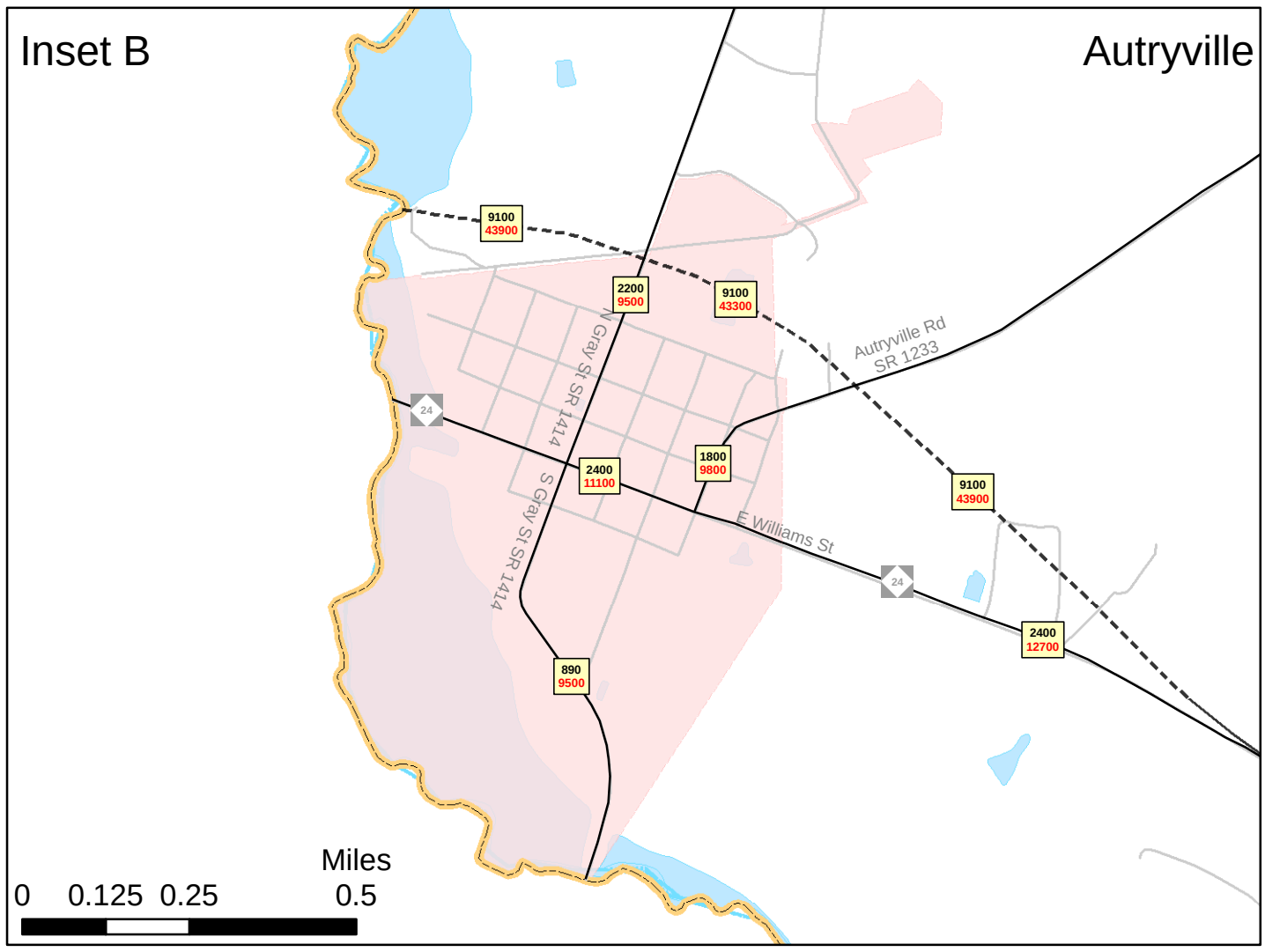
Sheet 2 of 3

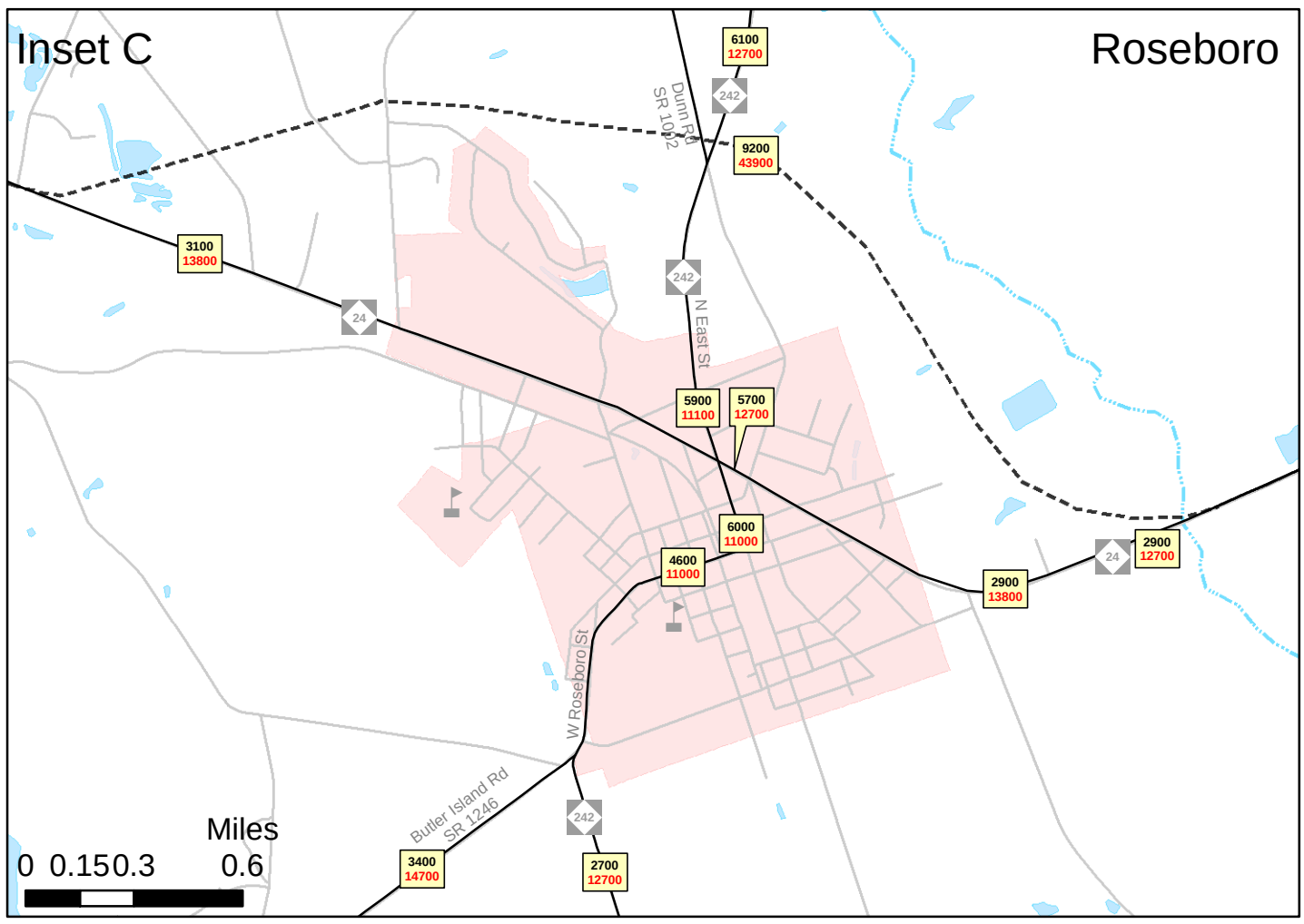
Base map date: 10/8/2013

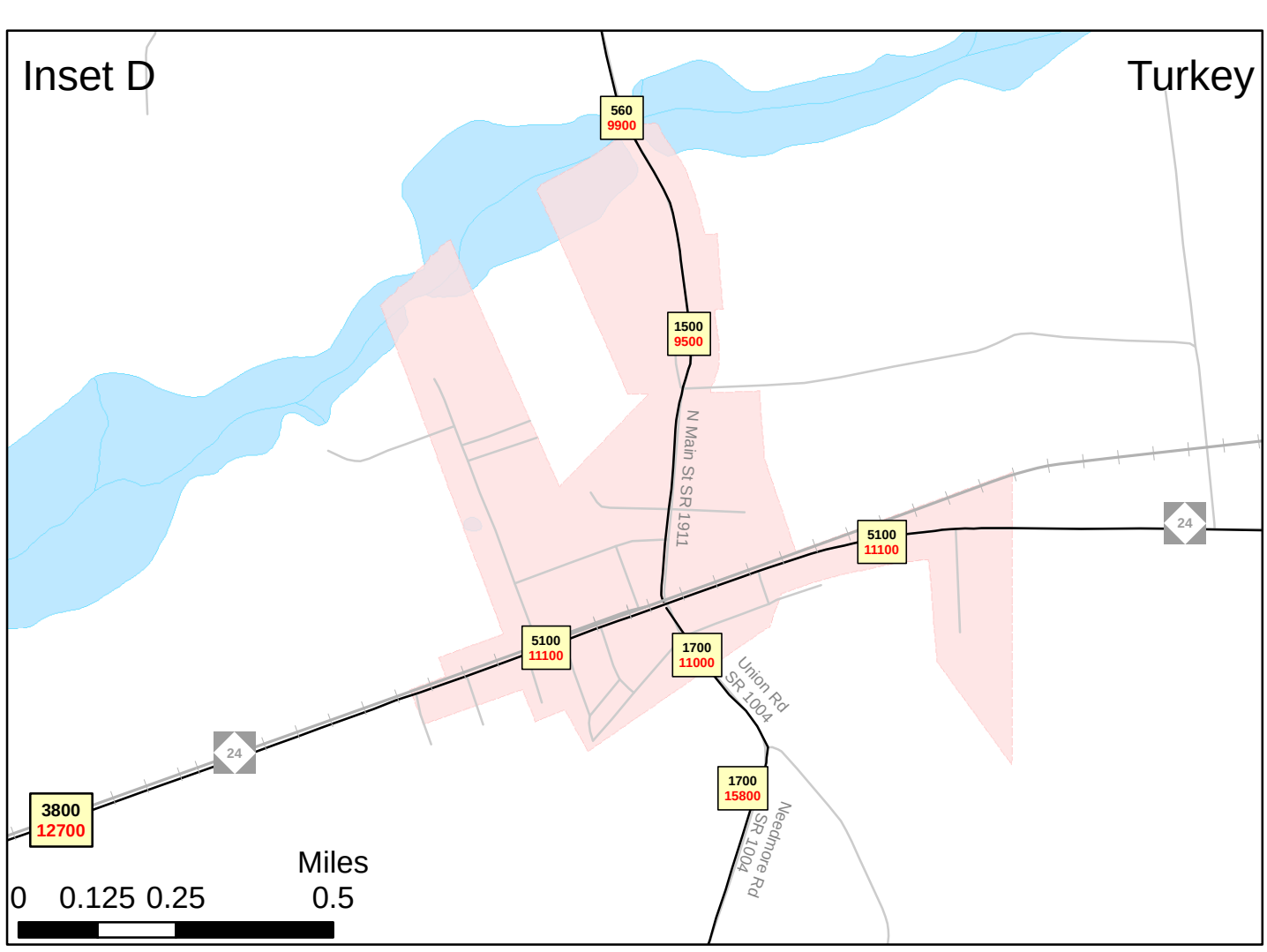
Refer to CTP document for more details

2040 Volumes & Capacity Deficiencies (Insets)

Sampson County Comprehensive Transportation Plan







Legend

- Roads
- Study Roads
- TIP R-2303 New Location
- Near Capacity
- Over Capacity
- Municipal Boundary
- County Boundary
- WaterBodies
- Rivers & Streams
- Railroad
- Schools

2040 Volumes (E+C)
2012 Capacity (E+C)

N
W E
S

Figure 3

Sheet 3 of 3

Base map date: 10/8/2013

Refer to CTP document for more details

High Frequency Crash Locations

January 1, 2007 to
December 31, 2011

Sampson County Comprehensive Transportation Plan

Legend

Crash Intersections

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

Crash Sections

- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 4 to 9
- Study Roads
- Roads
- Schools
- Airports
- Railroad
- Rivers & Streams
- Municipal Boundary
- County Boundary

Miles
0 2.5 5 10

N W E S

Figure 4

Base map date: 10/8/2013

Refer to CTP document for more details

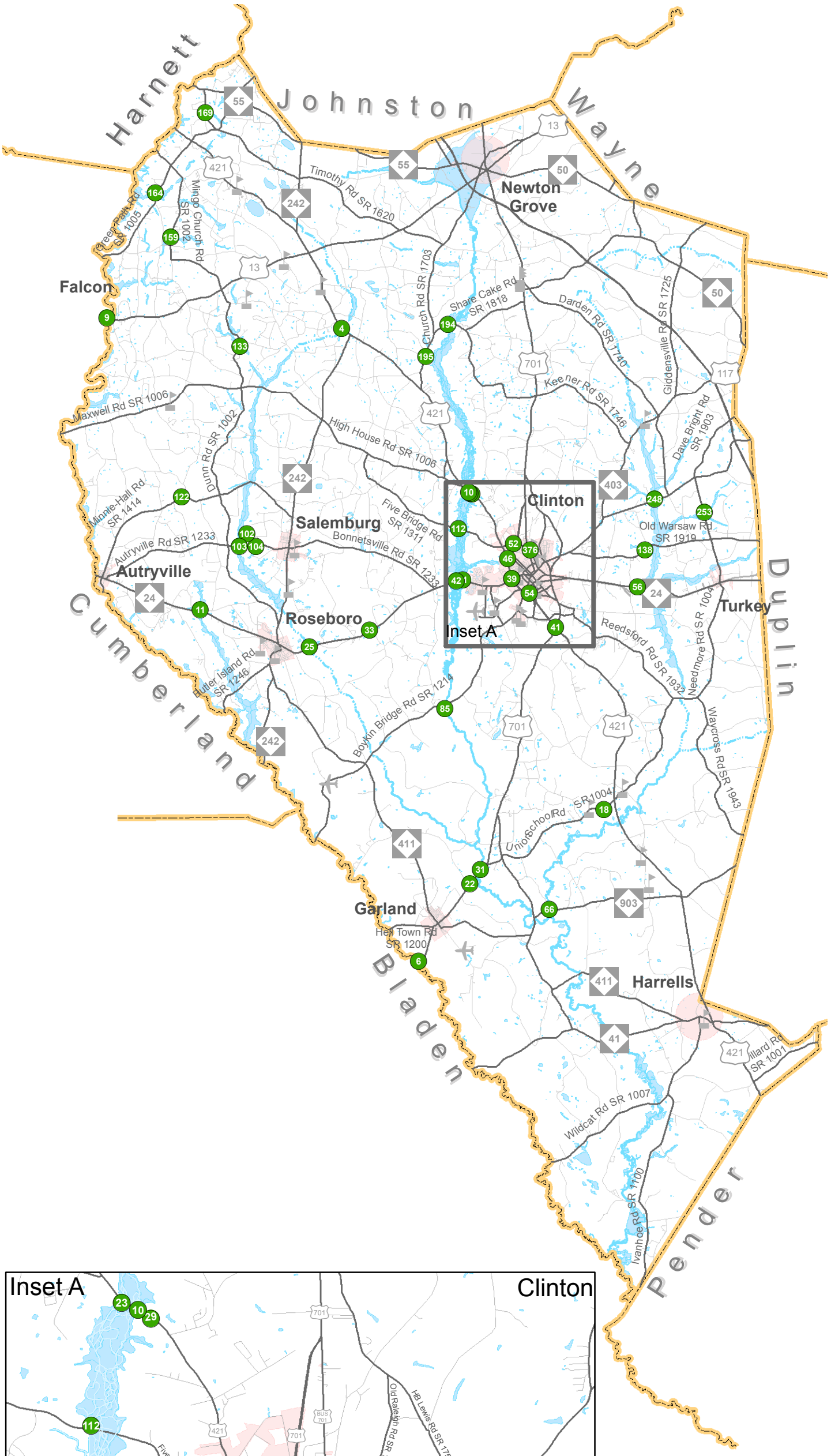
Inset

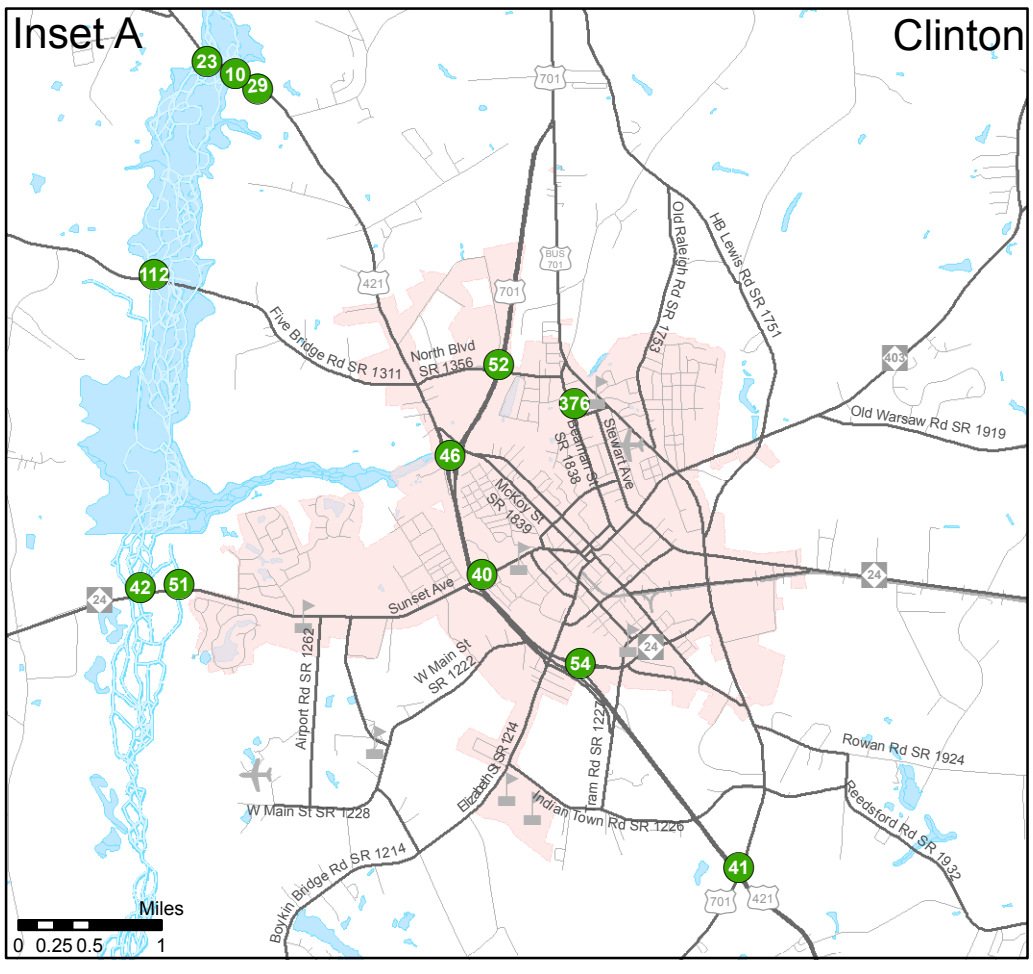
Miles
0 0.5 1 2

Deficient Bridges Map

Sampson County

Comprehensive Transportation Plan





Legend

- Deficient Bridges
- Airports
- Schools
- Roads
- Railroads
- Study Roads
- Rivers and Streams
- County Boundary
- Municipal Boundaries

Miles

0 2.5 5 10

N W E S

Figure 5

Base map date: 10/8/2013

Refer to CTP document for more details

Public Transportation and Rail

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

Public Transportation

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

- Community Transportation - Local transportation efforts formerly centered on assisting clients of human service agencies. Today, the vast majority of rural systems serve the general public as well as those clients.
- Regional Community Transportation - Regional community transportation systems are composed of two or more contiguous counties providing coordinated / consolidated service. Although such systems are not new, single-county systems are encouraged to consider mergers to form more regional systems.
- Urban Transportation – There are currently nineteen urban transit systems operating in North Carolina, from locations such as Asheville and Hendersonville in the west to Jacksonville and Wilmington in the east. In addition, small urban systems provide service in three areas of the state. Consolidated urban-community transportation exists in five areas of the state. In those systems, one transportation system provides both urban and rural transportation within the county.
- Regional Urban Transportation - Regional urban transit systems currently operate in three areas of the state. These systems connect multiple municipalities and counties.
- Intercity Transportation - Intercity bus service is one of a few remaining examples of privately owned and operated public transportation in North Carolina. Intercity buses serve many cities and towns throughout the state and provide connections to locations in neighboring states, Amtrak passenger stations and throughout the United States and Canada. Greyhound and Amtrak Thruway service operate in North Carolina. However, community, urban and regional transportation systems are providing increasing intercity service in North Carolina.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. Sampson Area Transportation (S.A.T.) provides public transportation for trips to local agencies, medical appointments, individual shopping trips, Sampson County Community College, senior centers, and other specific locations, Monday through Friday. S.A.T has fixed routes for its medical transport services and adds clients to these routes on an as-needed basis. S.A.T. provides a “Dial and Ride” service to the general public Monday through Friday between 9am and 1pm. There are no fixed routes services available for the general public. All recommendations for public transportation were coordinated with the local governments

and the Public Transportation Division of NCDOT. Refer to Appendix A for contact information for the Public Transportation Division.

Rail

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

Intercity passenger service is provided by Amtrak which currently operates six passenger services daily in or through North Carolina serving 16 cities across the state. Five of the services are interstate (Crescent, Palmetto, Silver Meteor, Silver Star, and Carolinian passenger trains) and one service (Piedmont passenger train) operates exclusively within North Carolina. In addition to the six passenger services mentioned, Amtrak also operates its Auto Train service which passes through North Carolina but does not make any stops. Amtrak ridership demand has been on a rise in the state. In 2010 ridership was 840,000 and increased to 975,645 passengers in 2013.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back every day. However, no passenger trains operate over the rail line from High Point that dead ends at Asheboro or over the rail line that runs from Gulf, NC to Greensboro. Combined, the Carolinian and Piedmont carry more than 300,000 passengers each year.

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 17 smaller freight railroads, known as shortlines.

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. There is an active rail line in the planning area that is owned by CSX Transportation. The rail runs east, from the heart of Clinton to Warsaw, NC. All recommendations for rail were coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information for the Rail Division.

Bicycles & Pedestrians

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

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

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

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

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1. The 2014 Clinton Comprehensive Bicycle Plan and the 2012 Clinton Comprehensive Pedestrian Plan were utilized in the development of these elements of the CTP. In addition, an organization called Friends of the Mountains-to-Sea Trail[3], made up of citizens and volunteers, builds and maintains the NC Mountains-to-Sea Trail. The trail is made up for 1150 miles and runs from the Great Smokey Mountains to the Outer Banks. It is utilized by walkers, hikers, and bicyclists. The 12B segment (Agriculture Heartland) of the trail passes through Sampson County. It is an on-road facility that runs from just north of Newton Grove, through Roseboro, and continues into Cumberland County. This route is incorporated into the Bicycle Plan of the CTP.

All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information for the Division of Bicycle and Pedestrian Transportation.

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the 2001 Sampson County Land Use Plan and the 2015 "Clinton 2035 Comprehensive Plan" (refer to Figures 10-13 and Appendix G) were used to meet this requirement. Although Sampson County's land use plan is more than 5 years old, the county felt it was still valid for the purpose of this study.

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

[3] *For more information on the NC Mountains to Sea Trail, to go:* http://www.ncmst.org/.

of the week. For transportation planning purposes, land use is divided into the following categories:

- Residential: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- Commercial: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast food restaurants and service stations; all other commercial establishments would be considered retail.
- Industrial: Land devoted to the manufacturing, storage, warehousing, and transportation of products.
- Public: Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.
- Agricultural: Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.
- Mixed Use: Land devoted to a combination of any of the categories above.

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

Outside of the incorporated municipalities, Sampson County is primarily rural and agricultural. The predominant land use is farming. Spread throughout the county are single family detached residential homes and manufactured homes on individual lots and in manufactured home parks. Minor non-residential land uses, mainly convenience stores, service stations, and churches, are scattered throughout the county.

Of the nine municipalities within Sampson County, all except the city of Clinton have an incorporated land use of 3.2 square miles or less. The land use within these areas is a mix of mostly residential and small businesses. The incorporated boundary of the city of Clinton is 7.75 square miles. Residential land use is scattered throughout but denser towards the center of the city. Commercial businesses are prevalent along the US 701 Business corridor and the NC 24 corridor. Industrial land use is on the northwest and southeast side of the city.

Growth for the county was projected based on the current and future land use, historical population and housing trends, and local knowledge. Growth is anticipated along the NC 24 corridor from Cumberland County to the city of Clinton and in the northwest part of the Sampson County.

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

1.2 Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act[4] (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, every effort was made to minimize potential impacts to these features utilizing the best available data. Any potential impacts to these resources were identified as a part of the project recommendations in Chapter 2 of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

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

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

Table 1 – Environmental Features

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

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

1.3 Public Involvement

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

Meetings were held with the Sampson County Board of Commissioners and the county municipalities from June through September 2012 to formally initiate the study, provide an overview of the transportation planning process, and to gather input on area transportation needs.

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

The public involvement process included holding one public drop-in sessions for the Sampson County area to present the proposed CTP to the public and solicit comments. The meeting was held on June 15, 2015 at the Clinton City Hall. The drop-in session was publicized twice in the Sampson Independent, Sampson Weekly, and the Dunn Daily Record. There were eight radio advertisements on 94.3 FM, Poder Latino, a Hispanic radio station. One comment form was submitted during the public drop-in session.

During Sampson County Commissioners meeting and the municipal council meetings the CTP recommendations were discussed and further input from the public was solicited. The CTP was adopted at a later county commissioner meeting and municipal council meetings. Table 2 lists the dates for the recommendation review meetings and the adoption meetings for the county and the municipalities.

Table 2 – County Commissioners & Municipal Council Meetings

	Review	Adoption
Sampson County	5/4/2015	11/2/2015
Autryville	4/21/2015	10/20/2015
Clinton	5/5/2015	10/6/2015
Garland	5/12/2015	11/10/2015
Harrells	4/7/2015	11/10/2015
Newton Grove	4/13/2015	11/9/2015
Roseboro	4/14/2015	11/10/2015
Salemburg	5/21/2015	10/15/2015
Turkey	5/19/2015	11/17/2015

The Mid-Carolina RPO endorsed the CTP on January 26, 2016. The North Carolina Department of Transportation mutually adopted the Sampson County CTP on April 7, 2016.

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Environmental Features Map

Sampson County Comprehensive Transportation Plan

Harnett
Johnston
Wayne
Cumberland
Duplin
Bladen
Pender

Falcon
Newton Grove
Clinton
Salemburg
Autryville
Roseboro
Turkey
Garland
Harrells

Green Pond Rd SR 1005
Minnie Church Rd SR 1002
Timothy Rd SR 1620
Church Rd SR 1703
Sharp Cake Rd SR 1818
Darden Rd SR 1740
Siddensville Rd SR 1725
Keener Rd SR 1746
Dave Bright Rd SR 1903
Maxwell Rd SR 1006
Dunn Rd SR 1002
High House Rd SR 1006
Minnie Hall Rd SR 1414
Autryville Rd SR 1233
Five Bridge Rd SR 1311
Bonnetsville Rd SR 1238
Old Warsaw Rd SR 1919
Butler Island Rd SR 1246
Bowden Bridge Rd SR 1214
Reedsford Rd SR 1932
Needmore Rd SR 1004
Wolfscrag Rd SR 1943
Union School Rd SR 1004
Hell Town Rd SR 1200
Willard Rd SR 1007
Widgeon Rd SR 1007
Ivanhoe Rd SR 1

13 55 421 242 701 50 117 403 24 903 411 41

Legend

- NC-CREWS
- County Boundary
- Roads
- Study Roads
- Railroads
- Municipal Boundaries

Miles

0 2.5 5 10

N W E S

Figure 6

Sheet 1 of 7

Base map date: 10/8/2013

Refer to CTP document for more details

Environmental Features Map

Sampson County Comprehensive Transportation Plan

Harnett
Johnston
Wayne
Cumberland
Duplin
Bladen
Pender

Falcon
Newton Grove
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Salemburg
Autryville
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Garland
Harrells

Green Path Rd SR 1005
Mingo Church Rd SR 1002
Timothy Rd SR 1620
Church Rd SR 1703
Share Cake Rd SR 1818
Darden Rd SR 1740
Giddensville Rd SR 1725
Keener Rd SR 1746
Dave Bright Rd SR 1903
Maxwell Rd SR 1006
Dunn Rd SR 1002
High House Rd SR 1006
Minnie Hall Rd SR 1414
Five Bridge Rd SR 1311
Autryville Rd SR 1233
Bonnetsville Rd SR 1233
Old Warsaw Rd SR 1919
Needmore Rd SR 1004
Reedsford Rd SR 1932
Butler Island Rd SR 1246
Boykin Bridge Rd SR 1214
Union School Rd SR 1004
Wayross Rd SR 1943
Hell Town Rd SR 1200
Willard Rd SR 1001
Wildcat Rd SR 1007
Ivanhoe Rd SR 1100

55 421 242 13 50 117 701 24 403 411 903 41

Legend

- 24k Hydro Lines
- County Boundary
- Roads
- Study Roads
- Railroads
- Municipal Boundaries

Miles
0 2.5 5 10

N W E S

Figure 6

Sheet 2 of 7

Base map date: 10/8/2013

Refer to CTP document for more details

Environmental Features Map

Sampson County Comprehensive Transportation Plan

Harnett
Johnston
Wayne
Cumberland
Bladen
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Harrells

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Timothy Rd SR 1620
Church Rd SR 1703
Share Cake Rd SR 1818
Darden Rd SR 1740
Giddensville Rd SR 1725
Maxwell Rd SR 1006
Dunn Rd SR 1002
High House Rd SR 1006
Kee ner Rd SR 1746
Dave Bright Rd SR 1903
Minnie-Hall Rd SR 1414
Five Bridge Rd SR 1311
Old Warsaw Rd SR 1...
Autryville Rd SR 1233
Bonnetsville Rd SR 1233
Needmore Rd SR 1004
Reedsford Rd SR 1937
Butler Island Rd SR 1246
Boykin Bridge Rd SR 1214
Cross Rd SR 1943
Union School Rd SR 1004
Hell Town Rd SR 1200
Willard Rd SR 1001
Wildcat Rd SR 1007
Ivanhoe Rd SR 1...

55 13 421 242 24 50 117 701 403 411 903 41

Legend

- Schools
- Colleges and Universities
- Churches and Cemeteries
- Historic Resources Sites
- Hospitals
- Historic Resources Areas
- Significant Natural Heritage Areas
- County Boundary
- Roads
- Study Roads
- Railroads
- Municipal Boundaries

Miles
0 2.5 5 10

N W E S

Figure 6

Sheet 3 of 7

Base map date: 10/8/2013

Refer to CTP document for more details

Environmental Features Map

Sampson County Comprehensive Transportation Plan

Harnett
Johnston
Wayne
Cumberland
Duplin
Bladen
Pender

Falcon
Newton Grove
Clinton
Salemburg
Autryville
Roseboro
Turkey
Garland
Harrells

Green Path Rd SR 1005
Mingo Church Rd SR 1002
Timothy Rd SR 1620
Church Rd SR 1709
Share Cake Rd SR 1818
Darden Rd SR 1740
Giddensville Rd SR 1725
Keener Rd SR 1746
Dave Bright Rd SR 1903
Maxwell Rd SR 1006
Dunn Rd SR 1002
High House Rd SR 1006
Minnie-Hall Rd SR 1414
Five Bridge Rd SR 1311
Old Warsaw Rd SR 1919
Autryville Rd SR 1233
Bonnetsville Rd SR 1233
Butler Island Rd SR 1246
Boykin Bridge Rd SR 1214
Reedsford Rd SR 1932
Needmore Rd SR 1004
Union School Rd SR 1004
Magnolia Cross Rd SR 1943
Hall Town Rd SR 1200
Willard Rd SR 1001
Wildcat Rd SR 1007
Ivanhoe Rd SR 1100

55 13 421 242 24 40 50 117 701 403 903 411 41

Legend

- Conservation Tax Credit Prop.
- Managed Areas
- NCDOT Maintained Mitigation Sites
- Target Local Watersheds - EEP
- County Boundary
- Roads
- Study Roads
- Railroads
- Municipal Boundaries

Miles
0 2.5 5 10

N W E S

Figure 6

Sheet 4 of 7

Base map date: 10/8/2013

Refer to CTP document for more details

Environmental Features Map

Sampson County Comprehensive Transportation Plan

Harnett
Johnston
Wayne
Cumberland
Duplin
Bladen
Pender

Newton Grove
Falcon
Clinton
Salemburg
Autryville
Roseboro
Turkey
Garland
Harrells

Timothy Rd SR 1620
Church Rd SR 1703
Share Cake Rd SR 1818
Darden Rd SR 1740
Giddensville Rd SR 1725
Keener Rd SR 1746
Dave Bright Rd SR 1903
Maxwell Rd SR 1006
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High House Rd SR 1006
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Five Bridge Rd SR 1311
Autryville Rd SR 1233
Bonnetsville Rd SR 1233
Old Warsaw Rd SR 1919
Reedsford Rd SR 1932
Needmore Rd SR 1004
Boykin Bridge Rd SR 1214
Union School Rd SR 1007
Wayncross Rd SR 1943
Hen Town Rd SR 1200
Willard Rd SR 1001
Wildcat Rd SR 1007
Ivanhoe Rd SR 1100

55 13 421 242 50 117 701 403 24 903 411 41

Legend

- Hydrography Areas
- National Wetland Inventory
- County Boundary
- Roads
- Study Roads
- Railroads
- Municipal Boundaries

Miles

0 2.5 5 10

N W E S

Figure 6

Sheet 5 of 7

Base map date: 10/8/2013

Refer to CTP document for more details

Environmental Features Map

Sampson County Comprehensive Transportation Plan

Legend

- Boating Access
- Emergency Operation Centers
- Sewer Treatment Plants
- Water Distribution Tanks
- Water Distribution Treatment Plants
- Hazardous Substance Disposal Sites
- Anadromous Fish Spawning Areas
- Rivers & Streams
- 303D Streams
- Hazardous Substance Disposal Sites
- High Quality Waters
- Natural Heritage Element Occurence
- County Boundary
- Roads
- Study Roads
- Railroads
- Municipal Boundary

Miles

0 2.5 5 10

N W E S

Figure 6

Sheet 6 of 7

Base map date: 10/8/2013

Refer to CTP document for more details

Environmental Features Map - Clinton Inset

Sampson County
Comprehensive Transportation Plan

Legend

- Boating Access
- Emergency Operation Centers
- Sewer Treatment Plants
- Water Distribution Tanks
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Miles
0 0.25 0.5 1

N W E S

Figure 6
Sheet 7 of 7
Base map date: 10/8/2013
Refer to CTP document for more details

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2016 Sampson County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

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

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

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

2.1 Unaddressed Deficiencies

The following deficiencies were identified during the development of the CTP but remain unaddressed.

US 421 from the Clinton municipal boundary to Kitty Fork Road (SR 1832)

US 421 is a north-south, two lane major thoroughfare that goes through Sampson County. It joins with US 701 and NC 24 and becomes a four lane freeway in the city of Clinton. The facility then splits and converts back into a two lane major thoroughfare south of Clinton. For the section between the Clinton boundary and Kitty Fork Road (SR 1832), the current capacity is 12,400 vehicles per day (vpd). The 2012 Average Annual Daily Traffic (AADT) is 7,400 vpd. The facility is near capacity by the year 2040 with an estimated AADT of 10,200 vpd. No improvement was recommended. The Sampson County CTP Steering Committee has chosen to monitor and address the situation in future plan updates if necessary.

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

NC 403 from the Clinton municipal boundary to US 701

NC 403 is a two lane major thoroughfare that connects travelers from Clinton to I-40 and US 117. NC 403's current capacity within the Clinton municipal limits is 11,100 vehicles per day (vpd). The 2012 Average Annual Daily Traffic (AADT) is 8,200 vpd. The facility is projected to be near capacity by the year 2040 with an estimated AADT of 10,500 vpd. With the proposed road diet of US 701 Business (SAMP0001-H), the facility is expected to be over capacity by 2040 with a projected AADT of 12,100 vpd. No improvement was recommended. The Sampson County CTP Steering Committee has chosen to monitor and address the situation in future plan updates if necessary.

College Street (SR 1855/SR 1856) from US 701 Business to Sampson Street (SR 1855)/East Main Street

College Street (SR 1855/SR 1856) is a two lane and three lane minor thoroughfare that connects travelers from NC 403 and US 701 Business to the center of downtown Clinton. There are three segments of this route addressed below. No improvement was recommended. The Sampson County CTP Steering Committee has chosen to monitor and address the situation in future plan updates if necessary.

- College Street (SR 1856) from US 701 Business to Stewart Avenue/Warsaw Road (SR 1855)
  This is a two lane facility with a current capacity of 10,500 vehicles per day (vpd). The 2012 Average Annual Daily Traffic (AADT) is 9,100 vpd. The facility is projected to be near capacity by 2040 with an estimated AADT of 10,100 vpd. However, with the proposed road diet of US 701 Business (SAMP0001-H), the facility is expected to be over capacity by 2040 with an AADT of 11,900 vpd.

- College Street (SR 1855) from Stewart Avenue/Warsaw Road (SR 1855) to Beaman Street (SR 1838)/Eastover Avenue
  This is a three lane facility with a current capacity of 11,500 vpd. The 2012 AADT is 6,000 vpd. The facility is projected to be near capacity by 2040 with an estimated AADT of 10,800 vpd. However, with the proposed road diet of US 701 Business (SAMP0001-H), the facility is expected to be at capacity by 2040 with an AADT of 11,500 vpd.

- College Street (SR 1855) from Beaman Street (SR 1838)/Eastover Avenue to Sampson Street (SR 1855)
  This is a two lane facility with a current capacity of 10,500 vpd. The 2012 AADT is 6,000 vpd. The facility is expected to be over capacity by 2040 with a projected AADT is 10,800 vpd. With the proposed road diet of US 701 Business (SAMP0001-H), the facility is expected to still be over capacity by 2040 with an AADT of 11,500 vpd.

Dixon Street (SR 1749) from US 701 Business to North Boulevard (SR 1356)

Dixon Street (SR 1749) is a four lane, 600 feet, major thoroughfare that provides a northern connection for travelers to access either US 701 Business or the US 701 Bypass and downtown Clinton. The current capacity of Dixon Street (SR 1749) is

10,600 (vehicles per day) vpd. The 2012 Average Annual Daily Traffic (AADT) is 10,200 vpd and the projected 2040 AADT is 11,100 vpd but with the proposed road diet to US 701 Business (SAMP0001-H) the projected 2040 AADT is 12,100 vpd. The route is presently near capacity and is expected to be over capacity by 2040. No improvement was recommended. The Sampson County CTP Steering Committee has chosen to monitor and address the situation in future plan updates if necessary.

2.2 Implementation

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

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the Sampson 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 Mid-Carolina RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

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

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

2.3 Problem Statements

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

HIGHWAY

US 117 Connector, Local ID: TIP No. FS-1304A

I-795/US 117 is a major north-south highway facility for the state connecting I-95 and I-40. 1.4 miles of US 117 reside in Sampson County, from I-40 to the county boundary. US 117 from the I-95 interchange in the city of Wilson to the US 70 interchange in the city of Goldsboro was renamed “I-795” in 2007. The project proposal from feasibility study FS-1304A is to upgrade US 117 to interstate standards and rename it to “I-795.” The upgrade would start at the I-795/US 70 interchange in Wayne County and end at the I-40 interchange in Sampson County. Feasibility study FS-1304A is currently identified in the 2016-2025 State Transportation Improvement Program (STIP). I-795/US 117 is identified as a Strategic Transportation Corridor (STC).

FS-1304A is not a part of the adopted CTP maps for Sampson County as the maps were adopted prior to the 2016-2025 STIP. The next revision of the Sampson County CTP should be revised to reflect this project.

US 701 Business, Local ID: SAMP0001-H

US 701 Business runs north to south in the eastern part of the city of Clinton. It is predominately a four lane major thoroughfare with a continuous left turn lane from Eliza Lane to Rowan Road (SR 1924). US 701 Business is a two lane facility north of Eliza Lane and south of Rowan Road (SR 1924). It increases to 7 lanes between NC 24 (Warsaw Road) and NC 24 (Martin Luther King JR Boulevard). US 701 Business and NC 24 are concurrent routes between NC 24 (Warsaw Road) and NC 24 (Martin Luther King JR Boulevard).

There are residential neighborhoods east and west of US 701 Business. Commercial businesses comprise most of the land use along the US 701 Business corridor. There are restaurants that line the corridor as well as grocery stores, automobile services, and retail stores.

The CTP project proposal is to provide a four lane divided boulevard with bicycle lanes and sidewalks on both sides of the facility from Eliza Lane to NC 24 (Warsaw Road).

The city of Clinton is interested in a road diet for this project proposal. It would mean a possible decrease to the width of the road and the lowering speed limits in order to provide safe access/connectivity for users of other modes of transportation.

The 2012 Annual Average Daily Traffic (AADT) for US 701 Business ranges from 6,600 (beginning and end of route) vehicles per day (vpd) to 17,000 vpd (at the NC 24 intersection). By the year 2040, the section of US 701 Business between NC 24 (Warsaw Road) and NC 24 (Martin Luther King JR Boulevard) will have a projected AADT of 19,700 vpd. The existing capacity of the segment is 23,500 vpd.

With the NC 24 project plans (TIP No. R-2303) to relocate travelers on the eastern part NC 24 to the south of Clinton and with the US 701 Business "road diet" (SAMP0001-H), the projected 2040 AADT decreases to 14,000 vpd and the capacity decreases to 23,500 vpd. According to the Clinton area model, there may be slight increases to the volumes on nearby roads but those increases would well below capacity.

The city of Clinton is encouraged by the concepts "Road Diets" and "Complete Streets" to provide a safe, yet efficient roadway for all users of US 701 Business that, at the same time, enhances the visual environment and vitality of surrounding neighborhoods and businesses.

NC 24, Local ID, TIP No. R-2303

NC 24 is major east-west corridor that begins in Morehead City and ends in Charlotte. The portion of NC 24 from Fayetteville, eastward, is designated as a STC. It is also part of the Strategic Highway Network (STRAHNET). STRAHNET sets to establish a system of public highways providing access, continuity, and emergency transportation of personnel and equipment in times of peace and war.

TIP No. R-2302 is a three county project that is split into six segments (A-F) with segments C-E residing completely in Sampson County and segments B & F partially in Sampson County. The project begins west of Maxwell Road (SR 1006) in Cumberland County and ends at I-40 in Duplin County. The project proposes to upgrade NC 24 from a two lane major facility to a four lane divided boulevard with part of the project on new location. Segments A-E of the proposed project are identified in 2016-2025 STIP with segments A-D currently under construction. Segment F is currently unfunded.

For additional information about NC 24 (TIP No. R-2303), including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis (PDEA) Branch.

NC 242-NC 24 Southern Connector, Local ID, TIP No. R-4456

NC 242 is a major, two lane, north-south corridor in North Carolina that begins in Benson and ends in Elizabethtown. In the town of Roseboro, NC 242 is a road that serves through traffic and residents. NC 242 intersects with NC 24 (Martin Luther King JR Boulevard), a major east-west corridor for the state, in the center of Roseboro. It

also intersects with NC 411, an east-west route for Sampson County that begins in Harrells and ends in Roseboro at NC 242.

The 2012 AADT for NC 242 in the town of Roseboro is 3,600 vpd from NC 411 to East Street (SR 1241), 4,700 vpd from East Street (SR 1241) to NC 24 (Martin Luther King JR Boulevard), and 4,400 vpd from NC 24 (Martin Luther King JR Boulevard) to the northern municipal boundary. It is estimated that nine percent of the vehicular traffic on NC 242 in Roseboro is trucks. The current capacity is 11,100 vpd. In its current condition, NC 242 is projected to have an 2040 AADT of 4,600 vpd from NC 411 to East Street (SR 1241), 6,000 vpd from East Street (SR 1241) to NC 24 (Martin Luther King JR Boulevard), and 5,900 vpd from NC 24 (Martin Luther King JR Boulevard) to the northern municipal boundary.

The CTP project proposes a two lane, new location, truck route from the NC 242/NC 411 intersection to NC 24 (TIP No. R-2303), east of the Roseboro municipal limits. The new route will allow heavy trucks to bypass the town of Roseboro and is expected to improve traffic flow within the town. A feasibility study (FS-0103B) was completed in 2011.

Elizabeth Street Connector, Local ID: SAMP0002-H

With the construction of NC 24 (TIP No. R-2303) in Clinton, access to NC 24 from Westover Road (SR 1277) will no longer be available. Westover Road (SR 1277) provides the only direct access to Elizabeth Street (SR 1214) from NC 24. Sampson Middle School and Clinton High School are located off of Elizabeth Street (SR 1214). Besides NC 24, Elizabeth Street provides the only other access to downtown Clinton for those traveling from the west side of the city. The CTP project proposal is to provide a new location two lane facility from SR5 (Pierce Street Extension) (TIP No. R-2303) to Elizabeth Street (SR 1214). There are also bicycle and sidewalk access recommendations on this facility. The proposed project will provide better connectivity and improve traffic flow for this area of the county.

Ellen Street Extension, Local ID: SAMP0003-H

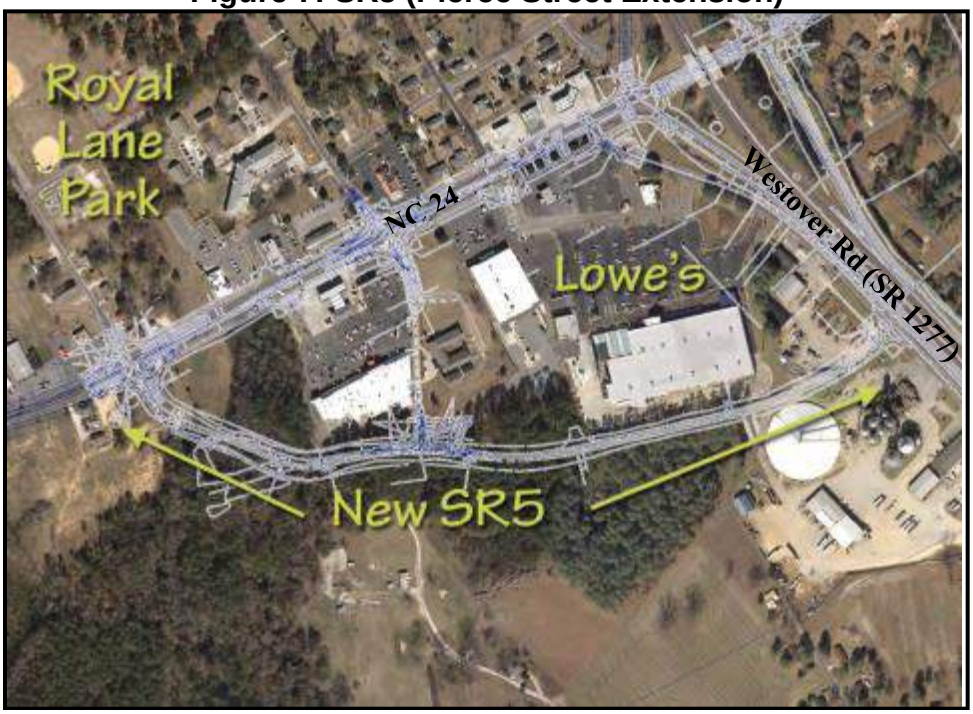
Royal Lane Park, maintained by the Clinton Recreation and Parks Department, provides almost 80 acres of playgrounds, picnic areas, fields, courts, trails, concerts, and open space for all to use. The park is located north of NC 24 (Sunset Avenue), between Pierce Street and Royal Lane (SR 1314). Many residential properties also surround Royal Lane Park. Outside of the nearby residents, access to the Royal Lane Park is via NC 24 (Sunset Ave). The city of Clinton proposes an extension of Ellen Street from the intersection of Pierce Street to meet NC 24 (Sunset Avenue) at Overland Road (SR 1229). The new, two lane facility would provide improved access to the park from the western side of Clinton and would also aid residents near Royal Lane Park, in accessing NC 24 (Sunset Avenue).

SR5 (Pierce Street Extension), Local ID: TIP No. R-2303

The Pierce Street extension will provide access to the Post Office and Lowes shopping center by connecting NC 24 (Sunset Avenue) with Westover Road (SR 1277). NCDOT

intends to complete and open the road extension before beginning the widening on NC 24 (Sunset Avenue) (TIP No. R-2303) in order for the city of Clinton to help alleviate traffic congestion on NC 24 (Sunset Avenue). Also recommended on this route is pedestrian (TIP No. R-2303) and bicycle access (SAMP0020-B). Below (Figure 13) is an illustration of the new SR5 (Pierce Street Extension) location obtained from the 2014 Clinton Comprehensive Bicycle Plan.

Figure 7: SR5 (Pierce Street Extension)



PUBLIC TRANSPORTATION & RAIL

A public transportation and rail assessment was completed during the development of the CTP.

Sampson Area Transportation (S.A.T.) provides public transportation for trips to local agencies, medical appointments, individual shopping trips, the Sampson County Community College, senior centers, and other specific locations, Monday through Friday. S.A.T has fixed routes and adds clients to these routes on an as-needed basis. S.A.T also has demand-response trips for individuals between 9:00 am and 12:30 pm. Sampson County can be contacted for more information about the public transportation services that they offer. There are no recommended improvements associated with the public transportation mode for Sampson County.

There is an active rail line in Sampson County which runs adjacent to NC 24 from the heart of Clinton and continues east, through the Sampson County Border, into Warsaw, NC. Of the total length of rail line in Sampson County, 3.5 miles (starting in the center of

Clinton) is owned by Clinton Terminal Railroad. The remainder of the line, called the CSX Warsaw Branch Line, is owned by CSX Transportation. There are no recommended improvements associated with the rail for Sampson County.

BICYCLE

According to the *WalkBikeNC North Carolina Statewide Pedestrian and Bike Plan*[3], bicycling has been part of transportation in North Carolina for more than 100 years. Bicyclists helped champion North Carolina's "Good Roads" movement in the early 1900's. Formal planning for bicycle accommodation in North Carolina began with passage of the Bicycle and Bikeway Act in 1974. The Sampson County CTP will help continue bicycling as an alternative form of transportation.

During the development of the CTP, the bicycle facilities listed below were identified as recommended bicycle routes by the Sampson County CTP Steering Committee. The recommended bicycle map includes several improvements needed to provide adequate, safe, and desirable facilities for use by bicyclists. The bicycle facilities provide connectivity and access to key places in and around the county and municipalities such as schools, park and recreation facilities, retail, grocery, and others. In addition, the 2014 Clinton Comprehensive Bicycle Plan[4] was incorporated into the Sampson County CTP bicycle map.

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

- Curb & gutter sections require a minimum 5 foot bike lanes or 14 foot wide shoulder lanes.
- Shoulder sections require a minimum of 4 foot paved shoulder.
- All bridges along the roadways where bike facilities are recommended shall be equipped with 54 inch railings.

It should be noted that the recommended improvements to on-road facilities can include several potential solutions. The improvements can be as minor as installing "Share-the-Road" signs and pavement markings to more major projects such as constructing wide shoulders or bicycle lanes.

The following is the list of facilities identified for on-road bicycle improvements, grouped by municipalities. Some recommendations are concurrent with highway and/or pedestrian projects. Refer to CTP mapping (Figure 1, Sheet 4) and Appendix C for more information.

[3] *For more information on the WalkBikeNC report, go to: http://www.walkbikenc.com/plan-resources/*

[4] *To review the 2014 Clinton Comprehensive Bicycle Plan report, go to http://www.cityofclintonnc.com/documents.html*

CLINTON

- **US 421 (Northwest Boulevard), Local ID: SAMP0001-B**
  Add bicycle lane accommodations on both sides of US 421 (Northwest Boulevard) from McKoy Street (SR 1839) to the municipal town limits

- **US 701 Business, Local ID: SAMP0001-H**
  Add bicycle lane accommodations on both sides of US 701 Business from Eliza Lane to NC 24 (Warsaw Road) as part of the city of Clinton's Traffic Calming recommendation (SAMP0001-H) for US 701 Business

- **US 701 Business, Local ID: SAMP0002-B**
  Add bicycle lane accommodations on both sides of US 701 Business from NC 24 (Warsaw Road) to Rowan Road (SR 1924)

- **NC 24 (Sunset Avenue), Local ID: SAMP0003-B**
  Add bicycle lane accommodations on both sides of NC 24 (Sunset Avenue) from the eastern municipal boundary to Fayetteville Street

- **Barden Street, Local ID: SAMP0004-B**
  Add bicycle route signage for Barden Street from Lane Street to Fayetteville Street

- **Beaman Street (SR 1838), Local ID: SAMP0005-B**
  Add bicycle lane accommodations on both sides of Beaman Street (SR 1838) from College Street (SR 1855) to US 701 Business

- **Butler Avenue (SR 1227), Local ID: SAMP0006-B**
  Add bicycle lane accommodations on both sides of Butler Avenue (SR 1227) from Ferrell Street (SR 1281) to Lisbon Street (SR 1231)

- **College Street (SR 1855), Local ID: SAMP0007-B**
  Add bicycle lane accommodations on both sides of College Street (SR 1855) from Sampson Street (SR 1854) to US 701 Business

- **Elizabeth Street (SR 1214), Local ID: SAMP0008-B**
  Add "Share the Road" bicycle accommodations on Elizabeth Street (SR 1214) from Lisbon Street (SR 1231) to Indian Town Road (SR 1226)

- **Elizabeth Street Connector, Local ID: SAMP0002-H**
  Add "Share the Road" bicycle accommodations on the Elizabeth Street Connector from NC 24 (Sunset Avenue) to Elizabeth Street (SR 1214)

- **Ellen Street Extension, Local ID: SAMP0003-H**
  Add bicycle lane accommodations on both sides of the Ellen Street Extension (SAMP0003-H) from Ellen Street to NC 24 (Sunset Avenue)/Overland Road

- **Fayetteville Street, Local ID: SAMP0008-B**
  Add bicycle route signage for from Barden Street to Sunset Avenue (SR 1296)

- **Fayetteville Street (SR 1296), Local ID: SAMP0009-B**
  Add "Share the Road" bicycle accommodations on Fayetteville Street (SR 1296) from Sunset Avenue (SR 1296) to McKoy Street (SR 1839)

- **Ferrell/Chestnut Street (SR 1281), Local ID: SAMP0011-B**
  Add bicycle lane accommodations on both sides of Ferrell/Chestnut Street (SR 1281) from Butler Avenue (SR 1227) to Lisbon Street (SR 1231)

- **Johnson Street (SR 1852), Local ID: SAMP0012-B**
  Add "Share the Road" bicycle accommodations on Johnson Street (SR 1852) from Beaman Street (SR 1838) to Williams Street (SR 1851)

- **Lisbon Street (SR 1231), Local ID: SAMP0013-B**
  Add "Share the Road" bicycle accommodations on Lisbon Street (SR 1231) from Main Street to Butler Avenue (SR 1227)

- **Main Street, Local ID: SAMP0014-B**
  Add "Share the Road" bicycle accommodations on Main Street from Lisbon Street (SR 1231) to Sampson Street (SR 1854)/College Street (SR 1855)

- **McKoy Street (SR 1839), Local ID: SAMP0015-B**
  Add bicycle lane accommodations on both sides of McKoy Street (SR 1839) from Sampson Street (SR 1854) to US 421 (Northwest Boulevard)

- **Morisey Boulevard (SR 1275), Local ID: SAMP0016-B**
  Add "Share the Road" bicycle accommodations on Morisey Boulevard (SR 1275) from Warsaw Road (SR 1855) to Ferrell Street (SR 1281)

- **North Boulevard (SR 1356), Local ID: SAMP0017-B**
  Add bicycle lane accommodations on both sides of North Boulevard (SR 1356) from US 421 (Northwest Boulevard) to Beaman Street (SR 1838)

- **North Wall Street, Local ID: SAMP0018-B**
  Add "Share the Road" bicycle accommodations on North Wall Street from Vance Street to Elizabeth Street (SR 1214)

- **Sampson Street (SR 1854), Local ID: SAMP0019-B**
  Add "Share the Road" bicycle accommodations on Sampson Street (SR 1854) from College Street (SR 1855) to McKoy Street (SR 1839)

- **SR5 (Pierce Street Extension), Local ID: SAMP0020-B**
  Add bicycle lane accommodations on both sides of SR5 (Tip No. R-2303) from NC 24 (Sunset Avenue) to Westover Road (SR 1277)

- **Vance Street, Local ID: SAMP0021-B**
  Add "Share the Road" bicycle accommodations on Vance Street from Wall Street to Sampson Street (SR 1854)

- **Warsaw Road (SR 1855), Local ID: SAMP0022-B**
  Add "Share the Road" bicycle accommodations on Warsaw Road (SR 1855) from College Street (SR 1855) to US 701 Business

- **Westover Road (SR 1289), Local ID: SAMP0023-B**
  Add bicycle route signage for Westover Road (SR 1289) from SR5 (Tip No. R-2303) to Elizabeth Street (SR 1214)

- **Williams Street (SR 1851), Local ID: SAMP0024-B**
  Add "Share the Road" bicycle accommodations on Williams Street (SR 1851) from Johnson Street (SR 1852) to Fayetteville Street (SR 1296)

HARRELLS

- **US 421, Local ID: SAMP0025-B**
  Add paved shoulder bicycle accommodations on both sides of US 421 from Wildcat Road (SR 1007) to the Pender County line

- **NC 41, Local ID: SAMP0026-B**
  Add paved shoulder bicycle accommodations on both sides of NC 41 from Wildcat Road (SR 1007) to US 421

NEWTON GROVE

- **NC 50/55, Local ID: SAMP0027-B**
  Add paved shoulder bicycle accommodations on both sides of NC 50/55 from NC 50 to Weeks Circle/Roundabout

ROSEBORO

- **NC 242, Local ID: SAMP0028-B**
  Add paved shoulder bicycle accommodations on NC 242 from Butler Island Road (SR 1246) to the Cumberland County line. This bicycle route recommendation is expected to continue through Cumberland County and into Bladen County, along NC 242, where it will meet NC Bike Route 5 (Cape Fear Run) in Ammon, NC. There was coordination, at the time of this CTP report, with Cumberland County and Bladen County to add this recommended bike route to their County CTPs.

- **NC 242, Local ID: SAMP0029-B**
  Add bicycle lane accommodations on NC 242 from Dunn Road (SR 1002) to NC 24, add "Share the Road" bicycle accommodations on NC 242 from NC 24 to

East Street (SR 1241) and add bicycle lane accommodations on NC 242 from East Street (SR 1241) to Pinewood Street (SR 1248)

SALEMBURG

- **NC 242 (Main Street), Local ID: SAMP0030-B**
  Add bicycle lane accommodations on both sides of NC 242 (Main Street) from Salem Circle to Honeysuckle Lane

- **College Street (SR 1233), Local ID: SAMP0031-B**
  Add paved shoulder bicycle accommodations on both sides of College Street (SR 1233) from Creekside Lane to Fayetteville Street (SR 1501), add "Share the Road" bicycle accommodations from Fayetteville Street (SR 1501) to Clinton Street

TURKEY

- **Main Street (SR 1911), Local ID: SAMP0032-B**
  Add paved shoulder bicycle accommodations on both sides of Main Street (SR 1911) from the northern municipality boundary to NC 24

- **Union Road (SR 1004), Local ID: SAMP0033-B**
  Add bicycle lane accommodations on both sides of Union Road (SR 1004) from NC 24 to Wilmington Road (SR 1911)

PEDESTRIAN

In the Statewide Bicycle and Pedestrian Plan[5], states that North Carolina's vision for walking and biking. "North Carolina is a place that incorporates walking and bicycling into daily life, promoting safe access to destinations, physical activity opportunities for improved health, increased mobility for better transportation efficiency, retention and attraction of economic development, and resource conservation for better environmental stewardship of our state."

The recommended projects on the Sampson County pedestrian map identifies pedestrian improvements such as new sidewalks, improving existing sidewalk facilities by either adding a sidewalk to the other side or filling in gaps, and off-road facilities. In addition, the city of Clinton adopted a Comprehensive Pedestrian Plan in 2012. The recommendations in the city of Clinton Comprehensive Pedestrian Plan are incorporated into the Sampson County CTP pedestrian map. The recommended pedestrian projects for Sampson County will aid in meeting North Carolina's vision for pedestrians.

[5] *For more information on the Statewide Bicycle and Pedestrian Plan, visit http://www.ncdot.gov/bikeped/planning/walkbikenc/*

The following is the list of facilities, grouped by municipality, identified for sidewalk improvements. Some recommendations are concurrent with highway and/or bicycle projects. Refer to CTP mapping (Figure 1, Sheet 5) and Appendix C for more information.

AUTRYVILLE

- **NC 24 (Williams Street), Local ID: SAMP0001-P**
  Add sidewalk on the south side of NC 24 (Williams Street) from just east of Mill Street to Hotel Street and add sidewalks to both sides of NC 24 (Williams Street) from Hotel Street to Bullard Street

- **Gray Street (SR 1414), Local ID: SAMP0002-P**
  Add sidewalk on the east side of Gray Street (SR 1414) from NC 24 (Williams Street) to just south of Railroad Street

CLINTON

- **US 421 (Northwest Boulevard), Local ID: SAMP0003-P**
  Add sidewalks to both sides of US 421 (Northwest Boulevard) from McKoy Street (SR 1839) to North Boulevard (SR 1356)

- **US 701 Business, Local ID: SAMP0001-H**
  Add sidewalks to both sides of US 701 Business from Eliza Lane to NC 24 (Warsaw Road) as part of the city of Clinton's traffic calming recommendation (SAMP0001-H) for US 701 Business

- **US 701 Business, Local ID: SAMP0003-P**
  Add sidewalks to both sides of US 701 Business from NC 24 (Warsaw Road) to Rowan Road (SR 1924)

- **NC 24 (Sunset Avenue), Local ID: Tip No. R-2303**
  Add sidewalks to both sides of NC 24 (Sunset Avenue) from the eastern municipality boundary to US 421/US 701

- **NC 24 (Warsaw Road), Local ID: SAMP0005-P**
  Add sidewalks to both sides of NC 24 (Warsaw Road) from US 701 Business (Southeast Boulevard) to Railroad Street (SR 1232)

- **Barden Street, Local ID: SAMP0006-P**
  Add sidewalks to both sides of Barden Street where missing from Fayetteville Street to Byrd Street

- **Barrus Avenue, Local ID: SAMP0007-P**
  Add sidewalk to the south side of Barrus Avenue from West Main Street to West Elizabeth Street (SR 1214)

- **Beaman Street (SR 1838), Local ID: SAMP0008-P**
  Add sidewalks to both sides of Beaman Street (SR 1838) from Cooper Drive to North Boulevard (SR 1356)

- **Boykin Bridge Road (SR 1214), Local ID: SAMP0009-P**
  Add sidewalks to both sides of Boykin Bridge Road (SR 1214) from the Southeast Greenway (SAMP0007-M) to Indian Town Road (SR 1226)

- **Calhoun Street, Local ID: SAMP0010-P**
  Add sidewalks to both sides of Calhoun Street from Barden Street to Holmes Street

- **Chestnut Street (SR 1281), Local ID: SAMP0011-P**
  Add sidewalk to the west side of Chestnut Street from Herring Street to Main Street

- **Doris Avenue, Local ID: SAMP0012-P**
  Add sidewalk the north side of Doris Avenue from Stewart Avenue to Doris Avenue

- **Eastover Avenue, Local ID: SAMP0013-P**
  Add sidewalk to the west side of Eastover Avenue from just north of Lafayette Street to Morisey Boulevard (SR 1275)

- **Eastover Terrace, Local ID: SAMP0014-P**
  Add sidewalks to both sides of Eastover Terrace where missing from Morisey Boulevard (SR 1275) to Morisey Boulevard (SR 1275)

- **Elizabeth Street (SR 1214), Local ID: SAMP0015-P**
  Add sidewalks to both sides of Elizabeth Street (SR 1214) from Indian Town Road (SR 1226) to Chestnut Street (SR 1281)

- **Elizabeth Street Connector, Local ID: SAMP0002-H**
  Add sidewalks to both sides of the Elizabeth Street Connector (SAMP0002-H) from NC 24 (Sunset Avenue) to Elizabeth Street (SR 1214)

- **Ellen Street, Local ID: SAMP0016-P**
  Add sidewalks to both sides Ellen Street from Pierce Street to Royal Lane (SR 1314)

- **Ellen Street Extension, Local ID: SAMP0003-H**
  Add sidewalks to both sides of the Ellen Street Extension (SAMP0003-H) from Ellen Street to NC 24 (Sunset Avenue/Overland Road)

- **Fayetteville Street, Local ID: SAMP0017-P**
  Add sidewalk to the north side of Fayetteville Street from Barden Street to Sunset Avenue (SR 1296)

- **Ferrell Street (SR 1281), Local ID: SAMP0018-P**
  Add sidewalks to both sides of Ferrell Street (SR 1281) where missing from Elizabeth Street (SR 1214) to John Street, add sidewalks to both sides of Ferrell Street (SR 1281) from John Street to Morisey Boulevard (SR 1275) and add sidewalk to the west side of Ferrell Street (SR 1281) from Morisey Boulevard (SR 1275) to Butler Avenue (SR 1227)

- **Graham Street, Local ID: SAMP0019-P**
  Add sidewalk to the west side of Graham Street from John Street to the JC Holliday Library

- **Indian Town Road (SR 1226), Local ID: SAMP0020-P**
  Add sidewalks to both sides of Indian Town Road (SR 1226) from Elizabeth Street to Tram Road (SR 1227)

- **John Street, Local ID: SAMP0021-P**
  Add sidewalks to both sides of John Street from Stetson Street to Lisbon Street (SR 1231) and add sidewalk to the southeast side of John Street from Lisbon Street (SR 1231) to Graham Street

- **Kennedy Street, Local ID: SAMP0022-P**
  Add sidewalk to the west side of Kennedy Street from East Butler Avenue to Weeks Street

- **Kimbrough Road, Local ID: SAMP0023-P**
  Add sidewalks to both sides of Kimbrough Road where there are gaps from US 701 Business to Raleigh Road (SR 1753)

- **Lafayette Street, Local ID: SAMP0024-P**
  Add sidewalks to both sides of Lafayette Street where missing from Eastover Avenue to Warsaw Road (SR 1855)

- **Larkin Street, Local ID: SAMP0025-P**
  Add sidewalks to both sides of Larkin Street where missing from Williams Street to McKoy Street (SR 1839)

- **Leisure Lane, Local ID: SAMP0026-P**
  Add sidewalks to both sides of Leisure Lane from Pierce Street to Royal Lane (SR 1314)

- **Lisbon Street (SR 1231), Local ID: SAMP0027-P**
  Add sidewalk to the east side of Lisbon Street (SR 1231) from Morisey Boulevard (SR 1275) to NC 24 (Martin Luther King JR Boulevard)

- **Maple Street, Local ID: SAMP0028-P**
  Add sidewalk to the south side of Maple Street from Ferrell Street (SR 1281) to Lisbon Street (SR 1231)

- **Miller Street, Local ID: SAMP0029-P**
  Add sidewalk to the west side of Miller Street from East Butler Avenue to Weeks Street

- **McKoy Street (SR 1839), Local ID: SAMP0030-P**
  Add sidewalk to the northeast side of McKoy Street (SR 1839) from Johnson Street (SR 1252) to Carter Street, add sidewalks to both sides of McKoy Street (SR 1839) from Carter Street to Byrd Street and add sidewalks to both sides of McKoy Street (SR 1839) from Sampson Street (SR 1854) to US 421 (Northwest Boulevard)

- **Morisey Boulevard (SR 1275), Local ID: SAMP0031-P**
  Add sidewalks to both sides of Morisey Boulevard (SR 1275) from Elizabeth Street (SR 1214) to Lisbon Street (SR 1231) and add sidewalk to north side of Morisey Boulevard (SR 1275) from Lisbon Street (SR 1231) to Warsaw Road (SR 1855)

- **Nicholson Street, Local ID: SAMP0032-P**
  Add sidewalks to both sides of Nicholson Street where missing from Beaman Street (SR 1838) to Park Avenue

- **North Boulevard (SR 1356), Local ID: SAMP0033-P**
  Add sidewalks to both sides of North Boulevard (SR 1356) from US 421 (Northwest Boulevard) to US 701 and add sidewalk to the south side of North Boulevard (SR 1356) from US 701 to Beaman Street (SR 1838)

- **Park Avenue, Local ID: SAMP0034-P**
  Add sidewalks to both sides of Park Avenue from Peachtree Road to US 701 Business

- **Pierce Street, Local ID: SAMP0035-P**
  Add sidewalks to both sides of Pierce Street from NC 24 (Sunset Avenue) to Melsom Street US 421/US 701 to Woodland Drive, the sidewalks would wrap around to meet the Royal Lane (SAMP0039-P) sidewalks

- **Powell Street, Local ID: SAMP0036-P**
  Add sidewalks to both sides of Powell Street where missing from Eastover Avenue to Warsaw Road (SR 1855)

- **Railroad Street (SR 1232), Local ID: SAMP0037-P**
  Add sidewalks to both sides of Railroad Street (SR 1232) from Lisbon Avenue (SR 1231) to NC 24 (Warsaw Road)

- **Raleigh Road (SR 1753), Local ID: SAMP0038-P**
  Add sidewalks to both sides of Raleigh Road (SR 1753) from US 701 Business (Northeast Boulevard) to Kimbrough Road

- **Royal Lane (SR 1314), Local ID: SAMP0039-P**
  Add sidewalks to both sides of Royal Lane (SR 1314) from NC 24 (Sunset Avenue) to Melsom Street

- **Sampson Street (SR 1854), Local ID: SAMP0040-P**
  Add sidewalks to both sides of Sampson Street (SR 1854) from Pearl Street to McKoy Street (SR 1839)

- **Southwest Boulevard (SR 1276), Local ID: SAMP0041-P**
  Add sidewalks to both sides of Southwest Boulevard (SR 1276) from NC 24 (Martin Luther King JR Boulevard) to US 701 Business (Southeast Boulevard)

- **SR5 (Pierce Street Extension), Local ID: Tip No. R-2303**
  Add sidewalks to both sides of the SR5 (Tip No. R-2303) from Westover Road (SR 1289) to NC 24 (Sunset Avenue)

- **Stetson Street, Local ID: SAMP0042-P**
  Add sidewalks to both sides of Stetson Street from Elizabeth Street (SR 1214) to Butler Avenue (SR 1227)

- **Stewart Avenue, Local ID: SAMP0043-P**
  Add sidewalks to both sides of Stewart Avenue from Peterson Street to College Street (SR 1855/1856)

- **Sunset Avenue (SR 1296), Local ID: SAMP0044-P**
  Add sidewalks to both sides of Sunset Avenue (SR 1855) from US 421/US 701 to Woodland Drive

- **Sycamore Street, Local ID: SAMP0045-P**
  Add sidewalk to the southeast side of Sycamore Street from Chestnut Street (SR 1281) to McKoy Street (SR 1839)

- **Tram Road (SR 1227), Local ID: SAMP0046-P**
  Add sidewalks to both sides of Tram Road (SR 1227) from Indian Town Road (SR 1226) to NC 24 (Martin Luther King JR Boulevard)

- **W Butler Avenue (SR 1227), Local ID: SAMP0047-P**
  Add sidewalks to both sides of West Butler Avenue (SR 1227) from NC 24 (Martin Luther King JR Boulevard) to Ferrell Street (SR 1281) and add sidewalk to the north side of West Butler Avenue (SR 1227) from Ferrell Street (SR 1281) to Miller Street

- **Warsaw Road (SR 1855), Local ID: SAMP0048-P**
  Add sidewalks to both sides of Warsaw Road (SR 1855) from College Street (SR 1856) to Morisey Boulevard (SR 1275) and add sidewalk to the north side of Warsaw Road (SR 1855) from Morisey Boulevard (SR 1275)

- **Weeks Street, Local ID: SAMP0049-P**
  Add sidewalk to the south side of Weeks Street from Lisbon Street (SR 1231) to NC 24 (Martin Luther King JR Boulevard)

- **Westover Street (SR 1277), Local ID: SAMP0050-P**
  Add sidewalks to both sides of Westover Street (SR 1277) from NC 24 (Sunset Avenue) to Tram Road (SR 1227)

- **Williams Street, Local ID: SAMP0051-P**
  Add sidewalk to the east side of Williams Street from Johnson Street (SR 1252) to Barden Street

- **Willow Road, Local ID: SAMP0052-P**
  Add sidewalks to both sides of Willow Road from US 701 Business (Northeast Boulevard) to Raleigh Road (SR 1753)

GARLAND

- **US 701 (Ingold Avenue), Local ID: SAMP0053-P**
  Add sidewalk on the southeast side of US 701 (Ingold Avenue) from Johnson Street to Warren Street and add sidewalks on both sides of US 701 (Ingold Avenue) from Warren Street to Eighth Street filling in sidewalk gaps

- **NC 411 (Second Street), Local ID: SAMP0054-P**
  Add sidewalk on northeast side of NC 411 (Second Street) from Church Avenue (SR 1136) to Parkersburg Avenue

- **Church Avenue (SR 1136), Local ID: SAMP0055-P**
  Add sidewalk on the northeast side of Church Avenue (SR 1136) where missing from NC 411 (Second Street) to Johnson Street

- **Front Street, Local ID: SAMP0056-P**
  Add sidewalk on the northwest side of Front Street from Lisbon Avenue to NC 411 (Second Street)

HARRELLS

- **NC 41, Local ID: SAMP0057-P**
  Add sidewalk on the south side of NC 41 from Halls Avenue to US 421

NEWTON GROVE

- **US 701 (Main Street), Local ID: SAMP0058-P**
  Add sidewalks to both sides of US 701 (Main Street) from Weeks Circle at the roundabout to White Oak Street

- **NC 50/55 (Raleigh Street), Local ID: SAMP0059-P**
  Add sidewalks to both sides of NC 50/55 (Raleigh Street) from NC 50 to Weeks Circle at the roundabout

ROSEBORO

- **NC 24, Local ID: SAMP0060-P**
  Add sidewalks to both sides of NC 24 from Broad Street to Pleasant Street

- **NC 242 (East Street), Local ID: SAMP0061-P**
  Add sidewalks to both sides of NC 242 (East Street) and add sidewalk to the west side where missing from NC 242 (Roseboro Street) to NC 24

- **NC 242 (Roseboro Street), Local ID: SAMP0062-P**
  Add sidewalks to both sides of NC 242 (Roseboro Street) from Pinewood Street (SR 1284) to Charles Street and add sidewalk to the east side of NC 242 (Roseboro Street) from Charles Street to Vance Street

- **Broad Street, Local ID: SAMP0063-P**
  Add sidewalks both sides of Broad Street from NC 24 to Butler Street, add sidewalks to the west side of Broad Street from Butler Street to McPhearson Street and add sidewalks to the west side of Broad Street from North Street to Clinton Street (SR 1274)

- **Bullard Street (SR 1248), Local ID: SAMP0064-P**
  Add sidewalk to the west side of Bullard Street (SR 1248) from Johnson Street (SR 1252) to Clinton Street (SR 1274)

- **Church Street, Local ID: SAMP0065-P**
  Add sidewalk to the east side of Church Street from NC 242 (Roseboro Street) to Clinton Street (SR 1274)

- **Clinton Street (SR 1274), Local ID: SAMP0066-P**
  Add sidewalk to the north side of Clinton Street (SR 1274) from Bullard Street (SR 1248) to NC 24

- **East Street (SR 1241), Local ID: SAMP0067-P**
  Add sidewalk to the west side of East Street (SR 1241) from Pleasant Street to NC 242 (Roseboro Street)

- **Pleasant Street, Local ID: SAMP0068-P**
  Add sidewalk to the north side of Pleasant Street from Broad Street to Railroad Street and add sidewalks to both sides of Pleasant Street from Railroad Street to East Street (SR 1241)

- **Pinewood Street (SR 1284), Local ID: SAMP0069-P**
  Add sidewalks to both sides of Pinewood Street (SR 1284) from NC 242 (Roseboro Street) to Railroad Street

- **Roseboro Street (SR 1284), Local ID: SAMP0070-P**
  Add sidewalk to the south side of Roseboro Street (SR 1284) from Park Drive to NC 24

- **Railroad Street, Local ID: SAMP0071-P**
  Add sidewalks to both sides of Railroad Street from Pleasant Street to Pinewood Street (SR 1284)

- **Northeast Railroad Street, Local ID: SAMP0072-P**
  Add sidewalk to the east side of Northeast Railroad Street from NC 242 (Roseboro Street) to North Street

- **West Street (SR 1242), Local ID: SAMP0073-P**
  Add sidewalk to the west side of West Street (SR 1242) from NC 242 (Roseboro Street) to Howard Street and add sidewalks to both sides of West Street (SR 1242) from Howard Street to Pinewood Street (SR 1284)

SALEMBURG

- **NC 242 (North Main Street), Local ID: SAMP0074-P**
  Add sidewalk to the east side of NC 242 (North Main Street) from Clinton Street to North East Street and add sidewalk to the west side of NC 242 (North Main Street)from Turlington Street to Salem Circle

- **NC 242 (South Main Street), Local ID: SAMP0075-P**
  Add sidewalks to both sides of NC 242 (South Main Street) from just north of Honeysuckle Lane to Hall Street and add sidewalk to the west side of NC 242 (South Main Street) from Hall Street to College Street (SR 1233)

- **Church Street, Local ID: SAMP0076-P**
  Add sidewalk to the south side of Clinton Street from Fayetteville Street (SR 1501) to NC 242 (Main Street)

- **Clinton Street, Local ID: SAMP0077-P**
  Add sidewalk to the south side of Clinton Street from Fayetteville Street (SR 1501) to NC 242 (Main Street)

- **College Street (SR 1233), Local ID: SAMP0078-P**
  Add sidewalks to both sides of College Street (SR 1233) from Creekside Lane to Fayetteville Street (SR 1501) and add sidewalk to the south side of College Street (SR 1233) from Fayetteville Street (SR 1501) to NC 242 (Main Street) and add sidewalk to the north side College Street (SR 1233) from James Street to Clinton Street

- **Fayetteville Street, (SR 1501), Local ID: SAMP0079-P**
  Add sidewalk to the west side of Fayetteville Street (SR 1501) from College Street (SR 1233) to Church Street

TURKEY

- **NC 24, Local ID: SAMP0080-P**
  Add sidewalks to both sides of NC 24 from Tiffany Lane to just west of Clinton Lane

- **B F Grady Road (SR 1915), Local ID: SAMP0081-P**
  Add sidewalks to both sides of B F Grady Road (SR 1915) from North Main Street (SR 1911) to Long Horn Creek Lane

- **North Main Street (SR 1911), Local ID: SAMP0082-P**
  Add sidewalks to both sides of North Main Street (SR 1911) from the northern town of Turkey municipal limits to NC 24

- **Union Road (SR 1004), Local ID: SAMP0083-P**
  Add sidewalks to both sides of Union Road (SR 1004) from NC 24 to Wilmington Road (SR 1911)

MULTI-USE PATH

The NCDOT envisions that all citizens of North Carolina and visitors to the state should be able to walk and bicycle safely and conveniently to their desired destinations with reasonable access to roadways. On-road bicycle facilities serve a specific purpose, as do sidewalks, but multi-use paths offer a unique combination of the two. They cater to both modes of transportation, while typically offering an off-road, safer, more recreational experience.

The purpose of the recommended multi-use paths in Sampson County is to provide an adequate, safe, and desirable facility that both pedestrians and bicyclists can use for local connectivity within the planning area. Below are the identified multi-use paths

recommended by the city of Clinton. Refer to either the Bicycle CTP map (Figure 1, sheet 4) or the Pedestrian CTP map (Figure 1, Sheet 5), and Appendix C for more information.

- **Cat Tail Branch Greenway, Local ID: SAMP0001-M**
  Provide a multi-use path from the Williams Old Mill Branch Greenway (SAMP0009-M) to Fisher Drive Park which would link residential neighborhoods to Fisher Drive Park and downtown

- **Dollar Branch Greenway, Local ID: SAMP0002-M**
  Provide a multi-use path from Calhoun Street to NC 24 (Martin Luther King JR Boulevard) to provide access to the western and eastern side of the US 701 Bypass

- **East Coast Greenway - Seaboard Coastline Rail-Trail, Local ID: SAMP0003-M**
  Provide a multi-use trail along the old railroad line on the western part of Sampson County as part of North Carolina's Rails to Trail conversion initiatives. In Sampson County, the trail would begin at the old rail line, south of NC 24 in Autryville, at the Cumberland County line and continue to Pender County. More information can be found at http://www.ncrailtrails.org/

- **Northeast Greenway (Beaverdam Branch), Local ID: SAMP0004-M**
  Provide a multi-use path from US 701 Business to the Clinton municipal boundary to connect neighborhoods in the northeastern part of Clinton and for future development

- **Northern Greenway, Local ID: SAMP0005-M**
  Provide a multi-use path from the US 701 Underpass to the Clinton municipal boundary that will connect the center of the city to the northern edge where places of employment exist

- **Royal Lane Park Path, Local ID: SAMP0006-M**
  Provide a multi-use off-road path at the Royal Lane Park that is just north of Ellen Street which would link to the Western Loop Greenway (SAMP0008-M)

- **Southwestern Greenway, Local ID: SAMP0007-M**
  Provide a multi-use path from NC 24 (Sunset Avenue) to Boykin Bridge Road (SR 1214) to link the Sampson Community College to Sampson Middle and Clinton High School

- **Western Loop Greenway, Local ID: SAMP0008-M**
  Provide a multi-use path that will connect Royal Lane Park to NC 24 (Sunset Avenue) across from Sampson Community College and the trailhead for the Southwestern Greenway (SAMP0007-M)

- **Williams Old Mill Branch Greenway, Local ID: SAMP0009-M**
  Provide a multi-use path from the US 701 Underpass to US 701 Business as an east/west route for the northern part of the Clinton Area which provides access to shopping

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APPENDICES

Appendix A
Resources and Contacts

Local Planning Organization

Mid Carolina Rural Planning Organization (www.mccog.org)
Contact the RPO for information on long-range multi-modal planning services.
130 Gillespie Street Fayetteville, NC 28302 (910) 323-4191

North Carolina Department of Transportation

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

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

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

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

Highway Division 3 (https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx)
5501 Barbados Boulevard Castle Hayne, NC, 28429 (910) 341-2000

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

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

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

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

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

Other State Government Offices

Department of Commerce – Division of Community Assistance

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

http://www.nccommerce.com/cd

Appendix B
Comprehensive Transportation Plan Definitions

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

Highway Map

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

Facility Type Definitions

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

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

❖ **Boulevards**

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

❖ **Other Major Thoroughfares**

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

❖ **Minor Thoroughfares**

- Functional purpose – balanced mobility and access, moderate volume, low to medium speed
- Posted speed – 25 to 55 mph
- Cross section – ultimately three lanes (no more than one lane per direction) or less without median
- Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
- ROW – no control of access

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

Other Highway Map Definitions

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

Public Transportation and Rail Map

- **Bus Routes** – The primary fixed route bus system for the area. Does not include demand response systems.
- **Fixed Guideway** – Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail,

monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway transit, and ferryboats.

- **Operational Strategies** – Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- **Rail Corridor** – Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
  - Active – rail service is currently provided in the corridor; may include freight and/or passenger service
  - Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist
  - Recommended – It is desirable for future rail to be considered to serve an area.
- **High Speed Rail Corridor** – Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
  - Existing – Corridor where higher-speed rail service (over 79 mph) is provided or a corridor that is officially designated by FRA to run higher speed trains in the future. There is currently one federally designated high-speed rail corridor in North Carolina - The Southeast High Speed Rail Corridor.
  - Recommended – Proposed corridor for higher speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Multimodal Connector** - A location where more than one mode of transportation meet such as where light rail and a bus route come together in one location. (NOTE- intermodal refers to two or more modes that transfer the same cargo unit-like 40' shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes and in NC is used in public transit settings i.e. Charlotte Multimodal Station)
- **Park and Ride Lot** – A strategically located parking lot that provides commuters connections to transit or carpools.
- **Existing Grade Separation** – Locations where existing rail facilities are physically separated from existing highways or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where rail facilities are recommended to be physically separated from existing or recommended highways or other transportation facilities. These may be bridges, culverts, or other structures.

Bicycle Map

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

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

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

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

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

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

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

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

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

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

Pedestrian Map

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

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

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

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

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

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

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

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

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

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

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

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Appendix C
CTP Inventory and Recommendations

Assumptions/ Notes:

- **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- **Existing Cross-Section:** Listed under 'Total Width (ft)' is the approximate width of the roadway from edge of pavement to edge of pavement and under 'Lane Width (ft)' is the approximate width of a single lane based on centerline/ edge line markings. Listed under 'Lanes' is the total number of lanes, with 'D' if the facility is divided, and 'OW' if it is a one-way facility.
- **Existing ROW:** The estimated existing right-of-way is based on the NCDOT GIS Roadway Characteristic layer in conjunction with current aerial photography and visual estimation. These right-of-way amounts are approximate and may vary.
- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed based on the 2000 Highway Capacity Manual using the Transportation Planning Branch's LOS D Standards for Systems Level Planning, as documented in Chapter 1.
- **Existing and Proposed Volumes**, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2040 Volume E+C' is an estimate of the volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2016 - 2025 Transportation Improvement Program (TIP). The '2040 Volume with CTP' is an estimate of the volume in 2040 with all proposed CTP improvements assumed to be in place. The '2040 Volume with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter 1.
- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended for the given mode as part of the CTP.

- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.
- **Tier:** Tiers are defined as part of the North Carolina Multimodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- **Proposals for Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H= highway, T= public transportation, R= rail, B= bicycle, P= pedestrian, and M= multi-use path).

TABLE 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	I-40	Duplic Co. Line	NC 403	Sampson Co.	4.5	48	4 D	12	280	70	64700	21000	31000	31000	64700	ADQ	320	F	STC	
	I-40	NC 403	Suttontown Rd	Sampson Co.	7.4	48	4 D	12	280	70	64700	19000	31000	31000	64700	ADQ	320	F	STC	
	I-40	Suttontown Rd	US 701 - Newton	Sampson Co.	5.0	48	4 D	12	280	70	64700	19000	30000	30000	64700	ADQ	320	F	STC	
	I-40	US 701 - Newton	NC 50 & NC 55	Sampson Co.	2.5	48	4 D	12	280	70	64700	19000	30000	30000	64700	ADQ	320	F	STC	
	I-40	NC 50 & NC 55	Johnston Co. Line	Sampson Co.	1.1	48	4 D	12	280	70	64700	19000	30000	30000	64700	ADQ	320	F	STC	
	US 13	Cumberland Co.	Page Rd (SR	Sampson Co.	0.3	22	2	11	100	55	12400	4800	8800	8800	12400	ADQ	100	Maj	Reg	
	US 13	Page Rd (SR	Rustic Ln	Sampson Co.	0.3	33	3	11	100	55	12400	4800	8800	8800	12400	ADQ	100	Maj	Reg	
	US 13	Rustic Ln	0.3 Miles West US	Sampson Co.	8.3	24	2	12	100	55	12400	5100	8000	8000	12400	ADQ	100	Maj	Reg	
	US 13	0.3 Miles West US	0.3 Miles East US	Sampson Co.	0.7	24	2	12	100	45	12200	4800	6800	6800	12200	ADQ	100	Maj	Reg	
	US 13 (Newton	0.3 Miles East US	Timothy Rd (SR	Sampson Co.	3.5	22	2	11	100	55	12400	4700	6000	6000	12400	ADQ	100	Maj	Reg	
	US 13 (Newton	Timothy Rd (SR	I-40 Overpass	Sampson Co.	3.4	22	2	11	100	55	12400	3800	4900	4900	12400	ADQ	100	Maj	Reg	
	US 13 (Newton Grove Hwy)	I-40 Overpass	Newton Grove City Limits	Sampson Co.	0.3	24	2	12	100	55	12400	3800	4900	4900	12400	ADQ	100	Maj	Reg	
	US 13 (Newton Grove Hwy)	Newton Grove City Limits	US 701/NC 55/US 13	Newton Grove	0.6	24	2	12	60	35	11100	5500	7000	7000	11100	ADQ	60	Maj	Reg	
	US 13 (Goldsboro St.)	US 701/NC 55/US 13	Newton Grove City Limits	Newton Grove	0.4	24	2	12	100	35	11100	3200	4100	4100	11100	ADQ	100	Maj	Reg	
	US 13 (Goldsboro St.)	Newton Grove City Limits	Wayne Co. Line	Sampson Co.	3.5	24	2	12	100	55	12400	2600	3300	3300	12400	ADQ	100	Maj	Reg	
FS-1304A	US 117 Connector	Duplin Co. Line	I-40	Sampson Co.	1.4	48	4D	12	200-240	60	53600	6000	11000	11000	56700	4A	300	F	STC	
	US 421 (Wilmington Hwy)	Pender Co. Line	Harrells Town Limits	Sampson Co.	3.4	24	2	12	150	55	12400	3000	3800	3800	12400	ADQ	150	Maj	Reg	
	US 421 (Delway Hwy)	Harrells Town Limits	0.2 Miles North Harrells Town Limit	Harrells	0.2	24	2	12	150	55	14600	3300	4200	4200	14600	ADQ	150	Maj	Reg	
	US 421 (Delway Hwy)	0.2 Miles North Harrells Town Limit	NC 41 (Tomahawk Hwy)	Harrells	0.2	24	2	12	150	45	12700	3300	4200	4200	12700	ADQ	150	Maj	Reg	
	US 421 (Delway Hwy)	NC 41 (Tomahawk Hwy)	Duplin Co. Line	Harrells	0.9	24	2	12	150	55	14600	2300	2900	2900	14600	ADQ	150	Maj	Reg	
	US 421 (Delway Hwy)	Duplin Co. Line	Sampson Co. Line	Harrells/ Duplin Co.	0.1	24	2	12	150	55	14600	3900	5000	5000	14600	ADQ	150	Maj	Reg	

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	US 421 (Delway Hwy)	Sampson Co. Line	Harrells Town Limits	Harrells	0.3	24	2	12	150	55	14600	3900	5000	5000	14600	ADQ	150	Maj	Reg	
	US 421 (Delway Hwy)	Harrells Town Limits	0.1 Miles South NC 903 (Magnolia-Lisbon Rd)	Sampson Co.	3.9	24	2	12	100	55	12400	4000	5100	5100	12400	ADQ	100	Maj	Reg	
	US 421 (Delway Hwy)	0.1 Miles South NC 903 (Magnolia-Lisbon Rd)	0.5 Miles North NC 903 (Magnolia-Lisbon Rd)	Sampson Co.	0.8	24	2	12	210	50	12400	4000	5100	5100	12400	ADQ	210	Maj	Reg	
	US 421 (Taylors Bridge Hwy)	0.5 Miles North NC 903 (Magnolia-Lisbon Rd)	W Mount Gilead Church Rd (SR 1147)	Sampson Co.	3.4	24	2	12	60	55	12400	4800	6100	6100	12400	ADQ	60	Maj	Reg	
	US 421 (Taylors Bridge Hwy)	W Mount Gilead Church Rd (SR 1147)	Clyde Ln	Sampson Co.	4.0	24	2	12	60	55	12400	4800	6100	6100	12400	ADQ	60	Maj	Reg	
	US 421 (Taylors Bridge Hwy)	Clyde Ln	US 421/US 701	Sampson Co.	0.7	47	4D	12	110-140	55	45300	8400	11000	11000	45300	ADQ	110-140	B	Reg	
	US 421 (Faircloth Hwy)	US 421/US 701	US 421/US 701/NC 24	Sampson Co.	2.0	48	4D	12	320	55	64200	5600	6000	6000	64200	ADQ	320	F	Reg	
	US 421	US 421/US 701/NC 24	US 421/US 701	Clinton	0.5	48	4D	12	320	65	64200	17000	17100	17100	64200	ADQ	320	F	STC	
	US 421	US 421/US 701	US 701	Clinton	1.0	48	4D	12	320	65	64200	15000	15500	15500	64200	ADQ	320	F	Reg	
	US 421 (NW Blvd)	US 701	0.1 Miles South McKoy St	Clinton	0.2	48	4D	12	320	65	64200	9500	10500	10500	64200	ADQ	320	F	Reg	
	US 421 (NW Blvd)	0.1 Miles South McKoy St	Industrial Dr (SR 1834)	Clinton	0.8	60	5	12	150	55	28400	10000	12100	12100	28400	ADQ	150	Maj	Reg	
	US 421 (NW Blvd)	Industrial Dr (SR 1834)	Clinton City Limits	Clinton	0.4	36	3	12	150	55	15900	10000	12100	12100	15900	ADQ	150	Maj	Reg	
	US 421	Clinton City Limits	Kitty Fork Rd (SR 1832)	Sampson Co.	3.7	22	2	11	100	55	12400	7400	10200	10200	12400	ADQ	100	Maj	Reg	
	US 421	Kitty Fork Rd (SR 1832)	US 421/NC 242	Sampson Co.	7.0	24	2	12	100	55	12400	4400	5600	5600	12400	ADQ	100	Maj	Reg	
	US 421 (Spiveys Corner Hwy)	US 421/NC 242	0.1 Miles South Midway High School	Sampson Co.	2.2	24	2	12	100	55	12400	5400	6900	6900	12400	ADQ	100	Maj	Reg	

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	US 421 (Spiveys Corner Hwy)	0.1 Miles South Midway High School	0.1 Miles North US 13 (Newton Grove Hwy)	Sampson Co.	0.4	24	2	12	100	45	12400	5300	6800	6800	12400	ADQ	100	Maj	Reg	
	US 421 (Spiveys Corner Hwy)	0.1 Miles North US 13 (Newton Grove Hwy)	NC 242 (Benson Hwy)	Sampson Co.	0.9	24	2	12	100	55	12400	5200	7000	7000	12400	ADQ	100	Maj	Reg	
	US 421 (Plain View Hwy)	NC 242 (Benson Hwy)	Core Rd (SR 1616)	Sampson Co.	3.9	24	2	12	100	55	12400	4000	5400	5400	12400	ADQ	100	Maj	Reg	
	US 421 (Plain View Hwy)	Core Rd (SR 1616)	0.1 Miles South Hawley Rd (SR 1615)	Sampson Co.	0.5	24	2	12	100	45	12400	4000	5400	5400	12400	ADQ	100	Maj	Reg	
	US 421 (Plain View Hwy)	0.1 Miles South Hawley Rd (SR 1615)	0.1 Miles North Lewis Iley Tew Rd (SR 1627)	Sampson Co.	0.3	36	3	12	100	45	16000	4000	5400	5400	16000	ADQ	100	Maj	Reg	
	US 421 (Plain View Hwy)	0.1 Miles North Lewis Iley Tew Rd (SR 1627)	0.1 Miles North Beaverdam Swamp	Sampson Co.	0.5	24	2	12	100	45	12400	5600	7200	7200	12400	ADQ	100	Maj	Reg	
	US 421 (Plain View Hwy)	0.1 Miles North Beaverdam Swamp	Green Path Rd (SR 1005)	Sampson Co.	0.8	24	2	12	100	55	12400	5600	7200	7200	12400	ADQ	100	Maj	Reg	
	US 421 (Plain View Hwy)	Green Path Rd (SR 1005)	Harnett Co. Line	Sampson Co.	0.8	36	3	12	100	55	12400	7200	9200	9200	12400	ADQ	100	Maj	Reg	
	US 701 (Garland Hwy)	Bladen Co. Line	Garland Town Limits	Sampson Co.	1.3	24	2	12	150	55	12400	3200	4100	4100	12400	ADQ	150	Maj	Reg	
	US 701 (Garland Hwy)	Garland Town Limits	Rich St	Garland	0.3	24	2	12	60	35	11100	3200	4100	4100	11100	ADQ	60	Maj	Reg	
	US 701 (Garland Hwy)	Rich St	US 411 (W. 2nd St)	Garland	0.3	24	2	12	0	25	11000	4900	6300	6300	11000	ADQ	0	Maj	Reg	
	US 701 (Garland Hwy)	NC 411 (W. 2nd St.)	4th Ave	Garland	0.2	24	2	12	0	25	11000	4700	6000	6000	11000	ADQ	0	Maj	Reg	
	US 701 (Garland Hwy)	4th Ave	Garland Town Limits	Garland	0.5	24	2	12	30	35	11100	3900	5000	5000	11100	ADQ	30	Maj	Reg	
	US 701 (Garland Hwy)	Garland Town Limits	Old US 701 (SR 1157)	Sampson Co.	5.2	24	2	12	150	55	12400	3200	4500	4500	12400	ADQ	150	Maj	Reg	
	US 701 (Garland Hwy)	Old US 701 (SR 1157)	US 421/US 700	Sampson Co.	7.8	24	2	12	150	55	12400	5400	7300	7300	12400	ADQ	150	Maj	Reg	
	US 701 (Faircloth Hwy)	US 421/US 701	US 421/US 701/NC 24	Sampson Co.	Concurrent with US 421															

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	US 701	US 421/US 701/NC 24	US 421/US 701	Clinton	Concurrent with US 421															
	US 701	US 421/US 701	US 421	Clinton	Concurrent with US 421															
	US 701 (Hobbton Hwy)	US 421	North Blvd (SR 1356)	Clinton	0.8	48	4D	12	320	55	54500	6000	6100	6100	54500	ADQ	320	F	Reg	
	US 701 (Hobbton Hwy)	North Blvd (SR 1356)	US 701/US 701 Bus. Intersection	Clinton	1.6	48	4D	12	320	55	54500	3500	3600	3600	54500	ADQ	320	F	Reg	
	US 701 (Hobbton Hwy)	US 701/US 701 Bus. Intersection	Shipp Rd (SR 1747)	Sampson Co	3.1	24	2	12	80	55	12400	9000	11100	11100	12400	ADQ	80	Maj	Reg	
	US 701 (Hobbton Hwy)	Shipp Rd (SR 1747)	Keener Rd (SR 1746)	Sampson Co	1.5	24	2	12	80	55	12400	6700	8600	8600	12400	ADQ	80	Maj	Reg	
	US 701 (Hobbton Hwy)	Keener Rd (SR 1746)	I-40	Sampson Co	8.4	24	2	12	60	55	12400	6100	8200	8200	12400	ADQ	60	Maj	Reg	
	US 701 (Hobbton Hwy)	I-40	Newton Grove Town Limits	Sampson Co.	0.9	24	2	12	60	55	12400	5900	8000	8000	12400	ADQ	60	Maj	Reg	
	US 701 (Clinton St.)	Newton Grove Town Limits	Traffic Circle	Newton Grove	0.5	36	3	12	0	35	12700	5500	7000	7000	12700	ADQ	0	Maj	Reg	
	US 701 (Main St.)	Traffic Circle	0.1 Miles North Old Goldsboro Rd (SR 1703)	Newton Grove	0.5	36	3	12	0	35	12700	4900	6300	6300	12700	ADQ	0	Maj	Reg	
	US 701 (Main St.)	0.1 Miles North Old Goldsboro Rd (SR 1703)	Newton Grove Town Limits	Newton Grove	0.9	24	2	12	0	55	12900	3400	4400	4400	12900	ADQ	0	Maj	Reg	
	US 701 (Main St.)	Newton Grove City Limits	Johnston Co. Line	Sampson Co.	0.5	24	2	12	100	55	12400	3400	4400	4400	12400	ADQ	100	Maj	Reg	
	US 701 Bus (Southeast Blvd)	US 421	0.4 Mile S Indian Town Rd (SR 1226)	Samspon County	0.1	24	2	12	150	55	13800	6600	7400	5800	13800	ADQ	150	Maj	Reg	
	US 701 Bus (Southeast Blvd)	0.4 Mile S Indian Town Rd (SR 1226)	Rowan Rd (SR 1924)	Samspon County	0.9	24	2	12	150	45	13800	6600	7400	5800	13800	ADQ	150	Maj	Reg	
	US 701 Bus (Southeast Blvd)	Rowan Rd (SR 1924)	Clinton City Limits	Samspon County	0.5	55	5	11	150	45	28000	13000	15500	13000	28000	N/A[3]	150	Maj	Reg	B, P
	US 701 Bus (Southeast Blvd)	Clinton City Limits	0.1 Mile N. Commerce St (SR 1931)	Clinton	0.2	55	5	11	150	45	28000	13000	15500	13000	28000	N/A[3]	150	Maj	Reg	B, P

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	US 701 Bus (Southeast Blvd)	0.1 Mile N. Commerce St (SR 1931)	NC 24 (Martin Luther King Jr. Blvd.)	Clinton	0.2	55	5	11	100	35	23500	10000	12300	14000	23500	N/A[3]	100	Maj	Reg	B, P
SAMP0001-H	US 701 Bus (Southeast Blvd)	NC 24 (Martin Luther King Jr. Blvd.)	NC 24 (Warsaw Rd)	Clinton	0.4	80	7	11	100	35	47700	17000	19700	14000	23500	4D	100	Maj	Reg	B, P
SAMP0001-H	US 701 Bus (Southeast Blvd)	NC 24 (Warsaw Rd)	NC 403 (Fiason Hwy)	Clinton	0.6	55	5	11	100	35	23500	14000	16300	9300	28100	4D	110	Maj	Reg	B, P
SAMP0001-H	US 701 Bus. (Northeast Blvd)	NC 24 (Warsaw Rd)	McArthur Ln	Clinton	1.4	55	5	11	100	35	23500	14000	16300	9300	28100	4D	110	Maj	Reg	B, P
SAMP0001-H	US 701 Bus. (Northeast Blvd)	McArthur Ln	Eliza Ln	Clinton	0.3	55	5	11	100	35	23500	9200	10900	9300	28100	4D	110	Maj	Reg	B, P
SAMP0001-H	US 701 Bus. (Northeast Blvd)	Eliza Ln	0.1 Miles South St Charles Ln	Samspon County	0.9	24	2	12	80	45	12200	6700	7100	3300	28100	4D	110	Maj	Reg	B, P
	US 701 Bus. (Hobbton Hwy)	0.1 Miles South St Charles Ln	US 701	Samspon County	0.5	24	2	12	80	55	12700	6700	7100	3500	12700	ADQ	110	Maj	Reg	
	NC 24 (Williams St)	Cumberland Co. Line	Autryville Town Limits	Autryville	0.6	24	2	12	60	35	11100	8600	2400	2400	11100	ADQ	60	Maj	STC	
R-2303	NC 24 (Autry Hwy)	Autryville Town Limits	Old Brick Mill Rd (SR 1403)	Sampson Co.	6.3	24	2	12	60	55	12400	6800	9200	9200	45200	4D	110	Maj	STC	
R-2303	NC 24 (Autry Hwy)	Old Brick Mill Rd (SR 1403)	Roseboro Town Limits	Sampson Co.	0.4	24	2	12	60	45	12400	9100	12300	12300	45200	4D	110	Maj	STC	
	NC 24 (Dr Martin L King Jr Blvd)	Roseboro Town Limits	NC 242 (N. East St.)	Roseboro	0.9	40	3	12	60	35	12700	9100	3100	3100	12700	ADQ	60	Maj	STC	
	NC 24 (Dr Martin L King Jr Blvd)	NC 242 (N. East St.)	< 0.1 Mile West North St (SR 1300)	Roseboro	< 0.1	40	3	12	60	35	12700	11000	5700	5700	12700	ADQ	60	Maj	STC	
	NC 24 (Dr Martin L King Jr Blvd)	NC 242 (N. East St.)	Andrews Chapel Rd (SR 1216)	Roseboro	0.8	40	3	12	60	35	12700	8800	5700	5700	12700	ADQ	60	Maj	STC	
	NC 24 (Roseboro Hwy)	Andrews Chapel Rd (SR 1216)	0.2 Miles East Industry Park	Sampson Co.	0.4	24	2	12	60	45	12700	9000	2900	2900	12700	ADQ	60	Maj	STC	
R-2303	NC 24 (Roseboro Hwy)	0.2 Miles East Industry Park	Underwood Rd (SR 1239)	Sampson Co.	2.0	24	2	12	60	55	12400	9000	11500	11500	45200	4D	110	Maj	STC	
R-2303	NC 24 (Roseboro Hwy)	Underwood Rd (SR 1239)	0.1 Miles West Bearskin Swamp Bridge	Sampson Co.	0.7	24	2	12	60	45	12700	9000	11500	11500	45200	4D	110	Maj	STC	

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
R-2303	NC 24 (Roseboro Hwy)	0.1 Miles West Bearskin Swamp Bridge	0.3 Miles West Memory Ln	Sampson Co.	3.1	24	2	12	60	55	12400	9000	11500	11500	45200	4D	110	Maj	STC	
R-2303	NC 24 (Roseboro Hwy)	0.3 Miles West Memory Ln	0.1 Miles East Dixie Rd (SR 1292)	Sampson Co.	1.0	24	2	12	100	45	13800	16000	21900	21900	45200	4D	110	Maj	STC	
R-2303	NC 24 (Roseboro Hwy)	0.1 Miles East Dixie Rd (SR 1292)	Clinton City Limits	Sampson Co.	0.7	24	2	12	100	55	12400	16000	21900	21900	40500	4D	110	Maj	STC	
R-2303	NC 24 (Sunset Ave.)	Clinton City Limits	Coharie Dr.	Clinton	0.3	24	2	12	100	35	11100	16000	21900	21900	43900	4D	110	Maj	STC	B, P
R-2303	NC 24 (Sunset Ave.)	Coharie Dr	Airport Rd (SR 1262)	Clinton	0.6	36	3	12	100	35	11100	16000	22600	22600	43900	4D	110	Maj	STC	B, P
R-2303	NC 24 (Sunset Ave.)	Airport Rd (SR 1262)	US 421/ US 701/NC 24	Clinton	1.1	60	5	12	100	35	22200	33000	35800	35800	43900	4D	110	Maj	STC	B, P
	NC 24	US 421/ US 701/NC 24	US 421/ US 701	Clinton	Concurrent with US 421/701															
	NC 24 (Martin Luther King Jr. Blvd)	US 421/ US 701	US 701 Bus/NC 24	Clinton	1.1	36	3	12	150-180	45	13300	8700	8600	13300	13300	ADQ	150-180	Maj	STC	
	NC 24 (Southeast Blvd)	US 701 Bus/NC 24	Warsaw Rd/Southeast Blvd Intersection	Clinton	Concurrent with US 701 Bus.															
	NC 24 (Warsaw Rd)	Warsaw Rd/Southeast Blvd Intersection	E. Railroad St.(SR 1232)	Clinton	0.7	44	4	11	60	45	25900	7800	10100	4100	25900	ADQ	60	Maj	STC	
	NC 24 (Turkey Hwy)	E. Railraod St. (SR 1232)	Clive Jacobs Rd	Sampson Co.	0.6	24	2	12	90	45	13800	8400	12000	4800	13800	ADQ	90	Maj	STC	
	NC 24 (Turkey Hwy)	Clive Jacobs Rd	Railroad Crossing	Sampson Co.	4.1	24	2	12	90	55	12400	8400	12000	3800	13800	ADQ	90	Maj	STC	
	NC 24 (Turkey Hwy)	Railroad Crossing	Turkey Town Limits	Sampson Co.	1.4	24	2	12	90	55	12400	7300	9500	3800	13800	ADQ	90	Maj	STC	
	NC 24 (Turkey Hwy)	Turkey Town Limits	Turkey Town Limits	Turkey	1.0	24	2	12	90	35	11100	8600	10800	5100	11100	ADQ	90	Maj	STC	
	NC 24 (Turkey Hwy)	Turkey Town Limits	Duplin Co. Line	Sampson Co.	1.0	24	2	12	90	55	12400	8400	11000	4800	12400	ADQ	90	Maj	STC	
R-2303	NC 24 Bypass	Cumberland Co. Line	Minnie Hall Rd (SR 1414)	Sampson Co.	0.4	-	-	-	-	-	-	-	-	9100	43900	4D	110	B	STC	

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
R-2303	NC 24 Bypass	Minnie Hall Rd (SR 1414)	Autryville Town Limits	Autryville	0.1	-	-	-	-	-	-	-	-	9100	43900	4D	110	B	STC	
R-2303	NC 24 Bypass	Autryville Town Limits	NC 24	Sampson Co.	0.6	-	-	-	-	-	-	-	-	9100	43900	4D	110	B	STC	
R-2303	NC 24 Bypass	Roseboro Town Limits	NC 242 (N. East St.)	Roseboro	0.9	-	-	-	-	-	-	-	-	9200	43900	4D	110	B	STC	
R-2303	NC 24 Bypass	NC 242 (N. East St.)	Andrews Chapel Rd (SR 1216)	Roseboro	0.8	-	-	-	-	-	-	-	-	9200	43900	4D	110	B	STC	
R-2303	NC 24 Bypass	US 421/US 701	US 701	Clinton	Concurrent with US 421/701															
R-2303	NC 24 Bypass	US 701	Janice Ln	Sampson Co.	Concurrent with US 421/701															
R-2303	NC 24 Bypass	Janice Ln	Duplin Co. Line	Sampson Co.	9.0	-	-	-	-	-	-	-	-	7200	40500	4D	110	B	STC	
	NC 41 (Tomahawk Hwy)	Bladen Co. Line	Harrells Town Limits	Sampson Co	9.3	24	2	12	80-100	55	12400	2200	2800	2800	12400	ADQ	80-100	Maj	Reg	
	NC 41 (Tomahawk Hwy)	Harrells Town Limits	NC 411 (Harrells Hwy)	Harrells	0.2	21	2	10	100	45	11400	2500	3200	3200	11400	ADQ	100	Maj	Reg	
	NC 41 (Tomahawk Hwy)	NC 411 (Harrells Hwy)	0.1 Miles East of Ward St.	Harrells	0.8	21	2	10	60	45	11400	3200	4100	4100	11400	ADQ	60	Maj	Reg	
	NC 41 (Tomahawk Hwy)	0.1 Miles East of Ward St.	US 421 (Delway Hwy)	Harrells	0.4	21	2	10	60	35	10400	3100	4000	4000	10400	ADQ	60	Maj	Reg	
	NC 41 (Wallace Hwy)	US 421 (Delway Hwy)	0.2 Miles East US 421 (Delway Hwy)	Harrells	0.2	21	2	10	100	35	10400	2600	3300	3300	10400	ADQ	100	Maj	Reg	
	NC 41 (Wallace Hwy)	0.2 Miles East US 421 (Delway Hwy)	Harrells Town Limits	Harrells	0.1	21	2	10	100	55	12000	2600	3300	3300	12000	ADQ	100	Maj	Reg	
	NC 41 (Wallace Hwy)	Harrells Town Limits	Duplin Co. Line	Sampson Co	1.8	22	2	10	60	55	11800	2500	3200	3200	11800	ADQ	60	Maj	Reg	
	NC 50 (Johnston Hwy)	Johnston Co. Line	NC 50/NC 55	Sampson Co.	1.2	24	2	12	100	55	12400	1200	1500	1500	12400	ADQ	100	Maj	Reg	
	NC 50 (Harnett-Dunn Hwy)	NC 50/NC 55	I-40 Overpass	Sampson Co.	0.7	24	2	12	100	45	14600	5800	7400	7400	14600	ADQ	100	Maj	Reg	

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	NC 50 (Raleigh St)	I-40 Overpass	Raynor St	Newton Grove Town	0.5	24	2	12	60	35	11100	4600	5900	5900	11100	ADQ	60	Maj	Reg	
	NC 50 (Raleigh St)	Raynor St	Newton Grove Town Limits	Newton Grove Town	1.3	24	2	12	60	35	11100	4600	5900	5900	11100	ADQ	60	Maj	Reg	
	NC 50 (Mt. Olive Hwy)	Newton Grove Town Limits	NC 55 (Mt. Olive Hwy)	Sampson Co.	5.8	24	2	12	100	55	12400	3300	4200	4200	12400	ADQ	100	Maj	Reg	
	NC 50 (Juliuis Sutton Hwy)	NC 55 (Mt. Olive Hwy)	Wayne Co. Line	Sampson Co.	0.4	24	2	12	100	55	12400	2800	3600	3600	12400	ADQ	100	Maj	Reg	
	NC 50 (Juliuis Sutton Hwy)	Wayne Co. Line	Suttontown Rd (SR 1722)	Sampson Co.	1.5	22	2	11	100	55	12400	440	690	690	12400	ADQ	100	Maj	Reg	
	NC 50 (Suttontown Rd)	Suttontown Rd (SR 1722)	Grimes Rd (SR 1725)	Sampson Co.	2.2	22	2	11	100	55	12400	440	690	690	12400	ADQ	100	Maj	Reg	
	NC 50 (Suttontown Rd)	Grimes Rd (SR 1725)	Duplin Co. Line	Sampson Co.	4.6	22	2	11	100	55	12400	520	810	810	12400	ADQ	100	Maj	Reg	
	NC 55 (Harnett-Dunn Hwy)	Harnett Co. Line	Johnston Co. Line	Sampson Co.	5.2	24	2	12	60	55	12400	3900	5000	5000	12400	ADQ	60	Maj	Reg	
	NC 55 (Harnett-Dunn Hwy)	Johnston Co. Line	NC96	Sampson Co.	0.1	24	2	12	60	55	12400	2400	3100	3100	12400	ADQ	60	Maj	Reg	
	NC 55 (Harnett-Dunn Hwy)	NC 96	NC 50 (Johnston Hwy)	Sampson Co.	4.2	24	2	12	60	55	12400	2800	3600	3600	12400	ADQ	60	Maj	Reg	
	NC 55 (Harnett-Dunn Hwy)	NC 50 (Johnston Hwy)	I-40	Sampson Co.	Concurrent with NC 50															
	NC 55 (Raleigh St.)	I-40	Raynor St	Newton Grove Town	Concurrent with NC 50															
	NC 55 (Raleigh St.)	Raynor St	Newton Grove City Limits	Newton Grove Town	Concurrent with NC 50															
	NC 55 (Mt. Olive Hwy)	Newton Grove City Limits	NC 50/NC 55 Split	Sampson Co.	Concurrent with NC 50															
	NC 55 (Mt. Olive Hwy)	NC 50/NC 55 Split	Wayne Co. Line	Sampson Co.	2.5	24	2	12	100	55	12400	2600	3300	3300	12400	ADQ	110	Maj	Reg	
	NC 96	Johnston Co.	NC 55 (Harnett-Dunn Hwy)	Sampson Co.	0.2	24	2	22	60	55	12400	750	900	900	12400	ADQ	60	Maj	Reg	
	NC 242 (Elizabethtown Hwy)	Cumberland Co. Line	NC 411 (Old Mintz Hwy)	Sampson Co.	3.6	22	2	11	60-100	55	12400	1600	2000	2000	12400	ADQ	60-100	Maj	Reg	

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	NC 242 (Elizabethtown Hwy)	NC 411 (Old Mintz Hwy)	Roseboro Town Limits	Sampson Co.	0.5	24	2	12	60-100	55	12400	2100	2700	2700	12400	ADQ	60-100	Maj	Reg	
	NC 242 (W. Roseboro St.)	Roseboro Town Limits	N. Church St	Roseboro	0.6	24	2	12	0	35	11100	3600	4600	4600	11100	ADQ	0	Maj	Reg	
	NC 242 (W. Roseboro St.)	N. Church St	N. East St	Roseboro	0.2	24	2	12	0	20	11000	3600	4600	4600	11000	ADQ	0	Maj	Reg	
	NC 242 (N. East St)	N. East St	NC 24 (Dr Martin L King Jr Blvd)	Roseboro	0.3	24	2	12	0	35	11100	4700	6000	6000	11100	ADQ	0	Maj	Reg	
	NC 242 (N. East St)	NC 24 (Dr Martin L King Jr Blvd)	Roseboro Town Limits	Roseboro	0.1	24	2	12	0	35	11100	4400	5900	5900	11100	ADQ	0	Maj	Reg	
	NC 242 (Salemburg Hwy)	Roseboro Town Limits	Country Club Rd (SR 1349)	Sampson Co.	2.7	24	2	12	60	55	12400	4500	6100	6100	12400	ADQ	60	Maj	Reg	
	NC 242 (Salemburg Hwy)	Country Club Rd (SR 1349)	Lyman Rd (SR 1408)	Sampson Co.	0.1	36	3	12	60	55	15900	3500	4500	4500	15900	ADQ	60	Maj	Reg	
	NC 242 (Salemburg Hwy)	Lyman Rd (SR 1408)	Salemburg Town Limits	Sampson Co.	0.6	24	2	12	60	55	12400	3500	4500	4500	12400	ADQ	60	Maj	Reg	
	NC 242 (Main St.)	Salemburg Town Limits	Matthew St.	Salemburg	0.6	24	2	12	0	45	14600	3500	4500	4500	14600	ADQ	0	Maj	Reg	
	NC 242 (Main St.)	Matthew St.	College St. (SR 1233)	Salemburg	0.4	24	2	12	0	35	10200	3900	5000	5000	10200	ADQ	0	Maj	Reg	
	NC 242 (Main St.)	College St. (SR 1233)	Salemburg Town Limits	Salemburg	0.8	24	2	12	0	35	10200	3100	4000	4000	10200	ADQ	0	Maj	Reg	
	NC 242 (Salemburg Hwy)	Salemburg Town Limits	Minnie-Hall Rd (SR 1414)	Sampson Co.	0.4	24	2	12	100	45	14600	3100	4000	4000	14600	ADQ	100	Maj	Reg	
	NC 242 (Salemburg Hwy)	Minnie-Hall Rd (SR 1414)	High House Rd (SR 1006)	Sampson Co.	4.2	24	2	12	100	55	12400	2100	2700	2700	12400	ADQ	100	Maj	Reg	
	NC 242 (Salemburg Hwy)	High House Rd (SR 1006)	US 421/NC 242	Sampson Co.	3.8	24	2	12	100	55	12400	1800	2300	2300	12400	ADQ	100	Maj	Reg	
	NC 242 (Spiveys Corner Hwy)	US 421/NC 242	NC 13 (Newton Grove Hwy)	Sampson Co.	Concurrent with US 421															

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	NC 242 (Spiveys Corner Hwy)	NC 13 (Newton Grove Hwy)	US 421 (Plainview Hwy)	Sampson Co.	Concurrent with US 421															
	NC 242 (Benson Hwy)	US 421 (Plainview Hwy)	NC 55/Johnston Co. Line	Sampson Co.	3.7	24	2	12	110	55	12400	1400	2300	2300	12400	ADQ	110	Maj	Reg	
R-4456	NC 242-NC 24 Southern Connector	NC 242/NC 411	East St (SR 1241)	Sampson Co.	2.8	-	-	-	-	-	-	-	-	3200	15700	2A	60	Maj	Reg	
	NC 403 (Faison Hwy)	Duplin Co. Line	US 117 Connector	Sampson Co	0.6	24	2	12	60	55	12400	2700	3500	3500	12400	ADQ	60	Maj	Reg	
	NC 403 (Faison Hwy)	US 117 Connector	I-40	Sampson Co.	Concurrent with NC 41															
	NC 403 (Faison Hwy)	US 117 Connector	Spencer Rd (SR 1734)	Sampson Co	0.5	48	4D	12	200	55	45200	5700	7300	7300	45200	ADQ	200	E	Reg	
	NC 403 (Faison Hwy)	Spencer Rd (SR 1734)	Giddensville Rd (SR 1725)	Sampson Co	1.6	24	2	12	60	55	12400	5700	7300	7300	12400	ADQ	60	Maj	Reg	
	NC 403 (Faison Hwy)	Giddensville Rd (SR 1725)	Lake Artesia Rd (SR 1740)	Sampson Co	1.1	24	2	12	60	55	12400	4400	6200	6200	12400	ADQ	60	Maj	Reg	
	NC 403 (Faison Hwy)	Lake Artesia Rd (SR 1740)	Keener Rd (SR 1746)	Sampson Co	1.7	24	2	12	60	55	12400	4800	6800	6800	12400	ADQ	60	Maj	Reg	
	NC 403 (Faison Hwy)	Keener Rd (SR 1746)	Pine Ridge Rd (SR 1904)	Sampson Co	3.4	24	2	12	60	55	12400	4200	6000	6000	12400	ADQ	60	Maj	Reg	
	NC 403 (Faison Hwy)	Pine Ridge Rd (SR 1904)	Old Warsaw Rd (SR 1919)	Sampson Co	2.0	24	2	12	60	55	12400	6400	9900	9900	12400	ADQ	60	Maj	Reg	
	NC 403 (Faison Hwy)	Old Warsaw Rd (SR 1919)	Clinton City Limits	Sampson Co	0.7	24	2	12	60	55	12400	9000	11100	11100	12400	ADQ	60	Maj	Reg	
	NC 403 (Faison Hwy)	Clinton City Limits	US 701 Bus	Clinton	0.3	24	2	12	60	35	11100	8200	10500	10500	11100	ADQ	60	Maj	Reg	
	NC 411 (Harrells Hwy)	Ward St	NC 41 (Tomahawk Hwy)	Harrells	Concurrent with NC 41															
	NC 411 (Harrells Hwy)	NC 41 (Tomahawk Hwy)	Harrells Town Limit	Harrells	0.4	22	2	11	60	45	12300	920	1200	1200	12300	ADQ	60	Maj	Reg	
	NC 411 (Harrells Hwy)	Harrells Town Limit	Melvin Rd (SR 1118)	Sampson Co.	1.5	22	2	11	60	55	12400	560	720	720	12400	ADQ	60	Maj	Reg	

HIGHWAY																					
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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	NC 411 (Harrells Hwy)	Melvin Rd (SR 1118)	0.1 Miles East Lundy Rd (SR 1130)	Sampson Co.	2.6	22	2	11	60	55	12400	560	720	720	12400	ADQ	60	Maj	Reg	
	NC 411 (Harrells Hwy)	0.1 Miles East Lundy Rd (SR 1130)	0.4 Miles West Black River Bridge	Sampson Co.	0.8	22	2	11	60	45	12400	400	510	510	12400	ADQ	60	Maj	Reg	
	NC 411 (Harrells Hwy)	0.4 Miles West Black River Bridge	Clear Run School Rd (SR 1125)	Sampson Co.	0.9	22	2	11	60	55	12400	400	510	510	12400	ADQ	60	Maj	Reg	
	NC 411 (Harrells Hwy)	Clear Run School Rd (SR 1125)	NC 903 (Lisbon Bridge Rd)	Sampson Co.	2.6	22	2	11	60	55	12400	700	900	900	12400	ADQ	60	Maj	Reg	
	NC 411 (Harrells Hwy)	NC 903 (Lisbon Bridge Rd)	Garland Town Limits	Sampson Co.	3.4	20	2	10	60	55	11800	1200	1500	1500	11800	ADQ	60	Maj	Reg	
	NC 411 (Belgrade Ave/E. 2nd St)	Garland Town Limits	US 701 (Garland Hwy)	Sampson Co.	0.8	22	2	11	60	35	11200	2200	2800	2800	11200	ADQ	60	Maj	Reg	
	NC 411 (W. 2nd St)	US 701 (Garland Hwy)	Garland City Limits	Garland	0.8	24	2	12	0	35	11600	2400	3100	3100	11600	ADQ	0	Maj	Reg	
	NC 411 (Old Mintz Hwy)	Garland City Limits	Boykin Bridge Rd (SR 1214)	Sampson Co	6.8	24	2	12	100	55	12400	1800	2300	2300	12400	ADQ	100	Maj	Reg	
	NC 411 (Old Mintz Hwy)	Boykin Bridge Rd (SR 1214)	NC 242	Sampson Co	5.6	24	2	12	100	55	12400	550	700	700	12400	ADQ	100	Maj	Reg	
	NC 903 (Magnolia-Lisbon Rd)	NC 411 (Harrels Hwy)	US 421 (Taylors Bridge Rd)	Sampson Co.	6.2	18	2	9	60	55	10500	1700	2400	2400	10500	ADQ	60	Maj	Reg	
	NC 903 (Magnolia-Lisbon Rd)	US 421 (Taylors Bridge Rd)	Duplin Co. Line	Sampson Co.	2.7	20	2	10	60	55	11800	2700	3800	3800	11800	ADQ	60	Maj	Reg	
	Alex Benton Rd (SR 1701)	Old Goldsboro Rd (SR 1703)	US 13 (Goldsboro Hwy)	Sampson Co	<0.1	20	2	10	60	55	15300	340	440	440	15300	ADQ	60	Min	Sub	
	Airport Rd (SR 1262)	W. Main St (SR 1228)	Clinton City Limits	Sampson Co.	1.1	20	2	10	60	55	14700	1300	2300	2300	14700	ADQ	60	Min	Sub	
	Airport Rd (SR 1262)	Clinton City Limits	NC 24 (Sunset Ave)	Clinton	0.2	20	2	10	60	55	14100	2600	3600	3600	14100	ADQ	60	Min	Sub	
	Autryville Rd (SR 1233)	Salemburg Town Limits	Dunn Rd (SR 1002)	Sampson Co.	1.5	20	2	10	60	55	15300	2100	2900	2900	15300	ADQ	60	Min	Sub	

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Autryville Rd (SR 1233)	Dunn Rd (SR 1002)	Autryville Town Limits	Sampson Co.	5.3	20	2	10	60	55	15300	1700	2200	2200	15300	ADQ	60	Min	Sub	
	Balsey St	Beaman St (SR 1838)	Stewart Ave	Clinton	0.1	24	2	12	0	35	10500	-	3400	3400	10500	ADQ	0	Min	-	
	Barrus Ave	W. Elizabeth St (SR 1214)	W. Main St (SR 1228)	Clinton	0.2	20	2	10	0	35	9800	100	100	100	9800	ADQ	0	Min	-	
	Beaman St (SR 1838)	North Blvd (SR 1356)	Peterson St	Clinton	0.2	20	2	10	0	35	9800	6400	6700	6700	9800	ADQ	0	Min	Sub	
	Beaman St (SR 1838)	Peterson St	Balsey St	Clinton	0.6	33	3	11	0	35	11100	7400	7400	7400	11100	ADQ	0	Min	Sub	
	Beaman St (SR 1838)	Balsey St	College St (SR 1856)	Clinton	0.3	28	2	14	0	35	10500	3900	3900	3900	10500	ADQ	0	Min	Sub	
	Beulah Rd (SR 1222)	Boykin Bridge Rd (SR 1214)	W. Main St (SR 1228)	Sampson Co.	0.6	20	2	10	60	55	15300	1800	3000	3000	15300	ADQ	60	Min	Sub	
	Bonnetsville Rd (SR 1233)	NC 24 (Roseboro Hwy)	Mckenzie Rd (SR 1318)	Sampson Co.	2.4	20	2	10	60	55	15300	3700	5000	5000	15300	ADQ	60	Min	Sub	
	Bonnetsville Rd (SR 1233)	Mckenzie Rd (SR 1318)	Salemburg Town Limits	Sampson Co.	4.0	20	2	10	60	55	15300	1600	2200	2200	15300	ADQ	60	Min	Sub	
	Boykin Bridge Rd (SR 1214)	Clinton City Limits	Bass Lake Rd (SR 1309)	Sampson Co.	5.5	18	2	9	60	55	14800	2900	4200	4200	14800	ADQ	60	Min	Sub	
	Boykin Bridge Rd (SR 1214)	Bass Lake Rd (SR 1309)	NC 411 (Old Mintz Hwy)	Sampson Co.	3.9	18	2	9	60	55	14800	1100	1700	1700	14800	ADQ	60	Min	Sub	
	Boykin Bridge Rd (SR 1214)	NC 411 (Old Mintz Hwy)	Bladen Co. Line	Sampson Co	4.6	18	2	9	60	55	14800	560	1300	1300	14800	ADQ	60	Min	Sub	
	Butler Ave (SR 1227)	NC 24 (Martin Luther King Jr. Blvd)	Lisbon St (SR 1231)	Clinton	0.4	28	2	14	0	35	10500	1400	1500	1500	10500	ADQ	0	Min	Sub	
	Butler Island Rd (SR 1246)	Roseboro Town Limits	Mill Creek Church Rd (SR 1253)	Sampson Co.	0.7	20	2	10	60	55	14700	2400	3400	3400	14700	ADQ	60	Min	Sub	
	Butler Island Rd (SR 1246)	Mill Creek Church Rd (SR 1253)	Bladen Co. Line	Sampson Co.	2.1	20	2	10	60	55	14700	1500	2000	2000	14700	ADQ	60	Min	Sub	
	Cabin Museum Rd (SR 1909)	Turkey Town Limit	SR 1910 (Hudson Rd)	Sampson Co.	0.2	18	2	9	60	35	9900	440	560	560	9900	ADQ	60	Min	Sub	
	Cabin Museum Rd (SR 1909)	SR 1910 (Hudson Rd)	Dave Bright Rd (SR 1903)	Sampson Co.	3.6	18	2	9	60	55	14800	440	560	560	14800	ADQ	60	Min	Sub	
	Chestnut St (SR 1281)	W. Elizabeth St (SR 1214)	Fayetteville St (SR 1855)	Clinton	0.8	40	2	20	0	35	10500	3900	4500	4500	10500	ADQ	0	Min	Sub	

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Church Rd (SR 1703)	US 421	Keener Rd (SR 1746)	Sampson Co.	2.4	19	2	9	60	55	14800	670	860	860	14800	ADQ	60	Min	Sub	
	Church Rd (SR 1703)	Keener Rd (SR 1746)	Rosin Hill Rd (SR 1845)	Sampson Co.	3.8	19	2	9	60	55	14800	1300	1700	1700	14800	ADQ	60	Min	Sub	
	Church St (SR 1233)	Autryville Town Limits	NC 24 (Williams St)	Autryville	0.2	20	2	10	60	35	9800	1400	1800	1800	9800	ADQ	60	Min	Sub	
	Church St (SR 1703)	Newton Grove Town Limits	NC 50 (NC 55)	Newton Grove	0.5	19	2	9	60	35	9500	1500	1900	1900	9500	ADQ	60	Min	Sub	
	Church St (SR 1703)	NC 50 (NC 55)	US 701 (Main St)	Newton Grove	0.4	19	2	9	60	35	9500	1500	670	900	9500	ADQ	60	Min	Sub	
	Clear Run School Rd (SR 1125)	NC 41 (Tomahawk Hwy)	NC 411 (Harrells Hwy)	Sampson Co.	1.9	18	2	9	60	55	14800	620	790	790	14800	ADQ	60	Min	Sub	
	College St (SR 1233)	Salemburg Town Limits	Salemburg Town Limits	Salemburg	1.4	24	2	12	60	35	10500	1800	2300	2300	10500	ADQ	60	Min	Sub	
	College St (SR 1856)	US 701 Bus (Northeast Blvd)	Stewart Ave/Warsaw Road (SR 1855)	Clinton	0.4	28	2	14	60	35	10500	9100	10100	**11900**	10500	ADQ	60	Min	Sub	
	College St (SR 1855)	Stewart Ave/Warsaw Road (SR 1855)	Beaman St (SR 1838)	Clinton	0.2	36	3	12	60	35	11500	6000	10800	11500	11500	ADQ	60	Min	Sub	
	College St (SR 1855)	Beaman St (SR 1838)	E. Main St (SR 1839)	Clinton	0.2	28	2	14	60	35	10500	6000	10800	**11500**	10500	ADQ	60	Min	Sub	
	Dave Bright Rd (SR 1903)	Duplin Co. Line	Pine Ridge Rd (SR 1904)	Sampson Co.	3.2	18	2	9	60	55	14800	710	850	850	14800	ADQ	60	Min	Sub	
	Darden Rd (SR 1740)	NC 403 (Faison Hwy)	Suttontown Rd (SR 1722)	Sampson Co.	7.9	20	2	10	60	55	15300	610	800	800	15300	ADQ	60	Min	Sub	
	Dixon St (SR 1749)	US 701 Bus (Northeast Blvd)	North Blvd (SR 1356)	Clinton	0.1	44	4	11	70	35	10600	10200	11100	**12100**	10600	ADQ	70	Min	Sub	
	Dunn Rd (SR 1002)	US 13 (Fayetteville Hwy)	Straw Pond School Rd (SR 1477)	Sampson Co.	0.6	18	2	9	100	55	14800	790	990	990	14800	ADQ	100	Min	Sub	
	Dunn Rd (SR 1002)	Straw Pond School Rd (SR 1477)	High House Rd (SR 1006)	Sampson Co.	4.0	18	2	9	100	55	14800	390	490	490	14800	ADQ	100	Min	Sub	
	Dunn Rd (SR 1002)	High House Rd (SR 1006)	Elbow Rd (SR 1439)	Sampson Co.	1.5	18	2	9	100	55	14800	550	700	700	14800	ADQ	100	Min	Sub	
	Dunn Rd (SR 1002)	Elbow Rd (SR 1439)	Vander Rd (SR 1438)	Sampson Co.	1.4	18	2	9	100	45	12000	740	940	940	12000	ADQ	100	Min	Sub	

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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Dunn Rd (SR 1002)	Vander Rd (SR 1438)	Autryville Rd (SR 1233)	Sampson Co.	4.3	18	2	9	100	55	14800	480	610	610	14800	ADQ	100	Min	Sub	
	Dunn Rd (SR 1002)	Autryville Rd (SR 1233)	NC 242 (Salemburg Hwy)	Sampson Co.	4.3	18	2	9	100	55	14800	660	840	840	14800	ADQ	100	Min	Sub	
	Edmond Matthis Rd (SR 1004)	US 421 (Taylor's Bridge Hwy)	Old US 701 (SR 1157)	Sampson Co	5.9	22	2	11	60	55	15900	960	1600	1600	15900	ADQ	60	Min	Sub	
	Edwards Rd. (SR 1009)	Wayne Co. Line	NC 50/55 (Mt. Olive Hwy)	Sampson Co.	0.5	20	2	10	60	55	15300	240	310	310	15300	ADQ	60	Min	Sub	
	Elizabeth St (SR 1214)	Clinton City Limits	Indian Town Rd (SR 1226)	Clinton	0.4	22	2	11	60	35	10200	2800	4200	4200	10200	ADQ	60	Min	Sub	
	Elizabeth St (SR 1214)	Indian Town Rd (SR 1226)	Ferrell St (SR 1281)	Clinton	1.4	22	2	11	30	35	10200	4700	5500	5400	10200	ADQ	30	Min	Sub	
	Elizabeth St (SR 1214)	Ferrell St (SR 1281)	W. Railroad St	Clinton	0.1	20	2	10	0	20	9300	2400	2500	2500	9300	ADQ	0	Min	Sub	
	Elizabeth St (SR 1214)	W. Railroad St	Wall St (SR 1839)	Clinton	0.1	20	2	10	0	20	9300	2400	2500	2500	9300	ADQ	0	Min	Sub	
	Elizabeth St (SR 1214)	Wall St (SR 1839)	Lisbon St (SR 1231)	Clinton	0.1	20	2	10	0	20	9300	2400	2500	2500	9300	ADQ	0	Min	Sub	
SAMP0002-H	Elizabeth St Connector	NC 24 (Sunset Ave)	Elizabeth St (SR 1214)	Clinton	0.9	-	-	-	-	-	-	-	-	-	-	2E	60	Min	Sub	B, P
SAMP0003-H	Ellen St Extension	Ellen St	NC 24 (Sunset Ave)	Clinton	0.5	-	-	-	-	-	-	-	-	N/A	10500	2C	50	Min	-	P
	Fayetteville St	Barden St	Sunset Ave (SR 1296)	Clinton	0.2	20	2	10	0	25	9300	-	-	-	9300	ADQ		Min	-	
	Fayetteville St (SR 1296)	Sunset Ave (SR 1296)	W. Faison St	Clinton	0.1	36	3	12	50	35	11500	4000	4500	5100	11500	ADQ	50	Min	Sub	
	Fayetteville St (SR 1296)	W. Faison St	McKoy St (SR 1839)	Clinton	0.2	24	2	12	50	35	10500	4000	4500	5100	10500	ADQ	50	Min	Sub	
	Ferrell St (SR 1281)	Butler Ave (SR 1227)	W. Morlsey Blvd (SR 1275)	Clinton	0.3	40	2	20	0	35	10500	960	1000	1100	10500	ADQ	0	Min	Sub	
	Ferrell St (SR 1281)	W. Morlsey Blvd (SR 1275)	W. Elizabeth St (SR 1214)	Clinton	0.3	40	2	20	0	35	10500	2100	2200	2200	10500	ADQ	0	Min	Sub	
	Finch St	W. Main St (SR 1228)	Sunset Ave (SR 1855)	Clinton	0.3	20	2	10	0	35	9800	100	100	100	9800	ADQ	0	Min	-	
	Five Bridge Rd (SR 1311)	High House Rd (SR 1006)	0.3 Miles West Wallace Ln	Sampson Co.	6.0	20	2	9	60	55	14800	2200	4100	4100	14800	ADQ	60	Min	Sub	
	Five Bridge Rd (SR 1311)	0.3 Miles West Wallace Ln	Clinton City Limits	Sampson Co.	1.3	20	2	10	60	45	12400	3900	4300	4300	12400	ADQ	60	Min	Sub	

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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Five Bridge Rd (SR 1311)	Clinton City Limits	US 421 (NW Blvd)	Clinton	0.5	20	2	10	60	45	11900	3900	4300	4300	11900	ADQ	60	Min	Sub	
	Giddensville Rd (SR 1725)	NC 50 (Suttontown Rd)	NC 403 (Faison Hwy)	Sampson Co.	5.5	18	2	9	60	55	14800	770	1100	1100	14800	ADQ	60	Min	Sub	
	Gray St (SR 1414)	Sampson Co. Line	NC 24 (Williams St)	Autryville	0.7	18	2	9	30-60	35	9500	690	890	890	9500	ADQ	30-60	Min	Sub	
	Gray St (SR 1414)	NC 24 (Williams St)	Old Stage Rd	Autryville	0.4	18	2	9	30-60	35	9500	1700	2200	2200	9500	ADQ	30-60	Min	Sub	
	Green Path Rd (SR 1005)	US 421 (Plain View Hwy)	N Spring Branch Rd (SR 1002)	Sampson Co.	1.3	18	2	9	60	55	14800	1600	3000	3000	14800	ADQ	60	Min	Sub	
	Green Path Rd (SR 1005)	N Spring Branch Rd (SR 1002)	Falcon Town Limit	Sampson Co.	5.2	18	2	9	60	55	14800	1800	3000	3000	14800	ADQ	60	Min	Sub	
	Green Path Rd (SR 1005)	Falcon Town Limit	Cumberland Co. Line	Sampson Co.	0.1	18	2	9	60	35	9500	1000	1700	1700	9500	ADQ	60	Min	Sub	
	Grimes Rd (SR 1725)	Wayne Co. Line	NC 50 (Suttontown Rd)	Sampson Co.	2.1	18	2	9	60	55	14800	460	590	590	14800	ADQ	60	Min	Sub	
	HB Lewis Rd (SR 1751)	US 701 Bus (Hobbton Hwy)	Governor Moore Rd (SR 1742)	Sampson Co.	2.8	18	2	9	60	55	14200	1500	1500	1500	14200	ADQ	60	Min	Sub	
	HB Lewis Rd (SR 1751)	Governor Moore Rd (SR 1742)	NC 403 (Faison Hwy)	Sampson Co.	1.1	20	2	10	60	55	14700	1500	1500	1500	14700	ADQ	60	Min	Sub	
	Helltown Rd (SR 1200)	Bladen Co. Line	Garland Town Limits	Sampson Co	1.4	20	2	10	60	55	15300	1000	1300	1300	15300	ADQ	60	Min	Sub	
	High House Rd (SR 1006)	Kitty Fork Rd (SR 1832)	Odom Rd (SR 1323)	Sampson Co.	2.7	19	2	9	60	55	14800	2200	3000	3000	14800	ADQ	60	Min	Sub	
	High House Rd (SR 1006)	Odom Rd (SR 1323)	Five Bridge Rd (SR 1311)	Sampson Co.	0.7	20	2	10	60	55	15300	1400	1700	1700	15300	ADQ	60	Min	Sub	
	High House Rd (SR 1006)	Five Bridge Rd (SR 1311)	NC 242 (Salemburg Hwy)	Sampson Co.	2.5	20	2	10	60	55	15300	2000	4100	4100	15300	ADQ	60	Min	Sub	
	High House Rd (SR 1006)	NC 242 (Salemburg Hwy)	Dunn Rd (SR 1002)	Sampson Co.	3.8	20	2	10	60	55	15300	1700	3400	3400	15300	ADQ	60	Min	Sub	
	Indian Town Rd (SR 1226)	Reedsford Rd (SR 1932)	US 701 Bus (Southeast Blvd)	Sampson Co.	0.6	20	2	10	60	35	10300	870	1500	1500	10300	ADQ	60	Min	Sub	
	Indian Town Rd (SR 1226)	US 701 Bus (Southeast Blvd)	US 421/US 701 (Faircloth Hwy)	Sampson Co.	0.7	20	2	10	60	35	10300	1100	1800	1800	10300	ADQ	60	Min	Sub	
	Indian Town Rd (SR 1226)	US 421/US 701 (Faircloth Hwy)	Clinton City Limits	Sampson Co.	1.1	20	2	10	60	45	12400	2100	2900	2900	12400	ADQ	60	Min	Sub	
	Indian Town Rd (SR 1226)	Clinton City Limits	Elizabeth St (SR 1214)	Clinton	0.1	20	2	10	60	35	9800	1800	3300	3300	9800	ADQ	60	Min	Sub	

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	Ivanhoe Rd (SR 1100)	Wildcat Rd (SR 1007)	Dr. Kerr Rd (SR 1105)	Sampson Co.	4.8	18	2	9	60	55	14800	560	810	810	14800	ADQ	60	Min	Sub	
	Ivanhoe Rd (SR 1100)	Dr. Kerr Rd (SR 1105)	Bittersweet Ln	Sampson Co.	2.3	18	2	9	60	45	13100	740	1000	1000	13100	ADQ	60	Min	Sub	
	Ivanhoe Rd (SR 1100)	Bittersweet Ln	Pender Co. Line	Sampson Co.	1.4	18	2	9	60	55	14800	430	550	550	14800	ADQ	60	Min	Sub	
	Johnson St (SR 1852)	Williams St (SR 1851)	Beaman St (SR 1838)	Clinton	0.5	36	2	12	0	35	10500	6400	6600	6600	10500	ADQ	0	Min	Sub	
	Keener Rd (SR 1746)	NC 403 (Faison Hwy)	US 701 (Hobbton Hwy)	Sampson Co.	5.1	18	2	9	60	55	14800	920	1100	1100	14800	ADQ	60	Min	Sub	
	Keener Rd (SR 1746)	Share Cake Rd (SR 1818)	Church Rd (SR 1703)	Sampson Co.	1.4	18	2	9	60	55	14800	620	730	730	14800	ADQ	60	Min	Sub	
	Kitty Fork Rd (SR 1832)	US 421	US 421	Sampson Co.	1.6	19	2	9	60	55	14800	2200	2800	2800	14800	ADQ	60	Min	Sub	
	Lake Artesia Rd (SR 1740)	NC 403 (Faison Hwy)	Pine Ridge Rd (SR 1904)	Sampson Co.	3.3	18	2	9	60	55	14800	640	750	750	14800	ADQ	60	Min	Sub	
	Lisbon St (SR 1231)	Southwest Blvd (SR 1276)	NC 24 (Martin Luther King Jr. Blvd)	Clinton	0.3	24	2	12	0	35	10500	3100	3500	3500	10500	ADQ	0	Min	Sub	
	Lisbon St (SR 1231)	NC 24 (Martin Luther King Jr. Blvd)	Morisey Blvd (SR 1275)	Clinton	0.8	24	2	12	0	35	10500	4300	4700	4700	10500	ADQ	0	Min	Sub	
	Lisbon St (SR 1231)	Morisey Blvd (SR 1275)	E. Main St (SR 1839)	Clinton	0.1	24	2OW	12	0	35	10500	1800	2000	3300	10500	ADQ	0	Min	Sub	
	Lisbon Bridge Rd (SR 1134)	Old Us 701 Hwy (SR 1157)	NC 903 (Magnolia-Lisbon Rd)	Sampson Co.	3.0	18	2	9	60	55	14800	850	1100	1100	14800	ADQ	60	Min	Sub	
	N. Main St (SR 1909)	NC 24 (Turkey Hwy)	Turkey Town Limit	Turkey	0.7	18	2	9	30	35	9500	1200	1500	1500	9500	ADQ	30	Min	Sub	
	W. Main St (SR 1228)	Sampson Airport Rd (SR 1291)	Beulah Rd (SR 1222)	Sampson Co.	0.8	20	2	10	60	55	14700	1300	2000	1300	14700	ADQ	60	Min	Sub	
	W. Main St (SR 1222)	Beulah Rd (SR 1222)	Clinton City Limits	Sampson Co.	1.2	20	2	10	60	55	14700	2700	2900	3000	14700	ADQ	60	Min	Sub	
	W. Main St (SR 1222)	Clinton City Limits	0.1 Miles South Alston St	Clinton	0.2	20	2	10	60	35	9800	1400	1400	1400	9800	ADQ	60	Min	Sub	
	W. Main St (SR 1222)	0.1 Miles South Alston St	Westover Rd (SR 1289)	Clinton	0.3	20	2	10	60	35	9800	1400	1400	1400	9800	ADQ	60	Min	Sub	
	Main St (SR 1222)	McKoy St (SR 1839)	Court St	Clinton	0.1	20	2OW	10	60	20	9300	2100	2500	2500	9300	ADQ	60	Min	Sub	

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	Main St (SR 1222)	Court St	Sampson St (SR 1854)	Clinton	0.1	30	3OW	10	60	20	10500	2100	2500	2500	10500	ADQ	60	Min	Sub	
	Maxwell Rd (SR 1006)	Dunn Rd (SR 1002)	Howard Rd (SR 1431)	Sampson Co.	2.6	20	2	10	60	45	13600	2300	4400	4400	13600	ADQ	60	Min	Sub	
	Maxwell Rd (SR 1006)	Howard Rd (SR 1431)	0.1 Miles North Clement Elementary School	Sampson Co.	0.9	20	2	10	60	55	15300	2300	4400	4400	15300	ADQ	60	Min	Sub	
	Maxwell Rd (SR 1006)	0.1 Miles North Clement Elementary School	Halltown Rd (SR 1427)	Sampson Co.	3.7	20	2	10	60	55	15300	3200	6000	6000	15300	ADQ	60	Min	Sub	
	Maxwell Rd (SR 1006)	Halltown Rd (SR 1427)	Cumberland Co. Line	Sampson Co.	1.1	20	2	10	60	55	15300	2500	4600	4600	15300	ADQ	60	Min	Sub	
	McKoy St (SR 1852)	US 421 (NW Blvd)	E. Johnson St (1852)	Clinton	1.0	24	2	12	0	35	10500	2400	2900	2900	10500	ADQ	0	Min	Sub	
	McKoy St (SR 1852)	E. Johnson St (1852)	Faison St	Clinton	<0.1	24	2	12	0	35	10500	1700	1900	1900	10500	ADQ	0	Min	Sub	
	McKoy St (SR 1852)	Faison St	Vance St (SR 1855)	Clinton	0.4	24	2	12	0	20	10000	1700	1900	1900	10000	ADQ	0	Min	Sub	
	Mclamb Rd (SR 1703)	Rosin Hill Rd (SR 1845)	Bryan Rd (SR 1800)	Sampson Co.	2.3	19	2	9	60	55	14800	940	1200	1200	14800	ADQ	60	Min	Sub	
	Mclamb Rd (SR 1703)	Bryan Rd (SR 1800)	Newton Grove Town Limits	Sampson Co.	0.7	19	2	9	60	45	13100	940	1200	1200	13100	ADQ	60	Min	Sub	
	Mingo Church Rd (SR 1002)	Gainey Rd (SR 1603)	US 13 (Fayettville Hwy)	Sampson Co.	2.7	18	2	9	60	55	14800	460	580	580	14800	ADQ	60	Min	Sub	
	Minnie Hall Rd (SR 1414)	Old Stage Rd	NC 242 (N. Salemburg Hwy)	Sampson Co.	9.8	18	2	9	60	55	14800	1200	1700	1700	14800	ADQ	60	Min	Sub	
	Morisey Blvd (SR 1275)	Warsaw Rd (1855)	0.1 East of Lisbon St (SR 1231)	Clinton	0.4	24	2	12	0	35	10500	5100	5600	5600	10500	ADQ	0	Min	Sub	
	Morisey Blvd (SR 1275)	0.1 East of Lisbon St (SR 1231)	Ferrell St (SR 1281)	Clinton	0.2	28	2	14	0	35	10500	4000	4800	4800	10500	ADQ	0	Min	Sub	
	Morisey Blvd (SR 1275)	Ferrell St (SR 1281)	Stetson St	Clinton	0.1	22	2	11	0	35	10500	4000	4800	4800	10500	ADQ	0	Min	Sub	
	Morisey Blvd (SR 1275)	Stetson St	Elizabeth St (SR 1214)	Clinton	0.3	22	2	11	60	35	10200	2300	2500	2500	10200	ADQ	60	Min	Sub	

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Needmore Rd (SR 1004)	Turkey Town Limits	Union School Rd (SR 1004)	Sampson Co	5.0	22	2	11	60	55	15900	830	1000	1000	15900	ADQ	60	Min	Sub	
	North Blvd (SR 1356)	Dixon St (SR 1749)	US 701 Byp	Clinton	0.3	55	5	11	80	35	23500	11000	11900	11900	23500	ADQ	80	Min	Sub	
	North Blvd (SR 1356)	US 701 Byp	US 421 (NW Blvd)	Clinton	0.7	55	5	11	100-160	45	28000	8500	9800	9200	28000	ADQ	100-160	Min	Sub	
	N Spring Branch Rd (SR 1002)	Harnett Co. Line	Green Path Rd (SR 1005)	Sampson Co.	0.7	20	2	10	60	55	15300	4300	5500	5500	15300	ADQ	60	Min	Sub	
	N Spring Branch Rd (SR 1002)	Green Path Rd (SR 1005)	Gainey Rd (SR 1603)	Sampson Co.	4.3	20	2	10	60	55	15300	440	570	570	15300	ADQ	60	Min	Sub	
	Old Goldsboro Rd (SR 1703)	US 701 (Main St)	S. Johnson St	Newton Grove	0.3	18	2	9	100	35	9500	450	580	580	9500	ADQ	100	Min	Sub	
	Old Goldsboro Rd (SR 1703)	S. Johnson St	Newton Grove Town Limits	Newton Grove	0.7	18	2	9	100	55	13600	450	580	580	13600	ADQ	100	Min	Sub	
	Old Goldsboro Rd (SR 1703)	Newton Grove Town Limits	Alex Benton Rd (SR 1701)	Sampson Co	0.9	18	2	9	60	55	14800	140	180	180	14800	ADQ	60	Min	Sub	
	Old Raleigh Rd (SR 1753)	HB Lewis Rd (SR 1751)	0.1 Miles North Pineview Rd	Sampson Co.	1.1	18	2	9	60	55	14200	800	800	800	14200	ADQ	60	Min	Sub	
	Old Raleigh Rd (SR 1753)	0.1 Miles North Pineview Rd	Clinton City Limits	Sampson Co.	0.1	18	2	9	60	35	9900	800	800	800	9900	ADQ	60	Min	Sub	
	Old US 701 (SR 1157)	US 701 (Garland Hwy)	0.1 Miles South Tranquil Ln	Sampson Co	1.4	22	2	11	60	55	15900	1100	1500	1500	15900	ADQ	60	Min	Sub	
	Old US 701 (SR 1157)	0.1 Miles South Tranquil Ln	Lisbon Bridge Rd (SR 1134)	Sampson Co	0.3	22	2	11	60	55	15900	1100	1500	1500	15900	ADQ	60	Min	Sub	
	Old US 701 (SR 1157)	Lisbon Bridge Rd (SR 1134)	0.2 Miles South SR 1134	Sampson Co	0.2	22	2	11	60	55	15900	1100	1500	1500	15900	ADQ	60	Min	Sub	
	Old US 701 (SR 1157)	0.2 Miles South SR 1134	US 701 (Garland Hwy)	Sampson Co	0.6	22	2	11	60	55	15900	940	1300	1300	15900	ADQ	60	Min	Sub	
	Old Warsaw Rd (SR 1919)	NC 403 (Faison Hwy)	Duplin Co. Line	Sampson Co.	8.2	20	2	10	60	55	15300	1700	2500	2500	15300	ADQ	60	Min	Sub	
	Overland Rd (SR 1229)	NC 24 (Sunset Ave)	Adams Ridge Ln	Clinton	0.2	30	3	10	60	35	10700	2700	3100	2500	10700	ADQ	60	Min	Sub	
	Overland Rd (SR 1229)	Adams Ridge Ln	W. Main St (SR 1228)	Sampson Co.	0.8	20	2	10	60	55	14700	2700	3100	2500	14700	ADQ	60	Min	Sub	
	Peterson St	Beaman St (SR 1838)	US 701 Bus (Northeast Blvd)	Clinton	0.3	20	2	10	0	35	9800	1400	1400	3400	9800	ADQ	0	Min	-	
	Pine Ridge Rd (SR 1904)	Dave Bright Rd (SR 1903)	NC 403 (Faison Hwy)	Sampson Co.	4.2	18	2	9	60	55	14800	1500	2300	2300	14800	ADQ	60	Min	Sub	

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Pugh Rd (SR 1751)	NC 403 (Faison Hwy)	Clinton City Limits	Sampson Co.	0.9	20	2	10	60	55	14700	2700	3700	3700	14700	ADQ	60	Min	Sub	
	Pugh Rd (SR 1751)	Clinton City Limits	US 701 Bus (Southeast Blvd)	Clinton	0.1	20	2	10	60	35	9800	3600	4600	7300	9800	ADQ	60	Min	Sub	
	Railroad St (SR 1232)	NC 24 (Warsaw Rd)	Clinton City Limits	Sampson Co.	0.1	22	2	11	0	35	10600	3200	3800	3700	10600	ADQ	0	Min	Sub	
	Railroad St (SR 1232)	Clinton City Limits	US 701 Bus/NC 24 (Southeast Blvd)	Clinton	0.6	22	2	11	0	35	10200	3200	3800	3700	10200	ADQ	0	Min	Sub	
	Railroad St (SR 1232)	US 701 Bus/NC 24 (Southeast Blvd)	Devane St	Clinton	0.3	33	3	11	0	35	11100	2500	2600	3700	11100	ADQ	0	Min	Sub	
	Railroad St (SR 1232)	Devane St	Lisbon St (SR 1231)	Clinton	0.3	22	2	11	0	35	10200	2500	2600	3700	10200	ADQ	0	Min	Sub	
	Raleigh Rd (SR 1753)	Clinton City Limits	US 701 Bus (Northeast Blvd)	Clinton	0.9	18	2	9	60	35	9500	1400	1500	2000	9500	ADQ	60	Min	Sub	
	Reedsford Rd (SR 1932)	Needmore Rd (SR 1004)	Byrd-Yancey-Bass Rd (SR 1934)	Sampson Co.	4.7	18	2	9	60	55	14800	1400	1700	1700	14800	ADQ	60	Min	Sub	
	Reedsford Rd (SR 1932)	Byrd-Yancey-Bass Rd (SR 1934)	Rowan Rd (SR 1924)	Sampson Co.	1.4	18	2	9	60	55	14800	2600	3600	3600	14800	ADQ	60	Min	Sub	
	Rich St (SR 1200)	Garland Town Limits	US 701 (Garland Hwy)	Garland	0.4	20	2	10	60	35	9800	1000	1300	1300	9800	ADQ	60	Min	Sub	
	Rosin Hill Rd (SR 1845)	Church Rd (SR 1703)	US 13 (Newton Grove Hwy)	Sampson Co.	1.7	18	2	9	60	55	14800	770	1000	1000	14800	ADQ	60	Min	Sub	
	Rowan Rd (SR 1924)	Reedsford Rd (SR 1932)	US 701 Bus (Southeast Blvd)	Sampson Co.	0.7	22	2	11	60	45	12900	6700	10200	10200	12900	ADQ	60	Min	Sub	
	Sampson St (SR 1855)	E. Main St	Vance St (SR 1855)	Clinton	0.1	20	2 OW	10	0	35	9800	2600	3100	3100	9800	ADQ	0	Min	Sub	
	Sampson St	Vance St (SR 1855)	E. Johnson St (1852)	Clinton	0.4	28	2	14	0	35	10500	2200	2300	2300	10500	ADQ	0	Min	Sub	
	Sampson St	E. Johnson St (1852)	McKoy St (SR 1839)	Clinton	0.8	22	2	11	0	35	10200	1800	1800	1800	10200	ADQ	0	Min	Sub	
	Share Cake Rd (SR 1818)	US 701 (Hobbton Hwy)	Keener Rd (SR 1746)	Sampson Co.	2.8	18	2	9	60	55	14800	720	1400	1400	14800	ADQ	60	Min	Sub	
	Southwest Blvd (SR 1276)	US 701 Bus (Southeast Blvd)	0.1 Miles East Phillips St	Clinton	0.4	23	2	11	60-100	45	12300	2900	3600	3600	12300	ADQ	60-100	Min	Sub	
	Southwest Blvd (SR 1276)	0.1 Miles East Phillips St	NC 24 (Martin Luther King Jr. Blvd)	Clinton	0.5	23	2	11	60-100	35	10200	2900	3600	3600	10200	ADQ	60-100	Min	Sub	

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Southwest Blvd (SR 1276)	0.1 Miles East Phillips St	NC 24 (Martin Luther King Jr. Blvd)	Clinton	0.5	23	2	11	60-100	35	10200	2900	3600	3600	10200	ADQ	60-100	Min	Sub	
R-2303	SR5	Westover Rd (SR 1277)	NC 24 (Sunset Ave)	Clinton	0.5	-	-	-	-	-	-	-	1700	1700	11700	3C	80	Min	Sub	B, P
	Stewart Ave	Peterson St	College St (SR 1856)	Clinton	0.8	22	2	11	0	25	9700	2600	2700	2700	9700	ADQ	0	Min	-	
	Sunset Ave (SR 1296)	US 421/US 701	Fayetteville St (SR 1855)	Clinton	0.4	48	4	12	0	35	22200	14900	15900	12600	22200	ADQ	0	Min	Sub	
	Suttontown Rd (SR 1722)	US 701 (Hobbton Hwy)	I-40 Interchange	Sampson Co.	3.1	20	2	10	60	55	15300	1200	1400	1400	15300	ADQ	60	Min	Sub	
	Suttontown Rd (SR 1722)	I-40 Interchange	NC 50 (Julius Sutton Hwy)	Sampson Co.	2.6	20	2	10	60	55	15300	630	760	760	15300	ADQ	60	Min	Sub	
	Timothy Rd (SR 1620)	US 13 (Newton Grove Hwy)	NC 242 (Benson Hwy)	Sampson Co.	5.1	18	2	9	60	55	14800	820	1200	1200	14800	ADQ	60	Min	Sub	
	Timothy Rd (SR 1620)	NC 242 (Benson Hwy)	Green Path Rd (SR 1005)	Sampson Co.	4.1	18	2	9	60	55	14800	640	1000	1000	14800	ADQ	60	Min	Sub	
	Tram Rd (SR 1227)	Indian Town Rd (SR 1226)	Glenn Rd	Sampson Co.	0.8	22	2	11	60	55	15300	2300	2300	2300	15300	ADQ	60	Min	Sub	
	Tram Rd (SR 1227)	Glenn Rd	Clinton City Limits	Sampson Co.	0.1	22	2	11	60	35	10600	2400	2400	2400	10600	ADQ	60	Min	Sub	
	Tram Rd (SR 1227)	Clinton City Limits	NC 24 (Martin Luther King Jr. Blvd)	Clinton	0.1	22	2	11	60	35	10600	2300	3000	3000	10600	ADQ	60	Min	Sub	
	Union Rd (SR 1004)	NC 24 (Turkey Hwy)	Turkey Town Limits	Turkey	0.1	24	2	12	60	35	11000	1300	1700	1700	11000	ADQ	60	Min	Sub	
	Union School Rd (SR 1004)	Needmore Rd (SR 1004)	US 421 (Taylor's Bridge Hwy)	Sampson Co.	5.3	22	2	11	60	55	15900	960	1500	1500	15900	ADQ	60	Min	Sub	
	Vance St	Beaman St (SR 1838)	Fisher Dr	Clinton	0.1	20	2	10	0	20	9300	5200	5500	6000	9300	ADQ	0	Mn	-	
	Vance St	Fisher Dr	Sampson St (SR 1854)	Clinton	0.1	20	2	10	0	20	9300	5200	5500	6000	9300	ADQ	0	Mn	-	
	Vance St	Sampson St (SR 1854)	Wall St (SR 1839)	Clinton	0.1	20	2OW	10	0	20	9300	3700	4200	4700	9300	ADQ	0	Mn	-	
	Wall St (SR 1839)	Vance St (SR 1855)	W. Main St (SR 1228)	Clinton	< 0.1	27	3OW	9	0	20	10200	1700	2200	4700	10200	ADQ	0	Min	Sub	
	Wall St (SR 1839)	W. Main St (SR 1228)	W. Elizabeth St (SR 1214)	Clinton	< 0.1	18	2OW	9	0	20	9000	1700	2200	2200	9000	ADQ	0	Min	Sub	

HIGHWAY																					
		Section				2012 Existing System							2040 Proposed System								
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Warsaw Rd (1855)	College St (SR 1856)	E. Morisey Blvd (SR 1275)	Clinton	0.4	24	2	12	30	35	10500	2900	3100	3100	10500	ADQ	30	Min	Sub	
	Warsaw Rd (1855)	E. Morisey Blvd (SR 1275)	US 701 Bus (Southeast Blvd)	Clinton	0.2	48	4	12	30	35	22200	2900	3100	3100	22200	ADQ	30	Min	Sub	
	Waycross Rd (SR 1943)	Needmore Rd (SR 1004)	Duplin Co. Line	Sampson Co.	7.0	18	2	9	60	55	14800	700	900	900	14800	ADQ	60	Min	Sub	
	Westover Rd (SR 1289)	Tram Rd (SR 1227)	0.2 Miles North W. Main St (SR 1228)	Sampson Co.	1.0	20	2	10	100	45	12400	1000	1100	1100	12400	ADQ	100	Min	Sub	
TIP-R2303	Westover Rd (SR 1277)	0.2 Miles North W. Main St (SR 1228)	0.1 Miles South Shields St	Clinton	0.2	22	2	12	60	45	12700	1700	-	-	-	-	-	Min	Sub	
TIP-R2303	Westover Rd (SR 1277)	0.1 Miles South Shields St	NC 24 (Sunset Ave)	Clinton	0.1	30	3	10	60	45	11900	1700	-	-	-	-	-	Min	Sub	
	Wildcat Rd (SR 1007)	Bladen Co. Line	Dr. Kerr Rd (SR 1105)	Sampson Co.	3.6	18	2	9	60	55	14800	230	290	290	14800	ADQ	60	Min	Sub	
	Wildcat Rd (SR 1007)	Dr. Kerr Rd (SR 1105)	Ivanhoe Rd (SR 1100)	Sampson Co.	2.3	18	2	9	60	55	14800	680	980	980	14800	ADQ	60	Min	Sub	
	Wildcat Rd (SR 1007)	Ivanhoe Rd (SR 1100)	Harrells Town Limit	Sampson Co.	2.6	18	2	9	60	55	14800	1000	1400	1400	14800	ADQ	60	Min	Sub	
	Wildcat Rd (SR 1007)	Harrells Town Limit	NC 41 (Tomahawk Hwy)	Sampson Co.	1.0	18	2	9	60	55	14800	1000	1400	1400	14800	ADQ	60	Min	Sub	
	Williard Rd (SR 1001)	Pender Co. Line	US 421 (Wilmington Hwy)	Sampson Co.	3.2	18	2	9	60	55	14800	450	580	580	14800	ADQ	60	Min	Sub	
	Williams St (SR 1851)	Fayetteville St (SR 1855)	W. Johnson St (SR 1852)	Clinton	0.1	28	2	14	0	35	10500	7800	8300	8300	10500	ADQ	0	Min	Sub	

Footnotes: (1) Undivided 4-lane with shoulder, (2) Raised median 2 lane with 8 ft on-street parking both sides, (3) Appropriate "Typical" Cross-Section unavailable

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION							
					Existing System	Proposed System	
Local ID	Facility/ Route	Section (From - To)	Speed Limit (mph)	Distance (mi)	Type	Type	Other Modes
	-	-	-	-	-	-	-

RAIL												
						Existing System			Proposed System			
Local ID	Facility/ Route	Section (From - To)	Class	Speed Limit (mph)	Distance (mi)	Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day	Other Modes
	Clinton Terminal Railroad	Clinton - Moltonville	III	10	3.5	Freight	40	Varies	-	-	-	
	CSX Transportation Warsaw Branch/ACA Line	Clinton - Warsaw	I	25	6.3	Freight	40	4	-	-	-	

BICYCLE AND PEDESTRIAN

BICYCLE								
				Existing System		Proposed System		
				Cross-Section				
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	(ft)	lanes	Type	Cross-Section	Other Modes
City of Clinton								
SAMP0001-B	US 421 (Northwest Blvd)	McKoy St (SR 1839) - Clinton municipal limits	1.0	36-60	3-5	On Road	3C, 5B	P
SAMP0001-H	US 701 Bus (Northeast Blvd)	Eliza Ln - NC 403 (Faison Hwy)	1.4	Concurrent with US 701 Bus - see Highway Table				
SAMP0001-H	US 701 Bus (Southeast Blvd)	NC 403 (Faison Hwy) - NC 24 (Warsaw Rd)	0.6	Concurrent with US 701 Bus - see Highway Table				
SAMP0002-B	US 701 Bus (Southeast Blvd)	NC 24 (Warsaw Rd) - Rowan Rd (SR 1924)	1.2	90	7	On Road		P
SAMP0003-B	NC 24 (Sunset Ave)	Clinton municipal limits - Fayetteville St	2.3	24- 60	2-5	On Road	4D	H, P
SAMP0004-B	Barden St	Lane St - Fayetteville St	0.6	24	2	On Road	Share the Road	P
SAMP0005-B	Beaman St (SR 1838)	College St (SR 1855) - US 701 Bus	1.3	20-33	2-3	On Road	2E, 3C	P
SAMP0006-B	Butler Ave (SR 1227)	Ferrell St (SR 1281) - Lisbon St (SR 1231)	0.2	28	2	On Road	2E	P
SAMP0007-B	College St (SR 1855)	Sampson St (SR 1854) - US 701 Bus	0.8	28-36	2-3	On Road	2E, 3C	P
SAMP0008-B	Elizabeth St (SR 1214)	Lisbon St (SR 1231) - Indian Town Rd (SR 1226)	1.6	20	2	On Road	Share the Road	P
SAMP0002-H	Elizabeth St Connector	NC 24 (Sunset Ave) - Elizabeth St (SR 1214)	0.9	Concurrent with Elizabeth St Connector - see Highway Table				
SAMP0003-H	Ellen St Extension	Ellen St - NC 24 (Sunset Ave/ Overland Rd)	0.5	Concurrent with Elizabeth St Connector - see Highway Table				
SAMP009-B	Fayetteville St	Barden St - Sunset Ave (SR 1296)	0.2	20-36	2-3	On Road	Share the Road	P
SAMP0010-B	Fayetteville St (SR 1296)	Sunset Ave (SR 1296) - McKoy St (SR 1839)	0.2	24-36	2-3	On Road	2E, 3C	P
SAMP0011-B	Ferrell/ Chestnut St (SR 1281)	Butler Ave (SR 1227) - Lisbon St (SR 1231)	0.8	40	2	On Road	2E	P
SAMP0012-B	Johnson St (SR 1852)	Beaman St (SR 1838) - Williams St (SR 1851)	0.7	36	2	On Road	Share the Road	P
SAMP0013-B	Lisbon St (SR 1231)	Main St - Butler Ave (SR 1227)	0.6	24	2	On Road	Share the Road	P
SAMP0014-B	Main St	Lisbon St (SR 1231) - Sampson St (SR 1854)/ College St (SR 1855)	0.1	30	3	On Road	Share the Road	P
SAMP0015-B	McKoy St (SR 1839)	Sampson St (SR 1854) - US 421 (Northwest Blvd)	0.3	24	2	On Road	2E	P
SAMP0016-B	Morisey Blvd (SR 1275)	Warsaw Rd (SR 1855) - Ferrell St (SR 1281)	0.6	22-28	2	On Road	Share the Road	P
SAMP0017-B	North Blvd (SR 1356)	US 421 (Northwest Blvd) - Beaman St (SR 1838)	1.0	55	5	On Road	5B	P
SAMP0018-B	N Wall St (SR 1839)	Vance St - Elizabeth St (SR 1214)	0.1	18-27	2-3	On Road	Share the Road	P
SAMP0019-B	Sampson St	College St (SR 1855) - McKoy St (SR 1839)	1.1	20-28	2	On Road	2E	P
SAMP0020-B	SR5 (Pierce St Extension)	NC 24 (Sunset Ave) - Westover Rd (SR 1277)	0.5	-	-	On Road	3C	H,P
SAMP0021-B	Vance St	Wall St (SR 1839) - Sampson St (SR 1854)	0.1	20	2	On Road	2E	P

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section				
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Other Modes
SAMP0022-B	Warsaw Rd (SR 1855)	College St (SR 1855) - US 701 Bus	0.6	24-48	2-4	On Road	Share the Road	P
SAMP0023-B	Westover Rd (SR 1289)	SR5 (Pierce St Extension) - Elizabeth St (SR 1214)	0.5	20	2	On Road	Share the Road	P
SAMP0024-B	Williams St (SR 1851)	Johnson St (SR 1852) - Fayetteville St (SR 1296)	0.1	28	2	On Road	Share the Road	P
Town of Harrells								
SAMP0025-B	US 421	Wildcat Rd (SR 1007) - Pender County	3.8	24	2	On Road	2B	P
SAMP0026-B	NC 41 (Tomahawk Hwy)	Wildcat Rd - US 421 (Wilmington Hwy)	0.6	22	2	On Road	2E	P
Town of Newton Grove								
SAMP0027-B	NC 50/55	NC 50 - Weeks Cir/Roundabout	1.4	24	2	On Road	2A	P
Town of Roseboro								
SAMP0028-B	NC 242 (Eliabethtown Hwy)	Butler Island Rd (SR 1246) - Cumberland County	4.3	24	2	On Road	2A	P
SAMP0029-B	NC 242 (East St)	Dunn Rd (SR 1002) - NC 24	0.9	24	2	On Road	2C	
SAMP0029-B	NC 242 (East St)	NC 24 - East St (SR 1241)	0.2	24	2	On Road	Share the Road	P
SAMP0029-B	NC 242 (Roseboro St)	S East St (SR 1241) - Pinewood St (SR 1248)	0.5	24	2	On Road	2E	P
Town of Salemburg								
SAMP0030-B	NC 242 (Main St)	Salem Cir - Honeysuckle Ln	1.7	24	2	On Road	2E	P
SAMP0031-B	College St (SR 1233)	Creekside Ln - Fayetteville St (SR 1501)	0.5	24	2	On Road	2E	P
SAMP0031-B	College St (SR 1233)	Fayetteville St (SR 1501) - Clinton St	0.5	24	2	On Road	Share the Road	P
Town of Turkey								
SAMP0032-B	Main St (SR 1909)	Northern Turky municipal limits - NC 24 (Turkey Hwy)	0.7	18	2	On Road	2A	P
SAMP0033-B	Union Rd (SR 1004)	NC 24 (Turkey Hwy) - Wilmington Rd (SR 1911)	0.3	24	2	On Road	2A	P

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance	Type	Side of	Type	Side of Street	Modes
Town of Autryville								
SAMP0001-P	NC 24 (Williams St)	Mill St - Hotel St		Sidewalk	North	Sidewalk	South	
SAMP0001-P	NC 24 (Williams St)	Hotel St - Bullard St		-	-	Sidewalk	Both	
SAMP0002-P	Gray St (SR 1414)	NC 24 (Williams St) - Railroad St		Sidewalk	West	Sidewalk	East	
City of Clinton								
SAMP0003-P	US 421 (Northwest Blvd)	McKoy St (SR 1839) - North Blvd (SR 1356)	0.3	-	-	Sidewalk	Both	B
SAMP0001-H	US 701 Bus (Northeast Blvd)	Eliza Ln - NC 403 (Faison Hwy)	1.4	-	-	Sidewalk	Both	H, B
SAMP0001-H	US 701 Bus (Southeast Blvd)	NC 403 (Faison Hwy) - NC 24 (Warsaw Rd)	0.6	-	-	Sidewalk	Both	H, B
SAMP0004-P	US 701 Bus (Southeast Blvd)	NC 24 (Warsaw Rd) - Rowan Rd (SR 1924)	1.2	-	-	Sidewalk	Both	B
R-2303	NC 24 (Sunset Ave)	Eastern Clinton municipal boundary - US 421/US 701	2.1	-	-	Sidewalk	Both	H, B
SAMP0005-P	NC 24 (Warsaw Rd)	US 701 Bus (Southeast Blvd) - Railroad St (SR 1232)	0.7	-	-	Sidewalk	Both	
SAMP0006-P	Barden St	Fayetteville St - Byrd St	0.5	Sidewalk	Both	Sidewalk	Both	B
SAMP0007-P	Barrus Ave	W Main St - W Elizabeth St (SR 1214)	0.2	Sidewalk	North	Sidewalk	South	
SAMP0008-P	Beaman St (SR 1838)	Cooper Dr - North Blvd (SR 1356)	0.4	-	-	Sidewalk	Both	B
SAMP0009-P	Boykin Bridge Rd (SR 1214)	Southeast Greenway - Indian Town Rd (SR 1226)	0.4	-	-	Sidewalk	Both	B
SAMP0010-P	Calhoun St	Barden St - Holmes St	0.2	-	-	Sidewalk	Both	
SAMP0011-P	Chestnut St (SR 1281)	Herring St - Main St	0.1	Sidewalk	East	Sidewalk	West	B
SAMP0012-P	Doris Ave	Stewart Ave - Doris Ave	0.1	Sidewalk	South	Sidewalk	North	
SAMP0013-P	Eastover Ave	Lafayette St - Morisey Blvd	0.3	Sidewalk	East	Sidewalk	West	
SAMP0014-P	Eastover Terrace	Morisey Blvd (SR 1275) - Morisey Blvd (SR 1275)	0.1	Sidewalk	Both	Sidewalk	Both	
SAMP0015-P	Elizabeth St (SR 1214)	Indian Town Rd (SR 1226) - Chestnut St (SR 1281)	1.4	-	-	Sidewalk	Both	B
SAMP0002-H	Elizabeth St Connector	NC 24 (Sunset Ave) - Elizabeth St (SR 1214)	0.9	-	-	Sidewalk	Both	H, B
SAMP0016-P	Ellen St	Pierce St - Royal Ln (SR 1314)	0.2	-	-	Sidewalk	Both	
SAMP0003-H	Ellen St Extension	NC 24 (Sunset Avenue/Overland Road) - Pierce St	0.5	-	-	Sidewalk	Both	H, B
SAMP0017-P	Fayetteville St	Barden St - Sunset Ave (SR 1296)	0.2	Sidewalk	South	Sidewalk	North	B
SAMP0018-P	Ferrell St (SR 1281)	Elizabeth St (SR 1214) - John St	0.1	Sidewalk	Both	Sidewalk	Both	B
SAMP0018-P	Ferrell St (SR 1281)	John St - Morisey Blvd (SR 1275)	0.1	-	-	Sidewalk	Both	B
SAMP0018-P	Ferrell St (SR 1281)	Morisey Blvd (SR 1275) - Butler Ave (SR 1227)	0.3	Sidewalk	East	Sidewalk	West	B
SAMP0019-P	Graham St	John St - JC Holliday Library	0.1	Sidewalk	East	Sidewalk	West	
SAMP0020-P	Indian Town Rd (SR 1226)	Elizabeth St (SR 1214) - Tram Rd (SR 1227)	0.7	-	-	Sidewalk	Both	
SAMP0021-P	John St	Stetson St - Lisbon St (SR 1231)	0.3	-	-	Sidewalk	Both	
SAMP0021-P	John St	Lisbon St (SR 1231) - Graham St	<0.1	Sidewalk	Northeast	Sidewalk	Southeast	
SAMP0022-P	Kennedy St	E Butler Ave - Weeks St	0.1	-	-	Sidewalk	West	

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance	Type	Side of	Type	Side of Street	Modes
SAMP0023-P	Kimbrough Rd	US 701 Bus (Northeast Blvd) - Raleigh Rd (SR 1753)	0.3	Sidewalk	Both	Sidewalk	Both	
SAMP0024-P	Lafayette St	Eastover Ave - Warsaw Rd (SR 1855)	0.2	Sidewalk	Both	Sidewalk	Both	
SAMP0025-P	Larkins St	Williams St - McKoy St (SR 1839)	0.1	Sidewalk	Both	Sidewalk	Both	
SAMP0026-P	Leisure Ln	Pierce St - Royal Ln (SR 1314)	0.2	-	-	Sidewalk	Both	
SAMP0027-P	Lisbon St (SR 1231)	Morisey Blvd (SR 1271) - NC 24 (Martin Luther King JR Blvd)	0.5	Sidewalk	West	Sidewalk	East	
SAMP0028-P	Maple St	Ferrell St (SR 1281) - Lisbon St (SR 1231)	0.2	Sidewalk	West	Sidewalk	East	
SAMP0029-P	Miller St	E Butler Ave - Weeks St	0.1	-	-	Sidewalk	West	
SAMP0030-P	McKoy St (SR 1839)	Johnson St (SR 1252) - Carter St	0.5	Sidewalk	Southeast	Sidewalk	Northeast	
SAMP0030-P	McKoy St (SR 1839)	Carter St - Byrd St	<0.1	-	-	Sidewalk	Both	
SAMP0030-P	McKoy St (SR 1839)	Sampson St - US 421 (Northwest Blvd)	0.4	-	-	Sidewalk	Both	B
SAMP0031-P	Morisey Blvd (SR 1275)	Elizabeth St (SR 1214) - Lisbon St (SR 1231)	0.5	-	-	Sidewalk	Both	B
SAMP0031-P	Morisey Blvd (SR 1275)	Lisbon St (SR 1231) - Warsaw Rd (SR 1855)	0.5	Sidewalk	South	Sidewalk	North	B
SAMP0032-P	Nicholson St	Beaman St (SR 1838) - Park Ave	0.3	Sidewalk	Both	Sidewalk	Both	
SAMP0033-P	North Blvd (SR 1356)	US 421 (Northwest Blvd) - US 701	0.6	-	-	Sidewalk	Both	B
SAMP0033-P	North Blvd (SR 1356)	US 701 - Beaman St (SR 1838)	0.4	Sidewalk	South	Sidewalk	North	B
SAMP0034-P	Park Ave	Peachtree Rd - US 701 Bus (Northeast Blvd)	0.7	-	-	Sidewalk	Both	
SAMP0035-P	Pierce St	NC 24 (Sunset Ave) - Welsh St	0.7	-	-	Sidewalk	Both	
SAMP0036-P	Powell St	Eastover Ave - Warsaw Rd (SR 1855)	0.2	Sidewalk	Both	Sidewalk	Both	
SAMP0037-P	Railroad St (SR 1232)	Lisbon St (SR 1231) - NC 24 (Warsaw Rd) US	1.3	-	-	Sidewalk	Both	
SAMP0038-P	Raleigh Rd (SR 1753)	701 Bus (Northeast Blvd) - Kimbrough Rd	0.5	-	-	Sidewalk	Both	
SAMP0039-P	Royal Ln (SR 1314)	NC 24 (Sunset Ave) - Welsh St	0.4	-	-	Sidewalk	Both	
SAMP0040-P	Sampson St	Pearl St - McKoy St (SR 1839)	0.7	-	-	Sidewalk	Both	B
SAMP0041-P	Southwest Blvd (SR 1276)	NC 24 (Martin Luther King JR Blvd) - US 701 Bus (Southeast Blvd)	0.9	-	-	Sidewalk	Both	
R-2303	SR5	Westover Rd (SR 1289) - NC 24 (Sunset Ave)	0.5	-	-	Sidewalk	Both	H, B
SAMP0042-P	Stetson St	Elizabeth St (SR 1214) - Butler Ave (SR 1227)	0.5	-	-	Sidewalk	Both	
SAMP0043-P	Stewart Ave	Peterson St - College St (SR 1855/1856)	0.8	-	-	Sidewalk	Both	
SAMP0044-P	Sunset Ave (SR 1296)	US 421/US 701 - Woodland Dr	0.2	-	-	Sidewalk	Both	B
SAMP0045-P	Sycamore St	Chestnut St (SR 1281) - McKoy St (SR 1839)	0.1	Sidewalk	Northeast	Sidewalk	Southeast	
SAMP0046-P	Tram Rd (SR 1227)	Indian Town Rd (SR 1226) - NC 24 (Martin Luther King JR Blvd)	1.0	-	-	Sidewalk	Both	
SAMP0047-P	W Butler Ave (SR 1227)	NC 24 (Martin Luther King JR Blvd) - Ferrell St (SR 1281)	0.2	-	-	Sidewalk	Both	
SAMP0047-P	W Butler Ave (SR 1227)	Ferrell St (SR 1281) - Miller St	0.3	Sidewalk	South	Sidewalk	North	B
SAMP0048-P	Warsaw Rd (SR 1855)	College St (SR 1856) - Morisey Blvd (SR 1275)	0.4	-	-	Sidewalk	Both	B
SAMP0048-P	Warsaw Rd (SR 1855)	Morisey Blvd (SR 1275) - US 701 Bus (Southeast Blvd)	0.2	Sidewalk	South	Sidewalk	North	B

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance	Type	Side of	Type	Side of Street	Modes
SAMP0049-P	Weeks St	Lisbon St (SR 1231) - NC 24 (Martin Luther King JR Blvd)	0.3	-	-	Sidewalk	South	
SAMP0050-P	Westover St (SR 1277)	NC 24 (Sunset Ave) - Tram Rd (SR 1227)	1.5	-	-	Sidewalk	Both	B
SAMP0051-P	Williams St	Johnson St (SR 1252) - Barden St	0.4	Sidewalk	West	Sidewalk	East	
SAMP0052-P	Willow Rd	US 701 Bus (Northeast Blvd) - Raleigh Rd (SR 1753)	0.2	-	-	Sidewalk	Both	
Town of Garland								
SAMP0053-P	US 701 (Ingold Ave)	Johnson St - Warren St	0.1	Sidewalk	Northeast	Sidewalk	Southeast	
SAMP0053-P	US 701 (Ingold Ave)	Warren St - Eight St	0.6	-	-	Sidewalk	Both	
SAMP0054-P	NC 411 (Second St)	Church Ave (SR 1136) - Parkersburg Ave	0.4	Sidewalk	Southeast	Sidewalk	Northeast	
SAMP0055-P	Church Ave	NC 411 (Second St) - Johnson St	0.3	Sidewalk	Southeast	Sidewalk	Northeast	
SAMP0056-P	Front St	Lisbon Ave - NC 411 (Second St)	0.1	Sidewalk	Southwest	Sidewalk	Northwest	
Town of Harrells								
SAMP0057-P	NC 41 (Tomahawk Hwy)	Halls Ave - US 421 (Wilmington Hwy)	0.5	Sidewalk	North	Sidewalk	South	B
Town of Newton Grove								
SAMP0058-P	US 701 (Main St)	Weeks Circle/Roundabout - White Oak St	0.4	-	-	Sidewalk	Both	
SAMP0059-P	NC 50/55 (Raleigh St)	NC 50 (Johnston Hwy)- Weeks Cir/Roundabout	1.4	-	-	Sidewalk	Both	B
Town of Roseboro								
SAMP0060-P	NC 24 (Dr Martin L King Jr Blvd)	Broad St - Pleasant St	0.8	-	-	Sidewalk	Both	
SAMP0061-P	NC 242 (East St)	NC 242 (Roseboro St) - NC 24 (Martin Luther King Jr Blvd)	0.3	Sidewalk	Both	Sidewalk	Both	B
SAMP0062-P	NC 242 (Roseboro St)	Pinewood St (SR 1284) - Charles St	0.3	-	-	Sidewalk	Both	B
SAMP0061-P	NC 242 (Roseboro St)	Charles St - Vance St	0.2	Sidewalk	West	Sidewalk	East	B
SAMP0063-P	Broad St	NC 24 (Martin Luther King Jr Blvd) - Butler St	0.1	-	-	Sidewalk	Both	
SAMP0063-P	Broad St	Butler - McPhearson St	0.2	Sidewalk	East	Sidewalk	West	
SAMP0063-P	Broad St	North St - Clinton St (SR 1274)	<0.1	Sidewalk	East	Sidewalk	West	
SAMP0064-P	Bullard St (SR 1248)	Johnson St (SR 1252) - Clinton St (SR 1274)	0.5	Sidewalk	East	Sidewalk	West	
SAMP0065-P	Church St	NC 242 (Roseboro St) - Clinton St (SR 1274)	<0.1	Sidewalk	West	Sidewalk	East	
SAMP0066-P	Clinton St (SR 1274)	Bullard St (SR 1248) - NC 24 (Martin Luther King Jr Blvd)		Sidewalk	South	Sidewalk	North	
SAMP0067-P	East St (SR 1241)	Pleasant St - NC 242 (Roseboro St)	<0.1	Sidewalk	East	Sidewalk	West	
SAMP0068-P	Pleasant St	Broad-St - SW Railroad St	0.2	Sidewalk	South	Sidewalk	North	
SAMP0068-P	Pleasant St	SW Railroad St - East St (SR 1241)	<0.1	-	-	Sidewalk	Both	
SAMP0069-P	Pinewood St (SR 1284)	NC 242 (Roseboro St) - SW Railroad St	0.5	-	-	Sidewalk	Both	
SAMP0070-P	Roseboro St (SR 1284)	Park Dr - NC 24 (Martin Luther King Jr Blvd)	0.2	Sidewalk	North	Sidewalk	South	

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance	Type	Side of	Type	Side of Street	Modes
SAMP0071-P	SW Railroad St	Pleasant St - Pinewood St (SR 1284)	0.3	-	-	Sidewalk	Both	
SAMP0072-P	NW Railroad St	NC 242 (Roseboro St) - North St	0.1	-	-	Sidewalk	East	
SAMP0073-P	West St (SR 1242)	NC 242 (Roseboro St) - Howard Sr	0.3	Sidewalk	East	Sidewalk	West	
SAMP0073-P	West St (SR 1242)	Howard St - Pinewood St	0.1	-	-	Sidewalk	Both	
Town of Salemburg								
SAMP0074-P	NC 242 (N Main St)	Clinton St - N East St		Sidewalk	West	Sidewalk	East	B
SAMP0074-P	NC 242 (N Main St)	Turlington St - Salem Cir		Sidewalk	East	Sidewalk	West	B
SAMP0075-P	NC 242 (S Main St)	Honeysuckle Ln - Hall St		-	-	Sidewalk	Both	
SAMP0075-P	NC 242 (S Main St)	Hall St - College St (SR 1233)		Sidewalk	East	Sidewalk	West	
SAMP0076-P	Church St	Fayetteville St (SR 1501) - NC 242 (Main St)		Sidewalk	North	Sidewalk	South	
SAMP0077-P	Clinton St	Fayetteville St (SR 1501) - NC 242 (Main St)		Sidewalk	North	Sidewalk	South	
SAMP0078-P	College St (SR 1233)	Creekside Ln - Fayetteville St (SR 1501)		-	-	Sidewalk	Both	B
SAMP0078-P	College St (SR 1233)	Fayetteville St (SR 1501) - NC 242 (Main St)		Sidewalk	North	Sidewalk	South	B
SAMP0078-P	College St (SR 1233)	James St - Clinton St		Sidewalk	South	Sidewalk	North	B
SAMP0079-P	Fayetteville St (SR 1501)	College St (SR 1233) - Church St		Sidewalk	East	Sidewalk	West	
Town of Turkey								
SAMP0080-P	NC 24 (Turkey Hwy)	Tiffany Ln - Clinton Ln		-	-	Sidewalk	Both	
SAMP0081-P	B F Grady Rd (SR 1915)	N Main St (SR 1911) - Long Horn Creek Ln		-	-	Sidewalk	Both	
SAMP0082-P	N Main St (SR 1911)	Northern Turkey municipal limits - NC 24		-	-	Sidewalk	Both	B
SAMP0083-P	Union Rd (SR 1004)	NC 24 (Turkey Hwy) - Wilmington Rd (SR 1911)		-	-	Sidewalk	Both	B

MULTI-USE PATH								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance	Side of	Cross-	Side of Street	Cross-Section	Modes
SAMP0001-M	Cat Tail Branch Greenway[1]	Williams Old Mill Branch Greenway - Fisher	-	-	-	-	-	-
SAMP0002-M	Dollar Branch Greenway[1]	Calhoun Street - NC 24 (Martin Luther King JR Blvd)	-	-	-	-	-	-
SAMP0003-M	East Coast Greenway - Seaboard Coastline Rail-Trail	Cumberland County - Pender County	35	-	-	-	-	-
SAMP0004-M	Northeast Greenway (Beaverdam Branch)[1]	US 701 Business - Clinton municipal boundary	-	-	-	-	-	-
SAMP0005-M	Northern Greenway[1]	US 701 Underpass - Clinton municipal boundary	-	-	-	-	-	-
SAMP0006-M	Royal Lane Park Path	Lisbon St (SR 1231) - Graham St	0.3	-	-	-	-	-
SAMP0007-M	Southwestern Greenway[1]	NC 24 (Sunset Avenue) - Boykin Bridge Road	-	-	-	-	-	-
SAMP0008-M	Western Loop Greenway[1]	Royal Lane Park - NC 24 (Sunset Avenue)	-	-	-	-	-	-
SAMP0009-M	Williams Old Mill Branch	US 701 Underpass - US 701 Business	-	-	-	-	-	-

[1] For further documentation of Multi-use facilities proposals refer to the 2014 Clinton Comprehensive Bicycle Plan.

Appendix D
Typical Cross Sections

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

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

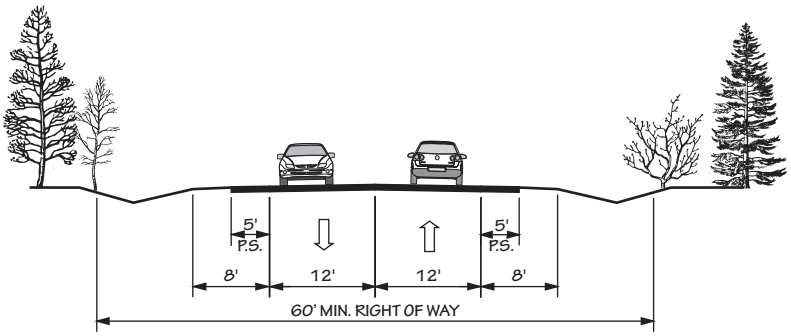
On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following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

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

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

FIGURE 8
"TYPICAL" HIGHWAY CROSS SECTIONS

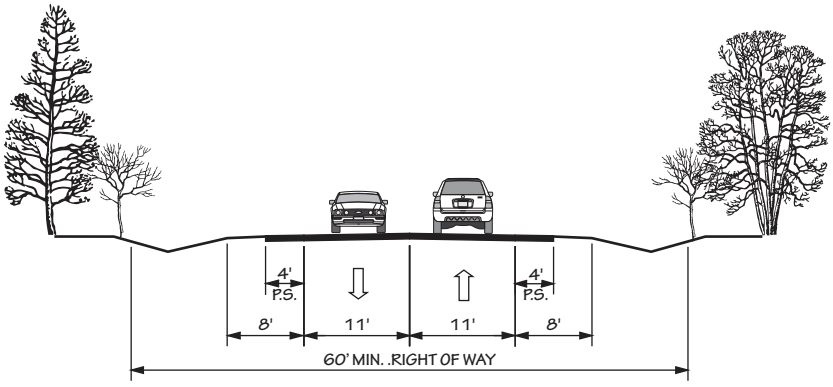
2A



2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 55 MPH

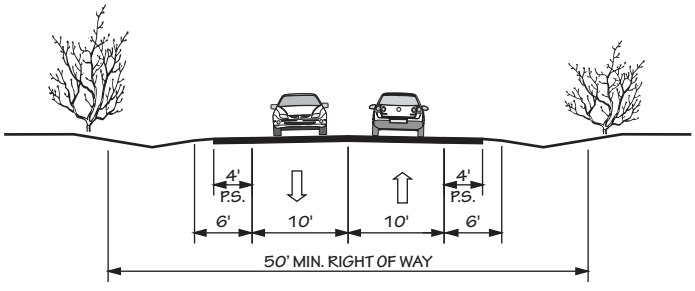
2B



2 LANES UNDIVIDED

POSTED SPEED 45 MPH OR LESS

2C



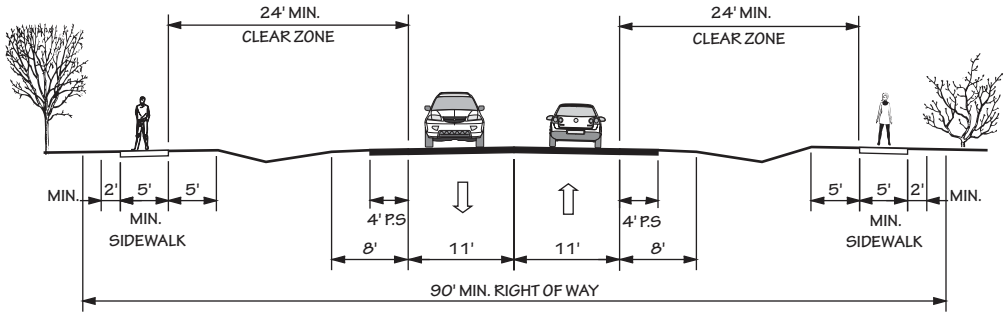
2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 25 - 35 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

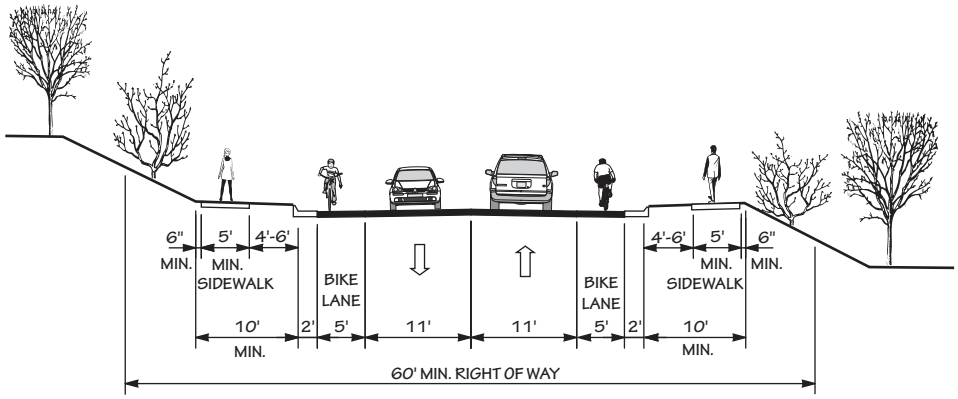
2D



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 25-45 MPH

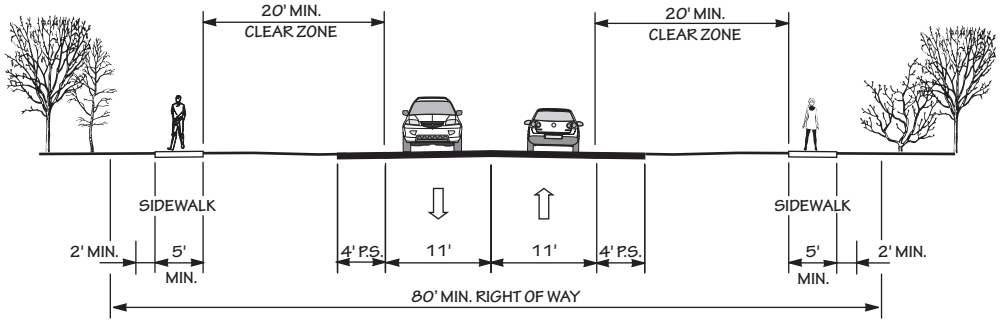
2E



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

POSTED SPEED 25-45 MPH

2F



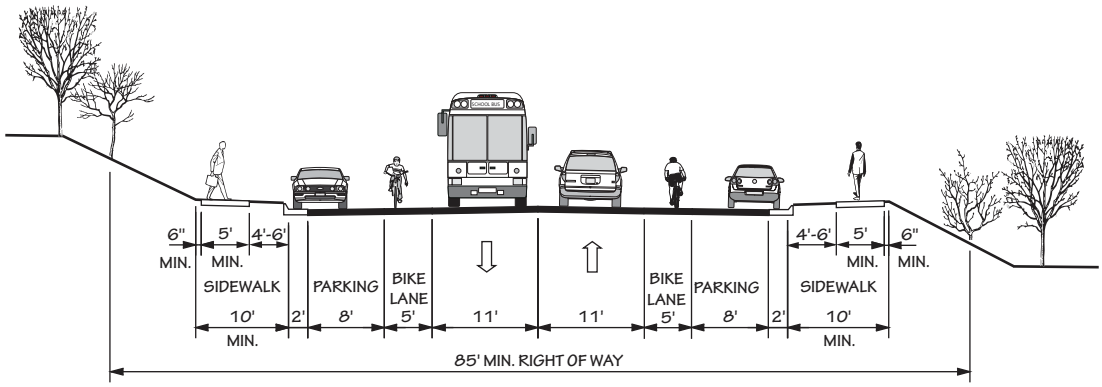
2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CAMA COUNTIES

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

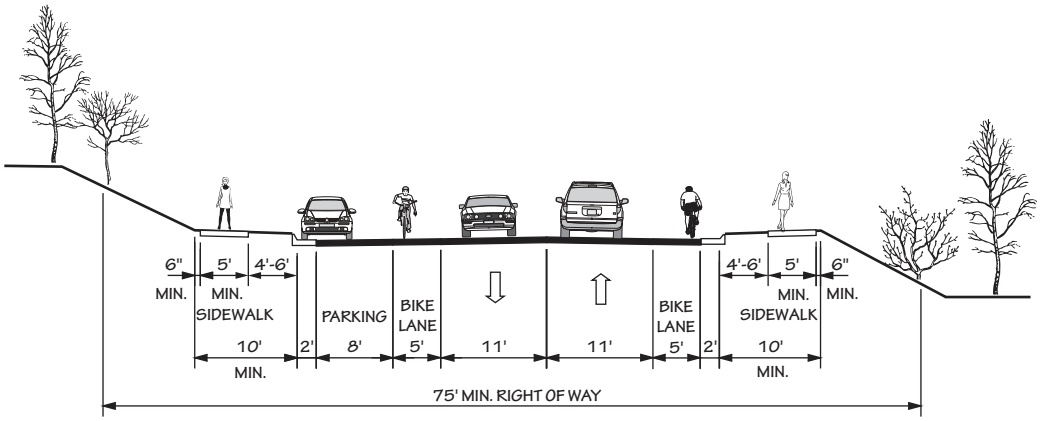
2G



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

POSTED SPEED 25-45 MPH

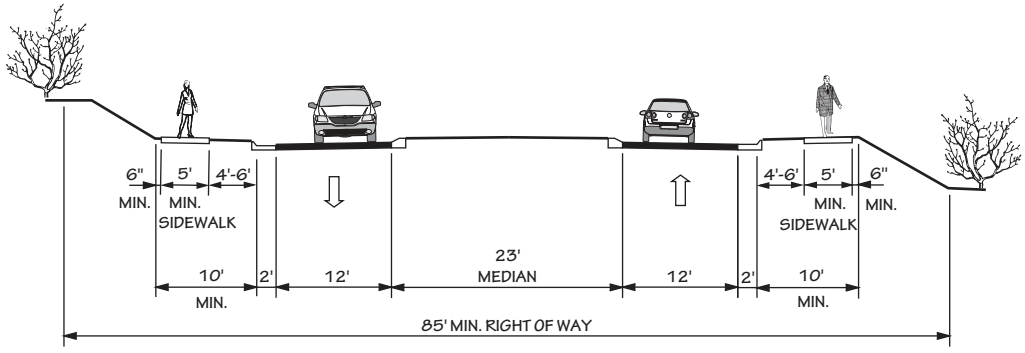
2H



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

POSTED SPEED 25-45 MPH

2I



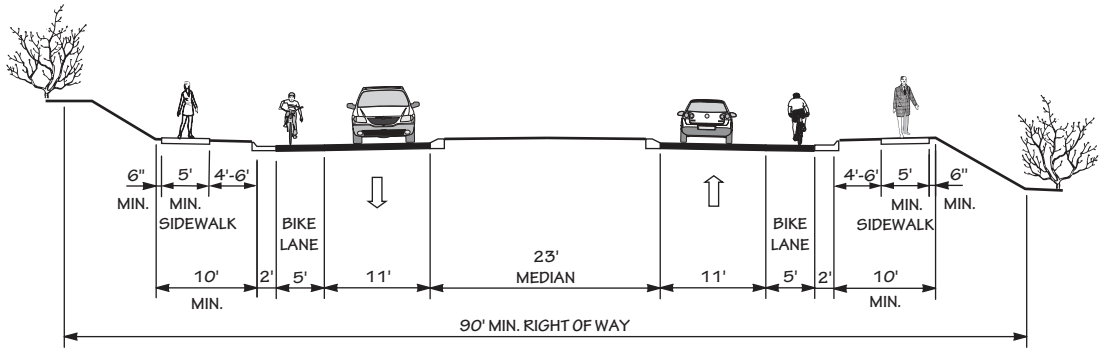
2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

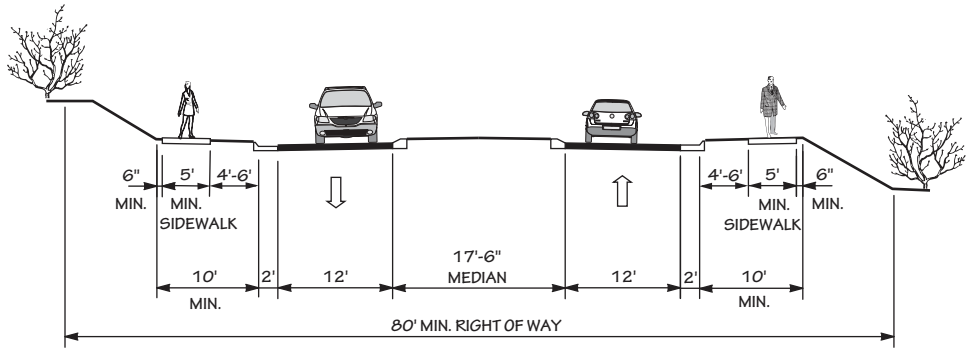
2J



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

POSTED SPEED 25-45 MPH

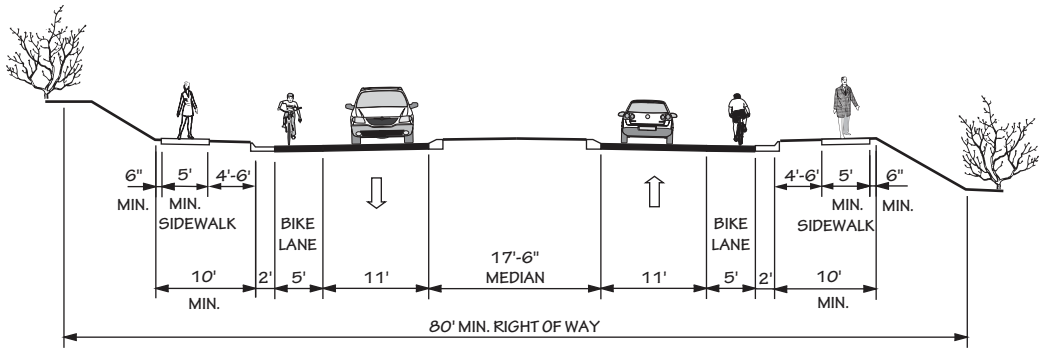
2K



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

POSTED SPEED 25-45 MPH

2L



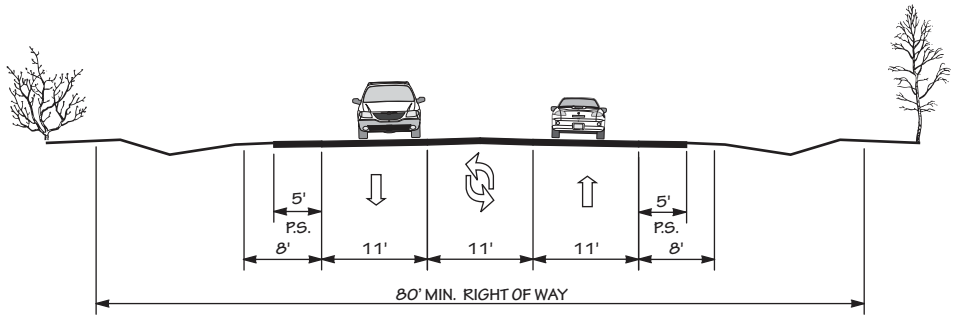
2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

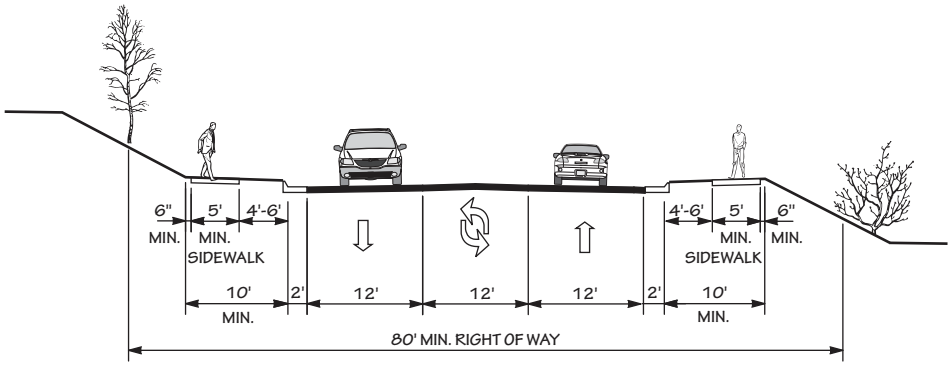
3A



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

POSTED SPEED 25-55 MPH

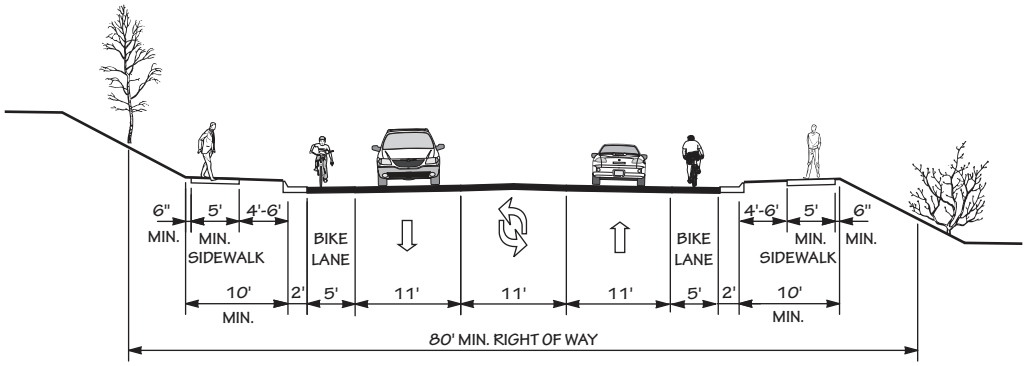
3B



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

POSTED SPEED 25-45 MPH

3C

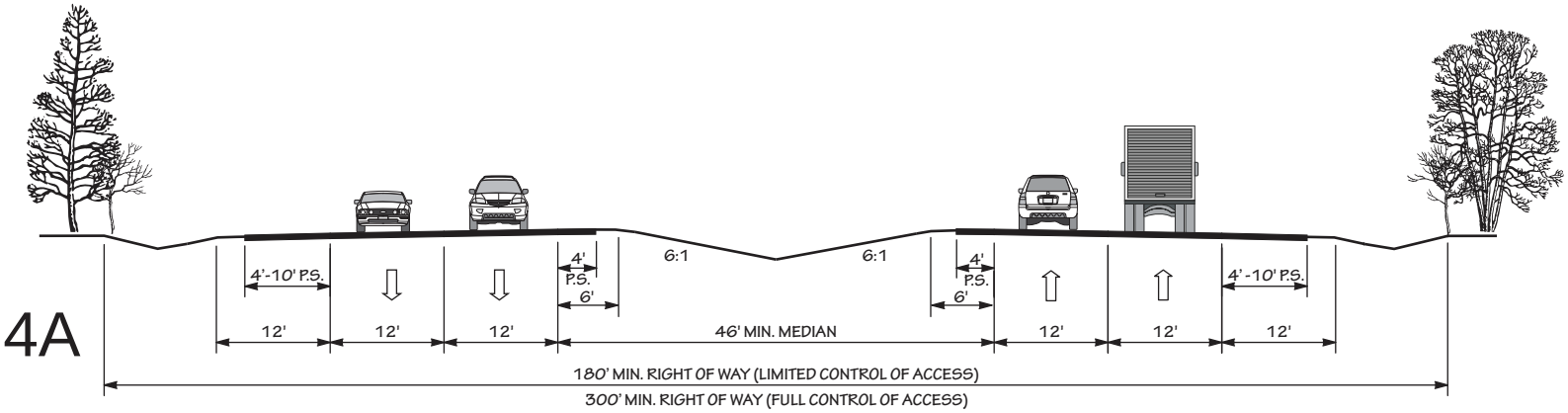


2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

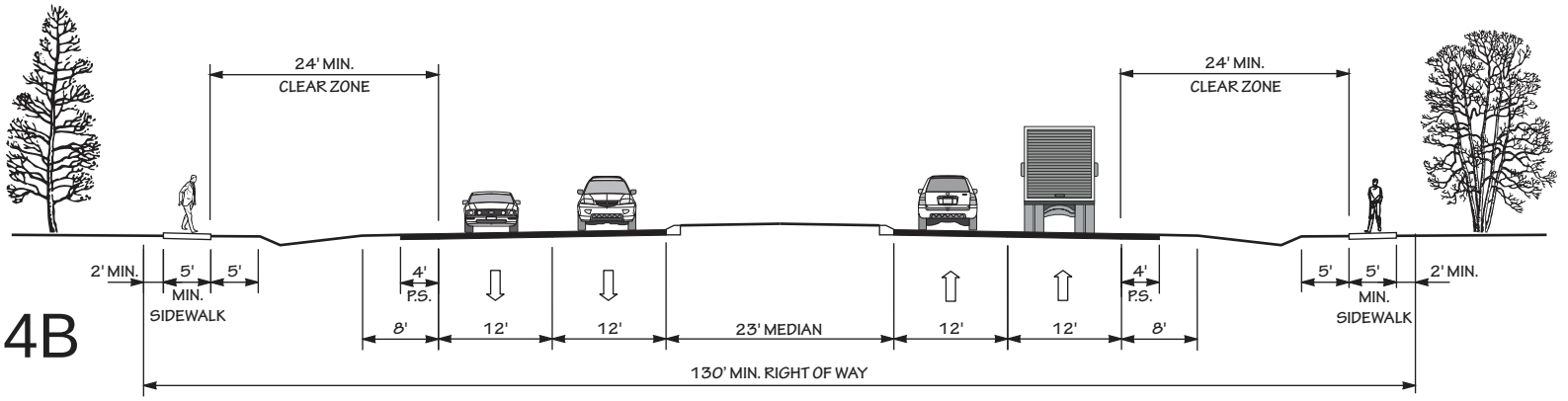
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



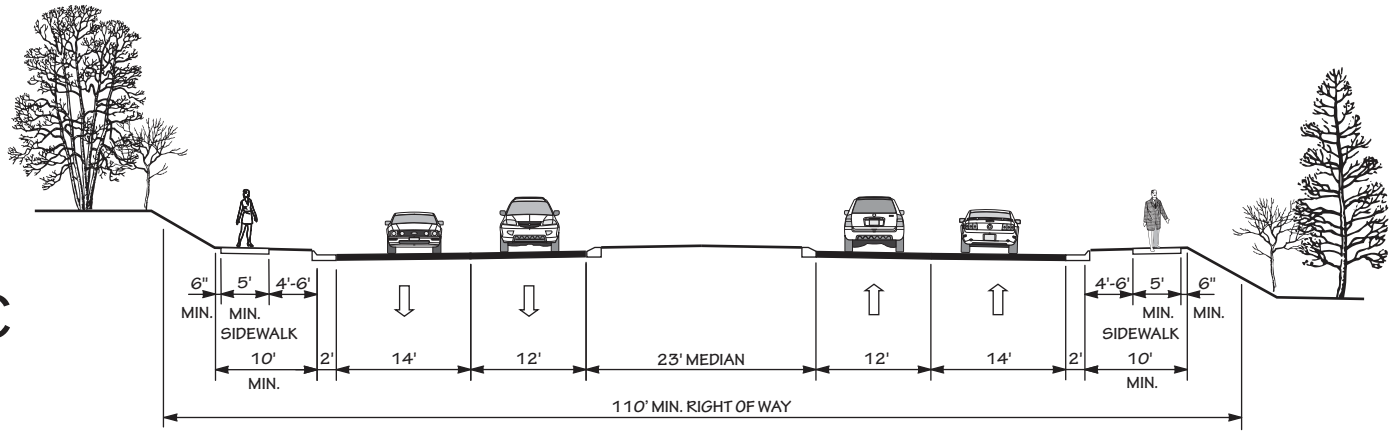
4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH



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

POSTED SPEED 35-55 MPH



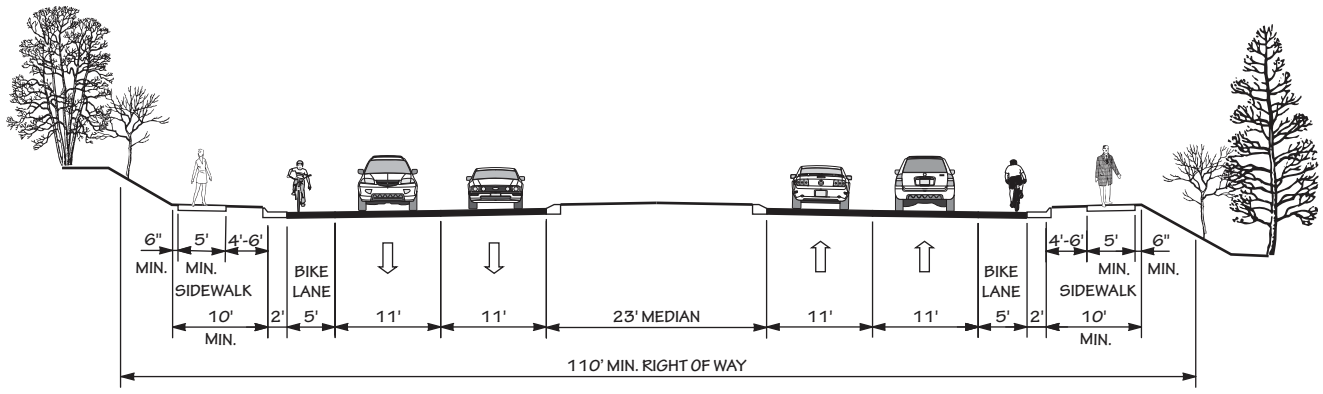
4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

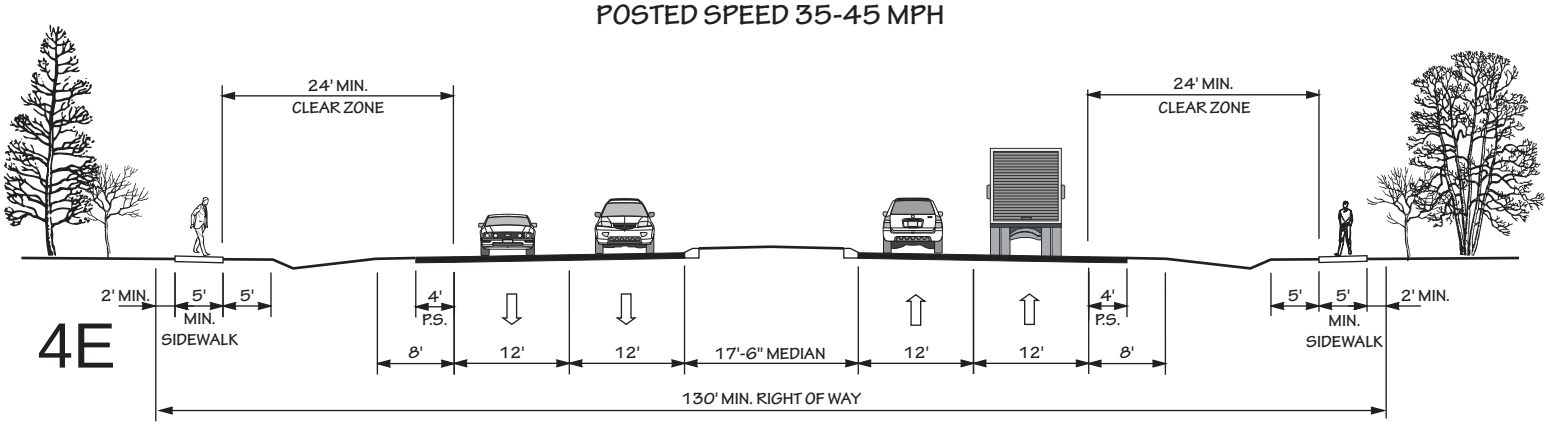
4D



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

POSTED SPEED 35-45 MPH

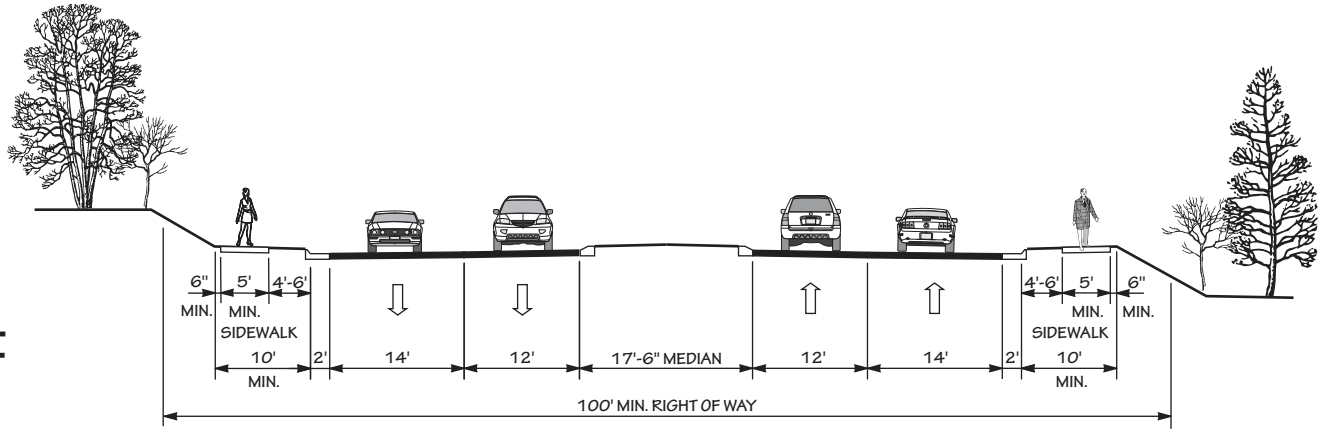
4E



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

POSTED SPEED 35-55 MPH

4F



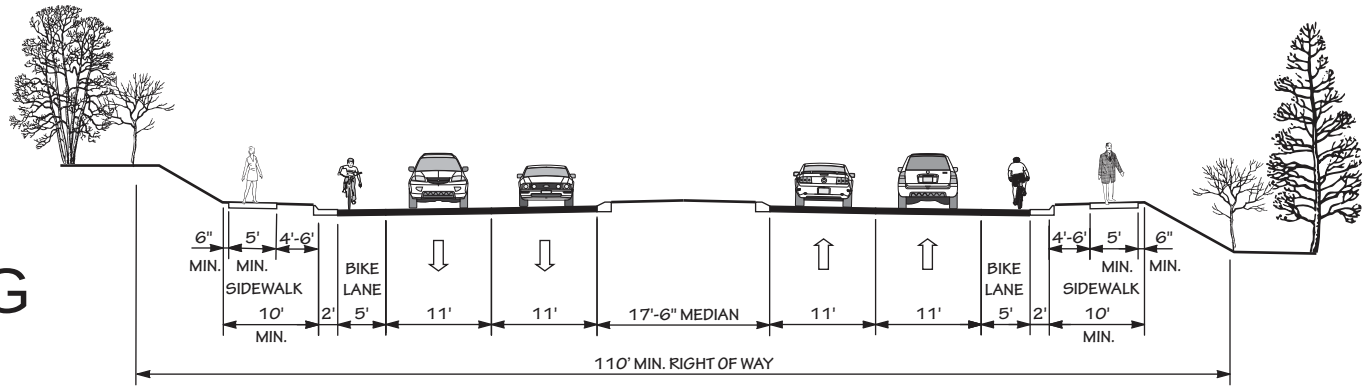
4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

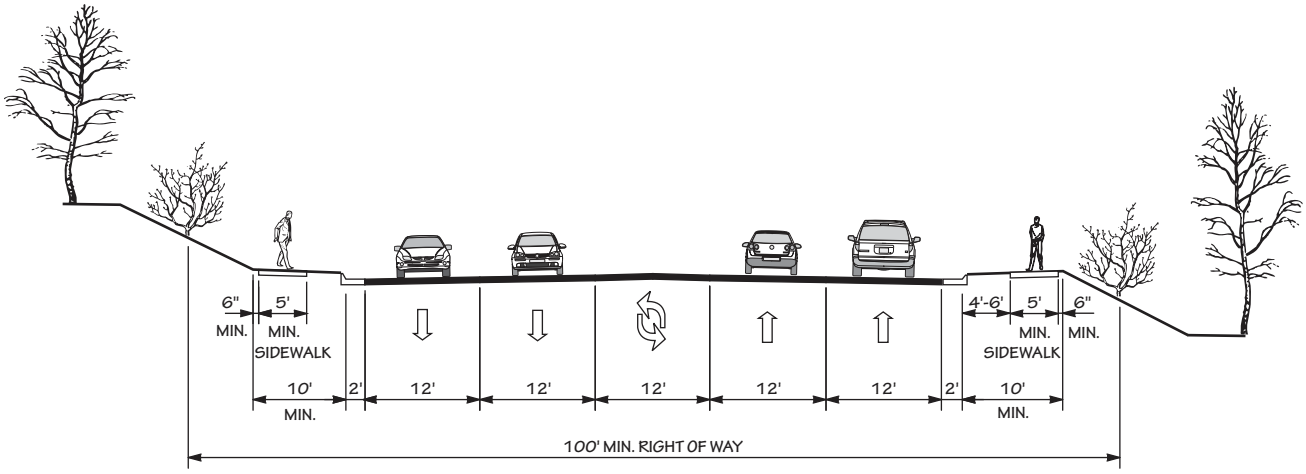
4G



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

POSTED SPEED 35-45 MPH

5A

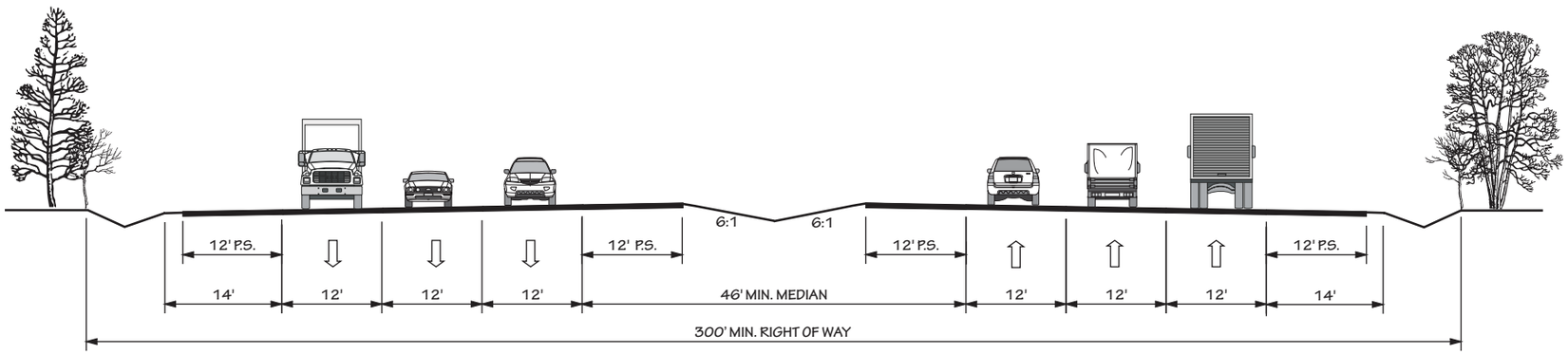


4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 35-45 MPH

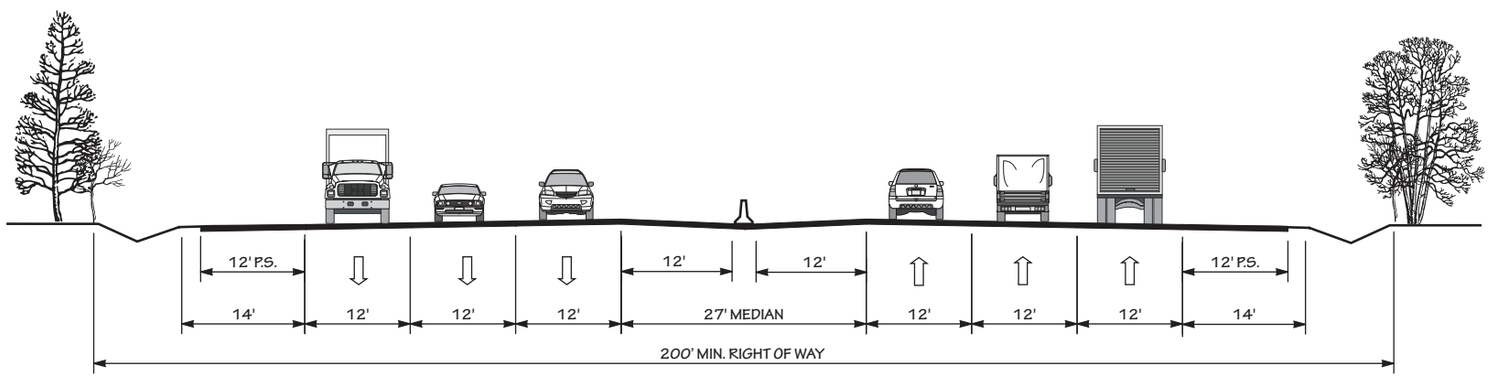
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

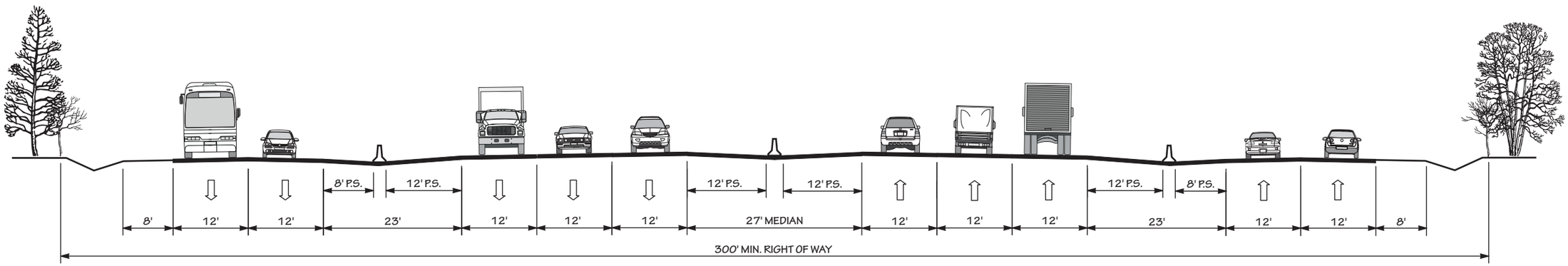
POSTED SPEED 45-70 MPH



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

POSTED SPEED 55-70 MPH

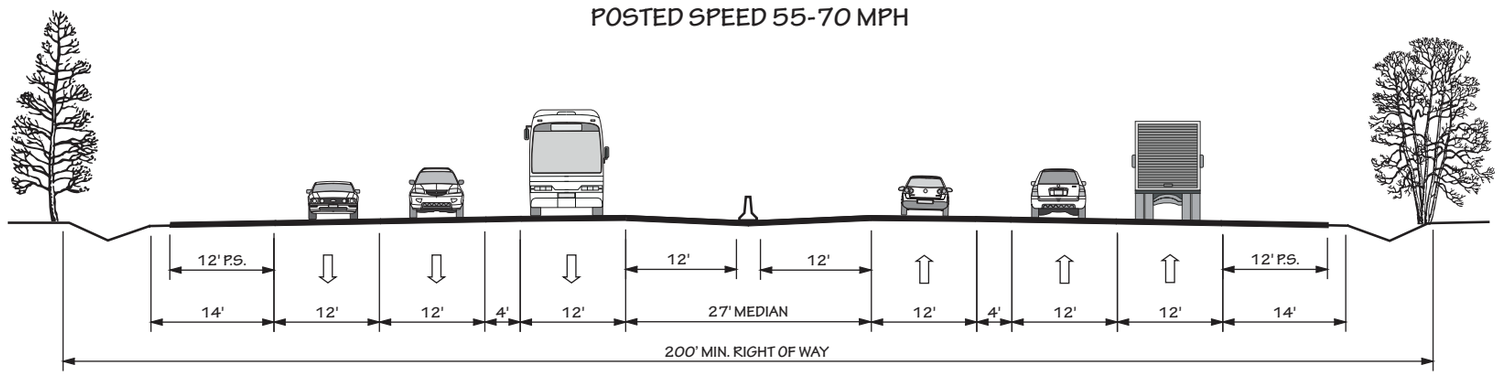
"TYPICAL" HIGHWAY CROSS SECTIONS



6C

6 LANE FREEWAY (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS AND 2 LANE ONE-WAY SERVICE ROADS EACH SIDE

POSTED SPEED 55-70 MPH



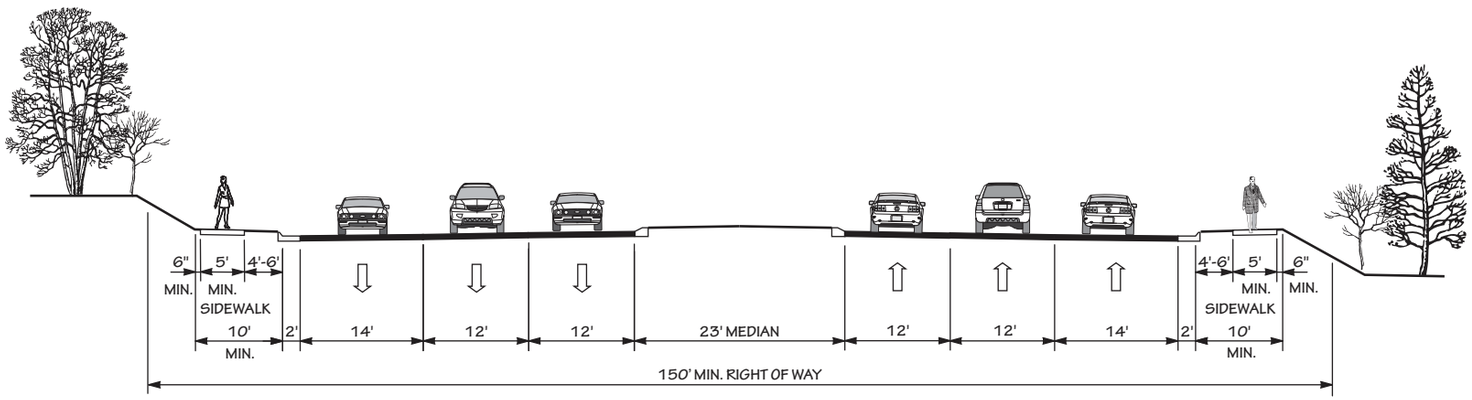
6D

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

POSTED SPEED 55-70 MPH

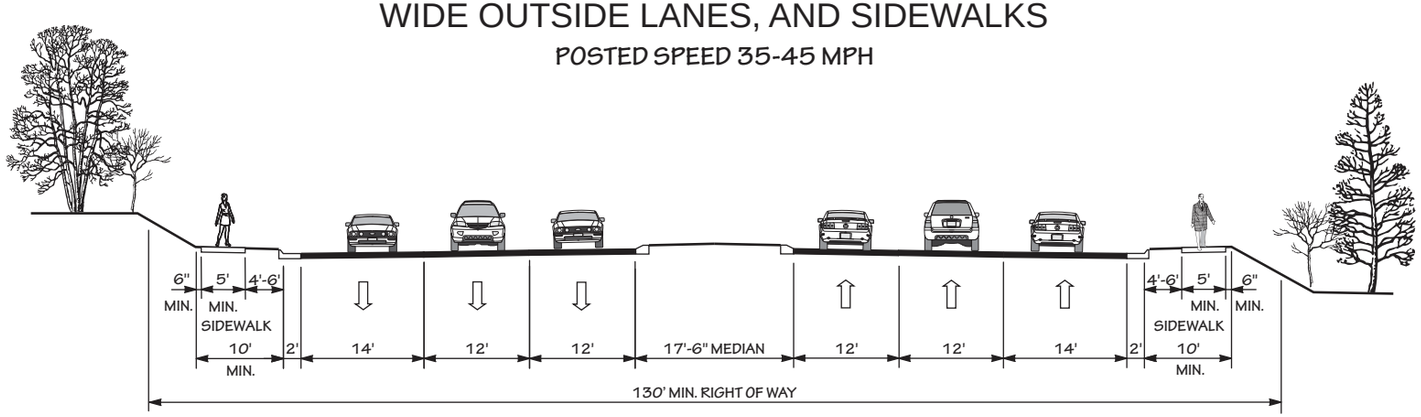
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

POSTED SPEED 35-45 MPH

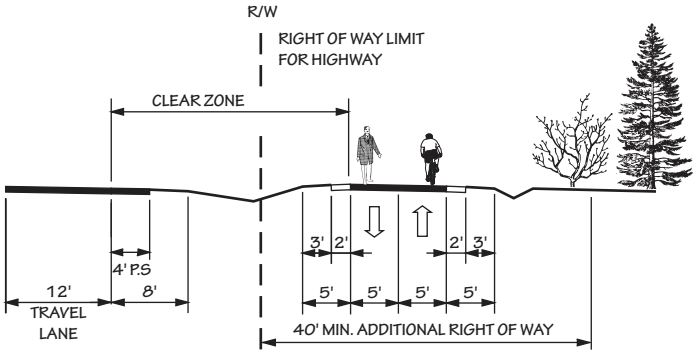


6F 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

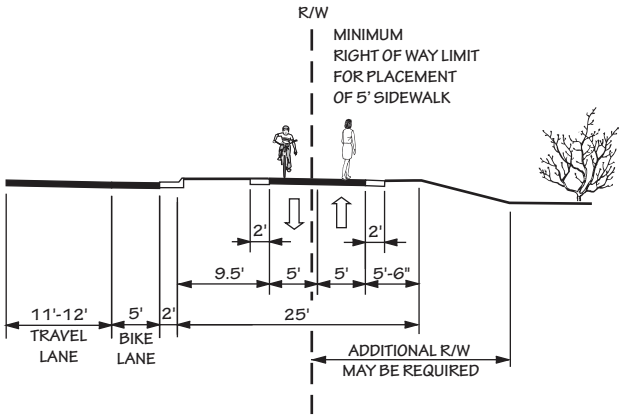
"TYPICAL" HIGHWAY CROSS SECTIONS

M A



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

M B



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

Revised 05/05/2014

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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 14.

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

Figure 9 - Level of Service Illustrations

Source: 2010 Highway Capacity Manual, Exhibit 11-4

Appendix F
Bridge Deficiency Assessment

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

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

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

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

A bridge must be classified as deficient in order to qualify for federal replacement funds. Additionally, the sufficiency rating must be less than 50% to qualify for replacement or less than 80% to qualify for rehabilitation under federal funding. Deficient bridges located on roads evaluated as a part of the CTP are listed in Table 3. For more details on deficient bridges within the planning area, contact the Structures Management Unit using the information in Appendix A.

Table 4 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	Local ID
4	US 421	Little Coharie Creek	FO	
6	US 701	South River Overflow	SD & FO	
9	US 13	South River Overflow	SD & FO	B-4635
10	US 421	Great Coharie Swamp	FO	
11	NC 24	Bog Swamp Creek	FO	R-2303
18	Edmond Matthis Road (SR 1004)	Crane Creek	SD & FO	B-4813
22	US 701	Black River Overflow	SD & FO	
23	US 421	Great Coharie Creek	FO	
25	NC 24	Little Coharie Creek	FO	R-2303
29	US 421	Great Coharie Creek	FO	
31	US 701	Great Coharie Creek	FO	
33	NC 24	Bearskin Swamp	FO	R-2303
39	US 421 (SBL)	NC 24	FO	
40	US421 (NBL)	NC 24	FO	
41	US 701 Business	US 421 & US 701 (NBL)	FO	
42	NC 24	Great Coharie Creek	FO	R-2303
46	US 701 Bypass	US 421 (NBL)	FO	
51	NC 24	Great Coharie Creek	FO	R-2303
52	Five Bridge Road (SR 1311)	US 701	FO	
54	NC 24 Ramp	US 421 (NBL)	FO	
56	NC 24	Six Runs Creek	SD	B-4636
66	NC 903	Six Runs Creek	SD & FO	B-4930
85	Boykin Bridge Road (SR 1214)	Great Coharie Overflow	SD & FO	B-5623
102	Autryville Road (SR 1233)	Little Coharie Creek	SD & FO	B-4814
103	Autryville Road (SR 1233)	Little Coharie Creek	SD & FO	B-4814
104	Autryville Road (SR 1233)	Little Coharie Creek	SD & FO	B-4814
112	Five Bridge Road (SR 1311)	Great Coharie Overflow	FO	
122	Minnie-Hall Road (SR 1414)	Big Swamp	SD & FO	B-5306
133	Dunn Road (SR 1002)	Caesar Swamp	SD & FO	
138	Old Warsaw Road (SR 1919)	Beaverdam Creek	FO	
159	Mingo Church Road (SR1002)	Beaverdam Creek	FO	
164	Green Path Road (SR 1005)	Mingo Swamp Branch	N/A	B-5628
169	Timothy Road (SR 1620)	Big Juniper Run	SD & FO	B-5631
194	Kenner Road (SR 1746)	Great Coharie Creek	SD & FO	B-5633
195	Church Road (SR 1703)	Merkle Swamp	SD & FO	B-4638
248	Pine Ridge Road (SR 1904)	Six Runs Creek	FO	B-5621
253	Cabin Museum Road (SR 1909)	Ten Mile Swamp	FO	
376	Beamon Street (SR 1838)	Beaverdam Creek	SD & FO	B-5307

Appendix G
Socio-Economic Data Forecasting Methodology

In the development of the Sampson County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns. Two analysis methods were used: one for the non-modeled/rural areas and another for the more urbanized area around the city of Clinton.

For the non-modeled/rural portion of Sampson County, including the towns of Autryville, Garland, Harrells, Newton Grove, Roseboro, Salemburg, and Turkey, travel demand was projected from 2012 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1991 to 2012. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. For this CTP, the 2001 Sampson County Land Use Plan's existing and future land use maps were used and are illustrated in Figures 10 and 11, respectively.

It is more difficult to predict future travel patterns in urban areas where there are more alternative route options. Therefore, for the city of Clinton and the surrounding area, travel demand was projected from 2012 to 2040 using a computerized travel demand model. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2040. Additionally, travel demand models require a broad range of socio-economic input data such as population and employment. These inputs are available from the U.S. Census Bureau from the years of 1990 to 2010, Info USA, and the Clinton 2035 Comprehensive Plan.

The CTP Steering Committee worked with NCDOT to estimate population growth, economic development potential, and land use trends to determine the potential impacts on the future transportation system in 2040. Below is a description of the methodology used in the analysis.

Sampson County Trend line Analysis

The NCDOT Traffic Forecast Utility (TFU) was used to conduct a linear tend line analysis for Sampson County outside of the modeled area surrounding Clinton. The TFU contains AADTs from 1991 to 2012 at uniquely identified locations for the county The TFU outputs of the forecast utility were the annual growth rate and the estimated traffic volumes for the year 2040. Annual growth rates less than 1.0 % were increased to 1.0 % when projected traffic volumes were calculated. The annual growth rate percentages were presented to the Sampson County CTP Steering Committee. Based on their knowledge of the area and the land use plan, the steering committee evaluated each of the growth rates and adjustments where needed. Tables 5 to 8 display the growth rates for each region of the county outside of the modeled area. The steering committee growth rates were used for the trend line analysis for calculation of the 2040 volumes.

Table 5: Northern Sampson County Growth Rates

US 13 - Wayne to Cumberland	AADT Station ID	TFU Linear Growth Rate (%)	Estimated Growth Rate (%)	Steering Committee Rate
US 13 E of Friday Road (SR 1705)	8100004	0.21	1.00	1.00
US 13 W of Irwin Drive (SR 1704)	8100011	-0.29	1.00	1.00
US 13 W of US 701	8100014	0.09	1.00	1.00
US 13 E of Warren Mill Road (SR 1647)	8100008	0.8	1.00	1.00
US 13 E of US 421/NC 242	8100024	0.88	1.00	1.00
US 13 W of US 421/NC 242	8100026	1.49	1.50	1.50
US 13 W of Dunn Road (SR 1002)	8100035	1.97	2.00	2.00
US 13 W OF Page Road (SR 1447)	8103410	2.97	3.00	3.00
I-40- Duplin to Johnston	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
I-40 from Exit 348 to Exit 355	8100132	2.20	2.25	2.25
I-40 from Exit 343 to Exit 348	8100130	2.07	2.00	2.00
I-40 from Exit 341 to Exit 343	8100131	1.96	2.00	2.00
US 421- Harnett County to Clinton	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
US 421 W of Olde Store Road (SR 1660)	8103409	0.94	1.00	1.00
US 421 W of NC 242	8100021	1.13	1.25	1.25
US 421/NC 242 N of US 13	8100023	1.28	1.25	1.25
US 421/NC 242 S of US 13	8100025	1.10	1.00	1.00
US 421/NC 242 N of NC 242	8100027	0.89	1.00	1.00
US 421 E of Kitty Fork Road (SR 1832)	8100040	1.26	1.25	1.25
US 701 - Newton Grove to Keener Road (SR 1746)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
US 701 N of North Johnson Road (SR 1649)	8103481	-2.56	1.00	1.00
US 701 N of US 13	8100010	-1.50	1.00	1.00
US 701 N of SR 1775	8100013	-0.34	1.00	1.00
US 701 S of Bryan Road (SR 1800)	8100005	1.27	1.25	1.25
US 701 N of Share Cake Road (SR 1818)	8100031	1.13	1.25	1.25
US 701 S of Keener Road (SR 1746)	8100032	0.94	1.00	1.00
NC 242 - Johnston County to High House Road (SR1006)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
NC 242 S of NC 55	8100016	2.31	2.25	2.25
NC 242 N of US 421	8100022	2.29	2.25	2.25
NC 242 S of US 421	8100029	0.68	1.00	1.00
NC 242 S of High House Road (SR 1006)	8100073	0.96	1.00	1.00

Table 5: Northern Sampson County Growth Rates

NC 50 - Newton Grove to Wayne County	AADT Station ID	Linear Growth Rate (%)	Estimated Growth Rate (%)	Steering Committee Rate
NC 50 N of NC 55	8100006	0.77	1.00	1.00
NC 50/NC 55 W of I-40	8103404	0.57	1.00	1.00
NC 50/NC 55 E of I-40	8103403	-1.17	1.00	1.00
NC 50/NC 55 E of US 701	8100012	0.19	1.00	1.00
NC 50/NC 55 W of Emmet Thornton Road (SR 1710)	8103402	-1.44	1.00	1.00
NC 50/NC 55 E of Creel Road (SR 1716)	8100003	0.34	1.00	1.00
NC 50 N of Hollingsworth Road (SR 1717)	8100002	-0.52	1.00	1.00
NC 50 W of Giddensville Road (SR 1725)	8100033	-1.58	1.00	1.00
NC 50 E of Bill McCullen Road (SR 1732)	8100034	-0.95	1.00	1.00
NC 55 - Harnett to Wayne	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
NC 55 W of Timothy Road (SR 1620)	8103408	-2.03	1.00	1.00
NC 55 W of NC 242	8100017	0.49	1.00	1.00
NC 55 E of Easy Street (SR 1636)	8103405	-1.65	1.00	1.00
NC 55 S of NC 50	8100007	1.03	1.00	1.00
NC 55 E of Dr Kerr Road (SR 1105)	9500114	0.54	1.00	1.00
NC 403 - Duplin to Lake Artesia Road (SR 1740)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
NC 403 E of Eldon Thorton Road (SR 1784)	8100036	0.18	1.00	1.00
NC 403 E of SR 1777	8103401	3.28	3.25	3.25
NC 403 W of I-40	8103400	1.13	1.00	1.00
NC 403 W of Lake Artesia Road (SR 1740)	8100037	1.59	1.50	1.50
NC 96 - Johnston to NC 50	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
NC 96 N of NC 55	8103406	0.59	1.00	1.00
Dunn Road (SR 1002) - Harnett County to Tyndall Bridge Road (SR 1329)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1002 E of Sinclair Lake Road (SR 1811)	4201668	3.91	4.00	4.00
SR 1002 E of Gainey Road (SR 1603)	8101669	0.42	1.00	1.00
SR 1002 W of US 13	8101668	-0.16	1.00	1.00
SR 1002 S of Williams Lake Road (SR 1470)	8101678	0.68	1.00	1.00
SR 1002 S of Maxwell/High House Road (SR 1006)	8101709	-0.31	1.00	1.00
SR 1002 N of Tyndall Bridge Road (SR 1329)	8101711	0.67	1.00	1.00

Table 5: Northern Sampson County Growth Rates

Green Path Road (SR 1005) - Timothy Road (SR 1620) to Cumberland County	AADT Station ID	Linear Growth Rate (%)	Estimated Growth Rate (%)	Steering Committee Rate
SR 1005 W of Timothy Road (SR 1620)	8101652	3.07	3.00	3.00
SR 1005 S of US 421	8101656	3.04	3.00	3.00
SR 1005 N of Phillips Road (SR 1602)	8101658	2.37	2.25	2.25
SR 1005 E of NC 82 West Street	2501686	1.73	1.75	1.75
High House Road (SR 1006) – Cumberland County to US 421	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1006 N of Share Cake Road (SR 1818)	2501536	2.44	2.50	2.50
SR 1006 W of Autry Mill Road (SR 1446)	8101728	3.37	3.25	3.25
SR 1006 W of Horse Pasture Road (SR 1437)	8101696	3.87	3.75	3.75
SR 1006 E of Odom Road (SR 1323)	8101633	0.24	1.00	1.00
SR 1006 W of Kitty Fork Road (SR 1832)	8101605	1.45	1.50	1.50
Timothy Road (SR 1620) - US 13 to NC 55	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1620 N of US 13	8101577	1.16	1.25	1.25
SR 1620 E of NC 242	8101644	3.00	3.00	3.00
SR 1620 W of NC 242	8103434	2.27	2.25	2.25
SR 1620 W of Roy C Jackson Road (SR 1632)	8101648	2.75	2.75	2.75
SR 1620 N of Green Path Road (SR 1005)	8101650	0.96	1.00	1.00
Old Goldsboro Road/Church Street/Mclamb Road (SR 1703) - US 13 to US 421	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1703 W of Alex Benton Road (SR 1701)	8101551	-0.21	1.00	1.00
SR 1703 E of US 701	8101864	-1.36	1.00	1.00
SR 1703 S of US 13	8101867	-3.09	1.00	1.00
SR 1703 N of Rosin Hill Road (SR 1845)	8101566	-0.20	1.00	1.00
SR 1703 S of Rosin Hill Road (SR 1845)	8101556	0.88	1.00	1.00
SR 1703 N of Keener Road (SR 1746)	8101599	0.39	1.00	1.00
SR 1703 N of US 421	8103443	-1.00	1.00	1.00
Giddensville Road (SR 1725) - NC 50 to NC 403	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1725 N of NC 50	8103423	-5.40	1.00	1.00
SR 1725 S of NC 50	8101508	1.42	1.50	1.50
SR 1725 W of Goshen Church Road (SR 1731)	8103426	1.64	1.75	1.75
SR 1725 S of N Ellis Road/Burch Road (SR 1735)	8101521	1.32	1.25	1.25

Table 5: Northern Sampson County Growth Rates

Lake Artesia Road (SR 1740) - NC 403	AADT Station ID	Linear Growth Rate (%)	Estimated Growth Rate (%)	Steering Committee Rate
SR 1740 S of NC 403	8101536	-1.90	1.00	1.00
Keener Road SR 1746 - NC 403 to Church Road SR 1703)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1746 W of NC 403	8103427	-3.77	1.00	1.00
SR 1746 S of McCullen Road (SR 1742)	8101534	1.21	1.25	1.25
SR 1746 W of US 701	8101588	0.57	1.00	1.00
SR 1746 E of SR 1827	8101593	0.40	1.00	1.00
SR 1746 E of 1703 Church Road (SR 1703)	8101597	0.64	1.00	1.00
Share Cake Road (SR 1818) - US 701	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1818 W of US 701	8101562	3.81	3.75	3.75
Rosin Hill Road (SR 1845) - US 13	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1845 E of US 13	8101578	1.86	1.75	1.75
Dave Bright Road (SR 1903) - Pine Ridge Road (SR 1904)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1903 N of Pine Ridge Road (SR 1904)	8101523	-0.79	1.00	1.00
Pine Ridge Road (SR 1904) - Dave Bright Road (SR 1903)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1904 E of Dave Bright Road (SR 1903)	8101524	-1.07	1.00	1.00
Suttontown Road (SR 1722) - NC 50 to US 701	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1722 W of NC 50	8103429	-3.77	1.00	1.00
SR 1722 S of Preacher Henry Road (SR 1730)	8103430	-1.78	1.00	1.00
SR 1722 E of Goshen Church Road (SR 1731)	8103431	0.98	1.00	1.00
SR 1722 E of W Darden Road (SR 1740)	8101559	2.28	2.25	2.25
Darden Road (SR 1740) - NC 403 to Suttontown Road (SR 1722)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1740 W of Giddensville Road (SR 1725)	8101537	1.46	1.50	1.50
SR 1740 N of N McCullen Road (SR 1742)	8101544	0.77	1.00	1.00
SR 1740 W of Carr Church Road (SR 1737)	8101545	2.25	2.25	2.25

Table 6: Southern Sampson County Growth Rates

NC 41 – Bladen County to Duplin County	AADT Station ID	Linear Growth Rate (%)	Estimated Growth Rate (%)	Steering Committee Rate
NC 41 W of CC Road (SR 1131)	8103415	-0.60	1.00	1.00
NC 41 S of Clear Run School Road (SR 1125)	8100118	0.79	1.00	1.00
NC 41 W of Melvin/Belvin Maynard Road (SR 1118)	8103416	0.87	1.00	1.00
NC 41 W of Bland School Road (SR 1117)	8100100	0.35	1.00	1.00
NC 41/NC 411 W of Wildcat Road (SR 1007)	8100103	-0.70	1.00	1.00
NC 41 W of US 421	8100104	0.15	1.00	1.00
NC 41 E of Rufus Wells Road (SR 1113)	8100119	0.28	1.00	1.00
NC 411 - Harrells to Boykin Bridge Road (SR 1214)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
NC 411 E of Melvin/Belvin Maynard Road (SR 1118)	8103417	0.51	1.00	1.00
NC 411 E of Clear Run School Road (SR 1125)	8100116	-0.14	1.00	1.00
NC 411 N of Longview Lake Road (SR 1158)	8100115	0.01	1.00	1.00
NC 411 E of Lamb Road (SR 1135)	8100085	0.36	1.00	1.00
NC 411 N of Garland Airport Road (SR 1133)	8100112	-0.20	1.00	1.00
NC 411 S of Cain Road (SR 1201)	8100109	0.13	1.00	1.00
NC 411 N of Norris Road (SR 1259)	8100094	0.59	1.00	1.00
NC 411 S of Parkersburg Road (SR 1210)	8103414	-0.78	1.00	1.00
NC 411 N of Parkersburg Road (SR 1210)	8103413	-0.86	1.00	1.00
NC 903 - NC 411 to Duplin County	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
NC 903 N of NC 411	8103451	1.53	1.50	1.50
NC 903 E of Lisbon Bridge Road (SR 1134)	8101827	1.36	1.50	1.50
NC 903 E of Lundy Rd/Moores Bridge Road (SR 1130)	8101825	3.80	3.75	1.50
NC 903 W of US 421	8101950	2.75	2.75	1.50
NC 903 E of US 421	8101835	1.76	1.75	1.50
NC 903 E of Rogers Mill Road (SR 1946)	8103456	-0.58	1.00	1.50

Table 6: Southern Sampson County Growth Rates

US 421 - Union School Road (SR 1004) to Pender County	AADT Station ID	Linear Growth Rate (%)	Estimated Growth Rate (%)	Steering Committee Rate
US 421 N of Union School Road (SR 1004)	8100097	0.69	1.00	1.00
US 421 S of NC 903	8100098	0.21	1.00	1.00
US 421 S of Barber Road (SR 1948)	8100101	0.14	1.00	1.00
US 421 N of NC 41	8100105	0.24	1.00	1.00
US 421 S of NC 41	8100107	0.22	1.00	1.00
US 421 S of Stringfield Road (SR 1160)	8100120	0.95	1.00	1.00
US 701 - Garland to Old US 701 (SR 1157)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
US 701 S of Hell Town Road (SR 1200)	8100108	1.14	1.00	1.00
US 701 S of NC 411	8100111	-0.31	1.00	1.00
US 701 S of Old US 701 Hwy (SR 1157)	8100095	1.53	1.50	1.50
Williard Road (SR 1001) – Pender County to US 421	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1001 E of Rufus Wells Road (SR 1113)	8101843	-0.84	1.00	1.00
SR 1001 N OF US 421	8101844	0.84	1.00	1.00
Union School Road (SR 1004) - Old US 701 (SR 1157) to US 421	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1004 E of Old US 701 Hwy (SR 1157)	8101812	2.54	2.50	2.50
SR 1004 E of US 421	8101818	-1.21	1.00	1.00
Wildcat Rd (SR 1007) - Harrells to Bladen County	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1007 S of NC 41/NC 411	8101908	0.67	1.00	1.50
SR 1007 E of Firetower Road (SR 1119)	8101857	2.05	2.00	1.00
SR 1007 W of Firetower Road (SR 1119)	8101852	1.15	1.15	1.00
SR 1007 W of Jake Ivy Road (SR 1122)	8103453	5.96	6.00	1.00
Ivanhoe Road (SR 1100) - Wildcat Road (SR 1007) to Pender County	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1100 N of Alpine Church Road (SR 1107)	8101847	0.54	1.00	1.75
SR 1100 N of Dr Kerr Road (SR 1105)	8103454	1.75	1.75	1.75
SR 1100 S of Dr Kerr Road (SR 1105)	8101854	1.31	1.50	1.50
Lisbon Bridge Road (SR 1134) - Old US 701 (SR 1157)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1134 E of Old US 701 (SR 1157)	8103450	0.89	1.00	1.00

Table 6: Southern Sampson County Growth Rates

Old US 701 (SR 1157) - (US 701 N to US 701S	AADT Station ID	Linear Growth Rate (%)	Estimated Growth Rate (%)	Steering Committee Rate
SR 1157 S of US 701	8101809	2.09	2.00	2.00
SR 1157 W of Lisbon Bridge Rd (SR 1134)	8101810	1.78	1.75	1.75
Hell Town Road (SR 1200) - Garland/US 701	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1200 W of US 701	8101891	2.70	2.75	1.00
Waycross Road (SR 1934) - Trinity Church Road (SR 1945)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1943 S of Trinity Church Road (SR 1945)	8101839	0.28	1.00	1.00
SR 1943 N of Trinity Church Road (SR 1945)	8103458	-1.36	1.00	1.00

Table 7: Eastern Sampson County Growth Rates

NC 24 - Duplin County to Cooper Fleet Road (SR 1240)	AADT Station ID	Linear Growth Rate (%)	Estimated Growth Rate (%)	Steering Committee Rate
NC 24 E of Wilmington Road (SR 1911)	8103418	0.54	1.00	1.00
NC 24 S of Cabin Museum Road (SR 1909)	8100070	1.17	1.00	1.00
NC 24 W of Rowan Road (SR 1924)	8100071	0.94	1.00	1.00
NC 24 E of Railroad Street (SR 1232)	8100059	0.93	1.00	1.00
NC 24 W of Lisbon Street (SR 1231)	8100055	0.96	1.00	1.00
NC 24 W of Tram Road (SR 1227)	8100051	0.84	1.00	1.00
NC 24 W of Tram Road (SR 1227)	8100048	2.25	2.25	2.25
NC 24 W of Airport Road (SR 1262)	8103422	-0.41	1.00	1.00
NC 24 E of Fleet Cooper Road (SR 1240)	8100072	1.62	1.50	1.50
NC 403 - Pine Ridge Road (SR 1904) to US 701 Business	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
NC 403 S of Pine Ridge Road (SR 1904)	8100038	2.12	2.00	2.00
US 421 - US 701 to Five Bridge Road (SR 1311)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
US 421 W of Byrd-Yancey-Bass Road (SR 1934)	8100041	1.60	1.50	1.50
US 421/US 701 N of Indian Town Road (SR 1226)	8100052	1.87	2.00	2.00
US 421/US 701 N of Tram Road (SR 1227)	8100050	1.49	1.50	1.50
US 421/US 701/NC 24 S of NC 24	8100049	1.46	1.50	1.50
US 421/US 701 N of NC 24	8100047	0.98	1.00	1.00
US 421 N of Wall Street (SR 1839)	8100045	0.88	1.00	1.00
US 421 N of Five Bridge Road (SR 1311)	8100044	0.87	1.00	1.00
US 701 - 701 Business to Chancey Road (SR 1149)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
US 701 S of US 421	8100042	0.84	1.00	1.00
US 701 S of Chancey Road (SR 1149)	8100096	1.25	1.25	1.25
Needmore Road (SR 1004) - NC 24 to Reedsford Road (SR 1932)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1004 S of New Hope Church Road (SR 1926)	8101796	-0.04	1.00	1.00
SR 1004 S of Reedsford Road (SR 1932)	8101800	-0.08	1.00	1.00

Table 7: Eastern Sampson County Growth Rates

Boykin Bridge Road (SR 1214) - (Ferrell Street (SR 1281) to Boykin Drive (SR 1299)	AADT Station ID	Linear Growth Rate (%)	Estimated Growth Rate (%)	Steering Committee Rate
SR 1214 S of Beulah Road (SR 1222)	8101770	1.37	1.50	1.50
Pine Ridge Road (SR 1904) - NC 403 to Lake Artesia Road (SR 1740)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1904 E of NC 403	8101527	2.12	2.00	2.00
SR 1904 S of Lake Artesia Road (SR 1740)	8101526	-0.89	1.00	1.00
Waycross Road (SR 1943) (Needmore Road (SR 1004)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1943 S of Needmore Road (SR 1004)	8101798	0.36	1.00	1.00

***** No data available for Cabin Museum Road (SR 1909)

Table 8: Western Sampson County Growth Rates

NC 24 - Cumberland County to Roseboro	AADT Station ID	Linear Growth Rate (%)	Estimated Growth Rate (%)	Steering Committee Rate
NC 24 W of Minnie-Hall Road (SR 1414)	8103419	-0.64	1.00	1.00
NC 24 W of Carry Bridge Road (SR 1256)	8100091	1.00	1.00	1.25
NC 24 W of NC 242	8100078	0.97	1.00	1.25
NC 24 E of Clinton Street (SR 1274)	8100082	1.24	1.25	1.25
NC 24 E of Roseboro Street (SR 1290)	8100083	0.42	1.00	1.00
NC 242 - Cooper Road (SR 1330) to Cumberland County)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
NC 242 N of Cooper Road (SR 1330)	8103420	-0.05	1.00	1.00
NC 242 N of Bearskin Road (SR 1323)	8100074	0.77	1.00	1.00
NC 242 N of Zoar Church Road (SR 1322	8100075	0.88	1.00	1.00
NC 242 S of Old Salemburg Road (SR 1409)	8103421	0.62	1.00	1.00
NC 242 S of Country Club Road (SR 1349)	8100076	1.01	1.00	1.25
NC 242 N of NC 24	8100079	1.28	1.25	1.25
NC 242 S of NC 24	8100080	-0.13	1.00	1.00
NC 242 N of Roseboro Street (SR 1290)	8100081	-0.08	1.00	1.00
NC 242 N of E Pinewood Street (SR 1284)	8100077	-0.85	1.00	1.00
NC 242 N of NC 411	8100088	0.27	1.00	1.00
NC 242 N of Mill Creek Church Road (SR 1253)	8100089	0.51	1.00	1.00
NC 242 S of Mill Creek Church Road (SR 1253)	8103412	-1.00	1.00	1.00
NC 411 - NC 242 to Boykin Bridge Road (SR 1214)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
NC 411 S of NC 242	8100092	-0.59	1.00	1.00
NC 411 W of Boykin Bridge Road (SR 1214)	8100093	0.73	1.00	1.00
Dunn Road (SR 1002) - Autryville Road (SR 1233) to NC 242	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1002 N of Autryville Road (SR 1233)	8101747	-0.93	1.00	1.00
SR 1002 W of NC 242	8101752	-1.33	1.00	1.00
High House Road (SR 1006) - Bearskin Road/Odom Road (SR 1323)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1006 E of Bearskin Road/Odom Road (SR 1323)	8101633	0.24	1.00	1.00

Table 8: Western Sampson County Growth Rates

Boykin Bridge Road (SR 1214) - Bladen County to Hobbs Road (SR 1217)	AADT Station ID	Linear Growth Rate (%)	Estimated Growth Rate (%)	Steering Committee Rate
SR 1214 S of NC 411	8101760	4.98	5.00	5.00
SR 1214 E of Hobbs Road (SR 1217)	8101767	2.17	2.25	2.25
Autryville Road (SR 1233) - Zoar Church Road (SR 1322) to NC 242	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1233 W of Zoar Church Road (SR 1322)	8101627	1.21	1.25	1.25
SR 1233 E of Dunn Road (SR 1002)	8101748	1.51	1.50	1.50
SR 1233 E of NC 242	8101902	-2.43	1.00	1.00
SR 1233 W of NC 242	8101903	0.73	1.00	1.00
Butler Island Road (SR 1246) - Bladen County to NC 242	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1246 W of Microwave Tower Road (SR 1254)	8101762	1.57	1.50	1.50
SR 1246 W of Will Road (SR 1247)	8101884	1.30	1.25	1.50
Five Bridge Rd SR 1311 (Bearskin Rd SR 1323)	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1311 E of Bearskin Road (SR 1323)	8101607	3.11	3.00	3.00
Minnie-Hall Road (SR 1414) - NC 242 to NC 24	**AADT Station ID**	**Linear Growth Rate (%)**	**Estimated Growth Rate (%)**	**Steering Committee Rate**
SR 1414 W of NC 242	8101898	1.56	1.50	1.50
SR 1414 S of Corinth Church Road (SR 1326)	8101699	1.94	2.00	1.50
SR 1414 W of Ernest Williams Road (SR 1432)	8101700	6.51	6.50	1.50
SR 1414 W of Dunn Road (SR 1002)	8101716	1.08	1.00	1.00
SR 1414 E of Carroll Store Road (SR 1430)	8101744	0.71	1.00	1.00
SR 1414 W of Leroy Autry Road (SR 1418)	8101718	-0.03	1.00	1.00
SR 1414 W of Libbie Road/Mt Carmel Church Road (SR 1421)	8101719	0.36	1.00	1.00
SR 1414 S of South River Road (SR 1424)	8101734	-0.06	1.00	1.00
SR 1414 N of NC 24	8101885	0.59	1.00	1.00
SR 1414 S of NC 24	8101887	-0.52	1.00	1.00

Clinton Area Model Analysis

Traffic forecasting for the Clinton area was completed using computer aided travel demand model. The current AADT, population, employment, and land use plans were all incorporated in a model and verified by the Sampson County CTP Steering Committee Subcommittee for Clinton. These socioeconomic factors were used in the projection of traffic from 2012 to 2040. The projects were reviewed and verified by the subcommittee.

The Study Area

The study area included the city of Clinton and additional areas bordering the municipal boundary. The study area was divide into 114 Traffic Analysis Zones (TAZ) using the 2010 US Census blocks (Figure 14). The 2010 socioeconomic data collected in each zone includes population, university population, employment and dwelling unit/housing. Future socioeconomic projections were based land use plans (Figures 12 and 13), present data, past trends, and collaborations with the NCDOT Transportation Planning Branch, Sampson County Community College, and the Sampson County CTP Steering Committee Subcommittee.

Population

Population trends were estimated by linearly growing population to the year 2040 with population data from the U.S. Census Bureau from the years of 1960 to 2010 specifically within the Clinton municipal boundaries. From 1960 to 2010, the city of Clinton experienced an estimated annual growth of 0.3%. To be consistent with the available data for housing and employment, the population from 1990 to 2010 was used to calculate the estimated annual growth rate. That growth rate was also 0.3%. The growth rate is limited to the Clinton municipal boundary but provides a good estimate for the modeled area which includes areas outside the municipality. Based on future land use and the CTP Steering Committee's knowledge of growth for the modeled area, a 0.4% annual growth was chosen to estimate population for 2040. The population for the modeled area for 2010 is 12,828. With a 0.4% annual growth rate, the 2040 population is estimated to be 14,460, an increase of 1,632. Table 9 shows the population data from the year 1960 to 2010 within the city of Clinton.

Table 9 – Population Data

Year	Clinton Municipal Boundary
1960	7,461
1970	7,157
1980	7,552
1990	8,204
2000	8,600
2010	8,639

Housing

The number of housing units that are occupied and vacant and household size is data used in the model for zone trip generation. The information was provided from the 2010 US Census Blocks and verified by the subcommittee. The US Census data provided the number of housing units in the city of Clinton from 1970 to 2010. The calculated growth rate, for the number of housing units from 1990 to 2010, is 0.2 percent. Based on future land use plans and local knowledge, the subcommittee chose an annual growth rate of 0.4 percent for estimating 2040 housing. The total number of housing units in the Clinton modeled area for 2010 is 5,472. The 2040 projected number of housing units for the modeled area is 6,206, an increase of 734. Figure 16 shows which zones the subcommittee distributed the additional housing units. Table 10 shows the housing unit data from the year 1970 to 2010 within the city of Clinton municipality.

Table 10 – Housing Units Data

Year	Clinton Municipal Boundary
1970	2,445
1980	2,996
1990	3,557
2000	3,690
2010	3,711

Employment

Employment totals for the modeled area were based on US Census Bureau Info USA. Some companies were called to verify employment numbers. The growth rate for the modeled area was determined by looking at the historical employment numbers within the city of Clinton municipal boundaries, land use and local knowledge. The employment data for the city of Clinton was gathered from the Clinton 2035 Comprehensive plan and is shown in Table 11. The annual growth rate, from 1990 to 2009 is 0.3%. The subcommittee chose an annual growth rate of 0.4% for estimating the 2040 employment numbers for the modeled area. The total number of employment in 2010 for the modeled area is 10,648. The subcommittee projected an increase of 1,540 in employment by 2040. Future employment conditions within the modeled area were approved by the Sampson County CTP Steering Committee Subcommittee. Figure 16 shows how the subcommittee distributed the additional employment in the TAZs.

Table 11 – Employment Data

Year	Clinton Municipal Boundary
1990	3,355
2000	3,106
2009	3,589

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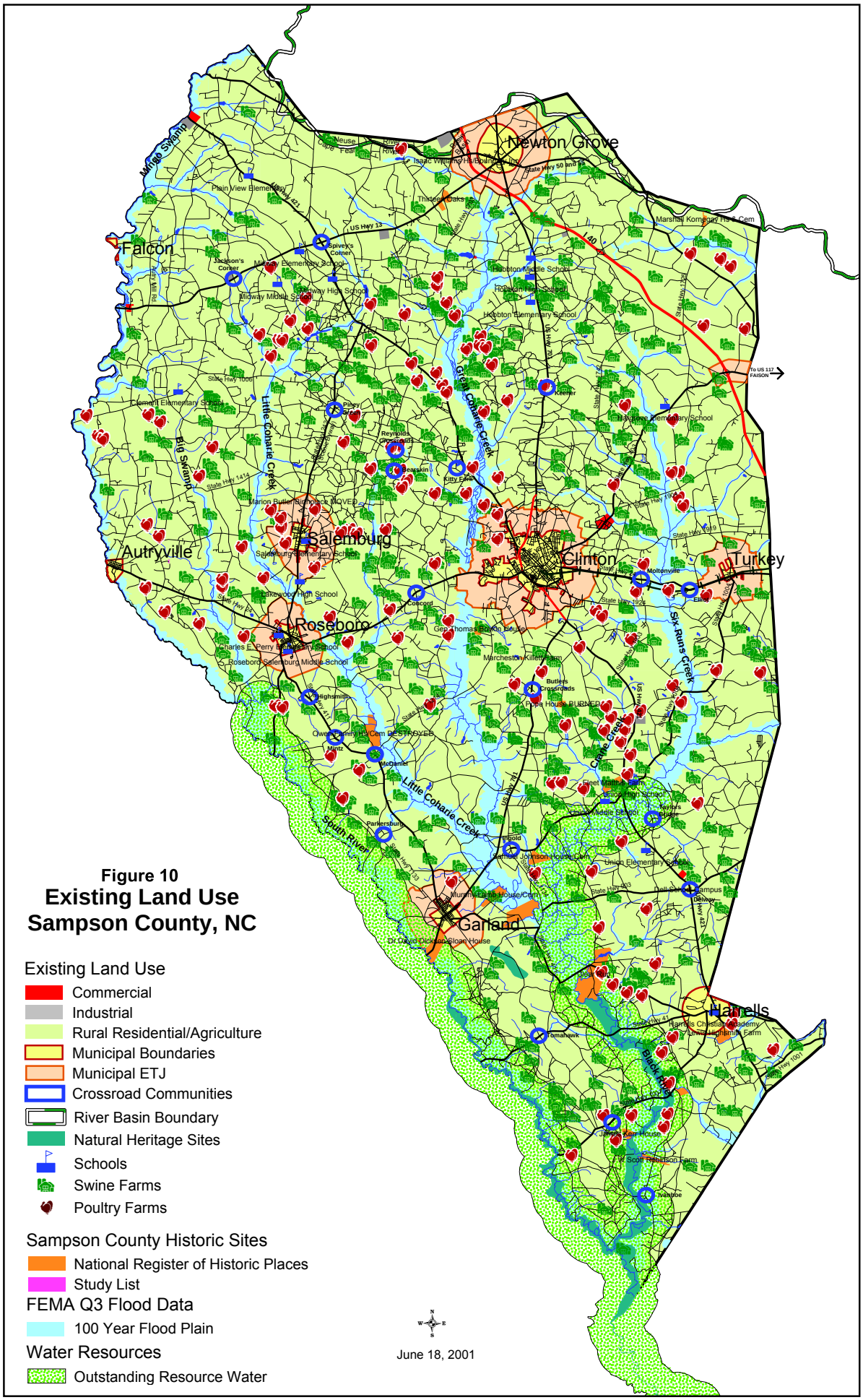


Figure 10
Existing Land Use
Sampson County, NC

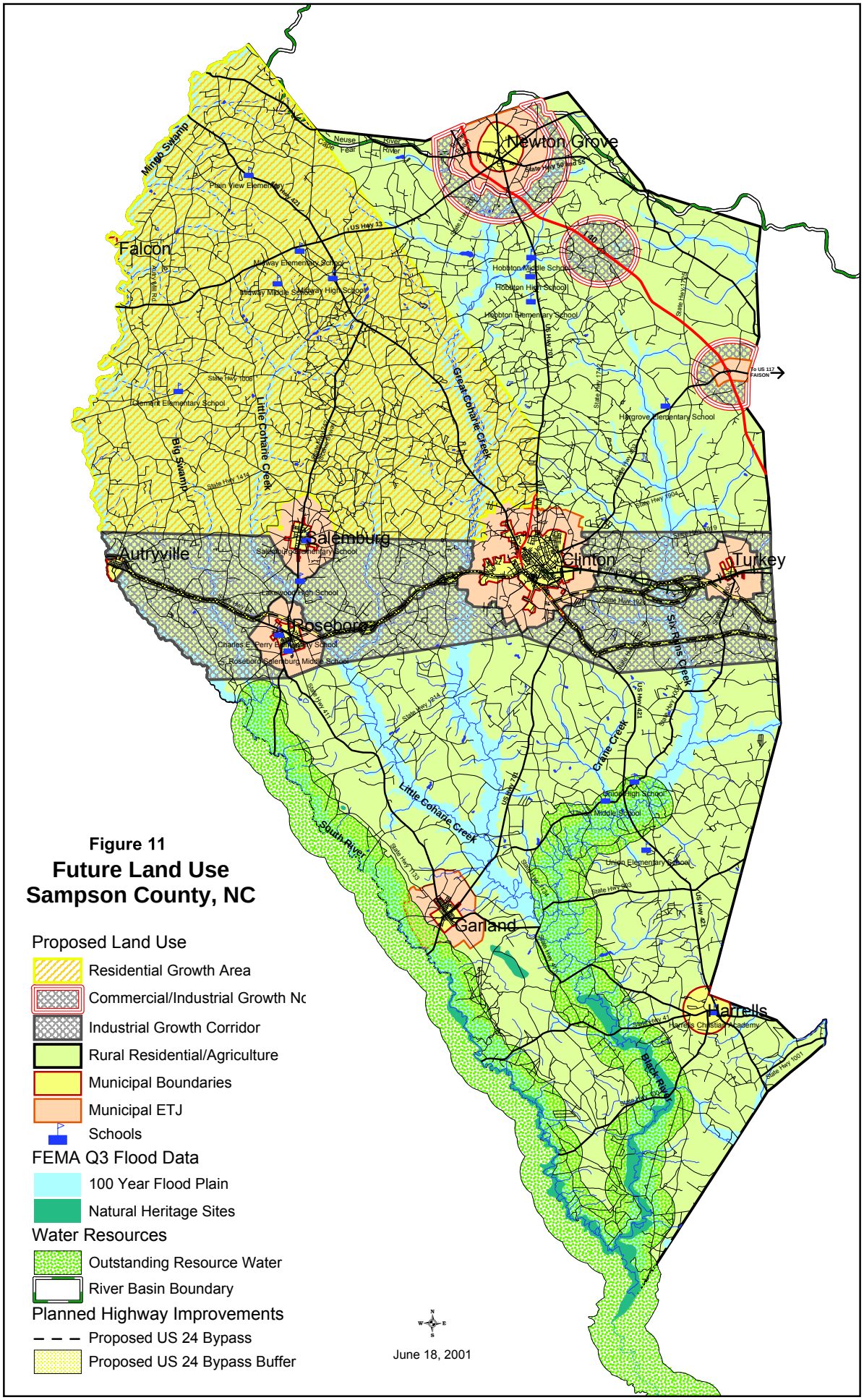
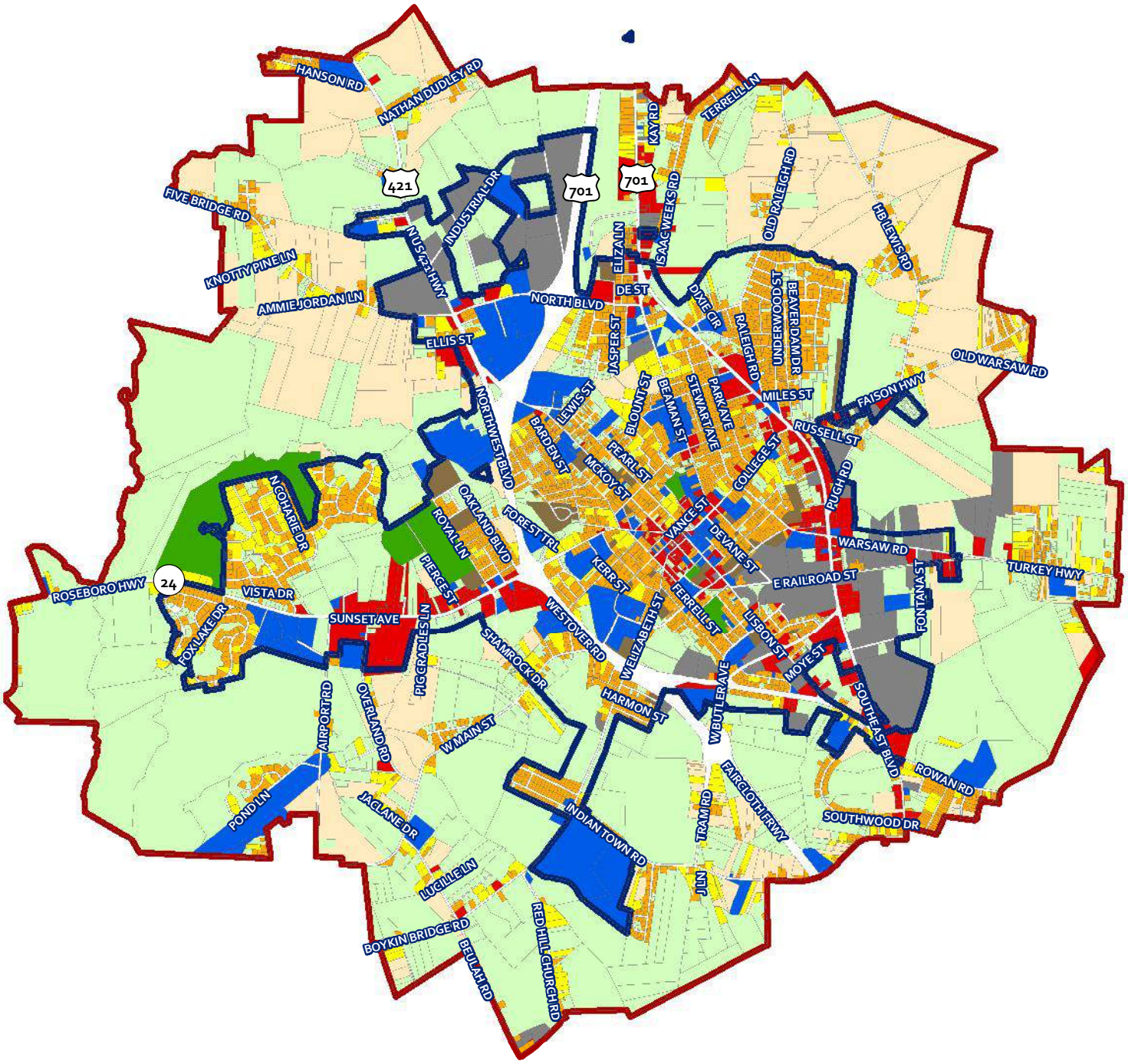


Figure 11

Future Land Use
Sampson County, NC

Clinton Existing Land Use Map



Legend

- Corporate Limits
- ETJ

Existing Land Use

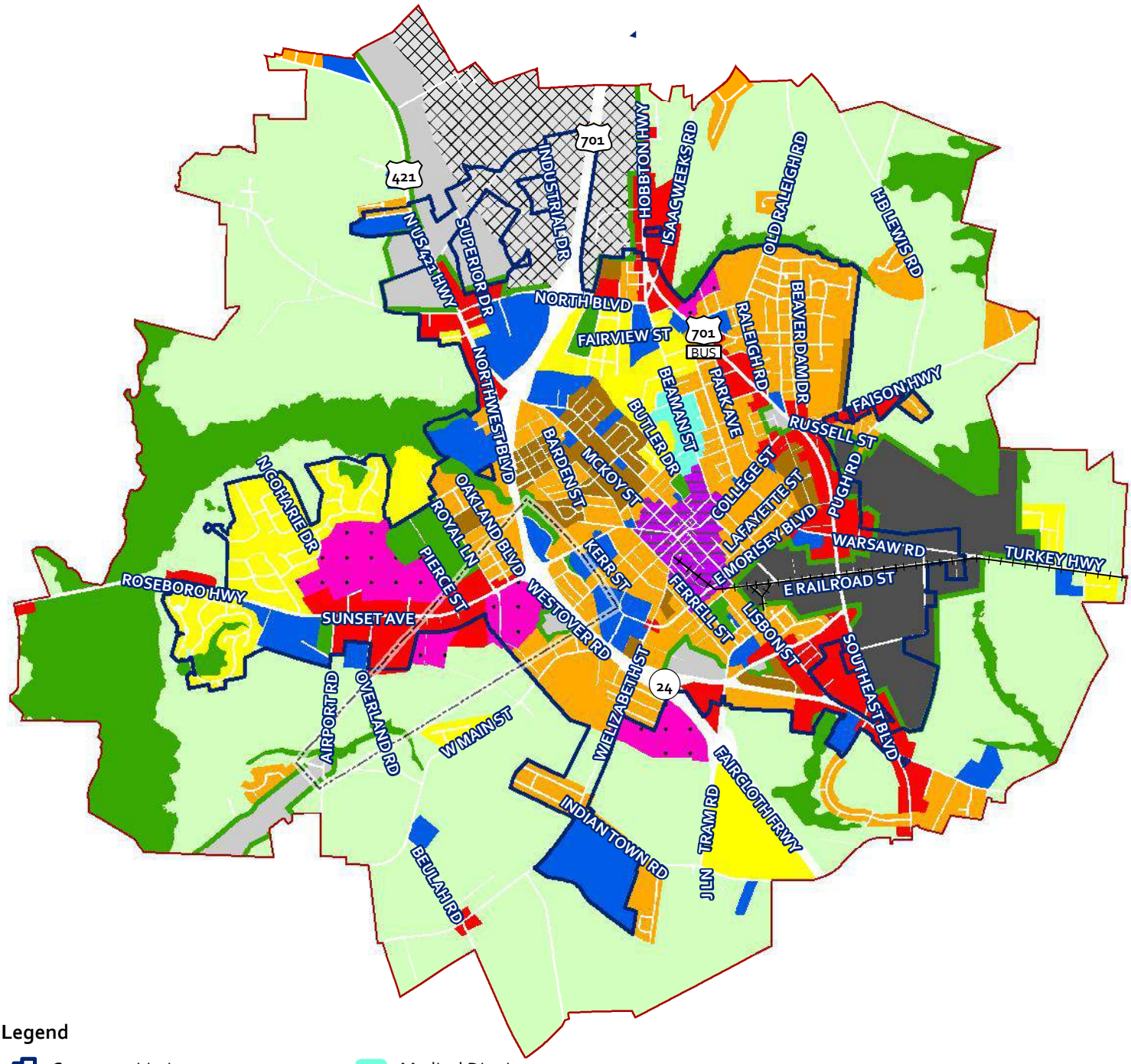
- Commercial
- Office and Institutional
- Industrial
- Multi-Family Residential
- Medium Density Residential
- Low Density Residential
- Rural Residential/Agriculture
- Recreation
- Vacant

Figure 12

N

0 0.25 0.5 1 Miles

Clinton Future Land Use Map



Legend

- Corporate Limits
- ETJ
- Runway 24 Approach Surface Zone*
- CSX Railroad

Future Land Use

- Commercial
- Downtown
- Mixed Use
- Office & Institutional
- Medical District
- Heavy Industrial
- Light Industrial
- Planned Industrial
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Rural Residential / Agriculture
- Conservation / Open Space

*Runway 24 approach surface zone: 1,000' x 10,000' x 4,000'

Figure 13

0 0.25 0.5 1 Miles

Clinton Traffic Anaylsis Zones

Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015

Inset A

Inset B

Network Roads

Roads

Traffic Analysis Zones

Miles

0 0.375 0.75 1.5

N W E S

Figure 14

Base map date: 10/8/2013

Refer to CTP document for more details

2040 Clinton Housing Additions

Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015

Inset

Inset

Network Roads

Roads

Traffic Analysis Zones

Housing Additions

Miles

0 0.375 0.75 1.5

N W E S

Figure 15

Base map date: 10/8/2013

Refer to CTP document for more details

2040 Clinton Employment Additions

Sampson County Planning Area

Comprehensive Transportation Plan

Plan date: 8/27/2015

Inset

I - 275
I - 75
I - 100
I - 50
HR - 5
HR - 55
R - 30
R - 25
R - 100
S - 10

Network Roads
Roads
Traffic Analysis Zones
HR - # Highway Retail
R - # Retail
I - # Industrial
S - # Service

Miles
0 0.375 0.75 1.5

N W E S

Figure 16

Base map date: 10/8/2013
Refer to CTP document for more details

Appendix H
Public Involvement

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

List of CTP Steering Committee Members

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

- Mary M. Rose, Clinton-Sampson Planning Director
- Lyle Moore, Clinton-Sampson Planning
- Ed Causey, Sampson County Manager
- Susan Holder, Sampson County Assistant Manager
- Jefferson Strickland, Sampson County Board of Commissioners
- John Swope, Sampson County Economic Development Commission
- Jerol Kivett, Sampson County Transportation Advisory Group
- Ann Naylor, Sampson County Resident
- Patricia Williams, Town of Autryville
- John Connet, City of Clinton Manager
- Shawn Purvis, City of Clinton Manager
- Johnnie Pridgen, City of Clinton Resident
- Timmy King, Clinton Police Department
- Hugh N. Carr, Clinton Planning Board
- Denise Toler, Town of Garland
- Sarah Ragan, Town of Harrells
- Gary Mac Herring, Town of Newton Grove/Sampson County Planning Board
- Anthony Bennett, Town of Roseboro
- Joe Warren, Town of Salemburg
- Anthony Moore, Town of Turkey
- Joel Strickland, Mid Carolina RPO Planning
- Karen E. Collette, NCDOT Division 3
- Patrick Riddle, NCDOT Division 3
- Lin Reynolds, NCDOT District Engineer, Division 3
- Scott Walston, NCDOT Transportation Planning Branch
- Suzette Morales, NCDOT Transportation Planning Branch

CTP Vision, Goals, Objectives and MOEs

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

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

Sampson County CTP Vision & Goals

Vision:

Provide a safe, reliable, efficient, and sustainable multi-modal regional transportation network. Preserve and enhance quality of life. Support economic development that is compatible with the environment and land use patterns. Maximize the use of existing facilities across traditional jurisdictions and add capacity strategically.

Goals:

1. Provide a transportation system that adequately serves existing and future land use
2. Preserve the rural character of Sampson County while accommodating planned growth
3. Support the continued progress and completion of the unfunded Highway NC 24 through Sampson County to I-40
4. Emphasize and ensure regional connectivity to major routes, metropolitan areas and ports
5. Capitalize on and enhance Sampson County's unique position in the Strategic Highway Corridor Network (STRANET) in providing support for the Department of Defense
6. Support economic development, travel, and tourism

7. Preserve existing rail and support railroad regional connectivity
8. Improve public transportation accessibility for Sampson County citizens
9. Coordinate with Sampson County Emergency Management Services and other public safety organizations to ensure that the evacuation plan and other emergency plans are considered in overall development
10. Plan for pedestrian and bicycle safety on major roads
11. Promote and encourage public involvement through education and communication

Goals and Objectives Survey

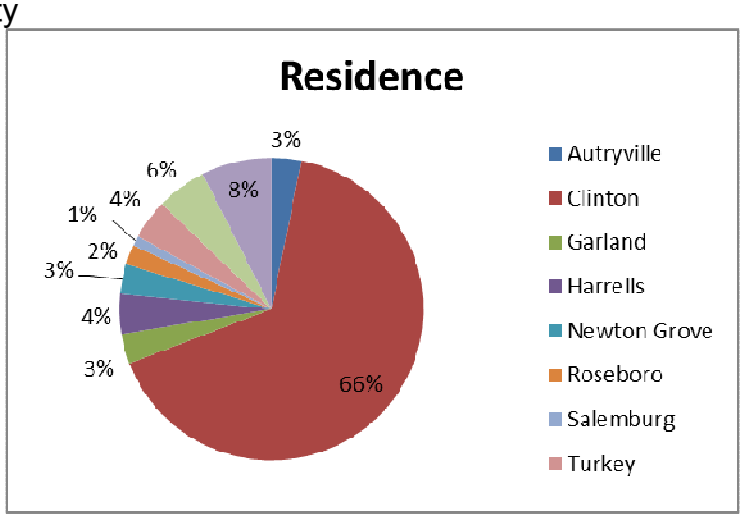
A Goals and Objectives (G&O) survey is a public involvement technique used to help identify an area's perception of transportation-related issues, identify concerns that should be addressed during the development of a CTP, and to help develop a vision for the community. The G&O survey is most appropriately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

Goal and Objectives Survey Results

What is your Zip code?

93% live in Sampson County

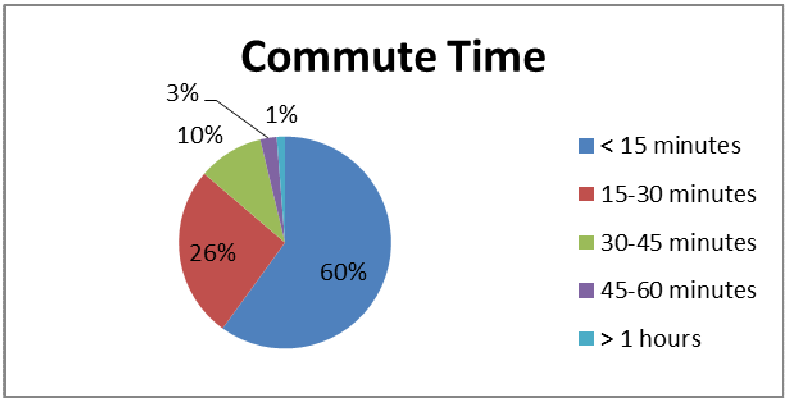
Area	Respondents
Autryville	3
Clinton	62
Garland	3
Harrells	4
Newton Grove	3
Roseboro	2
Salemburg	1
Turkey	4
County	5
Out of County	7



Describe your typical commute?
Mostly city to city and county to city
Some out of county commute

Describe your typical commute?

Time	Respondents
< 15 minutes	48
15-30 minutes	21
30-45 minutes	8
45-60 minutes	2
> 1 hours	1



When traveling in and around Sampson County, do you have trouble finding a direct route to your destination?

Yes	9
No	69

Comments:
Lack of signs to direct me
Not enough sign direction
Access to Clinton High School and Sampson Middle Schools from the west is circuitous at best

Are there specific roads or intersections in Sampson County that you see as having an issue?

Yes	34
No	38

Comments
17/30 comments mention NC 24, all but 3 comments within Clinton area
NC 24 Comments

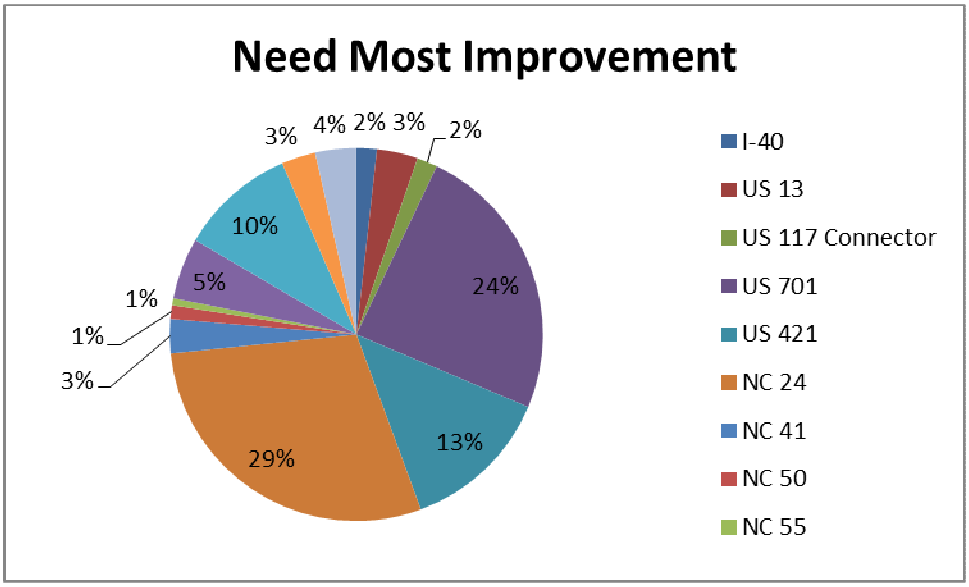
- NC 24 & Horseshoe/Carry Bridge,
- Hwy 24 at Go Gas & Hwy 24 at Basslake Rd,
- Also coming off Bonnettsville Rd onto Hwy 24
- NC 24, Hwy 24 west of Clinton, Hwy 24 & Airport Rd.
- 24 at rush hour
- Butler Avenue and Martin Luther King JR Blvd. Can be difficult to cross

- The 24 exchange between 421 N freeway can be very congested at times. Highway 701 needs repaving. A lot of bumps in the road & deep pot holes within the city limits,
- At the intersection of Tram Road and the NC 24 east bypass where you cross over to Butler Avenue. They have installed a new caution light, but I think a stop light should be considered there. This is from personally observation over the last 13 years. ,
- Coming off the overhead bridge at the US 421 and NC 24 intersection. Traffic is usually backed up at this location at noon and around 5 pm week days,
- Highway 24, especially the portion of Sunset Avenue with major commercial development
- Sunset Ave / NC24
- NC 24 & US 701 Bypass Interchange not designed to handle traffic volume serious backup on exit ramps.
- Getting on 24 from 701 south bypass during lunch hour and getting back on 701 north after lunch
- Beulah & Boykin Bridge Roads. Hwy 24 & Hwy 403.
- MLK and Butler in Clinton, quasi-signaled intersections but traffic coming off by-pass and up MLK are at high speeds around a curve, making it difficult and dangerous to cross or turn left.

<u>Other Comments</u>

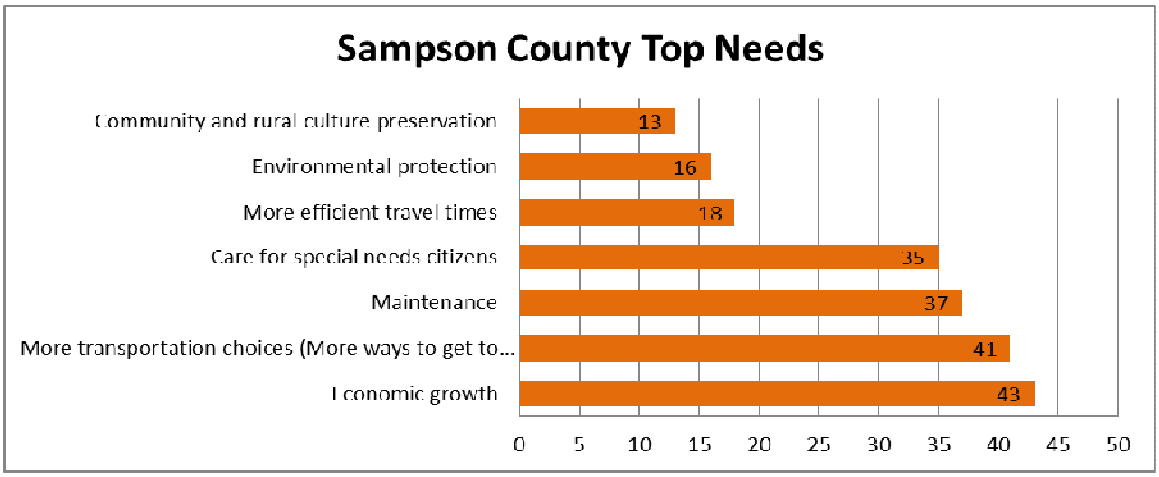
- NC 403 and intersecting streets multiple entrances
- Speeding on Stewart Avenue. Traffic trying to get from Johnson st. to Belfield area.
- Unlevel driveways on McKoy Street
- I know there are a few in and around Clinton, but cannot think of them at this moment.
- The traffic circle at Clinton high school
- Boykin Bridge / Beulah unsafe turn from Beulah to Boykin Bridge for school traffic.
- Main St Roseboro flashing light people are not stopping.
- Highway 701
- Not enough signage in the Northern part of the County
- Bridge in Sampson County on HWY 13 is in need of repairs. Holes on both sides of road. I see cars everyday try to avoid driving/hitting them.
- Roads need fixing
- All road signs are not visible
- Intersection at Pope Road and Aman Dairy is hard to see. Also, the next intersection at near Phillips Road

Of the following 13 Roadways which THREE do you see as needing the most improvement? Please choose only THREE.
69 Reponses



Which THREE of the following choices are the most important to you? Please choose only THREE.
74 Respondents

Sampson County Top Needs	Respondents
Economic growth	43
More transportation choices (More ways to get to places -- buses, sidewalks, bike trails, etc.)	41
Maintenance	37
Care for special needs citizens	35
More efficient travel times	18
Environmental protection	16
Community and rural culture preservation	13



What type of transportation do you normally use for your commute? (pick the option you utilize the majority of the time)

Transportation Mode	Respondents
Alone in Car	68
Carpool/Vanpool	2
Bike	1
Bus	1
Walk	1

Are there locations where you would like to see sidewalks, crosswalks or crossing signals added or improved?

Yes	38
No	37

Comments

- downtown intersections
- Turkey!
- Plainview Area
- Throughout the town of Roseboro.
- along NC 24 in Roseboro
- Town of Garland
- Sidewalks in Garland
- Clinton and Garland - Crossing Signals and Sidewalks
- I would love to see the roads, everywhere, extent beyond the outer lines about 3 to 4 feet so bike riding, walking, running, and the like is not only more probable, but safer. This would also be more tire friendly for those who have to "sidestep" farm machinery
- on Fisher Drive so people can get out and walk more safely, its a very busy road with big trucks
- business district rt 24, people walk in grass and street

- It is dangerous to cross 24 walking everywhere
- Fayetteville Street to NC 24
- NC 24 and Gray Street.
- Sidewalk on Issac Weeks Road
- Butler Avenue and Stetson Street
- Sampson St, Barl St, McKoy St, Williams St, Bowden St
- Streets used all the time need sidewalks (Stewart Avenue, College Street (Hwy. 24 through town), Hwy. 701.
- down sunset Ave to college – sidewalk
- Sunset Ave. Clinton - Sampson Crossing and Shamrock Plaza Area
- Sunset Avenue Wal-Mart to Faircloth Freeway
- Sidewalks for Stewart Avenue.
- Stewart Avenue and Warsaw Road
- In Clinton on Sunset Ave in front of Pizza Inn; a lot of people cross the road coming from the housing units around the park. Elderly people have been known to cross the road in their wheelchairs to get to the grocery store. It is very dangerous.
- Sidewalks in Coharie Acres
- Add sidewalk to Sampson middle school and Clinton high from downtown
- Downtown Clinton is great now!
- Wider Downtown Clinton Pedestrian Plan - including the "medical mile" (Beaman Street)
- All of Beaman St. in Clinton
- Would like to see complete connection through City of Clinton
- Clinton City limits, US 701 Business
- County areas: Clinton, Newton Grove, Coharie. No safe areas to walk in the rural areas

Would you use on-road bicycle lanes, wide shoulders, off-road trails, or greenways for walking, running and/or bicycling?

Yes	39
No	36

Comments

- TURKEY!
- Town of Garland
- Garland walking trail
- Clinton - Lot more people walking need specific areas to walk
- Marion-Amos Rd for walking and exercise
- Clinton to newton grove, garland and Harrells
- Rural areas, as well as towns. Sampson, Wayne, Duplin Counties.
- near Fisher Drive
- Bus transportation on Royal Lane
- 24 East

- City Limits and County
- Greenways anywhere. Bike lanes on College, Fayetteville St., and Sunset Ave.
- Along the abandoned rail line in western Sampson County
- Plainview
- In the parks, also near the county complex.
- Would love to have greenways in the northern part of the county.
- the mountain to sea trail in and Roseboro
- From downtown Clinton to SCC.
- I would bike a lot of places if there was room for bikes. Most of our roads have a small shoulder and are dangerous for bikes.

What other problems do you consider to be major transportation issues in Sampson County?

Public Transit

- public transit in neighborhoods
- buses to medical facilities
- public transit
- Public transit for town of garland. Available transportation for elderly is too expensive
- Public transit Roseboro and Salemburg for the elderly and people that does not have transportation. lack if transportation for the elderly or non driver
- I am not yet familiar with what is available to those who have no working vehicle, and cannot work because of this. I would love to see more public transportation options. This includes bike and walking friendly areas.
- Public Transportation on Edgar Street
- Downtown needs public transportation
- Bus Transportation to Warsaw, highway 24 east
- We need city buses
- Lack of public transportation
- County transportation system
- Older folks need more out of county transportation
- Bus service to other towns/cities in area (Dunn, Fayetteville, etc.).
- No true transit system. People such as myself have a difficult time trying to get transportation to and from different activities such as school and work.
- I consider it to be a problem that the senior citizens of Sampson County Elderly sites cannot take out-of-county overnight trips on the State owned vehicles. The transportation is provided under Department of Aging's umbrella but is not used to the capacity of such. We need travel capability after 5 p.m. daily for students & people who work. Sampson Area Transportation needs more vans & employees to cover extreme ends of the county.
- More funding for the local transportation agency to provide transportation to people needing dialysis and out of county medical transportation. (These are people who do not qualify for Medicaid)

Maintenance & Safety

- The bridge on Hwy 13 is dangerous because it has a big bump in it. Christmas Tree Road IS TOO NARROW. This road is heavily traveled.
- Road signs not replaced. Secondary roads in need of repairs/paving. Like Bud Johnson Road and Roanoke Road.
- General Maintenance of Roads - very high wear and tear due to large 18 wheelers
- City and county public works workers, working during commuting times ie...working on the roads from 7:45 to 8:00am. let us get to work, then have at it!
- There is half mile section of Microwave Tower Road, west of Roseboro, that needs to be made safe for school buses & other traffic and PAVED. The needs of the traveling public are far greater than the one property owner who does not want to give up the right of way.
- There are a number of drainage issues on secondary roads.
- Maintenance

Others

- Improved connectivity to Interstates.
- With Sampson Co., being a rural area tractors and farm equipment always need to be considered

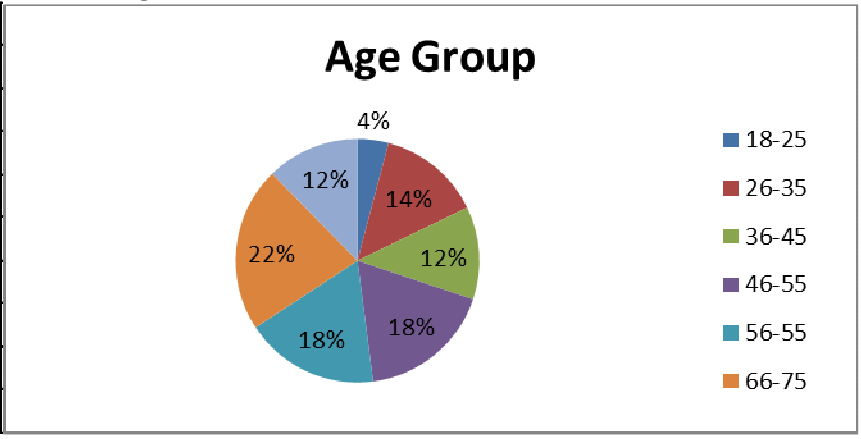
Survey Respondents Characteristics

What is your gender?

Male	28	37.3 %
Female	47	62.7 %
Total	75	

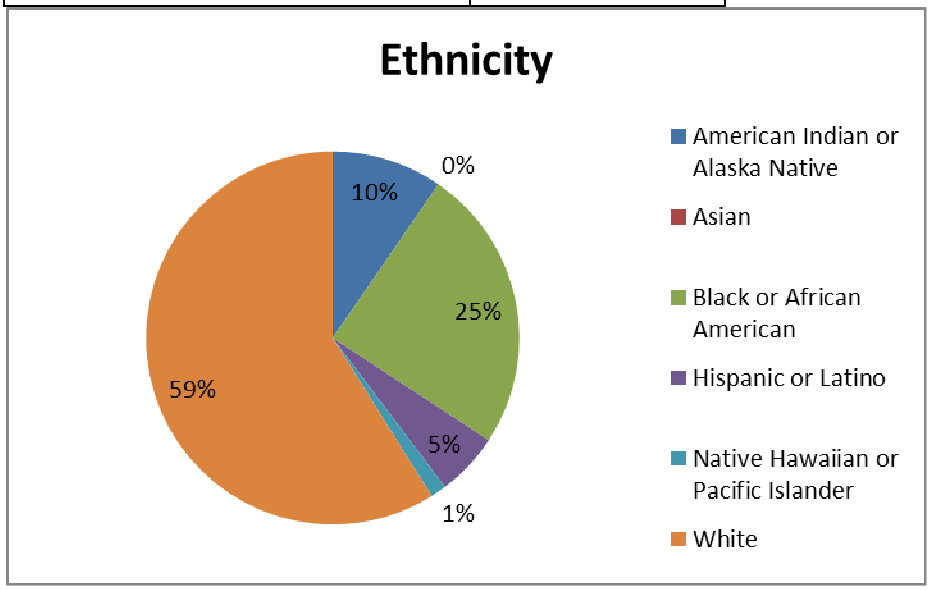
What is your approximate age?

Age Group	Respondents
Under 18	0
18-25	3
26-35	10
36-45	9
46-55	13
56-55	13
66-75	16
Over 75	9
Total	73



Check all that apply to describe your race/ethnicity.

Ethnicity	Respondents
American Indian or Alaska Native	7
Asian	0
Black or African American	18
Hispanic or Latino	4
Native Hawaiian or Pacific Islander	1
White	43
Total	67



Public Meeting

The public involvement process included holding a public-drop-in session in the city of Clinton in order to present the proposed Comprehensive Transportation Plan to the public and to solicit comments. Below is a brief summary of the public meeting

Public Drop-in Session

Date: Monday, June 15, 2015
Time: 4:00 PM – 6:00 PM
Location: Clinton City Hall Auditorium
221 Lisbon Street (SR 1231)
Clinton, NC 28328
Purpose: Present draft CTP recommendations and SOLICIT COMMENTS
Attendance: 5 (excluding NCDOT staff and steering committee members)
Public Input: 1 comment for was submitted during the session

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