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## 2016 Rocky Mount Urban Area Comprehensive Transportation Plan



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Published: May 2017

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## Executive Summary

In September of 2013, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and the Rocky Mount Urban Area Metropolitan Planning Organization (MPO) initiated a study to cooperatively develop the Rocky Mount Urban Area MPO Comprehensive Transportation Plan (CTP). The MPO area consists of the Rocky Mount, Nashville, Sharpsburg, and some parts of Nash County and Edgecombe County within the MPO planning area. This is a long range multi-modal transportation plan that covers transportation needs through 2040. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues. Refer to Appendix A for contact information on these types of issues.

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

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

- US 64/Future I-495: Upgrade to interstate standards from Roseville Road (SR 1003) in Wendell to US 13/US 17 in Williamston.
- Eastern Avenue/Sunset Avenue (SR 1770): Widen to a four lane divided boulevard from US 64 Business (Eastern Avenue) to US 64 Business (Buck Leonard Boulevard/Sunset Avenue).
- I-95: Widen to a six lane divided freeway with an interstate standard cross-section for its entire length in the MPO planning area. An interchange is recommended at Sunset Avenue (SR 1770).
- Rocky Mount Southern Connector: Provide new location, four lane divided boulevard routes between Beechwood Drive (SR 1613) and Kingston Avenue (SR 1727) and between Sutton Road (SR 1157) and NC 43 (Springfield Road) and upgrade the existing routes of Kingston Avenue (SR 1727) and Sutton Road (SR 1157) which connect the new routes to provide access for the southern area of Rocky Mount.
- NC 58 Connector: Connect US 64 Business (Western Avenue) to NC 58 with two new location two lane routes from US 64 Business (Western Avenue) to Old White

Oak Road (SR 1900) and from West Old Spring Hope Road (SR 1145) to NC 58 via Erkin Smith Road (SR 1904) which is also to be upgraded.













## Sidewalks

Existing


Off-road
$\stackrel{\text { Off-road }}{ }$ Existin
-a-en Needs Improvement
E=E=E=1 Recommended

## Multi-Use Paths

$\xlongequal{=}$ Existing
-.-.-. Needs Improvement ======: Recommended

Existing Grade Separation
Proposed Grade Separation


Base map date: August 2014 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]The STC identifies 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 highpriority, 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 travel demand model. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2040. In addition, local land use plans and growth expectations were used to develop future growth rates and patterns. Refer to the Rocky Mount Urban Area Metropolitan Planning Organization (MPO)'s Model Development: Socioeconomic Data Forecasting Methodology report for more detailed information on growth expectations and the socioeconomic data forecasting methodology. The report is available through the Rocky Mount Urban Area MPO (Appendix A)

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]* 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. For the Rocky Mount Urban Area MPO's travel demand model, the practical capacity for each roadway was developed based on the equations from the 2000 Highway Capacity Manual and the 1997 Indiana State Highway Congestion Analysis Plan. The equations were modified and adopted for the model and adjusted during the model calibration process. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Appendix E for detailed information on LOS.

## Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. The Traffic Safety Unit of NCDOT's Transportation Mobility and Safety Division identifies high frequency crashes at intersections and along roadway sections during a five year period. The high frequency crash locations examined during the development of the Rocky Mount Urban Area MPO CTP occurred between January 1, 2007 and December 31, 2011. During this period, a total of 145 intersections and 123 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. Specific CTP recommendations, in Chapter 2 of this report, were additionally investigated using the Traffic Engineering Accident Analysis System (TEAAS). Crash
analysis was requested by the Rocky Mount Urban Area MPO CTP Steering Committee. The crashes used for the analysis occurred between January 1, 2012 and December 31, 2014. Crash rates for those specific locations were compared against 2012 county and state crash rates. To request a more detailed analysis for any locations or 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. Thirty seven deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 5. Of these, three are scheduled for replacement in the 2016 - 2025 TIP. Additionally, two others occur along roadways recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendation and cross section associated with the recommendation. Table 7 in Appendix F gives a listing of the deficient bridges identified in the CTP and the ID number associated with the CTP proposal. Refer to Appendix F for more detailed bridge deficiency information.







2040
Volume and Capacity Deficiencies Inset B


Rocky Mount MPO
Comprehensive Transportation Plan

## Legend

\#\#\#\# 2040 Volumes (E+C) \#\#\#\# 2013 Capacity (E+C)
_-Near Capacity
—Over Capacity
——Study Roads
Roads
Schools

+ Airports
- Railroads

Rivers and Streams
Water Bodies
Municipal Boundaries
$\square$ County Boundary
Figure 3

| 0.2 | Miles |
| :---: | :---: | :---: | :---: |
| Sheet 3 of 3 |  |
| Base map date: August 2014 |  |
| Refer to CTP document for more details | 0.4 |
| 0 |  |




## 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 urbancommunity 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. A supplemental map showing specific is presented in Figure 6. The city of Rocky Mount has a fixed route bus service called the Tar River Transit. There are currently 10 Tar River Transit routes that serve the Rocky Mount Area. The Rural General Public (RGP) Shuttle provides fixed route service to the rural areas of Nash and Edgecombe counties Monday through Friday. Some stops are fixed and others are upon request. Shuttle stops located in the MPO are in the towns of Nashville (fixed) and Sharpsburg (upon request).

There are three CTP project proposals to expand the Tar River Transit service area. The details of these project proposals can be found in Chapter 2. 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 terminates in 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 are three rail lines in the Rocky Mount Urban Area MPO. The Carolina Coastal Railway (CLNA) ABA Line runs from Rocky Mount to Momeyer, NC. The CSX Transportation (CSX) A Lines runs from Richmond, VA to South Carolina through the MPO from north of Rocky Mount (formerly known as Battleboro) to south of Sharpsburg. The rail lines runs along the Nash and Edgecombe County boundary. The CSX AB Line runs from Tarboro, NC to Rocky Mount. There is a CSX Rail Yard located south of Rocky Mount between Sutton Road (SR 1157) and East Tarboro Road (SR 1006).

As part of the Southern Connector project proposal (NASH0012-H), there is a CTP recommendation to improve the grade separation for the road and railroad. More detail on this project proposal can be found in Chapter 2. 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 2007 Rocky Mount Comprehensive Bicycle Plan ${ }^{3}$, 2012 Rocky Mount Pedestrian Plan ${ }^{4}$ and 2008 Nashville Comprehensive Pedestrian Plan ${ }^{5}$ were utilized in the development of these elements 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 2006 Nash County Land Development Plan ${ }^{6}$ (2006-2014), the 2008 Edgecombe County Land Development Plan ${ }^{7}$ (2007-2017), the 2011 Nashville Land Use Plan ${ }^{8}$ and the 2003 Together Tomorrow: Tier 1 Smart Growth Comprehensive Plan for the City of Rocky Mount (2025) plan ${ }^{9}$ (refer to Appendix H) were used to meet this requirement. These land use plans were considered current at the start of the CTP. Land Use maps for the city of

[^3]Rocky Mount, the town of Nashville, Edgecombe County and Nash County are shown in Figures 7 through 14.

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

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

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

Existing commercial land uses in the MPO are mainly along the major highways of I-95, US 64, US 64 Business, US 301, US 301 Business. Industrial areas are spread throughout the planning area with the main concentrations along the CSX and CLNA railroads, US 301 Bypass, US 64 east of I-95 and at the US 64/Falls Road interchange There are several large tracts of government owned institutional and open space land uses throughout the city including Nash Community College at US 64 and Old Carriage Road (SR 1603) and North Carolina Wesleyan College at US 301 and Thomas A. Betts Parkway (SR 1613). Agricultural and underdeveloped areas exist mostly outside of municipal limits.

The proposed upgrade of US 64 to interstate standard and designation to "future I-495" may alter the existing development patterns as such attracts business into the area. The future land development maps provides a more detailed and specific set of land use designations to assist the municipalities and MPO in making land development decisions.

### 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 ${ }^{10}$ (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 the Rocky Mount Urban Area MPO are shown in Figure 15 and are shown in bold text in Table 1.

[^4]
## Table 1 - Environmental Features

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

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

### 1.3 Public Involvement

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

At the September 2013 Rocky Mount Urban Area MPO Transportation Advisory Committee (TAC) meeting, the CTP study was formally initiated. There was an overview
of the transportation planning process and input was given on area transportation needs.

Throughout the course of the study, the NCDOT Transportation Planning Branch cooperatively worked with the Rocky Mount Urban Area MPO Steering Committee which included representatives from each municipality, Edgecombe and Nash Counties, MPO staff, RPO staff 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 G for detailed information on the vision statement, the goals and objectives survey and a listing of committee members.

The public involvement process included holding a public drop-in session at the Rocky Mount City Council Chamber to present the proposed CTP to the public and solicit comments. TAC members, county and municipal representatives were also invited to attend and provide input. The meeting was held on March 29, 2016 from 10:00am to 7:00pm. The session was publicized by the MPO. There were no public comments made during the drop-in session.

The Rocky Mount Urban Area MPO CTP was adopted during September 19, 2016 TAC meeting. The North Carolina Department of Transportation mutually adopted the Rocky Mount Urban Area MPO CTP on December 1, 2016.

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Nash County Planning Jurisdictions \& Zoning








## 2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2016 Rocky Mount Urban Area MPO 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 wellintegrated with surrounding land uses. The complete street policy and concepts were utilized in the development of the CTP. The CTP proposals that are multi-modal recommendations are documented in the problem statements within this chapter. Refer to Appendix C for recommended cross sections for all 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 64 Business/NC 58 (East Washington Street) from Alston Street (SR 1001) to North Aviation Avenue and US 64 Business (Eastern Avenue) from East Washington Street (SR 1700) to North Clarendon Drive, in the town of Nashville, are expected to exceed Level of Service (LOS) D capacity by 2040. Improvements are not being recommended for these facilities, however; there are CTP proposals in other areas of town that may help to alleviate the congestion.
- Jeffreys Road (SR 1541) from Sutters Creek Boulevard to Ring Road is expected to exceed LOS D capacity by 2040. There are no recommended

[^5]improvements. The Rocky Mount Urban Area MPO Steering Committee has chosen to monitor and address the situation in future plan updates if necessary.

- Bethlehem Road (SR 1714) from Arbor Lane to Hammond Street is currently near LOS D capacity and expected to exceed LOS D capacity by 2040. There are no recommended improvements. The Rocky Mount Urban Area MPO 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 Rocky Mount Urban Area Metropolitan Planning Organization (MPO). 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 Rocky Mount Urban Area MPO 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 represents 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 Act² (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.

[^6]
### 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 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

NC 58 Connector Phase I, II, Local ID: U-5916, NASH0011A-H, NASH0011B-H Erkin Smith Road (SR 1904)
From US 64 Business (Western Avenue) to NC 58


## Identified Problem

Presently, there are no direct access routes from western side of Future I-495/US 64 to NC 58, south of the town of Nashville. Travelers must first traverse the congested downtown area of the town. US 64 Business/NC 58 (Washington Street), Cross Street and Railroad Street are the facilities used in town to get to NC 58 to the south of town. These facilities are projected to be near or over Level of Service (LOS) D capacity by 2040. The two main objectives of the CTP proposal are to relieve present and future congestion on the existing facilities of NC 58 (Washington Street), Cross Street and Railroad Street such that a minimum LOS D can be achieved and provide improved access to NC 58 south of the town of Nashville.

## Justification of Need

Travelers on the west side of Future I-495/US 64 may access NC 58 south of the town of Nashville from either exit 458 (US 64 Alternate) or exit 459 (NC 58). From exit 458 (US 64 Alternate), drivers follow US 64 Business (Western Avenue), turn right onto Railroad Street and remain on Railroad Street for less than 150 feet, make an immediate left on to West Cross Street, then a right on to NC 58 (South First Street). From exit 459 (NC 58), drivers take US 64 Business/NC 58 (Washington Street) into town then make a right on to NC 58 (South First Street).

US 64 Business (Western Avenue) from exit 458 (US 64 Alternate) to the US 64 Business (South Barnes Street)/ Railroad Street intersection is a two lane, 35 miles per hour (mph) road with medium to high density land use. The land use around the facility is mostly residential. Railroad Street is a three lane local road with a continuous twoway left-turn lane (TWLTL) and is 35 mph . There are three driveway access points. Cross Street is a two lane, 25 mph , local road with a mix of heavy industrial, industrial, and residential lane use.

Within a one mile span, Washington Street has four different cross sections which hinder the ability for vehicles to freely travel on this facility. NC 58 (West Washington Street) from exit 459 (NC 58) to US 64 Business (South Barnes Street) is a 35 mph four lane road with two eastbound lanes, a continuous TWLTL, and one westbound lane. From US 64 Business (South Barnes Street) to Boddie Street, US 64 Business/NC 58 (West Washington Street) is a two lane, 20 mph facility with 2 -hour angled parking on both sides of the road. From Boddie Street to Alston Street (SR 1001), US 64 Business/NC 58 (East Washington Street) becomes a two lane divided (with an additional lane on each side which is a dedicated right turn lane), 20 mph facility. From Alston Street to NC 58 (First Street), it is a three lane, 35 mph facility with a continuous TWLTL.

Local knowledge, historical population data, housing and employment trends were gathered for the Rocky Mount Urban Area MPO regional model to determine traffic projections for the roadway facilities used by travelers to get to NC 58 south. Tables 2 and 3,on the next page, display the comparison between the 2013 Average Annual Daily Traffic (AADT), the projected 2040 AADT, and the existing capacity of the facility in vehicles per day (vpd) based on the goal of providing a minimum LOS D. Based on

2013 AADT traffic counts, Railroad Street and some sections of Washington Street are approaching capacity. By 2040, a majority of these routes are expected to be either near capacity or over capacity.

Table 2: Washington Street Volume \& Capacity

| Section (From - To) | 2013 <br> AADT <br> (vpd) | 2040 <br> AADT <br> (vpd) | Current <br> Capacity <br> (vpd) |
| :--- | :---: | :---: | :---: |
| Future I-495/US 64 Exit 459 - US 64 Business <br> (South Barnes Street) | 12,000 | 13,100 | 19,100 |
| US 64 Business (South Barnes Street) - Alston <br> Street (SR 1001) | 9,100 | 11,800 | 14,000 |
| Alston Street (SR 1001) - Hilliard Street | 9,700 | 12,800 | 11,200 |
| Hilliard Street - NC 58 (South First Street) | 12,000 | 15,600 | 14,000 |
| NC 58 (First Street) - North Aviation Avenue | 12,000 | 14,100 | 14,000 |

Table 3: Other Volumes \& Capacities

| Section (From - To) | 2013 <br> AADT | 2040 <br> AADT | Current <br> Capacity |
| :--- | :---: | :---: | :---: |
| Western Avenue (US 64 Business): I-495/US 64 <br> Exit 458 - US 64 Business (South Barnes Street) | 3,300 | 5,000 | 11,400 |
| US 64 Business (South Barnes Street): Western <br> Avenue (US 64 Business) - NC 58 (West <br> Washington Street) | 5,500 | 5,700 | 4,800 |

In addition, safety along US 64 Business/NC 58 (Washington Street) needs to be addressed. At the request of the Rocky Mount Urban Area MPO Steering Committee, a detailed crash strip analysis was completed for US 64 Business/NC 58 (Washington Street) between Future I-495/US 64 exit 459 (NC 58) and NC 58 (South First Street) using the NCDOT's Traffic Engineering Accident Analysis System (TEAAS). The timeframe for the analysis was between January 1, 2012 to December 31, 2014. Table 4 summarizes the results of the crash strip analysis.

Table 4: Washington Street Crash Rate Comparison - per 100 Million Vehicle Miles

| Crash Rate <br> Type | Washington St <br> Crash Rate | 2012 <br> North Carolina <br> Crash Rate | 2012 <br> Nash County <br> Crash Rate |
| :---: | :---: | :---: | :---: |
| Total | 333.03 | 228.5 | 202.85 |
| Fatal | 0.00 | 1.22 | 1.56 |
| Non-Fatal | 63.01 | 105.65 | 93.6 |
| Night | 108.01 | - | - |
| Wet | 63.01 | - | - |

Table 4 displays a comparison of the crash rate of US 64 Business/NC 58 (Washington Street) to the crash rates for North Carolina and Nash County. The crash rate for US 64

Business/NC 58 (Washington Street) is significantly higher than the state or county. Night crashes are of particular concern for this segment of road.

## Community Vision and Problem History

Due to its proximity to the city of Rocky Mount, Wake County, and major interstates (I95 \& Future I-495/US 64), the town of Nashville's population, development and employment are expected to rise. Increased vehicles on the roads with no changes/improvement to the town's roadway facilities would mean more congestion. The town of Nashville is interested in reducing congestion and crash incidents for their area.

US 64 Business/NC 58 (Washington Street) in the downtown area of Nashville is fully developed. Right of Way (ROW) is unavailable for widening to increase capacity. In addition, the angled, on-street parking along US 64 Business/NC 58 (Washington Street) decreases the roads capacity and decreases safety. With angled parking: 1) the driver leaving the space has limited visibility to the rear; 2) empty spaces are hard to detect by approaching drivers resulting in stop and go movements; 3) through drivers decrease speed in anticipation of conflict movements. In general, free flow through movement is limited for those drivers driving through town heading south on NC 58.

Free flow through movement is also limited for those accessing NC 58 south from exit 458 (US 64 Alternate) on Future I-495/US 64 since drivers must use local roads, stop at intersections and drive through residential and industrial areas.

## CTP Proposal

## Description and Overview

The CTP proposal relocates travelers using US 64 Business/NC 58 (Washington Street) or US 64 Business (Western Avenue) and Cross Street to get to NC 58 south of the town of Nashville. The CTP proposal recommends a new location, two lane, major thoroughfare, southern connector (NC 58 Connector Phase I \& Phase II) which would connect Erkin Smith Road (SR 1904) to NC 58. It also recommends improving Erkin Smith Road (SR 1904) to match the new location cross sections.

The CTP proposal would serve as the primary route to NC 58 south of the town of Nashville. The new route is expected to aid in decreasing congestion and increasing mobility through the town of Nasville and it will redirect travelers who want to access NC 58 south of town. It is also expected to improve safety and overall connectivity.

The Rocky Mount Urban Area MPO TransCAD model (v5-2013) was used to estimate the future connector traffic to the 2040 model network. The CTP recommendation would provide for a LOS D or better along existing NC 58 in the town of Nashville and slightly decrease traffic on Railroad Street and Cross Street.

The CTP recommendation is proposed as 3 segments. Segment A (TIP No. U-5916) is a new location route from US 64 Business (Western Avenue) to Old White Oak Road
(SR 1900). It is the most important because it would initially reduce traffic volumes on NC 58 in town. Segment A is identified in the 2016-2025 State Transportation Improvement Program (STIP). Segment B (NASH0011A-H) upgrades the existing Erkin Smith Road (SR 1904) to a major facility and is from Old White Oak Road (SR 1900) to Old Spring Hope Road (SR 1145). Segment C (NASH0011B-H) is a new location route from Old Spring Hope Road (SR 1145) to NC 58. These segments are proposals identified in the Rocky Mount Urban Area MPO 2040 Metropolitan Transportation Plan (MTP) ${ }^{3}$. Together, they provide continuity and better efficiency for NC 58 through trips.

## Natural \& Human Environmental Context

Natural and human environmental assessment completed for the Rocky Urban Area MPO CTP is based on a planning level knowledge using available GIS data. Based on the features, the proposed facility may potentially have several environmental impacts.

The CTP proposal is located within a watershed-based wetland. These areas represent areas where the need and opportunity for stream, buffer and wetlands restoration are well documented, and where local water quality and habitat restoration or protection projects can do the most good. NC 58 Connector Phase II, as is all of the Rocky Mount Urban Area MPO planning area in Nash County, is located within a natural heritage element occurrence area. These are areas with occurrences of rare plants, animals, natural communities, and animal assemblages.

## Relationship to Land Use Plans

The current land use in the vicinity of the new location CTP proposal is agriculture and vacant lots. With the development of the NC 58 Connector Phase II, the land may be develop for commerical and business use. More information on the land use of the area can be found in the 2006 Nash County Land Use Development Plan.

## Linkages to Other Plans and Proposal History

These recommendations are not linked to other plans.

## Multi-modal Considerations

There are no additional recommendations along the NC 58 Connector Phase II corridor.

## Public/ Stakeholder Involvement

Public/ stakeholder involvement is part of the process in the development of CTP recommendations. NCDOT worked with the Rocky Mount Urban Area MPO, Nash \& Edgecombe County, as well as municipal representatives who formed the Rocky Mount Urban Area CTP Advisory Committee. The advisory committee discussed recommendations for the planning area and brought these recommendations to the public-drop in session which took place on March 14, 2016. Residents and municipal

[^7]and county representatives were able to attend and provide comments. No comments were received relating directly to the NC 58 Connector Phase II CTP proposal. In addition the CTP proposal was reviewed by the Rocky Mount Urban Area MPO Transportation Advisory Committee (TAC) on September 19, 2016 and was met with full support.


## Identified Problem

Presently, there are limited direct access routes from the western side to the eastern side for the southern area of the city of Rocky Mount. Travelers must either go through the downtown area or drive south to use Sutton Road (SR 1157), a two way, one lane road which passes under the railroad. The primary purposes of this proposal are to increase mobility and accessibility through the southern portion of city of Rocky Mount for travelers and emergency services.

## Justification of Need

The CSX Transportation (CSXT) railroad tracks run through the center of downtown Rocky Mount, separating the east side and west side of the city. The rail line also acts as a physical demarcation for the county boundaries with Nash County to the west and Edgecombe County to the east. Access between the east and west side is mainly in
downtown Rocky Mount. To the south, the last downtown road that crosses the railroad is Bassett Street.

The next southern railroad crossing access point is located 1.3 miles away on Sutton Road (SR 1157), a two way, one lane tunnel which does not have the vertical or horizontal clearance for certain emergency vehicles. Two-way traffic along Kingston Avenue (SR 1727) and Sutton Road (SR 1157), along with traffic exiting the CSXT railyard facility, is controlled by a traffic signal system permitting one movement at a time due to the length of the tunnel and lack of sight distance. The tunnel gutters allow Little Cokey Swamp to pass through. The tunnel is subject to flooding during moderate to heavy storm events and a flood warning system is installed at the tunnels.

The next access point after Sutton Road (SR 1157) is 2.2 miles away on Tarboro Road (SR 1606). Therefore, during moderate to heavy storms, crossing the railroad tracks in the southern part of the city is limited to Bassett Street and Tarboro Road (SR 1606). A distance of 3.5 miles separates these two railroad crossings.

The city of Rocky Mount is interested in a southern route to connect the eastern and western part of the city to improve mobility and accessibility for travelers and emergency services.

## Community Vision and Problem History

The southern portion of the city of Rocky Mount is in need of improved access for traveling east and west in and through the city. Improved accessibility would mean faster travel times for residents and more opportunities for economic growth, particularly for the eastern part of the city. It would also mean faster response time for emergency services.

## CTP Proposal

## Description and Overview

The CTP proposal (NASH0012-H) provides a southern route for those traveling east or west in Rocky Mount. The CTP recommendation is proposed as five segments which make up the Rocky Mount Southern Connector. They are:

- Beechwood Drive (SR 1613) Extension, NASH0012A-H: A new location four lane divided boulevard from the intersection of Beechwood Drive (SR 1613) and West Mount Drive (SR 1717) to US 301 (South Wesleyan Boulevard)
- Kingston Avenue (SR 1727) Extension, NASH0012B-H: A new location four lane divided boulevard from US 301 (South Wesleyan Boulevard) to the NC 97 (West Raleigh Boulevard) and Kingston Avenue (SR 1727) intersection
- Kingston Avenue (SR 1727), WBS40129: A recently completed project upgraded the two lane facility to a three lane facility with a continuous left turn
center lane from NC 97 (West Raleigh Boulevard) to US 301 Business (South Church Street).
- Sutton Road (SR 1157), NASH0012C-H: Upgrade the existing two lane facility, which bottlenecks to a one lane, two way tunnel as it passes under the railroad tracks, to a three lane facility with a continuous two-way left-turn lane (TWLTL) from the intersection at US 301 Business (South Church Street) and Kingston Avenue (SR 1727) to Old Wilson Road (SR 1002).
- Southeast Connector, NASH0012D-H: A new location four lane divided boulevard facility from Old Wilson Road (SR 1002) to NC 43 (Cokey Road/Springfield Road).

Together, these segments provide continuity and better efficiency for those traveling east or west in the southern portion of Rocky Mount and provide an additional access point for emergency services.

## Natural \& Human Environmental Context

Natural and human environmental assessment completed for the Rocky Urban Area MPO CTP is based on a planning level knowledge using available GIS data. Based on the features, the proposed facilities of Beechwood Drive (SR 1613) Extension (NASH0012A-H) and Kingston Avenue (SR 1727) Extension (NASH0012B-H) and Sutton Road (SR 1157) NASH0012C-H) may potentially have several environmental impacts.

Beechwood Drive (SR 1613) Extension (NASH0012A-H) and Kingston Avenue Extension (NASH0012B-H) are located within a watershed-based wetland. These areas represent areas where the need and opportunity for stream, buffer and wetlands restoration are well documented, and where local water quality and habitat restoration or protection projects can do the most good. These two proposals, as is all of the Rocky Mount Urban Area MPO planning area in Nash County, are located within a natural heritage element occurrence area. These are areas with occurrences of rare plants, animals, natural communities, and animal assemblages. An EPA 303(d) stream crosses the Beechwood Drive (SR 1613) Extension (NASH0012A-H). 303(d) streams represent waters that do not meet the Clean Air Act Section 303(d) water quality standards.

The Sutton Road (SR 1157) tunnel, part of proposal NASH0012C-H, carries Little Cokey Swamp, a FEMA regulated stream. Little Cokey Swamp passes through the tunnels in the gutters along the north side of the roadway facilities. The stream overflows the gutters during moderate storm events.

## Relationship to Land Use Plans

The current land use in the vicinity of the new location projects are agriculture and undeveloped properties. The city of Rocky Mount wants to promote Infill Growth in planned growth areas. According to the city of Rocky Mount Land Use Plan, the area around the new location routes is designated as a "planned infill growth area".

Opportunities for infill growth within the city limits are the primary focus for ideal development for the city of Rocky Mount. Aside from the railyard at Sutton Road (SR 1157), the existing routes are already developed residential areas. More information on the land use plan for the city of Rocky Mount can be found in the 2003 report, Together Tomorrow: Tier 1 Smart Growth Comprehensive Plan for the City of Rocky Mount, North Carolina ${ }^{4}$.

## Linkages to Other Plans and Proposal History

There was a feasibility study completed in 2007 for the Sutton Road (SR 1157) CTP proposal (NASH0012C-H) to determine what alternatives are available for improving the existing crossing which uses one-lane, two-way tunnels to pass under CSX Transportation's rail facilities in Rocky Mount. The report (Kingston Avenue/Sutton Road Railway Crossing Improvements Feasibility Study) discusses the details on the existing facilities, site constraints and investigation results. More information on the feasibility study can be found by contacting NCDOT's Division 4.

According to the 2040 Metropolitan Transportation Plan for the Rocky Mount Urban Area MPO ${ }^{5}$, the Beechwood Drive (SR 1613) Extension (NASH0012A-H), Sutton Road (SR 1157) (NASH0012C-H), and the Southeast Connector (NASH0012D-H), have an estimated scheduled construction year of 2025. The Sutton Road (SR 1157) bridge (NASH0012D-H) has an estimated scheduled construction year of 2035.

## Multi-modal Considerations

Bicycle and pedestrian access are recommended along all segments of the CTP proposal.

## Public/ Stakeholder Involvement

Public/ stakeholder involvement is part of the process in the development of CTP recommendations. NCDOT worked with the Rocky Mount Urban Area MPO, Nash \& Edgecombe County, as well as municipal representatives who formed the Rocky Mount Urban Area CTP Advisory Committee. The advisory committee discussed recommendations for the planning area and brought these recommendations publicdrop in session which took place on March 14, 2016. Residents and municipal and county representatives were able to attend and provide comments. No comments were received relating directly to the Southern Connector CTP proposal. In addition the proposal was reviewed by the Rocky Mount Urban Area MPO Transportation Advisory Committee (TAC) on September 19, 2016 and was met with full support.

[^8]Sunset Avenue (SR 1770) Proposed Improvements from Old Carriage Road (SR 1603) to US 64 Business (Buck Leonard Boulevard/Sunset Avenue)


## Identified Problem

Presently, Sunset Avenue (SR 1770) is approaching Level of Service (LOS) D capacity in some locations along its route and is expected to be near or over capacity by 2040 throughout its entire length (from Old Carriage Road (SR 1603) to US 64 Business (Buck Leonard Boulevard/Sunset Avenue). There are also safety concerns expressed by the locals. The two main objectives in improving Sunset Avenue (SR 1770) is to relieve present and future congestion on the existing facility such that a minimum LOS D can be achieved, and by doing so, also improve safety along the route.

## Justification of Need

Sunset Avenue (SR 1770) is currently a two to five lane facility in the Rocky Mount Urban Area MPO. It is a vital roadway facility that connects the city of Rocky Mount to the town of Nashville. It begins at US 64 Business (Buck Leonard Boulevard/Sunset Avenue) and continues west, changing names to Eastern Avenue (SR 1770) and ending in Nashville, NC at US 64 Business (East Washington Street). It is a mostly three lane facility with a continuous two-way left-turn lane (TWLTL) from Old Carriage

Road (SR 1603) to Halifax Road (SR 1544) except for a two lane segment at the Sunset Avenue (SR1770) overpass at I-95. It is a five lane facility with a continuous TVLTL from Halifax Road (SR 1544) to US 64 Business (Buck Leonard Road/Sunset Avenue). Sunset Avenue (SR 1770) has medium to high density along the route.

Local knowledge, historical population data, housing and employment trends were information gathered into the Rocky Mount Urban Area MPO regional model to determine traffic projections for Sunset Avenue (SR 1770). Table 5, below, displays the comparison between the 2013 Average Annual Daily Traffic (AADT), the projected 2040 AADT, and the existing capacity of the facility in vehicles per day (vpd) based on the goal of providing a minimum LOS D. Based on 2013 AADT traffic counts, Sunset Avenue (SR 1770) is approaching capacity between Old Carriage Road (SR 1603) and Halifax Road (SR 1544). That same segment is projected to exceed capacity by 2040. The segments between Halifax Road (SR 1544) and US 64 Business (Buck Leonard Road/ Sunset Avenue) are mostly developed therefore, little growth is expected.

Table 5: Sunset Avenue Volume \& Capacity

| Section (From - To) | 2013 <br> AADT <br> (vpd) | 2040 <br> AADT <br> (vpd) | Current <br> Capacity <br> (vpd) |
| :--- | :---: | :---: | :---: |
| Old Carriage Road (SR 1603) - Halifax Road (SR <br> 1544) | 12,000 | 17,100 | 14,300 |
| Halifax Road (SR 1544) - Winstead Avenue (SR <br> 1613) | 20,000 | 21,000 | 32,800 |
| Winstead Avenue (SR 1613) - US 64 Business <br> (Buck Leonard Road/Sunset Avenue) | 19,000 | 22,300 | 30,400 |

In addition, safety along Sunset Avenue (SR 1770) needs to be addressed. At the request of the Rocky Mount Urban Area MPO Steering Committee, a detailed crash strip analysis was completed for Sunset Avenue (SR 1770) from Halifax Road (SR 1544) to US 64 Business (Buck Leonard Road/Sunset Avenue) using the NCDOT's TEAAS. The timeframe for the analysis was between January 1, 2012 to December 31, 2014. Table 6 is a summary table of the results of the crash strip analysis.

Table 6 displays a comparison of the crash rate of Sunset Avenue (SR 1770) to the state of North Carolina's crash rate, as well as for Nash County and Edgecombe County. Sunset Avenue's (SR 1770) total crash rate is more than double the total crash rate for North Carolina and Nash County and nearly double the crash rate for Edgecombe County. Sunset Avenue also has a higher crash rate for non-fatal and fatal crash rates. When comparing Sunset Avenue (SR 1770) to similar North Carolina statewide urban four or more lane highway facilities with a continuous left turn lane, the crash rates for Sunset Avenue (SR 1770) are higher still.

Table 6: Sunset Avenue (SR 1770) Crash Rate Comparison per 100 Million Vehicle Miles

| Crash Rate <br> Type | Sunset <br> Avenue <br> Crash Rate | 2012 Statewide Urban <br> 4+ Lanes <br> Continuous Left Turn | 2012 North <br> Carolina <br> Crash Rate | 2012 Nash <br> County <br> Crash Rate | 2012 <br> Edgecombe <br> County <br> Crash Rate |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Total | 467.9 | 248.38 | 228.5 | 202.85 | 263.41 |
| Fatal | 4.18 | 1.12 | 1.22 | 1.56 | 1.64 |
| Non-Fatal | 133.69 | 76.86 | 105.65 | 93.6 | 108.8 |
| Night | 167.11 | 47.86 | - | - | - |
| Wet | 58.49 | 35.68 | - | - | - |

## Community Vision and Problem History

The city of Rocky Mount is proactive in its planning for how and where it wants to grow, as is described in their land use plan repot entitled Together Tomorrow: Tier 1 Smart Growth Comprehensive Plan for the City of Rocky Mount, North Carolina. ${ }^{6}$ A key area of growth for the city of Rocky Mount is Sunset Avenue (SR 1770), particularly at the Old Carriage Road (SR 1603) intersection. The city plans for commercial development and some residential development for this area. This would mean additional vehicular traffic in the area aside from the projected 2040 volumes. The city of Rocky Mount has also expressed safety concerns in which the city would like to have addressed. As previously noted, crash rates for Sunset Avenue (SR 1770) are higher than state and county crash rates.

## CTP Proposal

## Description and Overview

The CTP proposal (NASH0021-H) is to modify the existing two to five lane facility into a four lane divided boulevard. It begins at Old Carriage Road (SR 1603) and ends at US 64 Business (Buck Leonard Boulevard/Sunset Avenue). Sidewalk accommodations are recommended along the length of the proposal. Bicycle accommodations are recommended from Old Carriage Road (SR 1603) to Candlewood Road. The proposal is a 4D cross section (see Appendix D for more information on cross sections) which has a typical Right of Way (ROW) width of 110 feet. The ROW may vary depending on facility needs. The facility upgrade would help in providing smooth flowing traffic for through vehicles and increase safety for both turning and through movements.

In a report ${ }^{7}$ completed by the National Cooperative Highway Research Program concluded that raised medians result in lower crash rates than TWLTLs. A North

[^9]Carolina Department of Transportation (NCDOT) study ${ }^{8}$ concluded that raised median designs have a safety advantage over TWLTL for predominantly business or office land uses with median to high approach densities and high traffic volumes ( $20,000 \mathrm{vpd}$ or greater).

Other strategies to be considered include access management, modifying signal timing, intersection improvements, driveway connections for businesses, service routes to the business for alternate access, and any other strategies to reduce turning conflicts and improve safety.

## Natural \& Human Environmental Context

Natural and human environmental assessment is based on a planning level knowledge using available GIS data. Since the upgrade of the roadway is predominately on existing ROW, the natural environmental impact is anticipated to be minimal. An estimated additional 10 feet of ROW may be needed on either side of road depending on specific segment cross-section designs.

Sunset Avenue (SR 1770), as is most of the Rocky Mount Planning area in Nash County, is located within a targeted local watershed. These areas represent areas where the need and opportunity for stream, buffer and wetlands restoration are well documented, and where local water quality and habitat restoration or protection projects can do the most good. Sunset Avenue (SR 1770), as all of the Rocky Mount Planning area in Nash County, is located within a natural heritage element occurrence area. These are areas with occurrences of rare plants, animals, natural communities, and animal assemblages. There are several churches located alongside the Sunset Avenue (SR 1770) corridor.

## Relationship to Land Use Plans

The current land use along Sunset Avenue (SR 1770) is mixed development. The segment between Winstead Avenue (SR 1613) and US 64 Business (Buck Leonard Road/Sunset Avenue) is fully developed, containing a combination of businesses, offices, and residences. The segment of Sunset Avenue (SR 1770) west of Winstead Avenue (SR 1613) to Old Carriage Road (SR 1603) is mostly developed, also containing a combination of businesses, offices, and residences. The city of Rocky Mount anticipates more commercial development on the Sunset Avenue (SR 1770) corridor in the near future. Detailed land use plans specifically for Sunset Avenue (SR 1770) can be found in the Sunset Avenue Corridor Plan and Sunset Avenue (West) Corridor Land Development Plan through the Rocky Mount Urban Area MPO (Appendix A).

[^10]
## Linkages to Other Plans and Proposal History

This proposal is linked directly to the Eastern Avenue (SR 1770) project (TIP No. R5702) which continues the four lane divided boulevard highway facility from Old Carriage Road (SR 1603) to Red Oak Road (SR 1003). Because of projected increased traffic volumes and future anticipated development there is a project (TIP No. U-5026) to convert the Sunset Avenue (SR 1770) overpass of I-95 to an interchange.

## Multi-modal Considerations

Sidewalk accommodations are recommended along the length of the proposal. Bicycle accommodations are recommended from Old Carriage Road (SR 1603) to Candlewood Road.

## Public/ Stakeholder Involvement

Public/ stakeholder involvement is part of the process in the development of CTP recommendations. NCDOT worked with the Rocky Mount Urban Area MPO, Nash \& Edgecombe County, as well as municipal representatives who formed the Rocky Mount Urban Area CTP Advisory Committee. The advisory committee discussed recommendations for the planning area and brought these recommendations publicdrop in session which took place on March 14, 2016. Residents and municipal and county representatives were able to attend and provide comments. No comments were received relating directly to the CTP proposal. However, residents who participated in the Rocky Mount Urban Area MPO CTP survey (see Appendix G) ranked the Sunset Avenue/Eastern Avenue (SR 1770) projects as the number 2 most important project, just below the I-95/Sunset Avenue (SR1770) interchange CTP proposal (TIP No. U5026). In addition the proposal was reviewed by the Rocky Mount Urban Area MPO Transportation Advisory Committee (TAC) on September 19, 2016 and was met with full support.

## I-95, NASH0003-H

All 182 miles of I-95 in the state of North Carolina is for moving people and goods into, out of, and through the state. It traverses eight North Carolina counties, including Nash County. It is the direct route to Fort Bragg which is the largest Army installation in the world based on population. It is also a vital north-south transportation route of people and goods for the eastern United States. I-95 begins at the Houlton-Woodstock Border Crossing with New Brunswick, Canada and ends in Miami, Florida.

I-95 in Nash County is currently a freeway with a four lane divided cross section. Due to its statewide and regional importance, I-95 is designated as a North Carolina Strategic Transportation Corridor.

The primary purposes of upgrading I-95 are to increase capacity, mobility and connectivity as well as improve safety and infrastructure along the corridor. A feasibility study (I-5133) was completed through the Phase 1 Corridor Planning and Finance Study.

I-95 crosses through the Rocky Mount Urban Area MPO planning area. Table 7, below, shows the present and future traffic Annual Average Daily Traffic (AADT), in vehicles per day (vpd), and the facility capacity based on the Rocky Mount Urban Area MPO regional model. I-95, in the planning area, is expected be near LOS D capacity by 2040. The CTP proposal recommends upgrading I-95 to a six lane divided freeway with an interstate standard cross-section.

Table 7: I-95 Volume \& Capacity

| Section (From - To) | 2013 <br> AADT <br> (vpd) | 2040 <br> AADT <br> (vpd) | Current <br> Capacity <br> (vpd) |
| :--- | :---: | :---: | :---: |
| Exit 127/NC 97 - Exit 132 West Mount <br> Drive/Sandy Cross Road (SR 1717)/ - NC 58 | 32,000 | 46,300 | 60,400 |
| Exit 132/West Mount Drive/Sandy Cross Road <br> (SR 1717)/to NC 58 - Exit 138/I-495/US 64 | 33,000 | 48,700 | 60,400 |
| Exit 138/Future I-495/US 64 - Exit 141/NC 43 | 38,000 | 54,700 | 61,800 |
| Exit 141/NC 43 - Exit 145/NC4/NC 48 | 36,000 | 53,000 | 60,400 |

For additional information about the I-95 Corridor Planning and Finance Study and the Purpose and Need, visit www.driving95.com or contact NCDOT's Project Development and Environmental Analysis (PDEA) Branch.

## I-95/Sunset Avenue (SR 1770) Interchange, TIP No. U-5026

The purpose of this project is to provide improved access to l-95 in support of an economic development initiative in the Rocky Mount area. The city of Rocky Mount
anticipates development of 225 acres of land bounded by I-95, Future I-495/US 64, Sunset Avenue (SR 1770) and Old Carriage Road (SR 1603). The sections of roads that are impacted by the development are expected to exceed LOS D capacity by 2040.
The proposed project, U-5026, is identified in the 2016-2025 State Transportation Improvement Program (STIP) as converting the grade separation at I-95 and Sunset Avenue (SR 1770) to an interchange and widen and extend the existing collector distributor along l-95 to south of Sunset Avenue (SR 1770). The project is currently in the development state.

For additional information about the I/95/Sunset Avenue (SR 1770) interchange project, contact NCDOT's Project Development and Environmental Analysis (PDEA) Branch (Appendix A).

## US 64/Future I-495, FS-1504A

By December 2013, NCDOT, the American Association of Highway and Transportation Officials (AASHTO), and the Federal Highway Administration (FHWA) had approved the upgrade of the 44 mile stretch of US 64 to interstate status and renamed the route "I495 ". I-495 begins at I-440 in Raleigh, North Carolina and continues east to l-95 in Rocky Mount, North Carolina. The section of US 64 between I-440 and I-540 has already been designated as I-495. US 64 from I-540 to I-95 has been given the designation of "Future I-495" until it is upgraded to interstate standards. The stretch between I-440 and I-540 is a six lane divided highway which already meets interstate standards. The section between I-540 and I-95 will be upgraded to interstate standards by widening lanes and the inside and outside shoulders where necessary.
$\mathrm{I}-495$ is expected to act as an auxiliary route to I-95. The designation of the corridor to interstate status is key in promoting job creation and aligning infrastructure with commerce activity. For additional information about the l-495 designations, visit: http://letsgetmoving.org/.

## US 64, FS-1504A

US 64, from I-95 to the eastern boundary of the Rocky Mount Urban Area MPO planning area, is part of a feasibility study (FS-1504A). There is a proposal to upgrade US 64 from I-95 to US 17 to interstate standards. The upgrade is part of the recommendation from several eastern North Carolina counties to have an interstate highway for the east that connects from Raleigh, North Carolina to the Hampton Roads metropolitan area in southeast Virginia. The new interstate would follow along US 64, starting at I-95 then continue north on US 17, ending at I-64 in Chesapeake, Virginia.

FS-1504A, is identified in the 2016-2025 STIP. US 64 is also designated as a Strategic Transportation Corridor (STC).

## US 64 Business Intersection, NASH0005-H

US 64 Business is a key intersection for the town of Nashville since it connects travelers to and from US 64/Future I-495. However, US 64 Business (Red Oak Road) from US 64/Future I-495 to Eastern Avenue (SR 1770) and US 64 Business (Eastern Avenue)
from North Clarendon Drive to US 64 Business (Red Oak Road) is currently exceeding LOS D capacity and is projected to continue to be over capacity in 2040. Additionally, per TEAAS, there have been 9 intersection crashes between January 1, 2012 and December 31, 2014.
There are many consumer heavy businesses along Eastern Avenue (US 64 Business \& SR 1770) at and around the intersection, including a well-known worldwide discount retail store, a grocery store, and several restaurants.
The CTP proposal is to improve the US 64 Business intersection. The Rocky Mount Urban Area MPO is interested in completing a feasibility study to look at alternatives for the intersection improvement. The intersection reconfiguration is expected to improve vehicular flow for the intersection, increase capacity, and improve safety.

## US 301 (South Wesleyan Boulevard), TIP No. U-3330

US 301 is a major highway facility for the eastern United States. US 301 begins in Glasgow, Delaware and ending in Sarasota, Florida. US 301 traverses the state of North Carolina, connecting Virginia to South Carolina. The facility runs parallel to I-95 and serves as an alternate route to the interstate. In the Rocky Mount Urban Area MPO planning area, US 301 is a four lane divided boulevard except in the town of Sharpsburg where the facility is a five lane facility with a continuous center turning lane.
US 301 (South Wesleyan Boulevard) from May Drive (SR 1836) to NC 43/NC 48 (Benvenue Road) is projected to be near LOS D capacity in 2040 on some portions of the segment. A six lane divided boulevard upgrade is the proposed recommendation which would add an additional lane in each direction. U-3330 is identified in the 20162025 State Transportation Improvement Program (STIP) and is currently in the planning and design stage.
For additional information about this project, contact NCDOT's Project Development and Environmental Analysis (PDEA) Branch (Appendix A).

## NC 43 Business (East Grand Avenue), EDGE0022-H

The city of Rocky Mount has identified NC 43 Business (East Grand Avenue), from US 301 Business (North Church Street) to US 64 Business (East Raleigh Boulevard), as a complete street corridor. The recommended improvements include bicycle and pedestrian facilities, landscape improvements, pedestrian scale furnishings, and gateway signage to increase pedestrian scale features and provide a more attractive and functional community for citizens and visitors to Rocky Mount.

NC 43 Business (East Grand Avenue), from US 301 Business (North Church Street) to Northeast Main Street is a five lane facility with a continuous two-way left-turn lane (TWLTL). The recommendation for this section of the corridor is to convert the facility to a three lane facility with a continuous TWLTL. The section from Northeast Main Street to US 64 Business (East Raleigh Boulevard) is a four lane facility). The recommendation is convert the roadway to a two lane divided facility with a raised median. The CTP proposal (EDGE0022-H) of converting NC 43 Business (East Grand

Avenue) to a complete street includes adding bicycle lanes and sidewalks on both sides of the street.

## NC 48/NC 43 Business/Grace Street, NASH0006-H

The city of Rocky Mount has identified Grace Street, from West End Street (at Buck Leonard Park) to US 301 Business (North Church Street), as a complete street corridor. The recommended improvements include bicycle and pedestrian facilities, landscape improvements, pedestrian scale furnishings, and gateway signage to increase pedestrian scale features and provide a more attractive and functional community for citizens and visitors to Rocky Mount.

South Grace Street from West End Street to US 64 Business (West Thomas Street) is a mix of two, four, and five lanes. The recommendation for this section of the corridor is to convert the roadway to a two lane divided facility with a raised median. North Grace Street from US 64 Business (West Thomas Street) to NC 48/NC 43 Business (Falls Road) is a four lane facility. North Grace Street from NC 48/NC 43 Business (Falls Road) to US 301 Business (North Church Street) is a five lane facility with a continuous TWLTL. The second recommendation for this corridor is to convert the facility from US 64 Business (West Thomas Street) to US 301 Business (North Church Street) to a three lane facility with a continuous TVLTL. The CTP proposal (NASHOO26-H) of converting Grace Street to a complete street includes adding bicycle lanes and sidewalks on both sides of the street.

## NC 48, TIP No. U-5911

U-5911 is a proposal for NC 48 from Red Oak Battleboro Road (SR 1524) to NC 4. NC 48 is currently a two lane major thoroughfare. The recommendation is to widen this segment of NC 48 to a four lane divided boulevard. This segment of NC 48 is important to the Rocky Mount Urban Area MPO. NC 48 at NC 4 provides direct access to I-95, which is imperative since it is a mostly industrial area. At the southern end of the segment is an elementary school. Upgrading NC 48 to a four lane divided facility would increase capacity for the area. The proposal has been identified in the 2016-2025 STIP.

## NC 48 (Goldrock Road), NASH0008-H

NC 48 is a 50 mile north-south major thoroughfare highway facility that begins at US 301, less than one mile south of the North Carolina/Virginia border. The route continues south and ends in downtown Rocky Mount at US 301 Business (Church Street).
NC 48 (Goldrock Road) between Thomas A Betts Parkway (SR 1613) and NC 43 (Benvenue Road) is a three lane facility with a continuous TWLTL. It is not expected to exceed LOS D capacity by 2040; however, the facility is of local interest. This particular area of the city of Rocky Mount is residential. In this section, NC 48 serves as a route that provides access to other major highway facilities: US 301, NC 43 (Benvenue Road), and Thomas A Betts Parkway (SR 1613). It also serves as the entrance to one of Rocky Mount's public golf courses.

The CTP proposal (NASH0008-H) is to upgrade the current facility to a four lane divided boulevard. Also, there are recommendations on NC 48 (Goldrock Road) for bicycle and sidewalk accommodations. The proposal to upgrade NC 48 (Goldrock Road) is in the Rocky Mount Urban Area MPO 2040 MTP with an anticipated completion after 2030. The improvement is expected to provide increased mobility and improve accessibility.

## NC 48, NASH0007-H

NC 48 between Red Oak Battleboro Road (SR 1524) and Thomas A Betts Parkway (SR 1613) is a two lane road that is not expected to exceed LOS D capacity by 2040. However, the CTP proposal (NASH0007-H) recommends an upgrade to this section of NC 48 to a four lane divided boulevard. There are recommendations to upgrade of NC 48 (TIP No. U-5911) to the north of this section and to upgrade NC 48 (Goldrock Road) (NASH0008-H) to the south of this section to four lane divided boulevards. Upgrading NC 48 (NASH0007-H) would provide increased mobility by eliminating bottlenecking.

## NC 48/NC 43 Business/Benvenue Road/Falls Road/Peachtree Street, NASH0009-H

NC 48/43 Business is a four lane divided boulevard from just north of Hunter Hill Road (SR 1604) to the NC 48/ NC 43 Business one-way couplet. The US 64 (eastbound) \& NC 48/NC 43 Business ramp acts as a four-way intersection with Battle Park Lane. This is an unsignalized intersection in which those who turn left entering or exiting the ramp must cross two lanes of traffic. At four way intersections, there are 32 conflict points (defined as the point at which a roadway user can cross, merge, diverge, etc. with another roadway user). There have been 60 reported crashes at the intersection between January 1, 2011 and December 31, 2014, according to TEAAS.
The CTP proposal (NASH000-H) is to improve the intersection. In 2016, the city of Rocky Mount completed a study/analysis for the intersection and concluded that the recommended improvement is a roundabout. It is expected to improve safety by reducing the number of conflict points and minimizing certain crash types such as rightangle and head-on. For additional information about study, contact the Rocky Mount Urban Area MPO (Appendix A).

## NC 58, NASH0010-H

NC 58, from Old Spring Hope Road (SR 1145) to the Wilson County line is not expected to exceed LOS D capacity by 2040. The highway facility is of local interest as it is an alternate route (instead of I-95) with direct access when traveling between the city of Wilson and the town of Nashville. NC 58, south and north of the town of Nashville municipal limits, is a two lane major thoroughfare in the Rocky Mount Urban Area MPO planning area.
The CTP proposal (NASH0010-H) is to upgrade the current facility, from Old Spring Hope Road (SR 1145) to the Wilson County line, to a four lane divided boulevard. It is expected to provide increased mobility and serve as an improved alternate north-south route between the town of Nashville and city of Wilson.

## NC 97/Airport Road (SR 1542/SR 1278), TIP No. U-5002

Due to multiple road name changes, TIP No. U-5002 is referenced as Airport Road. Airport Road from US 301 (North Wesleyan Boulevard) to Tanner Road (SR 1401) is a two lane minor thoroughfare except at NC 97 where it is a major thoroughfare facility. The corridor is surrounded by mostly undeveloped land and some commercial and industrial development. The facility is not expected to exceed LOS D capacity; however, it is of interest to the Rocky Mount Urban Area MPO.

The proposal is to upgrade the facility to a four lane divided boulevard. Also, recommended on this facility are sidewalk and bicycle accommodations. The MPO's Transportation Advisory Committee (TAC) has supported the need to upgrade Airport Road since 1996. The proposal to upgrade Airport Road is on the Rocky Mount Urban Area MPO 2040 Metropolitan Transportation Plan (MTP) with an anticipated completion by 2025. The proposed improvement is expected to increase the traffic carrying capacity, improve safety, as well as provide improved multi-lane access from both US 301 (North Wesleyan Boulevard) and US 301 Business (North Church Street) to and from Airport Road and surrounding businesses.

## Cokey Road (SR 1164), EDGE0023-H

Cokey Road (SR 1164) is a north-south route that begins in downtown Rocky Mount and then joins with NC 43 Business and NC 43. It connects the town of Pinetops and the city of Rocky Mount. Cokey Road (SR 1164), from Redgate Avenue to Old Wilson Road (SR 1002), is a two lane minor thoroughfare. It is not expected to exceed LOS D capacity by 2040; however, it is of interest to the Rocky Mount Urban Area MPO.
The CTP proposal is to upgrade the current facility from Redgate Avenue to Old Wilson Road (SR 1002) to a three lane facility with a continuous TWLTL. Cokey Road (SR 1164), south and north of this section, is currently a three lane facility with a continuous TWLTL. Upgrading this section to match the rest of Cokey Road (SR 1164) would improve traffic flow for the area. In addition, there are recommendations on Cokey Road (SR 1164) to add bicycle accommodations and improve the existing sidewalk access. The proposal to upgrade Cokey Road (SR 1164) is in the Rocky Mount Urban Area MPO 2040 MTP with an anticipated completion after 2030.

## Eastpointe Road Extension, NASH0014-H

Eastpointe Road is a short (less than 0.3 mile) local facility which intersects Eastern Avenue (SR 1770). The route has dead ends on both sides. The route provides access to a shopping complex to the south of Eastern Avenue (SR 1770) and other businesses to the north of Eastern Avenue (SR 1770). Eastern Avenue (SR 1770) is a highly traveled road due to the shopping complex and because it is used to access Future 495/US 64 at the Red Oak Road (SR 1003) intersection. To access the shopping complex from the south, travelers use Clarendon Drive (near LOS D capacity by 2040) and continue onto US 64 Business (Eastern Avenue) from Clarendon Drive to Red Oak Road (SR 1003) (over LOS D capacity by 2040). Some may then choose to enter the shopping complex using Eastpointe Road from Eastern Avenue (SR 1770). In general, access to the shopping center is congested.

The CTP proposal is to provide a two lane facility with access for pedestrians and bicyclists which would extend Eastpointe Road from Eastern Avenue (SR 1770) to Oak Level Road (SR 1700). This facility would run parallel to North Clarendon Drive. Having this two lane facility would improve traffic flow for the area.

## Eastern Avenue (SR 1770), TIP No. R-5720

Eastern Avenue (SR 1770) is a minor thoroughfare highway facility that runs parallel to Future I-495/US 64. Eastern Avenue (SR 1770) begins at the Old Carriage Road (SR 1603)/Sunset Avenue (SR 1770) intersection and ends at Red Oak Road (SR 1003). Eastern Avenue (SR 1770), along with Sunset Avenue (SR 1770) directly connects the city of Rocky Mount and the town of Nashville.

Eastern Avenue (SR 1770), from Old Carriage Road (SR 1603) to just west of Forest View Drive, is not projected to exceed LOS D capacity by 2040. However, this facility is of interest to the Rocky Mount Urban Area MPO due to present and future development in the area. This development is expected to attract residents and businesses.

The proposal is to upgrade the existing two lane facility to a four lane divided boulevard from Old Carriage Road (SR 1603) to just west of Forest View Drive. The proposal coincides with the Sunset Avenue (SR 1770) CTP proposal (NASH0021-H) which also upgrades Sunset Avenue (SR 1770), from US 64 Business (Buck Leonard Boulevard/Sunset Avenue) to Old Carriage Road (SR 1603), to a four lane divided boulevard. Also recommended on this facility is a multi-use path from Old Carriage Road (SR 1603) to the town of Nashville municipal limits and bicycle accommodations from the town of Nashville municipal limits to Red Oak Road (SR 1003).
Along this segment of Eastern Avenue (SR 1770) is a recently constructed one lane roundabout at the Eastern Avenue (SR 1770) entrance for Nash Community College. Further study needs to be conducted to determine how best to convert Eastern Avenue (SR 1770) into a four lane divided boulevard with the roundabout in place.
This proposal has been identified in the 2016-2025 STIP and is currently in the planning and design phase. It is intended to improve safety, increase overall capacity along Eastern Avenue (SR 1770) and upgrade Eastern Avenue (SR 1770) to a more multimodal facility.

The MPO is interested in improving Eastern Avenue (SR 1770) because it continues to be a principal arterial connecting the thriving areas of the city of Rocky Mount and the growing towns of Nashville and Red Oak.

## Halifax Road (SR 1544), TIP No. R-3316

Halifax Road (SR 1544) from Sunset Avenue (SR 1770) to Bethlehem Road (SR 1714) is not expected to exceed LOS D capacity by 2040; however, this two lane minor thoroughfare is of interest to the Rocky Mount Urban Area MPO. Although it is a secondary route, Halifax Road (SR 1544) is a 16.5 mile long major north-south corridor that reaches both ends of the MPO planning boundary. It begins north at NC 48 and ends just south of the town of Sharpsburg at US 301. The road also fits in the larger
picture with other major corridors in the vicinity; l-95, US 301 (Wesleyan Boulevard), US 301 Business (Church Street) and Winstead Avenue (SR 1613). Halifax Road (SR 1544) has always been viewed by the MPO as the next road in need of need upgrades especially as activity increases on the west side of the city of Rocky Mount and as the town of Nashville continues to grow.
Additionally, safety along Halifax Road (SR 1544) needs to be addressed. At the request of the Rocky Mount Urban Area MPO Steering Committee, a detailed crash strip analysis was completed for Halifax Road (SR 1544) from Sunset Avenue (SR 1770) to Oak Level Road (SR 1700) using the NCDOT's TEAAS. The timeframe for the analysis was between January 1, 2012 to December 31, 2014. During the three-year time frame, there were 42 reported crashes along this segment with a significant number of crashes occurring at Ketch Point Drive, Community Drive, and Bethlehem Road (SR 1714). Below is summary Table 8 of the results of the crash analysis. It shows that the crash rate for Halifax Road (SR 1544) is above the state and county crash rates.

The proposal is to upgrade the existing two lane facility to a four lane divided boulevard. Also recommended on this facility are sidewalk and bicycle accommodations. The proposal is intended to improve safety, increase capacity and make the road more multi-modal.

Table 8: Halifax Road (SR 1544) Crash Rates - per 100 Million Vehicle Miles

| Crash Rate <br> Type | Halifax <br> Road <br> Crash Rate | 2012 Statewide <br> Urban <br> 2 Lane <br> Undivided | North Carolina <br> Crash Rate | 2012 <br> Nash <br> County <br> Crash Rate | 2012 <br> Edgecombe <br> Crash Rate |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Cotal | 278.14 | 225.61 | 228.5 | 202.85 | 263.41 |
| Fatal | 0 | 0.92 | 1.22 | 1.56 | 1.64 |
| Non-Fatal | 86.09 | 71.72 | 105.65 | 93.6 | 108.8 |
| Night | 33.11 | 46.50 | - | - | - |
| Wet | 72.85 | 30.81 | - | - | - |

## Hunter Hill Road (SR 1604), U-3621A

U-3621A is proposed to improve Hunter Hill Road (SR 1604) from a two lane minor thoroughfare to a four lane divided boulevard from Country Club Road (SR 1616) to Winstead Avenue (SR 1613). Some portions of Hunter Hill Road (SR 1604) between Raper Drive (SR 1618) and Country Club Road (SR 1616) are projected to be either near or over LOS D capacity by 2040. U-3621A has been identified in the 2016-2025 STIP and is currently in the planning and design phase.

## Hunter Hill Road (SR 1604), NASH0015-H

Hunter Hill Road (SR 1604) from Winstead Avenue (SR 1613) to Halifax Road (SR 1544) is a two lane minor thoroughfare facility. The CTP proposal is to upgrade this segment of Hunter Hill Road (SR 1604) to a four lane divided boulevard. Additionally, sidewalks and bicycle accommodations are recommended along the length of

NASH0015-H. This segment of Hunter Hill Road (SR 1604) is not expected to be over capacity by 2040; however, it is of interest to the Rocky Mount Urban Area MPO.

U-3621B is a completed project which upgraded Hunter Hill Road (SR 1604) to a four lane divided boulevard from NC 43 (Benvenue Road) to Country Club Road (SR 1616). Therefore, with the U-3621A and NASH0015-H project proposals, the entire length of Hunter Hill Road (SR 1604) from NC 43 (Benvenue Road) to Halifax Road (SR 1544) would be a four lane divided boulevard.

## Jeffreys Road (SR 1541), NASH0016-H

Jeffreys Road (SR 1541) is a minor thoroughfare highway facility that connects US 301 Business (North Church Street), US 301 (North Wesleyan Boulevard), NC 43 (Benvenue Road), and Country Club Road (SR 1616). Jeffreys Road (SR 1541) is a two lane facility from US 301 Business (Church Street) to Jeffreys Court. It is a three lane facility with a continuous TWLTL from Jeffreys Court to NC 43 (Benvenue Road) and from Sutters Creek Boulevard to Country Club Road (SR 1616). It is a four lane facility from NC 43 (Benvenue Road) to Sutters Creek Boulevard.

The CTP proposal (NASH0016-H) recommends upgrading Jeffreys Road (SR 1541) to a three lane facility with a continuous TWLTL from US 301 Business (Church Street) to Jeffreys Court. The upgraded three lane facility would meet with the existing three lane section from Jeffreys Court to NC 43 (Benvenue Road). Also, there are recommendations on Jeffreys Road (SR 1541) for a multi-use path, bicycle and sidewalk accommodations. The upgraded route will allow for improved accessibility to the regional shopping center and mall.

## Meadowbrook Road (SR 1232) Extension, EDGE0026-H

Meadowbrook Road (SR 1232) is not projected to exceed LOS D capacity by 2040. However, this facility is of local interest. Meadowbrook Road intersects US 64 Business (East Raleigh Boulevard), a major highway facility lined with commercial businesses. Meadowbrook Road (SR 1232) has already been partially extended to the north to accommodate new businesses and future development. According to the city of Rocky Mount Land Use Plan, this particular area is designated as a "smart growth area9." Smart growth areas are chosen due to their access to existing public or private utilities for future development.
The CTP proposal is to provide a two lane facility with pedestrian and bicyclist access which would extend Meadowbrook Road (SR 1232) to meet East Virginia Street. The extension will allow for increased accessibility for residents to businesses along the US 64 Business (East Raleigh Boulevard) corridor.

[^11]
## North Old Carriage Road (SR 1603), NASH0017-H

North Old Carriage Road (SR 1603) from Green Hills Road/Reges Store Road (SR 1601) to Eastern Avenue/Sunset Avenue (SR 1770) is not expected to exceed LOS D capacity by 2040; however, the facility is of interest to the Rocky Mount Urban Area MPO. It serves as a direct route to Future I-495/US 64 from NC 43. Old Carriage Road (SR 1603) also provides access to Nash County Community College. Additionally, a crash assessment performed during the development of the CTP identified the section from the Future I-495/US 64 Interchange to Eastern Avenue/Sunset Avenue (SR 1770) as a high frequency crash location (Figure 4). 19 crashes occurred between January 1, 2007 and December 31, 2011.

The CTP proposal is to upgrade the existing two lane facility to a three lane facility with a continuous TWLTL. In addition, with the upgrade of Future I-495/US 64 (FS-1504A) to interstate standards, the CTP proposal also recommends a widening upgrade to the current Old Carriage Road (SR 1604) interchange. There are also recommendations on North Old Carriage Road (SR 1603) for bicycle and sidewalk accommodations starting at Nash County Community College and continuing south. The upgrade is expected to increase accessibility to the college, improve movement at the Future l-495/US 64 interchange and increase overall capacity.

## Old Mill Road (SR 1713), NASH0019-H

Old Mill Road (SR 1713) is a two lane minor thoroughfare that begins at Halifax Road (SR 1544) and terminates at US 301 (Wesleyan Boulevard). The segment from Bethlehem Road (SR 1714) to US 301 (Wesleyan Boulevard) is not expected to exceed LOS D capacity by 2040; however the facility is of interest to the Rocky Mount Urban Area MPO. The Old Mill Road (SR 1713) corridor is mostly residential but, at the southern end of Old Mill Road (SR 1713) is Rocky Mount High School and on the northern end is the Englewood Recreation Park.
Additionally, safety along Old Mill Road (SR 1713) needs to be addressed. At the request of the Rocky Mount Urban Area MPO Steering Committee, a detailed crash strip analysis was completed for Old Mill Road (SR 1713) from Bethlehem Road (SR 1714) Committee to US 301 (Wesleyan Boulevard) using the NCDOT's TEAAS. The timeframe for the analysis was between January 1, 2012 to December 31, 2014. Table 9 displays the results of the crash strip analysis. It shows that the crash rate for Old Mill Road (SR 1713) is above state and county averages.
The CTP proposal is to upgrade the existing two lane facility to a three lane facility with a continuous TWLTL from Bethlehem Road (SR 1714) to US 301 (Wesleyan Boulevard). Also, there are recommendations on Old Mill Road (SR 1713) for bicycle and sidewalk accommodations. The upgrade is expected improve safety and accessibility for Old Mill Road (SR 1713).

Table 9: Old Mill Road (SR 1713) Crash Rates - per 100 Million Vehicle Miles

| Crash Rate <br> Type | Old Mill <br> Road <br> Crash Rate | 2012 Statewide Urban <br> 2 Lane Undivided | 2012 North <br> Carolina <br> Crash Rate | 2012 Nash <br> County <br> Crash Rate | Edgecombe <br> County <br> Crash Rate |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Total | 283.97 | 225.61 | 228.5 | 202.85 | 263.41 |
| Fatal | 0 | 0.92 | 1.22 | 1.56 | 1.64 |
| Non-Fatal | 54.09 | 71.72 | 105.65 | 93.6 | 108.8 |
| Night | 94.66 | 46.50 | - | - | - |
| Wet | 40.57 | 30.81 | - | - | - |

## Red Oak Road (SR 1003) Extension, NASH0020-H

Red Oak Road (SR 1003) from the Future I-495/US 64 interchange to US 64 Business (Eastern Avenue) is projected to exceed LOS D capacity by 2040. This segment of Red Oak Road (SR 1003) is a highly traveled road due to its direct access to Future I495/US 64 and a shopping complex. The shopping complex houses several businesses and a major multinational retail store. To access the shopping complex from the south, travelers use Clarendon Drive (near capacity by 2040) and continue onto US 64 Business (Eastern Avenue) (over LOS D capacity by 2040). In general, access to the shopping center is congested.
The CTP proposal is to provide a two lane facility with pedestrian and bicyclist access which would extend Red Oak Road (SR 1003) from US 64 Business (Eastern Avenue) to Oak Level Road (SR 1700). This facility would run parallel to Clarendon Drive. Having this two lane facility would improve traffic flow for the area. The proposal to upgrade Red Oak Road (SR 1003) is in the Rocky Mount Urban Area MPO 2040 Metropolitan Transportation Plan with an anticipated completion after 2030.

## Springfield Road (SR 1250), U-4762

Springfield Road (SR 1250) from US 64 Alternate (East Raleigh Boulevard) to Leggett Road (SR 1243) is not projected to exceed LOS D capacity by 2040; however, this facility is of interest to the Rocky Mount Urban Area MPO. This segment of Springfield Road (SR 1250) is in a mostly residential area. It is a collector road that connects with NC 43, US 64 Alternate (E Raleigh Boulevard), and NC 97, which are major highway facilities for the city of Rocky Mount.
Additionally, safety along Springfield Road (SR 1250) needs to be addressed. At the request of the Rocky Mount Urban Area MPO Steering Committee, a detailed crash strip analysis was completed for Springfield Road (SR 1250) from US 64 Alternate (East Raleigh Boulevard) to Leggett Road (SR 1243) using the NCDOT's TEAAS. The timeframe for the analysis was between January 1, 2012 to December 31, 2014. It shows that the crash rate for Springfield Road (SR 1250) is above state and county averages.
The proposal is to upgrade the existing two lane facility to a three lane facility with a continuous TWLTL. Sidewalk accommodations are recommended on this facility. It is
intended to improve safety and make the road more multi-modal. The proposal has been identified in the 2016-2025 STIP and is currently in the planning and design phase.

Table 10: Springfield Road (SR 1250) Crash Rates - per 100 Million Vehicle Miles

| Crash Rate <br> Type | Springfield <br> Road <br> Crash Rate | 2012 Statewide <br> Urban <br> 2 Lane Undivided | 2012 North <br> Carolina <br> Crash Rate | 2012 Nash <br> County <br> Crash Rate | 2012 Edgecombe <br> County <br> Crash Rate |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Total | 389.92 | 225.61 | 228.5 | 202.85 | 263.41 |
| Fatal | 0 | 0.92 | 1.22 | 1.56 | 1.64 |
| Non-Fatal | 111.41 | 71.72 | 105.65 | 93.6 | 108.8 |
| Night | 129.97 | 46.50 | - | - | - |
| Wet | 37.14 | 30.81 | - | - | - |

## Minor Extensions

The following additional CTP proposals are for routes that do not have capacity issues but are recommended to be extended to improve mobility for the MPO.

- US 64 Business (Cross Street), NASH0004-H: from Railroad Street to US 64 Business (Western Avenue)
- Cunningham Drive, NASH0013-H: extension of Cunningham Drive from its dead end to Peele Road (SR 1535)
- Fairview Road, EDGE0024-H: extension of NC 43 Business (Fairview Road) from Cokey Road (SR 1164) to Green Pasture Road (SR 1141)
- Fountain Park Drive (SR 1441), EDGE0025-H: extension of the facility from Technology Parkway to Old Battleboro Road (SR 1400)
- East Railroad Street, U-5922: from Tobacco Street to Rock Quarry Road (SR 1400), in the 2016-2025 STIP
- Tarboro Street, EDGE0027-H: extension of the facility from its dead end to NC 43 (Springfield Road)


## Minor Alignments

The following routes do not have capacity issues, but are recommended to have short section realignments to improve mobility and sight distance.

- NC 97 (Atlantic Avenue), U-5912: Tanner Road (SR 1401) intersection, in the 2016-2025 STIP
- Bethlehem Road (SR 1714), NASH0000-H: from Frazier Court to Oak Level Road (SR 1700)
- South Old Carriage Road (SR 1603), NASH0018-H: segment between Nash Central High Road and Oak Level Road (SR 1700)
- Vance Street, EDGE0028-H: from Mitchell Street to Arlington Street (SR 1152)


## PUBLIC TRANSPORTATION \& RAIL

A public transportation and rail assessment was completed during the development of the CTP. There are no recommended improvements associated with the rail mode. However, there is recommendation for increased public transportation access for the MPO Area. Rocky Mount's Tar River Transit has plans to extend its services to the following locations:

- NC 43 (Benvenue Road), NASH0001-T: from Cobb Corners Road to Northern Boulevard
- NC 48 (Goldrock Road), NASH0001-T: from Northern Boulevard to NC 43 (Benvenue Road)
- Northern Boulevard, NASH0001-T: from NC 43 (Benvenue Road) to NC 48 (Goldrock Road)


## BICYCLE

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

- Curb \& gutter sections require at minimum 5 foot bike lanes or 14 foot wide shoulder lanes.
- Shoulder sections require a minimum of 4 foot paved shoulder.
- All bridges along the roadways where bike facilities are recommended shall be equipped with 54 inch railings.
The 2007 Rocky Mount Comprehensive Bicycle Plan ${ }^{10}$ was used to identify recommended bicycle routes throughout the MPO area. These recommendations, in addition to the bicycle recommendations made by the Rocky Mount Urban Area MPO Steering Committee, are shown on the Bicycle Map, Sheet 4 of Figure 1. During the development of the CTP, the following existing highway facilities were identified as needs improvement recommendations by the committee for bicycle accommodations unless otherwise noted:


## Nash County

- US 64 Business (West Thomas Street), NASH0030-B: from US 64 Business (Sunset Avenue) to the Edgecombe County line
- US 64 Business (Sunset Avenue), NASH0031-B: from US 64 Business (Sunset Avenue)/Piedmont Avenue to the Edgecombe County line

[^12]- US 301 Business (South Franklin Street), NASH0032-B: from US 64 Business (Sunset Avenue) to US 301 Business (South Church Street)
- US 301 Business (North Church Street), NASH0033-B: from US 64 Business (Sunset Avenue) to NC 43 Business (East Grand Avenue) and from Riverside Drive to the Tar River Trail
- NC 43 Business (North Grace Street), NASH0006-H: from NC 43 Business/NC 48 (Falls Road) to US 301 Business (North Church Street)
- NC 43 Business (East Grand Avenue), EDGE0022-H: from US 301 Business (North Church Street) to the Edgecombe County Line
- NC 48/NC 43 Business (North Grace Street), NASH006-H: from NC 48/NC 43 Business (Peachtree Street) to NC 48/NC 43 Business (Falls Road)
- NC 48/NC 43 Business (Falls Road), NASH0034-B: from River Drive to NC 43 Business (North Grace Street)
- NC 48/NC 43 Business (Peachtree Street), NASH0035-B: from River Drive to North Grace Street
- NC 48 (Falls Road), NASH0034-B: from NC 48/NC 43 BUS (North Grace Street) to US 301 Business (North Church Street)
- NC 58, NASH0010-H: from NC 97 to Bend of the River Road (SR 1745)
- NC 58 (South First Street), NASH0036-B: from Nash Central Middle School to Old Spring Hope Road (SR 1145)
- NC 58, NASH0037-B: from Stony Creek to the northern MPO Boundary (about $1 / 2$ mile west of Taylor Store Road (SR 1004)
- NC 97 (Atlantic Avenue), NASH0038-B: from US 64 to East Virginia Street and from East Highland Avenue to US 64 Business (East Raleigh Boulevard)
- North Alston Street/Womble Road (SR 1435), NASH0039-B: from Cedar Street to the northern MPO Boundary
- Beechwood Drive (SR 1613) Extension, NASH0012A-H: from West Mount Drive (SR 1717) to US 301 (South Wesleyan Boulevard), recommended bicycle accommodations on a new highway facility
- Bend of the River Road (SR 1745), NASH0040-B: from NC 58 to Waters Edge Drive (SR 1870)
- Country Club Road (SR 1616), TIP No. U-3331: from Hunter Hill Road (SR 1604) to US 64 Business (Sunset Avenue)
- Davis Store Road (SR 1733), NASH0041-B: from Mill Branch Road (SR 1733) to South Halifax Road (SR 1544)
- Eastern Avenue (SR 1770), TIP No. 5720: from Nashville Commons Drive to east of Forest View Drive
- Eastpointe Road and Extension, NASH0042-B, NASH0014-H: from Eastern Avenue (SR 1770) to Oak Level Road (SR 1770)
- Falls Road, NASH0034-B: from US 301 Business (North Church Street) to US 64 Business (West Thomas Street)
- Goldleaf Street, NASH0043-B: from US 301 Business (North Church Street) to the Edgecombe County line
- Grace Street, NASH0006-H: from West End Street to NC 43 Business/NC 48 (Falls Road)
- South Halifax Road (SR 1544), NASH0044-B: from Mill Branch Road (SR 1733) to NC 97
- East Main Street, NASH0045-B: from Southeast Railroad Street to Mill Branch Road (SR 1733)
- Mill Branch Road (SR 1733), NASH0045-B: from East Main Street (SR 1733) to South Halifax Road (SR 1544)
- Old Bailey Highway (SR 1001), NASH0046-B: from Old Spring Hope Road (SR 1145) to Little Sapony Creek
- North Old Carriage Road (SR 1603), NASH00017-H, NASH00018-H, NASH0047-B: from Bend of the River Road (SR 1745) to Nash Community College
- Old Spring Hope Road (SR 1145), NASH000-B: from Eastern Avenue (SR 1770) to Old Country Home Road (SR 1909)
- Peachtree Street (SR 1862), NASH0035-B: from NC 48/NC 43 Business (North Grace Street) to US 301 Business (North Franklin Street)
- Red Oak Road (SR 1003), NASH0049-B: from Hunter Hill Road (SR 1604) to Eastern Avenue (SR 1770)
- Red Oak Road (SR 1003) Extension, NASH0020-H: from Eastern Avenue (SR 1770) to Oak Level Road (SR 1700)
- Sunset Avenue (SR 1770), NASH0021-H: from Old Carriage Road (SR 1603) to Halifax Road (SR 1544)
- West Mount Drive (SR 1717), NASH0050-B: from South Old Carriage Road (SR 1603) to Country Road (SR 1751)
- Zebulon Road, NASH0050-B: from US 64 Business (Buck Leonard Boulevard) to Englewood Drive


## Edgecombe County

- US 64 Business (East Thomas Street), EDGE0024-B: from the Nash County line to US 64 Business (East Raleigh Boulevard)
- US 64 Business (Tarboro Street), EDGE0025-B: from the Nash County line to NC 97 (Arlington Street)
- US 64 Business (East Raleigh Boulevard), EDGE0026-M: from US 64 Business (Tarboro Street) to Meadowbrook Road (SR 1232)
- NC 43 Business (East Grand Avenue), EDGE0022-H: from the Nash County/Edgecombe County line to US 64 Business (East Raleigh Boulevard)
- NC 97 (West Raleigh Boulevard), EDGE0027-B: from the Nash County line to NC 97 (Arlington Street)
- Albemarle Avenue, EDGE0028-B: from Rose Street to US 64 Business (East Thomas Street)
- Batchelor Road (SR 1150), EDGE0029-B: from Honeysuckle Lane to Southeast Railroad Street
- East Battleboro Avenue (SR 1407), EDGE0030-B: from the Nash County line to Morning Star Church Road (SR 1412)
- Battleboro-Leggett Road (SR 1407), EDGE0030-B: from Morning Star Church Rd (SR 1412) to Falling Run
- Goldleaf Street, EDGE0031-B: from the Nash County line to NC 97 (Atlantic Avenue)
- Kingston Avenue (SR 1727) Extension, NASH0012B-H: US 301 (South Wesleyan Boulevard) to NC 97 (West Raleigh Boulevard)
- Nobles Mill Pond Road (SR 1224), EDGE0032-B: from NC 43 (Cokey Road) to Howard Avenue Extension (SR 1208)
- Old Battleboro Road (SR 1400), EDGE0033-B: from Fountain School Road (SR 1402) to north of NC 97 (Cool Spring Road)
- Old Wilson Road (SR 1002), EDGE0034-B: from south of Tyan Street to Emma Clinton Lane
- Phillips Road (SR 1150), EDGE0035-B: from Old Wilson Road (SR 1002) to Honeysuckle Lane
- East Raleigh Boulevard (SR 1005), EDGE0026-B: from NC 97 (Arlington Street) to US 64 Business (Tarboro Street)
- Rose Street, EDGE0036-B: from US 64 Business (Tarboro Street) to Albemarle Avenue
- Southeast Railroad Street, EDGE0037-B: from Batchelor Road (SR 1150) to East Main Street
- Southeast Connector, NASH0012D-H: Old Wilson Road (SR 1002) to NC 43 (Cokey Road/Springfield Road)
- Sutton Road (SR 1157)/Kingston Avenue (SR 1727), NASH0012C-H: from US 301 Business (Church Street) to Old Wilson Road (SR 1002)
- East Tarboro Road (SR 1006), EDGE0038-B: from Arlington Street (SR 1152) to Old Wilson Road (SR 1002)


## PEDESTRIAN

According to the Statewide Bicycle and Pedestrian Plan ${ }^{11}$, North Carolina's vision for walking and biking is to have a state 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...".

The recommended pedestrian projects in the Rocky Mount Urban Area MPO CTP, in conjunction with the 2012 City of Rocky Mount Pedestrian Plan ${ }^{12}$ and the 2008 Town of Nashville Comprehensive Pedestrian Plan ${ }^{13}$ would aid in meeting North Carolina's vision for the state. Prior to the town of Sharpsburg's inclusion into the MPO after the 2010 Census, the town of Sharpsburg was included in the Nash County CTP. The pedestrian recommendations for the town of Sharpsburg have been transferred to the Rocky Mount Urban Area MPO CTP. Below is a list of additional facilities identified for sidewalks or sidewalk improvements for the MPO that are not included in the Rocky Mount or Nashville pedestrian plans. The following sidewalk recommendations refer to having sidewalks on both sides of the road unless otherwise noted:

## MPO Non-Municipal Areas

- Eastpointe Road and Extension, NASH0112, NASH0014-H: from Eastern Avenue (SR 1770) to Oak Level Road (SR 1700)
- North Old Carriage Road (SR 1603), NASH0113-P: from North Central High School to Nash Community College
- Red Oak Road (SR 1003) Extension, NASH0020-H: from Eastern Avenue (SR 1770) to Oak Level Road (SR 1700)
- Southeast Connector, NASH0012D-H: Sutton Road (SR 1157) to NC 43 (Cokey Road)
- East Tarboro Road (SR 1006), EDGE0025-P: from Arlington Street (SR 1152) to US 301 (South Wesleyan Boulevard)

[^13]
## City of Rocky Mount

- Arlington Street (SR 1152), EDGE0026-P: from Tarboro Road (SR 1006) to Vestal Road (SR 1154)
- Beechwood Drive (SR 1613) Extension, NASH0012A-H: from West Mount Drive (SR 1717) to US 301 (South Wesleyan Boulevard)
- Meadowbrook Road (SR 1232) Extension, EDGE0026-H: from US 64 Business (East Raleigh Boulevard) to East Virginia Street
- Sutton Road (SR 1157), NASH0012C-H: from US 301 Business (North Church Street) to Old Wilson Road (SR 1002)
- Spring Street, NASH0114-P: from NC 48/NC 43 Business (Falls Road) to NC 48/ NC 43 Business (Peachtree Street)
- Tarboro Street Extension, EDGEO027-H: from Glendale Drive to NC 43 (Springfield Road)
- East Virginia Street, EDGE0027-P: from Barnes Street to Meadowbrook Road Extension (SR 1232) (EDGE0026-H)


## Town of Nashville

- North Aviation Avenue, NASH0115-P: from US 64 Business (East Washington Street) to north of Cuddington Lane
- South Fort Street, NASH0116-P: add sidewalks on the east side from US 64 Business (East Washington Street) to just north of East Center Street and add sidewalks to both sides of South Fort Street from just north of East Center Street to East Church Street


## Town of Sharpsburg

- US 301 (North Hathaway Boulevard), NASH0117-P: add sidewalks on the east side from Mill Branch Road (SR 1733) to just north of Tassie Way
- Armstrong Drive, WILS0046-P: from Southeast Railroad Street to Martin Luther King Jr Circle
- B Street, EDGE0028-P: from Southeast Railroad Street to Martin Luther King Jr Circle
- Batchelor Road (SR 1150), EDGE0029-P: from Southeast Railroad Street to the Batchelor-Tarboro Trail (EDGE000-M)
- Barnes Street, WILS0047-P: from Southeast Railroad Street to Martin Luther King Jr Circle
- Barnhill Avenue, NASH0052-P: from West Farmer Street to Mill Branch Road (SR 1733)
- Davis Store Road (SR 1734), NASH0055-P: from Holly Drive to Mill Branch Road (SR 1733)
- Dawes Drive, WILS0048-P: from Southeast Railroad Street to Martin Luther King Jr Circle
- Southeast Railroad Street, WILS0049-P: from Armstrong Drive to East Main Street (SR 1146)
- NE Railroad Street, EDGE0030-P: from East Main Street (SR 1146) to Batchelor Road (SR 1150)
- Gold Street, NASH0059-P: from Barnhill Avenue to Pittman Street
- Holly Drive, NASH0118-P: from Davis Store Road (SR 1734) to Speight Drive
- John J Sharpe Street, NAS0066-P: from Barnhill Avenue to West Railroad Street
- Kentucky Avenue, NASH0060-P: from Speight Drive to West Main Street
- Lincoln Street, WILS0050-P: from Southeast Railroad Street to Martin Luther King Jr Circle
- West Main Street, NASH0119-P: from Kentucky Avenue to Pittman Street
- West Main Street, NASH0119-P: fill in sidewalk gaps where missing from Pittman Street to US 301 (South Hathaway Boulevard)
- East Main Street, NASH0119-P: from Mill Branch Road (SR 1733) to the Nash/Edgecombe County line
- East Main Street (SR 1146), EDGE0031-P: from the Nash/Edgecombe County line to Southeast Railroad Street and from just east of Southeast Railroad Street to Martin Luther King Jr Circle
- Martin Luther King Jr Circle, WILS0054-P: from Southeast Railroad Street to East Main Street (SR 1146) in Edgecombe County
- Mill Branch Road (SR 1733), NASH0063-P: from Davis Store Road (SR 1734) to East Main Street in Nash County
- Pittman Street, NASH0064-P: from East Farmer Street to Mill Branch Road (SR 1733)
- Queen Street, WILS0055-P: from Armstrong Drive to Martin Luther King Jr Circle
- Robbins Avenue, NASH0065-P: from West Main Street to Mill Branch Road (SR 1733)
- Speight Drive, NASH0067-P: from Holly Drive to Robbins Avenue
- Farmer Street, NASH0068-P: from Barnhill Avenue to West Railroad Street
- West Railroad Street, NASH0069-P: from East Farmer Street to East Main Street in Nash County


## 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. Increased bicycle and pedestrian safety and connectivity are needed within the Rocky Mount Urban Area MPO. 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 the Rocky Mount Urban Area MPO is to provide an adequate, safe, and desirable facility that both pedestrians and bicyclists can use for local connectivity within the planning area. Below is the identified multi-use path recommended by the Rocky Mount Urban Area MPO. 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.

## Nash County

- BBQ Park Trail, NASH0001-M: from NC 48/NC 43 Business (Falls Road) to US 301 Business (North Church Street) following along the Tar River
- Benvenue Trail, NASH0002-M: on NC 43 (Benvenue Avenue) from Thomas A Betts Parkway (SR 1613) to just south of South Browntown Road (SR 1589)
- Douglas Black - RM Mills Rail to Trail, NASH0003-M: from NC 48/NC 43 Business (Falls Road) to Ridge Street, continuing to Middle Street and ending at US 301 Business (North Church Street)
- Eastern Avenue (SR 1770), Tip No. R-5720: from Forest View Drive to Old Spring Hope Road (SR 1145)
- First Street Extension (SR 1670), NASH0004-M: from the Tar River Trail Extension West (NASH000-M) near Womble Road (SR 1435) to Indian Trail
- Hornbeam Branch Greenway, NASH0005-M: trail follows south along Hornbeam Branch from Peele Road (SR 1535), crossing Cunningham Drive, Jeffreys Road (SR 1541), US 301 (North Wesleyan Boulevard) and then ending at the Tar River Trail/Rocky Mount Sports Complex
- Lake - Thomas Street Connector, NASH0006-M: from the Lake Road Loop to US 64 Business (West Thomas Street)
- Nash Central Middle School Trail, NASH0007-M: from Southside Drive to Glover Park
- Rail with Trail, NASH0008-M: from North Halifax Road (SR 1544), following east parallel to the Carolina Coastal Railway rail line and then following east parallel to the CSX Transportation rail line, to NC 43 Business (Springfield Road)
- Rocky Mount Academy Trail, NASH0009-M: following Maple Creek from the Tar River Trail Extension West (NASHOO-M) which then splits south of Westminster Drive, the path follows the northern part of the creek to Winstead Avenue (SR 1613) to Mayfair Drive and the path follows the southern part of the creek to South Winstead Avenue (SR 1613), south of Jolene Drive
- Tar River Trail Extension to Nashville, NASH00010-M: from the Tar River Trail near Minges Street and River Drive, following west along the Tar River and then Stoney Creek to the west side of the town of Nashville, meeting with an existing trail and continuing to l-495/US 64
- Tar River Trail Extension West, NASH0011-M: from Sunset Park, following the Tar River heading south, parallel to US 301 (South Wesleyan Boulevard) and ending at NC 97 (West Raleigh Boulevard) and at Kinchen Drive, the trail also splits midway continuing on Hazelwood Drive, Ravenwood Drive, and Cedar Street, ending at US 301 Business (South Church Street)
- Thomas A Betts Trail, NASH0012-M: from NC 43 (Dortches Boulevard) to US 301 (North Wesleyan Boulevard)
- Wesleyan Greenway, NASH0013-M: This greenway follows south along US 301 (Hathaway Street/North Wesleyan Boulevard) from Battleboro Avenue (SR 1560) to Jeffreys Road (SR 1541)


## Edgecombe County

- Batchelor-Tarboro Trail, EDGE0001-M: from Batchelor Road (SR 1150), north to East Tarboro Road (SR 1006)
- Cowlick Branch Trail, EDGE0002-M: from Cowlick Branch Trail, heading east then north along Cowlick Branch stream meeting the Martin Luther King Jr Park Trail and continuing north to Leggett Road (SR 1243)
- Southeast Trail, EDGE0003-M: from Sutton Road (SR 1157) north, crossing Vance Street/Rex Street then following alongside Little Cokey Swamp to Old Wilson Road (SR 1002), the trail also heads north on Branch Street to Redgate Avenue and then continues on Pineview Street. The trail loops around the Pineview Cemetery going from Pineview Street to US 64 Business (East Raleigh Boulevard) to Wake Street (with a side path to NC 43 Business (Fairview Road)) and then finally back to Pineview Street
- Tar River Trail Extension East, EDGE0004-M: from the South Rocky Mount Community Center following north along the Tar River to Leggett Road (SR 1243)

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## Appendix A <br> Resources and Contacts

## Local Planning Organization

## Rocky Mount Urban Area Metropolitan Planning Organization (http://www.rockymountnc.gov/mpo/)

Contact the MPO for information on long-range multi-modal planning services.
331 S. Franklin St.
Rocky Mount, NC 27801
(252) 972-1129

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

## Highway Division 4 (https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx) 509 Ward St. <br> Wilson, NC 27895 <br> (252) 237-6164

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) | 1554 Mail Service Center Raleigh, NC 27699 (919) 707-0900 |
| Strategic Planning <br> 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. <br> 1548 Mail Service Center Raleigh, NC 27699 (919) 707-6000 |
| State Asset <br> 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. <br> 1535 Mail Service Center Raleigh, NC 27699 (919) 707-2500 |

[^14]| 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. <br> 1550 Mail Service Center Raleigh, NC 27699 (919) 707-4670 |
| Rail Division | Rail information throughout the state. <br> 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. <br> 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. <br> 1582 Mail Service Center Raleigh, NC 27699 (919) 707-6200 |
| Transportation Mobility and Safety Division | Information regarding crash data throughout the state. <br> 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 <br> 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 $1,000 \mathrm{ft}$ or for 350 ft plus 650 ft 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 Uturns 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 unitlike 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-ofway.
* 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 Characteristics 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 equations from the 2000 Highway Capacity Manual and the 1997 Indiana State Highway Congestion Analysis Plan with 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 $\mathrm{E}+\mathrm{C}$ ' 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.
* 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 ( $\mathrm{H}=$ highway, $\mathrm{T}=$ public transportation, $\mathrm{R}=$ rail, $\mathrm{B}=$ bicycle, $\mathrm{P}=$ pedestrian, and $M=$ multi-use path).

TABLE 11: CTP INVENTORY AND RECOMMENDATIONS

| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
| Local ID |  | From | To |  | Dist. <br> (mi) |  |  |  | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ | Speed Limit (mph) | Existing <br> Capacity (vpd | 2013 Volume | $\begin{array}{\|c\|} \hline 2040 \\ \text { Volume } \\ E+C \\ \hline \end{array}$ | 2040 <br> Volume with CTP | Proposed <br> Capacity (vpd) | Cross- <br> Section | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ |  |  |
| NASH0003-H | I-95 | Exit 127/NC 97 | Exit 132/W Mount Dr (SR 1717) | Nash County | 5.5 | 82 | 4 D | 12 | 250 | 70 | 60400 | 32000 | 46000 | 41000 | 102600 | 6A | 300 | F |  |
| $\begin{aligned} & \text { NASH0003-H, U- } \\ & 5026 \\ & \hline \end{aligned}$ | 1-95 | $\begin{aligned} & \text { Exit 132/W Mount Dr } \\ & \text { (SR 1717) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Sunset Avenue (SR } \\ 1770) \end{array} \\ & \hline \end{aligned}$ | Nash County | 5.1 | 86 | 4 D | 12 | 250 | 70 | 60400 | 33000 | 47000 | 44000 | 102600 | 6A | 300 | F |  |
| NASH003-H | 1-95 | Sunset Avenue (SR 1770) | <0.1 miles north of Hunter Hill Rd (SR 1604) | Rocky Mount | 4.7 | 86 | 4 D | 12 | 250 | 70 | 60400 | 38000 | 54000 | 56000 | 102600 | 6A | 300 | F |  |
| NASH0003-H | I-95 | Red Oak Battleboro Rd (SR 1524) | Swift Creek | Nash County | 6.1 | 86 | 4 D | 12 | 250 | 70 | 60400 | 36000 | 51000 | 52000 | 102600 | 6A | 300 | F |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| FS-1504A | US 64/Future I-495 | Old County Home Rd (SR 1909) | Exit 458/US 64 BUS (Western Ave) | Nash County | 2.1 | 64 | 4 D | 12 | 250 | 70 | 59000 | 23000 | 39000 | 39000 | 67800 | PEND ${ }^{1}$ | 250 | F |  |
| FS-1504A | US 64/Future I-495 | Exit 458/US 64 BUS (Western Ave) | NC 58 | Nash County | 1.1 | 64 | 4 D | 12 | 250 | 70 | 59000 | 24000 | 40000 | 38000 | 67800 | PEND ${ }^{1}$ | 250 | F |  |
| FS-1504A | US 64/Future l-495 | NC 58 (Washington St) | Nashville City Limits (MP 460) | Nash County | 1.4 | 64 | 4 D | 12 | 250 | 70 | 63000 | 29000 | 46000 | 45000 | 67800 | PEND ${ }^{1}$ | 250 | F |  |
| FS-1504A | US 64/Future l-495 | Nashville City Limits (MP 460) | Nashville City Limits (MP 460.5) | Nashville | 0.5 | 64 | 4 D | 12 | 250 | 70 | 63000 | 29000 | 46000 | 45000 | 67800 | PEND ${ }^{1}$ | 250 | F |  |
| FS-1504A | US 64/Future l-495 | Nashville City Limits (MP 460.5) | Exit 461/Red Oak Rd (SR 1003) | Nash County | 0.4 | 64 | 4 D | 12 | 250 | 70 | 63000 | 29000 | 46000 | 45000 | 67800 | PEND ${ }^{1}$ | 250 | F |  |
| FS-1504A | US 64/Future I-495 | Exit 461/Red Oak <br> Rd (SR 1003) | Exit 463/Old Carriage Rd (SR 1603) | Nash County | 2.1 | 64 | 4 D | 12 | 250 | 65 | 63000 | 36000 | 44000 | 43000 | 67800 | PEND ${ }^{1}$ | 250 | F |  |
| FS-1504A | US 64/Future I-495 | $\begin{array}{\|l} \hline \text { Exit 463/Old } \\ \text { Carriage Rd (SR } \\ \text { 1603) } \\ \hline \end{array}$ | Exit 464/I-95 | Nash County | 1.2 | 64 | 4 D | 12 | 300 | 65 | 63000 | 36000 | 50000 | 44000 | 67800 | PEND ${ }^{1}$ | 300 | F |  |
| FS-1504A | US 64 | Exit 464/I-95 | Exit 466/Winstead Ave (SR 1613) | Rocky Mount | 1.8 | 62 | 4 D | 12 | 350 | 65 | 63000 | 40000 | 47000 | 46000 | 67800 | 4A | 300 | F |  |
| FS-1504A | US 64 | Exit 466/Winstead Ave (SR 1613) | Exit 467/US 64 BUS (Buck Leonard Blvd) | Rocky Mount | 0.9 | $\begin{array}{\|l\|} \hline 70- \\ 100 \end{array}$ | 4 D | 12 | 175 | 65 | 63000 | 32000 | 38000 | 39000 | 67800 | 4A | 300 | F |  |
| FS-1504A | US 64 | Exit 467/US 64 BUS <br> (Buck Leonard Blvd) | Exit 468A/US 301 (Wesleyan Blvd) | Rocky Mount | 1.0 | 97 | 4 D | 12 | 360 | 65 | 63000 | 34000 | 40000 | 42000 | 67800 | 4A | 300 | F |  |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction | Dist. <br> (mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  |  |  | $\begin{aligned} & \text { © } \\ & \stackrel{\widetilde{x}}{\mathbf{N}} \end{aligned}$ |  | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ | Speed Limit (mph) | Existing Capacity (vpd | 2013 Volume | $\begin{gathered} 2040 \\ \text { Volume } \\ E+C \\ \hline \end{gathered}$ | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \\ \hline \end{gathered}$ |  |  |
| FS-1504A | US 64 | Exit 468A/US 301 (Wesleyan Blvd) | Exit 468B/NC 43/NC <br> 48 (Benvenue Rd) | Rocky Mount | 0.7 | 65 | 4 D | 12 | 400 | 65 | 63000 | 33000 | 38000 | 41000 | 67800 | 4A | 300 | F |  |
| FS-1504A | US 64 | Exit 468B/NC 43/NC <br> 48 (Benvenue Rd) | Exit 469/US 301 BUS (N Church St) | Rocky Mount | 0.9 | 65 | 4 D | 12 | 400 | 65 | 63000 | 33000 | 38000 | 41000 | 67800 | 4A | 300 | F |  |
| FS-1504A | US 64 | Exit 469/US 301 BUS ( N Church St) | Exit 470/NC 97 (Atlantic Ave) | Rocky Mount | 0.3 | 97 | 6 D | 12 | 200 | 65 | 63000 | 33000 | 40000 | 41000 | 67800 | 4A | 300 | F |  |
| FS-1504A | US 64 | Exit 470/NC 97 (Atlantic Ave) | US 64 BUS (E Raleigh Blvd) | Rocky Mount | 2.0 | 54 | 4 D | 12 | 200 | 65 | 63000 | 29000 | 34000 | 35000 | 67800 | 4A | 300 | F |  |
| FS-1504A | US 64 | US 64 BUS (E Raleigh Blvd) | 0.5 miles east of Springfield Rd (SR 1250) | Rocky Mount | 1.2 | 54 | 4 D | 12 | 200 | 65 | 63000 | 20000 | 24000 | 24000 | 67800 | 4A | 300 | F |  |
| FS-1504A | US 64 | 0.5 miles east of Springfield Rd (SR 1250) | Kingsboro Rd (SR 1225) | Edgecombe County | 3.9 | 64 | 4 D | 12 | 170 | 70 | 59000 | 20000 | 24000 | 24000 | 67800 | 4A | 300 | F |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | US 64 ALT | Jackson Rd (SR 1304) | US 64 | Nash County | 3.0 | 26 | 2 | 12 | 60-80 | 55 | 14900 | 4800 | 6000 | 6000 | 14900 | ADQ | 60-80 | Maj | P |
|  | US 64 BUS | US 64 | Marks Rd | Nash County | 0.2 | 50 | 3 | 12 | 60 | 55 | 11400 | 3300 | 5000 | 5200 | 11400 | ADQ | 60 | Maj | P |
|  | US 64 BUS | Marks Rd | $<0.1$ miles east of Industry Ct | Nash County | 0.1 | 38 | 2 | 12 | 60 | 55 | 11400 | 3300 | 5000 | 5200 | 11400 | ADQ | 60 | Maj | P |
|  | US 64 BUS (Western Ave) | $<0.1$ miles east of Industry Ct | Clark St | Nashville | 0.6 | 26 | 2 | 12 | 70 | 35 | 11400 | 3300 | 5000 | 5200 | 11400 | ADQ | 70 | Maj | P |
| NASH0004-H | US 64 BUS (Cross St Extension) | Clark St | US 64 BUS (Barnes St) | Nashville | 0.1 | 26 | 2 | 12 | 70 | 35 | 11400 | 3300 | 5000 | 5200 | 16500 | 2 C | 50 | Min | P |
|  | $\begin{aligned} & \hline \text { US } 64 \text { BUS } \\ & \text { (Barnes St) } \end{aligned}$ | $\begin{aligned} & \text { US } 64 \text { BUS } \\ & \text { (Western Ave) } \end{aligned}$ | NC 58 (W Washington St) | Nashville | 0.4 | 36 | 3 | 11 | 50 | 35 | 11100 | 5500 | 5700 | 5400 | 11100 | ADQ | 50 | Maj | P |
|  | US 64 BUS (W <br> Washington St) | US 64 BUS (Barnes St) | Alston St | Nashville | 0.2 | 22 | 2 | 10 | 90 | 20 | 11200 | 9100 | 11800 | 10600 | 11200 | ADQ | 90 | Maj |  |
|  | US 64 BUS (W Washington St) | Alston St | Hillard St | Nashville | 0.2 | 38 | 3 | 12 | 90 | 20 | 14000 | 9700 | 12800 | 11300 | 14000 | ADQ | 90 | Maj |  |
|  | US 64 BUS (E Washington St) | Hillard St | NC 58 (1st St) | Nashville | 0.1 | 38 | 3 | 12 | 90 | 35 | 14000 | 12000 | 15600 | 14200 | 14000 | ADQ | 90 | Maj |  |
|  | US 64 BUS (E Washington St) | NC 58 (1st St) | N Aviation Ave | Nashville | 0.2 | 36 | 3 | 11 | 40 | 35 | 14000 | 12000 | 14100 | 13300 | 14000 | ADQ | 40 | Maj | P |
|  | US 64 BUS (E <br> Washington St) | N Aviation Ave | E Washington St (SR 1700) | Nashville | 0.4 | 48 | $4{ }^{1}$ | 12 | 60 | 35 | 14000 | 12000 | 14100 | 13300 | 14000 | ADQ | 60 | Maj | P |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction | Dist. <br> (mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From | To |  |  |  |  | き 등 $\vdots$ 0 0 0 | ROW <br> (ft) | $\begin{gathered} \text { Speed } \\ \text { Limit } \\ (\mathrm{mph}) \end{gathered}$ | Existing Capacity (vpd | $2013$ <br> Volume | 2040 Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | US 64 BUS (Eastern Ave) | E Washington St (SR 1700) | 0.3 miles east of $E$ Washington St (SR 1700) | Nashville | 0.3 | 36 | 3 | 12 | 60 | 35 | 14300 | 10000 | 11300 | 11900 | 14300 | ADQ | 60 | Maj | P |
|  | US 64 BUS (Eastern Ave) | 0.3 miles east of $E$ Washington St (SR 1700) | Clarendon Dr | Nashville | 0.3 | $\begin{array}{\|r\|} \hline 48 \\ \hline \end{array}$ | 4 D | 11 | 60 | 45 | 14300 | 10000 | 11300 | 11900 | 14300 | ADQ | 60 | B | P |
|  | $\begin{aligned} & \hline \begin{array}{l} \text { US } 64 \text { BUS } \\ \text { (Eastern Ave) } \end{array} \end{aligned}$ | Clarendon Dr | $\begin{aligned} & \text { US } 64 \text { BUS (Red } \\ & \text { Oak Rd) } \end{aligned}$ | Nash County | 0.1 | $\begin{array}{\|c\|} \hline 44- \\ 62 \\ \hline \end{array}$ | 4 D | 10 | 60 | 45 | 12000 | 14300 | 15000 | 12900 | 14300 | ADQ | 60 | B | P, B |
| NASH0005-H | $\begin{aligned} & \text { US } 64 \text { BUS (Red } \\ & \text { Oak Rd) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { US } 64 \text { BUS (Eastern } \\ \text { Ave) } \end{array} \\ & \hline \end{aligned}$ | Future l-495/US 64 | Nash County | 0.3 | 60 | 2 D | 12 | 100 | 55 | 10500 | 11000 | 13400 | 15000 | 30500 | $\mathrm{N} / \mathrm{A}^{2}$ | 100 | B |  |
|  | US 64 BUS (Buck Leonard Blvd) | US 64 | Country Club Rd (SR 1616) | Rocky Mount | 0.5 | 50 | 4 D | 12 | 100 | 55 | 32000 | 8000 | 8300 | 7300 | 32000 | ADQ | 100 | B |  |
|  | US 64 BUS (Buck Leonard Blvd) | Country Club Rd (SR 1616) | Sunset Ave (SR 1770) | Rocky Mount | 0.2 | 55 | 5 D | 11 | 80 | 55 | 32000 | 9700 | 12300 | 12900 | 32000 | ADQ | 80 | B |  |
|  | $\begin{array}{\|l\|} \hline \text { US } 64 \text { BUS } \\ \text { (Sunset Ave) } \end{array}$ | $\begin{aligned} & \text { Sunset Ave (SR } \\ & 1770) \\ & \hline \end{aligned}$ | Westview Park Dr | Rocky Mount | 0.2 | 52 | 4 D | 12 | 120 | 35 | 36100 | 19000 | 21500 | 21100 | 36100 | ADQ | 120 | B | P |
|  | US 64 BUS (Sunset Ave) | Westview Park Dr | US 301 | Rocky Mount | 0.1 | 94 | 6 D | 12 | 120 | 35 | 36100 | 19000 | 21500 | 21100 | 36100 | ADQ | 120 | B | P |
|  | US 64 BUS (Sunset Ave) | US 301 | Irving St | Rocky Mount | 0.2 | 52 | 4 D | 13 | 120 | 35 | 36100 | 13000 | 15300 | 14800 | 36100 | ADQ | 120 | B | P |
|  | US 64 BUS (Sunset Ave) | Irving St | Dominick Dr | Rocky Mount | 0.1 | 60 | 5 D | 12 | 120 | 35 | 36100 | 13000 | 15300 | 14800 | 36100 | ADQ | 120 | B | P |
|  | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { US } 64 \text { BUS } \\ \text { (Sunset Ave) } \end{array} \\ \hline \end{array}$ | Dominick Dr | Lake Dr | Rocky Mount | 0.2 | 52 | 4 D | 13 | 120 | 35 | 36100 | 15000 | 17800 | 16700 | 36100 | ADQ | 120 | B | M, P |
|  | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { US } 64 \text { BUS } \\ \text { (Sunset Ave) } \end{array} \\ \hline \end{array}$ | Lake Dr | Piedmont Ave | Rocky Mount | 0.3 | $\begin{array}{\|l\|} \hline 28- \\ 32 \\ \hline \end{array}$ | 2 OW | 12 | 60 | 35 | 14100 | 6900 | 7800 | 7600 | 14100 | ADQ | 60 | Maj | $\begin{gathered} \mathrm{M}, \mathrm{~B}, \\ \mathrm{P} \end{gathered}$ |
|  | US 64 BUS (Sunset Ave) | Piedmont Ave | $\begin{aligned} & \hline \text { US } 301 \text { BUS (N } \\ & \text { Franklin St) } \\ & \hline \end{aligned}$ | Rocky Mount | 1.1 | 34 | 2 OW | 17 | 60 | 35 | 18500 | 6300 | 7000 | 6800 | 18500 | ADQ | 60 | Maj | B |
|  | US 64 BUS (Sunset Ave) | US 301 BUS (N Franklin St) Franklin St) | $\begin{aligned} & \text { US } 301 \text { BUS (N } \\ & \text { Church St) } \\ & \hline \end{aligned}$ | Rocky Mount | <0.1 | 36 | 30W | 12 | 60 | 25 | 17700 | 3300 | 3600 | 4500 | 17700 | ADQ | 60 | Maj | B |
|  | $\begin{aligned} & \text { US } 64 \text { BUS } \\ & \text { (Sunset Ave) } \end{aligned}$ | $\begin{aligned} & \text { US } 301 \text { BUS (N } \\ & \text { Church St) } \end{aligned}$ | Nash/Edgecombe County Line | Rocky Mount | 0.1 | 32 | 3 OW | 10 | 50 | 25 | 17700 | 2700 | 2900 | 2800 | 17700 | ADQ | 50 | Maj | B |
|  | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { US } 64 \text { BUS } \\ \text { (Tarboro St) } \end{array} \\ \hline \end{array}$ | Nash/Edgecombe County Line | Rose St | Rocky Mount | <0.1 | 38 | 3 OW | 10 | 50 | 25 | 11400 | 3100 | 3300 | 3200 | 11400 | ADQ | 50 | Maj | B |
|  | $\begin{aligned} & \hline \text { US } 64 \text { BUS } \\ & \text { (Tarboro St) } \\ & \hline \end{aligned}$ | Rose St | E Raleigh Blvd | Rocky Mount | 0.3 | 33 | 3 OW | 11 | 55 | 25 | 10200 | 3900 | 4400 | 4300 | 10200 | ADQ | 55 | Maj | B |
|  | $\begin{aligned} & \text { US } 64 \text { BUS (E } \\ & \text { Thomas St) } \end{aligned}$ | E Raleigh Blvd | NC 97 (Atlantic Ave) | Rocky Mount | 0.3 | 36 | 2 OW | 12 | 55 | 25 | 14100 | 1500 | 1600 | 1400 | 14100 | ADQ | 55 | Maj | B |



| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction | Dist. <br> (mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From | To |  |  |  |  | き 등 0 0 0 0 | ROW <br> (ft) | $\begin{gathered} \text { Speed } \\ \text { Limit } \\ (\mathrm{mph}) \end{gathered}$ | Existing Capacity (vpd | $2013$ <br> Volume | 2040 <br> Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | Cross- <br> Section | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ |  |  |
|  | US 301 (Hathaway St) | Everette Ave | W Battleboro Ave (SR 1516) | Rocky Mount | 0.1 | 42 | 2 | 12 | 60 | 35 | 19200 | 7400 | 7900 | 7900 | 19200 | ADQ | 60 | Maj | P |
|  | US 301 (Hathaway St) | $\begin{aligned} & \hline \begin{array}{l} \text { W Battleboro Ave } \\ \text { (SR 1516) } \end{array} \\ & \hline \end{aligned}$ | <0.1 miles north of Marriot St | Rocky Mount | 0.3 | 52 | 4 | 12 | 80 | 35 | 23600 | 8100 | 8600 | 8600 | 23600 | ADQ | 80 | Maj | M |
|  | US 301 (Hathaway St) | <0.1 miles north of Marriot St | Burrows St | Rocky Mount | 0.1 | 52 | 4 D | 12 | $\begin{aligned} & 80- \\ & 100 \\ & \hline \end{aligned}$ | 45 | 41500 | 8100 | 8600 | 8600 | 41500 | ADQ | $\begin{aligned} & 80- \\ & 100 \\ & \hline \end{aligned}$ | Maj | M |
|  | US 301 (Hathaway St) | Burrows St | NC 4 | Rocky Mount | 0.8 | 48 | 4 D | 12 | $\begin{aligned} & 160- \\ & 200 \\ & \hline \end{aligned}$ | 45 | 41500 | 8100 | 8600 | 8600 | 41500 | ADQ | $\begin{aligned} & \hline 160- \\ & 200 \\ & \hline \end{aligned}$ | B | M |
|  | $\begin{array}{\|l\|} \hline \text { US } 301 \text { (N } \\ \text { Wesleyan Blvd) } \\ \hline \end{array}$ | NC 4 | Belmont Lake Dr | Rocky Mount | 0.4 | 60 | 4 D | 12 | $\begin{array}{\|c\|} \hline 200- \\ 370 \\ \hline \end{array}$ | 55 | 41500 | 16000 | 18000 | 15000 | 41500 | ADQ | $\begin{aligned} & \hline 200- \\ & 370 \\ & \hline \end{aligned}$ | B | M |
|  | $\begin{array}{\|l\|} \hline \text { US } 301 \text { (N } \\ \text { Wesleyan Blvd) } \\ \hline \end{array}$ | Belmont Lake Dr | Business Park Dr | Rocky Mount | 2.1 | 56 | 4 D | 12 | $\begin{aligned} & \hline 170- \\ & 180 \\ & \hline \end{aligned}$ | 55 | 41500 | 21000 | 25000 | 21000 | 41500 | ADQ | $\begin{aligned} & \hline 170- \\ & 180 \\ & \hline \end{aligned}$ | B | M |
|  | US 301 (N Wesleyan Blvd) | Business Park Dr | $\begin{aligned} & \text { Instrument Dr (SR } \\ & \text { 1537) } \\ & \hline \end{aligned}$ | Rocky Mount | 0.4 | 56 | 4 D | 12 | $\begin{aligned} & \hline 180- \\ & 200 \\ & \hline \end{aligned}$ | 50 | 41500 | 18000 | 22000 | 17000 | 41500 | ADQ | $\begin{aligned} & \hline 180- \\ & 200 \\ & \hline \end{aligned}$ | B | M |
|  | US 301 (N Wesleyan Blvd) | $\begin{aligned} & \text { Instrument Dr (SR } \\ & \text { 1537) } \end{aligned}$ | 0.3 miles south of Instrument Dr (SR 1537) | Rocky Mount | 0.3 | 56 | 4 D | 12 | $\begin{aligned} & 150- \\ & 160 \end{aligned}$ | 50 | 41500 | 20000 | 25000 | 23000 | 41500 | ADQ | $\begin{aligned} & 150- \\ & 160 \end{aligned}$ | B | M |
|  | US 301 (N Wesleyan Blvd) | 0.3 miles south of Instrument Dr (SR 1537) | US 301 BUS (Church St) | Rocky Mount | 0.4 | 60 | 4 D | 12 | $\begin{aligned} & 150- \\ & 430 \end{aligned}$ | 50 | 41500 | 20000 | 25000 | 23000 | 41500 | ADQ | $\begin{aligned} & 150- \\ & 430 \end{aligned}$ | B | M |
|  | US 301 (N Wesleyan Blvd) | $\begin{array}{\|l} \hline \begin{array}{l} \text { US } 301 \text { BUS } \\ \text { (Church St) } \end{array} \\ \hline \end{array}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Jeffreys Rd (SR } \\ \text { 1541) } \end{array} \\ & \hline \end{aligned}$ | Rocky Mount | 0.3 | 60 | 4 D | 12 | $\begin{aligned} & \hline 175- \\ & 195 \\ & \hline \end{aligned}$ | 50 | 41000 | 13000 | 14000 | 15000 | 41000 | ADQ | $\begin{gathered} \hline 175- \\ 195 \\ \hline \end{gathered}$ | B | P |
|  | US 301 (N Wesleyan Blvd) | $\begin{aligned} & \text { Jeffreys Rd (SR } \\ & \text { 1541) } \end{aligned}$ | $\begin{array}{\|l\|} \hline \text { NC 43/NC } 48 \\ \text { (Benvenue Rd) } \\ \hline \end{array}$ | Rocky Mount | 1.5 | 56 | 4D | 12 | $\begin{aligned} & \hline 180- \\ & 200 \\ & \hline \end{aligned}$ | 50 | 41000 | 17000 | 18000 | 19000 | 41000 | ADQ | 150 | B | P |
| U-3330 | US 301 (N Wesleyan Blvd) | NC 43/NC 48 (Benvenue Rd) | $\begin{aligned} & \begin{array}{l} \text { US } 64 \text { BUS (Sunset } \\ \text { Ave) } \end{array} \\ & \hline \end{aligned}$ | Rocky Mount | 1.6 | 60 | 4 D | 12 | $\begin{aligned} & \hline 195- \\ & 250 \\ & \hline \end{aligned}$ | 45 | 41000 | 34000 | 39000 | 38000 | 47000 | 6E | 150 | B | P |
| U-3330 | US 301 (S Wesleyan Blvd) | US 64 BUS (Sunset Ave) | May Dr (SR 1836) /Old Mill Rd (SR 1713) | Rocky Mount | 0.3 | 60 | 4 D | 12 | 200 | 45 | 41000 | 23000 | 29000 | 28000 | 47000 | 6E | 150 | B | P |
|  | US 301 (S Wesleyan Blvd) | May Dr (SR 1836) /Old Mill Rd (SR 1713) | Railroad crossing 0.1 miles south of Postal Dr | Rocky Mount | 0.3 | 56 | 4 D | 12 | 200 | 45 | 41000 | 22000 | 27000 | 25000 | 41000 | ADQ | 200 | B | P |
|  | US 301 (S Wesleyan Blvd) | Railroad crossing 0.1 miles south of Postal Dr | Bethlehem Rd (SR 1714) | Rocky Mount | 1.1 | 56 | 4 D | 12 | $\begin{aligned} & 190- \\ & 240 \end{aligned}$ | 55 | 41000 | 19000 | 27000 | 27000 | 41000 | ADQ | $\begin{aligned} & 190- \\ & 240 \end{aligned}$ | B | P |
|  | US 301 (S Wesleyan Blvd) | Railroad crossing 0.1 miles south of Postal Dr | NC 97 | Rocky Mount | 1.5 | 56 | 4 D | 12 | $\begin{aligned} & 190- \\ & 240 \end{aligned}$ | 55 | 41000 | 19000 | 23000 | 21000 | 41000 | ADQ | $\begin{aligned} & 190- \\ & 240 \end{aligned}$ | B | P |
|  | US 301 (S Wesleyan Blvd) | NC 97 | 0.2 miles north of Porter Rd | Nash County | 0.3 | 56 | 4 D | 12 | 200 | 55 | 52200 | 14000 | 17000 | 17000 | 52200 | ADQ | 200 | B | P |


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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  | Dist. (mi) |  | $\begin{aligned} & \mathscr{\infty} \\ & \stackrel{\rightharpoonup}{\square} \\ & \hline \end{aligned}$ |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | 2013 <br> Volume | 2040 <br> Volume E+C | 2040 <br> Volume <br> with <br> CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | US 301 (S Wesleyan Blvd) | 0.2 miles north of Porter Rd | 0.4 miles south of Cooley Rd (SR 1729) | Rocky Mount | 0.8 | 56 | 4 D | 12 | 200 | 55 | 52200 | 14000 | 17000 | 17000 | 52200 | ADQ | 200 | B | P |
|  | US 301 (S Wesleyan Blvd) | 0.4 miles south of Cooley Rd (SR 1729) | W Tarboro Rd (SR 1001) | Nash County | 0.7 | 56 | 4 D | 12 | 200 | 55 | 52200 | 11000 | 14000 | 15000 | 52200 | ADQ | 200 | B |  |
|  | US 301 (S Wesleyan Blvd) | $\begin{aligned} & \text { W Tarboro Rd (SR } \\ & \text { 1001) } \\ & \hline \end{aligned}$ | $\begin{aligned} & 0.1 \text { miles north of } \\ & \text { Hilldale } \mathrm{Dr} \\ & \hline \end{aligned}$ | Nash County | 0.9 | 56 | 4 D | 12 | $\begin{aligned} & \hline 150- \\ & 200 \\ & \hline \end{aligned}$ | 55 | 52200 | 11000 | 13000 | 14000 | 52200 | ADQ | $\begin{aligned} & 150- \\ & 200 \\ & \hline \end{aligned}$ | B |  |
|  | US 301 (N Hathaway Blvd) | 0.1 miles north of Hilldale Dr | 0.1 miles south of Hilldale Hilldale Dr | Nash County | 0.2 | 64 | 5 | 12 | 150 | 45 | 41500 | 11000 | 13000 | 14000 | 41500 | ADQ | 150 | Maj |  |
|  | US 301 (N Hathaway Blvd) | 0.1 miles south of Hilldale Dr | Main St (SR 1733) | Sharpsburg | 0.3 | 64 | 5 | 12 | $\begin{aligned} & \hline 75- \\ & 150 \\ & \hline \end{aligned}$ | 45 | 41500 | 11000 | 13000 | 14000 | 41500 | ADQ | $\begin{aligned} & \hline 75- \\ & 150 \\ & \hline \end{aligned}$ | Maj | P |
|  | US 301 (S Hathaway Blvd) | Main St (SR 1733) | 0.1 miles south of Sharpe Rd (SR 1735) | Sharpsburg | 0.4 | 64 | 5 | 12 | $\begin{aligned} & 75- \\ & 150 \end{aligned}$ | 45 | 41500 | 9200 | 10000 | 10000 | 41500 | ADQ | $\begin{aligned} & 75- \\ & 150 \end{aligned}$ | Maj |  |
|  | US 301 (S Hathaway Blvd) | 0.1 miles south of Sharpe Rd (SR 1735) | 0.3 miles south of Sharpe Rd (SR 1735) | Sharpsburg | 0.2 | 56 | 4 D | 12 | 140 | 45 | 52200 | 9200 | 10000 | 10000 | 52200 | ADQ | 140 | B |  |
|  | US 301 | 0.3 miles south of Sharpe Rd (SR 1735) | 0.1 miles north of Jack Bailey Way | Nash County | 0.2 | 56 | 4 D | 12 | 140 | 45 | 52200 | 9200 | 10000 | 10000 | 52200 | ADQ | 140 | B |  |
|  | US 301 | 0.1 miles north of Jack Bailey Way | Nash/Wilson County Line | Nash County | 1.3 | 56 | 4 D | 12 | 140 | 55 | 52200 | 9800 | 11000 | 11000 | 52200 | ADQ | 140 | B |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | US 301 BUS (N Church St) | US 301 (N Wesleyan Blvd) | 0.2 milies south of US 301 (N Wesleyan Blvd) | Rocky Mount | 0.2 | 57 | 5 | 11 | 150 | 45 | 30400 | 5200 | 8000 | 5100 | 30400 | ADQ | 150 | Maj | P |
|  | US 301 BUS ( N Church St) | 0.2 milies south of US 301 BYP (N Wesleyan Blvd) | 0.1 miles south of Boddie Ct | Rocky Mount | 0.5 | 57 | 5 | 11 | 65-80 | 45 | 30400 | 7900 | 11800 | 8900 | 30400 | ADQ | 65-80 | Maj | P |
|  | $\begin{array}{\|l} \hline \text { US } 301 \text { BUS (N } \\ \text { Church St) } \end{array}$ | 0.1 miles south of Boddie Ct | US 64 | Rocky Mount | 1.6 | 60 | 5 | 11 | $\begin{aligned} & \hline 100- \\ & 130 \\ & \hline \end{aligned}$ | 45 | 32800 | 11000 | 14600 | 12400 | 32800 | ADQ | $\begin{aligned} & 100- \\ & 130 \\ & \hline \end{aligned}$ | Maj | B, P |
|  | $\begin{aligned} & \text { US } 301 \text { BUS (N } \\ & \text { Church St) } \\ & \hline \end{aligned}$ | US 64 | NC 43 BUS (W Grand Ave) | Rocky Mount | 0.5 | 40 | 3 | 12 | 60 | 35 | 16400 | 8800 | 10800 | 10200 | 16400 | ADQ | 60 | Maj | B, P |
|  | $\begin{aligned} & \begin{array}{l} \text { US } 301 \text { BUS (N } \\ \text { Church St) } \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { NC } 43 \text { BUS (W } \\ & \text { Grand Ave) } \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { US } 301 \text { BUS } \\ \text { (Franklin St) } \end{array} \\ & \hline \end{aligned}$ | Rocky Mount | 0.1 | 40 | 3 | 12 | 60 | 35 | 21000 | 1800 | 2000 | 1500 | 21000 | ADQ | 60 | Maj | B, P |
|  | $\begin{aligned} & \begin{array}{l} \text { US } 301 \text { BUS (N } \\ \text { Church St) } \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \text { US } 301 \text { BUS } \\ & \text { (Franklin St) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { US } 64 \text { BUS } \\ & \text { (Thomas St) } \end{aligned}$ | Rocky Mount | 0.2 | 32 | 3 OW | 10 | 40 | 25 | 17700 | 2900 | 3300 | 3600 | 17700 | ADQ | 40 | Maj | B |
|  | US 301 BUS (N Church St) | US 64 BUS (Thomas St) | US 64 BUS (Sunset Ave) | Rocky Mount | 0.1 | 32 | 30W | 10 | 40 | 25 | 17700 | 4300 | 4000 | 4800 | 17700 | ADQ | 40 | Maj | B |


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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From | To |  | Dist. <br> (mi) |  | $\begin{aligned} & \infty \\ & \stackrel{0}{\widetilde{\sigma}} \end{aligned}$ |  | ROW <br> (ft) | $\begin{gathered} \text { Speed } \\ \text { Limit } \\ (\mathrm{mph}) \end{gathered}$ | Existing Capacity (vpd | $2013$ <br> Volume | 2040 Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | $\text { US } 301 \text { BUS (S }$ Church St) | US 64 BUS (Sunset Ave) | Hammond St | Rocky Mount | 0.5 | 32 | 3 OW | 10 | 40 | 25 | 17700 | 4200 | 4500 | 4500 | 17700 | ADQ | 40 | Maj | B |
|  | $\begin{array}{\|l} \hline \text { US } 301 \text { BUS (S } \\ \text { Church St) } \end{array}$ | Hammond St | $\begin{aligned} & \text { US } 301 \text { BUS (W } \\ & \text { Bassett St) } \end{aligned}$ | Rocky Mount | 0.3 | 36 | 3 | 12 | 40 | 25 | 14000 | 2500 | 2900 | 2700 | 14000 | ADQ | 40 | Maj |  |
|  | $\begin{aligned} & \hline \text { US } 301 \text { BUS (S } \\ & \text { Church St) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \text { US } 301 \text { BUS (W } \\ & \text { Bassett St) } \end{aligned}$ | Henry St | Rocky Mount | 0.3 | 36 | 3 | 12 | 40 | 25 | 14000 | 4400 | 4900 | 4200 | 14000 | ADQ | 40 | Maj |  |
|  | $\begin{aligned} & \text { US } 301 \text { BUS (S } \\ & \text { Church St) } \end{aligned}$ | Henry St | Ward St | Rocky Mount | 0.1 | 40 | 3 | 14 | 60 | 35 | 16400 | 5800 | 6300 | 5100 | 16400 | ADQ | 60 | Maj |  |
|  | $\begin{aligned} & \hline \text { US } 301 \text { BUS (S } \\ & \text { Church St) } \\ & \hline \end{aligned}$ | Ward St | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Kingston Ave (SR } \\ 1727) \end{array} \\ \hline \end{array}$ | Rocky Mount | 0.6 | 40 | 3 | 14 | 60 | 35 | 16400 | 4800 | 5300 | 4100 | 16400 | ADQ | 60 | Maj |  |
|  | $\begin{aligned} & \hline \text { US } 301 \text { BUS (S } \\ & \text { Church St) } \\ & \hline \end{aligned}$ | Kingston Ave (SR 1727) | Munn St | Rocky Mount | 0.8 | 40 | 3 | 14 | 60 | 35 | 16400 | 3800 | 4100 | 4200 | 16400 | ADQ | 60 | Maj |  |
|  | $\begin{aligned} & \hline \text { US } 301 \text { BUS (S } \\ & \text { Church St) } \\ & \hline \end{aligned}$ | Munn St | 0.3 miles south of Adamsville Ct | Rocky Mount | 1.0 | 24 | 2 | 12 | 150 | 45 | 18600 | 3200 | 3400 | 3500 | 18600 | ADQ | 150 | Maj |  |
|  | $\begin{aligned} & \hline \text { US } 301 \text { BUS (S } \\ & \text { Church St) } \\ & \hline \end{aligned}$ | 0.3 miles south of Adamsville Ct | $\begin{aligned} & \begin{array}{l} \text { US } 301 \text { (S Wesleyan } \\ \text { Blvd) } \end{array} \\ & \hline \end{aligned}$ | Nash County | 0.7 | 24 | 2 | 12 | 150 | 45 | 18600 | 2800 | 3000 | 3100 | 18600 | ADQ | 150 | Maj |  |
|  | $\begin{aligned} & \hline \text { US } 301 \text { BUS (N } \\ & \text { Franklin St) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \text { US } 301 \text { BUS (N } \\ & \text { Church St) } \\ & \hline \end{aligned}$ | US 64 BUS (Sunset Ave) | Rocky Mount | 0.4 | 32 | 3 OW | 10 | 40 | 25 | 17700 | 3200 | 3700 | 3000 | 17700 | ADQ | 40 | Maj | B, P |
|  | $\begin{aligned} & \hline \text { US } 301 \text { BUS (S } \\ & \text { Franklin St) } \\ & \hline \end{aligned}$ | US 64 BUS (Sunset Ave) | Hammond St | Rocky Mount | 0.7 | 32 | 3 OW | 10 | 40-60 | 25 | 17700 | 3200 | 3500 | 3100 | 17700 | ADQ | 40-60 | Maj | B, P |
|  | $\text { US } 301 \text { BUS (S }$ Franklin St) | Hammond St | Rocky St | Rocky Mount | 0.2 | 28 | 2 OW | 14 | 50 | 25 | 17700 | 1700 | 1900 | 1700 | 17700 | ADQ | 50 | Maj |  |
|  | $\begin{array}{\|l} \hline \text { US } 301 \text { BUS (S } \\ \text { Franklin St) } \\ \hline \end{array}$ | Rocky St | NC 97 (W Raleigh Blvd) | Rocky Mount | <0.1 | 34 | 3 OW | 11 | 60 | 25 | 17700 | 1700 | 1900 | 1700 | 17700 | ADQ | 60 | Maj | P |
|  | $\text { US } 301 \text { BUS (S }$ Franklin St) | NC 97 (W Raleigh Blvd) | $\begin{aligned} & \begin{array}{l} \text { US } 301 \text { BUS (W } \\ \text { Bassett) } \end{array} \\ & \hline \end{aligned}$ | Rocky Mount | <0.1 | 44 | 3 OW | 13 | 50 | 25 | 17700 | 1800 | 1800 | 1600 | 17700 | ADQ | 50 | Maj |  |
|  | $\begin{array}{\|l} \hline \text { US } 301 \text { BUS (W } \\ \text { Bassett) } \\ \hline \end{array}$ | $\begin{array}{\|l} \hline \text { US } 301 \text { BUS (S } \\ \text { Franklin St.) } \\ \hline \end{array}$ | $\begin{aligned} & \text { US } 301 \text { BUS (S } \\ & \text { Church St.) } \\ & \hline \end{aligned}$ | Rocky Mount | <0.1 | 44 | 3 OW | 13 | 50 | 25 | 17700 | 1800 | 1800 | 1600 | 17700 | ADQ | 50 | Maj |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | NC 4 | Swift Creek | 0.3 miles south of Swift Creek | Nash County | 0.4 | 26 | 2 | 12 | 60 | 55 | 13700 | 5400 | 6200 | 6200 | 13700 | ADQ | 60 | Maj |  |
|  | NC 4 | 0.3 miles south of Swift Creek | NC 48 | Rocky Mount | 0.2 | 26 | 2 | 12 | 60 | 35 | 13700 | 5400 | 6200 | 6200 | 13700 | ADQ | 60 | Maj | P |
|  | NC 4 | NC 48 | 0.1 miles west of McLane Rd (SR 2314) | Rocky Mount | 0.3 | 64 | 4 D | 12 | 180 | 45 | 55400 | 5400 | 6500 | 3900 | 55400 | ADQ | 180 | B | P |
|  | NC 4 | 0.1 miles west of McLane Rd (SR 2314) | US 301 (Hathaway St) | Nash County | 3.4 | 64 | 4 D | 12 | $\begin{aligned} & 140- \\ & 200 \end{aligned}$ | 55 | 55400 | 4200 | 6000 | 3400 | 55400 | ADQ | $\begin{aligned} & 140- \\ & 200 \end{aligned}$ | B |  |
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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  | Dist. (mi) |  |  |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | $\begin{array}{\|c\|} \hline 2013 \\ \text { Volume } \\ \hline \end{array}$ | 2040 Volume E+C | 2040 Volume with CTP | Proposed Capacity (vpd) | Cross- <br> Section | ROW <br> (ft) |  |  |
|  | NC 43 (Dortches Blvd) | $<0.1$ miles south of S Browntown Rd (SR 1589) | 0.1 miles north of Thomas A Betts Pkwy (SR 1613) | Dortches | 0.1 | 60 | 5 | 12 | 100 | 45 | 37700 | 9000 | 10500 | 9600 | 37700 | ADQ | 100 | Maj | M |
|  | NC 43 (Benvenue Rd) | 0.1 miles north of Thomas A Betts Pkwy (SR 1613) | Peele Rd (SR 1535) | Nash County | 0.7 | 60 | 5 | 12 | 100 | 45 | 37700 | 10000 | 11500 | 9900 | 37700 | ADQ | 100 | Maj | P |
|  | NC 43 (Benvenue Rd) | Peele Rd (SR 1535) | NC 48 (Goldrock Rd) | Rocky Mount | 1.1 | 60 | 5 | 12 | 80 | 45 | 34400 | 13000 | 14700 | 13800 | 34400 | ADQ | 80 | Maj | P |
|  | NC 43 (Benvenue Rd) | NC 48 (Goldrock Rd) | $\begin{aligned} & \hline \begin{array}{l} \text { Jeffreys Rd (SR } \\ 1541) \end{array} \\ & \hline \end{aligned}$ | Rocky Mount | 0.2 | 60 | 5 | 12 | 80 | 45 | 32800 | 25000 | 28100 | 29900 | 32800 | ADQ | 81 | Maj | P |
|  | NC 43 (Benvenue Rd) | Jeffreys Rd (SR 1541) | US 301 (N Wesleyan Blvd) | Rocky Mount | 0.4 | 60 | 5 | 12 | $\begin{aligned} & \hline 80- \\ & 180 \\ & \hline \end{aligned}$ | 45 | 32800 | 22000 | 25600 | 27600 | 32800 | ADQ | $\begin{aligned} & 80- \\ & 180 \\ & \hline \end{aligned}$ | Maj | B, P |
|  | NC 43 (Benvenue Rd) | US 301 (N Wesleyan Blvd) | US 64 | Rocky Mount | 0.7 | 60 | 5 | 12 | $\begin{aligned} & 80 \\ & \\ & \hline \end{aligned}$ | 45 | 32800 | 14000 | 17100 | 19100 | 32800 | ADQ | $\begin{aligned} & 80- \\ & 180 \\ & \hline \end{aligned}$ | Maj | B, P |
|  | NC 43 | US 64 | $\begin{array}{\|l\|} \hline \text { US } 64 \text { BUS (E } \\ \text { Raleigh Blvd) } \\ \hline \end{array}$ | Concurrent with US 64 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | NC 43 (E Raleigh Blvd) | US 64 | NC 43 (Springfield Rd) | Concurrent with US 64 BUS (E Raleigh Blvd) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | NC 43 (Springfield Rd) | US 64 BUS/NC 43 (E Raleigh Blvd) | 0.6 miles south of Meadowbrook Rd (SR 1232) | Rocky Mount | 1.1 | 32 | 2 | 12 | $\begin{aligned} & 100- \\ & 140 \end{aligned}$ | 50 | 16000 | 4200 | 5300 | 7400 | 16000 | ADQ | $\begin{aligned} & 100- \\ & 140 \end{aligned}$ | Maj | P |
|  | NC 43 (Springfield Rd) | 0.6 miles south of Meadowbrook Rd (SR 1232) | Tarboro St Extension | Edgecombe County | 0.8 | 32 | 2 | 12 | 140 | 50 | 16000 | 4200 | 5300 | 5700 | 16000 | ADQ | 140 | Maj | P |
|  | NC 43 (Springfield Rd) | Tarboro St Extension | Brake Rd (SR 1230) | Edgecombe County | 0.8 | 32 | 2 | 12 | 140 | 50 | 16000 | 4200 | 3900 | 4100 | 16000 | ADQ | 140 | Maj | P |
|  | NC 43 (Springfield Rd) | Brake Rd (SR 1230) | NC 43 (Cokey Rd) | Edgecombe County | 0.2 | 44 | 3 | 12 | 140 | 50 | 16000 | 4400 | 5400 | 6100 | 16000 | ADQ | 140 | Maj | B, P |
|  | NC 43 (Cokey Rd) | NC 43 (Springfield Rd ) | Sampson Rd | Edgecombe County | 1.2 | 32 | 2 | 12 | 100 | 45 | 18100 | 5800 | 7100 | 8100 | 18100 | ADQ | 100 | Maj | B |
|  | NC 43 (Cokey Rd) | Sampson Rd | Bullock School Road (SR 1006) | Edgecombe County | 1.7 | 32 | 2 | 12 | 100 | 55 | 18100 | 4400 | 5500 | 5700 | 18100 | ADQ | 100 | Maj |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NASH0OO9-H | NC 43 BUS (Benvenue Rd) | US 64 | Battlepark Ln | Concurrent with NC 48 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NASH0OO9-H | NC 43 BUS (Falls Rd) | Battlepark Ln | Stonewall Dr | Concurrent with NC 48 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | NC 43 BUS (Falls Rd) | Stonewall Dr | NC 43 (N Grace St) | Concurrent with NC 48 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


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| Local ID | Facility | Section |  | Jurisdiction | Dist.(mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From | To |  |  |  | $\begin{aligned} & \infty \\ & \stackrel{0}{\widetilde{0}} \\ & \hline \end{aligned}$ | $$ | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | $\begin{array}{\|c\|} 2013 \\ \text { Volume } \end{array}$ | 2040 Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | NC 43 BUS (Peachtree St) | Stonewall Dr | River Dr | Concurrent with NC 48 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | NC 43 BUS (Peachtree St) | River Dr | N Grace St | Concurrent with NC 48 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { NC } 43 \text { BUS (N } \\ & \text { Grace St) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { NC 48/NC } 43 \text { BUS } \\ \text { (Peachtree St) } \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { NC 48/NC } 43 \text { BUS } \\ \text { (Falls Rd) } \end{array} \\ & \hline \end{aligned}$ | Concurrent with NC 48 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NASH0006-H | $\begin{aligned} & \text { NC } 43 \text { BUS (N } \\ & \text { Grace St) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { NC 48/NC } 43 \text { BUS } \\ \text { (Falls Rd) } \end{array} \\ & \hline \end{aligned}$ | $\begin{array}{\|l} \hline \text { US } 301 \text { BUS (N } \\ \text { Church St) } \\ \hline \end{array}$ | Rocky Mount | 0.1 | 54 | 5 | 10 | 60-90 | 35 | 28100 | 7900 | 8500 | 6100 | 16400 | 3 C | 80 | Maj | B, P |
| EDGE0022-H | $\begin{aligned} & \text { NC } 43 \text { BUS (W } \\ & \text { Grand Ave) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { US } 301 \text { BUS (N } \\ & \text { Church St) } \end{aligned}$ | NE Main St | Rocky Mount | 0.1 | 54 | 5 | 10 | 60 | 35 | 28100 | 10000 | 11900 | 8800 | 16400 | 3C | 80 | Maj | B, P |
| EDGE0022-H | $\begin{aligned} & \hline \text { NC } 43 \text { BUS (E } \\ & \text { Grand Ave) } \\ & \hline \end{aligned}$ | NE Main St | $\begin{aligned} & \hline \begin{array}{l} \text { Myrtle Ave (SR } \\ 1243) \end{array} \\ & \hline \end{aligned}$ | Rocky Mount | 0.3 | 43 | 4 | 10 | 70-85 | 35 | 28100 | 10000 | 11500 | 7100 | 15200 | 2L | 80 | Maj | B, P |
| EDGE0022-H | $\begin{aligned} & \text { NC } 43 \text { BUS (E } \\ & \text { Grand Ave) } \end{aligned}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Myrtle Ave (SR } \\ 1243) \end{array} \\ & \hline \end{aligned}$ | US 64 BUS (E Raleigh Blvd) | Rocky Mount | 0.7 | 43 | 4 | 10 | 70-85 | 35 | 28100 | 8800 | 10100 | 6400 | 15200 | 2L | 80 | Maj | B, P |
|  | NC 43 BUS (N Fairview Rd) | US 64 BUS (E Raleigh Blvd) | Warren St | Rocky Mount | 0.1 | 64 | 5 | 12 | 80-75 | 35 | 28100 | 10000 | 10300 | 10100 | 28100 | ADQ | 80-75 | Maj | B |
|  | NC 43 BUS (N Fairview Rd) | Warren St | Eastern Ave | Rocky Mount | 0.8 | 36 | 3 | 12 | 60 | 35 | 14100 | 10000 | 10300 | 10100 | 14100 | ADQ | 60 | Maj | B |
|  | NC 43 BUS (N Fairview Rd) | Eastern Ave | Tarboro St | Rocky Mount | 0.1 | 48 | 3 | 12 | 60 | 35 | 14100 | 5200 | 5900 | 5300 | 14100 | ADQ | 60 | Maj | B |
|  | NC 43 BUS (S Fairview Rd) | Tarboro St | Swift Rd | Rocky Mount | 0.2 | 24 | 2 | 12 | 60-90 | 35 | 13400 | 2500 | 3100 | 4000 | 13400 | ADQ | 60-90 | Maj | B, P |
|  | NC 43 BUS (S Fairview Rd) | Swift Rd | NC 43 BUS (Cokey Road) | Edgecombe County | 0.4 | 24 | 2 | 12 | 70 | 45 | 13400 | 2500 | 3100 | 2700 | 13400 | ADQ | 70 | Maj | B, P |
|  | NC 43 BUS (Cokey Rd) | NC 43 (S Fairview Rd) | <0.1 miles west of Green Pasture Rd (SR 1141) | Edgecombe County | 0.2 | 38 | 3 | 12 | 100 | 45 | 15900 | 3900 | 4900 | 3400 | 15900 | ADQ | 100 | Maj | P |
|  | NC 43 BUS (Cokey Rd) | <0.1 miles west of Green Pasture Rd (SR 1141) | 0.2 miles west of Glendale $\operatorname{Dr}$ (SR 1234) | Rocky Mount | 0.3 | 38 | 3 | 12 | 100 | 45 | 15900 | 3000 | 3900 | 1800 | 15900 | ADQ | 100 | Maj | P |
|  | NC 43 BUS (Cokey Rd) | 0.2 miles west of Glendale $\operatorname{Dr}$ (SR 1234) | NC 43 (Springfield Rd) | Edgecombe County | 0.5 | 38 | 3 | 12 | 100 | 45 | 15900 | 3600 | 4400 | 2100 | 15900 | ADQ | 100 | Maj | P |
|  | NC 48 | Swift Creek | 0.3 miles south of Swift Creek |  |  |  |  |  |  |  | Concu | rrent with | NC 4 |  |  |  |  |  |  |
|  | NC 48 | 0.3 miles south of Swift Creek | NC 4 |  |  |  |  |  |  |  | Concu | rrent with | NC 4 |  |  |  |  |  |  |
| U-5911 | NC 48 | NC 4 | $\begin{aligned} & \text { N Halifax Rd (SR } \\ & \text { 1544) } \\ & \hline \end{aligned}$ | Rocky Mount | 0.2 | 26 | 2 | 12 | 100 | 35 | 13700 | 4600 | 4400 | 11100 | 33100 | 4B | 130 | B | P |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction | Dist.(mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From | To |  |  |  |  |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | 2013 <br> Volume | 2040 <br> Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \\ \hline \end{gathered}$ |  |  |
| U-5911 | NC 48 | $\begin{aligned} & \text { N Halifax Rd (SR } \\ & \text { 1544) } \\ & \hline \end{aligned}$ | 0.2 miles south of Corporation Pkwy | Nash County | 0.5 | 26 | 2 | 12 | 100 | 55 | 13700 | 4400 | 3200 | 11000 | 33100 | 4B | 130 | B | P |
| U-5911 | NC 48 | 0.2 miles south of Corporation Pkwy | Red Oak Battleboro Rd (SR 1524) | Nash County | 1.1 | 26 | 2 | 12 | 60 | 55 | 13700 | 3800 | 7200 | 10400 | 33100 | 4B | 130 | B |  |
| NASH0007-H | NC 48 | Red Oak Battleboro Rd (SR 1524) | $\begin{array}{\|l} \text { Derring Dr (SR } \\ 1562) \end{array}$ | Nash County | 0.2 | 26 | 2 | 12 | 60 | 35 | 14900 | 4000 | 7200 | 11200 | 33100 | 4B | 60 | Maj |  |
| NASH0007-H | NC 48 | Derring Dr | 0.4 miles south of Drake Rd | Nash County | 0.4 | 26 | 2 | 12 | 60 | 45 | 14900 | 4000 | 7200 | 11200 | 33100 | 4B | 60 | Maj |  |
| NASH0007-H | NC 48 | 0.4 miles south of Drake Rd | $\begin{aligned} & \text { Cummings Rd (SR } \\ & \text { 1537) } \end{aligned}$ | Nash County | 0.6 | 26 | 2 | 12 | 60 | 55 | 14900 | 4200 | 6500 | 11200 | 33100 | 4B | 60 | Maj |  |
| NASH0007-H | NC 48 (Goldrock Rd) | $\begin{aligned} & \text { Cummings Rd (SR } \\ & \text { 1537) } \\ & \hline \end{aligned}$ | $>0.1$ miles south of Boserman Rd | Nash County | 1.1 | 26 | 2 | 12 | 60 | 55 | 14900 | 4600 | 6900 | 11200 | 33100 | 4B | 60 | Maj |  |
| NASH0007-H | NC 48 (Goldrock Rd) | $>0.1$ miles south of Boserman Rd | Thomas A Betts Pkwy (SR 1613) | Nash County | 0.1 | 26 | 2 | 12 | 100 | 45 | 12800 | 4600 | 6900 | 9000 | 33100 | 4B | 100 | Maj | P |
| NASH0008-H | NC 48 (Goldrock Rd) | Thomas A Betts Pkwy (SR 1613) | Rock Creek Dr | Nash County | 0.3 | 40 | 3 | 12 | $\begin{aligned} & 60- \\ & 120 \end{aligned}$ | 45 | 15400 | 7400 | 8700 | 9100 | 27200 | 4D | 110 | B | P |
| NASH0008-H | NC 48 (Goldrock Rd) | Rock Creek Dr | Cunningham Dr | Rocky Mount | 0.1 | 40 | 3 | 12 | 60 | 45 | 15400 | 7400 | 8700 | 9100 | 27200 | 4D | 110 | B | B, P |
| NASH0008-H | NC 48 (Goldrock Rd) | Cunningham Dr | Freer Dr | Rocky Mount | 0.8 | 40 | 3 | 12 | 60 | 45 | 15400 | 7400 | 8700 | 8900 | 27200 | 4D | 110 | B | B, P |
| NASH0008-H | NC 48 (Goldrock Rd) | Freer Dr | Northern Blvd | Rocky Mount | 0.4 | 40 | 3 | 12 | 55 | 45 | 15400 | 7400 | 8700 | 8900 | 27200 | 4D | 110 | B | B, P |
| NASH0008-H | NC 48 (Goldrock Rd) | Northern Blvd | NC 43 ( Benvenue <br> Rd) | Rocky Mount | 0.3 | 40 | 3 | 12 | 60 | 45 | 15400 | 11000 | 13100 | 16900 | 27200 | 4D | 110 | B | P |
|  | NC 48 (Benvenue Rd) | NC 43 ( Benvenue Rd) | Jeffreys Rd | Concurrent with NC 43 (Benvenue Rd) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | NC 48 (Benvenue Rd) | Jeffreys Rd | US 64 | Concurrent with NC 43 (Benvenue Rd) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NASH0009-H | NC 48 (Benvenue Rd) | US 64 | Battlepark Ln | Rocky Mount | 0.1 | 64 | 4 D | 12 | $\begin{array}{\|c\|} \hline 110- \\ 140 \\ \hline \end{array}$ | 45 | 32800 | 10000 | 12100 | 12200 | 32800 | N/A | N/A | Maj | P |
| NASH0009-H | NC 48 (Falls Rd) | Battlepark Ln | Stonewall Dr | Rocky Mount | 0.1 | 64 | 4 D | 12 | $\begin{array}{\|c\|} \hline 110- \\ 140 \\ \hline \end{array}$ | 45 | 32800 | 10000 | 12100 | 12200 | 32800 | N/A | N/A | Maj | B |
|  | NC 48 (Falls Rd) | Stonewall Dr | $\begin{aligned} & \text { NC 48/NC } 43 \text { BUS } \\ & \text { (N Grace St) } \\ & \hline \end{aligned}$ | Rocky Mount | 1.0 | 32 | 2 OW | 12 | 60 | 35 | 15200 | 4400 | 5400 | 5600 | 15200 | ADQ | 60 | Maj | B |
|  | NC 48 (Peachtree St) | Stonewall Dr | River Dr | Rocky Mount | 0.3 | 24 | 2 OW | 12 | $\begin{aligned} & \hline 60- \\ & 100 \\ & \hline \end{aligned}$ | 35 | 15200 | 6300 | 7400 | 7300 | 15200 | ADQ | $\begin{aligned} & 60- \\ & 100 \\ & \hline \end{aligned}$ | Maj | B, P |
|  | NC 48 (Peachtree St) | River Dr | N Grace St | Rocky Mount | 0.6 | 32 | 2 OW | 12 | 50 | 35 | 15200 | 5900 | 6800 | 6700 | 15200 | ADQ | 50 | Maj | B, P |



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|  | Facility | Section |  | Jurisdiction | Dist.(mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
| Local ID |  | From | To |  |  |  | $\begin{aligned} & \infty \\ & \underset{\sim}{\widetilde{\sigma}} \end{aligned}$ |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | $\begin{gathered} 2013 \\ \text { Volume } \end{gathered}$ | $\begin{gathered} 2040 \\ \text { Volume } \\ E+C \\ \hline \end{gathered}$ | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
| NASH0010-H | NC 58 | NC 58 Connector | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Sandy Cross Rd (SR } \\ 1717) \end{array} \\ \hline \end{array}$ | Nash County | 3.1 | 28 | 2 | 13 | 60 | 55 | 13700 | 4100 | 5700 | 10200 | 42000 | 4A | 60 | Maj |  |
| NASH0010-H | NC 58 | Sandy Cross Rd (SR 1717) | Bend of the River Rd (SR 1745) | Nash County | 4.0 | 26 | 2 | 12 | $\begin{aligned} & 60- \\ & 100 \end{aligned}$ | 55 | 13700 | 4100 | 5700 | 11400 | 42000 | 4A | $\begin{aligned} & 60- \\ & 100 \end{aligned}$ | Maj |  |
| NASH0010-H | NC 58 | Bend of the River Rd <br> (SR 1745) | Nash/Wilson County Line | Nash County | 1.0 | 24 | 2 | 11 | 60-70 | 45 | 13700 | 5400 | 8300 | 8300 | 42000 | 4A | 60-70 | Maj | B |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NASH0011B-H | NC 58 Connector Phase II | $\begin{aligned} & \hline \begin{array}{l} \text { Old Spring Hope Rd } \\ \text { (SR 1145) } \end{array} \\ & \hline \end{aligned}$ | NC 58 | Nash County | 2.6 | - | - | - | - | - | - | - | - | 2800 | 18700 | 2A | 60 | Maj |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | NC 97 | 1-95 | Tar River Church Rd (SR 1981) | Nash County | 0.9 | 24 | 2 | 12 | 60 | 55 | 16800 | 2500 | 3900 | 7700 | 16800 | ADQ | 60 | Maj |  |
|  | NC 97 | $\begin{array}{l}\text { Tar River Church Rd } \\ \text { (SR 1981) }\end{array}$ <br> 0.3 m | 0.3 miles west of $S$ NC 58 | Nash County | 1.5 | 28 | 2 | 12 | 60 | 55 | 16800 | 2500 | 3900 | 7000 | 16800 | ADQ | 60 | Maj |  |
|  | NC 97 | 0.3 miles west of S NC 58 | 0.2 miles east of $S$ NC 58 | Nash County | 0.5 | 28 | 2 | 12 | $\begin{aligned} & 60- \\ & 100 \\ & \hline \end{aligned}$ | 45 | 16800 | 5400 | 7700 | 7300 | 16800 | ADQ | $\begin{aligned} & 60- \\ & 100 \\ & \hline \end{aligned}$ | Maj |  |
|  | NC 97 | 0.2 miles east of $S$ NC 58 | 0.1 miles west of $S$ Halifax Rd (SR 1544) | Nash County | 5.0 | 28 | 2 | 12 | 100 | 55 | 18100 | 8200 | 11000 | 10200 | 18100 | ADQ | 100 | Maj | B |
|  | NC 97 | 0.1 miles west of $S$ Halifax Rd (SR 1544) | 0.1 miles east of SR 1544 (S Halifax Rd) | Nash County | 0.2 | 38 | 3 | 12 | 100 | 45 | 18100 | 6100 | 8200 | 7700 | 18100 | ADQ | 100 | Maj | B |
|  | NC 97 | 0.1 miles east of SR 1544 (S Halifax Rd) | $\begin{aligned} & \text { Pridgen Rd (SR } \\ & 1730 \text { ) } \end{aligned}$ | Nash County | 2.1 | 26 | 2 | 12 | 100 | 55 | 18100 | 6600 | 8800 | 8500 | 18100 | ADQ | 100 | Maj |  |
|  | NC 97 | $\begin{aligned} & \hline \begin{array}{l} \text { Pridgen Rd (SR } \\ 1730) \end{array} \\ & \hline \end{aligned}$ | US 301 | Nash County | 0.2 | $\begin{array}{\|l\|} \hline 26- \\ 48 \\ \hline \end{array}$ | 2 | 12 | 100 | 45 | 18100 | 6900 | 9200 | 9100 | 18100 | ADQ | 100 | Maj |  |
|  | NC 97 (W Raleigh Blvd) | US 301 | $<0.1$ miles south of Kinchen Dr | Nash County | 0.2 | 60 | 5 | 12 | 100 | 45 | 32800 | 6000 | 7900 | 4000 | 32800 | ADQ | 100 | Maj | B, P |
|  | NC 97 (W Raleigh Blvd) | <0.1 miles south of Kinchen Dr | Wilkins St | Rocky Mount | 1.0 | 60 | 5 | 12 | 100 | 45 | 32800 | 6700 | 7800 | 8800 | 32800 | ADQ | 100 | Maj | B, P |
|  | NC 97 (W Raleigh Blvd) | Wilkins St | Nashville Rd (SR 1714) | Rocky Mount | 0.2 | 60 | 5 | 12 | $\begin{array}{r} 100- \\ 85 \\ \hline \end{array}$ | 35 | 32800 | 16000 | 17200 | 17700 | 32800 | ADQ | $\begin{gathered} 100- \\ 85 \\ \hline \end{gathered}$ | Maj | B, P |
|  | NC 97 (W Raleigh Blvd) | Nashville Rd (SR 1714) | Paul St | Rocky Mount | <0.1 | 48 | 41 | 12 | $\begin{gathered} 80- \\ 60 \\ \hline \end{gathered}$ | 35 | 21900 | 17000 | 18800 | 17400 | 21900 | ADQ | $\begin{gathered} 80- \\ 60 \end{gathered}$ | Maj | B, P |
|  | NC 97 (W Raleigh Blvd) | Paul St | Garvis St | Rocky Mount | 0.9 | 42 | 41 | 10 | 60 | 35 | 21900 | 16000 | 17600 | 16700 | 21900 | ADQ | 60 | Maj | B, P |
|  | NC 97 (W Raleigh Blvd) | Garvis St | $\begin{array}{\|l} \hline \text { US } 301 \text { Bus (S } \\ \text { Franklin St) } \\ \hline \end{array}$ | Rocky Mount | 0.2 | 24 | 4 | 12 | 80 | 35 | 25900 | 17000 | 18300 | 17200 | 131100 | ADQ | 80 | Maj | B, P |


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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  | Dist. (mi) |  | $\begin{aligned} & \text { © } \\ & \text { © } \\ & \hline \end{aligned}$ |  | ROW <br> (tt) | Speed Limit (mph) | Existing Capacity (vpd | $\begin{array}{\|c\|} \hline 2013 \\ \text { Volume } \\ \hline \end{array}$ | 2040 <br> Volume E+C | 2040 Volume with CTP | Proposed Capacity (vpd) | Cross- <br> Section | ROW <br> (ft) |  |  |
|  | NC 97 (W Raleigh Blvd) | US 301 Bus (S Franklin St) | Arlington St | Rocky Mount | 0.3 | 24 | 2 | 12 | 80 | 35 | 131100 | 9100 | 10200 | 9100 | 131100 | ADQ | 80 | Maj | B, P |
|  | NC 97 (Arlington St) | NC 97 (W Raleigh Blvd) | US 64 BUS (Tarboro St) | Rocky Mount | 0.3 | 44 | 4 | 11 | 60 | 35 | 24400 | 4000 | 4500 | 4600 | 24400 | ADQ | 60 | Maj | B |
|  | $\begin{aligned} & \text { NC } 97 \text { (Atlantic } \\ & \text { Ave) } \end{aligned}$ | US 64 BUS (Tarboro St) | $\begin{aligned} & \text { US } 64 \text { BUS (E } \\ & \text { Thomas St) } \\ & \hline \end{aligned}$ | Rocky Mount | 0.2 | 44 | 4 | 11 | 60 | 35 | 24400 | 5000 | 6000 | 5900 | 24400 | ADQ | 60 | Maj | B |
|  | NC 97 (Atlantic Ave) | $\begin{aligned} & \text { US } 64 \text { BUS (E } \\ & \text { Thomas St) } \end{aligned}$ | Spruce St | Rocky Mount | 0.8 | 38 | 4 | 10 | 80 | 35 | 21500 | 4200 | 5200 | 4900 | 21500 | ADQ | 80 | Maj | B, P |
|  | NC 97 (Atlantic Ave) | Spruce St | On/Off ramp for US 64 East | Rocky Mount | 0.3 | 44 | 4 | 11 | 80 | 45 | 25300 | 5300 | 6100 | 6300 | 25300 | ADQ | 80 | Maj | B, P |
|  | NC 97 (Atlantic Ave) | On/Off ramp for US 64 East | On/Off ramp for US 64 West | Rocky Mount | 0.2 | 48 | 4 D | 12 | 150 | 45 | 32700 | - | 2500 | 2600 | 32700 | ADQ | 150 | Maj | B, P |
|  | NC 97 (Atlantic Ave) | On/Off ramp for US 64 West | 0.1 miles south of Cool Spring Rd (SR 1278) | Rocky Mount | 0.9 | 26 | 2 | 11 | 100 | 45 | 12800 | 3600 | 2900 | 2400 | 12800 | ADQ | 100 | Maj |  |
| U-5912 | NC 97 (Atlantic Ave) | 0.1 miles south of Cool Spring Rd (SR 1278) | Cool Spring Rd (SR 1278) | Rocky Mount | 0.1 | 26 | 2 | 11 | 100 | 45 | 12800 | 3600 | 2900 | 2400 | 12800 | 2B | 60 | Maj |  |
|  | NC 97 (Cool Spring Rd) | Tanner Rd (SR 1401) | 0.2 miles East of Tanner Rd (SR 1401) | Rocky Mount | 0.2 | 28 | 2 | 11 | 100 | 55 | 12800 | 4600 | 6800 | 5300 | 12800 | ADQ | 60 | Maj | B, P |
|  | NC 97 (Cool Spring Rd) | 0.2 miles East of Tanner Rd (SR 1401) | Compass Creek | Edgecombe County | 0.3 | 28 | 2 | 12 | 60 | 55 | 12800 | 4600 | 6800 | 5300 | 12800 | ADQ | 60 | Maj | B, P |
|  | NC 97 (Cool Spring Rd) | 0.2 miles East of Tanner Rd (SR 1401) | Springfield Rd (SR 1250) | Rocky Mount | 0.5 | 28 | 2 | 12 | 60 | 55 | 12800 | 4600 | 6800 | 5300 | 12800 | ADQ | 60 | Maj | B, P |
|  | NC 97 (Cool Spring <br> Rd) | $\begin{aligned} & \text { Springfield Rd (SR } \\ & \text { 1400) } \end{aligned}$ | Sarah Ln | Rocky Mount | 0.9 | 36 | 3 | 12 | 60 | 45 | 14900 | 3400 | 4300 | 4300 | 14900 | ADQ | 60 | Maj | P |
|  | NC 97 (Cool Spring <br> Rd) | Sarah Ln | Deer Run | Rocky Mount | 0.4 | 36 | 3 | 12 | 60 | 55 | 14900 | 3600 | 3900 | 4000 | 14900 | ADQ | 60 | Maj | P |
|  | NC 97 (Cool Spring Rd ) | Deer Run | <0.1 miles east of Deer Run | Rocky Mount | <0.1 | 36 | 2 | 11 | 60 | 55 | 14900 | 3600 | 3900 | 4000 | 14900 | ADQ | 60 | Maj | P |
|  | NC 97 (Cool Spring Rd) | Deer Run | Beech Branch | Edgecombe County | 3.7 | 24 | 2 | 11 | 60 | 55 | 14900 | 3500 | 3800 | 3700 | 14900 | ADQ | 60 | Maj | P |
|  | $\begin{aligned} & \text { 1st St Extension } \\ & \text { (SR 1670) } \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { Red Oak Rd (SR } \\ \text { 1003) } \end{array} \\ & \hline \end{aligned}$ | Stony Creek | Nash County | 0.9 | 22 | 2 | 10 | 60 | 45 | 7400 | 3500 | 5100 | 4700 | 7400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classifi- <br> cation |  |
|  |  | From | To |  | Dist. <br> (mi) |  |  |  | $\underset{(\mathrm{ft})}{\mathrm{ROW}}$ | $\begin{gathered} \text { Speed } \\ \text { Limit } \\ (\mathrm{mph}) \end{gathered}$ | Existing Capacity (vpd | $\begin{array}{\|c\|} \hline 2013 \\ \text { Volume } \\ \hline \end{array}$ | $\begin{gathered} 2040 \\ \text { Volume } \\ E+C \end{gathered}$ | 2040 <br> Volume <br> with <br> CTP | Proposed Capacity (vpd) | CrossSection | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ |  |  |
|  | $\begin{aligned} & \hline \begin{array}{l} \text { Arlington St (SR } \\ 1152) \end{array} \\ & \hline \end{aligned}$ | Sutton Rd (SR 1157) | Vestal Rd (SR 1154) | Rocky Mount | 0.7 | 20 | 2 | 9 | 50 | 45 | 7400 | 900 | 1000 | 1200 | 7400 | ADQ | 50 | Min | P |
|  | $\begin{aligned} & \text { Arlington St (SR } \\ & \text { 1152) } \end{aligned}$ | Vestal Rd (SR 1154) | $<0.1$ miles south of Arlington Cir | Rocky Mount | 0.9 | 20 | 2 | 9 | 60 | 55 | 7400 | 1000 | 1100 | 1300 | 7400 | ADQ | 60 | Min | P |
|  | $\begin{aligned} & \text { Arlington St (SR } \\ & \text { 1152) } \end{aligned}$ | $<0.1$ miles south of Arlington Cir | $\begin{aligned} & \text { E Tarboro Rd (SR } \\ & \text { 1006) } \end{aligned}$ | Edgecombe County | 0.7 | 20 | 2 | 9 | 60 | 55 | 7400 | 200 | 400 | 600 | 7400 | ADQ | 60 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { Autry Rd (SR } \\ & \text { 1710) } \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { Redman Rd (SR } \\ \text { 1709) } \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { S Halifax Rd (SR } \\ & \text { 1544) } \end{aligned}$ | Nash County | 1.4 | 20 | 2 | 10 | 60 | 55 | 7400 | 490 | 1100 | 600 | 7400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { Barnes St (SR } \\ & \text { 1900) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { W Railroad St (SR } \\ & \text { 1900) } \\ & \hline \end{aligned}$ | W Cross St | Nashville | 0.1 | 19 | 2 | 9 | 50 | 35 | 4800 | 650 | 270 | 140 | 4800 | ADQ | 50 | Min | P |
| NASH0004-H | $\begin{aligned} & \text { Barnes St (SR } \\ & \text { 1900) } \end{aligned}$ | W Cross St | US 64 BUS (Western Ave) | Nashville | > 0.1 | 32 | 3 | 10 | 50 | 25 | 4800 | 650 | 270 | 5200 | 4800 | ADQ | 50 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Barnes Hill Church Rd (SR 1703) | Oak Level Rd (SR 1700) | Batchelor Rd (SR $1704)$ | Nash County | 0.7 | 26 | 2 | 9 | 60 | 55 | 6400 | 1500 | 1600 | 1600 | 6400 | ADQ | 60 | Min |  |
|  | Barnes Hill Church Rd (SR 1703) | Oak Level Rd (SR 1700) | West Mount Drive (SR 1717) | Nash County | 2.3 | 26 | 2 | 9 | 60 | 55 | 6400 | 680 | 780 | 690 | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | W Bassett St | US 301 BUS (S Church St) | Nash/Edgecombe County Line | Rocky Mount | 0.1 | 28 | 2 | 12 | 60 | 25 | 5100 | 3400 | 3600 | 3500 | 5100 | ADQ | 60 | Min | P |
|  | E Bassett St | Nash/Edgecombe County Line | Arlington St | Rocky Mount | 0.2 | 34 | 2 | 17 | 60 | 25 | 6700 | 3400 | 3600 | 3500 | 6700 | ADQ | 60 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \begin{array}{l} \text { W Battleboro Ave } \\ \text { (SR 1560) } \end{array} \\ & \hline \end{aligned}$ | NC 4 | $\begin{aligned} & 0.2 \text { miles west of } \\ & \text { loka St } \\ & \hline \end{aligned}$ | Nash County | 1.1 | 20 | 2 | 10 | 60 | 45 | 8900 | 890 | 1100 | 1100 | 8900 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \begin{array}{l} \text { W Battleboro Ave } \\ \text { (SR 1560) } \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & 0.2 \text { miles west of } \\ & \text { loka St } \\ & \hline \end{aligned}$ | US 301 (Hathaway St) | Rocky Mount | 0.3 | 36 | 2 | 12 | 60 | 35 | 8900 | 890 | 990 | 990 | 8900 | ADQ | 60 | Min | p |
|  | $\begin{aligned} & \begin{array}{l} \text { W Battleboro Ave } \\ \text { (SR 1560) } \end{array} \\ & \hline \end{aligned}$ | US 301 (Hathaway St) | Nash/Edgecombe County Line | Rocky Mount | 0.2 | 28 | 2 | 14 | 50 | 20 | 13600 | 2500 | 2600 | 2600 | 13600 | ADQ | 50 | Min | B, P |
|  | $\begin{aligned} & \text { E Battleboro Ave } \\ & \text { (SR 1407) } \\ & \hline \end{aligned}$ | Nash/Edgecombe County Line | $\begin{aligned} & \begin{array}{l} \text { Old Battleboro Rd } \\ \text { (SR 1400) } \end{array} \\ & \hline \end{aligned}$ | Rocky Mount | 0.3 | 32 | 2 | 16 | 50 | 35 | 12200 | 2500 | 2600 | 2600 | 12200 | ADQ | 50 | Min | B |
|  | E Battleboro Ave (SR 1407) | Old Battleboro Rd (SR 1400) | Morning Star Church Rd (SR 1412) | Rocky Mount | 0.3 | 22 | 2 | 10 | 50 | 45 | 12200 | 1100 | 1200 | 1200 | 12200 | ADQ | 50 | Min | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


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| Local ID | Facility | Section |  | Jurisdiction | $\begin{array}{\|l} \hline \text { Dist. } \\ (\mathrm{mi}) \end{array}$ | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From To |  |  |  |  |  |  | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ | $\begin{gathered} \text { Speed } \\ \text { Limit } \\ (\mathrm{mph}) \end{gathered}$ | Existing Capacity (vpd | 2013 <br> Volume | 2040 Volume E+C | $\begin{array}{\|c\|} \hline 2040 \\ \text { Volume } \\ \text { with } \\ \text { CTP } \\ \hline \end{array}$ | Proposed <br> Capacity (vpd) | Cross- <br> Section | $\begin{array}{\|c} \mathrm{ROW} \\ (\mathrm{ft}) \end{array}$ |  |  |
|  | Battleboro-Leggett <br> Rd (SR 1407) | Morning Star Church Rd (SR 1412) | 0.1 miles south of Morning Star Church Rd (SR 1412) | Edgecombe County | 0.1 | 22 | 2 | 10 | 50 | 45 | 12200 | 1200 | 1700 | 1400 | 12200 | ADQ | 50 | Min | B |
|  | Battleboro-Leggett Rd (SR 1407) | Morning Star Church Rd (SR 1412) | Falling Run | Edgecombe County | 5.3 | 24 | 2 | 10 | 60 | 55 | 12200 | 970 | 970 | 1000 | 12200 | ADQ | 60 | Min | B |
|  | Batchelor Rd (SR <br> 1704) | NC 58 | Barnes Hill Church Rd (SR 1703) | Nash County | 2.0 | 22 | 2 | 9 | 60 | 55 | 6400 | 560 | 660 |  | 6400 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \text { Beechwood Dr (SR } \\ & \text { 1613) } \end{aligned}$ | Beechwood Ct | $\begin{array}{\|l} \hline \begin{array}{l} \text { Bethlehem Rd (SR } \\ \text { 1714) } \end{array} \\ \hline \end{array}$ | Rocky Mount | 0.2 | 44 | $4^{3}$ | 11 | 80 | 35 | 21900 | 7900 | 8800 | 10800 | 21900 | ADQ | 80 | Min | P |
|  | $\begin{aligned} & \text { Beechwood Dr (SR } \\ & \text { 1613) } \end{aligned}$ | $\begin{array}{\|l} \hline \begin{array}{l} \text { Bethlehem Rd (SR } \\ 1714) \end{array} \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Old Mill Rd (SR } \\ \text { 1713) } \end{array} \\ \hline \end{array}$ | Rocky Mount | 0.3 | 42 | 2 | 21 | 60-80 | 35 | 20900 | 3500 | 4200 | 8200 | 20900 | ADQ | 60-80 | Min | P |
|  | $\begin{aligned} & \text { Beechwood Dr (SR } \\ & \text { 1613) } \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { Old Mill Rd (SR } \\ \text { 1713) } \end{array} \\ & \hline \end{aligned}$ | Grape Branch | Rocky Mount | 0.5 | 36 | 3 | 12 | 80 | 45 | 14200 | 1200 | 1300 | 6700 | 14200 | ADQ | 80 | Min | P |
|  | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Beechwood Dr (SR } \\ 1613) \end{array} \\ \hline \end{array}$ | Grape Branch | $\begin{aligned} & \text { West Mount Dr (SR } \\ & \text { 1717) } \end{aligned}$ | Nash County | 0.4 | 36 | 3 | 12 | 80 | 45 | 14200 | 1200 | 1300 | 6700 | 14200 | ADQ | 80 | Min | P |
| NASH0012A-H | Beechwood Dr (SR 1613) Extension | West Mount Dr (SR 1717) | US 301 (S Wesleyan Blvd) | Nash <br> County/Rocky <br> Mount | 0.9 | - | - | - | - | - | - | - | - | 8900 | 33100 | 4D | 110 | B | B |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Bend of the River Rd (SR 1745) | Jacob Branch | NC 58 | Nash County | 1.8 | 24 | 2 | 10 | 60 | 55 | 6400 | 550 | 1200 | 860 | 6400 | ADQ | 60 | Min | B |
|  | Bend of the River Rd (SR 1745) | NC 58 | $\begin{aligned} & \begin{array}{l} \text { Haywood Dr (SR } \\ \text { 1842) } \end{array} \\ & \hline \end{aligned}$ | Nash County | 2.9 | 24 | 2 | 10 | 60 | 55 | 6400 | 1600 | 1700 | 1800 | 6400 | ADQ | 60 | Min | B |
|  | Bend of the River Rd (SR 1745) | $\begin{aligned} & \text { Haywood Dr (SR } \\ & \text { 1842) } \end{aligned}$ | $\begin{aligned} & \text { Water's Edge Dr } \\ & \text { (SR 1870) } \end{aligned}$ | Nash County | 0.3 | 24 | 2 | 10 | 100 | 55 | 6400 | 1600 | 1700 | 1800 | 6400 | ADQ | 100 | Min | B |
|  | Bend of the River Rd (SR 1745) | $\begin{aligned} & \text { Water's Edge Dr } \\ & \text { (SR 1870) } \end{aligned}$ | NC 97 | Nash County | 1.4 | 24 | 2 | 10 | 60 | 55 | 6400 | 1600 | 1700 | 1800 | 6400 | ADQ | 60 | Min | B |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Bennett St | US 301 BUS (S Church St) | S Franklin St | Rocky Mount | $\begin{gathered} \hline \text { less } \\ \text { than } \\ 0.1 \\ \hline \end{gathered}$ | 28 | 2 | 14 | 40 | 25 | 5200 | 1100 | 1100 | 1200 | 5200 | ADQ | 40 | Min | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Benson Farm Rd (SR 1414) | Seven Bridges Rd (SR 1404) | Morning Star Church Rd (SR 1415) | Edgecombe County | 1.4 | 19 | 2 | 9 | 60 | 55 | 6400 | 110 | - | - | 6400 | ADQ | 60 | Min |  |



| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  | Dist. (mi) |  | $\begin{aligned} & \text { © } \\ & \stackrel{\omega}{\pi} \end{aligned}$ |  | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd | 2013 <br> Volume | 2040 <br> Volume E+C | 2040 <br> Volume <br> with CTP | Proposed Capacity (vpd) | Cross- <br> Section | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ |  |  |
|  | Bulluck School Rd (SR 1006) | Old Wilson Rd (SR 1002) | Tobacco Rd (SR $1149)$ | Edgecombe County | 0.8 | 24 | 2 | 11 | 60 | 45 | 13200 | 3400 | 3700 | 3300 | 13200 | ADQ | 60 | Min |  |
|  | Bulluck School Rd (SR 1006) | Tobacco Rd (SR 1149) | 0.6 miles west of Antioch Rd (SR 1223) | Edgecombe County | 4.0 | 24 | 2 | 11 | 60 | 55 | 13200 | 1700 | 2000 | 1500 | 13200 | ADQ | 60 | Min |  |
|  | Bulluck School Rd (SR 1006) | 0.6 miles west of Antioch Rd (SR 1223) | 0.8 miles west of Antioch Rd (SR 1223) | Edgecombe County | 0.2 | 36 | 3 | 11 | 60 | 55 | 13200 | 1700 | 2000 | 1500 | 13200 | ADQ | 60 | Min |  |
|  | Bulluck School Rd (SR 1006) | 0.8 miles west of Antioch Rd (SR 1223) | Antioch Rd (SR 1223) | Edgecombe County | 0.8 | 22 | 2 | 10 | 60 | 55 | 13200 | 1700 | 2000 | 1500 | 13200 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \begin{array}{l} \text { Calhoun Rd (SR } \\ 1140) \end{array} \\ & \hline \end{aligned}$ | Pleasant Hill Rd (SR $1135)$ | NC 43 | Edgecombe County | 1.3 | 20 | 2 | 9 | 60 | 55 | 7400 | 740 | 840 | 730 | 7400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { Carter Rd (SR } \\ & \text { 1742) } \\ & \hline \end{aligned}$ | NC 97 | Nash/Wilson County Line | Nash County | 0.5 | 22 | 2 | 10 | 60 | 55 | 7400 | 1300 | - | - | 7400 | ADQ | 60 | Min |  |
|  | Clover Rd (SR $1138)$ | Pleasant Hill Rd (SR $1135)$ | NC 43 | Edgecombe County | 0.9 | 22 | 2 | 9 | 60 | 55 | 6400 | 400 | 600 | 120 | 6400 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \text { Cokey Rd (SR } \\ & \text { 1164) } \\ & \hline \end{aligned}$ | US 64 BUS (E Raleigh Blvd) | S Parker St | Rocky Mount | 0.1 | 34 | $20 W$ | 17 | 60 | 35 | 7600 | 2300 | 2700 | 2400 | 7600 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \text { Cokey Rd (SR } \\ & \text { 1164) } \\ & \hline \end{aligned}$ | S Parker St | Redgate Ave | Rocky Mount | 0.5 | 34 | 3 | 11 | 50 | 35 | 14000 | 5100 | 5900 | 5300 | 14000 | ADQ | 50 | Min |  |
| EDGE0023-H | $\begin{aligned} & \text { Cokey Rd (SR } \\ & \text { 1164) } \\ & \hline \end{aligned}$ | Redgate Ave | $\begin{aligned} & \hline \text { SR } 1002 \text { (Old } \\ & \text { Wilson Rd) } \\ & \hline \end{aligned}$ | Rocky Mount | 0.2 | 26 | 2 | 13 | 50 | 35 | 15200 | 5600 | 6400 | 5500 | 15700 | 3 C | 80 | Min | B, P |
|  | Cokey Rd (SR $1164)$ | SR 1002 (Old Wilson Rd) | <0.1 miles east of Mazie Ct | Rocky Mount | 0.5 | 42 | 3 | 12 | 50 | 35 | 18800 | 3900 | 4600 | 3200 | 18800 | ADQ | 50 | Min | B, P |
|  | $\begin{aligned} & \text { Cokey Rd (SR } \\ & \text { 1164) } \end{aligned}$ | <0.1 miles east of Mazie Ct | NC 43 BUS (S Fairview Rd) | Edgecombe County | 0.5 | 42 | 3 | 12 | 80 | 45 | 15900 | 3900 | 4600 | 3200 | 15900 | ADQ | 80 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \begin{array}{l} \text { College Rd (SR } \\ 1540) \end{array} \\ & \hline \end{aligned}$ | US 301 (N Wesleyan Blvd) | Nash/Edgecombe County Line | Rocky Mount | 0.2 | 24 | 2 | 11 | 60 | 35 | 6400 | 980 | 3200 | 2400 | 6400 | ADQ | 60 | Min | B, P |
|  | College Rd (SR 1403) | Nash/Edgecombe County Line | 0.2 miles south of Nash/Edgecombe County Line | Rocky Mount | 0.2 | 22 | 2 | 10 | 60 | 45 | 6400 | 980 | 3200 | 2400 | 6400 | ADQ | 60 | Min | B, P |
|  | College Rd (SR 1403) | 0.2 miles south of Nash/Edgecombe County Line | 0.1 miles north of Lynne Ave | Edgecombe County | 0.4 | 22 | 2 | 10 | 60-55 | 45 | 6400 | 980 | 3200 | 2400 | 6400 | ADQ | 60-55 | Min | B, P |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From To |  |  | Dist. <br> (mi) |  | $\begin{aligned} & \text { 』 } \\ & \stackrel{\rightharpoonup}{\widetilde{\sigma}} \end{aligned}$ |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | $2013$ <br> Volume |  | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { College Rd (SR } \\ 1403) \end{array} \\ \hline \end{array}$ | 0.1 miles north of Lynne Ave | <0.1 miles south of Lynne Ave | Rocky Mount | 0.1 | 22 | 2 | 10 | 60 | 45 | 6400 | 980 | 3200 | 2400 | 6400 | ADQ | 60 | Min | B, P |
|  | $\begin{aligned} & \text { College Rd (SR } \\ & 1403) \\ & \hline \end{aligned}$ | $<0.1$ miles south of Lynne Ave | 0.2 miles south of Lynne Ave | Edgecombe County | 0.2 | 22 | 2 | 10 | 60 | 35 | 6400 | 980 | 3200 | 2400 | 6400 | ADQ | 60 | Min | B, P |
|  | $\begin{aligned} & \hline \begin{array}{l} \text { College Rd (SR } \\ 1403) \end{array} \\ & \hline \end{aligned}$ | 0.2 miles south of Lynne Ave | $\begin{aligned} & \text { Fountain School Rd } \\ & \text { (SR 1402) } \end{aligned}$ | Rocky Mount | 0.4 | 22 | 2 | 10 | 60 | 35 | 6400 | 830 | 2100 | 800 | 6400 | ADQ | 60 | Min | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { Cooke Rd (SR } \\ & \text { 1901) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Old White Oak Rd } \\ \text { (SR 1900) } \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Old Bailey Hwy (SR } \\ & \text { 1001) } \end{aligned}$ | Nash County | 1.2 | 22 | 2 | 9 | 60 | 55 | 6400 | 370 | 320 | 370 | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Cool Spring Rd } \\ \text { (SR 1406) } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline \text { Battleboro-Leggett } \\ \text { Rd (SR 1407) } \\ \hline \end{array}$ | NC 97 | Edgecombe County | 2.5 | 22 | 2 | 10 | 60 | 55 | 8400 | 490 | 790 | 690 | 8400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \hline \begin{array}{l} \text { Cooley Rd (SR } \\ 1729) \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Pridgen Rd (SR } \\ & 1730) \\ & \hline \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { US } 301 \text { BUS (S } \\ \text { Church St) } \end{array} \\ & \hline \end{aligned}$ | Rocky Mount | 1.1 | 22 | 2 | 9 | 60 | 35 | 6400 | 850 | 850 | 850 | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Cordiality Church Rd (SR 1705) | Barnes Hill Church Rd (SR 1703) | S Old Carriage Rd (SR 1603) | Nash County | 0.8 | 22 | 2 | 9 | 60 | 55 | 6400 | - | - | - | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Country Club Rd (SR 1616) | NC 43 (Benvenue Rd) | Southern Blvd | Rocky Mount | 0.7 | 32 | 2 | 10 | 40-60 | 35 | 5500 | 3300 | 3900 | 4000 | 5500 | ADQ | 40-60 | Min |  |
|  | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Country Club Rd } \\ \text { (SR 1616) } \end{array} \\ \hline \end{array}$ | Southern Blvd | Jeffreys Rd (SR 1541) | Rocky Mount | 0.2 | 22 | 2 | 10 | 60 | 35 | 5500 | 3300 | 3900 | 4000 | 5500 | ADQ | 60 | Min |  |
| U-3331 | Country Club Rd (SR 1616) | Jeffreys Rd (SR 1541) | 0.1 miles south of Hunter Hill Rd (SR 1604) | Rocky Mount | 0.3 | 24 | 2 | 11 | 60 | 35 | 10600 | 12000 | 13700 | 14100 | 23000 | 4D | 110 | B | B, P |
| U-3331 | Country Club Rd (SR 1616) | $\begin{aligned} & \hline 0.1 \text { miles south of } \\ & \text { Hunter Hill Rd (SR } \\ & 1604 \text { ) } \\ & \hline \end{aligned}$ | Cove Dr | Rocky Mount | 0.3 | 24 | 2 | 11 | 80 | 35 | 10600 | 12000 | 17100 | 17400 | 23000 | 4D | 110 | B | B, P |
| U-3331 | $\begin{aligned} & \begin{array}{l} \text { Country Club Rd } \\ \text { (SR 1616) } \end{array} \\ & \hline \end{aligned}$ | Cove Dr | US 64 BUS (Buck Leonard Blvd) | Rocky Mount | 0.5 | 24 | 2 | 11 | 80 | 45 | 10600 | 12000 | 16100 | 16400 | 23000 | 4D | 110 | B | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | County Line Rd (SR 1146) | $<0.1$ miles west if Heffner Rd (SR 1403) | Old Wilson Rd (SR 1002) | Wilson/ Edgecombe County | 1.1 | 22 | 2 | 10 | 60 | 55 | 13200 | 940 | 1000 | 970 | 13200 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Cox Ave (SR 1251) | $\begin{aligned} & \hline \begin{array}{l} \text { SR } 1243 \text { (Leggett } \\ \text { Rd) } \end{array} \\ & \hline \end{aligned}$ | 0.2 miles south of Crystal Rd | Rocky Mount | 0.6 | 20 | 2 | 9 | 50 | 55 | 6400 | 1400 | 1500 | 1400 | 6400 | ADQ | 50 | Min |  |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  | Dist. <br> (mi) |  | $\begin{aligned} & \mathscr{0} \\ & \stackrel{0}{\widetilde{T}} \end{aligned}$ |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | $2013$ <br> Volume | 2040 <br> Volume E+C | 2040 <br> Volume <br> with <br> CTP | Proposed Capacity (vpd) | CrossSection | ROW $(\mathrm{ft})$ |  |  |
|  | Cox Ave (SR 1251) | 0.2 miles south of Crystal Rd | 0.2 miles north of Shreve Rd | Edgecombe County | 0.1 | 20 | 2 | 9 | 50 | 55 | 6400 | 1400 | 1500 | 1400 | 6400 | ADQ | 50 | Min |  |
|  | Cox Ave (SR 1251) | 0.2 miles north of Shreve Rd | Liriope Dr | Rocky Mount | 0.4 | 20 | 2 | 9 | 50 | 55 | 6400 | 1400 | 1500 | 1400 | 6400 | ADQ | 50 | Min |  |
|  | Cox Ave (SR 1251) | Liriope Dr | US 64 ALT | Rocky Mount | 0.3 | 20 | 2 | 9 | 50 | 45 | 6400 | 1400 | 1500 | 1400 | 6400 | ADQ | 50 | Min |  |
|  | W Cross St | Railroad St (SR 1900) | $\begin{aligned} & \text { S Alston St (SR } \\ & \text { 1001) } \end{aligned}$ | Nashville | 0.2 | 24 | 2 | 10 | 40 | 35 | 5200 | 2700 | 4200 | 4500 | 5200 | ADQ | 40 | Min | P |
|  | E Cross St | S Alston St (SR 1001) | NC 58 (S 1st St) | Nashville | 0.3 | 24 | 2 | 10 | 40 | 35 | 5200 | 2700 | 4200 | 4500 | 5200 | ADQ | 40 | Min |  |
|  | $\begin{aligned} & \hline \text { Cummings Rd (SR } \\ & \text { 1537) } \\ & \hline \end{aligned}$ | NC 48 | Wren Ave | Nash County | 1.6 | 22 | 2 | 9 | 60 | 55 | 4800 | 1600 | 1700 | 1600 | 4800 | ADQ | 60 | Min | P |
|  | $\begin{aligned} & \text { Cummings Rd (SR } \\ & \text { 1537) } \end{aligned}$ | Wren Ave | $\begin{array}{\|l} \hline \begin{array}{l} \text { Bishop Rd (SR } \\ \text { 1545) } \end{array} \\ \hline \end{array}$ | Rocky Mount | 0.3 | 22 | 2 | 9 | 60 | 35 | 4800 | 1600 | 1700 | 1600 | 4800 | ADQ | 60 | Min | P |
|  | Cunningham Dr | NC 48 (Goldrock Rd) | Cunningham Rd Dead End | Rocky Mount | 0.7 | $\begin{array}{\|c\|} \hline 34- \\ 24 \end{array}$ | 2 | 12 | 60 | 35 | - | - | - | - | - | ADQ | 60 | Min |  |
| NASH0013-H | Cunningham Dr Extension | Cunningham Rd Dead End | Peele Rd (SR 1535) | Rocky Mount | 0.2 | - | - | - | - | - | - | - | - | - | - | 2C | 60 | Min |  |
|  | Daughtridge Farm <br> Rd (SR 1142) | Old Wilson Rd (SR 1002) | Green Pasture Rd (SR 1141) | Edgecombe County | 1.6 | 20 | 2 | 9 | 60 | 55 | 6400 | 170 | 190 | 160 | 6400 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \hline \text { Davis Rd (SR } \\ & 1732) \end{aligned}$ | Mill Branch Rd (SR 1733 ) | W Tarboro Rd (SR 1001) | Nash County | 0.9 | 22 | 2 | 10 | 60 | 55 | 7400 | 480 | 580 | 590 | 7400 | ADQ | 60 | Min |  |
|  | $\begin{array}{\|l} \hline \text { Davis Store Rd } \\ \text { (SR 1734) } \end{array}$ | S Halifax Rd (SR 1544) | $\begin{array}{\|l} \hline \begin{array}{l} 0.1 \text { miles west of } \\ \text { Holly } \mathrm{Dr} \end{array} \\ \hline \end{array}$ | Nash County | 0.8 | 24 | 2 | 10 | 60 | 55 | 7400 | - | 110 | 90 | 7400 | ADQ | 60 | Min | B |
|  | $\begin{aligned} & \text { Davis Store Rd } \\ & \text { (SR 1734) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \begin{array}{l} 0.1 \text { miles west of } \\ \text { Holly } \mathrm{Dr} \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Mill Branch Rd (SR } \\ & \text { 1733) } \end{aligned}$ | Nash County | 0.1 | 24 | 2 | 10 | 60 | 45 | 7400 | - | 130 | 110 | 7400 | ADQ | 60 | Min | B, P |
|  | $\begin{aligned} & \text { Divers Rd (SR } \\ & 1736 \text { ) } \end{aligned}$ | US 301 | Nash/Edgecombe County Line | Nash County | 0.1 | 22 | 2 | 10 | 60 | 55 | 13200 | 700 | 1100 | 1100 | 13200 | ADQ | 60 | Min |  |
|  | $\begin{array}{\|l\|} \hline \text { E P Taylor Store } \\ \text { Rd (SR 1756) } \\ \hline \end{array}$ | $\begin{aligned} & \text { Sandy Cross Rd (SR } \\ & \text { 1717) } \end{aligned}$ | NC 58 | Nash County | 2.6 | 22 | 2 | 9 | 60 | 55 | 6400 | 460 | 730 | 280 | 6400 | ADQ | 60 | Min |  |


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| Local ID | Facility | Section |  | Jurisdiction | Dist. (mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From To |  |  |  |  |  |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | 2013 <br> Volume | 2040 <br> Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW $(\mathrm{ft})$ |  |  |
| R-5720 | $\begin{aligned} & \text { Eastern Ave (SR } \\ & 1770 \text { ) } \end{aligned}$ | US 64 BUS (Red Oak Rd) | $<0.1$ miles east of Eastpointe Ave | Nash County | 0.2 | 48 | 4D | 11 | 150 | 45 | 36000 | 12000 | 23200 | 26700 | 36000 | ADQ | 150 | B | B, P |
| R-5720 | $\begin{aligned} & \text { Eastern Ave (SR } \\ & \text { 1770) } \\ & \hline \end{aligned}$ | $<0.1$ miles east of Eastpointe Ave | $<0.1$ miles west of Forest View Drive | Nashville | 0.1 | 44 | 4D | 11 | $\begin{array}{\|c\|} \hline 150- \\ 70 \end{array}$ | 45 | 36000 | 12000 | 23200 | 26700 | 36000 | ADQ | 150 | B | B, P |
| R-5720 | $\begin{aligned} & \text { Eastern Ave (SR } \\ & \text { 1770) } \\ & \hline \end{aligned}$ | $<0.1$ miles west of Forest View Drive | Forest View Dr | Nash County | <0.1 | 24 | 2 | 11 | 70-60 | 45 | 14300 | 12000 | 23200 | 26700 | 36000 | 4D | 110 | B | B, P |
| R-5720 | Eastern Ave (SR 1770) | Forest View Dr | 0.2 miles west of S Old Carriage Rd (SR 1603) | Nash County | 1.8 | 24 | 2 | 11 | 60 | 55 | 14300 | 9800 | 17200 | 19300 | 36000 | 4D | 110 | B | M |
| R-5720 | Eastern Ave (SR 1770) | 0.2 miles west of S Old Carriage Rd (SR 1603) | S Old Carriage Rd (SR 1603) | Nash County | 0.2 | 36 | 2 | 12 | 60 | 45 | 14300 | 9800 | 17200 | 19300 | 36000 | 4D | 110 | B | M |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Eastern Ave | NC 97 (Atlantic Ave) | N Raleigh St | Rocky Mount | 0.2 | 32 | 2 | 12 | 60 | 35 | 5200 | - | 3000 | 3000 | 5200 | ADQ | 60 | Min | B, P |
|  | Eastern Ave | N Raleigh St | NC 43 BUS <br> (Fairview Rd) | Rocky Mount | 1.0 | 32 | 2 | 12 | 60 | 35 | 5200 | - | 1700 | 17000 | 5200 | ADQ | 60 | Min | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NASH0014-H | Eastpointe Rd Extension | $\begin{aligned} & \text { Eastern Ave (SR } \\ & \text { 1770) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { Oak Level Rd (SR } \\ 1770) \end{array} \\ & \hline \end{aligned}$ | Nashville/Nash County | 0.5 | - | - | - | - | - | - | - | - | 180 | 16500 | 2E | 60 | Min | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Edgecombe St | SE Main St | S Washington St | Rocky Mount | <0.1 | 22 | 2 | 9 | 45 | 35 | 5200 | 80 | 100 | 100 | 5200 | ADQ | 45 | Min | P |
|  | N Englewood Dr | $\begin{aligned} & \begin{array}{l} 0.1 \text { miles east of Foy } \\ \mathrm{Dr} \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Sunset Ave (SR } \\ \text { 1770) } \end{array} \\ & \hline \end{aligned}$ | Rocky Mount | 0.2 | 33 | 3 | 11 | 60 | 35 | 10400 | 5500 | 6000 | 5400 | 10400 | ADQ | 60 | Min | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { English Rd (SR } \\ & 1614) \end{aligned}$ | N Winstead Ave | Hunter Hill Rd (SR $1604)$ | Rocky Mount | 1.3 | 24 | 2 | 11 | 60 | 35 | 6300 | 1500 | 2000 | 552 | 6300 | ADQ | 60 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| U-5916 | Erkin Smith Rd (SR 1904) Extension | US 64 BUS (Western Ave) | Old White Oak Rd (SR 1900) | Nash County | 0.5 | - | - | - | - | - | - | - | 1200 | 3600 | 18700 | 2A | 60 | Maj |  |
| NASH0011A-H | Erkin Smith Rd (SR 1904) | Old White Oak Rd (SR 1900) | W Old Spring Hope Rd (SR 1145) | Nash County | 1.5 | 22 | 2 | 9 | 60 | 55 | 6400 | 180 | 300 | 2800 | 18700 | 2A | 60 | Maj |  |
|  | $\begin{aligned} & \text { Exum Rd (SR } \\ & 1433) \end{aligned}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Womble Rd (SR } \\ 1435) \end{array} \\ & \hline \end{aligned}$ | Pig Basket Creek | Nash County | 1.0 | 22 | 2 | 9 | 60 | 55 | 6400 | 210 | 370 | 490 | 6400 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \text { Exum Rd (SR } \\ & \text { 1433) } \end{aligned}$ | Pig Basket Creek | Breedlove Rd (SR $1434)$ | Nash County | 1.0 | 22 | 2 | 9 | 60 | 45 | 6400 | 210 | 370 | 490 | 6400 | ADQ | 60 | Min | B |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  | Dist. <br> (mi) |  | $\begin{aligned} & \text { © } \\ & \stackrel{\omega}{\pi} \end{aligned}$ |  | ROW <br> (ft) | Speed Limit $(m p h)$ | Existing Capacity (vpd | $2013$ Volume | 2040 <br> Volume <br> E+C | 2040 <br> Volume <br> with <br> CTP | Proposed Capacity (vpd) | CrossSection | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ |  |  |
| EDGE0024-H | Fairview Rd Extension | Cokey Rd (SR 1146) | $\begin{aligned} & \text { Green Pasture Rd } \\ & \text { (SR 1143) } \\ & \hline \end{aligned}$ | Edgecombe County | 0.4 | - | - | - | - | - | - | - | - | - | 16500 | 2B | 60 | Min | B |
|  | Falls Rd | US 301 BUS (N Church St) | Goldleaf St | Rocky Mount | 0.2 | 30 | 2 | 12 | 60 | 25 | 6700 | 800 | 900 | 1300 | 6700 | ADQ | 60 | Min | B |
|  | Falls Rd | Goldleaf St | <0.1 miles south of Goldleaf St | Rocky Mount | <0.1 | 30 | 2 | 12 |  | 35 | 6700 | 800 | 900 | 1300 | 6700 | ADQ | - | Min | B |
|  | Falls Rd | $<0.1$ miles south of Goldleaf St | US 64 BUS (E Thomas St) | Rocky Mount | 0.1 | 30 | $20 W$ | 12 |  | 35 | 6700 | 800 | 900 | 1300 | 6700 | ADQ | - | Min | B |
|  | $\begin{aligned} & \text { Fenner Rd (SR } \\ & \text { 1538) } \end{aligned}$ | Thomas A Betts Pkwy (SR 1613) | 0.1 miles south of Thomas A Betts Pkwy (SR 1613) | Rocky Mount | 0.1 | 42 | 2 | 12 | 110 | 35 | 11700 | 2700 | 3200 | 3100 | 11700 | ADQ | 110 | Min | M |
|  | Fenner Rd (SR 1538) | 0.1 miles south of Thomas A Betts Pkwy (SR 1613) | $\begin{aligned} & \text { Instrument Dr (SR } \\ & 1539) \end{aligned}$ | Rocky Mount | 0.3 | 26 | 2 | 12 | $\begin{aligned} & 80- \\ & 100 \end{aligned}$ | 35 | 11700 | 2700 | 3200 | 3100 | 11700 | ADQ | $\begin{aligned} & 80- \\ & 100 \end{aligned}$ | Min | M |
|  | $\begin{aligned} & \begin{array}{l} \text { Fenner Rd (SR } \\ 1538) \end{array} \\ & \hline \end{aligned}$ | Instrument Dr (SR 1539) | Jeffreys Rd (SR 1541) | Rocky Mount | 1.3 | 22 | 2 | 9 | 60 | 45 | 9000 | 4300 | 5500 | 5500 | 9000 | ADQ | 60 | Min | M |
|  | $\begin{aligned} & \text { Ferrell Rd (SR } \\ & \text { 1739) } \\ & \hline \end{aligned}$ | Jordan Rd (SR 1738) | Nash/Wilson County Line | Nash County | 0.8 | 20 | 2 | 9 | 60 | 55 | 6400 | 120 |  | - | 6400 | ADQ | 60 | Min |  |
|  | Floods Store Rd (SR 1146) | Old Wilson Rd (SR 1002) | 0.1 miles west of Charlie Rd (SR 1147) | Edgecombe County | 0.6 | 9 | 2 | 10 | 60 | 55 | 13200 | 780 | 680 | 720 | 13200 | ADQ | 60 | Min |  |
|  | Forest Hill Ave | Wayne St | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Old Mill Rd (SR } \\ 1713) \end{array} \\ \hline \end{array}$ | Rocky Mount | 0.8 | 36 | 2 | 18 | 55 | 35 | 151100 | 3600 | - | - | 15100 | ADQ | 55 | Min |  |
|  | Fountain Park Dr (SR 1441) | Nash/Edgecombe County Line | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { College Rd (SR } \\ \text { 1403) } \end{array} \\ \hline \end{array}$ | Rocky Mount | 0.5 | 24 | 2 | 12 | 60 | 35 | 16300 | 1400 | 1100 | 3400 | 16300 | ADQ | 60 | Min | B, P |
|  | Fountain Park Dr (SR 1441) | College Rd (SR 1403) | Technology Pkwy | Edgecombe County | 0.3 | 24 | 2 | 12 | 60 | 35 | 16300 | 2200 | 1900 | 4200 | 16300 | ADQ | 60 | Min |  |
| EDGE0025-H | Fountain Park Dr (SR 1441) Extension | Technology Pkwy | Old Battleboro Rd (SR 1400) | Edgecombe County | 0.4 | - | - | - | - | - | - | - | - | 3700 | 16300 | 2A | 60 | Min |  |
|  | Fountain School Rd (SR 1402) | SR 1401 (Tanner Rd) | $\begin{aligned} & \text { SR } 1403 \text { (College } \\ & \text { Rd) } \end{aligned}$ | Rocky Mount | 0.3 | 22 | 2 | 10 | 60 | 35 | 10500 | - |  | - | 10500 | ADQ | 60 | Min |  |


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| Local ID | Facility | Section |  | Jurisdiction | Dist. <br> (mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  |  |  | $\begin{aligned} & \text { © } \\ & \stackrel{0}{\pi} \\ & \hline \end{aligned}$ |  | ROW $(\mathrm{ft})$ | Speed Limit (mph) | Existing Capacity (vpd | 2013 <br> Volume | 2040 <br> Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | Cross- <br> Section | ROW <br> (ft) |  |  |
|  | Fountain School Rd (SR 1402) | $\begin{aligned} & \text { SR } 1403 \text { (College } \\ & \text { Rd) } \end{aligned}$ | $<0.1$ miles west of Technology Pkwy | Rocky Mount | 0.4 | 22 | 2 | 10 | 60 | 45 | 10500 | 1300 | 200 | - | 10500 | ADQ | 60 | Min | B, P |
|  | Fountain School Rd (SR 1402) | $<0.1$ miles west of Technology Pkwy | $<0.1$ miles west of Weatherford St | Edgecombe County | 0.1 | 22 | 2 | 10 | 60 | 45 | 10500 | 1300 | 200 | - | 10500 | ADQ | 60 | Min | B, P |
|  | Fountain School Rd (SR 1402) | $<0.1$ miles west of Weatherford St | Old Battleboro Rd (SR 1400) | Rocky Mount | 0.2 | 22 | 2 | 10 | 60 | 45 | 10500 | 1300 | 200 | - | 10500 | ADQ | 60 | Min | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | S Franklin St | Bennett St | US 301 (W Bassett St) | Rocky Mount | 0.9 | 28 | 2 | 14 | 50 | 25 | 5900 | 1100 | 1100 | 1200 | 5900 | ADQ | 50 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { Gainor Avenue (SR } \\ & \text { 1411) } \end{aligned}$ | $<0.1$ miles north of Conyer Ln | Viverette Ave | Rocky Mount | 0.2 | 20 | 2 | 9 | 60 | 35 | 6400 | 170 | 270 | 560 | 6400 | ADQ | 60 | Min |  |
|  | Gainor Avenue (SR 1411) | Viverette Ave | East Battleboro Avenue (SR 1407) | Rocky Mount | 0.1 | 38 | 2 | 9 | 60 | 35 | 7900 | 170 | 270 | 560 | 7900 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Gay Rd (SR 1268) | Leggett Rd (SR 1243) | US 64 ALT | Edgecombe County | 1.9 | 22 | 2 | 10 | 60 | 55 | 6400 | 420 | 650 | 720 | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | S Glendale Dr | Tarboro St | Denton St | Rocky Mount | 0.2 | 32 | 2 | 16 | 60 | 35 | 11300 | 1500 | 1600 | 2000 | 11300 | ADQ | 60 | Min |  |
|  | S Glendale Dr | Denton St | NC 43 BUS (Cokey Rd) | Rocky Mount | 0.5 | 20 | 2 | 9 | 60 | 45 | 9000 | 1000 | 1100 | 1300 | 9000 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Glenn Ave | Hammond St | Pincrest Rd | Rocky Mount | 0.2 | 32 | 2 | 16 | 60 | 35 | 9600 | 370 | 670 | 580 | 9600 | ADQ | 60 | Min | P |
|  | Glenn Ave | Pincrest Rd | Western Ave | Rocky Mount | 0.3 | 32 | 2 | 16 | 60 | 35 | 9600 | 370 | 670 | 580 | 9600 | ADQ | 60 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NASH0006-H | S Grace St | West End St | $\begin{aligned} & \begin{array}{l} \text { NC } 97 \text { (W Raleigh } \\ \text { Blvd) } \end{array} \\ & \hline \end{aligned}$ | Rocky Mount | <0.1 | 28 | 2 | 14 | 45 | 25 | - | 3200 | - | - | 6700 | 2 L | 80 | Min | B |
| NASH0006-H | S Grace St | NC 97 (W Raleigh Blvd) | Western Ave | Rocky Mount | 0.5 | 48 | 4 | 11 | 65 | 35 | 28100 | 7900 | 8600 | 6200 | 6700 | 2 L | 80 | Maj | B |
| NASH0006-H | S Grace St | Western Ave | US 64 BUS (Sunset Ave) | Rocky Mount | 0.1 | 48 | 4 | 11 | 65 | 35 | 28100 | 7900 | 8600 | 2800 | 6700 | 2 L | 80 | Maj | B |
| NASH0006-H | S Grace St | US 64 BUS (Sunset Ave) | US 64 BUS (Thomas St) | Rocky Mount | 0.2 | 60 | 5 | 10 | 65 | 35 | 28000 | 7700 | 8800 | 3300 | 6700 | 2 L | 80 | Maj | B |
| NASH0006-H | S Grace St | US 64 BUS (Thomas St) | NC 48/NC 43 BUS (Peachtree St) | Rocky Mount | 0.3 | 48 | 4 | 12 | 65 | 35 | 30400 | 8700 | 9400 | 7900 | 16400 | 3 C | 80 | Maj | B |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Green Hills Rd (SR 1609) | N Old Carriage Rd (SR 1603) | <0.1 miles east of N Old Carriage Rd (SR 1603) | Nash County | < 0.1 | 44 | 3 | 12 | 110 | 50 | 11400 | 2500 | 3800 | 3100 | 11400 | ADQ | 110 | Min |  |


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| Local ID | Facility | Section |  | Jurisdiction | Dist. (mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From To |  |  |  |  |  |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | $2013$ <br> Volume | $\begin{array}{\|c\|} \hline 2040 \\ \text { Volume } \\ E+C \\ \hline \end{array}$ | 2040 <br> Volume <br> with <br> CTP | Proposed Capacity (vpd) | CrossSection | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ |  |  |
|  | Green Hills Rd (SR <br> 1609) | $<0.1$ miles east of N Old Carriage Rd (SR 1603) | <0.1 miles north of Trailwood Dr (SR 1685) | Red Oak | 0.2 | 24 | 2 | 10 | 60 | 55 | 11400 | 2500 | 3800 | 3100 | 11400 | ADQ | 60 | Min |  |
|  | Green Hills Rd (SR $1609)$ | <0.1 miles north of Trailwood Dr (SR 1685 ) | Green Ridge Ln | Nash County | 0.9 | 24 | 2 | 10 | 60 | 55 | 11400 | 2500 | 3800 | 3100 | 11400 | ADQ | 60 | Min |  |
|  | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Green Hills Rd (SR } \\ 1609) \end{array} \\ \hline \end{array}$ | Green Ridge Ln | 0.2 miles west of Laurel Trail | Nash County | 0.4 | 24 | 2 | 10 | 60 | 45 | 11400 | 2500 | 3800 | 3100 | 11400 | ADQ | 60 | Min |  |
|  | $\begin{array}{\|l\|} \hline \text { Green Hills Rd (SR } \\ \text { 1609) } \end{array}$ | 0.2 miles west of Laurel Trail | $<0.1$ miles east of Singletree Ln | Rocky Mount | 0.2 | 24 | 2 | 10 | 60 | 45 | 11400 | 2500 | 3800 | 3100 | 11400 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \hline \begin{array}{l} \text { Green Hills Rd (SR } \\ \text { 1609) } \end{array} \\ & \hline \end{aligned}$ | <0.1 miles east of Singletree Ln | $\begin{aligned} & \begin{array}{l} \text { Hunter Hill Rd (SR } \\ \text { 1604) } \end{array} \\ & \hline \end{aligned}$ | Dortches | <0.1 | 24 | 2 | 10 | 60 | 45 | 11400 | 2500 | 3800 | 3100 | 11400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Green Pasture Rd (SR 1141) | NC 43 BUS (Cokey Rd) | 0.2 miles south of NC 43 BUS (Cokey Rd) | Rocky Mount | 0.2 | 22 | 2 | 10 | 60 | 55 | 6400 | 1200 | 1500 | 1700 | 6400 | ADQ | 60 | Min |  |
|  | Green Pasture Rd (SR 1141) | 0.2 miles south of NC 43 BUS (Cokey Rd) | Bulluck School Rd (SR 1006) | Edgecombe County | 3.0 | 22 | 2 | 10 | 60 | 55 | 6400 | 470 | 570 | 610 | 6400 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \text { N Halifax Rd (SR } \\ & \text { 1544) } \end{aligned}$ | NC 48 | 1-95 | Rocky Mount | 0.2 | 24 | 2 | 11 | 80 | 35 | 12100 | 1300 | 1800 | 2400 | 12100 | ADQ | 80 | Min |  |
|  | N Halifax Rd (SR 1544) | 0.1 miles north of Hunter Hill Rd (SR 1613) | Hunter Hill Rd (SR 1613) | Dortches | 0.1 | 32 | 3 | 10 | 50 | 45 | 12100 | 3600 | 4100 | 2600 | 12100 | ADQ | 50 | Min |  |
|  | N Halifax Rd (SR 1544) | $\begin{array}{\|l} \hline \begin{array}{l} \text { Hunter Hill Rd (SR } \\ 1613) \end{array} \\ \hline \end{array}$ | $\begin{aligned} & \text { Sunset Ave (SR } \\ & 1770 \text { ) } \\ & \hline \end{aligned}$ | Rocky Mount | 1.9 | 26 | 2 | 11 | 60 | 45 | 12400 | 3900 | 4700 | 4100 | 12400 | ADQ | 60 | Min | P |
| R-3316 | $\begin{aligned} & \text { S Halifax Rd (SR } \\ & \text { 1544) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Sunset Ave (SR } \\ \text { 1770) } \end{array} \\ & \hline \end{aligned}$ | 0.2 miles south of Kingswood Dr | Rocky Mount | 0.9 | 26 | 2 | 11 | 60 | 45 | 12400 | 3400 | 4600 | 2100 | 24800 | 4D | 110 | Min | B, P |
| R-3316 | $\begin{aligned} & \text { S Halifax Rd (SR } \\ & \text { 1544) } \end{aligned}$ | 0.2 miles south of Kingswood Dr | Ketch Point Dr | Nash County | 0.3 | 26 | 2 | 11 | 60 | 55 | 12400 | 3400 | 4600 | 2100 | 24800 | 4D | 110 | Min | B, P |
| R-3316 | S Halifax Rd (SR 1544) | $<0.1$ miles north of Ketch Point Dr | $<0.1$ miles south of Bethlehem Rd (SR 1714) | Rocky Mount | 0.4 | 26 | 2 | 11 | 60 | 55 | 12400 | 3400 | 4600 | 2100 | 24800 | 4D | 110 | Min | B, P |
| R-3316 | S Halifax Rd (SR 1544) | $<0.1$ miles south of Bethlehem Rd (SR 1714) | Oak Level Rd (SR 1700) | Nash County | 0.2 | 26 | 2 | 10 | 60 | 55 | 13200 | 6500 | 7900 | 600 | 24800 | 4D | 110 | Min | B, P |
|  | S Halifax Rd (SR 1544) | $\begin{aligned} & \text { Oak Level Rd (SR } \\ & 1700) \end{aligned}$ | 0.2 miles south of W Mount Rd (SR 1707) | Nash County | 1.9 | 26 | 2 | 10 | 60 | 55 | 13200 | 4800 | 5500 | 5000 | 13200 | ADQ | 60 | Min | B |



| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction | Dist. <br> (mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From | To |  |  |  |  |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | $2013$ Volume | 2040 <br> Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW (ft) |  |  |
|  | Hill St (SR 1164) | <0.1 miles east of $S$ Washington St | NC 97 (Arlington St) | Rocky Mount | 0.1 | 30 | 2 OW | 15 | 50 | 35 | 10200 | 1600 | 2000 | 2100 | 10200 | ADQ | 50 | Min |  |
|  | Hill St (SR 1164) | NC 97 (Arlington St) | Cokey Rd (SR 1164) | Rocky Mount | 0.3 | 28 | $30 W$ | 9 | 50 | 35 | 15400 | 2600 | 2900 | 2800 | 15400 | ADQ | 50 | Min |  |
|  | $\begin{aligned} & \text { Hornes Rd (SR } \\ & \text { 1741) } \\ & \hline \end{aligned}$ | NC 97 | Nash/Wilson County Line | Nash County | 0.6 | 22 | 2 | 10 | 60 | 55 | 7400 | 260 | - | - | 7400 | ADQ | 60 | Min |  |
|  | $\begin{array}{\|l} \hline \begin{array}{l} \text { Howard Ave Ext } \\ \text { (SR 1208) } \end{array} \\ \hline \end{array}$ | $\begin{aligned} & \begin{array}{l} \text { Kingsboro Rd (SR } \\ \text { 1225) } \end{array} \\ & \hline \end{aligned}$ | Nobles Mill Pond Rd (SR 1224) | Edgecombe County | 0.6 | 22 | 2 | 9 | 60 | 45 | 12100 | 1100 | 1100 | 1100 | 12100 | ADQ | 60 | Min |  |
|  | Hunter Hill Rd (SR $1604)$ | SR 1003 (Red Oak Rd) | $<0.1$ miles east of Tharrington Rd (SR 1607) | Red Oak | 1.5 | 26 | 2 | 11 | 60 | 55 | 7400 | - | - | - | 7400 | ADQ | 60 | Min | P |
|  | Hunter Hill Rd (SR $1604)$ | <0.1 miles east of Tharrington Rd (SR 1607) | 0.3 miles east of Brandymill Dr | Nash County | 0.7 | 26 | 2 | 11 | 60 | 55 | 7400 | 1500 | 2300 | 2000 | 7400 | ADQ | 60 | Min | P |
|  | Hunter Hill Rd (SR \|1604) | $<0.1$ miles north of Green Hills Rd (SR 1609) | 0.3 miles west of N Halifax Rd (SR 1527) | Rocky Mount | 0.8 | 26 | 2 | 11 | 60 | 55 | 11400 | 3900 | 6100 | 4700 | 11400 | ADQ | 60 | Min | P |
|  | Hunter Hill Rd (SR $1604)$ 1604) | 0.3 miles west of N Halifax Rd (SR 1527) | N Halifax Rd (SR 1527) | Rocky Mount | 0.3 | 26 | 2 | 11 | 60 | 45 | 11400 | 3900 | 6100 | 4700 | 11400 | ADQ | 60 | Min | P |
| NASH0015-H | $\begin{aligned} & \text { Hunter Hill Rd (SR } \\ & 1604) \end{aligned}$ | N Halifax Rd (SR 1527) | 0.1 east of Strawbush Rd | Rocky Mount | 1.0 | 26 | 2 | 11 | 60 | 45 | 11400 | 3900 | 6100 | 9200 | 25200 | 4D | 110 | B | B, P |
| NASH0015-H | Hunter Hill Rd (SR 1604) | 0.1 miles east of Strawbush Rd. | Winstead Ave (SR 1613) | Rocky Mount | 0.2 | 70 | 2 | 11 | 100 | 45 | 11400 | 6700 | 8100 | 10800 | 25200 | 4D | 110 | B | B, P |
| U-3621A | Hunter Hill Rd (SR 1604) | Winstead Ave (SR 1613) | Coggins Ct | Rocky Mount | 0.1 | 70 | 2 | 11 | 100 | 45 | 11400 | 6700 | 11400 | 13600 | 25200 | 4D | 110 | B | B, P |
| U-3621A | Hunter Hill Rd (SR 1604) | Coggins Ct | Country Club Rd (SR 1616) | Rocky Mount | 1.1 | 24 | 2 | 10 | 60 | 45 | 11200 | 8400 | 13700 | 12800 | 25200 | 4D | 110 | B | B, P |
|  | Hunter Hill Rd (SR 1604) | Country Club Rd (SR 1616) | US 301 (Wesleyan Blvd) | Rocky Mount | 1.0 | 52 | 4 D | 12 | $\begin{aligned} & \hline 100- \\ & 130 \\ & \hline \end{aligned}$ | 45 | 32400 | 9200 | 11000 | 10800 | 32400 | ADQ | $\begin{aligned} & \hline 100- \\ & 130 \\ & \hline \end{aligned}$ | B | B, P |
|  | $\begin{aligned} & \hline \begin{array}{l} \text { Hunter Hill Rd (SR } \\ 1604) \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { Country Club Rd } \\ \text { (SR 1616) } \end{array} \\ & \hline \end{aligned}$ | NC 43/NC 48 (Benvenue Rd) | Rocky Mount | 1.0 | 52 | 4 D | 12 | $\begin{aligned} & \hline 100- \\ & 130 \\ & \hline \end{aligned}$ | 45 | 32400 | 8400 | 9800 | 9600 | 32400 | ADQ | $\begin{aligned} & \hline 100- \\ & 130 \end{aligned}$ | B | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Independence Dr | US 301 BYP (N Wesleyan Blvd) | NC 43/NC 48 (Benvenue Rd) | Rocky Mount | 0.3 | 36 | 3 | 12 | 80 | 35 | 10400 | 4800 | 5100 | 5700 | 10400 | ADQ | 80 | Min | P |
|  | Independence Dr | $\begin{aligned} & \hline \text { NC 43/NC } 48 \\ & \text { (Benvenue Rd) } \end{aligned}$ | Thorpe Rd | Rocky Mount | 0.2 | 36 | 3 | 12 | 80 | 35 | 10400 | 3100 | 3400 | 3800 | 10400 | ADQ | 80 | Min | P |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction | Dist. <br> (mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From | To |  |  |  | $\begin{aligned} & \text { 』 } \\ & \stackrel{1}{\widetilde{0}} \end{aligned}$ | き 든 ㅎ © 들 | ROW <br> (ft) | $\begin{gathered} \text { Speed } \\ \text { Limit } \\ (\mathrm{mph}) \end{gathered}$ | Existing Capacity (vpd | $2013$ <br> Volume |  | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | $\begin{array}{\|l} \hline \text { Instrument Dr (SR } \\ \text { 1539) } \\ \hline \end{array}$ | Nash/Edgecombe County Line | $\begin{array}{\|l\|} \hline \text { US } 301 \text { (N } \\ \text { Wesleyan Blvd) } \\ \hline \end{array}$ | Rocky Mount | 0.1 | 24 | 2 | 9 | 60 | 35 | 10500 | 1400 | 300 | 930 | 10500 | ADQ | 60 | Min | P |
|  | $\begin{aligned} & \text { Instrument Dr (SR } \\ & 1539) \end{aligned}$ | $\begin{array}{\|l\|} \hline \text { US } 301 \text { (N } \\ \text { Wesleyan Blvd) } \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Fenner Rd (SR } \\ \text { 1538) } \end{array} \\ \hline \end{array}$ | Rocky Mount | 0.8 | 22 | 2 | 9 | 60 | 45 | 10500 | 1300 | 530 | 890 | 10500 | ADQ | 60 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | James Bunn Rd (SR 1436) | $\begin{aligned} & \hline \begin{array}{l} \text { Rose Blvd (SR } \\ \text { 1437) } \end{array} \\ & \hline \end{aligned}$ | Exum Rd (SR 1433) | Nash County | 1.0 | 22 | 2 | 9 | 60 | 55 | 6400 | 250 | 460 | 450 | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{array}{\|l} \hline \begin{array}{l} \text { Jeffreys Rd (SR } \\ \text { 1541) } \end{array} \\ \hline \end{array}$ | $\text { US } 301 \text { BUS (N }$ Church St) | US 301 BYP (N Wesleyan Blvd) | Rocky Mount | 0.1 | 32 | 3 | 10 | 60 | 35 | 11900 | 3600 | 4600 | 5200 | 11900 | ADQ | 80 | Min | P |
| NASH0016-H | Jeffreys Rd (SR 1541) | <0.1 miles west of US 301 (N <br> Wesleyan Blvd) | $\begin{aligned} & \text { Fenner Rd (SR } \\ & 1541) \end{aligned}$ | Rocky Mount | 0.3 | 22 | 2 | 10 | 80 | 35 | 8800 | 6500 | 7600 | 8300 | 17900 | 3B | 80 | Min | P |
| NASH0016-H | $\begin{aligned} & \hline \text { Jeffreys Rd (SR } \\ & \text { 1541) } \end{aligned}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Fenner Rd (SR } \\ 1541) \end{array} \\ & \hline \end{aligned}$ | Jeffreys Ct | Rocky Mount | 0.9 | 22 | 2 | 10 | 80 | 35 | 8800 | 5600 | 5800 | 7100 | 17900 | 3C | 80 | Min | M, B |
|  | Jeffreys Rd (SR 1541) | Jeffreys Ct | 0.1 miles north of NC 43/NC 48 <br> (Benvenue Rd) | Rocky Mount | 0.2 | 34 | 3 | 10 | 80 | 35 | 12200 | 6600 | 7600 | 8700 | 17900 | 3C | 80 | Min | B, P |
|  | Jeffreys Rd (SR 1541) | 0.1 miles north of NC 43/NC 48 <br> (Benvenue Rd) | 0.1 miles north of Cobb Corners shopping entrance | Rocky Mount | 0.3 | $\begin{aligned} & 44- \\ & 66 \end{aligned}$ | 4 | 11 | 75 | 35 | 20900 | 12000 | 14000 | 15000 | 20900 | ADQ | 75 | Maj | B, P |
|  | Jeffreys Rd (SR 1541) | 0.1 miles north of Cobb Corners shopping entrance | Sutters Creek Blvd | Rocky Mount | 0.3 | $\begin{aligned} & 60- \\ & 70 \end{aligned}$ | 5 | 11 | $\begin{aligned} & 80- \\ & 140 \end{aligned}$ | 35 | 20900 | 12000 | 14000 | 15000 | 20900 | ADQ | $\begin{aligned} & 80- \\ & 140 \end{aligned}$ | Maj | P |
|  | $\begin{array}{\|l} \hline \text { Jeffreys Rd (SR } \\ \text { 1541) } \\ \hline \end{array}$ | Sutters Creek Blvd | $\begin{aligned} & \text { Country Club Rd } \\ & \text { (SR 1616) } \end{aligned}$ | Rocky Mount | 0.6 | 36 | 3 | 12 | 80 | 35 | 12200 | 9000 | 10600 | 10900 | 12200 | ADQ | 80 | Min | P |
|  | $\begin{array}{\|l} \hline \begin{array}{l} \text { Jordan Rd (SR } \\ 1738) \end{array} \\ \hline \end{array}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Vickers Rd (SR } \\ 1740) \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { S Halifax Rd (SR } \\ & \text { 1544) } \\ & \hline \end{aligned}$ | Nash County | 1.9 | 20 | 2 | 9 | 60 | 55 | 6400 | 280 | 380 | 350 | 6400 | ADQ | 60 | Min |  |
|  | $\begin{array}{\|l} \hline \begin{array}{l} \text { Joyner Rd (SR } \\ 1753) \end{array} \\ \hline \end{array}$ | NC 58 | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Bend of the River Rd } \\ \text { (SR 1745) } \end{array} \\ \hline \end{array}$ | Nash County | 1.8 | 22 | 2 | 10 | 60 | 55 | 7400 | 660 | 760 | 720 | 7400 | ADQ | 60 | Min |  |
|  | Kingsboro Rd (SR 1225) | US 64 ALT West | 0.2 miles south of US 64 | Edgecombe County | 0.7 | 24 | 2 | 12 | 60 | 55 | 12100 | 2000 | 2200 | 2300 | 12100 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \text { Kingsboro Rd (SR } \\ & \text { 1225) } \end{aligned}$ | 0.2 miles south of US 64 | CSX Rail | Edgecombe County | 0.3 | 46 | 2 | 12 | 60 | 55 | 12100 | 2600 | 2600 | 2500 | 12100 | ADQ | 60 | Min |  |


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| Local ID | Facility | Section |  | Jurisdiction | Dist.(mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From | To |  |  |  | $\begin{aligned} & \infty \\ & \stackrel{0}{\widetilde{0}} \\ & \hline \end{aligned}$ |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | 2013 <br> Volume | 2040 Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | Kingsboro Rd (SR 1225) | CSX Rail | $\begin{aligned} & \hline \text { Antioch Rd (SR } \\ & \text { 1223) } \\ & \hline \end{aligned}$ | Edgecombe County | 0.5 | 24 | 2 | 12 | 60 | 55 | 12100 | 2600 | 2600 | 2500 | 12100 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \begin{array}{l} \text { Kingsboro Rd (SR } \\ \text { 1225) } \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Antioch Rd (SR } \\ \text { 1223) } \end{array} \\ & \hline \end{aligned}$ | 0.3 miles south of Windcrest Ln | Edgecombe County | 0.5 | 22 | 2 | 10 | 60 | 55 | 12100 | 2600 | 2600 | 2500 | 12100 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \hline \begin{array}{l} \text { Kingsboro Rd (SR } \\ \text { 1225) } \end{array} \\ & \hline \end{aligned}$ | 0.3 miles south of Windcrest Ln | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Howard Ave Ext (SR } \\ \text { 1208) } \end{array} \\ \hline \end{array}$ | Edgecombe County | 0.8 | 22 | 2 | 10 | 60 | 45 | 12100 | 2600 | 2600 | 2500 | 12100 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NASH0012B-H | Kingston Ave (SR 1727) Extension | NC 97 (W Raleigh Blvd) | US 301 (S Wesleyan Blvd) | Nash <br> County/Rocky <br> Mount | 0.4 | - | - | - | - | - | - | - | - | 8400 | 25200 | 4D | 110 | B | B |
| WBS40129 | $\begin{aligned} & \hline \begin{array}{l} \text { Kingston Ave (SR } \\ \text { 1727) } \end{array} \\ & \hline \end{aligned}$ | $\text { NC } 97 \text { (W Raleigh }$ Blvd) | Nash/Edgecombe County Line | Rocky Mount | 1.2 | 24 | 2 | 11 | 60 | 35 | 10500 | 2200 | 2700 | 5100 | 13600 | 3 C | 80 | Min | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Langley Rd (SR 1706) | Barnes Hill Church Rd (SR 1703) | S Old Carriage Rd (SR 1603) | Nash County | 0.9 | 22 | 2 | 9 | 60 | 55 | 6400 | - | - | - | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | N Lee St | Western Ave | US 64 BUS (Sunset Ave) | Rocky Mount | 0.2 | 36 | 2 | 18 | 60 | 35 | 9600 | 610 | 980 | 1000 | 9600 | ADQ | 60 | Min | P |
|  | N Lee St | US 64 BUS (Sunset Ave) | US 64 BUS (Thomas St) | Rocky Mount | 0.1 | 36 | 2 | 18 | 60 | 35 | 9600 | 960 | 1100 | 1200 | 9600 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { Leggett Rd (SR } \\ & 1243) \\ & \hline \end{aligned}$ | Park Ave | Shepard Dr | Rocky Mount | 0.4 | 36 | 2 | 18 | 60 | 35 | 9700 | 3200 | 3500 | 3300 | 9700 | ADQ | 60 | Min | P |
|  | $\begin{aligned} & \text { Leggett Rd (SR } \\ & 1243) \end{aligned}$ | Shepard Dr | Harper St | Rocky Mount | 0.7 | 22 | 2 | 10 | 60 | 35 | 6500 | 2400 | 2700 | 2400 | 6500 | ADQ | 60 | Min | P |
|  | $\begin{aligned} & \text { Leggett Rd (SR } \\ & 1243) \end{aligned}$ | Harper St | $\begin{aligned} & \text { Springfield Rd (SR } \\ & 1250) \\ & \hline \end{aligned}$ | Rocky Mount | 0.8 | 22 | 2 | 10 | 60 | 45 | 5500 | 1700 | 2000 | 1700 | 5500 | ADQ | 60 | Min | B, P |
|  | $\begin{aligned} & \text { Leggett Rd (SR } \\ & \text { 1243) } \end{aligned}$ | Springfield Rd (SR 1250) | Cox Ave (SR 1251) | Rocky Mount | 0.6 | 22 | 2 | 10 | 60 | 45 | 13200 | 1000 | 1000 | 970 | 13200 | ADQ | 60 | Min | B, P |
|  | $\begin{aligned} & \text { Leggett Rd (SR } \\ & 1243) \\ & \hline \end{aligned}$ | Cox Ave (SR 1251) | NC 97 | Edgecombe County | 1.7 | 20 | 2 | 10 | 60 | 55 | 13200 | 800 | 1100 | 1000 | 13200 | ADQ | 60 | Min | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | London Church Rd (SR 1743) | NC 97 | Nash/Wilson County Line | Nash County | 0.6 | 22 | 2 | 9 | 60 | 55 | 6400 | 2000 | - | - | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { E Main St (SR } \\ & 1733) \end{aligned}$ | $\begin{aligned} & \text { Mill Branch Rd (SR } \\ & \text { 1733) } \end{aligned}$ | Nash/Wilson County Line | Sharpsburg | <0.1 | 35 | 2 | 16 | 60 | 35 | 14100 | 5000 | 5500 | 5500 | 20000 | ADQ | 60 | Min | B, P |




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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From | To |  | Dist. (mi) |  | $\begin{aligned} & \infty \\ & \stackrel{0}{\widetilde{0}} \\ & \hline \end{aligned}$ |  | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ | Speed Limit (mph) | Existing Capacity (vpd | $\begin{gathered} 2013 \\ \text { Volume } \end{gathered}$ | $\begin{gathered} 2040 \\ \text { Volume } \\ E+C \\ \hline \end{gathered}$ | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | Morning Star Church Rd (SR 1412) | Battleboro-Leggett Rd (SR 1407) | 0.1 miles east of Viverette Ave | Rocky Mount | 0.2 | 22 | 2 | 9 | 60 | 35 | 6400 | 640 | 840 | 430 | 6400 | ADQ | 60 | Min | P |
|  | Morning Star Church Rd (SR 1412) | 0.1 miles east of Viverette Ave | Seven Bridges Rd (SR 1404) | Edgecombe County | 2.2 | 20 | 2 | 9 | 60 | 55 | 6400 | 420 | 620 | 200 | 6400 | ADQ | 60 | Min |  |
|  | Morning Star Church Rd (SR 1415) | Seven Bridges Rd (SR 1404) | Battleboro-Leggett <br> Rd (SR 1407) | Edgecombe County | 3.4 | 20 | 2 | 9 | 60 | 55 | 6400 | 200 | 200 | 250 | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { W Mount Rd (SR } \\ & \text { 1707) } \end{aligned}$ | S Old Carriage Rd (SR 1603) | 0.2 miles west of Watsons Cove Rd | Nash County | 1.3 | 20 | 2 | 9 | 60 | 55 | 6400 | 470 | - | - | 6400 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \text { W Mount Rd (SR } \\ & \text { 1707) } \end{aligned}$ | 0.2 miles west of Watsons Cove Rd | $\begin{aligned} & \text { S Halifax Rd (SR } \\ & 1544) \end{aligned}$ | Nash County | 0.8 | 20 | 2 | 9 | 60 | 45 | 6400 | 470 | - | - | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { Myrtle Avenue (SR } \\ & \text { 1243) } \end{aligned}$ | NC 43 BUS (E Grand Avenue) | Park Ave | Rocky Mount | 0.3 | 32 | 2 | 16 | 60 | 35 | 6700 | 1800 | 1900 | 1800 | 6700 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Nash St | S Mayo St | Howell St | Rocky Mount | 0.5 | 32 | 2 OW | 16 | 55 | 25 | 8200 | 1200 | 1400 | 1400 | 8200 | ADQ | 55 | Min | B, P |
|  | Nash St | Howell St | Grace St | Rocky Mount | 0.1 | 32 | 2 OW | 16 | 55 | 35 | 15100 | 1200 | 1700 | 1400 | 15100 | ADQ | 55 | Min | B, P |
|  | Nash St | Howell St | $\begin{array}{\|l} \hline \text { US } 301 \text { BUS (S } \\ \text { Franklin St) } \\ \hline \end{array}$ | Rocky Mount | 0.2 | 32 | 2 OW | 16 | 55 | 35 | 15100 | 1200 | 1700 | 2200 | 15100 | ADQ | 55 | Min | B, P |
|  | Nash St | US 301 BUS (S Franklin St) | Nash/Edgecombe County Line | Rocky Mount | 0.2 | 32 | 3 OW | 10 | 55 | 25 | 16800 | 1300 | 1500 | 790 | 16800 | ADQ | 55 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Nashville Rd (SR 1714) | Hammond St | Azalea St | Rocky Mount | 0.1 | 30 | 2 | 14 | 50 | 45 | 15100 | 9300 | 10200 | 7800 | 15100 | ADQ | 50 | Min | B, P |
|  | $\begin{aligned} & \text { Nashville Rd (SR } \\ & \text { 1714) } \\ & \hline \end{aligned}$ | Azalea St | NC 97 (W Raleigh Blvd) | Rocky Mount | 0.4 | 30 | 2 | 14 | 50 | 35 | 15100 | 9300 | 10200 | 7800 | 15100 | ADQ | 50 | Min | B, P |
|  | Nashville Rd | NC 97 (W Raleigh Blvd) | $\begin{array}{\|l} \hline \text { US } 301 \text { BUS (S } \\ \text { Church St) } \end{array}$ | Rocky Mount | 0.9 | 28 | 2 | 12 | 50 | 35 | 13100 | 4300 | 4700 | 3900 | 13100 | ADQ | 50 | Min | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Nobles Mill Pond Rd (SR 1224) | NC 43 | 0.1 miles east of Lesile Ln | Edgecombe County | 0.9 | 20 | 2 | 9 | 60 | 45 | 13200 | 1800 | 1900 | 2500 | 13200 | ADQ | 60 | Min | B |
|  | Nobles Mill Pond Rd (SR 1224) | 0.1 miles east of Lesile Ln | $\begin{aligned} & \text { Howard Ave Ext (SR } \\ & \text { 1208) } \\ & \hline \end{aligned}$ | Edgecombe County | 3.2 | 20 | 2 | 9 | 60 | 55 | 13200 | 1300 | 1300 | 500 | 13200 | ADQ | 60 | Min | B |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { Oak Level Rd (SR } \\ & 1700) \end{aligned}$ | Woodfield Dr | $<0.1$ miles east of Woodfield Dr | Nashville | <0.1 | 24 | 2 | 11 | 60 | 55 | 13200 | 3400 | 4300 | 4700 | 13200 | ADQ | 60 | Min |  |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction | Dist.(mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From | To |  |  |  | $\begin{aligned} & \mathscr{0} \\ & \underset{\sim}{\mathbf{T}} \end{aligned}$ |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | $\begin{array}{\|c\|} \hline 2013 \\ \text { Volume } \end{array}$ | 2040 <br> Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | $\begin{array}{\|l\|} \hline \text { Oak Level Rd (SR } \\ 1700) \\ \hline \end{array}$ | $<0.1$ miles east of Woodfield Dr | Harpers Ln | Nash County | 0.5 | 24 | 2 | 11 | 60 | 55 | 13200 | 3400 | 4300 | 4700 | 13200 | ADQ | 60 | Min |  |
|  | Oak Level Rd (SR 1700) | Harpers Ln | E Old Spring Hope Rd (SR 1154) | Nash County | 0.3 | 24 | 2 | 11 | 60 | 45 | 13200 | 3400 | 4300 | 4700 | 13200 | ADQ | 60 | Min |  |
|  | Oak Level Rd (SR 1700) | E Old Spring Hope Rd (SR 1154) | Ollie Way | Nash County | 0.3 | 24 | 2 | 11 | 60 | 45 | 13200 | 4400 | 6000 | 5500 | 13200 | ADQ | 60 | Min |  |
|  | $\begin{array}{\|l\|} \hline \text { Oak Level Rd (SR } \\ 1700) \\ \hline \end{array}$ | Ollie Way | Cathy Way | Nash County | 0.2 | 24 | 2 | 11 | 60 | 55 | 13200 | 4400 | 6000 | 5500 | 13200 | ADQ | 60 | Min |  |
|  | Oak Level Rd (SR 1700) | Cathy Way | 0.2 miles east of Fountain Branch Rd (SR 1894) | Nash County | 1.3 | 24 | 2 | 11 | 60 | 55 | 13200 | 4400 | 6000 | 5500 | 13200 | ADQ | 60 | Min |  |
|  | Oak Level Rd (SR 1700) | 0.2 miles east of Fountain Branch Rd (SR 1894) | 0.1 miles west of Hinton Rd (SR 1827) | Rocky Mount | 0.3 | 32 | 2 | 11 | 60 | 55 | 14400 | 4400 | 6000 | 5500 | 14400 | ADQ | 60 | Min |  |
|  | Oak Level Rd (SR 1700) | 0.1 miles west of Hinton Rd (SR 1827) | S Halifax Rd (SR 1544) | Nash County | 1.0 | 24 | 2 | 11 | 60 | 55 | 14400 | 4500 | 5600 | 5000 | 14400 | ADQ | 60 | Min |  |
|  | Old Bailey Hwy (SR 1001) | $<0.1$ miles south Vernon St | Cooke Rd (SR 1901) | Nash County | 0.3 | 26 | 2 | 11 | 60 | 55 | 12100 | 2300 | 1300 | 1500 | 12100 | ADQ | 60 | Min | P |
|  | Old Bailey Hwy (SR 1001) | $<0.1$ miles south Vernon St | Little Sapony Creek | Nash County | 1.8 | 26 | 2 | 11 | 60 | 55 | 12100 | 2000 | 2900 | 2400 | 12100 | ADQ | 60 | Min |  |
|  | Old Battleboro Rd (SR 1400) | E Battleboro Ave (SR 1407) | <0.1 miles south of E Battleboro Ave (SR 1407) | Rocky Mount | <0.1 | 24 | 2 | 11 | 60 | 35 | 7400 | 730 | 930 | 700 | 7400 | ADQ | 60 | Min | B, P |
|  | Old Battleboro Rd (SR 1400) | <0.1 miles south of E Battleboro Ave (SR 1407) | 0.1 miles south of E Battleboro Ave (SR 1407) | Rocky Mount | 0.1 | 24 | 2 | 11 | 60 | 55 | 7400 | 730 | 930 | 700 | 7400 | ADQ | 60 | Min | B, P |
|  | Old Battleboro Rd (SR 1400) | 0.1 miles south of $E$ Battleboro Ave (SR 1407) | 0.1 miles north of Fountain School Road (SR 1402) | Edgecombe County | 1.2 | 24 | 2 | 11 | 60 | 55 | 9800 | 1400 | 2000 | 2100 | 9800 | ADQ | 60 | Min | B, P |
|  | Old Battleboro Rd (SR 1400) | 0.1 miles north of Fountain School Road (SR 1402) | NC 97 | Rocky Mount | 1.2 | 24 | 2 | 11 | 60 | 55 | 11400 | 2100 | 2900 | 1800 | 11400 | ADQ | 60 | Min | P |
|  | N Old Carriage Rd (SR 1603) | Hunter Hill Rd (SR 1604) | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Reges Stone Rd (SR } \\ 1601) \end{array} \\ \hline \end{array}$ | Red Oak | 1.4 | 32 | 2 | 11 | 60 | 45 | 10600 | 3300 | 3700 | 5300 | 10600 | ADQ | 60 | Min |  |



| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  | Dist. <br> (mi) |  | $\begin{aligned} & \text { © } \\ & \text { む̃ } \end{aligned}$ |  | $\begin{gathered} \text { ROW } \\ \text { (ft) } \end{gathered}$ | Speed Limit (mph) | Existing Capacity (vpd | 2013 <br> Volume | 2040 Volume E+C | 2040 <br> Volume <br> with <br> CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | W Old Spring Hope Rd (SR 1145) | Old County Home Rd (SR 1909) | Erkin Smith Rd (SR 1904) | Nash County | 0.8 | 22 | 2 | 9 | 60 | 55 | 6400 | 410 | 410 | 420 | 6400 | ADQ | 60 | Min | B |
|  | W Old Spring Hope Rd (SR 1145) | Erkin Smith Rd (SR 1904) | Old Bailey Hwy (SR 1001) | Nash County | 0.8 | 22 | 2 | 9 | 60 | 55 | 6400 | 430 | 430 | 300 | 6400 | ADQ | 60 | Min | B |
|  | W Old Spring Hope Rd (SR 1145) | Old Bailey Hwy (SR 1001) | 0.3 miles west of Pleasant Hollow Ln | Nash County | 0.9 | 22 | 2 | 9 | 60 | 55 | 6400 | 1100 | 2200 | 1200 | 6400 | ADQ | 60 | Min | B |
|  | E Old Spring Hope Rd (SR 1145) | 0.3 miles west of Pleasant Hollow Ln | NC 58 (S 1st St) | Nash County | 0.9 | 22 | 2 | 9 | 60 | 45 | 6400 | 1100 | 2200 | 1200 | 6400 | ADQ | 60 | Min | B, P |
|  | E Old Spring Hope Rd (SR 1145) | NC 58 (S 1st St) | Oak Level Rd (SR 1700) | Nash County | 1.2 | 22 | 2 | 9 | 60 | 45 | 6400 | 3300 | 4200 | 4600 | 6400 | ADQ | 60 | Min | B, P |
|  | E Old Spring Hope Rd (SR 1145) | NC 58 (S 1st St) | Eastern Ave (SR $1770)$ | Nash County | 1.4 | 22 | 2 | 9 | 60 | 45 | 6400 | 2700 | 3500 | 3600 | 6400 | ADQ | 60 | Min | B, P |
|  | Old White Oak Rd (SR 1900) | Old Country Home Rd (SR 1909) | 0.1 miles north of Cooke Rd (SR 1901) | Nash County | 2.3 | 22 | 2 | 9 | 60 | 55 | 6400 | 340 | 440 | 450 | 6400 | ADQ | 60 | Min |  |
|  | Old White Oak Rd (SR 1900) | 0.1 miles north of Cooke Rd (SR 1901) | Erkin Smith St | Nash County | 0.7 | 22 | 2 | 9 | 60 | 45 | 6400 | 650 | 270 | 140 | 6400 | ADQ | 60 | Min | P |
|  | $\begin{array}{\|l} \hline \begin{array}{l} \text { Old White Oak Rd } \\ \text { (SR 1900) } \end{array} \\ \hline \end{array}$ | Erkin Smith St | W Railroad St (SR 1900) | Nashville | > 0.1 | 22 | 2 | 9 | 60 | 35 | 6400 | 650 | 270 | 140 | 6400 | ADQ | 60 | Min | P |
|  | Old Wilson Rd (SR 1002) | Cokey Rd (SR 1164) | Rex St | Rocky Mount | 0.5 | 34 | 3 | 12 | 60 | 35 | 16000 | 3700 | 4300 | 2900 | 16000 | ADQ | 60 | Min |  |
|  | Old Wilson Rd (SR 1002) | Rex St | Tyan St | Rocky Mount | 0.5 | 34 | 3 | 12 | 60 | 35 | 16000 | 3600 | 4300 | 3600 | 16000 | ADQ | 60 | Min |  |
|  | Old Wilson Rd (SR 1002) | Tyan St | Brownview Dr | Rocky Mount | 0.3 | 44 | 3 | 13 | 60 | 35 | 16500 | 3600 | 3900 | 3600 | 16500 | ADQ | 60 | Min | B, P |
|  | Old Wilson Rd (SR 1002) | Brownview Dr | 0.2 miles south of Sutton Rd (SR 1157) | Rocky Mount | 0.3 | 22 | 2 | 10 | 60 | 35 | 16500 | 3600 | 3900 | 3600 | 16500 | ADQ | 60 | Min | B, P |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  | Dist. (mi) |  | $\begin{aligned} & \mathscr{0} \\ & \stackrel{\text { ■ }}{ } \\ & \hline \end{aligned}$ |  | ROW | Speed Limit (mph) | Existing Capacity (vpd | 2013 <br> Volume | 2040 <br> Volume E+C | 2040 <br> Volume <br> with <br> CTP | Proposed Capacity (vpd) | Cross- <br> Section | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ |  |  |
|  | Old Wilson Rd (SR 1002) | 0.2 miles south of Sutton Rd (SR 1157) | County Line Rd (SR $1146)$ | Edgecombe County | 4.2 | 22 | 2 | 10 | 60 | 55 | 13200 | 1200 | 1500 | 1800 | 13200 | ADQ | 60 | Min | B |
|  | Peachtree St (SR 1862) | NC 48/NC 43 BUS (N Grace St) | US 301 BUS (N Franklin St) | Rocky Mount | 0.1 | 30 | 2 | 15 | 60 | 25 | 6700 | - | - | - | 6700 | ADQ | 60 | Min | B |
|  | $\begin{array}{\|l} \hline \begin{array}{l} \text { Peele Rd (SR } \\ \text { 1535) } \end{array} \\ \hline \end{array}$ | Thomas A Betts Pkwy (SR 1613) | <0.1 miles north of Field Crest Dr | Nash County | 0.1 | 28 | 2 | 11 | 100 | 55 | 4800 | 1200 | 1800 | 2000 | 4800 | ADQ | 100 | Min | P |
|  | $\begin{aligned} & \text { Peele Rd (SR } \\ & \text { 1535) } \end{aligned}$ | $<0.1$ miles north of Field Crest Dr | NC 43 (Benvenue Rd) | Rocky Mount | 0.8 | 20 | 2 | 9 | 60 | 35 | 4800 | 1200 | 1800 | 2000 | 4800 | ADQ | 60 | Min | P |
|  | Pender St | Red Gate Avenue | Dunn St | Rocky Mount | 0.2 | 34 | 2 | 17 | 60 | 35 | 7400 | 1300 | - | - | 7400 | ADQ | 60 | Min |  |
|  | Pender St | Dunn St | Monk St | Rocky Mount | <0.1 | 22 | 2 | 10 | 60 | 35 | 7400 | 1300 | - | - | 7400 | ADQ | 60 | Min |  |
|  | Piedmont Ave | W Haven Blvd | US 64 BUS (Sunset Ave) | Rocky Mount | 0.2 | 28 | 2 | 14 | 60 | 35 | 9700 | 3200 | 3500 | 3500 | 3200 | ADQ | 60 | Min | B, P |
|  | $N$ Pine St | US 64 BUS (Sunset Ave) | US 64 BUS <br> (Thomas St) | Rocky Mount | 0.2 | 28 | 2 | 12 | 50 | 25 | 6700 | 700 | 770 | 640 | 6700 | ADQ | 50 | Min |  |
|  | $N$ Pine St | US 64 BUS (Thomas St) | Carr St | Rocky Mount | 0.4 | 34 | 2 | 17 | 60 | 35 | 13000 | 950 | 1000 | 780 | 13000 | ADQ | 60 | Min | P |
|  | Pineview St | Redgate Ave | US 64 BUS (E Raleigh Blvd) | Rocky Mount | 0.6 | 26 | 2 | 13 | 50 | 35 | 13800 | 1100 | 1400 | 1100 | 13800 | ADQ | 50 | Min | M |
|  | Pleasant Grove Church Rd (SR 1301) | 0.2 miles south of Vick Rd (SR 1302) | US 64 ALT | Nash County | 1.3 | 22 | 2 | 11 | 60 | 55 | 9500 | 920 | 1500 | 1500 | 9500 | ADQ | 60 | Min |  |
|  | $\begin{array}{\|l} \hline \begin{array}{l} \text { Pleasant Hill Rd } \\ \text { (SR 1135) } \end{array} \\ \hline \end{array}$ | $\begin{aligned} & \text { Old Wilson Rd (SR } \\ & \text { 1002) } \end{aligned}$ | $\begin{aligned} & \text { Bulluck School Rd } \\ & \text { (SR 1006) } \end{aligned}$ | Edgecombe County | 3.7 | 20 | 2 | 9 | 60 | 55 | 7400 | 570 | 770 | 440 | 7400 | ADQ | 60 | Min |  |
|  | Powell Rd (SR 1226) | $\begin{aligned} & \text { Melton Rd (SR } \\ & 1226) \end{aligned}$ | Nobles Mill Pond (SR 1224) | Edgecombe County | 1.8 | 20 | 2 | 9 | 60 | 45 | 12100 | 310 | 1200 | 880 | 12100 | ADQ | 60 | Min |  |
|  | Preacher Joyner Rd (SR 1747) | NC 97 | $\begin{aligned} & \text { S Halifax Rd (SR } \\ & \text { 1544) } \\ & \hline \end{aligned}$ | Nash County | 1.5 | 20 | 2 | 9 | 10 | 55 | 7400 | 190 | 240 | 415 | 7400 | ADQ | 60 | Min |  |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction | Dist. <br> (mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  |  |  | $$ |  | $\begin{array}{\|c} \text { ROW } \\ (\mathrm{ft}) \end{array}$ | $\begin{gathered} \text { Speed } \\ \text { Limit } \\ (\mathrm{mph}) \end{gathered}$ | Existing Capacity (vpd | $\begin{array}{\|c\|} \hline 2013 \\ \text { Volume } \\ \hline \end{array}$ | 2040 <br> Volume E+C | 2040 <br> Volume <br> with <br> CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | $\begin{aligned} & \text { Pridgen Rd (SR } \\ & \text { 1730) } \end{aligned}$ | NC 97 | $\begin{aligned} & 0.2 \text { miles south of } \\ & \text { NC } 97 \\ & \hline \end{aligned}$ | Nash County | 0.2 | 22 | 2 | 9 | 60 | 55 | 6400 | 660 | 560 | 660 | 6400 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \text { Pridgen Rd (SR } \\ & 1730) \\ & \hline \end{aligned}$ | 0.2 miles south of NC 97 | 0.2 miles south of Cooley Rd (SR 1729) | Rocky Mount | 0.5 | 22 | 2 | 9 | 60 | 55 | 6400 | 660 | 560 | 660 | 6400 | ADQ | 60 | Min |  |
|  | Pridgen Rd (SR $1730)$ | 0.2 miles south of Cooley Rd (SR 1729) | W Tarboro Rd (SR 1001) | Nash County | 0.5 | 22 | 2 | 9 | 60 | 55 | 6400 | 660 | 560 | 660 | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | E Railroad St | Main St (SR 1146) | Armstrong Dr | Sharpsburg | 0.5 | 26 | 2 | 12 | - | 35 | 6700 | - | - | - | 6700 | ADQ | - | Min | P |
| U-5922 | E Railroad St | Armstrong Dr | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Rock Quarry Road } \\ \text { (SR 1400) } \end{array} \\ \hline \end{array}$ | Sharpsburg | 0.6 | - | - | - | - | - | - | - | - | - | 6700 | 2 C | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { W Railroad St (SR } \\ & \text { 1900) } \end{aligned}$ | Smith St | $\begin{array}{\|l} \text { Railroad St (SR } \\ \text { 1900) } \end{array}$ | Nashville | 0.1 | 20 | 2 | 9 | 35 | 35 | 4800 | 650 | 270 | 140 | 4800 | ADQ | 35 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | E Raleigh Blvd (SR 1005) | NC 97 (Arlington St) | US 64 BUS (Tarboro St) | Rocky Mount | 0.3 | 42 | 4 | 10 | 80 | 35 | 25900 | 8800 | 9700 | 8800 | 25900 | ADQ | 80 | Min | B |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | N Raleigh St | Eastern Ave | Rose St | Rocky Mount | 0.2 | 30 | 2 | 12 | 45 | 35 | 10200 | 1000 | 1100 | 1000 | 10200 | ADQ | 45 | Min |  |
|  | N Raleigh St | Rose St | $\begin{array}{\|l\|} \hline \text { US } 64 \text { BUS (E } \\ \text { Raleigh Blvd) } \end{array}$ | Rocky Mount | <0.1 | 14 | 1 OW | 14 | 30 | 35 | 10200 | 1000 | 1100 | 1000 | 10200 | ADQ | 30 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Red Rd (SR 1417) | Taylor Store Rd (SR $1004)$ | W Beulah Rd (SR 1432) | Nash County | 0.1 | 20 | 2 | 9 | 60 | 55 | 6400 | 910 | 1700 | 1500 | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{array}{\|l} \text { Red Oak Rd (SR } \\ \text { 1003) } \end{array}$ | $\begin{aligned} & \text { SR } 1437 \text { (Rose } \\ & \text { Blvd) } \\ & \hline \end{aligned}$ | 0.2 miles north of Pig Basket Creek | Red Oak | 0.8 | 26 | 2 | 11 | 60 | 55 | 12100 | 3200 | 4900 | 4300 | 12100 | ADQ | 60 | Min | B |
|  | Red Oak Rd (SR 1003) | 0.2 miles north of Pig Basket Creek | $<0.1$ miles south of Pig Basket Creek | Red Oak | 0.2 | 26 | 2 | 11 | 60 | 45 | 12100 | 3200 | 4900 | 4300 | 12100 | ADQ | 60 | Min | B |
|  | Red Oak Rd (SR 1003) | $<0.1$ miles south of Pig Basket Creek | 0.1 miles south of Nelms Ln | Nash County | 1.1 | 26 | 2 | 11 | 60 | 45 | 12100 | 3200 | 4900 | 4300 | 12100 | ADQ | 60 | Min | B |
|  | $\begin{aligned} & \text { Red Oak Rd (SR } \\ & \text { 1003) } \\ & \hline \end{aligned}$ | 0.1 miles south of Nelms Ln | $\begin{aligned} & \text { 1st St Extension (SR } \\ & \text { 1760) } \end{aligned}$ | Nash County | 0.1 | 26 | 2 | 11 | 80 | 45 | 12100 | 4000 | 5800 | 4800 | 12100 | ADQ | 80 | Min | B |
|  | $\begin{aligned} & \text { Red Oak Rd (SR } \\ & \text { 1003) } \end{aligned}$ | $\begin{aligned} & \text { 1st St Extension (SR } \\ & \text { 1760) } \end{aligned}$ | Stony Creek | Nash County | 0.5 | 26 | 2 | 11 | $\begin{aligned} & \hline 120- \\ & 140 \end{aligned}$ | 45 | 12100 | 3600 | 5100 | 5600 | 12100 | ADQ | $\begin{aligned} & \hline 120- \\ & 140 \end{aligned}$ | Min | B |
|  | $\begin{aligned} & \begin{array}{l} \text { Red Oak Rd (SR } \\ \text { 1003) } \end{array} \\ & \hline \end{aligned}$ | Stony Creek | US 64 | Nash County | 0.6 | 26 | 2 | 11 | 120 | 55 | 12100 | 3600 | 5100 | 5600 | 12100 | ADQ | 120 | Min | B |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP cation |  |
|  |  | From | To |  | $\begin{array}{\|l} \text { Dist. } \\ \text { (mi) } \\ \hline \end{array}$ |  |  |  | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ | Speed Limit (mph) | Existing Capacity (vpd | $\begin{array}{\|c\|} \hline 2013 \\ \text { Volume } \\ \hline \end{array}$ | $\begin{array}{\|c\|} 2040 \\ \text { Volume } \\ E+C \\ \hline \end{array}$ | 2040 <br> Volume <br> with <br> CTP | Proposed Capacity (vpd) | CrossSection | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ |  |  |
| NASH0O2O-H | Red Oak Rd Extension | US 64 BUS (Eastern Ave) | $\begin{aligned} & \begin{array}{l} \text { Oak Level Rd (SR } \\ 1700) \end{array} \\ & \hline \end{aligned}$ | Nashville/Nash County | 0.5 | - | - | - | - | - | - | - | - | 5400 | 16500 | 2 E | 60 | Min | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Red Oak Battleboro Rd (SR 1524) | I-95 | $<0.1$ miles west of Berwick | Nash County | 3.1 | 22 | 2 | 10 | 60 | 55 | 12100 | 1800 | 3200 | 2300 | 12100 | ADQ | 60 | Min |  |
|  Red Oak <br> Battleboro Rd (SR <br> 1524) <br>   |  | $<0.1$ miles west of Berwick | 0.2 miles east of Berwick | Rocky Mount | 0.2 | 22 | 2 | 10 | 60 | 55 | 12100 | 650 | 1400 | 1100 | 12100 | ADQ | 60 | Min |  |
|  | Red Oak Battleboro Rd (SR 1524) | 0.2 miles east of Berwick | NC 4 | Nash County | 0.7 | 22 | 2 | 10 | 60 | 55 | 12100 | 660 | 1400 | 1100 | 12100 | ADQ | 60 | Min |  |
|  Red Oak <br> Battleboro Rd (SR <br> 1524) <br>   |  | NC 4 | US 301 (Hathaway St) | Nash County | 0.3 | 28 | 2 | 12 | 60 | 55 | 15500 | 760 | 1600 | 1300 | 15500 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \text { Red Oak } \\ & \text { Battleboro Rd (SR } \\ & \text { 1524) } \end{aligned}$ | US 301 (Hathaway St) | Nash/Edgecombe County Line | Rocky Mount | 0.4 | 28 | 2 | 12 | $\begin{gathered} 120- \\ 200 \end{gathered}$ | 35 | 15500 | 660 | 1600 | 1300 | 15500 | ADQ | $\begin{gathered} 120- \\ 200 \end{gathered}$ | Min |  |
| $\square$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Redgate Ave | $\begin{aligned} & \text { Arlington St (SR } \\ & \text { 1152) } \end{aligned}$ | Pineview St | Rocky Mount | 0.6 | 30 | 2 | 12 | 50 | 35 | 12100 | 4600 | 4900 | 4400 | 12100 | ADQ | 50 | Min | M |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  Redman Rd (SR <br> $1709)$ |  | $\begin{aligned} & \begin{array}{l} \text { S Old Carriage Rd } \\ \text { (SR 1603) } \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { West Mount Dr (SR } \\ & \text { 1717) } \end{aligned}$ | Nash County | 2.0 | 20 | 2 | 9 | 60 | 45 | 6400 | 920 | 1600 | 1400 | 6400 | ADQ | 60 | Min |  |
|  |  |     <br>  Reedy Branch Rd Rock Quarry Rd (SR Heffner Rd (SR |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Reedy Branch Rd (SR 1402) | Rock Quarry Rd (SR $1400)$ | Heffner Rd (SR $1403)$ | Wilson County | 1.8 | 20 | 2 | 9 | 60 | 55 | 13200 | 500 | 500 | 500 | 13200 | ADQ | 60 | Min |  |
| - ${ }^{\text {a }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  Reges Stone Rd <br> (SR 1601) <br>  Re So Rd |  | Red Oak Rd (SR 1003) | Pig Basket Creek | Nash County | 1.7 | 24 | 2 | 9 | 60 | 55 | 13700 | 1200 | 1700 | 1000 | 13700 | ADQ | 60 | Min |  |
|  Reges Stone Rd <br> (SR 1601) <br>   |  | Pig Basket Creek | $\begin{array}{\|l} \begin{array}{l} \text { N Old Carriage Rd } \\ \text { (SR 1603) } \end{array} \\ \hline \end{array}$ | Red Oak | 0.2 | 24 | 2 | 9 | 60 | 55 | 13700 | 1200 | 2100 | 1300 | 13700 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Rex St | Vance St (SR 1158) | $\begin{aligned} & \text { Old Wilson Rd (SR } \\ & 1002) \end{aligned}$ | Rocky Mount | 0.4 | 34 | 2 | 17 | 60 | 35 | 9700 | 1100 | 1500 | 370 | 9700 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | W Ridge St | Carr St | NC 48/NC 43 BUS (Peachtree St) | Rocky Mount | 0.2 | 30 | 2 | 15 | 60 | 35 | 13000 | 950 | 1000 | 780 | 13000 | ADQ | 60 | Min | P |
|  | W Ridge St | NC 48/NC 43 BUS (Peachtree St) | $\begin{aligned} & \begin{array}{l} \text { NC 48/NC } 43 \text { BUS } \\ \text { (Falls Rd) } \end{array} \\ & \hline \end{aligned}$ | Rocky Mount | 0.1 | 34 | 2 | 17 | 60 | 35 | 13000 | 1100 | 1200 | 1100 | 13000 | ADQ | 60 | Min |  |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  | Dist. <br> (mi) |  | $$ |  | ROW <br> (ft) | $\begin{aligned} & \begin{array}{l} \text { Speed } \\ \text { Limit } \\ (\mathrm{mph}) \end{array} \\ & \hline \end{aligned}$ | Existing Capacity (vpd | 2013 <br> Volume | 2040 <br> Volume E+C | 2040 <br> Volume <br> with CTP | Proposed <br> Capacity (vpd) | CrossSection | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ |  |  |
|  | River Dr | US 64 BUS (Sunset Ave) | N Taylor St | Rocky Mount | 0.4 | 18 | 10 W | 9 | 40 | 25 | 3500 | 150 | 170 | 180 | 3500 | ADQ | 40 | Min | P |
|  | River Dr | N Taylor St | Carr St | Rocky Mount | 0.3 | 18 | 2 | 9 | 50 | 35 | 8800 | 1700 | 2000 | 1900 | 8800 | ADQ | 50 | Min | P |
|  | River Dr | Carr St | NC 48/NC 43 BUS (Peachtree St) | Rocky Mount | 0.2 | 24 | 2 | 9 | 50 | 35 | 8800 | 1800 | 2100 | 2000 | 8800 | ADQ | 50 | Min | P |
|  | River Dr | NC 48/NC 43 BUS (Peachtree St) | NC 48/NC 43 BUS (Falls Rd) | Rocky Mount | 0.1 | 20 | 2 | 10 | 50 | 35 | 9600 | 830 | 900 | 840 | 9600 | ADQ | 50 | Min | P |
|  | Rock Quarry Rd (SR 1400) | Nash/Wilson County Line | Reedy Branch Rd (SR 1402) | Wilson County | 0.9 | 24 | 2 | 11 | 60 | 55 | 13200 | 640 | 1100 | 1100 | 13200 | ADQ | 60 | Min |  |
|  | Rose Blvd (SR 1437 ) <br> 1437) | SR 1436 (James Bunn Rd) | 0.1 miles west of Loop Rd (SR 1438) | Nash County | 0.4 | 22 | 2 | 9 | 60 | 55 | 6400 | 800 | 1500 | 1200 | 6400 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \text { Rose Blvd (SR } \\ & \text { 1437) } \end{aligned}$ | 0.1 miles west of Loop Rd (SR 1438) | Red Oak Rd (SR $1003)$ | Red Oak | 0.9 | 22 | 2 | 9 | 60 | 55 | 6400 | 800 | 1500 | 1200 | 6400 | ADQ | 60 | Min |  |
|  | $\begin{array}{\|l} \begin{array}{l} \text { Rouse Rd (SR } \\ 1231) \end{array} \\ \hline \end{array}$ | Meadowbrook Rd (SR 1232) | Brake Rd (SR 1230) | Edgecombe County | 0.9 | 20 | 2 | 9 | 60 | 45 | 6400 | 380 | - | - | 6400 | ADQ | 60 | Min | B |
|  | $\begin{aligned} & \text { Sampson Rd (SR } \\ & 1228) \end{aligned}$ | Nobles Mill Pond Rd (SR 1224) | NC 43 North | Edgecombe County | 0.1 | 20 | 2 | 9 | 100 | 55 | - | - | - | - | - | ADQ | 100 | Min |  |
|  | Sandy Cross Rd (SR 1717) | E P Taylor Store Rd (SR 1756) | $\begin{aligned} & 0.1 \text { miles west of NC } \\ & 58 \end{aligned}$ | Nash County | 1.5 | 26 | 2 | 10 | 60 | 45 | 12100 | 2500 | 3500 | 2700 | 12100 | ADQ | 60 | Min |  |
|  | Sandy Cross Rd (SR 1717) | 0.1 miles west of NC 58 | $\begin{aligned} & 0.1 \text { miles east of NC } \\ & 58 \end{aligned}$ | Nash County | 0.2 | 44 | 3 | 12 | $\begin{aligned} & \hline 60- \\ & 110 \\ & \hline \end{aligned}$ | 55 | 12100 | 4300 | 6500 | 5400 | 12100 | ADQ | $\begin{aligned} & \hline 60- \\ & 110 \\ & \hline \end{aligned}$ | Min |  |
|  | Sandy Cross Rd (SR 1717) | 0.1 miles east of NC <br> 58 | Arrington Rd | Nash County | 1.0 | 30 | 2 | 12 | $\begin{aligned} & \hline 110- \\ & 150 \end{aligned}$ | 55 | 12100 | 4300 | 6500 | 5400 | 12100 | ADQ | $\begin{aligned} & \hline 110- \\ & 150 \\ & \hline \end{aligned}$ | Min |  |
|  | Sandy Cross Rd (SR 1717) | Arrington Rd | Lance Rd | Nash County | 0.4 | 50 | 3 | 12 | 100 | 55 | 12100 | 4300 | 6500 | 5400 | 12100 | ADQ | 100 | Min |  |
|  | Sapony Creek Dr (SR 1752) | West Mount Drive (SR 1717) | $\begin{aligned} & \begin{array}{l} \text { S Old Carriage Rd } \\ \text { (SR 1603) } \end{array} \end{aligned}$ | Nash County | 1.5 | 22 | 2 | 9 | 60 | 55 | 6400 | 240 | 310 | 260 | 6400 | ADQ | 60 | Min |  |
|  | Seven Bridges Rd (SR 1404) | Swift Creek | Morning Star Church Rd (SR 1415) | Edgecombe County | 1.4 | 22 | 2 | 10 | 60 | 55 | 13200 | 480 | 770 | 1000 | 13200 | ADQ | 60 | Min |  |


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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From | To |  | Dist. <br> (mi) |  | $\begin{aligned} & \text { © } \\ & \stackrel{\text { © }}{ } \end{aligned}$ |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | $\left\|\begin{array}{c} 2013 \\ \text { Volume } \end{array}\right\|$ | 2040 <br> Volume E+C | 2040 <br> Volume <br> with <br> CTP | Proposed Capacity (vpd) | CrossSection | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ |  |  |
|  | Seven Bridges Rd (SR 1404) | Morning Star Church Rd (SR 1415) | Old Battleboro Rd (SR 1400) | Edgecombe County | 3.8 | 20 | 2 | 9 | 60 | 55 | 13200 | 370 | 370 | 1300 | 13200 | ADQ | 60 | Min |  |
|  | Sharpe Rd (SR 1735) | S Halifax Rd (SR 1544) | West of Kimberly Dr | Nash County | 0.6 | 24 | 2 | 9 | 60 | 55 | 6400 | 960 | 1100 | 1100 | 6400 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \text { Sharpe Rd (SR } \\ & 1735) \end{aligned}$ | West of Kimberly Dr | US 301 (S Hathaway Blvd) | Sharpsburg | 0.5 | 24 | 2 | 9 | 60 | 35 | 6400 | 960 | 1100 | 1100 | 6400 | ADQ | 60 | Min |  |
|  | Smokey Rd (SR 1542) | US 301 (N Wesleyan Blvd) | Airport Rd | Rocky Mount | 0.1 | 24 | 2 | 11 | 60 | 35 | 11700 | - | 270 | 270 | 11700 | ADQ | 60 | Min | P |
| NASH0012D-H | Southeast Connector | $\begin{aligned} & \begin{array}{l} \text { Old Wilson Rd (SR } \\ \text { 1002) } \end{array} \\ & \hline \end{aligned}$ | NC 43 (Cokey Rd/Springfield Rd) | Edgecombe County | 1.7 | - | - | - | - | - | - | - | - | 5400 | 16500 | 4D | 110 | Min | B |
|  | Springfield Rd (SR 1250) | NC 97 | Tar River | Rocky Mount | <0.1 | 34 | 2 | 12 | 60 | 45 | 10500 | 2300 | 2900 | 2800 | 10500 | ADQ | 60 | Min | B, P |
|  | Springfield Rd (SR $1250)$ | Tar River | 0.1 miles north of Leggett Rd (SR 1243) | Edgecombe County | 0.8 | 24 | 2 | 11 | 60 | 55 | 10500 | 2300 | 2900 | 2800 | 10500 | ADQ | 60 | Min | B, P |
|  | Springfield Rd (SR 1250) | 0.1 miles north of Leggett Rd (SR 1243) | Leggett Rd (SR 1243) | Rocky Mount | 0.1 | 24 | 2 | 11 | 60 | 45 | 10500 | 2300 | 2900 | 2800 | 10500 | ADQ | 60 | Min | B, P |
| U-4762 | $\begin{aligned} & \begin{array}{l} \text { Springfield Rd (SR } \\ 1250) \end{array} \\ & \hline \end{aligned}$ | Leggett Rd (SR 1243) | US 64 ALT/NC 43 (E Raleigh Blvd) | Rocky Mount | 1.3 | 24 | 2 | 11 | 60 | 45 | 10500 | 3500 | 4200 | 4100 | 13600 | 3B | 80 | Min | P |
| NASH0021-H | Sunset Ave (SR 1770) | S Old Carriage Rd (SR 1603) | Freight Rd | Rocky Mount | 0.7 | 36 | 3 | 12 | 60 | 45 | 14300 | 12000 | 16000 | 25000 | 36000 | 4D | 110 | B | B, P |
| U-5026 | $\begin{array}{\|l} \hline \begin{array}{l} \text { Sunset Ave (SR } \\ 1770) \end{array} \\ \hline \end{array}$ | Freight Rd | Sunshine Dr | Rocky Mount | 0.4 | 30 | 2 | 12 | 100 | 45 | 14300 | 12000 | 16000 | 25400 | 36000 | 4D | 110 | B | B, P |
| NASH0021-H | Sunset Ave (SR 1770) | Sunshine Dr | $>0.1$ west of Halifax Rd (SR 1544) | Rocky Mount | 0.3 | 36 | 3 | 12 | 60 | 45 | 14300 | 12000 | 16000 | 24700 | 36000 | 4D | 110 | B | B, P |
| NASH0021-H | Sunset Ave (SR 1770) | $>0.1$ west of Halifax Rd (SR 1544) | Westridge Cir Dr | Rocky Mount | 1.2 | 60 | 5 | 12 | 90 | 45 | 32800 | 12000 | 16000 | 24700 | 36000 | 4D | 110 | B | B, P |
| NASH0021-H | $\begin{aligned} & \hline \begin{array}{l} \text { Sunset Ave (SR } \\ 1770) \end{array} \\ & \hline \end{aligned}$ | Westridge Cir Dr | SR 1613 (Jones Rd) | Rocky Mount | 0.5 | 60 | 5 | 12 | 80 | 45 | 32800 | 20000 | 23500 | 28300 | 36000 | 4D | 110 | B | P |
| NASH0021-H | $\begin{aligned} & \text { Sunset Ave (SR } \\ & 1770 \text { ) } \\ & \hline \end{aligned}$ | Jones Rd (SR 1613) | Timberlake Dr | Rocky Mount | 0.2 | $\begin{array}{r} 58- \\ 56 \\ \hline \end{array}$ | 5 | 11 | 90-80 | 45 | 30400 | 20000 | 25200 | 27100 | 36000 | 4D | 110 | B | P |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction | Dist.(mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  |  |  |  |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | 2013 <br> Volume | 2040 <br> Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
| NASH0021-H | $\begin{aligned} & \hline \begin{array}{l} \text { Sunset Ave (SR } \\ 1770) \end{array} \\ & \hline \end{aligned}$ | Timberlake Dr | S Circle Dr | Rocky Mount | 0.5 | 56 | 5 | 11 | 80 | 45 | 30400 | 19000 | 20100 | 21900 | 36000 | 4D | 110 | B | P |
| NASH0021-H | $\begin{aligned} & \text { Sunset Ave (SR } \\ & 1770) \end{aligned}$ | S Circle Dr | Greenwood Ave | Rocky Mount | 0.1 | 55 | 5 | 11 | 80 | 45 | 30400 | 18000 | 19500 | 21600 | 36000 | 4D | 110 | B | P |
| NASH0021-H | $\begin{aligned} & \text { Sunset Ave (SR } \\ & 1770) \end{aligned}$ | Greenwood Ave | Crescent Dr | Rocky Mount | <0.1 | 55 | 5 | 11 | 100 | 45 | 30400 | 18000 | 19500 | 21600 | 36000 | 4D | 110 | B | P |
| NASH0021-H | $\begin{aligned} & \begin{array}{l} \text { Sunset Ave (SR } \\ \text { 1770) } \end{array} \\ & \hline \end{aligned}$ | Crescent Dr | US 64 BUS (Buck Leonard Blvd) | Rocky Mount | 0.2 | 48 | 4 D | 12 | 100 | 35 | 30400 | 18000 | 19500 | 21600 | 30400 | ADQ | 100 | B | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NASH0012C-H | Sutton Rd (SR $1157)$ | Nash/Edgecombe County Line | $<0.1$ miles east of Vance St (SR 1158) | Rocky Mount | 0.3 | 24 | 2 | 11 | 50 | 45 | 9300 | 3200 | 3800 | 5900 | 13600 | 3 C | 80 | Min | B, P |
| NASH0012C-H | Sutton Rd (SR $1157)$ | <0.1 miles east of Vance St (SR 1158) | 0.2 miles east of Vance St (SR 1158) | Edgecombe County | 0.2 | 22 | 2 | 10 | 60 | 45 | 11400 | 2900 | 3600 | 5800 | 13600 | 3 C | 80 | Min | B, P |
| NASH0012C-H | Sutton Rd (SR 1157) | 0.2 miles east of Vance St (SR 1158) | Old Wilson Rd (SR 1002) | Rocky Mount | 0.5 | 22 | 2 | 10 | 60 | 45 | 11400 | 2200 | 2600 | 5400 | 13600 | 3 C | 80 | Min | B, P |
|  | Tanner Rd (SR 1401) | Fountain Park Dr (SR 1441) | NC 97 | Rocky Mount | 1.5 | 24 | 2 | 12 | 60 | 45 | 6300 | 1800 | 1000 | 1000 | 6300 | ADQ | 60 | Min | B, P |
|  | Tar River Church Rd (SR 1981) | Bend of the River Rd (SR 1745) | 0.5 miles north of NC 97 | Nash County | 1.2 | 22 | 2 | 9 | 60 | 55 | 6400 | 360 | 1100 | 400 | 6400 | ADQ | 60 | Min |  |
|  | Tar River Church Rd (SR 1981) | $\begin{aligned} & 0.5 \text { miles north of } \\ & \text { NC } 97 \end{aligned}$ | NC 97 | Nash County | 0.5 | 22 | 2 | 9 | 60 | 45 | 6400 | 360 | 1100 | 400 | 6400 | ADQ | 60 | Min |  |
|  | $\begin{array}{\|l} \hline \text { E Tarboro Rd (SR } \\ \text { 1006) } \\ \hline \end{array}$ | Nash/Edgecombe County | $\begin{aligned} & \text { Old Wilson Rd (SR } \\ & \text { 1002) } \\ & \hline \end{aligned}$ | Edgecombe County | 0.9 | 22 | 2 | 10 | 60 | 55 | 13200 | 2700 | 3200 | 2900 | 13200 | ADQ | 60 | Min | B |
|  | W Tarboro Rd (SR 1001 ) | NC 97 | Irwin Isle Rd | Nash County | 0.3 | 26 | 2 | 11 | 60 | 45 | 14400 | 1200 | 1200 | 1100 | 14400 | ADQ | 60 | Min |  |
|  | W Tarboro Rd (SR 1001) | Irwin Isle Rd | Nash/Edgecombe County Line | Nash County | 1.8 | 26 | 2 | 11 | 60 | 55 | 14400 | 1100 | 1100 | 1100 | 14400 | ADQ | 60 | Min |  |
|  | S Talyor St | Western Ave | US 64 BUS (W | Rocky Mount | 0.3 | 32 | 2 | 16 | 60 | 25 | 10500 | 1900 | 2500 | 2400 | 10500 | ADQ | 60 | Min |  |
|  | S Talyor St | $\begin{aligned} & \hline \text { US } 64 \text { BUS (W } \\ & \text { Thomas St) } \end{aligned}$ | River Dr | Rocky Mount | 0.4 | 46 | 4 D | 11 | 105 | 25 | 25200 | 1200 | 1500 | 1500 | 25200 | ADQ | 105 | B | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  | Dist. (mi) |  | $\begin{aligned} & \infty \\ & \stackrel{\oplus}{\widetilde{J}} \end{aligned}$ |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | $2013$ <br> Volume | 2040 Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | Tarboro St | US 64 BUS (E Raleigh Blvd) | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { NC } 43 \text { BUS } \\ \text { (Fairview Rd) } \end{array} \\ \hline \end{array}$ | Rocky Mount | 1.1 | 36 | 2 | 18 | 70 | 35 | 15400 | 2400 | 2800 | 2600 | 15400 | ADQ | 70 | Min | B, P |
|  | Tarboro St | NC 43 BUS (Fairview Rd) | S Glendale Dr | Rocky Mount | 0.5 | 32 | 2 | 16 | 70 | 35 | 14600 | 2100 | 2400 | 2300 | 14600 | ADQ | 70 | Min | P |
| EDGE0027-H | Tarboro St Extension | S Glendale Dr | NC 43 (Springfield Rd) | Rocky Mount/ Edgecombe County | 0.8 | - | - | - | - | - | - | - | - | 980 | 16500 | 2 E | 60 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{array}{\|l} \hline \begin{array}{l} \text { Taylor Store Rd } \\ \text { (SR 1004) } \end{array} \\ \hline \end{array}$ | W Beulah Rd (SR 1432) | 0.1 miles south of Corinth Rd | Nash County | 0.3 | 26 | 2 | 11 | 60 | 55 | 12100 | 3200 | 4600 | 4600 | 12100 | ADQ | 60 | Min |  |
|  | Taylor Store Rd (SR 1004) | 0.1 miles south of Corinth Rd | 0.1 miles north of Frederick Cooper Ln | Nash County | 0.4 | 26 | 2 | 11 | 60 | 45 | 12100 | 3600 | 5000 | 5000 | 12100 | ADQ | 60 | Min |  |
|  | $\begin{array}{\|l} \text { Taylor Store Rd } \\ \text { (SR 1004) } \end{array}$ | 0.1 miles north of Frederick Cooper Ln | NC 58 | Nash County | 0.9 | 26 | 2 | 11 | 60 | 55 | 12100 | 3600 | 5000 | 5000 | 12100 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Technology Pkwy | Fountain Park Dr (SR 1441) | Fountain School Rd (SR 1402) | Edgecombe County | 0.2 | 26 | 2 | 12 | 60-65 | 35 | - | - | - | 500 | 16300 | ADQ | - | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Thomas Rd (SR 1233) | US 64 ALT | $\begin{array}{\|l} \begin{array}{l} \text { Meadowbrook Rd } \\ \text { (SR 1232) } \end{array} \\ \hline \end{array}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Edgecombe } \\ \text { County } \end{array} \\ & \hline \end{aligned}$ | 1.1 | 22 | 2 | 10 | 60 | 35 | 6400 | 400 | 500 | 780 | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  Thomas A Betts <br> Pkwy (SR 1613)  | US 301 (N Wesleyan Blvd) | Bishop Rd | Rocky Mount | 0.4 | 82 | 3 D | 12 | 180 | 55 | 35600 | 5800 | 6400 | 6000 | 35600 | ADQ | 180 | B | M |
|  | Thomas A Betts Pkwy (SR 1613) | Bishop Rd | $\begin{aligned} & \text { Fenner Rd (SR } \\ & \text { 1541) } \\ & \hline \end{aligned}$ | Rocky Mount | 0.5 | 58 | 4 D | 12 | 180 | 55 | 35600 | 7900 | 8900 | 8600 | 35600 | ADQ | 180 | B | P |
|  | Thomas A Betts Pkwy (SR 1613) | $\begin{array}{\|l} \hline \begin{array}{l} \text { Fenner Rd (SR } \\ 1541) \end{array} \\ \hline \end{array}$ | Rocky Mount City Limits | Rocky Mount | 0.2 | 56 | 4 D | 12 | 180 | 55 | 35600 | 6800 | 7900 | 7600 | 35600 | ADQ | 180 | B | M |
|  | Thomas A Betts Pkwy (SR 1613) | $\begin{array}{\|l} \text { Rocky Mount City } \\ \text { Limits } \end{array}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Rocky Mount City } \\ \text { Limits } \end{array} \\ & \hline \end{aligned}$ | Nash County | 0.3 | 56 | 4 D | 12 | 180 | 55 | 35600 | 6800 | 7900 | 7600 | 35600 | ADQ | 180 | B | M |
|  | Thomas A Betts Pkwy (SR 1613) | Rocky Mount City Limits | $\begin{aligned} & \text { Rocky Mount City } \\ & \text { Limits } \end{aligned}$ | Rocky Mount | 0.4 | 56 | 4 D | 12 | 180 | 55 | 35600 | 6800 | 7900 | 7600 | 35600 | ADQ | 180 | B | M |
|  | Thomas A Betts Pkwy (SR 1613) | Rocky Mount City Limits | 0.1 miles east of NC 48 (Goldrock Rd) | Nash County | 0.4 | 56 | 4 D | 12 | 180 | 55 | 35600 | 6800 | 7900 | 7600 | 35600 | ADQ | 180 | B | M |
|  | Thomas A Betts Pkwy (SR 1613) | 0.1 miles east of NC <br> 48 (Goldrock Rd) | Rocky Mount City Limits | Nash County | 0.2 | $\begin{array}{\|l\|} \hline 56- \\ 76 \end{array}$ | 4 D | 12 | 180 | 55 | 35600 | 7500 | 9200 | 8300 | 35600 | ADQ | 180 | B | M |


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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From To |  |  | $\begin{aligned} & \text { Dist. } \\ & \text { (mi) } \end{aligned}$ |  | $\begin{aligned} & \mathscr{0} \\ & \text { ■ } \\ & \hline \end{aligned}$ |  | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ | Speed Limit (mph) | Existing Capacity (vpd | 2013 <br> Volume | 2040 Volume E+C | 2040 <br> Volume <br> with <br> CTP | Proposed Capacity (vpd) | Cross- <br> Section | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ |  |  |
|  | Thomas A Betts <br> Pkwy (SR 1613) | Rocky Mount City Limits | Rocky Mount City | Rocky Mount | 0.2 | 56 | 4 D | 12 | 180 | 55 | 35600 | 7500 | 9200 | 8300 | 35600 | ADQ | 180 | B | M |
|  | Thomas A Betts Pkwy (SR 1613) | Rocky Mount City Limits | 0.1 miles east of NC 43 (Benvenue Rd) | Nash County | 1.4 | 56 | 4 D | 12 | 180 | 55 | 35600 | 7500 | 9200 | 8300 | 35600 | ADQ | 180 | B | M |
|  | Thomas A Betts Pkwy (SR 1613) | 0.1 miles east of NC 43 (Benvenue Rd) | NC 43 (Benvenue Rd) | Rocky Mount | 0.1 | $\begin{array}{\|l\|l} 56- \\ 76 \end{array}$ | 4 D | 12 | 180 | 55 | 35600 | 7500 | 9200 | 8300 | 35600 | ADQ | 180 | B | M |
|  | Thomas A Betts Pkwy (SR 1613) | NC 43 (Benvenue Rd) | $<0.1$ miles east of Woodruff Rd (SR 1613) | Nash County | 0.3 | 56 | 4 D | 12 | 180 | 55 | 35600 | 11000 | 13000 | 12400 | 35600 | ADQ | 180 | B | B, P |
|  | Thomas A Betts Pkwy (SR 1613) | NC 43 (Benvenue Rd) | Woodruff Rd (SR <br> 1613) | Nash County | <0.1 | 56 | 4 D | 12 | 180 | 55 | 35600 | 11000 | 13000 | 12400 | 35600 | ADQ | 180 | B | B, P |
|  | Thomas A Betts Pkwy (SR 1613) | Woodruff Rd (SR 1613) | $<0.1$ miles west of Woodruff Rd (SR 1613) | Dortches | <0.1 | 56 | 4 D | 12 | 180 | 55 | 35600 | 15000 | 18800 | 17100 | 35600 | ADQ | 180 | B | B, P |
|  | Thomas A Betts Pkwy (SR 1613) | $<0.1$ miles west of Woodruff Rd (SR 1613) | Hurt Dr | Rocky Mount | 0.4 | 56 | 4 D | 12 | 180 | 55 | 35600 | 15000 | 18800 | 17100 | 35600 | ADQ | 180 | B | B, P |
|  | Thomas A Betts Pkwy (SR 1613) | Hurt Dr | Hunter Hill Rd (SR $1604)$ | Rocky Mount | 0.1 | $\begin{array}{\|c} \hline 56- \\ 84 \\ \hline \end{array}$ | 4 D | 12 | 180 | 55 | 35600 | 11000 | 13600 | 13100 | 35600 | ADQ | 180 | B | B, P |
|  | Thorpe Rd | Airport Rd (SR 1542) | Independence Dr | Rocky Mount | 0.3 | 26 | 2 | 11 | 60 | 45 | 10600 | 2000 | 3000 | 2900 | 10600 | ADQ | 60 | Min | B, P |
|  | Thorpe Rd | Independence Dr | $\begin{aligned} & \hline \text { NC 43/NC } 48 \\ & \text { (Benvenue Rd) } \end{aligned}$ | Rocky Mount | 0.2 | 24 | 2 | 11 | 60 | 45 | 10600 | 1700 | 2700 | 2600 | 10600 | ADQ | 60 | Min | B, P |
|  | $\begin{aligned} & \text { Tiffany Blvd (SR } \\ & \text { 1599) } \end{aligned}$ | $\begin{aligned} & \text { NC 43/NC } 48 \\ & \text { (Benvenue Rd) } \end{aligned}$ | US 301 (N Wesleyan Blvd) | Rocky Mount | 0.4 | 40 | 4 D | 10 | 80 | 35 | 19300 | 4500 | 3600 | 3700 | 19300 | ADQ | 60 | B | B, P |
|  | $\begin{array}{\|l\|} \hline \begin{array}{l} \text { Town Creek Rd } \\ \text { (SR 1002) } \end{array} \\ \hline \end{array}$ | $\begin{aligned} & \text { County Line Rd (SR } \\ & \text { 1146) } \end{aligned}$ | 0.2 miles south of Braswell Ln | Wilson County | 1.2 | 22 | 2 | 10 | 60 | 55 | 13200 | 780 | 780 | 780 | 13200 | ADQ | 60 | Min |  |
|  | $\begin{array}{\|l} \hline \begin{array}{l} \text { Town Creek Rd } \\ \text { (SR 1002) } \end{array} \\ \hline \end{array}$ | 0.2 miles south of Braswell Ln | $\begin{array}{\|l} \hline \text { SR } 1402 \text { (Reedy } \\ \text { Branch Rd) } \\ \hline \end{array}$ | Wilson County | 0.4 | 22 | 2 | 10 | 60 | 45 | 13200 | 780 | 780 | 780 | 13200 | ADQ | 60 | Min |  |
|  | $\begin{aligned} & \hline \text { E Washington St } \\ & \text { (SR 1700) } \\ & \hline \end{aligned}$ | US 64 BUS (Eastern Ave) | Woodfield Dr | Nashville | 0.7 | 24 | 2 | 11 | 60 | 35 | 9800 | 3200 | 4400 | 3000 | 9800 | ADQ | 60 | Min |  |
|  | N Washington St | US 64 BUS 9E Thomas St) | US 64 BUS (Tarboro St) | Rocky Mount | 0.1 | 36 | $20 W$ | 18 | 60 | 35 | 2600 | 800 | 850 | 750 | 2600 | ADQ | 60 | Min | P |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP <br> Classification |  |
|  |  | From | To |  | Dist. (mi) |  | $\begin{aligned} & \mathscr{\infty} \\ & \stackrel{\rightharpoonup}{\widetilde{\top}} \\ & \hline \end{aligned}$ |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | 2013 <br> Volume | 2040 <br> Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | S Washington St | US 64 BUS (Tarboro St) | E Bassett St | Rocky Mount | 0.6 | 36 | 2 | 18 | 60 | 35 | 5200 | 470 | 640 | 550 | 5200 | ADQ | 60 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | West End St | High St | S Grace St | Rocky Mount | <0.1 | 32 | 2 | 16 | 50 | 25 | - | - | - | - |  | ADQ | 60 | Min | B |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | West Haven Blvd | NC 97 (W Raleigh Blvd) | Hammond St | Rocky Mount | 0.5 | 34 | 2 | 16 | 60 | 35 | 14600 | 1700 | 2100 | 2000 | 14600 | ADQ | 60 | Min | P |
|  | West Haven Blvd | Hammond St | Pinecrest Rd | Rocky Mount | 0.2 | 40 | 2 | 16 | 70 | 35 | 14600 | 1400 | 2000 | 2000 | 14600 | ADQ | 70 | Min | P |
|  | West Haven Blvd | Pinecrest Rd | Piedmont Ave | Rocky Mount | 0.4 | 20 | 2 | 10 | 70 | 35 | 5600 | 1400 | 2000 | 2000 | 5600 | ADQ | 70 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \begin{array}{l} \text { West Mount Drive } \\ \text { (SR 1717) } \end{array} \\ & \hline \end{aligned}$ | Lance Rd | $\begin{array}{\|l} \text { Redman Rd (SR } \\ \text { 1709) } \end{array}$ | Nash County | 3.1 | 32 | 2 | 11 | $\begin{aligned} & \hline 90- \\ & 120 \\ & \hline \end{aligned}$ | 55 | 14400 | 3100 | 3700 | 3500 | 14400 | ADQ | $\begin{aligned} & 90- \\ & 120 \\ & \hline \end{aligned}$ | Min | B |
|  | $\begin{aligned} & \begin{array}{l} \text { West Mount Drive } \\ \text { (SR 1717) } \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Redman Rd (SR } \\ & \text { 1709) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { S Halifax Rd (SR } \\ & \text { 1544) } \\ & \hline \end{aligned}$ | Nash County | 0.2 | 50 | 5 | 10 | 80 | 45 | 28100 | 5000 | 7200 | 6100 | 28100 | ADQ | 80 | Maj | B |
|  | $\begin{aligned} & \begin{array}{l} \text { West Mount Drive } \\ \text { (SR 1717) } \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { S Halifax Rd (SR } \\ & \text { 1544) } \\ & \hline \end{aligned}$ | 0.2 miles east of Deleon Ln | Nash County | 1.8 | 50 | 5 | 10 | 80 | 45 | 28100 | 3400 | 5300 | 4500 | 28100 | ADQ | 80 | Maj | B |
|  | West Mount Drive (SR 1717) | 0.2 miles east of Deleon Ln | Bethlehem Rd (SR 1714) | Rocky Mount | 1.1 | 50 | 5 | 10 | 80 | 45 | 20800 | 4200 | 5700 | 2000 | 20800 | ADQ | 80 | Maj | B, P |
|  | West Mount Drive (SR 1717) | Bethlehem Rd (SR 1714) | US 301 (S Wesleyan Blvd) | Rocky Mount | 0.3 | 36 | 3 | 12 | 80 | 45 | 12900 | 3300 | 4100 | 1700 | 12900 | ADQ | 80 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Western Ave | Piedmont Ave | S Mayo St | Rocky Mount | 0.4 | 36 | 2 | 18 | 60 | 35 | 6700 | 1100 | 1400 | 1300 | 6700 | ADQ | 60 | Min | P |
|  | Western Ave | S Mayo St | S Grace St | Rocky Mount | 0.6 | 30 | 2 OW | 12 | 50 | 35 | 4400 | 1400 | 1700 | 2100 | 4400 | ADQ | 50 | Min | B |
|  | Western Ave | S Grace St | $\begin{aligned} & \text { US } 301 \text { BUS (S } \\ & \text { Franklin St } \end{aligned}$ | Rocky Mount | 0.2 | 30 | 2 OW | 12 | 50 | 25 | 10300 | 3400 | 3900 | 1700 | 10200 | ADQ | 50 | Min | B |
|  | Western Ave | $\begin{array}{\|l} \hline \text { US } 301 \text { BUS (S } \\ \text { Franklin St } \\ \hline \end{array}$ | $\begin{array}{\|l} \hline \text { US 301 BUS (S } \\ \text { Church St) } \end{array}$ | Rocky Mount | 0.1 | 30 | 2 OW | 12 | 50 | 25 | 10300 | 1300 | 1800 | 770 | 10200 | ADQ | 50 | Min | B |
|  | Western Ave | $\begin{array}{\|l} \hline \text { US } 301 \text { BUS (S } \\ \text { Church St) } \end{array}$ | Nash/Edgecombe County Line | Rocky Mount | 0.1 | 36 | 2 OW | 12 | 40 | 25 | 11400 | 3000 | 3400 | 3000 | 11400 | ADQ | 40 | Min | B |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { Williford Rd (SR } \\ & 1404) \end{aligned}$ | $\begin{aligned} & \text { Heffner Rd (SR } \\ & \text { 1403) } \end{aligned}$ | Town Creek Rd (SR 1002) | Wilson County | 1.1 | 20 | 2 | 9 | 60 | 55 | 6400 | - | - | - | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | N Winstead Ave (SR 1613) | $\begin{aligned} & \text { Hunter Hill Rd (SR } \\ & \text { 1604) } \end{aligned}$ | $\begin{aligned} & \text { English Rd (SR } \\ & \text { 1614) } \\ & \hline \end{aligned}$ | Rocky Mount | 0.5 | $\begin{array}{\|c} \hline 48- \\ 76 \\ \hline \end{array}$ | 4 D | 12 | 160 | 55 | 27100 | 12000 | 15300 | 12800 | 27100 | ADQ | 160 | B | B |
|  | N Winstead Ave (SR 1613) | $\begin{aligned} & \text { English Rd (SR } \\ & \text { 1614) } \\ & \hline \end{aligned}$ | US 64 | Rocky Mount | 0.3 | $\begin{array}{\|l} \hline 48- \\ 76 \\ \hline \end{array}$ | 4 D | 12 | 160 | 55 | 27100 | 20000 | 22600 | 21000 | 27100 | ADQ | 160 | B | B |
|  | N Winstead Ave (SR 1613) | US 64 | Curtis Ellis Dr | Rocky Mount | 0.3 | 76 | 6D | 11 | 160 | 55 | 37200 | 22000 | 23000 | 20300 | 37200 | ADQ | 160 | B | B |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction | Dist. (mi) | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  |  |  | $\begin{aligned} & \text { © } \\ & \text { だ } \\ & \hline \end{aligned}$ |  | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ | Speed Limit (mph) | Existing Capacity (vpd | $\begin{array}{\|c\|} 2013 \\ \text { Volume } \\ \hline \end{array}$ | 2040 <br> Volume E+C | 2040 <br> Volume <br> with <br> CTP | Proposed Capacity (vpd) | Cross- <br> Section | $\begin{gathered} \text { ROW } \\ (\mathrm{ft}) \end{gathered}$ |  |  |
|  | $\begin{array}{\|l} \hline \begin{array}{l} \text { N Winstead Ave } \\ \text { (SR 1613) } \end{array} \\ \hline \end{array}$ | Curtis Ellis Dr | $\begin{aligned} & \hline \begin{array}{l} \text { Sunset Ave (SR } \\ 1770) \end{array} \\ & \hline \end{aligned}$ | Rocky Mount | 0.6 | 76 | 6 D | 11 | 160 | 55 | 37200 | 17000 | 17200 | 16100 | 37200 | ADQ | 160 | B |  |
|  | $\begin{array}{\|l} \hline \text { S Winstead Ave } \\ \text { (SR 1613) } \\ \hline \end{array}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Sunset Ave (SR } \\ 1770) \end{array} \\ & \hline \end{aligned}$ | Northwood Rd | Rocky Mount | 0.1 | 64 | 5 | 12 | 160 | 35 | 19900 | 11000 | 12300 | 13500 | 19900 | ADQ | 160 | Maj | P |
|  | $\begin{aligned} & \hline \begin{array}{l} \text { S Winstead Ave } \\ \text { (SR 1613) } \end{array} \\ & \hline \end{aligned}$ | Northwood Rd | Sheffield Dr | Rocky Mount | 0.6 | 36 | 3 | 11 | 80 | 35 | 13200 | 9800 | 11100 | 12200 | 13200 | ADQ | 80 | Maj | P |
|  | $\begin{aligned} & \hline \text { S Winstead Ave } \\ & \text { (SR 1613) } \\ & \hline \end{aligned}$ | Sheffield Dr | Westminister Dr | Rocky Mount | 0.4 | 50 | 5 | 11 | 80 | 35 | 24200 | 7900 | 8800 | 10800 | 24200 | ADQ | 80 | Maj | P |
|  | $\begin{aligned} & \hline \text { S Winstead Ave } \\ & \text { (SR 1613) } \\ & \hline \end{aligned}$ | Westminister Dr | Michael Scott Dr | Rocky Mount | 0.2 | 55 | 5 | 11 | 80 | 45 | 24200 | 7900 | 8800 | 10800 | 24200 | ADQ | 80 | Maj | P |
|  | $\begin{array}{\|l} \hline \text { S Winstead Ave } \\ \text { (SR 1613) } \end{array}$ | Michael Scott Dr | Beechwood Ct | Rocky Mount | 0.3 | 55 | 5 | 11 | 80 | 35 | 24200 | 7900 | 8800 | 10800 | 24200 | ADQ | 80 | Maj | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Winstead Rd | SR 1613 (S Winstead Ave) | SR 1713 (Old Mill Rd) | Rocky Mount | 1.0 | 32 | 2 | 16 | 60 | 35 | 9700 | 4000 | 4300 | 4200 | 9700 | ADQ | 60 | Min | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{array}{\|l} \hline \begin{array}{l} \text { Winstead Store Rd } \\ \text { (SR 1769) } \end{array} \\ \hline \end{array}$ | NC 58 | $\begin{aligned} & \text { Sandy Cross Rd (SR } \\ & \text { 1717) } \end{aligned}$ | Nash County | 1.7 | 22 | 2 | 9 | 60 | 55 | 6400 | 140 | 140 |  | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Womble Rd (SR 1435) | $\begin{aligned} & \text { E Beulah Rd (SR } \\ & 1432) \end{aligned}$ | 0.2 miles south of Exum Rd (SR 1433) | Nash County | 0.5 | 22 | 2 | 9 | 60 | 55 | 6400 | 1200 | 1300 | 1400 | 6400 | ADQ | 60 | Min | B |
|  | Womble Rd (SR $1435)$ | 0.2 miles south of Exum Rd (SR 1433) | Mulberry Rd | Nash County | 1.1 | 22 | 2 | 9 | 60 | 45 | 6400 | 1800 | 1900 | 1800 | 6400 | ADQ | 60 | Min | B, P |
|  | $\begin{aligned} & \begin{array}{l} \text { Womble Rd (SR } \\ 1435) \end{array} \\ & \hline \end{aligned}$ | Mulberry Rd | Live Oak Ln | Nashville | 0.1 | 24 | 2 | 9 | 60 | 45 | 6400 | 1800 | 1900 | 1800 | 6400 | ADQ | 60 | Min | B, P |
|  | $\begin{aligned} & \text { Womble Rd (SR } \\ & \text { 1435) } \end{aligned}$ | Live Oak Ln | US 64 | Nashville | 0.4 | 24 | 2 | 9 | 100 | 35 | 6400 | 1800 | 1900 | 1800 | 6400 | ADQ | 100 | Min | B, P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Woodruff Rd (SR 2210) | $<0.1$ miles south of Brake Rd (SR 1612) | Thomas A Betts Pkwy (SR 1613) | Dortches | 0.3 | 22 | 2 | 10 | 60 | 35 | 13200 | 5500 | 6800 | 6100 | 13200 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Worsley Rd (SR 1229) | Brake Rd (SR 1230) | NC 43 | Edgecombe <br> County | 0.7 | 22 | 2 | 9 | 60 | 45 | 6400 | 390 | 390 | 420 | 6400 | ADQ | 60 | Min |  |
| EDGE0028-H | $\begin{aligned} & \begin{array}{l} \text { Vance St (SR } \\ 1158) \end{array} \\ & \hline \end{aligned}$ | Arlington St | Rex St | Rocky Mount | 0.1 | 22 | 2 | 11 | 50 | 35 | - | - | - | 3500 | 10800 | 2 E | 60 | Min | P |


| HIGHWAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Local ID | Facility | Section |  | Jurisdiction |  | 2013 Existing System |  |  |  |  |  |  | 2040 Proposed System |  |  |  |  | CTP Classification |  |
|  |  | From | To |  | Dist. (mi) |  |  |  | ROW <br> (ft) | Speed Limit (mph) | Existing Capacity (vpd | $2013$ <br> Volume | 2040 Volume E+C | 2040 <br> Volume with CTP | Proposed Capacity (vpd) | CrossSection | ROW <br> (ft) |  |  |
|  | $\begin{aligned} & \text { Vance St (SR } \\ & 1158) \end{aligned}$ | Rex St | Mitchell St | Rocky Mount | <0.1 | 34 | 2 | 17 | 50 | 35 | 9800 | 670 | 1100 | 3600 | 9800 | ADQ | 50 | Min | P |
|  | $\begin{aligned} & \text { Vance St (SR } \\ & 1158) \end{aligned}$ | Mitchell St | 0.3 miles north of Sutton Rd (SR 1157) | Rocky Mount | 0.6 | 22 | 2 | 10 | 50 | 35 | 9800 | 670 | 1100 | 3600 | 9800 | ADQ | 50 | Min | P |
|  | $\begin{aligned} & \text { Vance St (SR } \\ & 1158) \end{aligned}$ | 0.3 miles north of Sutton Rd (SR 1157) | Sutton Rd (SR 1157) | Rocky Mount | 0.3 | 20 | 2 | 9 | 60 | 35 | 9800 | 670 | 1100 | 510 | 9800 | ADQ | 60 | Min | P |
|  | Vestal Rd (SR $1154)$ | SR 1152 (Arlington St.) | $<0.1$ miles west of Thorne Rd (SR 1167) | Edgecombe County | <0.1 | 20 | 2 | 9 | 50 | 45 | 6400 | 310 | 310 | 260 | 6400 | ADQ | 50 | Min | P |
|  | Vestal Rd (SR $1154)$ | $<0.1$ miles west of Thorne Rd (SR 1167) | 0.1 miles east of Bills Ln | Rocky Mount | 0.3 | 20 | 2 | 9 | 50 | 45 | 6400 | 310 | 310 | 260 | 6400 | ADQ | 50 | Min | P |
|  | $\begin{aligned} & \text { Vestal Rd (SR } \\ & \text { 1154) } \end{aligned}$ | $\begin{array}{\|l} \hline 0.1 \text { miles east of } \\ \text { Bills } L n \\ \hline \end{array}$ | $\begin{aligned} & \begin{array}{l} \text { Old Wilson Rd (SR } \\ \text { 1002) } \end{array} \\ & \hline \end{aligned}$ | Edgecombe County | 0.5 | 20 | 2 | 9 | 60 | 45 | 6400 | 310 | 310 | 260 | 6400 | ADQ | 60 | Min | P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Vickers Rd (SR <br> $1740)$ | NC 97 | Nash/Wilson County Line | Nash County | 2.1 | 22 | 2 | 9 | 60 | 55 | 6400 | 430 | 530 | 530 | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | E Virginia St | Myrtle Avenue (SR 1243) | Hunter St | Rocky Mount | 0.5 | 34 | 2 | 17 | 60 | 35 | 6700 | - | - | 1900 | 6700 | ADQ | 60 | Min | B,P |
|  | E Virginia St | Hunter St | Dead End of Virginia St | Rocky Mount | 0.5 | 38 | 2 | 18 | 60 | 35 | 6700 | - | - | 130 | 6700 | ADQ | 60 | Min | B,P |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Volunteer Rd (SR 1815) | $<0.1$ miles east of Vaughan Chapel Rd (SR 1933) | NC 58 | Nash County | 1.7 | 24 | 2 | 9 | 60 | 55 | 6400 | 800 | 1500 | 1500 | 6400 | ADQ | 60 | Min |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Zebulon Rd | US 64 BUS (Buck Leonard Blvd) | $\begin{aligned} & 0.1 \text { miles east of Foy } \\ & \mathrm{Dr} \end{aligned}$ | Rocky Mount | 0.7 | 33 | 3 | 11 | 60 | 35 | 10400 | 5500 | 6000 | 5400 | 10400 | ADQ | 60 | Min | B, P |

Footnotes:
(1) Cross section pending completion OF FS-1504
(2) Cross section recommendation pending
(3) 4 lane including a two-way left-turn lane

## PUBLIC TRANSPORTATION AND RAIL

| PUBLIC TRANSPORTATION ${ }^{1}$ |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Speed |  | Existing System | Proposed System |  |
| Local ID | Facility/ Route | Section (From - To) | $\begin{aligned} & \text { Limit } \\ & (\mathrm{mph}) \\ & \hline \end{aligned}$ | Distance (mi) | Type | Type | Other <br> Modes |
| NASH0001-T | NC 43 (Benvenue Rd) | Cobb Corners Rd - Northern Blvd | 45 | 0.3 | - | Bus | P |
| NASH0001-T | NC 48 (Goldrock Rd) | Northern Blvd - NC 43 (Benvenue Rd) | 45 | 0.3 | - | Bus | H, P |
| NASH0001-T | Northern Blva | NC 43 (Benvenue Rd) - NC 48 (Goldrock Rd) | 35 | 0.3 | - | Bus | B, P |

${ }^{1}$ Only major public transportation routes and proposals are shown here. For further documentation of the public transportation system, vist http://www.tarrivertransit.org/

| RAIL |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Local ID | Facility/ Route | Section (From - To) | Class | Speed Limit (mph) | Distance (mi) | Existing System |  |  | Proposed System |  |  | Other <br> Modes |
|  |  |  |  |  |  | Type | ROW (ft) | Trains per day | Type | ROW (ft) | Trains per day |  |
|  | Carolina Coastal Railway (CLNA) ABA Line | Rocky Mount - Momeyer | II | 10 | 14.2 |  | 130 | 4 | . | - | - | - |
|  | CSX Transportation (CSX) A Line | Richmond, VA - South Carolina | 1 | 79 | 16.7 |  | 130 | 30 | - | - | - | - |
|  | CSX AB Line | Tarboro - Rocky Mount | 1 | 40 | 7.3 |  | 130 | 6 | - | - | - | - |
|  | CSX Rail Yard | Rocky Mount | 1 | - | - | - | - | - | - | - | - | - |

## BICYCLE AND PEDESTRIAN ${ }^{1}$

| BICYCLE |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Local ID | Facility/ Route | Section (From - To) | $\begin{array}{\|c\|} \hline \text { Distance } \\ (\mathrm{mi}) \end{array}$ | Existing System Cross-Section |  | Proposed System |  | Other Modes |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  | (ft) | lanes | Type | Cross-Section |  |
| Nash County |  |  |  |  |  |  |  |  |
| NASH0030-B | US 64 BUS (Thomas St) | US 64 BUS (Sunset Ave) - Nash/Edgecombe County Line | 0.4 | 34-36 | 2-3 | On Road | 2E,3C | P |
| NASH0031-B | US 64 BUS (Sunset Ave) | US 64 BUS (Sunset Ave)/Piedmont Ave - Nash/Edgecombe Co Line | 1.3 | 32-36 | 2-3 | On Road | 2E,3C |  |
| NASH0032-B | US 301 BUS (Franklin St) | US 64 BUS (Sunset Ave) - US 301 BUS (Church St) | 0.4 | 32 | 3 | On Road | 3C | P |
| NASH0033-B | US 301 BUS (Church St) | US 64 BUS (Sunset Ave) - NC 43 BUS (Grand Ave) | 0.4 | 32-40 | 3 | On Road | 3C | P |
| NASH0033-B | US 301 BUS (Church St) | Riversdale Dr - Tar River Trail | 0.5 | 40 | 3 | On Road | 3C | P |
| NASH0006-H | NC 43 BUS (Grace St) | NC 43 BUS/NC 48 (Falls Rd) - US 301 BUS (N Church St) | 0.2 | 54 | 5 | On Road | 3C | H, P |
| EDGE0022-H | NC 43 BUS (Grand Ave) | US 301 BUS (N Church St) - Nash/Edgecombe County Line | 0.1 | 43-54 | 4-5 | On Road | 2L, 3C | H, P |
| NASH0006-H | NC 48/NC 43 BUS (Grace St) | NC 48/NC 43 BUS(Peachtree St) - NC 48/NC 43 BUS (Falls Rd) | 0.1 | 44 | 4 | On Road | 3C | H, P |
| NASH0034-B | NC 48/NC 43 BUS (Falls Rd) | River Dr - NC 43 BUS (Grace St) | 0.6 | 32 | 2 | On Road | 2E |  |
| NASH0035-B | NC 48/NC 43 BUS (Peachtree St) | River Dr - Grace Street | 0.6 | 32 | 2 | On Road | 2E |  |
| NASH0034-B | NC 48 (Falls Rd) | NC 48/NC 43 BUS (Grace St) - US 301 BUS (N Church St) | 0.2 | 34 | 3 | On Road | 2E |  |
| NASH0010-H | NC 58 | NC 97 - Bend of the River Rd (SR 1745) | 1.6 | 24 | 2 | On Road | 4A | H |
| NASH0036-B | NC 58 (First St) | Nash Central Middle School - Old Spring Hope Rd (SR 1145) | 0.5 | 28-38 | 2-3 | On Road | 2E,3C |  |
| NASH0037-B | NC 58 (Washington St) | Stony Creek - 0.6 miles west of Taylor Store Rd (SR 1004) | 1.3 | 26 | 2 | On Road | 2 E | P |
| NASH0038-B | NC 97 (Atlantic Ave) | US 64 - E Virginia St | 0.5 | 44 | 4 | On Road | 4G | P |
| NASH0038-B | NC 97 (Atlantic Ave) | E Highland Ave - US 64 BUS | 0.4 | 44 | 4 | On Road | 4G | P |
| NASH0039-B | Alston St/Womble Rd (SR 1435) | Cedar St - Beulah St (SR 1435) | 2.3 | 22-24 | 2 | On Road | 2 E | P |
| NASH0012A-H | Beechwood Dr (SR 1613) Extension | West Mount Dr (SR 1717) - US 301 (Wesleyan Blvd) | 0.9 | - | - | On Road | 4D | H |
| NASH0040-B | Bend of the River Rd (SR 1745) | NC 58 - Waters Edge Dr ( SR 1870) | 3.2 | 24 | 2 | On Road | 2E |  |
| U-3331 | Country Club Rd (SR 1616) | Hunter Hill Rd (SR 1604) - US 64 BUS (Sunset Ave) | 1.1 | 24 | 2 | On Road | 4D | P |
| NASH0041-B | Davis Store Rd (SR 1733) | Mill Branch Rd (SR 1733) - Halifax Rd (SR 1544) | 0.9 | 24 | 2 | On Road | 2E | P |
| R-5720 | Eastern Ave (SR 1770) | Nashville Commons Dr - East of Forest View Dr | 0.1 | 44 | 4 | On Road | 4G | H, P |
| NASH0042-B | Eastpointe Rd | Eastern Ave (SR 1770) - Eastpointe Rd Extension | 0.1 | 64 | 5 | On Road | 4G | P |
| NASH0014-H | Eastpointe Rd Extension | Eastern Ave (SR 1770) - Oak Level Rd (SR 1770) | 0.5 | - | - | On Road | 2E | H, P |
| NASH0034-B | Falls Rd | US 301 BUS (N Church St) - US 64 BUS (Thomas St) | 0.3 | 30 | 2 | On Road | 2E |  |
| NASH0043-B | Goldleaf St | US 301 BUS (Church St) - Nash/Edgecombe County Line | 0.1 | 26 | 2 | On Road | 2E |  |
| NASH0006-H | Grace Street | West End St - US 64 BUS (Thomas St) | 0.8 | 28-60 | 2-5 | On Road | 2 L | H, P |
| NASH0006-H | Grace Street | US 64 BUS (Thomas St) - NC 43 BUS/NC 48 (Falls Rd) | 0.3 | 48 | 4 | On Road | 3C | H, P |
| NASH0044-B | S Halifax Rd (SR 1544) | Mill Branch Rd (SR 1733) - NC 97 | 0.2 | 26 | 2 | On Road | 2E |  |
| NASH0045-B | Main St | SE Railroad St - Mill Branch Rd (SR 1733) | 0.4 | 32-35 | 2 | On Road | 2E | P |
| NASH0045-B | Mill Branch Rd (SR 1733) | Main St - Davis Store Rd (SR 1734) | 0.7 | 24 | 2 | On Road | 2 E | P |
| NASH0045-B | Mill Branch Rd (SR 1733) | Davis Store Rd (SR 1734) - Halifax Rd (SR 1544) | 1.6 | 24-48 | 2 | On Road | 2A, 2B |  |
| NASH0046-B | Old Bailey Hwy (SR 1001) | Old Spring Hope Rd (SR 1145) - Little Sapony Creek | 0.5 | 26 | 2 | On Road | 2A |  |
| NASH0017-H, NASH0018-H, NASH0047-B | Old Carriage Rd (SR 1603) | Bend of the River Rd (SR 1745) - Nash Community College | 8.0 | 24-40 | 2-3 | On Road | 2E,3C | P |
| NASH0048-B | Old Spring Hope Rd (SR 1145) | Eastern Ave (SR 1770) - Old Country Home Rd (SR 1909) | 6.0 | 22 | 2 | On Road | 2A, 2E | P |
| NASH0035-B | Peachtree (SR 1862) | NC 48/NC 43 BUS (N Grace St) - US 301 BUS (N Franklin St) | 0.1 | 30 | 2 | On Road | 2 E |  |
| NASH0049-B | Red Oak Rd (SR 1003) | Hunter Hill Rd (SR 1604) - Eastern Ave (SR 1770) | 3.1 | 26 | 2 | On Road | 2B |  |

${ }^{1}$ Only major routes and proposals are shown here. For further documentation of bicycle and pedestrian facilities and proposals, refer to the 2007 Rocky Mount Bicycle Plan, the 2012 City of Rocky Mount Pedestrian Plan or the 2008 Town of Nashville Comprehensive Pedestrian Plan
${ }^{2}$ Cross section not available

| BICYCLE |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Local ID | Facility/ Route | Section (From - To) | $\begin{array}{\|c\|} \hline \text { Distance } \\ (\mathrm{mi}) \end{array}$ | Existing System Cross-Section |  | Proposed System |  | Other <br> Modes |
|  |  |  |  |  |  | Type | Cross-Section |  |
|  |  |  |  | (ft) | lanes |  |  |  |
| Nash County |  |  |  |  |  |  |  |  |
| NASH0020-H | Red Oak Rd (SR 1003) Extension | Eastern Ave (SR 1770) - Oak Level Rd (SR 1700) | 0.5 | - | - | On Road | 2E | H, P |
| NASH0021-H | Sunset Ave (SR 1770) | Old Carriage Rd (SR 1603) - Halifax Rd (SR 1544) | 1.4 | 30-36 | 2-3 | On Road | 4D | H, P |
| NASH0050-B | West Mount Dr (SR 1717) | Old Carriage Rd (SR 1603) - Coutnry Rd (SR 1751) | 0.2 | 32 | 2 | On Road | 2E |  |
| NASH0051-B | Zebulon Rd | US 64 BUS (Buck Leonard Blvd) - Englewood Dr | 0.8 | 33 | 3 | On Road | 3C | P |
|  |  |  |  |  |  |  |  |  |
| Edgecombe County |  |  |  |  |  |  |  |  |
| EDGE0024-B | US 64 BUS (Thomas St) | Nash County line - US 64 BUS (E Raleigh Blvd) | 0.4 | 34-36 | 2-3 | On Road | 2E,3C |  |
| EDGE0025-B | US 64 BUS (Tarboro St) | Nash County line - NC 97 (Arlington St) | 0.7 | 33-38 | 2-3 | On Road | 2E,3C |  |
| EDGE0026-B | US 64 BUS (E Raleigh Blvd) | US 64 BUS (Tarboro St) - Meadowbrook Rd (SR 1232) | 1.8 | 40-60 | 4-5 | On Road | $4 \mathrm{G},{ }_{-}{ }^{-}$ |  |
| EDGE0022-H | NC 43 BUS (Grand Ave) | Nash/Edgecombe County Line - US 64 BUS (E Raleigh Blvd) | 1 | 43-54 | 4-5 | On Road | 2L, 3C | H, P |
| EDGE0027-B | NC 97 (W Raleigh Blvd) | Nash County line - NC 97 (Arlington St) | 0.1 | 24 | 1 | On Road | 2E | P |
| EDGE0028-B | Albermarle Ave | Rose St - US 64 BUS (Thomas St) | 0.1 | 26 | 2 | On Road | 2E |  |
| EDGE0029-B | Batchelor Rd (SR 1150) | Honeysuckle Ln - SE Railroad St | 0.4 | 18 | 2 | On Road | 2E | P |
| EDGE0030-B | Battleboro Avenue (SR 1407) | Nash County line - Morning Star Church Rd (SR 1412) | 0.6 | 22-32 | 2 | On Road | 2E | P |
| EDGE0030-B | Battleboro-Leggett Rd (SR 1407) | Morning Star Church Rd (SR 1412) - Falling Run | 5.3 | 22-24 | 2 | On Road | 2A, 2B |  |
| EDGE0031-B | Goldleaf St | Nash County Line - NC 97 (Atlantic Ave) | 0.2 | 32 | 2 | On Road | 2 E | P |
| NASH0012B-H | Kingston Ave (SR 1727) Extension | US 301 (Wesleyan Blvd) - NC 97 (W Raleigh Blvd) | 1.2 | 24 | 2 | On Road | 3C | P |
| EDGE0032-B | Nobles Mill Pond Rd (SR 1224) | NC 43 (Cokey Rd) - Howard Ave Ext (SR 1208) | 4.1 | 20 | 2 | On Road | 2A, 2B |  |
| EDGE0033-B | Old Battleboro Rd (SR 1400) | Fountain School Rd (SR 1402) - north of NC 97 (Cool Spring Rd) | 1.2 | 24 | 2 | On Road | 2E | P |
| EDGE0034-B | Old Wilson Rd (SR 1002) | South of Tyan St - Emma Clint Ln | 3.8 | 22-44 | 2-3 | On Road | 2A, 2E, 3C | P |
| EDGE0035-B | Phillips Rd (SR 1150) | Old Wilson Rd (SR 1002) - Honeysuckle Ln | 0.7 | 18 | 2 | On Road | 2A |  |
| EDGE0026-B | E Raleigh Blvd (SR 1005) | NC 97 (Arlington St) - US 64 BUS (Tarboro St) | 0.3 | 42 | 4 | On Road |  |  |
| EDGE0036-B | Rose Street | US 64 BUS (Tarboro Rd) - Albermarle Ave | <0.1 | 26 | 2 | On Road | 2E |  |
| EDGE0037-B | SE Railroad St | Batchelor Rd (SR 1150) - Main St | 0.1 | 24 | 2 | On Road | 2E | P |
| NASH0012D-H | Southeast Connector | Old Wilson Rd (SR 1002) - NC 43 (Cokey Rd/Springfield Rd) | 1.7 | - | - | On Road | 4D | H |
| NASH0012C-H | Sutton Rd (SR 1157)/Kingston Ave | US 301 BUS (Church St) - Old Wilson Rd (SR 1002) | 1.2 | 22 | 2 | On Road | 3C | H, P |
| EDGE0038-B | E Tarboro Rd (SR 1006) | Arlington St (SR 1152) - Old Wilson Rd (SR 1002) | 0.6 | 22 | 2 | On Road | 2A |  |


| PEDESTRIAN |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Local ID | Facility/ Route | Section (From - To) | Distance (mi) | Existing System |  | Proposed System |  | Other <br> Modes |
|  |  |  |  | Type | Side of Street | Type | Side of Street |  |
| Nash County |  |  |  |  |  |  |  |  |
| NASH0112-P | Eastpointe Rd | Eastern Ave (SR 1770) - Eastpointe Rd Extension | 0.1 | Sidewalk | East | Sidewalk | Both | B |
| NASH0014-H | Eastpointe Rd Extension | Eastern Ave (SR 1770) - Oak Level Rd (SR 1770) | 0.5 | - | - | Sidewalk | Both | H, B |
| NASH0113-P | Old Carriage Rd (SR 1603) | North Central High School - Nash Community College | 1.6 | - | - | Sidewalk | Both | H, B |
| NASH0020-H | Red Oak Rd (SR 1003) Extension | Eastern Ave (SR 1770) - Oak Level Rd (SR 1700) | 0.5 | - | - | Sidewalk | Both | H, B |
| NASH0012D-H | Southeast Connector | Sutton Rd (SR 1157) - NC 43 (Cokey Rd) | 1.7 | - | - | Sidewalk | Both | H, B |
|  |  |  |  |  |  |  |  |  |
| Edgecombe County |  |  |  |  |  |  |  |  |
| EDGE0025-P | Tarboro Rd (SR 1001) | Arlington Street (SR 1152) - US 301 (Wesleyan Blvd) | 0.5 | - | - | Sidewalk | Both | - |
|  |  |  |  |  |  |  |  |  |
| City of Rocky Mount |  |  |  |  |  |  |  |  |
| EDGE0026-P | \|Arlington St (SR 1152) | Tarboro Rd (SR 1006) - Vestal Rd (SR 1154) | 1.6 | - | - | Sidewalk | Both | - |


| PEDESTRIAN |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Local ID | Facility/ Route | Section (From - To) | Distance (mi) | Existing System |  | Proposed System |  | Other <br> Modes |
|  |  |  |  | Type | Side of Street | Type | Side of Street |  |
| NASH0012A-H | Beechwood Dr (SR 1613) Extension | West Mount Dr (SR 1717) - US 301 (S Wesleyan Blvd) | 0.8 | - | - | Sidewalk | Both | H, B |
| EDGE0026-H | Meadowbrook Rd (SR 1232) Extension | US 64 Bus (E Raleigh Blvd) - E Virginia St | 0.4 | - | - | Sidewalk | Both | H |
| NASH0012C-H | Sutton Road (SR 1157) | US 301 Bus (S Church St) - Old Wilson Rd (SR 1002) | 1.1 | - | - | Sidewalk | Both | H, B |
| NASH0114-P | Spring St | NC 48/NC 43 Bus (Falls Rd) - NC 48/ NC 43 Bus (Peachtree St) | 0.1 | - | - | Sidewalk | Both | - |
| EDGE0027-H | Tarboro Street Extension | Glendale Dr - NC 43 (Springfield Rd) | 0.8 | - | - | Sidewalk | Both | H |
| EDGE0027-P | E Virginia St | Barnes Street - Meadowbrook Road (SE 1232) Extension | 0.1 | - | - | Sidewalk | Both | - |
|  |  |  |  |  |  |  |  |  |
| Town of Nashville |  |  |  |  |  |  |  |  |
| NASH0115-P | Aviation Ave | US 64 Bus(E Washington St) - <0.1 miles north of Cuddington Ln | 0.3 | - | - | Sidewalk | Both | - |
| NASH0116-P | S Fort St | US 64 Bus (E Washington St) - <0.1 miles north of E Center St | <0.1 | Sidewalk | West | Sidewalk | East | - |
| NASH0116-P | S Fort St | $<0.1$ miles north of E Center St - E Church St | <0.1 | - | - | Sidewalk | Both | - |
|  |  |  |  |  |  |  |  |  |
| Town of Sharpsburg |  |  |  |  |  |  |  |  |
| NASH0117-P | US 301 (N Hathaway Blvd) | Mill Branch Rd (SR 1733) - 0.1 miles north of Tassie Way | 0.3 | Sidewalk | West | Sidewalk | East | - |
| WILS0046-P | Armstrong Dr | SE Railroad St - Martin Luther King JR Cir | 0.1 | - | - | Sidewalk | Both | - |
| EDGE0028-P | B St | SE Railroad St - Martin Luther King JR Cir | 0.1 | - | - | Sidewalk | Both | - |
| EDGE0029-P | Batchelor Rd (SR 1150) | SE Railroad St - Batchelor-Tarboro Trail | 0.3 | - | - | Sidewalk | Both | B |
| WILS0047-P | Barnes St | SE Railroad St - Martin Luther King JR Cir | 0.1 | - | - | Sidewalk | Both | - |
| NASH0052-P | Barnhill Ave | W Farmer St - Mill Branch Rd (SR 1733) | 0.2 | - | - | Sidewalk | Both | - |
| NASH0055-P | Davis Store Rd (SR 1734) | Holly Dr - Mill Branch Rd (SR 1733) | 0.1 | - | - | Sidewalk | Both | B |
| WILS0048-P | Dawes Dr | SE Railroad St - Martin Luther King JR Cir | 0.1 | - | - | Sidewalk | Both | - |
| WILS0049-P | SE Railroad St | Armstrong Dr - E Main St (SR 1146) | 0.5 | - | - | Sidewalk | Both | - |
| EDGE0030-P | NE Railroad St | E Main St (SR 1146) - Batchelor Rd (SR 1150) | 0.1 | - | - | Sidewalk | Both | B |
| NASH0059-P | Gold St | Barnhill Ave - Pittman St | 0.1 | - | - | Sidewalk | Both | - |
| NASH0118-P | Holly Dr | Davis Store Rd (SR 1734) - Speight Dr | 0.3 | - | - | Sidewalk | Both | - |
| NASH066-P | John J Sharpe St | Barnhill Ave - W Railroad St | 0.2 | - | - | Sidewalk | Both | - |
| NASH060-P | Kentucky Ave | Speight Dr - W Main St | 0.3 | - | - | Sidewalk | Both | - |
| WILS0050-P | Lincoln St | SE Railroad St - Martin Luther King JR Cir | 0.2 | - | - | Sidewalk | Both | - |
| NASH0119-P | W Main St | Kentucky Ave - Pittman St | 0.4 | Sidewalk | Both | Sidewalk | Both | - |
| NASH0119-P | W Main St | Pittman St - US 301 (Hathaway Blvd) | <0.1 | - | - | Sidewalk | Both | - |
| NASH0119-P | E Main St | Mill Branch Rd (SR 1733) - Nash/Edgecombe County line | <0.1 | - | - | Sidewalk | Both | - |
| EDGE0031-P | E Main St (SR 1146) | Edgecombe County line - SE Railroad Street | <0.1 | - | - | Sidewalk | Both | - |
| EDGE0031-P | E Main St (SR 1146) | $<0.1$ miles east of SE Railroad Street to Martin Luther King JR Circle | 0.2 | - | - | Sidewalk | Both | - |
| WILS0054-P | Martin Luther King JR Cir | SE Railroad St - E Main St (SR 1146) | 0.5 | - | - | Sidewalk | Both | - |
| NASH0063-P | Mill Branch Rd (SR 1733) | Davis Store Rd (SR 1734) - E Main St | 0.7 | - | - | Sidewalk | Both | B |
| NASH0064-P | Pittman St | E Farmer St - Mill Branch Rd (SR 1733) | 0.2 | - | - | Sidewalk | Both | - |
| WILS0055-P | Queen St | Armstrong Dr - Martin Luther King JR Cir | 0.1 | - | - | Sidewalk | Both | - |
| NASH0065-P | Robbins Ave | W Main St - Mill Branch Rd (SR 1733) | 0.2 | - | - | Sidewalk | Both | - |
| NASH0067-P | Speight Dr | Holly Dr - Robbins Ave | 0.2 | - | - | Sidewalk | Both | - |
| NASH0068-P | Farmer St | Barnhill Ave - W Railroad St | 0.1 | - | - | Sidewalk | Both | - |
| NASH0069-P | W Railroad St | E Farmer St - E Main St | 0.1 | - | - | Sidewalk | Both | - |


| MULTI-USE PATH |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Local ID | Facility/ Route | Section (From - To) | Distance (mi) | Existing System |  | Proposed System |  | Other <br> Modes |
|  |  |  |  | Side of Street | CrossSection | Side of Street | Cross-Section |  |
| Nash County |  |  |  |  |  |  |  |  |
| NASH0001-M | BBQ Park Trail | NC 48/43 Bus(Falls Road) to US 301 Bus (N Church St) | 0.7 | - | - | - | M A | - |
| NASH0002-M | Benvenue Trail | Thomas A Betts Parkway (SR 1613) - <0.1 miles south of S Browntown Rd (SR 1589) | 0.1 | - | - | - | M A | - |
| NASH0003-M | Douglas Black - RM Mills Rail to Trail | NC 48/43 Bus(Falls Road) to US 301 Bus (N Church St) | 1.1 | - | - | - | M A | - |
| R-5720 | Eastern Ave (SR 1770) | Forest View Dr to Old Spring Hope Rd (SR 1145) |  | - | - | - | M B | H |
| NASH0004-M | First Street Extension (SR 1670) | Womble Rd (SR 1435) - at Indian Trl | 1.1 | - | - | - | M A | - |
| NASH0005-M | Hornbeam Branch Greenway | Peele Rd (SR 1535) - Tar River Trail/Rocky Mount Sports Complex | 3.3 | - | - | - | M A | - |
| NASH0006-M | Lake- Thomas Street Connector | Lake Road Loop - US 64 Bus (Thomas St) | <0.1 | - | - | - | - | - |
| NASH0007-M | Nash Central Middle School Trail | Southside Dr - Glover Park | 0.2 | - | - | - | M A | - |
| NASH0008-M | Rail with Trail | N Halifax Rd (SR 1544) - NC 43 Bus (Springfield Rd) | 4.8 | - | - | - | M A | - |
| NASH0009-M | Rocky Mount Academy Trail | Tar River Trail Extension West - Westminster Dr | 1.1 | - | - | - | M A | - |
| NASH0009-M | Rocky Mount Academy Trail | Westminster Dr - S Winstead Ave | 0.7 | - | - | - | M A | - |
| NASH0009-M | Rocky Mount Academy Trail | Westminster Dr - to Mayfair Dr | 1.6 | - | - | - | M A | - |
| NASH0010-M | Tar River Trail Extension to Nashville | Tar River Trail/Minges St - US 64 | 12 | - | - | - | M A | - |
| NASH0011-M | Tar River Trail Extension West | Sunset Park - NC 97(W Raleigh Blvd) | 2.5 | - | - | - | M A | - |
| NASH0011-M | Tar River Trail Extension West | Kinchen Dr - US 301 Bus (S Church St) | 1.9 | - | - | - | M A | - |
| NASH0012-M | Thomas A Betts Trail | NC 43 (Dortches Blvd) - US 301 (N Wesleyan Blvd) | 3.6 | - | - | - | M A | - |
| NASH0013-M | Wesleyan Greenway | Battleboro Ave (SR 1560) - Jeffreys Rd (SR 1541) | 4.9 | - | - | - | M A | - |
|  |  |  |  |  |  |  |  |  |
| Edgecombe County |  |  |  |  |  |  |  |  |
| EDGE0001-M | Batchelor-Tarboro Trail | Batchelor Rd (SR 1150) - E Tarboro Rd (SR 1006) | 1.1 | - | - | - | - | - |
| EDGE0002-M | Cowlick Branch Trail | NC 97 (Atlantic Ave) - Leggett Rd (SR 1243) | 1.4 | - | - | - | M A | - |
| EDGE0003-M | Southeast Trail | Sutton Rd (SR 1157) - Old Wilson Rd (SR 1002) | 1.1 | - | - | - | M A | - |
| EDGE0003-M | Southeast Trail | Branch Street - US 64 Bus (E Raleigh Blvd) | 2.8 | - | - | - | M A | - |
| EDGE0004-M | Tar River Trail Extension East | Tar River Trail at South Rocky Mount Community Center - Leggett Rd (SR 1243) | 1.3 | - | - | - | M A | - |

## 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 SPOTOnine (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.

[^15]
# FIGURE 16 <br> "Typical" Highway Cross Sections 

2A

2B


2 LANES UNDIVIDED
POSTED SPEED 45 MPH ORLESS

2C


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

## "Typical" Highway Cross Sections



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS POSTED SPEED $25-45 \mathrm{MPH}$

2E


2 LANE UNDIVIDED WITH CURB \& GUTTER, BIKE LANES, AND SIDEWALKS POSTED SPEED $25-45 \mathrm{MPH}$


## 2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS IN CAMA COUNTIES

POSTED SPEED $25-45 \mathrm{MPH}$

## "Typical" Highway Cross Sections



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


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


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

## "Typical" Highway Cross Sections

## 2J



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

POSTED SPEED $25-45 \mathrm{MPH}$

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 $25-45 \mathrm{MPH}$

## "Typical" Highway Cross Sections



2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS POSTED SPEED $25-55 \mathrm{MPH}$

3B


2 LANE WITH TWO WAY LEFT TURN LANE, CURB \& GUTTER, AND SIDEWALKS
POSTED SPEED $25-45 \mathrm{MPH}$


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

## "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 <br> POSTED SPEED 35-55 MPH



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

## "Typical" Highway Cross Sections



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


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

POSTED SPEED 35-55 MPH


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

## "Typical" Highway Cross Sections



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

POSTED SPEED $35-45 \mathrm{MPH}$

5A


4 LANE WITH TWO WAY LEFT TURN LANE, CURB \& GUTTER, AND SIDEWALKS
POSTED SPEED $35-45 \mathrm{MPH}$
"Typical" Highway Cross Sections


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


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

## "Typical" Highway Cross Sections



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


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

POSTED SPEED 55-70 MPH


## "Typical" Highway Cross Sections



MULTI - USE PATH ADJACENTTO CURB AND GUTTER

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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 17.

* 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 17 - Level of Service Illustrations


Source: 2010 Highway Capacity Manual, Exhibit 11-4

## Appendix F <br> Bridge Deficiency Assessment

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

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

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

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

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

Table 3 - Deficient Bridges


| Bridge <br> Number | Facility | Feature | Condition | Local ID |
| :---: | :--- | :--- | :---: | :---: |
| 185 | US 64 Business EBL | US 64 | FO |  |
| 187 | Old Bailey Highway (SR 1001) | Little Sapony Creek | FO |  |
| 189 | US 64 Business EBL (Buck Leonard <br> Boulevard) | Stoney Creek | FO |  |
| 195 | US 64 Business WBL (Buck Leonard <br> Boulevard) | Stoney Creek | FO |  |
| 196 | US 64 Business EBL (Sunset Avenue) | US 301 Bypass NBL <br> (North Wesleyan <br> Boulevard) | FO |  |
| 197 | NC 4 | US 301 Bypass SBL | FO |  |
| 198 | US 64 Business WBL (Sunset Avenue) | US 301 Bypass NBL <br> (North Wesleyan <br> Boulevard) | FO |  |
| 322 | NC 48 (Peachtree Street) | Tar River | FO |  |
| 334 | Hunter Hill Road (SR 1604) | US 301 Bypass | FO |  |

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## Appendix G 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 Rocky Mount Urban Area MPO CTP is given below.

* Michelle Cobb, Sharpsburg Town Manager
* Elton Daniels, Town of Sharpsburg Manager*
* Jimmy Eatmon, NCDOT Division 4 Program and Schedule Support Manager
* Gene Foxworth, Town of Nashville Planning Director*
* Todd Gardner, Tar River Transit Administrator
* Ken A. Graves, Rocky Mount Planning \& Community Development Director
* Brian Hassell, Town of Nashville Planning Director
* Cynthia Jenkins, Edgecombe County Planning Director
* Brad Kerr, Rocky Mount Director of Engineering
* Bob League, Rocky Mount Principal Transportation Planner
* Sarah Lee, NCDOT Transportation Project Engineer*
* Suzette Morales, NCDOT Transportation Project Engineer
* Nancy Nixon, Nash County Planning Director
* James Salmons, Upper Coastal Plain RPO Director
* Brad Sceviour, Edgecombe County Planner*
* Scott Walston, NCDOT TBP Triangle Group Supervisor
* Steve Yetman, Rocky Mount Assistant City Engineer
* As of the date of this report, this person is no longer serving in the capacity listed


## 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.

## Rocky Mount Urban Area MPO CTP Vision \& Goals

Vision:
The vision of the 2040 Comprehensive Transportation Plan is to provide the necessary infrastructure for the future multi-modal transportation needs of the region in collaboration with the members of the Rocky Mount Urban Area MPO. The plan will provide for the movement of people and goods in a safe, efficient, and sustainable manner to enhance our quality of place and protect the natural, human, and economic environment.

Goals:

1. Take full advantage of existing major corridors, both rail and interstate, to enhance the economic significance of the region in a well-planned manner
2. Ensure the integrity of the transportation system by encouraging planned and strategic development
3. Increase transportation opportunities and options
4. Provide efficient access to all major employment and commercial centers in the area
5. Encourage right of way preservation to ensure expansion of the existing system and future roadway projects
6. Encourage identification and consideration of sustainable practices and environmental sensitivity

## Goals and Objectives Survey

A 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 Rocky Mount Urban Area MPO G \& O survey is given below.

## Summary of Survey Results

Quick Facts: 832 surveys were completed ( 963 surveys were started)
Survey was open from May 9, 2014 to August 15, 2014

## 1. Primary Mode of Transportation

- $96 \%$ prefer their personal vehicle (car, truck, motorcycle, carpooling, company vehicle, etc.)

2. Use of Public Transportation

- $83 \%$ never use public transportation
- $10 \%$ rarely use public transportation


## 3. Convenient Access to Public Transportation

- $41 \%$ answered "No"
- 29\% answered "Yes"
- 30\% answered "I don't know"

4. Importance of Each Idea: Highway

- Highest - Lowest level of Importance
- 94 \% said maintain existing roads
- $77 \%$ said improve the efficiency of intersections
- 71\% said improve conditions at railroad crossings
- 70\% said construct roads to promote new industries/jobs
- $62 \%$ said minimize the environmental impacts of building new roads
- $52 \%$ said limit driveways along major streets to improve safety and capacity
- 49\% construction additional travel lanes

5. Importance of Each Idea: Public Transportation

- Highest - Lowest level of Importance
- $35 \%$ said expand bus service area
- 33\% said expand passenger rail (Amtrak) service
- $32 \%$ said expand bus service hours

6. Importance of Each Idea: Bicycle

- Highest - Lowest level of Importance
- $62 \%$ said provide alternative modes of travel such bicycle lanes (on-road) or trails (off-road)
- $44 \%$ said add bicycle lanes (where appropriate) even if it reduces vehicle travel lanes

7. Importance of Each Idea: Pedestrian

- Highest - Lowest level of Importance
- $72 \%$ said provide alternative modes of travel such sidewalks, trails, crosswalks, etc.
- $55 \%$ said add sidewalks or trails for pedestrians (where appropriate) even if it reduces vehicle travel lanes

8. Importance of Each Idea: Community

- Highest - Lowest level of Importance
- $84 \%$ said attract new industry
- $83 \%$ said community enhancements (such as better roads, quieter neighborhoods, pedestrian trails, etc.)
- $80 \%$ said new economic development growth
- $74 \%$ said preservation of land for future roads, greenways, and sidewalk
- 35\% said carpooling/vanpooling


## 9. Support of bonds for transportation improvements

- Highest "Yes": 79\% said maintenance of existing streets and highways
- $2^{\text {nd }}$ Highest "Yes": 75\% said public transportation for elderly and disabled
- Highest "No": 52\% said improved bus service
- $2^{\text {nd }}$ Highest "No": $47 \%$ said construction of greenways


## 10. Biggest transportation issues in the area

- Highest - Lowest ratings of top two biggest transportation issues in the area
- $50 \%$ chose Roadway maintenance
- 30\% chose Safety
- 26\% chose Pedestrian/sidewalk safety
- $23 \%$ chose Congestion
- $21 \%$ chose Speed
- 16\% chose Bicycle routes
- $15 \%$ chose Street lighting
- $14 \%$ chose Public transportation


## 11. Most Important Major Projects (Choose 3)

- Highest rated (top 3 by far):



## Themes and Important Comments

Highway (Listed as the biggest transportation issues in the area)

- NC 43 (Benvenue Road) - 23 people listed this road as one of the biggest transportation issues
- I-95 - 4 people suggested that the interchange from I-95 to Sunset Avenue (SR 1770) needs improvement
- US 301 (North Wesleyan Boulevard) - 9 people stated this road has traffic congestion issues


## Public Transportation

## Cities/Towns

- Town of Nashville - 90 people suggested that Public Transportation should be provided throughout Nashville and surrounding cities including Sharpsburg and Rocky Mount
- City of Raleigh - 18 people suggested that there should be a bus/rail service from Rocky Mount to Raleigh for people working in the Raleigh area
- Town of Sharpsburg - 5 people suggested that there should be a bus running between Rocky Mount and Sharpsburg
- Town of Spring Hope - 8 people suggested a bus goes from Spring Hope to Rocky Mount
- North Carolina Wesleyan College - 15 people stated that Public Transportation is needed on North Carolina Wesleyan College campus

Streets/Roads (Main streets/roads that were listed as biggest transportation issues in the area)

- NC 43 (Benvenue Road) - 21 people stated NC 43 (Benvenue Road) as one of the biggest transportation issues
- NC 48 (Goldrock Road) - 9 people stated that many people speed heavily on this road
- NC 43 Business (Grace Street) - 6 people listed this street as a high speed zone and needs crosswalks to prevent jaywalking
- US 64 Business (Thomas Street) - 13 people listed this street as a high speed zone
- Sunset Avenue (SR 1770) - 52 people stated that all of Sunset Avenue (SR 1770) needs repair and maintenance

Bicycle (Roads that could use bicycle routes throughout the city)

- Nashville Road (SR 1714)
- Sunset Avenue (SR 1770)
- Cokey Road (SR 1164)
- Falls Road (NC 48/NC 43 Business)

Pedestrian (Roads that could use more crosswalks and or sidewalks for pedestrians)

- Sunset Avenue (SR 1770) - needs crosswalks and bike lanes
- NC 43 (Benvenue Avenue) - needs sidewalks and bike lanes


## Overall Observations

- Concern for bicycling- many want more trails and/or lanes provided throughout the city
- Most are interested in maintenance of existing roads
- People are very passionate about making Rocky Mount a better place to live


## Public Meetings

The public involvement process included holding a public drop-session in Rocky Mount 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: $\quad$ Tuesday, March 14, 2016
Time: $\quad$ 10:00 AM - 7:00 PM
Location: City of Rocky Mount Council Chamber
331 South Franklin Street (US 301 Business)
Rocky Mount, NC
Purpose: Present draft recommendations and solicit comments
Attendance: 15
Public Input: No comment forms were submitted during the session


[^0]:    Scott Walston, PE
    Triangle Planning Group Supervisor

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

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

[^3]:    ${ }^{3}$ To view this plan go to: http://www.rockymountnc.gov/mpo/documents/rmcbp07.pdf
    ${ }^{4}$ To view this plan go to: http://www.rockymountnc.gov/mpo/documents/RM_Ped_Plan_ENTIRE\%20DOCUMENT-LowRes.pdf
    ${ }^{5}$ For more information on the Nashville Pedestrian Plan, go to: http://www.townofnashville.com/planning-department/
    ${ }^{6}$ To view this plan, go to: http://www.ucprpo.org/Documents/Nash\%20County\%20Land\%20Development\%20Plan.pdf
    ${ }^{7}$ To view this plan, go to:http://www.edgecombecountync.gov/client_resources/planning/edgecombe\%20co\%202008\%20ldp.pdf
    ${ }^{8}$ For more information on the Nashville Land Use plan, go to: http://www.townofnashville.com/planning-department/
    ${ }^{9}$ To view this plan, go to: http://www.rockymountnc.gov/planning/forms.html

[^4]:    ${ }^{10}$ For more information on NEPA, go to: https://ceq.doe.gov/.

[^5]:    ${ }^{1}$ For more information on Complete Streets, go to: http://www.completestreetsnc.org/

[^6]:    ${ }^{2}$ For more information on SEPA, go to: http://www.doa.nc.gov/clearing/faq.aspx.

[^7]:    ${ }^{3}$ The 2040 Rocky Mount Urban Area MTP can be viewed at the following website: http://www.rockymountnc.gov/departments_services/engineering/transportation_planning/mpo/transportation_pl ans/

[^8]:    ${ }^{4}$ For more information, see the "Together Tomorrow: Tier 1 Smart Growth Comprehensive Plan for the City of Rocky Mount, North Carolina" at: http://www.rockymountnc.gov/departments__services/planning_development/comprehensive_plan
    ${ }^{5}$ The 2040 Rocky Mount Urban Area MTP can be viewed at the following website: http://www.rockymountnc.gov/departments_services/engineering/transportation_planning/mpo/transportation_pl ans/

[^9]:    ${ }^{6}$ For more information, see the "Together Tomorrow: Tier 1 Smart Growth Comprehensive Plan for the City of Rocky Mount, North Carolina" at:
    http://www.rockymountnc.gov/departments_services/planning_development/comprehensive_plan
    ${ }^{7}$ NCHRP Report 420: Impacts of Access Management Techniques,
    http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt 420.pdf

[^10]:    ${ }^{8}$ Effects of Increased U-Turns at Intersections on Divided Facilities and Median Divided Versus Five-Lane Undivided Benefits, https://connect.ncdot.gov/projects/planning/RNAProjDocs/2003-05FinalReport.pdf

[^11]:    ${ }^{9}$ For more information, see the "Together Tomorrow: Tier 1 Smart Growth Comprehensive Plan for the City of Rocky Mount, North Carolina" at:
    http://www.rockymountnc.gov/departments services/planning_development/comprehensive plan

[^12]:    ${ }^{10}$ For more information on the 2007 Rocky Mount Comprehensive Bicycle Plan, go to: http://www.rockymountnc.gov/common/pages/DisplayFile.aspx?itemId=5396650

[^13]:    ${ }^{11}$ For more information on the North Carolina's Statewide Bicycle and Pedestrian Plan, visit http://www.ncdot.gov/bikeped/planning/walkbikenc
    ${ }^{12}$ For more information on the 2012 City of Rocky Mount Pedestrian Plan, go to: http://rockymountnc.gov/UserFiles/Servers/Server_230888/File/Departments\%20\&\%20Services/Engineering/MPO/ Items\%20of\%20Interest/Rocky\%20Mount\%20Pedestrian\%20Plan.pdf
    ${ }^{13}$ Contact the town of Nashville (See Appendix A) for more information on the 2008 town of Nashville Comprehensive Pedestrian Plan

[^14]:    ${ }^{1}$ Unit websites are hyperlinked and can also be accessed at https://connect.ncdot.gov/Pages/default.aspx.

[^15]:    ${ }^{1}$ 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/.

