Comprehensive Transportation Plan

Wilson County

Comprehensive Transportation Plan

Wilson County

Prepared by: Elina Zlotchenko, Project Engineer
Transportation Planning Branch
N.C. Department of Transportation

Acknowledgements: Daniel N. Van Liere
Upper Coastal Plain RPO Planner

In Cooperation with: Wilson County
City of Wilson
Town of Black Creek
Town of Elm City
Town of Kenly
Town of Lucama
Town of Saratoga
Town of Sharpsburg
Town of Sims
Town of Stantonsburg
Upper Coastal Plain Rural Planning Organization

May 2012

Professional Seal Here

Travis K. Marshall, PE
Eastern Planning Unit Head

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Executive Summary

In December of 2008, the Transportation Planning Branch of the North Carolina Department of Transportation and Wilson County initiated a study to cooperatively develop the Wilson County Comprehensive Transportation Plan (CTP), which includes Wilson County, Wilson, Black Creek, Elm City, Kenly, Lucama, Saratoga, Sharpsburg, Sims, and Stantonsburg. This is a long range multi-modal transportation plan that covers transportation needs through year 2035. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover standard bridge replacements, routine maintenance, or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening, and public input. Refer to Figure 1 for the CTP maps, which were mutually endorsed/adopted in 2011. Implementation of the plan is the responsibility of Wilson County, its municipalities, and NCDOT. Refer to Chapter 2 for information on the implementation process.

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

- **I-95 (I-5133):** Upgrade to a six-lane interstate by the design year and add two interchanges: I-95 at Hornes Church Road (SR 1313) and I-95 at NC 581.

- **US 264 Alt (WILS0001-H):** Upgrade to a four-lane divided boulevard with a 23-foot raised landscaped median, sidewalks, and wide outside lanes with accommodations for bicycles from Airport Boulevard (SR 1320) to US 264 Alt./NC42/Ward Boulevard (SR 1516).

- **US 301 (WILS0003-H):**
    - Upgrade to an expressway from Nash County to NC 42;
    - New location four-lane expressway from NC 42 to NC 58 at Charleston Street (SR 1607) with proposed interchanges: US 301 at NC 42 and US 301 at NC 58/NC 91/Charleston Street (SR 1607);
    - Upgrade to an expressway the existing NC 58 from NC 91 at Charleston Street (SR 1607) to the US 264 Bypass;
    - Upgrade to an expressway US 301 from US 264 Bypass to NC 581 with right-in right-out access at: US 117/Saint Mary's Church Road (SR 1100), Bass Road (SR 1173), Radford Road (SR 1169), and Lucama Road (SR 1171);

- Re-route US 301 onto NC 581 from the existing US 301 to I-95 with proposed interchanges at US 301 & NC 581 and at I-95 & NC 58 and widen NC 581 from a 2-lane facility with 22 feet cross section to a four-lane expressway;

- **WILS0004-H (US 301):** Upgrade to a four-lane divided boulevard with a 23-foot raised landscaped median, sidewalks, and wide outside lanes with accommodations for bicycles between the US 264 Bypass and NC 42.

- **U-3470 (Northern Connector):**
  - Upgrade the existing facility on Upchurch Road (SR 1330) to a four-lane divided boulevard with a raised 23-foot median with bicycle lanes, pedestrian sidewalks, and curb and gutter from London Church Road (SR 1327) to Elm City Road (SR 1368).
  - Construct a new four-lane divided boulevard with a raised 23-foot median with bicycle lanes, pedestrian sidewalks, and curb and gutter section from north of NC 58 to London Church Road (SR 1327) with a proposed re-alignment of the intersection at Airport Boulevard (SR 1158/SR 1320) and Lake Wilson Road (SR 1332).

Adopted by:

City of Wilson
Date: 9/15/11

Town of Black Creek
Date: 8/9/11

Town of Elm City
Date: 8/9/11

Town of Lucama
Date: 8/1/11

Wilson County
Date: 8/1/11

Town of Saratoga
Date: 8/3/11

Town of Kenly
Date: 9/12/11

Town of Sims
Date: 8/1/11

Town of Stantonsburg
Date: 9/8/11

NCDOT
Date: 10/7/11

Endorsed by:

Upper Coastal Plain RPO
Date: 9/14/11

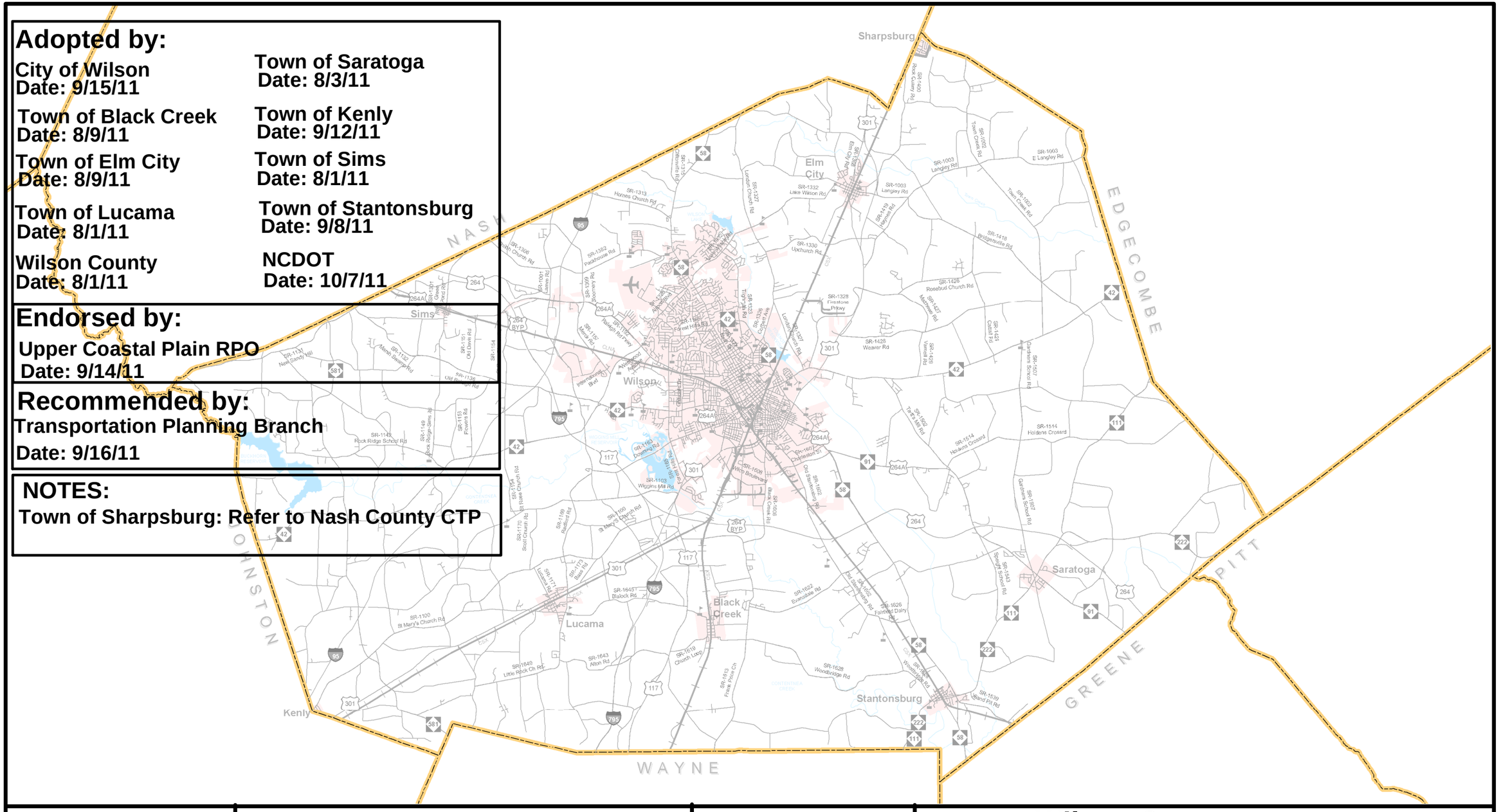
Recommended by:

Transportation Planning Branch

Date: 9/16/11

NOTES:

Town of Sharpsburg: Refer to Nash County CTP



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

Airport
Schools
Roads
Lakes
Rivers and Streams
Railroad
County Boundary
Municipal Boundaries

0 1 2 4 Miles

N W E S

Figure 1 - Sheet 1 of 5

Base map date: November 23, 2009

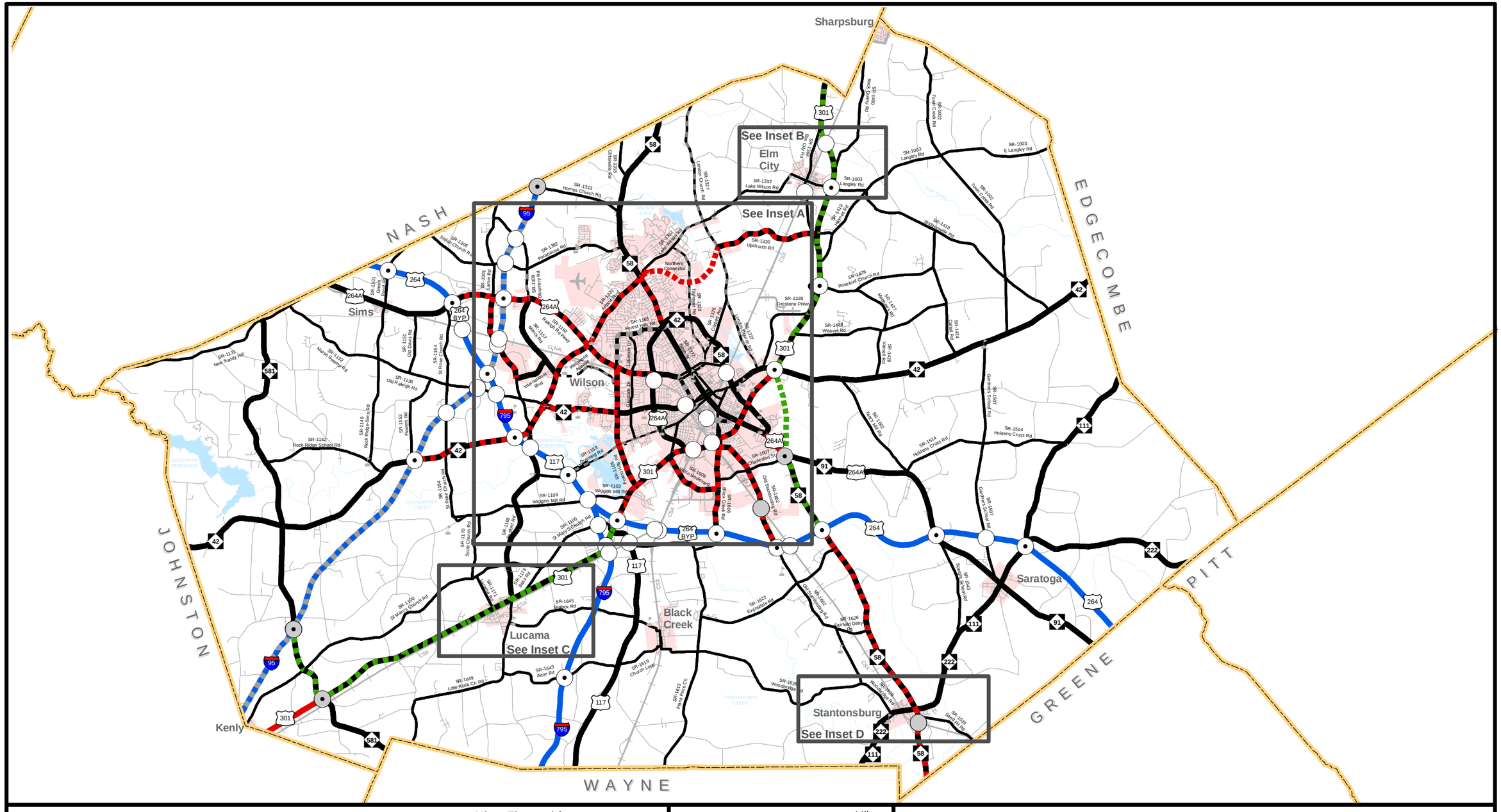
Refer to CTP document for more details

Wilson County

North Carolina

Comprehensive Transportation Plan

Plan date: 6/13/2011



Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

0 1 2 4 Miles

N W E S

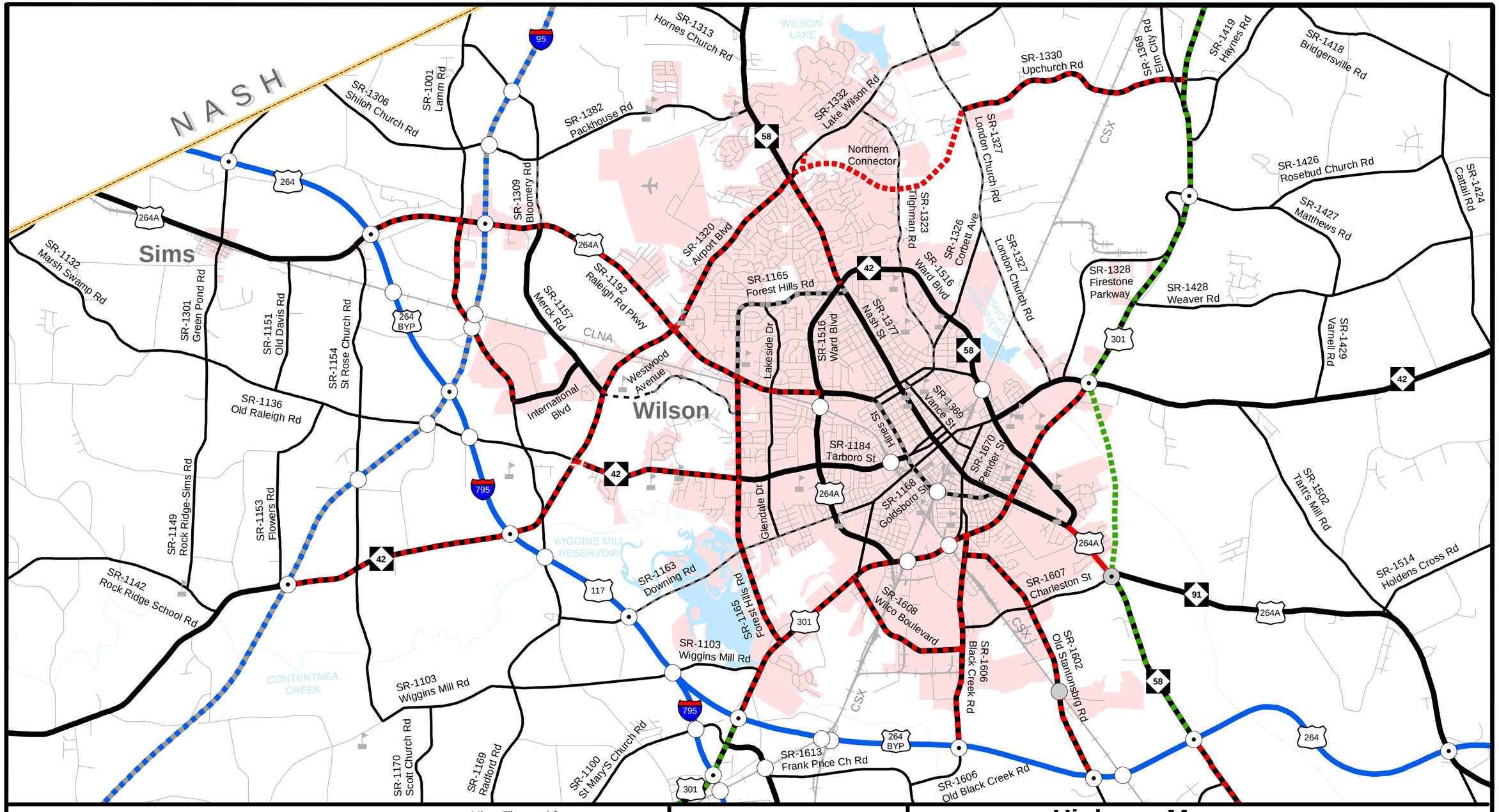
Figure 1 - Sheet 2 of 5

Base map date: November 23, 2009

Refer to CTP document for more details

Highway Map
Wilson County
North Carolina
Comprehensive Transportation Plan

Plan date: 6/13/2011



Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

0 1 2 Miles

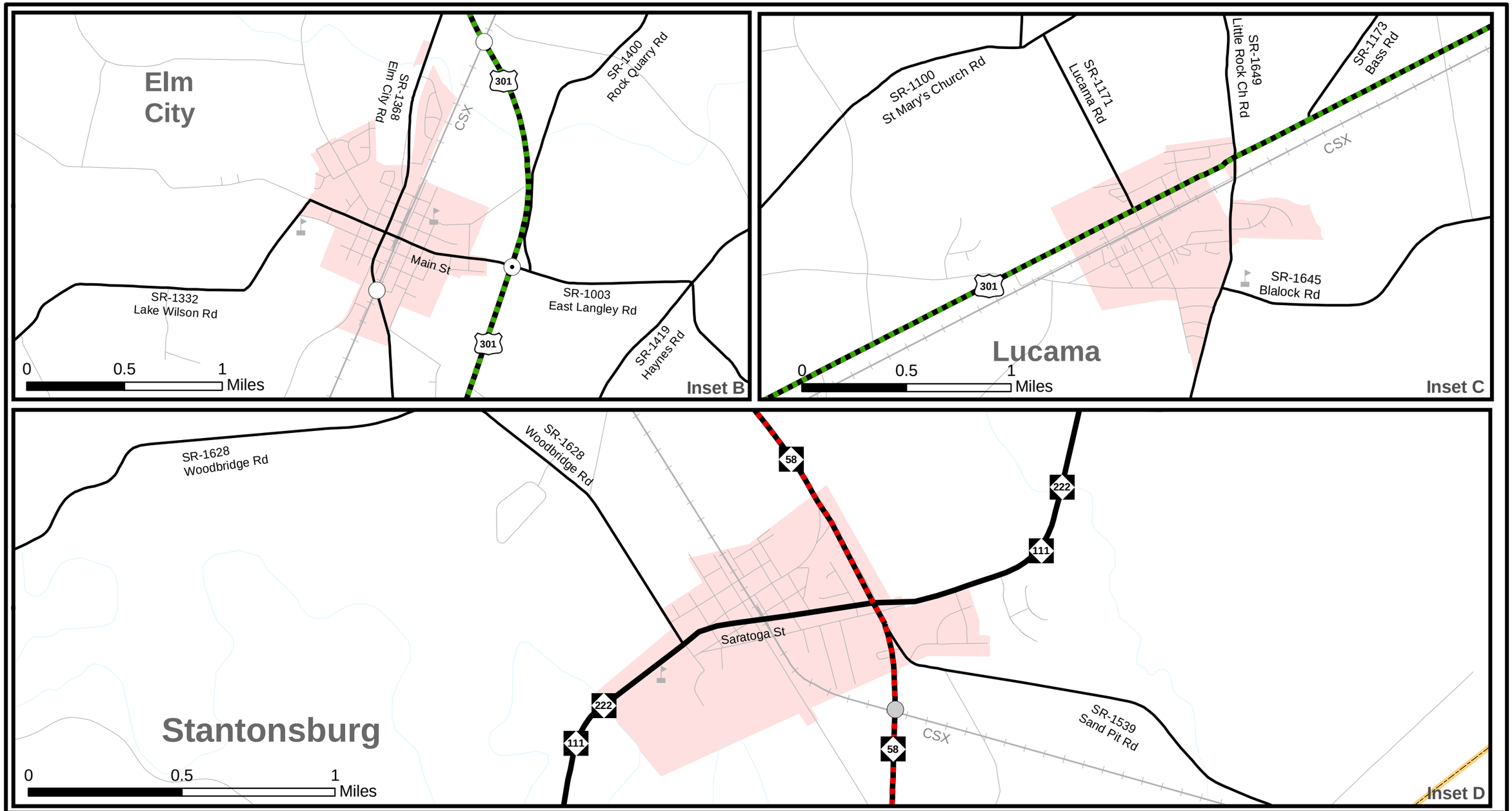
N W E S

Figure 1 - Sheet 2A of 5

Base map date: November 23, 2009

Refer to CTP document for more details

Highway Map
Inset A
Wilson County
North Carolina
Comprehensive Transportation Plan
Plan date: 6/13/2011



Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

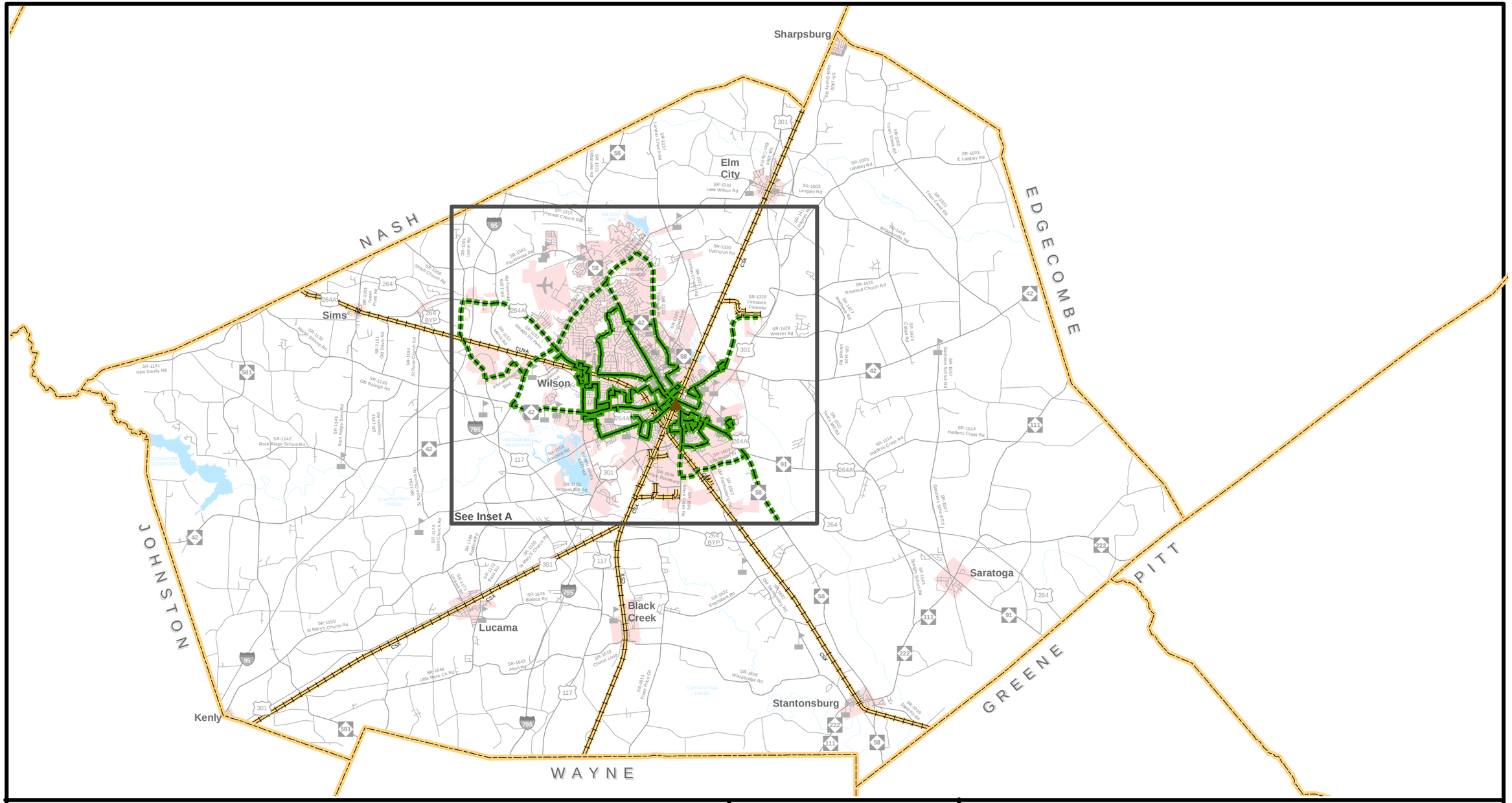
N W E S

Figure 1 - Sheet 2B of 5

Base map date: November 23, 2009

Refer to CTP document for more details

Highway Map
Insets B, C, D
Wilson County
North Carolina
Comprehensive Transportation Plan
Plan date: 6/13/2011



Bus Routes
- Existing
- Needs Improvement
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

Intermodal Connector
- Existing
- Recommended

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

Rail Corridor
- Active
- Inactive
- Recommended

Rail Stops
- Existing
- Recommended

Park and Ride Lot
- Existing
- Recommended

0 1 2 4 Miles

N W E S

Figure 1 - Sheet 3 of 5

Base map date: November 23, 2009

Refer to CTP document for more details

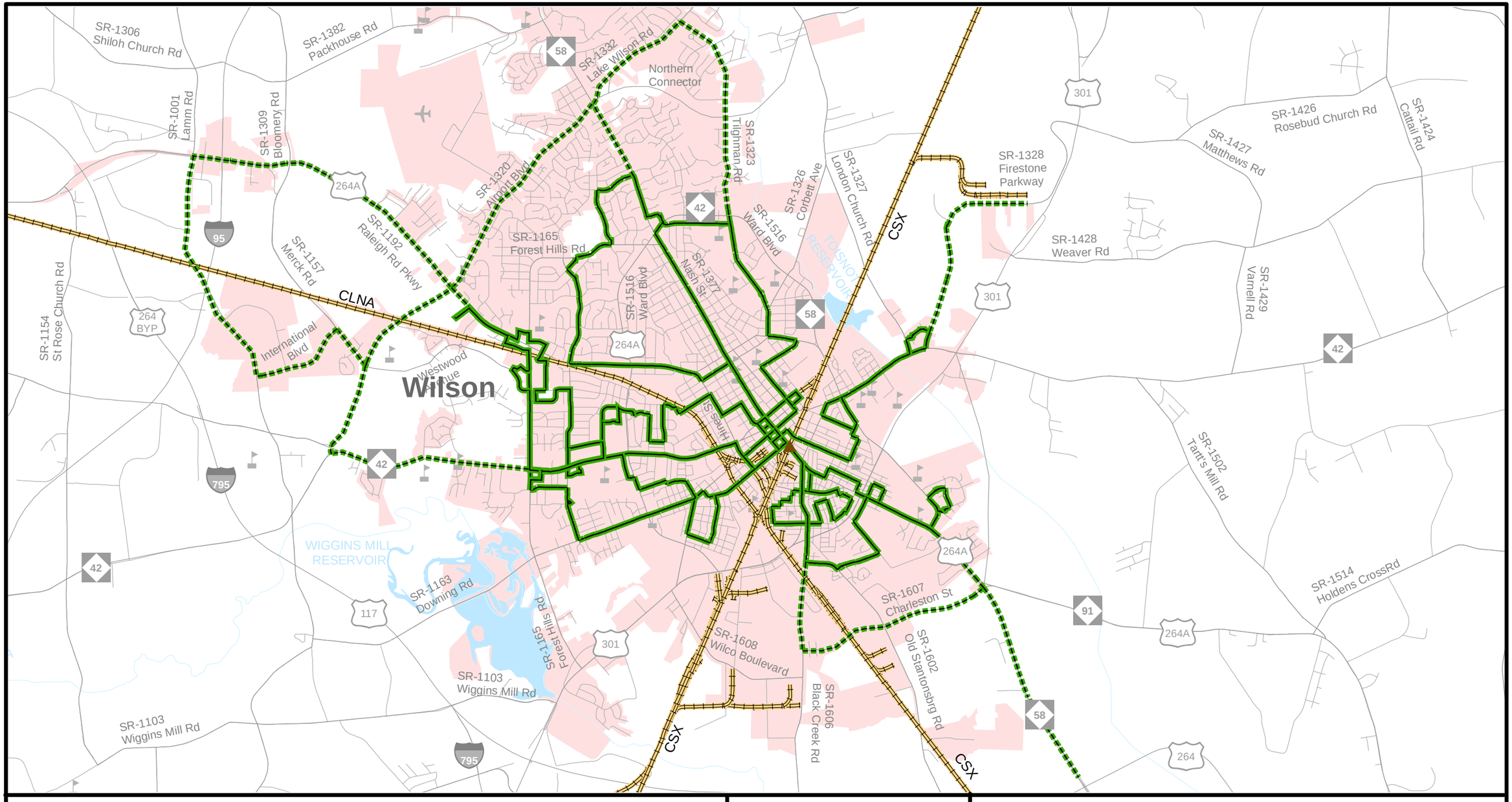
Public Transportation and Rail Map

Wilson County

North Carolina

Comprehensive Transportation Plan

Plan date: 6/13/2011



Bus Routes
- Existing
- Needs Improvement
- Recommended

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

Rail Corridor
- Active
- Inactive
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

Rail Stops
- Existing
- Recommended

Intermodal Connector
- Existing
- Recommended

Park and Ride Lot
- Existing
- Recommended

0 1 2 Miles

N W E S

Figure 1 - Sheet 3A of 5

Base map date: November 23, 2009

Refer to CTP document for more details

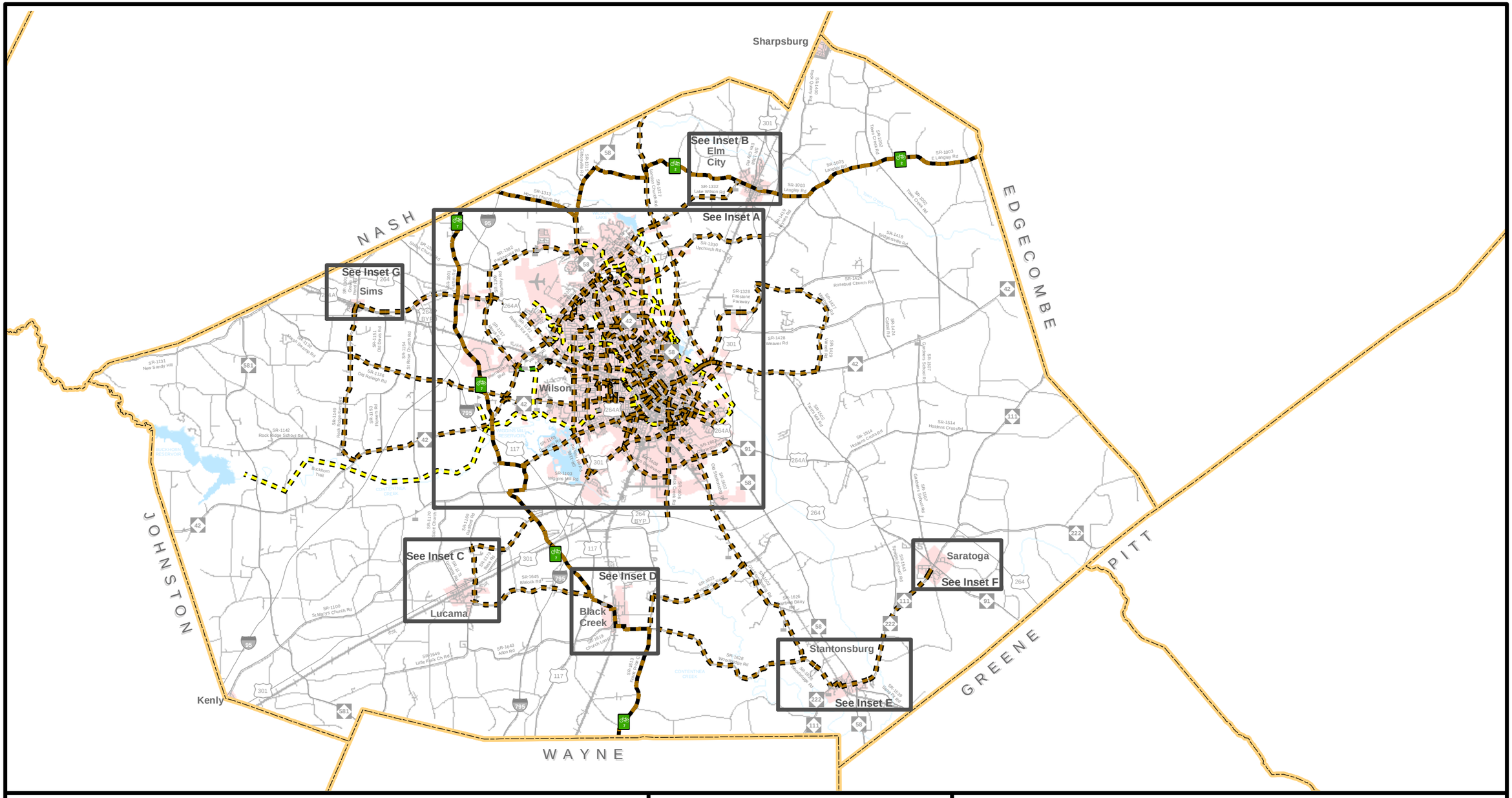
Public Transportation and Rail Map
Inset A

Wilson County

North Carolina

Comprehensive Transportation Plan

Plan date: 6/13/2011



On Road
- Existing
- Needs Improvement
- Recommended

Off Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

Miles
0 1 2 4

N W E S

Figure 1 - Sheet 4 of 5

Base map date: November 23, 2009

Refer to CTP document for more details

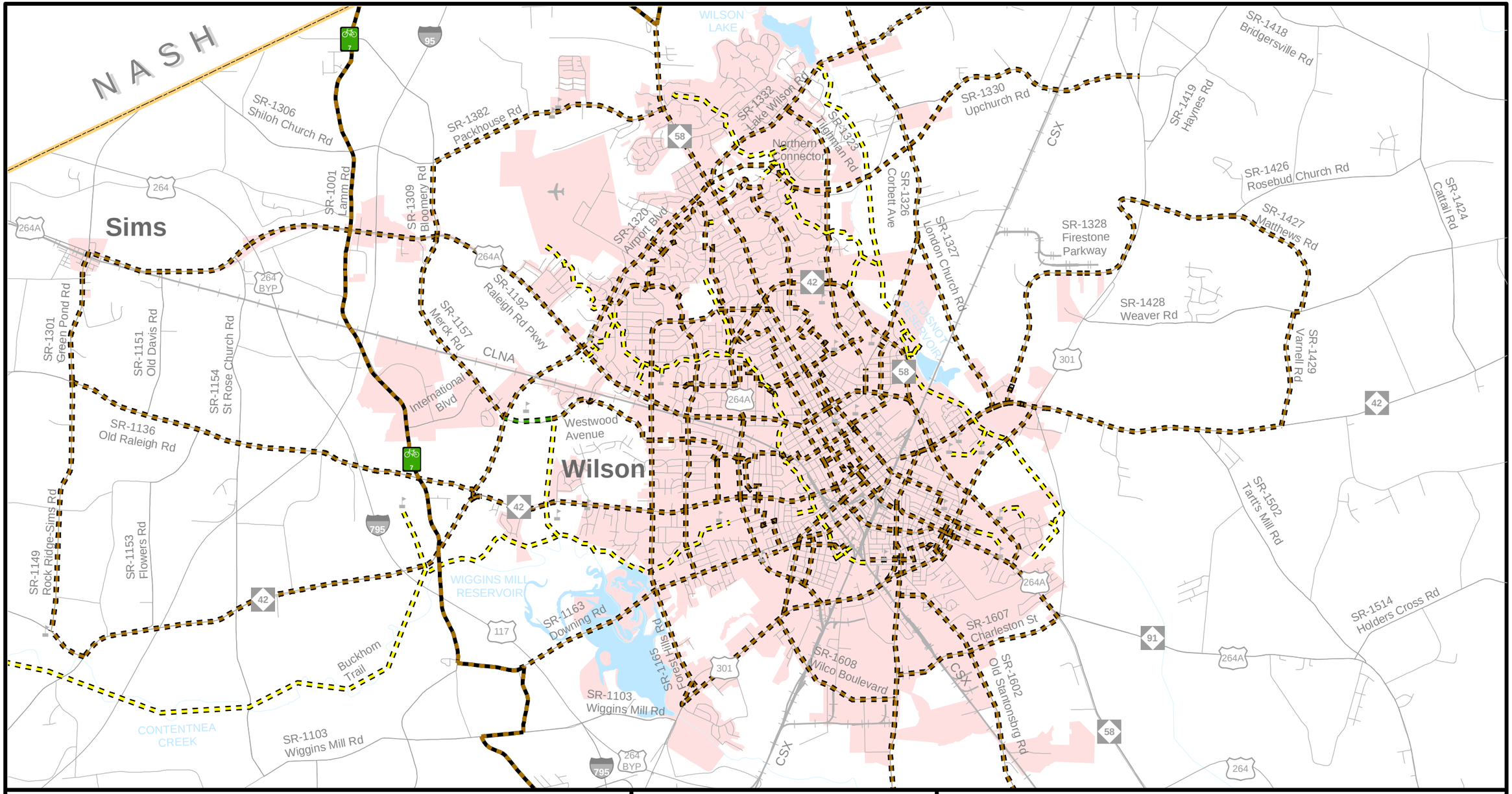
Bicycle Map

Wilson County

North Carolina

Comprehensive Transportation Plan

Plan date: 6/13/2011



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

0 1 2 Miles

N W E S

Figure 1 - Sheet 4A of 5

Base map date: November 23, 2009

Refer to CTP document for more details

Bicycle Map

Inset A

Wilson County

North Carolina

Comprehensive Transportation Plan

Plan date: 6/13/2011

On Road
- Existing
- Needs Improvement
- Recommended

Off Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

N W E S

Figure 1 - Sheet 4B of 5

Base map date: November 23, 2009

Refer to CTP document for more details

Bicycle Map

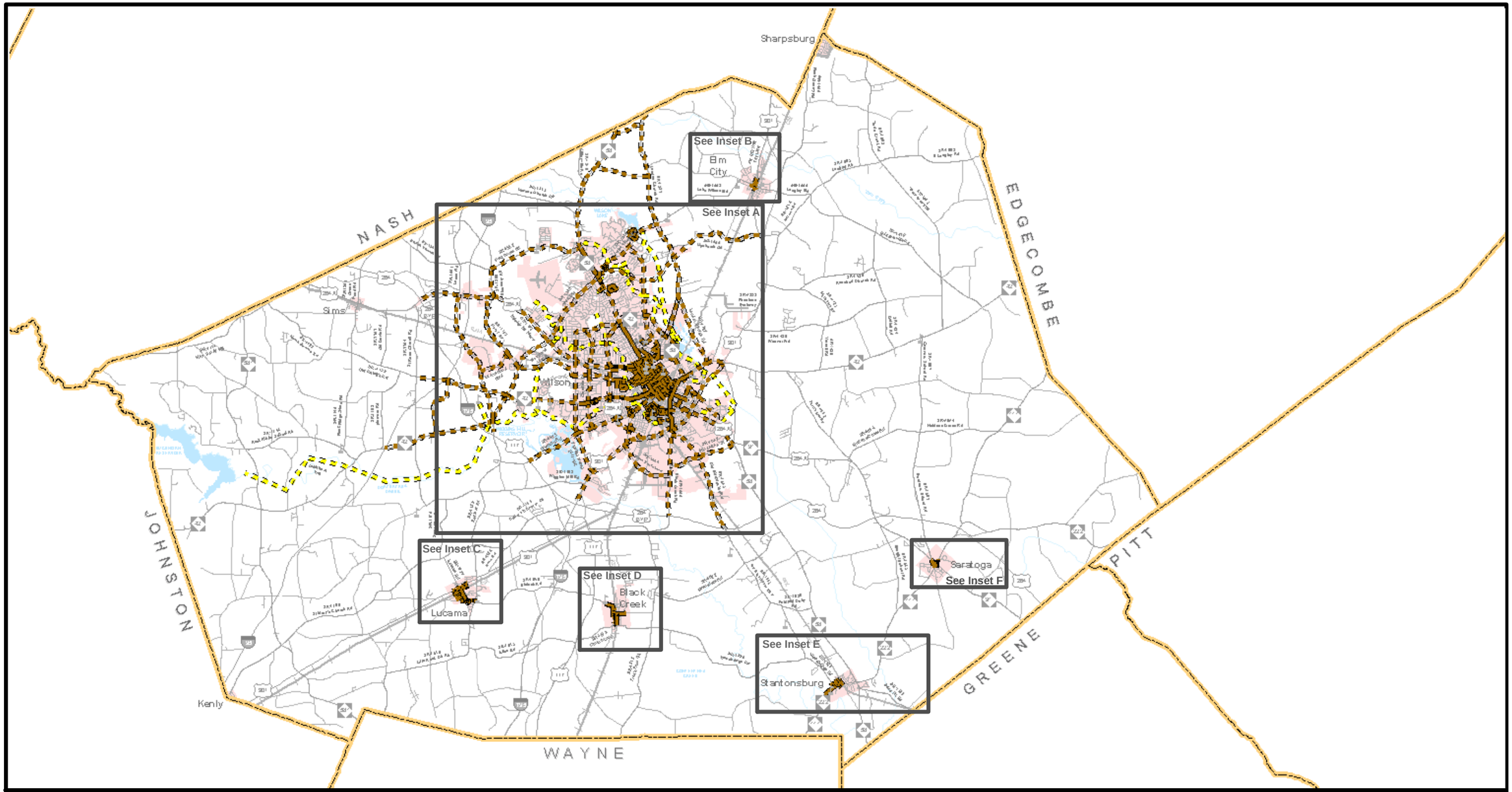
Insets B, C, D, E, F, G

Wilson County

North Carolina

Comprehensive Transportation Plan

Plan date: 6/13/2011



Sidewalks
- Existing
- Needs Improvement
- Recommended

Off Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 1 2 4

N W E S

Figure 1 - Sheet 5 of 5

Base map date: November 23, 2009

Refer to CTP document for more details

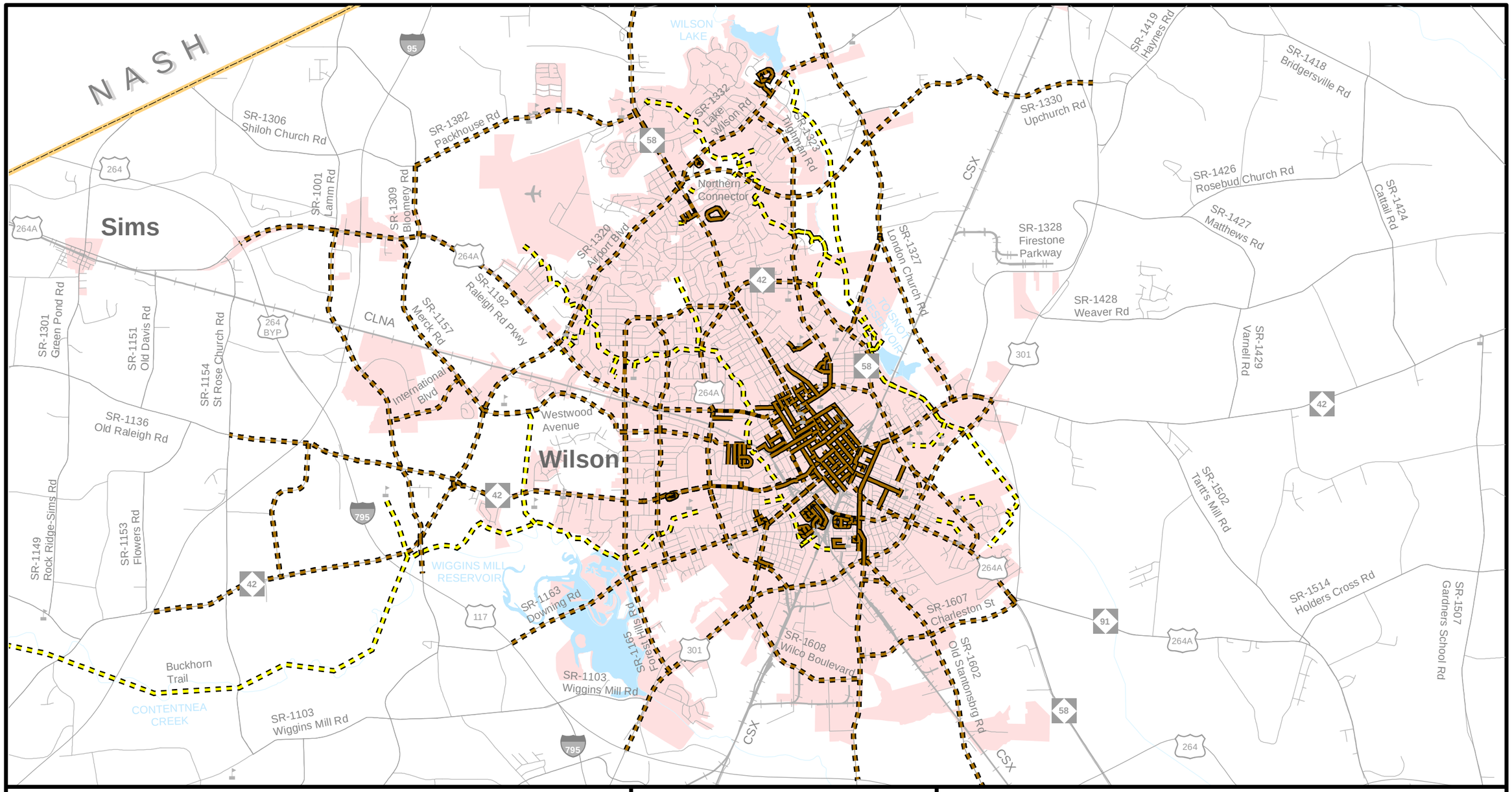
Pedestrian Map

Wilson County

North Carolina

Comprehensive Transportation Plan

Plan date: 6/13/2011



Sidewalks
- Existing
- Needs Improvement
- Recommended

Off Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 0.5 1 2 Miles

N W E S

Figure 1 - Sheet 5A of 5

Base map date: November 23, 2009

Refer to CTP document for more details

Pedestrian Map

Inset A

Wilson County

North Carolina

Comprehensive Transportation Plan

Plan date: 6/13/2011

Inset B

Elm City

SR-1368 Elm City Rd

301

CSX

Wilson St

SR-1332 Lake Wilson Rd

SR-1003 Langley Rd

0 0.5 1 Miles

Inset C

SR-1171 Lucama Rd

SR-1169 Radford Rd

SR-1173 Bass Rd

301

SR-1645 Blalock Rd

Lucama

SR-1649 Little Rock Ch Rd

0 0.5 1 Miles

Inset D

Black Creek

SR-1618 N. Church Loop

117

SR-1613 Frank Price Ch

SR-1619 S. Church Loop

SR-1628 Woodbridge Rd

0 0.5 1 Miles

Inset E

58

222

111

SR-1628 Woodbridge Rd

Stantonsburg

222

111

CSX

0 0.5 1 Miles

Inset F

111

222

SR-1507 Gardners School Rd

264 BYP

Saratoga

SR-1534 Smokehouse Rd

111

222

264B

0 0.5 1 Miles

On Road
- Existing
- Needs Improvement
- Recommended

Off Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

N W E S

Figure 1 - Sheet 5B of 5

Base map date: November 23, 2009

Refer to CTP document for more details

Pedestrian Map
Insets B, C, D, E, F
Wilson County
North Carolina
Comprehensive Transportation Plan

Plan date: 6/13/2011

COUNTY OF WILSON 1855 NORTH CAROLINA

I. Analysis of the Existing and Future Transportation System

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

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

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

Analysis Methodology and Data Requirements

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

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

Roadway System Analysis

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

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

The primary purpose of the SHC Vision Plan is to provide a network of high-speed, safe, reliable highways throughout North Carolina. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor – specifically towards the identification of a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare). Individual comprehensive transportation plans shall incorporate the long-term vision of each corridor. Refer to Appendix A for contact information.

In the development of this plan, travel demand was projected from 2009 to 2035 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1991 to 2009. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by Wilson County in November 2010.

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 through 4 for existing and future capacity deficiencies.

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

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

- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

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

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

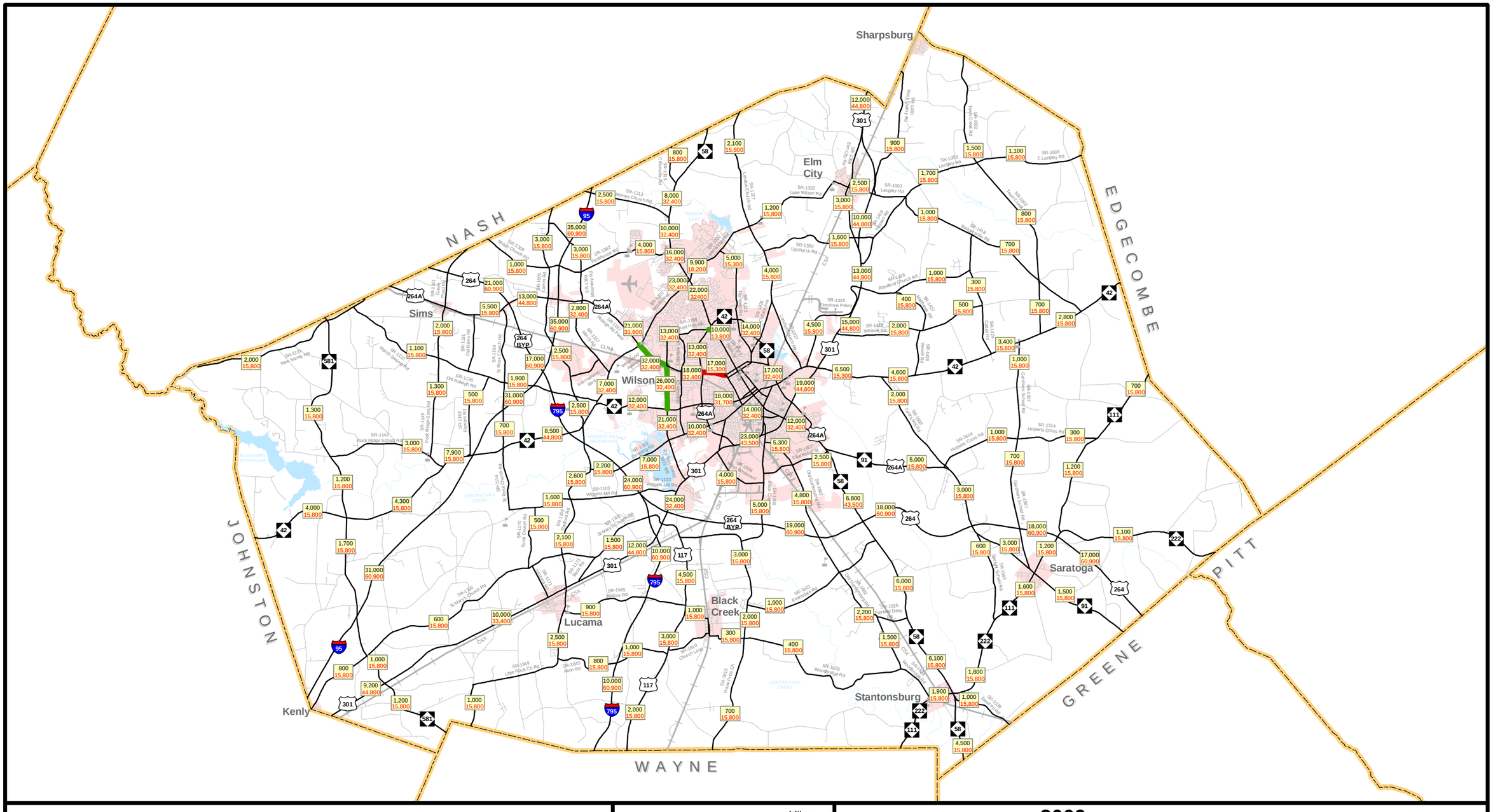
Traffic Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. A crash analysis was performed for the Wilson County CTP for crashes occurring in the planning area between January 1, 2007 and December 31, 2010. During this period, a total of 44 intersections were identified as having a high number of crashes as illustrated in Figure 5. Refer to Appendix F for a detailed crash analysis.

Bridge Deficiency Assessment

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

The NCDOT 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 within the planning area and are illustrated in Figure 6. Refer to Appendix G for more detailed information.



Under Capacity (0.00-0.79)
Near Capacity (0.80-0.99)
Over Capacity (1.00-1.49)
Municipal Boundary
Water Bodies
County Boundary
Railroads
Rivers and Streams
2009 Volumes (AADT)
2009 Capacity

Note: Reflects Average Annual Daily Traffic, not peak hour volumes

0 1 2 4 Miles

N W E S

Figure 2

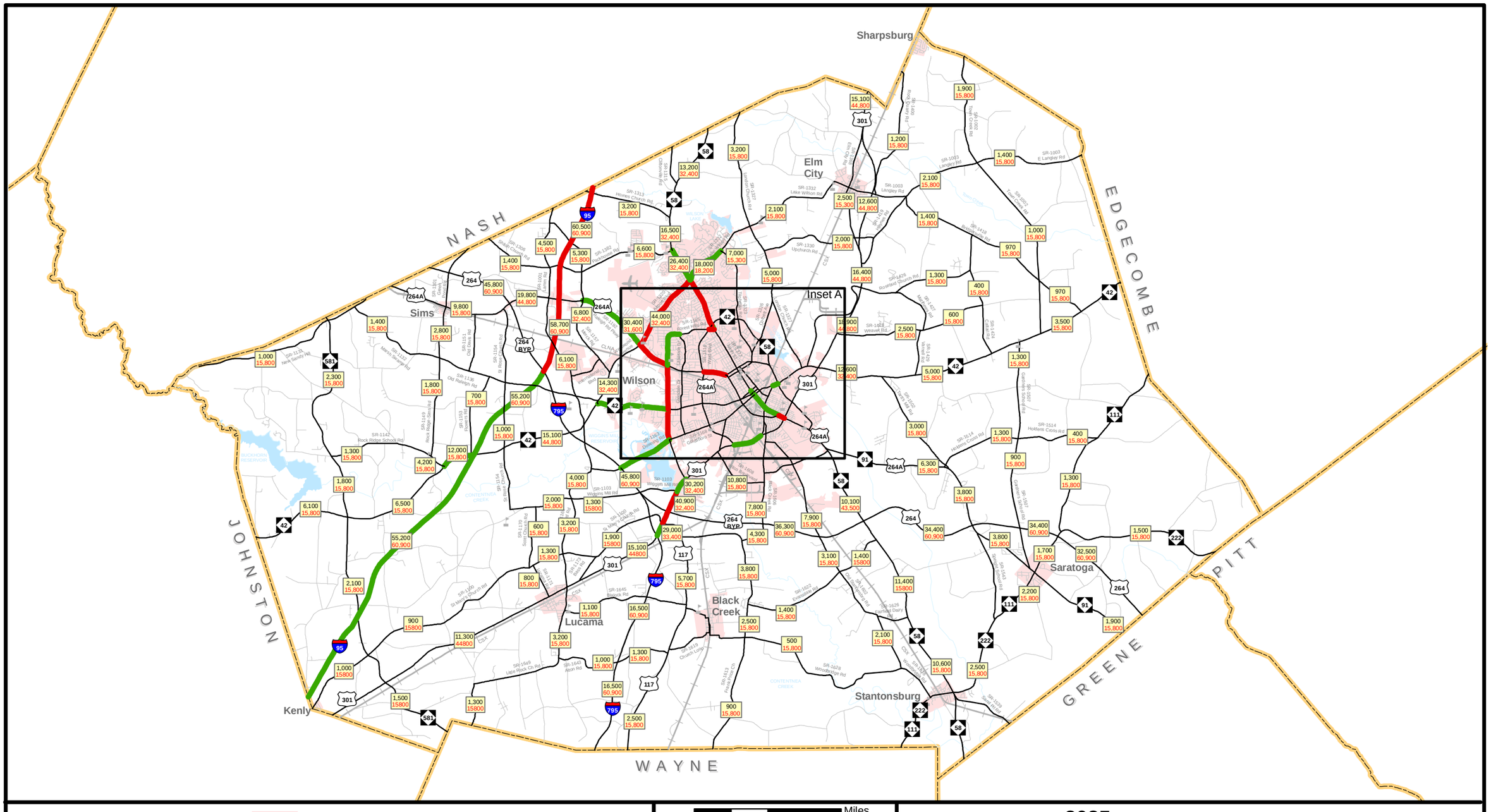
Base map date: November 23, 2009

2009
Volumes and Capacity
Deficiencies

Wilson County

Comprehensive Transportation Plan

Plan date: 6/13/2011



Under Capacity (0.00-0.79)

Near Capacity (0.80-0.99)

Over Capacity (1.00-1.49)

Municipal Boundary

Water Bodies

County Boundary

Railroads

Rivers and Streams

/ #### 2035 Volumes (AADT) / 2009 Capacity

Note: Reflects Average Annual Daily Traffic, not peak hour volumes

Miles
0 1 2 4

N W E S

Figure 3

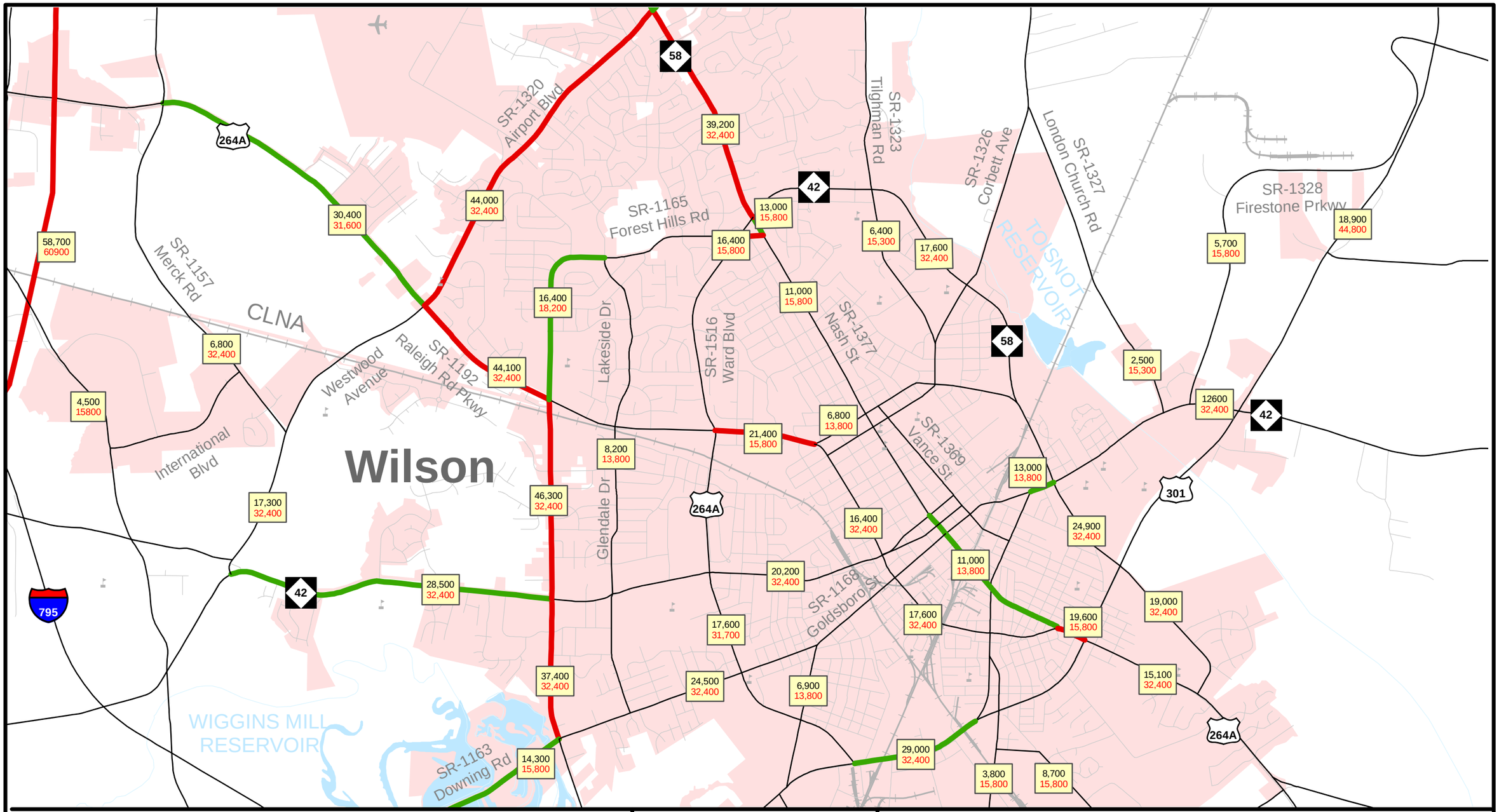
Base map date: November 23, 2009

2035
Volumes and Capacity
Deficiencies

Wilson County

Comprehensive Transportation Plan

Plan date: 6/13/2011



Under Capacity (0.00-0.79)
Near Capacity (0.80-0.99)
Over Capacity (1.00-1.49)

Municipal Boundary
Water Bodies
County Boundary

Railroads
Rivers and Streams
2035 Volumes (AADT)
2009 Capacity

Note: Reflects Average Annual Daily Traffic, not peak hour volumes

0 0.5 1 Miles

N W E S

Figure 4

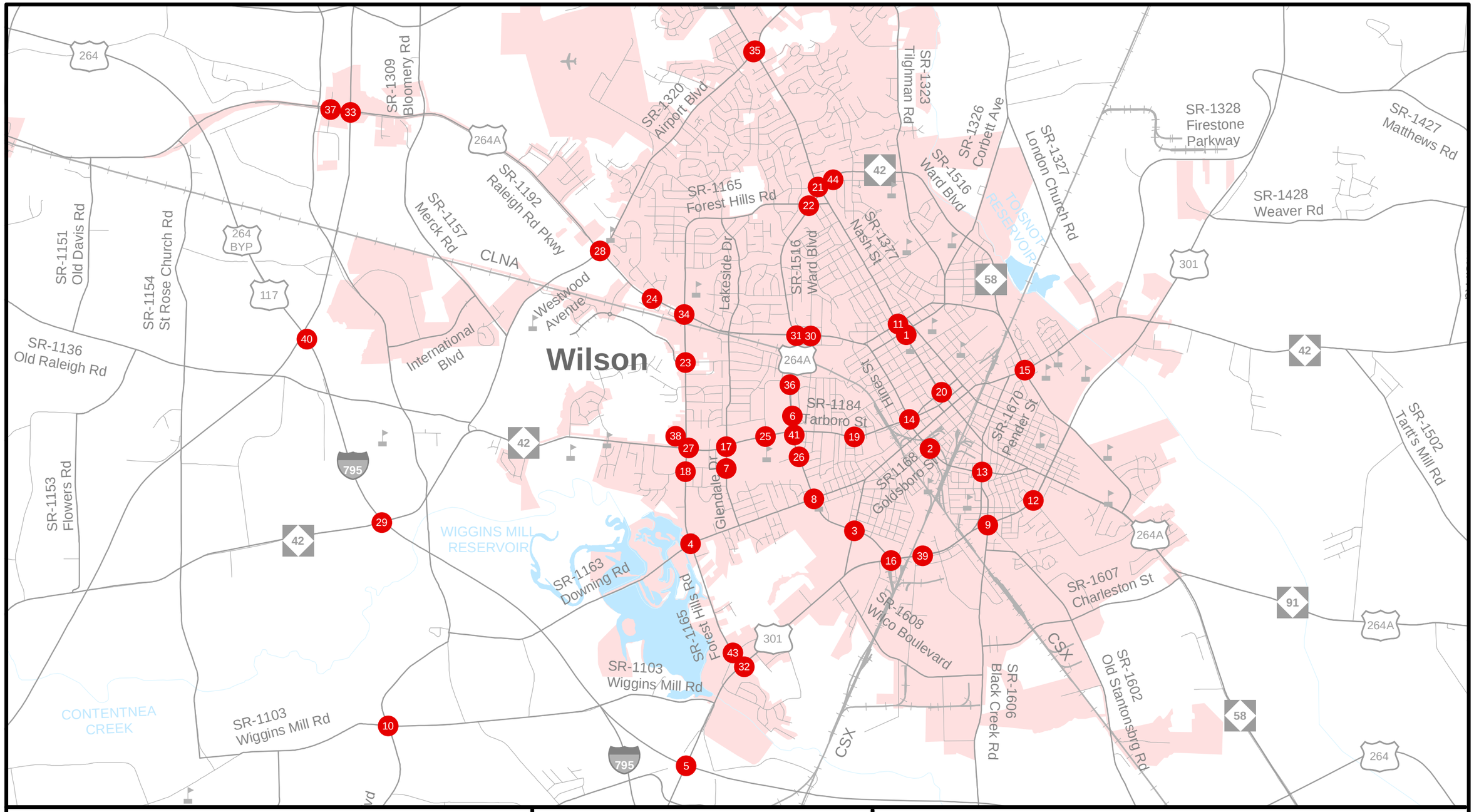
Base map date: November 23, 2009

2035
Volumes and Capacity Deficiencies
Inset A

Wilson County

Comprehensive Transportation Plan

Plan date: 6/13/2011



Crash Locations
(# Map Index)
Roads
Rivers and Streams
Railroads
Lakes
Airport
Schools
Municipal Boundary
County Boundary

0 1 2 Miles

N W E S

Figure 5

Base map date: November 23, 2009

Refer to Appendix F for more details

Crash Locations
January 1, 2007 to December 31, 2010
Wilson County
Comprehensive Transportation Plan

Plan date: 6/13/2011

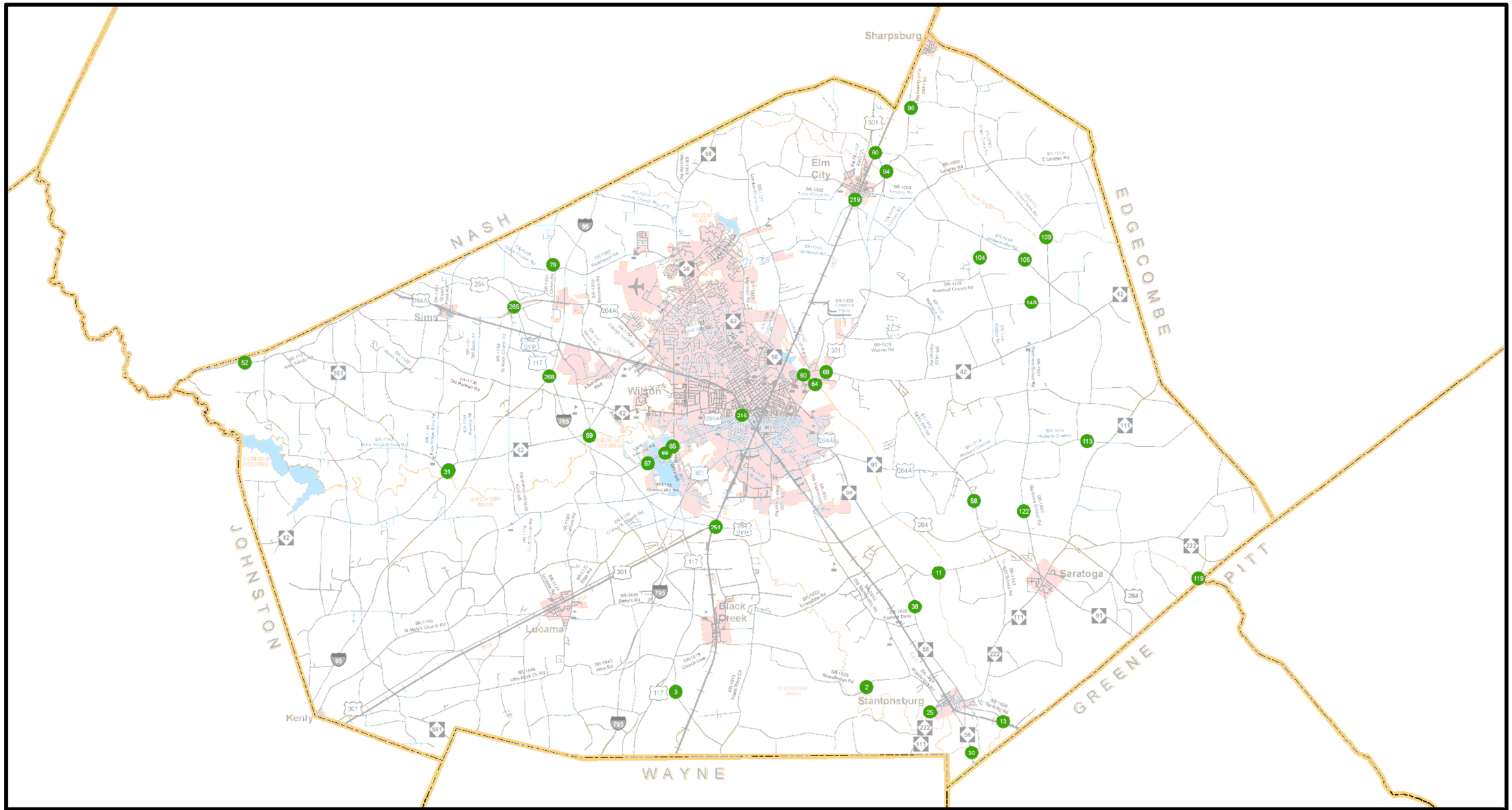


Figure 6

Base map date: November 23, 2009

Refer to Appendix G for more details

Deficient Bridges

Wilson County

Comprehensive Transportation Plan

Plan date: 6/13/2011

Public Transportation and Rail

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

Public Transportation

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

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

An inventory of existing fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1.

The Wilson County Transportation Services (WCTS) provides services to Wilson County residents outside of the Wilson urban area. The mission statement of WCTS is “to provide transportation services, within its capabilities, to the residents of Wilson County and the agencies that serve the public”. WCTS is a fully coordinated public transportation system and is a division of Wilson County Planning Department. WCTS operates 14 vehicles, nine of which are lift-equipped. However, as a paratransit system,

it doesn't operate any fixed route buses. WCTS provides medical, social, recreational, and employment related trips to elderly and disabled passengers.

Transportation services are also available to additional destinations. All requests are considered individually as to determine if the ride can be scheduled. Individuals are instructed to call WCTS 24 hours in advance for all transportation requests.

Wilson provides transportation services to the public by way of the Wilson Transit System (WTS). The mission statement of WTS is "to provide a safe, convenient, courteous and efficient transportation system to all citizens of Wilson which includes a fixed route service to the general public utilizing clean, mechanically sound buses and alternative facilities for the mobility impaired, bus shelters, including provisions for disabled riders; and a safe, attractive and well maintained Transportation Center for citizens, employees and travelers who utilize or pass through it". Operating under the management of the Wilson, WTS's daily activities are overseen by the Wilson Transportation Manager.

The WTS maintains six individual routes throughout Wilson urban area. For further information regarding the services provided refer to WTS office: http://www.wilsonnc.org/departments/publicservices/transportation/wilsontransitsystem/.

Paratransit service is offered to individuals who are unable to access the WTS fixed-route service. Pre-approval for this service is required and restrictions for this service may apply. To apply for the Paratransit Service, individuals must contact the WTS office for an application and/or more information: http://www.wilsonnc.org/departments/publicservices/transportation/wilsontransitsystem/specialservices/.

Dial-a-Ride (DAR) service corresponds to the DAR services listed on the WTS bus schedule provided by the Wilson Transit Service. DAR services are provided at request. The requests must be made at least thirty (30) minutes before the intent to leave. Individuals eligible for this service must be located within a quarter (1/4) mile of a fixed route.

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.

Rail

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

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back every

day. Combined, the Carolinian and Piedmont carry more than 200,000 passengers each year.

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

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. Currently, there are two railroad services offered in Wilson County. Existing rail lines used for freight transport are operated by CSX and Carolina Coastal Railway providing north-south and east-west passenger and freight rail service. CSX Railroad has two rail lines; one paralleling US 301 and one leg branching through Black Creek into Wayne County. Carolina Coastal Railway roughly follows NC 58 through Stantonsburg. The lines run from Wilson into Johnston, Wayne, and Greene Counties respectively. Amtrak serves Wilson County at the Wilson downtown train station, connecting it to destinations such as Raleigh, Charlotte, Washington D.C., and New York City via its Palmetto and Carolinian lines.

All recommendations for rail were coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information.

Bicycles & Pedestrians

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

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

Bike route NC 7 traverses eastern part of the state from western terminus along the Mountains to Sea Route near Wilson. This 170-mile route winds its way through the coastal plain to the Cedar Island Ferry over to Ocracoke. Bike route NC 2 is a 700-mile route that traverses the state from Murphy in the mountains to Manteo on the coast 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.

Land Use

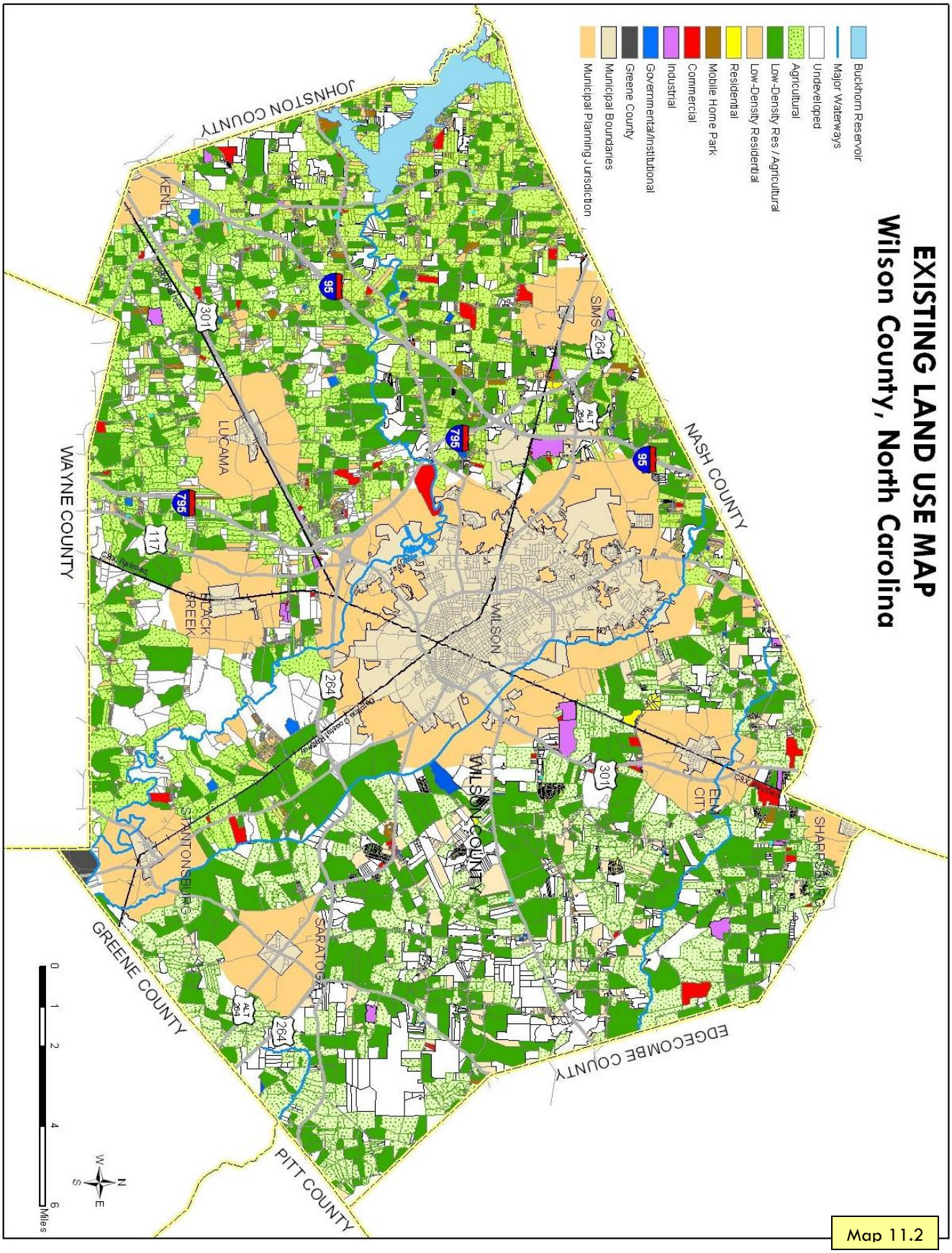
G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the Wilson County - 2025 Comprehensive Plan and the Wilson 2030 Comprehensive Plan were used to meet this requirement and are illustrated in Figures 7-8 and 9-11, respectively.

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.

Wilson County primarily anticipates most of its growth to occur in the northwest portion of Wilson County and within Wilson's municipal boundaries. This area of the county has the easiest access to Raleigh and is close in proximity to the portion of Wilson where many of the new commercial developments are occurring. The southern portion of the county is anticipated to experience somewhat moderate growth. Interstate I-95 crosses through the western-most portion of the planning area and is an attraction for growth. City of Wilson and Wilson County water lines follow along the major thoroughfares, which can promote limited commercial growth in this part of the county. This area has the most significant restrictions from environmental factors such as floodplains, wetlands and some watershed protection areas. The eastern part of Wilson County is expected to have relatively little growth in the future. Many of the new commercial uses in Wilson are situated on the western side of the city. Access to commercial developments is easier when traveling to Rocky Mount to the north and Greenville to the east of Wilson County. Much of this area has historically been and continues to be used as agricultural and low-density residential land.



Map 11.2

Figure 7

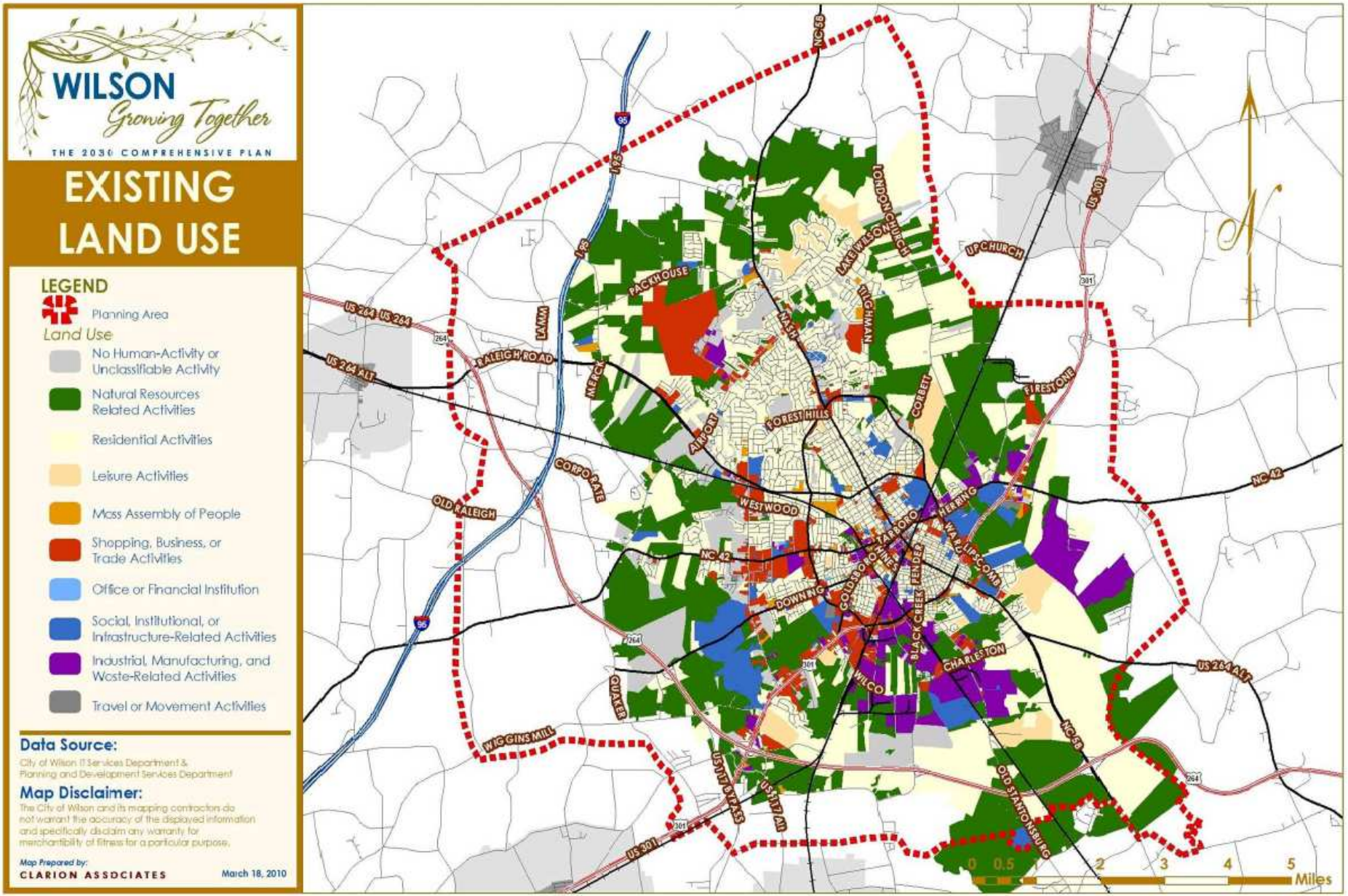

WILSON
Growing Together
THE 2030 COMPREHENSIVE PLAN
EXISTING LAND USE
LEGEND
Planning Area
Land Use
No Human-Activity or Unclassifiable Activity
Natural Resources Related Activities
Residential Activities
Leisure Activities
Mass Assembly of People
Shopping, Business, or Trade Activities
Office or Financial Institution
Social, Institutional, or Infrastructure-Related Activities
Industrial, Manufacturing, and Waste-Related Activities
Travel or Movement Activities
Data Source:
City of Wilson IT Services Department & Planning and Development Services Department
Map Disclaimer:
The City of Wilson and its mapping contractor do not warrant the accuracy of the displayed information and specifically disclaim any warranty for merchantibility of fitness for a particular purpose.
Map Prepared by:
CLARION ASSOCIATES
March 18, 2010
I-95
US 264
US 264 ALT
NC 58
US 301
NC 42
US 117 ALT
US 117 BYPASS
RALEIGH ROAD
LAMM
MERCY
AIRPORT
CORPORATE
OLD RALEIGH
WIGGINS MILL
QUAKER
FOREST HILLS
CORBETT
FIRESTONE
LONDONCHURCH
LAKE WILSON
UPCHURCH
PACKHOUSE
HASTY
WIGHMAN
WESTWOOD
TARBORO
HERRING
WALLUPSOMA
GOLDSBORO
PENDER
BLACK CREEK
DOWNING
CHARLESTON
WILCO
OLD STANTONSBURG
0 0.5 1 2 3 4 5 Miles

Figure 8

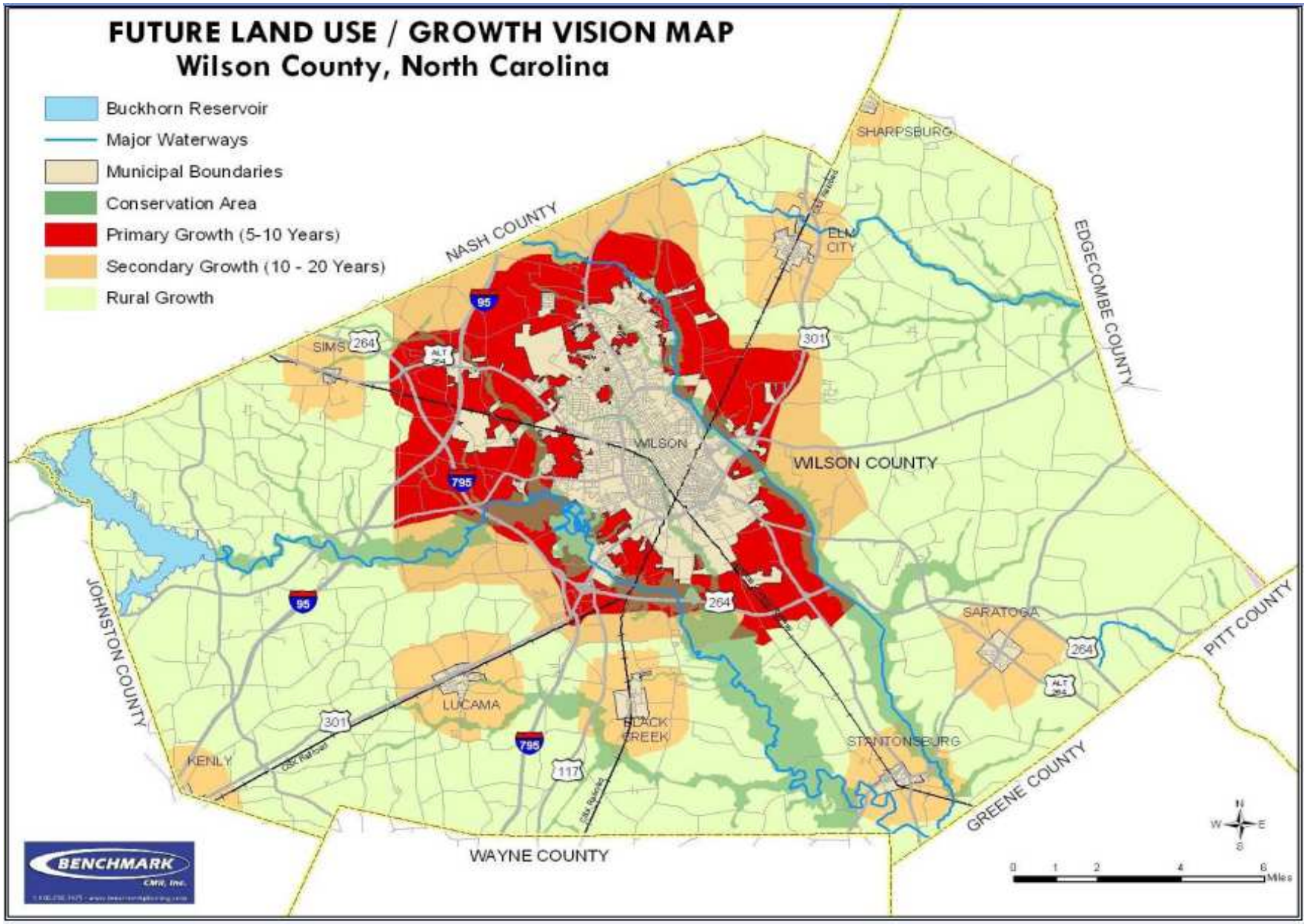

FUTURE LAND USE / GROWTH VISION MAP
Wilson County, North Carolina
Buckhorn Reservoir
Major Waterways
Municipal Boundaries
Conservation Area
Primary Growth (5-10 Years)
Secondary Growth (10 - 20 Years)
Rural Growth
NASH COUNTY
EDGECOMBE COUNTY
JOHNSTON COUNTY
PITT COUNTY
GREENE COUNTY
WAYNE COUNTY
WILSON COUNTY
SHARPSBURG
ELM CITY
SIMS
WILSON
SARATOGA
LUCAMA
BLACK CREEK
STANTONSBURG
KENLY
95
264
301
795
117
ALT 264
ALT 301
BENCHMARK
CMH, Inc.
N
W
E
S
0 1 2 4 6
Miles

Figure 9

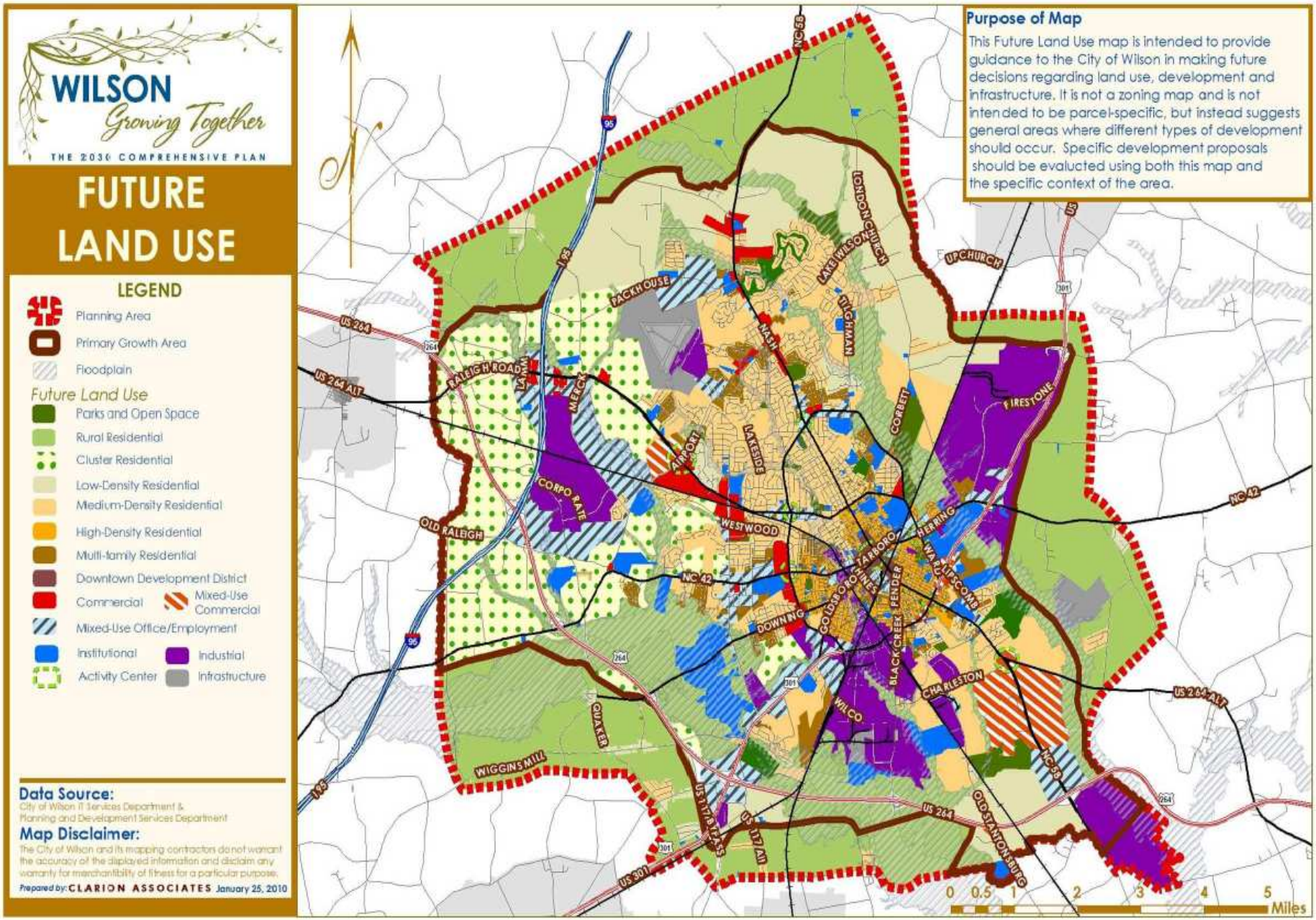

WILSON
Growing Together
THE 2030 COMPREHENSIVE PLAN
FUTURE LAND USE
LEGEND
Planning Area
Primary Growth Area
Floodplain
Future Land Use
Parks and Open Space
Rural Residential
Cluster Residential
Low-Density Residential
Medium-Density Residential
High-Density Residential
Multi-family Residential
Downtown Development District
Commercial
Mixed-Use Commercial
Mixed-Use Office/Employment
Institutional
Industrial
Activity Center
Infrastructure
Data Source:
City of Wilson IT Services Department &
Planning and Development Services Department
Map Disclaimer:
The City of Wilson and its mapping contractors do not warrant the accuracy of the displayed information and disclaim any warranty for merchantibility of fitness for a particular purpose.
Prepared by: CLARION ASSOCIATES January 25, 2010
Purpose of Map
This Future Land Use map is intended to provide guidance to the City of Wilson in making future decisions regarding land use, development and infrastructure. It is not a zoning map and is not intended to be parcel-specific, but instead suggests general areas where different types of development should occur. Specific development proposals should be evaluated using both this map and the specific context of the area.
N
NC 58
I-95
US 264
US 264 ALT
US
US 301
LONDON CHURCH
LAKE WILSON
UPCHURCH
PACKHOUSE
TAUGHMAN
NASH
RALEIGH ROAD
LANE
MERICK
AIRPORT
LAKESIDE
CORBETT
FIRESTONE
CORPORATE
OLD RALEIGH
WESTWOOD
NC 42
HERRING
TARBORO
WALSTONSCOMB
GOLDSBORO
HINES
FENDER
BLACK CREEK
DOWNING
CHARLESTON
WILCO
QUAKER
WIGGINS MILL
US 117 BYP
US 117 ALT
OLD STANTONSBURG
0 0.5 1 2 3 4 5
Miles

Figure 10

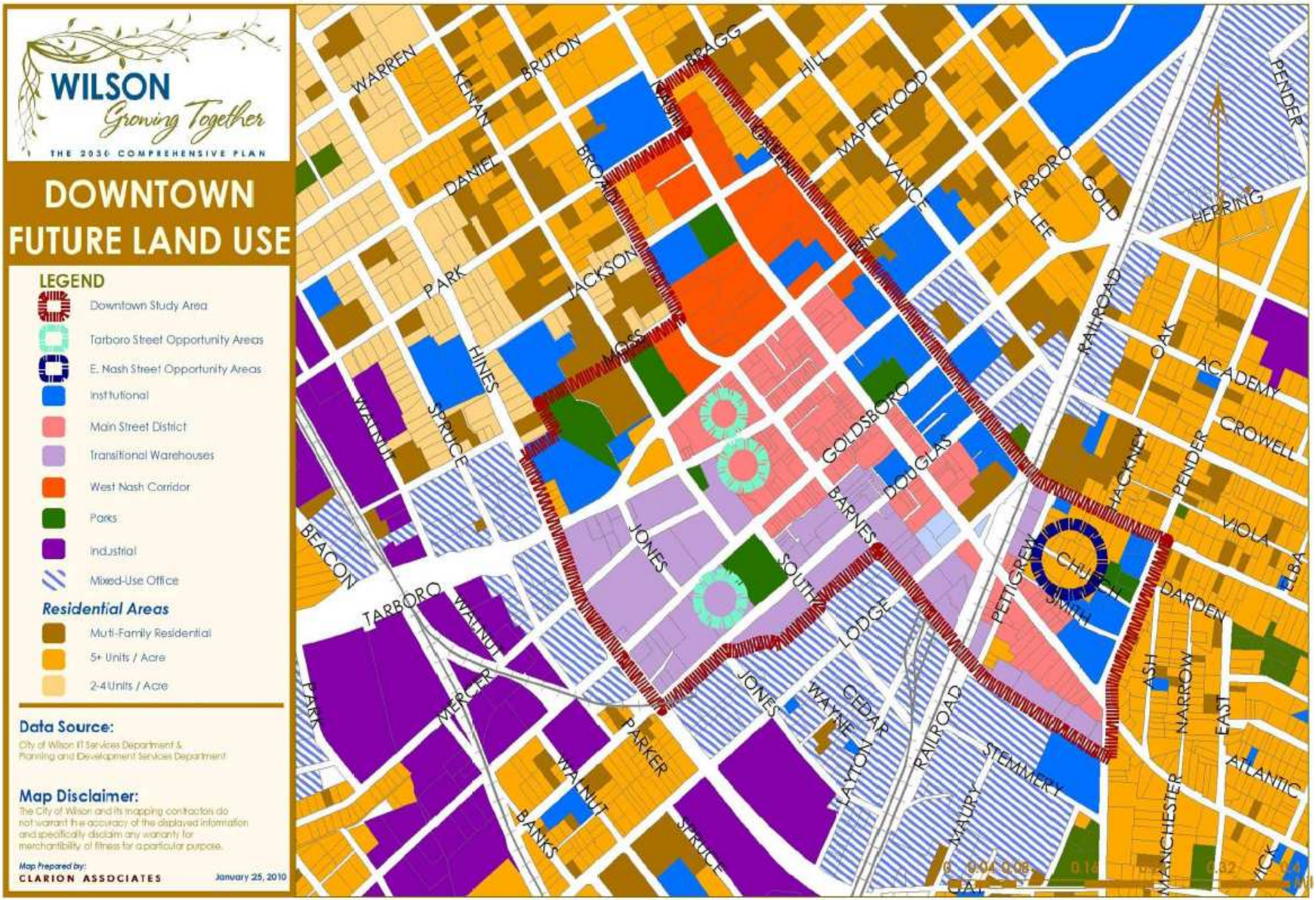

WILSON
Growing Together
THE 2030 COMPREHENSIVE PLAN
DOWNTOWN
FUTURE LAND USE
LEGEND
Downtown Study Area
Tarboro Street Opportunity Areas
E. Nash Street Opportunity Areas
Institutional
Main Street District
Transitional Warehouses
West Nash Corridor
Parks
Industrial
Mixed-Use Office
Residential Areas
Muti-Family Residential
5+ Units / Acre
2-4 Units / Acre
Data Source:
City of Wilson IT Services Department &
Planning and Development Services Department
Map Disclaimer:
The City of Wilson and its mapping contractors do not warrant the accuracy of the displayed information and specifically disclaim any warranty for merchantibility or fitness for a particular purpose.
Map Prepared by:
CLARION ASSOCIATES
January 25, 2010
WARREN
KENAN
BRUTON
BRAGG
HILL
MAPLEWOOD
VANCE
PENDER
DANIEL
BROADFOOT
TARBORO
GOLD
LEE
HERRING
RAILROAD
PARK
JACKSON
MOSS
OAK
ACADEMY
HINES
WALNUT
SPRUCE
GOLDSBORO
DOUGLAS
CROWELL
HACKNEY
PENDER
VIOLA
BARNES
JONES
BEACON
SOUTH
CHURCH
ELBA
TARBORO
WALNUT
LODGE
PETTIGREW
SMITH
DARDEN
ASH
NARROW
EAST
ATLANTIC
MERCER
PARKER
WAYNE
CEDAR
LAYTON
RAILROAD
STEMMERY
MANCHESTER
MAURY
BANKS
SPRUCE
VICK

Figure 11

Consideration of Natural and Human Environment

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

A full listing of environmental features that were examined as a part of this study is shown in the following tables utilizing the best available data. Environmental features occurring within Wilson County are shown in Figures 12-13.

Table 1 – Environmental Features

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

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

Table 2 – Restricted Environmental Features

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

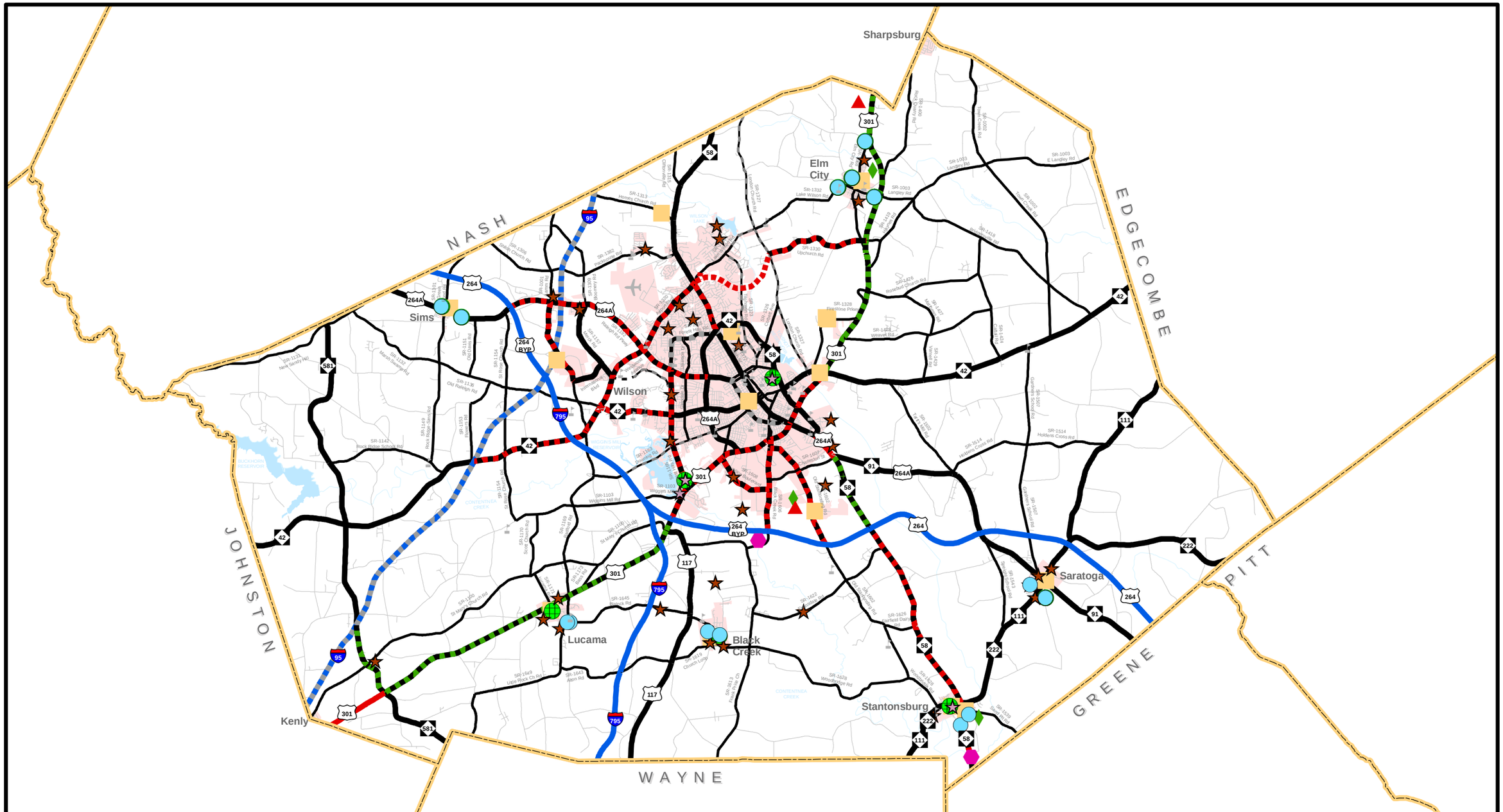


Figure 12

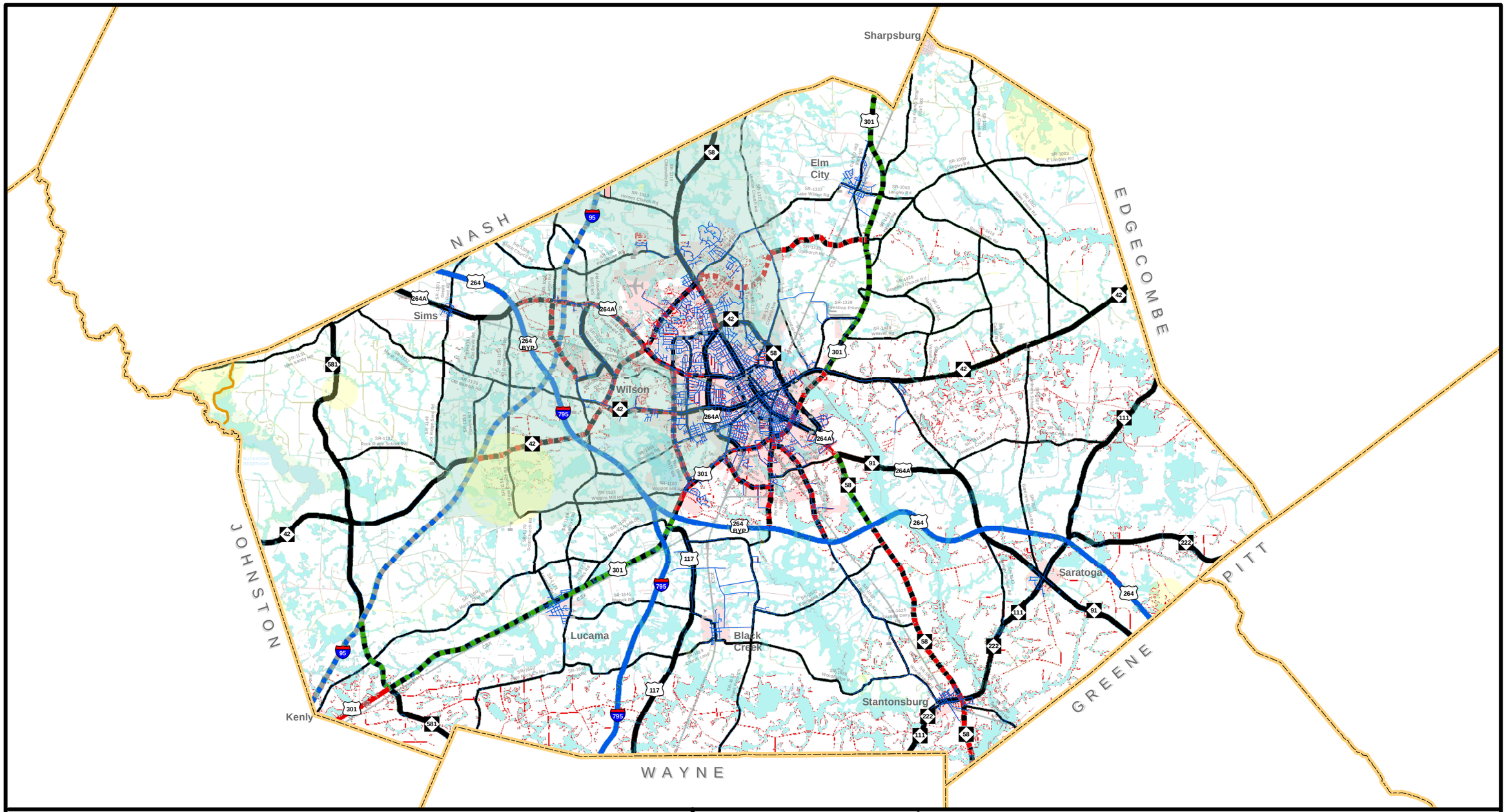
Base map date: November 23, 2009

Environmental Map 1

Wilson County

Comprehensive Transportation Plan

Plan date: 6/13/2011



Significant Aquatic Endangered Species Habitats
Water Distribution System-Pipes
Consveration Tax Credit Properties
Natural Heritage Element Occurance
Significant Natural Heritage Area
Water Supply Watersheds
Wetlands
Rivers and Streams
Municipal Boundary
Water Bodies
County Boundary

Miles
0 1 2 4

N W E S

Figure 13

Base map date: November 23, 2009

Environmental Map 2
Wilson County
Comprehensive Transportation Plan

Plan date: 6/13/2011

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.

A meeting was held with the Wilson County Board of Commissioners in November 2008 to formally initiate the study, provide an overview of the transportation planning process, and to gather input on area transportation needs.

Throughout the course of the study, the Transportation Planning Branch cooperatively worked with the Wilson County Transportation Committee, which included a representative from each municipality, county staff, the RPO and others, to provide information on current local plans, to develop transportation vision and goals, to discuss population and employment projections, and to develop proposed CTP recommendations. Refer to Appendix H for detailed information on the vision statement, the goals and objectives survey and a listing of committee members.

The public involvement process included holding two public drop-in sessions in Wilson County to present the proposed Comprehensive Transportation Plan to the public and solicit comments. The first meeting was held on May 16, 2011 at 2201 Miller Road, Wilson, NC 27893 at Wilson County Commissioners work room; the second meeting was held on May 23, 2011 at 1800 Herring Avenue, Wilson, NC, 27893 at CWP Operation Center. Each session was publicized in the local newspaper and was held from 6 PM to 8 PM. One comment form was submitted during the session held on May 23, 2011. Wilson County Transportation Board approved the CTP on May 16, 2011.

Public hearings were held throughout Wilson County on the following dates:

- August 1, 2011 during the Town of Sims Council Meeting
- August 1, 2011 during the Wilson County Commissioners Meeting
- August 1, 2011 during the Town of Lucama Council Meeting
- August 3, 2011 during the Town of Saratoga Council Meeting
- August 8, 2011 during the Town of Stantonsburg Council Meeting
- August 9, 2011 during the Elm City Council Meeting
- August 9, 2011 during the Town of Black Creek Council Meeting
- September 12, 2011 during the Town of Kenley Council Meeting
- September 15, 2011 during Wilson Council Meeting

The purpose of these meetings was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted at each of these meetings.

The Upper Coastal Plain RPO endorsed the CTP on September 14, 2011. The North Carolina Department of Transportation mutually adopted the Wilson County CTP on October 7, 2011.

II. Recommendations

This chapter presents recommendations for each mode of transportation. Refer to Appendix I for documentation of project alternatives and scenarios that were studied, but are not included in the adopted CTP.

Unaddressed Deficiencies

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

US 264 Alt./Raleigh Road Parkway (SR 1192) from Ward Boulevard (SR 1516) to Hines Street is projected to be over capacity in the year 2035. No method of improvement was found to be acceptable at this time due to physical and right-of-way constraints as the residential development prevents any additions to the current pavement width. No improvement was recommended due to local preference.

NC 42/Herring Avenue from Pender Street (SR 1670) to NC 58 is projected to operate near capacity by the year 2035. No method of improvement was found to be acceptable at this time due to physical and right-of-way constraints as the storefront development prevents any additions to the current pavement width. No improvement was recommended due to local preference. The proposed improvements along US 301 in the CTP may positively impact congestion along this route and address the deficiency.

Nash Street (SR 1377) from Hines Street to US 301 is projected to be over capacity in the year 2035. No method of improvement was found to be acceptable at this time due to physical and right-of-way constraints as the residential development prevents any additions to the current pavement width. No improvement was recommended due to local preference. The proposed improvements along US 301 in the CTP may positively impact congestion along this route and address the deficiency.

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 plan rests predominately with the policy boards and citizens of the Wilson County and its municipalities. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally

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

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

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

Problem Statements

Wilson Comprehensive Bicycle Plan was adopted in 2008 and Wilson Pedestrian Plan was adopted in 2006. These plans identify the need and recommendation for bicycle and pedestrian routes and improvements respectively within the city of Wilson. These recommendations were incorporated into the Wilson County Comprehensive Transportation Plan (CTP), with extensions being recommended into the county areas and surrounding municipalities as necessary. The recommendations for both major and minor routes are compiled within the Wilson Comprehensive Bicycle Plan and Wilson Pedestrian Plan available through the Wilson, hereafter referred as local plans.

HIGHWAY

I-95, Local ID: I-5133

Existing I-95 is a major north-south corridor through Wilson County that carries a high percentage of through traffic in the area. This facility traverses the state connecting North Carolina to Virginia and South Carolina and is on the statewide tier of the North Carolina Multimodal Investment Network (NCMIN). Additionally, it is part of the Strategic Highway Corridor (SHC) Vision Plan.

The primary purpose of improving I-95 is to improve mobility and connectivity along the corridor throughout Wilson County. The proposed project (I-5133) is currently under development by the Project Development & Environmental Analysis Branch (PDEA) through a Phase 1 Corridor Planning and Finance Study. The proposed Comprehensive Transportation Plan (CTP) project recommends upgrading this facility to a six-lane interstate by the design year and to add two interchanges: I-95 at Hornes Church Road (SR 1313); and I-95 at NC 581. Adding an interchange at I-95 at Hornes Church Road (SR 1313) would relieve traffic on Airport Boulevard (SR 1320) and improve access to the city's and county's fastest growing area that has undergone a 95% population increase between years 2000-2010. For additional information about adding an interchange at I-95 at NC 581 see project WILS0003-H. For additional information about I-95, (TIP Project I-5133), including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis (PDEA) Branch.

US 264 Alt., Local ID: WILS0001-H

US 264 Alt. is a gateway corridor to Wilson's urban core and historic district. Additionally, it provides connectivity to Wilson from the US 264 Bypass. US 264 Alt. from US 264 Bypass to Airport Boulevard (SR 1320) is a four-lane divided facility with current capacity that ranges between 31,600 and 44,800 vehicles per day (vpd). Future travel demand on this section is forecasted to be between 19,800 and 30,400 vpd by the year 2035. The section of US 264 Alt. from Bloomery Road (SR 1309) to Airport Boulevard (SR 1320) is expected to operate near capacity by the design year 2035. US 264 Alt. section from Airport Boulevard (SR 1320) to Forest Hills Road (SR 1165) is currently a five-lane facility with current capacity of 32,400 vpd and projected future volume of 44,100 vpd by the year 2035. This section is currently operating near capacity and is expected to operate over capacity by the year 2035.

The primary purpose for improvements on US264 Alt. is to reduce congestion due to capacity deficiencies and increasing user demand to accommodate projected traffic in order to maintain a Level of Service "D". The proposed Comprehensive Transportation Plan (CTP) project recommends upgrading US 264 Alt. from Airport Boulevard (SR 1320) to US 264 Alt./NC 42/Ward Boulevard (SR 1516) to a four-lane divided boulevard with a 23-foot raised landscaped median, sidewalks, and wide outside lanes with accommodations for bicycles (see cross-section 4D), (refer to Appendix D). The project proposal for US 264 Alt. from US 264 Bypass to Airport Boulevard (SR 1320) includes measures to limit access, such as a superstreet design with single phased lights for protected left turns, right-ins, right-outs, and limited driveways (a superstreet is a type of intersection in which minor cross-street traffic is prohibited from going straight through or left at a divided highway intersection; minor cross street traffic must turn right, but can then access a U-turn to proceed in the desired direction). These recommendations occur within the existing Right-of-Way (ROW). This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

US 264 Alt./Hines Street, Local ID: WILS0002-H

US 264 Alt./Hines Street, from Raleigh Road Parkway (SR 1192) to NC 58/Nash Street (SR 1377), is a five-lane facility traversing through the downtown section of Wilson. The existing cross section promotes vehicles traveling at high speeds despite the dense residential area where it is located. The current capacity on US 264 Alt./Hines Street is 32,400 vehicles per day (vpd). The projected future volume is anticipated to be between 12,600 and 17,600 vpd by the year 2035. The existing facility is expected to have sufficient capacity through planning period (2035). Currently, no bicycle or pedestrian facilities are present within the corridor; however, it is designated to be a bicycle and pedestrian corridor by city's local plans. In addition, this corridor is being utilized for five WTS bus routes: Yellow, Red, Blue, Saturday Blue, and the Shuttle Routes.

The primary purpose of this recommendation is to improve mobility for the general public and to provide accommodations for pedestrians and bicyclists. The proposed CTP project recommends upgrading this facility to a two 14-foot lane road with 11-foot turn-lane, and curb and gutter with wide outside lanes, sidewalks, and accommodations for bicycles (see cross-section 3B). This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

US 301, Local ID: WILS0003-H

US 301 is designated as an expressway in the SHC Vision Plan and connects Wilson and Rocky Mount, serving as a parallel route to the I-95 corridor. US 301 traverses the state connecting Virginia to South Carolina and is on the statewide tier of the North Carolina Multimodal Investment Network (NCMIN).

US 301 through Wilson County is a four-lane divided boulevard from Nash County to US 264 Alt. and from I-795 to Johnston County and a five-lane boulevard from US 264 Alt. to I-795. US 301 is proposed to be upgraded to an expressway as recommended

by the SHC Vision Plan. Achieving this vision would involve the following improvements along the corridor:

Upgrade the existing US 301 to an expressway from Nash County to NC 42 with right-in right-out access at: Haynes Road (SR 1419) and Weaver Road (SR 1428) (see cross-section 4A).

While Wilson supports limiting access and providing safer facilities for commuters, it does not support the upgrade of US 301 to an expressway through the middle of the city. The City wishes to maintain a boulevard cross-section along the corridor from NC 42 to the US 264 Bypass in order to support existing and future businesses and residential development along the corridor. Therefore, a portion of this facility is recommended to be on new location, from NC 42 to NC 58 at Charleston Street (SR 1607). The four-lane expressway is recommended with proposed interchanges at NC 42 and NC 58/NC 91 at Charleston Street (SR 1607). US 301 is recommended to be re-routed onto this new facility and then follow the existing NC 58 to the US 264 Bypass (see cross-section 4A).

NC 58, from NC 58/NC 91 at Charleston Street (SR 1607) to the US 264 Bypass, is currently a four-lane divided boulevard with a 100-foot cross section and is proposed to be upgraded to an expressway. US 301 is proposed to follow the US 264 Bypass west to the existing US 301. US 301, from the US 264 Bypass to NC 581 is proposed to be upgraded to an expressway with right-in right-out access at US 117/Saint Mary's Church Road (SR 1100), Bass Road (SR 1173), Radford Road (SR 1169), and Lucama Road (SR 1171) (see cross-section 4A).

Currently, US 301 passes through Kenly as a five-lane facility. Upgrading it to an expressway would be detrimental to the town. Working cooperatively with the Johnston County Comprehensive Transportation Plan (CTP) it was determined that mobility goals of the strategic corridor could be met by recommending that NC 581 be upgraded to an expressway (see cross-section 4A). US 301 is recommended to be re-routed onto NC 581 from US 301 to I-95 with proposed interchanges at US 301 & NC 581 and at I-95 & NC 581 (see cross-section 4A). The existing NC 581 is recommended to be widened from a 2-lane facility with 22 feet cross section to a four-lane expressway (see cross-section 4A). US 301 is proposed to follow I-95 south around Kenly into Johnston County where it will reconnect with the existing US 301.

Upon full implementation of this project, US 301 from NC 42 to the US 264 Bypass and from NC 581 in Wilson County to the I-95 in Johnston County should be re-designated to US 301 Business. The Johnston County CTP also includes this recommendation.

Local preference in the implementation of this project involves a short term improvement approach including limited access measures such as superstreet designs with single phased lights for protected left turns, right-ins, right-outs, and limited driveways which would serve as a stepping stone towards meeting the long term goal and vision for the SHC Plan.

The capacity of the existing facility is sufficient through the CTP planning period. Therefore, as development occurs along this corridor, every effort should be made to limit access in order to maintain mobility and connectivity and the ability to achieve the corridor vision. This facility should be monitored for any changes that may lead to potential deficiencies. This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

US 301, Local ID: WILS0004-H

US 301 is a north-south corridor carrying a large amount of truck traffic into the Wilson area. It is primarily running through residential/commercial area from Lipscomb Road (SR 1515) to Pender Street (SR 1670) and through the industrial area between Pender Street (SR 1670) and the US 264 Bypass.

The existing US 301 section from NC 42 to US 264 Alt. is currently a four-lane divided boulevard with a capacity that ranges between 32,000 and 44,800 vehicles per day (vpd) and projected future volume that is anticipated to range between 22,700 to 29,000 vpd by the year 2035. The US 301 section from US 264 Alt. to I-795 is currently a five-lane facility with a capacity that ranges between 32,000 and 33,400 vpd and projected future volume that is anticipated to range between 16,400 and 40,900 vpd by the year 2035. This facility is expected to operate near capacity at the following sections: from Pender Street (SR 1670) to US 264 Alt., from Forest Hills Road (SR 1165) to Wiggins Mill Road (SR 1103), and from US 117/Saint Mary's Church Road (SR 1100) to I-795 and is expected to operate over capacity from Wiggins Mill Road (SR 1103) to US 117/Saint Mary's Church Road (SR 1100) by the design year 2035. The Wilson 2010 Comprehensive Plan identifies the area along US 264/US 301 as a focus area for economic and neighborhood revitalization. The City believes that improving US 301 would be a large part of the US 301 redevelopment plans in Wilson. The City considers this to be a very important project for the area and the neighborhoods, businesses, and industries located along the corridor and believes that the high poverty area located along the corridor needs this investment as a key to its future redevelopment and revitalization as called for in the Wilson 2010 Comprehensive Plan. In addition, the City wishes to provide a safer facility for commuters along this corridor, particularly with regard to bicycle and pedestrian as there is a considerable amount of observed traffic for these modes with no proper facility designation.

The primary purpose of this recommended improvement is to provide a sufficient transportation infrastructure for all vehicle types between NC 42 and the US 264 Bypass to facilitate economic development and to reduce congestion due to capacity deficiencies and increasing user demand on sections of the facility to accommodate projected traffic in order to maintain a Level of Service “D”. The proposed project recommends upgrading this facility to a four-lane divided boulevard with 23-foot raised landscaped median, sidewalks, and wide outside lanes with accommodations for bicycles (see cross-section 4C). This recommendation occurs within the existing Right-of-Way (ROW). This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

NC 42, Local ID: WILS0005-H

NC 42, from I-95 to US 264 Bypass/I-795, is a four-lane divided facility with current capacity of 44,800 vehicles per day (vpd). The projected future volume is anticipated to range between 13,000 and 15,100 vpd by the year 2035. The NC 42 section from US 264 Bypass to Forest Hills Road (SR 1165) is currently a five-lane facility with current capacity that ranges between 32,400 and 44,800 vpd and projected future volume that is anticipated to range between 13,000 vpd and 28,500 vpd by the year 2035. While the entire corridor is not expected to experience capacity deficiencies, the section of NC 42 between Airport Boulevard (SR 1158) and Forest Hills Road (SR 1165) is expected to operate near capacity by the year 2035. NC 42 serves as east-west corridor through Wilson County and is a main access route to the Wilson Corporate Park. According to the Wilson planning staff, in the future, major residential and commercial development is expected adjacent to the corridor in the vicinity of the recommended project.

The primary purpose of the recommended improvement is to relieve projected capacity deficiencies along the section of the corridor from Airport Boulevard (SR 1158) to Forest Hills Road (SR 1165) and to improve mobility along the entire length of the facility from I-95 to Forest Hills Road (SR 1165) for the general public and to provide accommodations for pedestrians and bicyclists. The proposed project is to upgrade this corridor to a four-lane divided boulevard with a raised 23-foot median with bicycle lanes, pedestrian sidewalks, and curb and gutter (see cross-section 4D). Realignment is proposed, as part of this project at NC 42/Old Raleigh Road (SR 1136) and Airport Boulevard (SR 1158) due to the proximity of this intersection to several schools in the area: James Hunt High School, Jones Elementary School, Wilson Christian Academy, Greenfield School, and a future planned middle school. The primary purpose of this realignment is to improve mobility and safety in the vicinity of the intersection, especially for students utilizing the facility. This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

NC 58, Local ID: R-3102

In southeastern Wilson County, NC 58 is a two-lane facility from south of the US 264 Bypass to Greene County. The current capacity from US 264 Bypass to Greene County is 15,800 vehicles per day (vpd). The projected future volume is anticipated to range between 10,700 and 12,100 vpd by the year 2035. The existing facility has sufficient capacity through the planning period. NC 58 is an important highway corridor in North Carolina, linking numerous rural communities to major highways and population centers. Residents living in the area use this facility to access jobs and other amenities or to access to US 264 Bypass. Locally, this corridor serves as a major access route to the Beddingfield High School and is also expected to provide access to a future industrial park. In addition, NC 58 serves as an important link providing access to the Global Transpark, US 264 Bypass, and I-95.

The primary purpose of improving this section of NC 58 is to improve mobility and connectivity along the corridor. The proposed project is to upgrade this corridor to a four-lane divided boulevard with a 46-feet median and limited control of access (see cross-section 4A). The feasibility study for the proposed project (R-3102) was

completed on July 29, 1994. For additional information about this project, including the Purpose and Need, contact NCDOT's Feasibility Study Unit.

NC 58, Local ID: WILS0006-H

The existing section of NC 58, from Airport Boulevard (SR 1320) to NC 42/NC 58/Ward Boulevard (SR 1516), is a five-lane facility, carrying traffic from a high growth area to downtown Wilson, with a current capacity of 32,400 vehicles per day (vpd) and projected future volume of 39,200 vpd by the year 2035. The facility is expected to operate over capacity by the year 2035. In conjunction with projected future capacity deficiencies, the route is also designated a bicycle and pedestrian corridor by the local plans. In addition, this corridor is being utilized for two WTS bus routes: the Shuttle Route and the Saturday Red Route.

The primary purpose of improving this section of NC 58 is to reduce congestion due to capacity deficiencies and increasing user demand to accommodate projected traffic in order to maintain a Level of Service "D". The proposed project recommends upgrading this section of NC 58 to a four-lane divided boulevard with a raised 23-foot median with bicycle lanes, pedestrian sidewalks, and curb and gutter (see cross-section 4D). This proposed future access control measures may increase current capacity. This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

Airport Boulevard (SR 1158/SR 1320), Local ID: WILS0007-H

Airport Boulevard (SR 1320), from NC 42 to north of NC 58, is presently a five-lane facility. The current capacity on Airport Boulevard (SR 1320) is 32,400 vehicles per day (vpd). On the section of the facility from NC 42 to US 264 Alt., the estimated future volumes are anticipated to range between 14,300 and 17,300 vpd and on the section from US 264 Alt. to NC 58 estimated future volume is anticipated to be around 44,000 vpd by the year 2035. Airport Boulevard (SR 1320) from US 264 Alt. to NC 58 is expected to operate over capacity by the year 2035. This facility currently serves industrial, commercial, and residential traffic and provides access from high residential growth area to major retail centers on US 264 Alt./Raleigh Road Parkway (SR 1192).

The primary purpose of the recommended improvement is to relieve projected capacity deficiencies along the section of the corridor from US 264 Alt. to NC 58 and to improve mobility along the entire length of the facility from NC 42 to NC 58 for the general public and to provide accommodations for pedestrians and bicyclists. The proposed project recommends upgrading this facility to a four-lane divided boulevard with a raised 23-foot median with bicycle lanes, pedestrian sidewalks, and curb and gutter (see cross-section 4D). Increased mobility on this proposed four-lane facility can be maximized by limiting driveway access. For information regarding proposed improvements at the intersection of NC 42/Old Raleigh Road (SR 1136) and Airport Boulevard (SR 1158) please reference project WILS0006-H. This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

Black Creek Road (SR 1606), Local ID: U-3471

Black Creek Road (SR 1606), from US 301 to US 264 Bypass, is presently a two-lane minor thoroughfare serving as a north-south route carrying residential, commercial, and industrial traffic. The current capacity on this section is 15,800 vehicles per day (vpd), with projected volumes anticipated to range between 5,300 and 7,800 vpd by the year 2035. The facility is expected to have sufficient capacity through the planning period. Development varies throughout the project. North of Cargill Avenue, the development is primarily residential and concentrated on the eastern side of the roadway. South of Cargill Avenue, the land use is a mix of agricultural, residential, and commercial development. There are several large industries and warehouses along the facility. With continued industrial growth along the facility, truck traffic is expected to continue to increase. The route from US 301 to Wilco Boulevard (SR 1608) is designated to be a bicycle corridor by the local plan and is currently utilized by WTS Green transit route.

The primary purpose of improving Black Creek Road (SR 1606) is to improve mobility for the general public and to provide accommodations for pedestrians and bicyclists. The proposed CTP project recommends upgrading the existing facility to a four-lane divided boulevard with 23-foot landscaped median with curb and gutter, bike lanes and sidewalks (see cross-section 4D). The project is highly supported by the city and the county. The feasibility study for the proposed project (U-3471) was completed on February 27, 1996. For additional information about this project, including the Purpose and Need, contact NCDOT's Feasibility Study Unit. This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

Downing Road (SR 1163), Local ID: WILS0009-H

Downing Road (SR 1163), from US 264 Bypass to Forest Hills Road (SR 1165), is a two-lane facility. The current capacity on this section of Downing Road (SR 1163) is 15,800 vehicles per day (vpd), with projected volumes of 14,300 vpd by the year 2035. The facility is expected to operate near capacity by the year 2035. Downing Road (SR 1163) is a major entrance to the southern part of Wilson carrying traffic from US 264 Bypass to the downtown area.

The primary purpose of the recommended improvement is to reduce congestion due to capacity deficiencies and increasing user demand to accommodate projected traffic in order to maintain a Level of Service "D". The proposed project recommends (with a strong local support) to upgrade this facility to a three-lane road with 11-foot turn-lane and wide paved shoulders (see cross-section 3A). This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

Forest Hill Road (SR 1165), Local ID: WILS0011-H

Forest Hill Road (SR 1165) is currently a five-lane facility that serves as a major north-south commercial corridor carrying local traffic to both, residential and commercial areas. The current capacity on the section of Forest Hill Road (SR 1165) from US 264 Alt./Raleigh Road Parkway (SR 1192) to US 301 is 32,400 vehicles per day (vpd), with

projected volumes anticipated to range between 23,100 and 46,300 vpd by the year 2035. Forest Hill Road (SR 1165) from US 264 Alt./Raleigh Road Parkway (SR 1192) to NC 42 is currently operating near capacity. The section from NC 42 to Downing Road (SR 1163) is expected to operate over capacity by the year 2035. This facility is designated as a bicycle corridor in the Wilson 2008 Comprehensive Bicycle Plan and is being utilized for two Wilson bus routes: the Shuttle and the Saturday Red Routes.

The primary purpose of the recommended improvement is to reduce congestion due to capacity deficiencies and increasing user demand to accommodate projected traffic in order to maintain a Level of Service "D". The proposed project recommends that Forest Hill Road (SR 1165) from US 264 Alt. to US 301 be upgraded to a four-lane divided boulevard with a raised 23-foot median with bicycle lanes, pedestrian sidewalks, and curb and gutter (see cross-section 4D). This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

Lamm Road (SR 1001), Local ID: FS-0204E

Lamm Road (SR 1001), from US 264 Alt. to International Boulevard, is presently a two-lane facility serving as a north-south route parallel to I-95 carrying residential and industrial traffic to and from Wilson. This facility also connects the Wilson Corporate Park to US 264 Alternative. This facility provides access to number of neighborhoods, commercial and industrial sites and is currently a heavily-traveled corridor for Hunt High School students. In addition, Lamm Road is designated as the NC 7 State Bike Route.

The primary purpose of this recommendation is to improve mobility for the general public by providing accommodations for pedestrians and bicyclists and as a desirable outcome to encourage economic development by providing a roadway corridor with improved geometry to serve residential, commercial, and industrial sites in the project study area. The proposed project recommends this facility be upgraded to a four-lane divided boulevard with 23-foot raised landscaped median, sidewalks, and wide outside lanes with accommodations for bicycles (see cross-section 4C). The feasibility study for the proposed project (FS-0204E) was completed on July 16, 2010. For additional information about this project, including the Purpose and Need, contact NCDOT's Feasibility Study Unit. This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

Nash Street, Local ID: WILS00015-H

Nash Street (SR 1377), from NC 42/Ward Boulevard (SR 1516) to Forest Hills Road (SR 1165), is a five-lane transitioning to a three-lane facility serving as a gateway to Wilson's historic downtown area. The current capacity along this corridor is 13,800 vehicles per day (vpd) with estimated future volume anticipated to be around 13,000 vpd by the year 2035. This section of Nash Street (SR 1377) is presently getting highly congested at peak hours and is expected to operate near capacity by the year 2035. In conjunction with projected future capacity deficiencies, the route is also designated to be a bicycle and pedestrian corridor in the Wilson 2008 Comprehensive Bicycle Plan. In addition, this corridor is currently utilized by Wilson's Green Bus Route.

The primary purpose of this recommendation is to reduce congestion due to capacity deficiencies and increasing user demand to accommodate projected traffic. The proposed project recommends upgrading this section of Nash Street to a five-lane facility with wide outside lanes (see cross-section 5A). This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

Northern Connector, Local ID: U-3470

Connectivity between western and eastern portions of the county on the north is currently limited to Lake Wilson Road (SR 1332) that is expected to be operating near capacity by the year 2035. The current capacity on Lake Wilson Road (SR 1332) between London Church Road (SR 1327) and NC 58 ranges between 15,300 vehicles per day (vpd) and 18,200 vpd, with projected volumes anticipated to range between 11,000 and 18,000 vpd by the year 2035. The facility is expected to operate near and over capacity by the year 2035. The area's vision for this new corridor is to provide better connectivity between eastern and western Wilson County. The Northern Connector will also relieve traffic on Lake Wilson Road (SR 1332) and provide access to a substantial residential and industrial growth occurring at the north-western part of the city. This project was requested by Wilson and is endorsed by Wilson County and the Wilson County Chamber of Commerce.

The primary purpose of the recommended improvement is to reduce congestion on Lake Wilson Road (SR 1332) due to capacity deficiencies and increasing user demand to accommodate projected traffic in order to maintain a Level of Service "D". The proposed project recommends upgrading the existing facility – Upchurch Road (SR 1330) to a four-lane divided boulevard with a raised 23-foot median with bicycle lanes, pedestrian sidewalks, and curb and gutter from London Church Road (SR 1327) to Elm City Road (SR 1368) (see cross-section 4D).

Constructing a new four-lane divided boulevard with a raised 23-foot median with bicycle lanes, pedestrian sidewalks, and curb and gutter section from north of NC 58 to London Church Road (SR 1327) with a proposed re-alignment of the intersection at Lake Wilson Road (SR 1332) and Airport Boulevard (SR 1158/SR 1320) to provide mobility and safety at the newly proposed connector (see cross-section 4D).

The feasibility study for the proposed project (U-3470) was completed on February 2, 1996. For additional information about this project, including the Purpose and Need, contact NCDOT's Feasibility Study Unit. This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

Old Stantonsburg Road (SR 1602), Local ID: WILS0016-H

Old Stantonsburg Road (SR 1602), from Old Black Creek Road (SR 1606) to US 264 Bypass, is a two-lane facility, carrying traffic from US 264 Bypass to downtown Wilson. The current capacity on Old Stantonsburg Road (SR 1602) is 15,800 vehicles per day (vpd) with estimated future volume anticipated to range between 7,900 and 8,700 vpd by the year 2035. The existing facility has sufficient capacity through the planning

period. This facility currently serves industrial, commercial, and residential traffic in the area. Old Stantonsburg Road provides access to number of neighborhoods and industrial sites and is currently a heavily-traveled corridor for Beddingfield High School students. It is also expected to provide access to a future commercial/industrial mixed use development planned on an eastern side of the facility by the Wilson Planning and Development Services department. Currently, no bicycle or pedestrian facilities are present within the corridor; however, it is designated as a bicycle and pedestrian corridor per the local plans.

The primary purpose of this recommendation is to improve mobility for the general public by providing accommodations for pedestrians and bicyclists. The other desirable outcome is to encourage economic development by providing a roadway corridor with improved geometry to serve commercial and industrial sites in the project study area.

The proposed project recommends upgrading this facility to a four-lane divided boulevard with a raised 23-foot median with bicycle lanes, pedestrian sidewalks, curb and gutter and an underpass at the intersection with the CSX rail-road line (see cross-section 4D). This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

Wilco Boulevard (SR 1608), Local ID: WILS0019-H

Wilco Boulevard (SR 1608), from US 301 to Black Creek Road (SR 1606), is a two-lane facility, currently serving industrial, commercial, and residential traffic in the area. The current capacity on Wilco Boulevard (SR 1608) is 15,800 vehicles per day (vpd) with estimated future volume anticipated to be around 10,000 vpd by the year 2035. The existing facility has sufficient capacity through the planning period. There are several large industries and warehouses along the facility. With continued industrial growth along the facility, truck traffic is expected to continue to increase.

The primary purpose of this recommendation is to improve mobility for the general public by providing accommodations for pedestrians and bicyclists and as other desirable outcome to encourage economic development by providing a roadway corridor with improved geometry to serve commercial and industrial sites in the project study area.

The proposed project recommends upgrading this facility to a four-lane divided boulevard with a 23-foot raised landscaped median, sidewalks, and wide outside lanes with accommodations for bicycles to correspond to proposed bicycle and pedestrian improvements (see cross-section 4C). This project proposal also contains other modes; for more information, refer to the modal sections in this chapter and local plans.

Minor Widening Improvements

The following facilities have sufficient capacity through the planning period but are recommended to be upgraded to improve narrow lane widths and/or to accommodate bicycles. These project proposals also contain other modes; for more information, refer to the modal sections in this chapter and local plans.

Bloomery Road (SR 1309), Local ID: WILS0008-H
From Packhouse Road (SR 1382)/Shiloh Church Road (SR 1306) to US 264 Alt., widen from two 10-foot lanes to two 11-foot lane facility with 2-foot paved shoulders with bike lanes and sidewalks (see cross-section 2E).

Forest Hills Road (SR 1165), Local ID: WILS0012-H
From US 264 Alt. to Nash Street (SR 1377), widen from two 10-foot lanes to a two 14-foot lane facility with 11-foot turn-lane, and 2-foot paved shoulders with bike lanes and sidewalks (see cross-section 3B).

Lake Wilson Road (SR 1332), Local ID: WILS0013-H
From Lake Hills Drive to London Church Road (SR 1327), widen from two 10-foot lanes to a two 14-foot lane facility with 11-foot turn-lane, and 2-foot paved shoulders with bike lanes and sidewalks (see cross-section 3B).

London Church Road (SR 1327), Local ID: WILS0014-H
From Nash County to NC 42, widen from two 10-foot lanes to a two 14-foot lane facility with 11-foot turn-lane, and 2-foot paved shoulders with bike lanes and sidewalks (see cross-section 3B).

Tilghman Road (SR 1323), Local ID: WILS0017-H
From Lake Wilson Road (SR 1332) to Raleigh Road (SR 1356), widen from two 10-foot lanes to a two 14-foot lane facility with 11-foot turn-lane, and 2-foot paved shoulders with bike lanes and sidewalks (see cross-section 3B).

Westwood Avenue, Local ID: WILS0018-H
From Airport Boulevard (SR 1320) to west of Forest Hills Road (SR 1165), widen from two 10-foot lanes to a two 11-foot lane facility with 2-foot paved shoulders with bike lanes and sidewalks (see cross-section 2E).

The following facility has sufficient capacity through the planning period, but is recommended to be modified to a three-lane facility:

Downing Road (SR 1163), Local ID: WILS0010-H
From Forest Hills Road (SR 1165) to US 264/Ward Boulevard (SR 1516), it is a local preference to reconfigure this section using road-diet improvements from a five-lane to a three-lane facility with sidewalks and accommodations for bicycles (see cross-section 3B).

The following is a CTP proposed operational improvement:

Wilson Computerized Traffic Signal System, Local ID: WILS0020-H

The CTP recommends installing a Computerized Traffic Signal System for Wilson that will promote moving traffic in a safe and uninterrupted manner throughout the city. Wilson is one of the larger municipalities in the State and the largest municipality in Division 4 that does not have a computerized traffic signal system. The system would provide the following advantages: progressive traffic flow, communication links between intersection cabinets and central control center, immediate notification of equipment malfunctions to a central control center. In addition, operators can control and monitor any intersection within the system from a central control center. This would assist public safety such as fire and police in emergency situations to control traffic from a central location.

PUBLIC TRANSPORTATION & RAIL

During the development of the CTP, the need for linking county's municipalities with Wilson by way of a fix route system was recognized. These areas of needed connection include Sims, Lucama, Kenly, Black Creek, Stantonsburg, Saratoga, Elm City, and Sharpsburg. This connection is deemed necessary for continued connectivity with the county in order to improve the economic stability within Wilson County and between local municipalities.

More coordination is also recommended between the Wilson County Services (WCTS) and the Wilson Transit Services (WTS) to allow for inter-system travel which would better accommodate citizens travel needs. These project proposals also contain other modes; for more information, refer to the modal sections in this chapter and local plans.

The Comprehensive Transportation Plan (CTP) is recommending extending fixed route services on the following facilities:

US 264 Alt./NC 58, Local ID: WILS0003-H: Lipscomb Road (SR 1515) to north of US 264 Bypass.

US 264 Alt./Raleigh Road Parkway (SR 1192), Local ID: WILS0001-H: Lamm Road (SR 1001) to east of Airport Boulevard (SR 1320).

NC 42, Local ID: WILS0005-H: Airport Boulevard (SR 1320) to Forest Hills Road (SR 1165).

NC 58, Local ID: WILS0006-H: Byerly Drive to Lake Wilson Road (SR 1332).

Airport Boulevard (SR 1320), Local ID: WILS0007-H: NC 42 to NC 58.

Black Creek Road (SR 1606), Local ID: U-3471: Mary Ella Street to Charleston Street (SR 1607).

Charleston Street (SR 1607), Local ID: WILS0001-T: Black Creek Road (SR 1606) to NC 58.

Firestone Parkway (SR 1328), Local ID: WILS0002-T: north of NC 42 to Kerr Glass Court.

International Boulevard, Local ID: WILS0003-T: Lamm Road (SR 1001) to Merck Road (SR 1157).

Lake Wilson Road (SR 1332), Local ID: WILS0013-H: NC 58 to Tilghman Road (SR 1323).

Lamm Road (SR 1001), Local ID: FS-0204E: International Boulevard to US 264 Alt./Raleigh Road Parkway (SR 1192).

Merck Road (SR 1157), Local ID: WILS004-T: International Boulevard to Airport Boulevard (SR 1320).

Tilghman Road (SR 1323), Local ID: WILS0017-H: south of NC 42/NC 58/Ward Boulevard (SR 1516) to Lake Wilson Road (SR 1332).

Commuter Service, Local ID: WILS0005-T

Wilson County has a workforce that travels in from outside the county. The Wilson County Comprehensive Plan notes this trend and states that the inflow is due to the industrial nature of Wilson County. The greatest commuter increase between 1990 and 2000 occurred between Nash County and Wilson County. The U.S. census registered a net commuter increase from Nash to Wilson of nearly 730 commuters, increasing from 29 to 759. The greatest outward commuter travel occurs from Wilson County to Wake County which has seen a net increase of 38 commuters between 1990 and 2000. In order to allow for this trend to continue, the connection between these areas need to be improved. While the road network along US 264 has been greatly improved the need for a commuter rail system between Wilson and RTP may become apparent within the next 30 years. The recommendation for a community rail system with 250 feet of right of way preservation would accommodate local residents within, to, and from Wilson for both economic and recreational needs.

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 and gutter sections require at minimum 4-ft bike lanes or 14-ft outside lanes.
- Shoulder sections require a minimum 4-ft paved shoulder.
- All bridges along roadways where bike facilities are recommended shall be equipped with 54" railings.

Wilson Comprehensive Bicycle Plan:
The Wilson Comprehensive Bicycle Plan was adopted in 2008 and identifies the need and recommendation for bicycle routes and improvements within the Wilson City Planning boundary. These recommendations were incorporated into the Wilson County Comprehensive Transportation Plan (CTP), with extensions being recommended into the county areas and surrounding municipalities as necessary. The recommendations for both major and minor routes are compiled within the Wilson Comprehensive Bicycle Plan available through the City.

New Facilities:

NC 42 and Rock Ridge Sims (SR 1149) Connector, Local ID: WILS0005-H: from Rock Ridge School Road (SR 1142) to Airport Boulevard (SR 1158) to accommodate bicycle travel between proposed Wilson Bicycle routes and NC 42 (see cross-section 4D).

NC 42 and Rock Ridge Sims (SR 1149) Connector, Local ID: WILS0016-B: from Rock Ridge Sims Road (SR 1149) to NC 42 to accommodate bicycle travel between proposed Wilson Bicycle routes and NC 42 (see cross-section 2A).

NC 42 and Rock Ridge Sims (SR 1149) Connector, Local ID: WILS0017-B: from Rock Ridge School Road (SR 1142) to US 264 Alt. to accommodate bicycle travel between proposed Wilson Bicycle routes and NC 42 (see cross-section 2A).

Eastern Bicycle Loop, Local ID: WILS0005-B, WILS0006-B, WILS0007-B, WILS0008-B, WILS0009-B, and WILS0010-B: from Firestone Parkway to NC 42/US 301 to accommodate bicycle travel between proposed Wilson Bicycle routes and NC 42 (see cross-section 2A).

Lucama Loop, Local ID: WILS0012-B: from Radford Road (SR 1169) to NC7/Boswellville Road (SR 1175) to accommodate bicycle travel between Lucama and State Bicycle Route NC 7 (see cross-section 2A).

Lucama Loop, Local ID: WILS0013-B: from US 301 to Saint Mary's Church Road (SR 1100) to accommodate bicycle travel between Lucama and State Bicycle Route NC 7 (see cross-section 2A).

Lucama Loop, Local ID: WILS0014-B: from Rouse Street to US 301 to accommodate bicycle travel between Lucama and State Bicycle Route NC 7 (see cross-section 2C).

Lucama Loop, Local ID: WILS0015-B: from Little Rock Church Road (SR 1649) to NC 7/Lely Road (SR 1615) to accommodate bicycle travel between Lucama and State Bicycle Route NC 7 (see cross-section 2A).

Sims Bicycle Connector, Local ID: WILS0018-B: from US 264 to Wall Street (SR 1177) to accommodate bicycle travel between proposed Wilson Bicycle routes and Sims (see cross-section 2H).

Sims Bicycle Connector, Local ID: WILS0019-B: from Wall Street (SR 1177) to Flat Rock Road (SR 1137) to accommodate bicycle travel between proposed Wilson Bicycle routes and Sims (see cross-section 2C).

Sims Bicycle Connector, Local ID: WILS0020-B, and WILS0021-B: from Flat Rock Road (SR 1137) to Old Raleigh Road (SR 1136) and from Rock Ridge Sims Road (SR 1149) to Airport Boulevard (SR 1158) to accommodate bicycle travel between proposed Wilson Bicycle routes and Sims (see cross-section 2A).

Stantonsburg Loop, Local ID: WILS0024-B, WILS0025-B, and WILS0026-B: from Old Stantonsburg Road (SR 1602) to Woodbridge Road (SR 1628)/Shelton Drive to accommodate bicycle travel between State Bicycle Route NC 7, Old Stantonsburg Rd. (SR 1602), and Stantonsburg (see cross-section 2A).

Stantonsburg Loop, Local ID: WILS0027-B: from Woodbridge Road (SR 1628) to NC 111/NC 222/South Main Street to accommodate bicycle travel between State Bicycle Route NC 7, Old Stantonsburg Rd. (SR 1602), and Stantonsburg (see cross-section 2C).

Improvement to Existing Facilities:

US 264 Alt./Raleigh Road Parkway (SR 1192), Local ID: WILS0001-H: from Bloomery Road (SR 1309) to US 264 in Sims to accommodate bicycle travel between Wilson Bicycle routes and Sims (see cross-section 4D); from US 264 to Main Street (SR 1301) (see cross-section 2A).

NC 58, Local ID: WILS0001-B: from Hornes Church Road (SR 1313) to Pack House Road (SR 1382) to accommodate bicycle travel between Wilson Bicycle routes and State Bicycle Route NC 2 (see cross-section 5A).

NC 111/NC 222 Local ID: WILS0002-B: from NC 58/Moyton Avenue to Denver Street in Stantonsburg to accommodate bicycle travel by connecting this facility to the proposed Stantonsburg Connector (WILS0032-B and WILS0033-B) (see cross-section 2B).

NC 111/NC 222, Local ID: WILS0003-B: from Denver Street to Rebecca Street to accommodate bicycle travel between Stantonsburg and Saratoga (see cross-section 2A).

NC 111/NC 222/Church Street, Local ID: WILS0004-B: from Phillips Street to NC 91 to accommodate bicycle travel between Saratoga and the proposed bicycle route improvements on NC 111/NC 222 (WILS0003-B) (see cross-section 2C).

Black Creek Road (SR 1606), Local ID: U-3471: from US 264 Bypass to Wilco Boulevard (SR 1608) to accommodate bicycle travel between Wilson Bicycle routes and US 264 Bypass (see cross-section 4D).

Downing Street (SR 1163), Local ID: WILS0009-H: from Shirley Road (SR 1164) to Forest Hills Road (SR 1165) to accommodate bicycle travel between City of Wilson Bicycle routes and State Bicycle Route NC 7 (see cross-section 2A).

Lake Wilson Road (SR 1332), Local ID: WILS0011-B: from London Church Road (SR 1327) to Wilson Street in Elm City to accommodate bicycle travel between Wilson Bicycle routes and State Bicycle Route NC 2 (see cross-section 2A).

London Church Road (SR 1327), Local ID: WILS0014-H: from Nash County to West Langley Road (SR 1003) and from Pridgen Road (SR 1334) to Lake Wilson Road (SR 1332) to accommodate bicycle travel between Nash County State Bicycle Route NC 2 (see cross-section 3B); and from Corbett Avenue (SR 1326) to NC 42/Herring Avenue (see cross-section 2A).

Northern Connector, Local ID: U-3470: from NC 58 to US 301 to accommodate bicycle travel between Wilson Bicycle routes and US 301 (see cross-section 4D).

Old Stantonsburg Road (SR 1602), Local ID: WILS0016-H: from Black Creek Road (SR 1606) to Woodbridge Road (SR 1628) to accommodate bicycle travel between Wilson Bicycle routes and Stantonsburg (see cross-section 2A).

Stantonsburg Connector, Local ID: WILS0022-B and WILS0023-B: Main Street and Commercial Avenue in Stantonsburg to accommodate bicycle travel between the Stantonsburg and the proposed Stantonsburg Loop (WILS0024-B, WILS0025-B, WILS0026-B, and WILS0027-B) (see cross-section 2C).

Toisnot Street (SR 1344), Local ID: WILS0028-B: from West Main Street to Wilson Street in Elm City to accommodate bicycle travel between CTP recommended project WILS0011-B and State Bicycle Route NC 2. In addition, this proposed route, along with

Bicycle Route NC 2, WILS0014-H, and WILS0011-B would create a loop for tourism purposes and accommodate bicycle travel needs in the area (see cross-section 2B).

State Bicycle Routes NC 2 and NC 7 Local ID: WILS0029-B and WILS0030-B:
Increased bicycle safety and connectivity within Wilson County is needed. Currently, the two existing bicycle facilities in Wilson County are: State Bicycle Route NC 2, which travels from Nash County to the Edgecombe County and State Bicycle Route NC 7, which travels from Nash County to Wayne County. State Bicycle Routes NC 2 and NC 7 are designated over two-lane facilities throughout the Wilson County and lack adequate shoulders, have poor geometrics, have no dedicated bike facilities, and lack appropriate bike signage. As such, bicycle travel is difficult and can be unsafe. Improving these facilities should enable to accommodate automobiles and bicycles, while providing safer facilities for bicyclists. The proposed project recommends improving these facilities to incorporate standards in accordance with American Association of State Highway and Transportation Officials (AASHTO).

PEDESTRIAN

Wilson Pedestrian Plan:
Wilson adopted the city's Pedestrian Improvement Plan in 2006. This plan identifies the need and recommendation for pedestrian improvements within the city. These recommendations were incorporated into the Wilson County Comprehensive Transportation Plan (CTP) with extensions being recommended into the county areas and surrounding municipalities as necessary. The recommendations for both major and minor routes are compiled within the Wilson Pedestrian Plan available through Wilson.

Comprehensive Transportation Plan (CTP) recommendations call for new sidewalks or improving damaged sidewalks along the following facilities in order to provide adequate connectivity for pedestrians in the area:

Wilson:

Sidewalks – Recommended (Sidewalks needed on both sides of a facility)

US 301, Local ID: WILS0004-H: from NC 42 to US 264;

NC 42, Local ID: WILS0005-H: from Airport Boulevard (SR 1320) to Forest Hills Road (SR 1165);

NC 58, Local ID: WILS0006-H/WILS0015-H: from Airport Boulevard (SR1320) to Eagle Point Lane and from existing sidewalk on NC 58 to Forest Hills Road (SR 1165);

Airport Boulevard (SR 1320), Local ID: WILS0007-H: from north of NC 58 to NC 42;
Black Creek Road (SR 1606), Local ID: U-3471: from US 301 to US 264 Bypass;

Downing Road (SR 1163), Local ID: WILS0009-H: from US 264 Bypass to Forest Hills Road (SR 1165);

Forest Hills Road (SR 1165), Local ID: WILS00012-H: from Cardinal Drive to Nash Street (SR 1377) and from existing Forest Hills Road (SR 1165) to US 264 Alt.;

Forest Hills Road (SR 1165), Local ID: WILS0011-H: from US 264 Alt. to US 301;

Hines Street, Local ID: WILS0002-H: from Daniel Street to Jackson Street, from Nash Street (SR 1377) to Pender Street (SR 1670), from Raleigh Road Parkway (SR 1192) to AC College Drive, from Rountree Street to Warren Street, and from Tarboro Street (SR 1184) to Lodge Street;

Lake Wilson Road (SR 1332), Local ID: WILS0013-H: from Lake Hills Drive to London Church Road (SR 1327);

Lamm Road (SR 1001), Local ID: FS-0204E: from US 264 Alt. to NC 42;
Northern Connector, Local ID: U-3470: from NC 58 to US 301;

Old Stantonsburg Road (SR 1602), Local ID: WILS0016-H: from Old Black Creek Road (SR 1606) to US 264 Bypass;

US 264 Alt./NC 42/Ward Boulevard (SR 1516), Local ID: WILS0003-P: from Scythia Street to Boswell Street;

Westwood Avenue, Local ID: WILS0018-H: from Airport Boulevard (SR 1320) to existing sidewalk on Westwood Avenue;

Wilco Boulevard (SR 1608), Local ID: WILS0019-H: from US 301 to Black Creek Road (SR 1606);

Sidewalks – Needs Improvement (Sidewalks needed on one side of a facility)

Hines Street, Local ID: WILS0001-P: from Ward Boulevard (SR 1516) to Raleigh Road Parkway (SR 1192);

Tarboro Street, Local ID: WILS0002-P: from Ward Boulevard to Fairview Avenue;

Elm City:

Sidewalks – Recommended (Sidewalks needed on both sides of a facility)

West Wilson Street (SR 1332), Local ID: WILS00010-P: from South Railroad Street to South Anderson Street;

Sidewalks – Needs Improvement (Sidewalks needed on one side of a facility)

North Parker Street (SR 1368), Local ID: WILS00006-P: from West North Street to West Nash Street;

North Anderson Street, Local ID: WILS00004-P: from West Main Street to West Wilson Street;

North Parker Street (SR 1368), Local ID: WILS00005-P: from West Wilson Street to West Nash Street (SR 1339);
South Railroad Street, Local ID: WILS00007-P: from East Main Street to East Wilson Street;

West Main Street (SR 1003), Local ID: WILS00008-P: from North Anderson Street to North Railroad Street;

West Nash Street (SR 1339), Local ID: WILS00009-P: from North Parker Street (SR 1368) to North Railroad;

Black Creek:

Sidewalks – Recommended (Sidewalks needed on both sides of a facility)

Barden Street, Local ID: WILS0011-P: from Church Street to West Center Street;

Barnes Street, Local ID: WILS0012-P: from Church Street to West Center Street;

Church Street, Local ID: WILS0013-P: from Privette Street to Barnes Street;

Minshew Street, Local ID: WILS0014-P: from Church Street to West Center Street;

Sidewalks – Needs Improvement (Sidewalks needed on one side of a facility)

See State Bicycle Route NC 7 for more information regarding bicycle improvements in Black Creek.

Lucama:

Sidewalks – Recommended (Sidewalks needed on both sides of a facility)

US 301, Local ID: WILS0015-P: from Davis Street to Lucas Street;

Aycock Street, Local ID: WILS0018-P: from South Main Street to South Goldsboro Street;

Blalock Road (SR 1645), Local ID: WILS0020-P: from South Main Street to South Hill Street;

Campbell Street, Local ID: WILS0021-P: from South Main Street to South Hill Street;

Davis Street, Local ID: WILS0022-P: from US 301 to East Oak Street;

North Goldsboro Street, Local ID: WILS0024-P: from US 301 to West Oak Street;

North Hill Street, Local ID: WILS0025-P: from US 301 to West Spring Street at existing sidewalk;

Newsome Street, Local ID: WILS0027-P: from US 301 to East Oak Street;

South Goldsboro Street, Local ID: WILS0028-P: from Aycock Street to Blalock Road (SR 1645);

South Goldsboro Street, Local ID: WILS0029-P: from West Groves Street to West Spring Street;

South Main Street (SR 1651), Local ID: WILS0032: from East Oak Street to East Groves Street;

West Groves Street, Local ID: WILS0033-P: from South Main Street to South Goldsboro Street;

West Oak Street, Local ID: WILS0034-P: from North Main Street to North Hill Street;

Sidewalks – Needs Improvement (Sidewalks needed on one side of a facility)

US 301, Local ID: WILS0016-P: from Davis Street to North Main Street;

US 301, Local ID: WILS0017-P: from North Goldsboro Street to North Hill Street;
Blalock Road (SR 1645), Local ID: WILS0019-P: from South Main Street to Little Rock Church Road (SR 1649);

East Oak Street, Local ID: WILS0023-P: from existing East Oak Street to North Main Street;

North Main Street, Local ID: WILS0026-P: from East Oak Street to US 301;

South Goldsboro Street, Local ID: WILS0030-P: from West Spring Street to Aycock Street;

South Hill Street, Local ID: WILS0031-P: from West Spring Street to Blalock Road (SR 1645);

Saratoga:

Sidewalks – Recommended (Sidewalks needed on both sides of a facility)

Rogers Street, Local ID: WILS0039-P: from US 264/Main Street to NC 111/NC 222/ Church Street;

Sidewalks – Needs Improvement (Sidewalks needed on one side of a facility)

NC 111/NC 222/Church Street, Local ID: WILS0036-P: from Page Street to Roger Street;

US 264/Main Street, Local ID: WILS0037-P: from the Access Main Street to Gardner Street;

US 264/Main Street, Local ID: WILS0038-P: from Rogers Street to Access Main Street;

Stantonsburg:

Sidewalks – Recommended (Sidewalks needed on both sides of a facility)

East Julian Avenue, Local ID: WILS0041-P: from South Main Street to South Travis Street;

South Travis Street, Local ID: WILS0042-P: from East Julian Avenue to Thompson Avenue;

South Yelverton Street, Local ID: WILS0043-P: from West Commercial Avenue to West Thompson Avenue;

South Yelverton Street, Local ID: WILS0044-P: from West Julian Ave to Bagley Street;

Shelton Drive (SR 1628), Local ID: WILS0045: from Yelverton Street to South Main Street (NC 111);

Wilson County:

Sidewalks – Recommended (Sidewalks needed on both sides of a facility)

US 264 Alt., Local ID: WILS0001-H: from US 264 Bypass to Ward Boulevard (SR 1516);

NC 42, Local ID: WILS0005-H: from Airport Boulevard (SR 1320) to I-95;

Bloomery Road (SR 1309), Local ID: WILS0008-H: from Packhouse Road (SR 1382) to US 264 Alt.;

London Church Road (SR 1332); Local ID: WILS0014-H: from NC 42 to Nash County;

Sidewalks – Needs Improvement (Sidewalks needed on one side of a facility)

NC 111/NC 222/Main Street, Local ID: WILS0040-P: from Broad Avenue to West Commercial Avenue;

Multiuse

Buckhorn – Contentnea Multi-Use Path Connector, Local ID: WILS0001-M
The proposed project recommends a new Buckhorn-Contentnea Multi-Use Path Connector that would provide a Multi-Use path along Contentnea Creek from the Buckhorn Reservoir to the local plan proposed Multi Use Paths.

Wilson Multi-Use Path Connector, Local ID: WILS0002-M
The proposed project recommends a new Wilson Multi Use Path Connector that would provide connection among the local plan proposed multi-use trails, sidewalks, and bicycle paths.

Toisnot Reservoir Multi-Use Path, Local ID: WILS0003-M
The proposed project recommends a new Toisnot Reservoir Multi-Use Path that would provide a loop trail around Toisnot Reservoir and provide connection between local plans proposed multi use trails.

Westwood Toisnot Multi-Use Path Connector, Local ID: WILS0004-M
The proposed project recommends a new Westwood Toisnot North-South Multi-Use Path Connector that would provide a link among the local plan proposed Westwood Toisnot East-West Route, sidewalks, and multi-use path.

APPENDICES

Appendix A
Resources and Contacts

North Carolina Department of Transportation

Customer Service Office

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

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

Secretary of Transportation

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

Board of Transportation Member

PO Box 751
Rocky Mount, NC 27802
(252) 937-6913
http://www.ncdot.gov/about/board/default.html

Highway Division Engineer

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

509 Ward Boulevard
PO Box 3165
Wilson, NC 27895
(252) 237-6164
http://www.ncdot.gov/doh/operations/division4/

Division Project Manager

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

509 Ward Boulevard
PO Box 3165

Wilson, NC 27895
(252) 237-6164

Division Construction Engineer

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

509 Ward Boulevard
PO Box 3165
Wilson, NC 27895
(252) 237-6164

Division Traffic Engineer

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

509 Ward Boulevard
PO Box 3165
Wilson, NC 27895
(252) 237-6164

Division Operations Engineer

Contact the Division Operations Engineer for information concerning facility operations.

509 Ward Boulevard
PO Box 3165
Wilson, NC 27895
(252) 237-6164

Division Maintenance Engineer

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

509 Ward Boulevard
PO Box 3165
Wilson, NC 27895
(252) 237-6164

District Engineer

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

3013 US 64 Alt.
Nashville, NC 27856
(252) 459-2128

Transportation Planning Branch (TPB)

Contact the Transportation Planning Branch for information on long-range multi-modal planning services, including Strategic Highway Corridors.

1554 Mail Service Center
Raleigh, NC 27699-1554
(919) 707-0900
http://www.ncdot.gov/doh/preconstruct/tpb/

Upper Coastal Plain Rural Planning Organization (RPO)

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

120 W. Wilmington Street Suite 2110
Nashville, NC 27856
(252) 462-2642
http://www.ucprpo.org/

Strategic Planning Office

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

1501 Mail Service Center
Raleigh, NC 27699-1501
(919) 707-4740
https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=11054

Project Development & Environmental Branch (PDEA)

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

1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 707- 6000
http://www.ncdot.gov/doh/preconstruct/pe/

Secondary Roads Unit

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

1535 Mail Service Center
Raleigh, NC 27699-1535
(919) 707- 2500
http://www.ncdot.gov/doh/operations/secondaryroads/

Program Development Branch

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

1534 Mail Service Center
Raleigh, NC 27699-1534
(919) 707- 4610
http://www.ncdot.org/planning/development/

Public Transportation Division

Contact the Public Transportation Division for information public transit systems.

1550 Mail Service Center
Raleigh, NC 27699-1550
(919) 707 - 4670
http://www.ncdot.org/transit/nctransit/

Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center
Raleigh, NC 27699-1553
(919) 707 - 4700
http://www.bytrain.org/

Division of Bicycle and Pedestrian Transportation

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

1552 Mail Service Center
Raleigh, NC 27699-1552
(919) 707-2600
http://www.ncdot.gov/transit/bicycle/

Structure Management Unit

Contact the Structure Management Unit for information on bridge management throughout the state.

1565 Mail Service Center
Raleigh, NC 27699-1565
(919) 707 - 6400
http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/

Roadway Design Unit

Contact the Roadway Design Unit for information regarding design plans and proposals for road and bridge projects throughout the state.

1584 Mail Service Center
Raleigh, NC 27699-1582
(919) 707 – 6200
http://www.ncdot.gov/doh/preconstruct/highway/roadway

Other State Government Offices

Department of Commerce – Division of Community Assistance

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

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

Appendix B
Comprehensive Transportation Plan Definitions

Highway Map

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

Facility Type Definitions

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

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

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

- **Other Major Thoroughfares**
  - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
  - Posted speed – 25 to 55 mph
  - Cross section – four or more lanes without median *(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, or system continuity. The improvement to the facility may be widening, other operational strategies, increasing the level of access control along the facility, or a combination of improvements and strategies. *"Needs improvement" does not refer to the maintenance needs of existing facilities.*
- **Recommended** – Roadway facilities on new location that are needed in the future.
- **Interchange** – Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
- **Grade Separation** – Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
- **Full Control of Access** – Connections to a facility provided only via ramps at interchanges. No private driveway connections allowed.
- **Limited Control of Access** – Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.
- **Partial Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections shall be defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. These may be combined to form a two-way driveway (most common) or separated to allow for better traffic flow through the parcel. The use of shared or consolidated connections is highly encouraged.
- **No Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways.

Public Transportation and Rail Map

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

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

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

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

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

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

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

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

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

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

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 '(ft)' is the approximate width of the roadway from edge of pavement to edge of pavement. Listed under 'lanes' is the total number of lanes, with the letter 'D' if the facility is divided.
- **Existing ROW:** The estimated existing right-of-way is based on Road Condition Layer as well as estimates using GIS software in conjunction with current aerial photography. 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 using the NC Level of Service Software (NCLOS) as documented in Chapter I.
- **Existing and Proposed AADT** (Annual Average Daily Traffic) volumes, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2035 AADT E+C' is an estimate of the volume in 2035 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 20xx - 20xx Transportation Improvement Program (TIP). The '2035 AADT with CTP' is an estimate of the volume in 2035 with all proposed CTP improvements assumed to be in place. The '2035 AADT 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 I.
- **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 as part of the CTP.

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

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
I-5133	I-95	Johnston Co. Line - NC 42	Wilson Co.	8.1	48	4	350	70	60,900	31,000	55,200	91,300	6A	300	F	Sta.	
I-5133	I-95	NC 42 - US 264 Byp./I-795	Wilson Co.	3.0	48	4	320	70	60,900	31,000	55,200	91,300	6A	300	F	Sta.	
I-5133	I-95	US 264 Byp./I-795 - US 264 Alt /Raleigh Rd. Prkwy. (SR 1192)	Wilson Co.	2.0	48	4	320	70	60,900	31,000	55,200	91,300	6A	300	F	Sta.	
I-5133	I-95	US 264 Alt./Raleigh Rd. Prkwy. (SR 1192) - City of Wilson CL	City of Wilson	0.3	48	4	330	70	60,900	35,000	62,300	91,300	6A	300	F	Sta.	
I-5133	I-95	City of Wilson CL - Nash Co. Line	Wilson Co.	2.9	48	4	330	70	60,900	35,000	62,300	91,300	6A	300	F	Sta.	
	I-795	Wayne Co. Line - Alton Rd. (SR 1643)	Wilson Co.	2.5	48	4	295	70	60,900	12,000	19,800	60,900	ADQ.	300	F	Sta.	
	I-795	Alton Rd. (SR 1643) - US 301	Wilson Co.	3.7	48	4	360	70	60,900	12,000	19,800	60,900	ADQ.	300	F	Sta.	
	I-795/US 117	US 301 - St. Mary's Church Rd. (SR 1100)	Wilson Co.	0.6	48	4	295	70	60,900	7,000	13,400	60,900	ADQ.	300	F	Sta.	
	I-795/US 117	St. Mary's Church Rd. (SR 1100) - Wiggins Mill Rd. (SR 1103)	Wilson Co.	0.8	48	4	295	70	60,900	7,000	13,400	60,900	ADQ.	300	F	Sta.	
	I-795/US 264 Byp./US 117	Wiggins Mill Rd. (SR 1103) - Downing Rd. (SR 1163)	Wilson Co.	0.8	48	4	295	70	60,900	24,000	45,800	60,900	ADQ.	300	F	Sta.	
	I-795/US 264 Byp./US 117	Downing Rd. (SR 1163) - NC 42	Wilson Co.	1.7	48	4	295	70	60,900	23,000	43,900	60,900	ADQ.	300	F	Sta.	
	I-795/US 264 Byp./US 117	NC 42 - I-95	Wilson Co.	1.8	48	4	300	70	60,900	23,000	43,900	60,900	ADQ.	300	F	Sta.	
	US 117	Wayne Co. Line - Alton Rd. (SR 1643)	Wilson Co.	2.9	22	2	100	55	15,800	1,800	2,700	1,800	ADQ.	100	Maj.	Reg.	
	US 117	Alton Rd. (SR 1643) - S. Church Loop (SR 1619)	Wilson Co.	0.1	22	2	100	55	15,800	2,000	3,000	2,000	ADQ.	100	Maj.	Reg.	
	US 117	S. Church Loop (SR 1619) - N. Church Loop (SR 1618)	Wilson Co.	1.2	22	2	100	55	15,800	2,400	3,600	2,400	ADQ.	100	Maj.	Reg.	
	US 117	N. Church Loop (SR 1618) - Blalock Rd. (SR 1645)	Wilson Co.	0.1	22	2	100	55	15,800	4,000	5,000	4,000	ADQ.	100	Maj.	Reg.	
	US 117	Blalock Rd. (SR 1645) - Frank Price Church Rd. (SR 1613)	Wilson Co.	1.9	22	2	100	55	15,800	3,800	4,800	3,800	ADQ.	100	Maj.	Reg.	
	US 117	Frank Price Church Rd. (SR 1613) - US 301	Wilson Co.	0.7	22	2	100	55	15,800	4,800	6,000	4,800	ADQ.	100	Maj.	Reg.	
	US 117	US 301 - I-95	See I-795/US 264 Byp./US 117														
	US 264	Nash Co. Line - Green Pond Rd. (SR 1301)	Wilson Co.	0.5	48	4	455	70	60,900	23,000	43,900	60,900	ADQ.	455	F	Sta.	
	US 264	Green Pond Rd. (SR 1301) - US 264 Alt.	Wilson Co.	1.9	48	4	455	70	60,900	21,000	40,100	60,900	ADQ.	455	F	Sta.	
	US 264	US 264 Alt./NC91 - NC 111/ NC 222	Wilson Co.	2.3	48	4	250	70	60,900	15,000	28,700	60,900	ADQ.	250	F	Sta.	
	US 264	NC 111/NC 222 - Greene Co. Line	Wilson Co.	3.1	48	4	250	70	60,900	16,000	30,600	60,900	ADQ.	250	F	Sta.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
	US 264 Alt.	Wilson Co. Line - Town of Sims CL	Wilson Co.	1.4	24	2	100	55	15,800	5,000	8,900	15,800	ADQ.	100	Maj.	Reg.	
	US 264 Alt.	Town of Sims CL - Green Pond Rd. (SR 1301)	Town of Sims	0.2	24	2	100	55	15,800	5,000	8,900	15,800	ADQ.	100	Maj.	Reg.	
	US 264 Alt.	Green Pond Rd. (SR 1301) - Town of Sims CL	Town of Sims	0.2	24	2	100	55	15,800	5,000	8,900	15,800	ADQ.	100	Maj.	Reg.	
	US 264 Alt.	Town of Sims CL - Old Davis Rd. (SR 1151)	Wilson Co.	0.7	24	2	100	55	15,800	5,000	8,900	15,800	ADQ.	100	Maj.	Reg.	
	US 264 Alt.	Old Davis Rd. (SR 1151) - St. Rose Church Rd. (SR 1154)	Wilson Co.	0.8	24	2	100	55	15,800	5,000	8,900	15,800	ADQ.	100	Maj.	Reg.	
	US 264 Alt.	St. Rose Church Rd. (SR 1154) - US 264 Byp.	Wilson Co.	0.3	60	5	170	55	33,400	5,000	8,900	33,400	ADQ.	170	Maj.	Reg.	
WILS0001-H	US 264 Alt./ Raleigh Road Prkwy. (SR 1192)	US 264 Byp. - Lamm Rd. (SR 1001)	Wilson Co.	1.1	48	4	100	55	44,800	13,000	19,800	44,800	4D	110	BLVD.	Reg.	B/P
WILS0001-H	US 264 Alt./ Raleigh Road Prkwy. (SR 1192)	Lamm Rd. (SR 1001) - I-95	City of Wilson	0.3	48	4	60	45	43,500	17,000	25,800	43,500	4D	110	BLVD.	Reg.	B/P/T
WILS0001-H	US 264 Alt./ Raleigh Road Prkwy. (SR 1192)	I-95 - Bloomery Rd. (SR 1309)/Merck Rd. (SR 1157)	City of Wilson	0.7	48	4	60	45	43,500	19,000	28,900	43,500	4D	110	BLVD.	Reg.	B/P/T
WILS0001-H	US 264 Alt./ Raleigh Road Prkwy. (SR 1192)	Bloomery Rd. (SR 1309)/Merck Rd. (SR 1157) - City of Wilson CL	Wilson Co.	1.4	48	4	100	55	31,600	20,000	30,400	44,800	4D	110	BLVD.	Reg.	B/P/T
WILS0001-H	US 264 Alt./ Raleigh Road Prkwy. (SR 1192)	City of Wilson CL - City of Wilson CL	City of Wilson	0.4	48	4	100	55	31,600	20,000	30,400	44,800	4D	110	BLVD.	Reg.	B/P/T
WILS0001-H	US 264 Alt./ Raleigh Road Prkwy. (SR 1192)	City of Wilson CL - Airport Blvd. (SR 1320)/Wilson Christian Rd. (SR 1158)	Wilson Co.	0.6	48	4	100	55	31,600	20,000	30,400	44,800	4D	110	BLVD.	Reg.	B/P/T
WILS0001-H	US 264 Alt./ Raleigh Road Prkwy. (SR 1192)	Airport Blvd. (SR 1320)/Wilson Christian Rd. (SR 1158) - Forest Hills Rd. (SR 1165)	City of Wilson	0.9	60	5	100	45	32,400	29,000	44,100	43,500	4D	110	BLVD.	Reg.	B/P
WILS0001-H	US 264 Alt./ Raleigh Road Prkwy. (SR 1192)	Forest Hills Rd. (SR 1165) - Glendale Dr.	City of Wilson	0.4	60	5	100	45	32,400	17,000	21,400	43,500	4D	110	BLVD.	Reg.	B/P
WILS0001-H	US 264 Alt./ Raleigh Road Prkwy. (SR 1192)	Glendale Dr. - US 264 Alt./NC 42/Ward Blvd. (SR 1516)	City of Wilson	0.6	60	5	100	45	32,400	17,000	21,400	43,500	4D	110	BLVD.	Reg.	B/P
	US 264 Alt./NC 42/Ward Blvd. (SR 1516)	US 264 Alt./NC 42/Ward Blvd. (SR 1516)/Raleigh Rd. Prkwy. (SR 1192) - Downing St. (SR 1163)	City of Wilson	0.8	60	5	80	35	31,700	14,000	17,600	31,700	ADQ.	80	Maj.	Reg.	
	US 264 Alt./NC 42/Ward Blvd. (SR 1516)	Downing St. (SR 1163) - Goldsboro St. (SR 1168)	City of Wilson	0.6	60	5	60	35	31,700	14,000	17,600	31,700	ADQ.	60	Maj.	Reg.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
	US 264 Alt./NC 42/Ward Blvd. (SR 1516)	Goldsboro St. (SR 1168) - US 301	City of Wilson	0.4	60	5	100	35	31,700	13,000	16,400	31,700	ADQ.	100	Maj.	Reg.	
	US 264 Alt./Nash St. (SR 1377)	US 301 - Lipscomb Rd. (SR 1515)	City of Wilson	0.7	55	5	90	45	32,400	12,000	15,100	32,400	ADQ.	90	Maj.	Reg.	
	US 264 Alt./Hines St.	US 264 Alt./NC 42/Ward Blvd. (SR 1516) - Raleigh Rd. (SR 1356)	City of Wilson	0.6	36	3	100	45	15,800	17,000	21,400	15,800	ADQ.	100	Maj.	Sub.	
	US 264 Alt./Nash St. (SR 1377)	US 264 Alt./Hines St. - US 301	City of Wilson	0.2	60	5	100	35	15,800	11,000	19,600	15,800	UNADD.	100	Maj.	Sub.	
	US 264 Alt./Nash St. (SR 1377)	US 301 - Lipscomb Rd. (SR 1515)	City of Wilson	0.7	60	5	100	35	32,400	15,100	32,400	32,400	ADQ.	100	Maj.	Sub.	
WILS0002-H	US 264 Alt./Hines St.	Raleigh Rd. (SR 1356) - College Dr.	City of Wilson	0.1	60	5	100	45	32,400	13,000	16,400	18,200	3B	100	Maj.	Sub.	
WILS0002-H	US 264 Alt./Hines St.	College Dr. - Tarboro St. (SR 1184)	City of Wilson	0.7	60	5	100	45	32,400	13,000	16,400	18,200	3B	100	Maj.	Sub.	
WILS0002-H	US 264 Alt./Hines St.	Tarboro St. (SR 1184) - Goldsboro St. (SR 1168)	City of Wilson	0.1	60	5	100	45	32,400	14,000	17,600	18,200	3B	100	Maj.	Sub.	
WILS0002-H	US 264 Alt./Hines St.	Goldsboro St. (SR 1168) - Pender St. (SR 1670)	City of Wilson	0.7	60	5	100	45	32,400	14,000	17,600	18,200	3B	100	Maj.	Sub.	
WILS0002-H	US 264 Alt./Hines St.	Pender St. (SR 1670) - US 264 Alt./Nash St. (SR 1377)	City of Wilson	0.4	60	5	100	45	32,400	10,000	12,600	18,200	3B	100	Maj.	Sub.	
	US 264 Alt./NC 58/MLK Blvd.	Lipscomb Rd. (SR 1515) - City of Wilson CL	City of Wilson	0.5	55	5	90	45	32,400	12,000	15,100	32,400	ADQ.	90	BLVD.	Reg.	
	US 264 Alt./NC 58/MLK Blvd.	City of Wilson CL - US 264 Alt./NC 58/NC 91/Charlestone St. (SR 1607)	Wilson Co.	0.3	55	5	90	45	32,400	12,000	15,100	32,400	ADQ.	90	BLVD.	Reg.	
	US 264 Alt./NC 91	US 264 Alt./NC 58/NC 91/Charlestone St. (SR 1607) - Holdens Cross Rd. (SR 1514)	Wilson Co.	3.3	22	2	150	55	15,800	5,000	7,600	15,800	ADQ.	150	Maj.	Reg.	
	US 264 Alt./NC 91	Holdens Cross Rd. (SR 1514) - Tartt's Mill Rd. (SR 1502)	Wilson Co.	0.1	22	2	150	55	15,800	3,000	4,600	15,800	ADQ.	150	Maj.	Reg.	
	US 264 Alt./NC 91	Tartt's Mill Rd. (SR 1502) - US 264 Byp.	Wilson Co.	1.7	22	2	150	55	15,800	2,700	4,100	15,800	ADQ.	150	Maj.	Reg.	
	US 264 Byp.	US 264/US 264 Alt. - I-95	Wilson Co.	2.1	48	4	300	70	60,900	17,000	32,500	60,900	ADQ.	300	F	Sta.	
	US 264 Byp.	I-95 - US 264 Byp./I-795 split	See I-795/US 264 Byp./US 117														
	US 264 Byp.	US 264 Byp./I-795 split - US 301	Wilson Co.	0.9	48	4	295	70	60,900	20,000	38,200	60,900	ADQ.	295	F	Sta.	
	US 264 Byp.	US 301 - Black Creek Rd. (SR 1606)	Wilson Co.	2.6	48	4	295	70	60,900	18,000	34,400	60,900	ADQ.	295	F	Sta.	
	US 264 Byp.	Black Creek Rd. (SR 1606) - Old Stantosburg Rd. (SR 1602)	Wilson Co.	1.7	48	4	300	70	60,900	16,000	30,600	60,900	ADQ.	300	F	Sta.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
	US 264 Byp.	Old Stantosburg Rd. (SR 1602) - NC 58	Wilson Co.	1.3	48	4	300	70	60,900	16,000	30,600	60,900	ADQ.	300	F	Sta.	
	US 264 Byp.	NC 58 - US 264 Alt./NC 91	Wilson Co.	3.3	48	4	250	70	60,900	14,000	26,700	60,900	ADQ.	250	F	Sta.	
	US 301	Johnston Co. Line - NC 581	Wilson Co.	1.7	48	4	100	55	44,800	9,200	11,600	44,800	ADQ.	100	BLVD.	Sub.	
WILS0003-H	US 301	NC 581 - Town of Lucama CL	Wilson Co.	4.7	48	4	100	55	44,800	8,300	12,600	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	Town of Lucama CL - Lucama Rd. (SR 1171)	Lucama	0.3	48	4	100	55	44,800	8,300	12,600	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	Lucama Rd. (SR 1171) - RadfoRd. Rd. (SR 1169)	Lucama	0.5	48	4	150	55	44,800	8,800	11,100	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	RadfoRd. Rd. (SR 1169) - Bass Rd. (SR 1173)	Wilson Co.	0.4	48	4	150	55	44,800	9,600	12,100	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	Bass Rd. (SR 1173) - I-795	Wilson Co.	2.5	48	4	100	55	44,800	11,000	13,900	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	I-795 - US 117	Wilson Co.	0.4	60	5	140	55	33,400	23,000	29,000	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	US 117 - US 264 Byp.	Wilson Co.	0.3	60	5	140	45	32,400	23,000	40,900	47,900	4A	300	E	Sta.	
WILS0004-H	US 301	US 264 Byp. - City of Wilson CL	Wilson Co.	0.3	60	5	140	45	32,400	23,000	40,900	47,900	4C	110	BLVD.	Reg.	B/P
WILS0004-H	US 301	City of Wilson CL - Wiggins Mill Rd. (SR 1103)	City of Wilson	0.3	60	5	140	45	32,400	23,000	40,900	47,900	4C	110	BLVD.	Reg.	B/P
WILS0004-H	US 301	Wiggins Mill Rd. (SR 1103) - Forest Hills Rd. (SR 1165)	City of Wilson	0.4	60	5	150	45	32,400	24,000	30,200	47,900	4C	110	BLVD.	Reg.	B/P
WILS0004-H	US 301	Forest Hills Rd. (SR 1165) - Wilco Blvd. (SR 1608)	City of Wilson	1.1	60	5	120	45	32,400	20,000	25,200	47,900	4C	110	BLVD.	Reg.	B/P
WILS0004-H	US 301	Wilco Blvd. (SR 1608) - Goldsboro St. (SR 1168)	City of Wilson	0.1	60	5	140	45	32,400	13,000	16,400	47,900	4C	110	BLVD.	Reg.	B/P
WILS0004-H	US 301	Goldsboro St. (SR 1168) - US 264 Alt./Ward Blvd. (SR 1516)	City of Wilson	0.4	60	5	200	45	32,400	13,000	16,400	47,900	4C	110	BLVD.	Reg.	B/P
WILS0004-H	US 301	US 264 Alt./Ward Blvd. (SR 1516) - Pender St. (SR 1670)	City of Wilson	0.8	48	4	200	45	32,400	23,000	29,000	47,900	4C	110	BLVD.	Reg.	B/P
WILS0004-H	US 301	Pender St. (SR 1670) - Black Creek Rd. (SR 1606)	City of Wilson	0.2	48	4	130	45	44,800	20,000	25,200	47,900	4C	110	BLVD.	Reg.	B/P
WILS0004-H	US 301	Black Creek Rd. (SR 1606) - US 264 Alt./NC 58/Nash St. (SR 1377)	City of Wilson	0.7	48	4	154	45	44,800	20,000	25,200	47,900	4C	110	BLVD.	Reg.	B/P
WILS0004-H	US 301	US 264 Alt./NC 58/Nash St. (SR 1377) - NC 58/Ward Blvd. (SR 1516)/Lipscomb Rd. (SR 1515)	City of Wilson	0.5	48	4	154	45	44,800	18,000	22,700	47,900	4C	110	BLVD.	Reg.	B/P
WILS0004-H	US 301	NC 58/Ward Blvd. (SR 1516)/Lipscomb Rd. (SR 1515) - NC 42	City of Wilson	1.2	48	4	200	50	44,800	18,000	22,700	47,900	4C	110	BLVD.	Reg.	B/P
WILS0003-H	US 301	NC 42 - City of Wilson CL	Wilson Co.	0.2	48	4	150	55	44,800	15,000	18,900	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	City of Wilson CL - City of Wilson CL	City of Wilson	0.2	48	4	150	55	44,800	15,000	18,900	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	City of Wilson CL - Weaver Rd. (SR 1428)	Wilson Co.	0.5	48	4	150	55	44,800	15,000	18,900	50,000	4A	300	E	Sta.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
WILS0003-H	US 301	Weaver Rd. (SR 1428) - Rosebud Church Rd. (SR 1426) /Firestone Parkway (SR 1328)	Wilson Co.	1.4	48	4	150	55	44,800	15,000	22,800	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	Rosebud Church Rd. (SR 1426)/Firestone Parkway (SR 1328) - Haynes Rd. (SR 1419)	Wilson Co.	0.7	48	4	150	55	44,800	13,000	16,400	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	Haynes Rd. (SR 1419) - Elm City Rd. (SR 1368)	Wilson Co.	0.6	48	4	150	55	44,800	12,000	15,100	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	Elm City Rd. (SR 1368) - Upchurch Rd. (SR 1330)	Wilson Co.	0.3	48	4	200	55	44,800	11,000	13,900	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	Upchurch Rd. (SR 1330) - Lake Wilson Rd. (SR 1332) /Langley Rd. (SR 1003)	Wilson Co.	1.3	48	4	200	55	44,800	11,000	13,900	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	Lake Wilson Rd. (SR 1332)/Langley Rd. (SR 1003) - Elm City Rd. (SR 1368)	Wilson Co.	1.6	48	4	200	55	44,800	12,000	15,100	50,000	4A	300	E	Sta.	
WILS0003-H	US 301	Elm City Rd. (SR 1368) - Nash Co. Line	Wilson Co.	1.1	48	4	140	55	44,800	12,000	15,100	50,000	4A	300	E	Sta.	
WILS0003-H	US 301 Byp.	US 264 Alt./NC 58/NC 91/Charlestone St. (SR 1607) - City of Wilson CL	City of Wilson	0.3	N/A							50,000	4A	300	E	Sta.	
WILS0003-H	US 301 Byp.	City of Wilson CL - City of Wilson CL	City of Wilson	0.1								50,000	4A	300	E	Sta.	
WILS0003-H	US 301 Byp.	City of Wilson CL - City of Wilson CL	Wilson Co.	1.4								50,000	4A	300	E	Sta.	
WILS0003-H	US 301 Byp.	City of Wilson CL - US 301/NC 42	City of Wilson	0.5								50,000	4A	300	E	Sta.	
	NC 42	Johnston Co. Line - NC 581	Wilson Co.	2.8	22	2	100	55	15,800	4,000	6,600	15,800	ADQ.	100	Maj.	Reg.	
	NC 42	NC 581 - Rock Ridge School Rd. (SR 1142)	Wilson Co.	3.2	22	2	100	55	15,800	4,400	7,300	15,800	ADQ.	100	Maj.	Reg.	
	NC 42	Rock Ridge School Rd. (SR 1142) - Flowers Rd. (SR 1153)	Wilson Co.	0.8	22	2	100	55	15,800	7,900	13,000	15,800	ADQ.	100	Maj.	Reg.	
	NC 42	Flowers Rd. (SR 1153) - I-95	Wilson Co.	0.1	24	2	100	55	15,800	7,900	13,000	15,800	ADQ.	100	Maj.	Reg.	
WILS0005-H	NC 42	I-95 - St. Rose Church Rd. (SR 1154)	Wilson Co.	0.9	48	4	100	55	44,800	8,500	13,000	44,800	4D	110	BLVD.	Reg.	B/P
WILS0005-H	NC 42	St. Rose Church Rd. (SR 1154) - I-795/US 264 Byp.	Wilson Co.	1.8	48	4	100	55	44,800	8,500	15,100	44,800	4D	110	BLVD.	Reg.	B/P
WILS0005-H	NC 42	I-795/US 264 Byp. - Lamm Rd. (SR 1001)/Quaker Rd. (SR 1162)	Wilson Co.	0.5	60	5	100	55	33,400	10,000	19,100	44,800	4D	110	BLVD.	Reg.	B/P

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
WILS0005-H	NC 42	Lamm Rd. (SR 1001)/Quaker Rd. (SR 1162) - NC 42/Old Raleigh Rd. (SR 1136)	Wilson Co.	0.7	60	5	100	50	33,400	10,000	19,100	44,800	4D	110	BLVD.	Reg.	B/P
WILS0005-H	NC 42	NC 42/Old Raleigh Rd. (SR 1136) - City of Wilson CL	Wilson Co.	0.4	60	5	100	45	32,400	16,000	28,500	43,500	4D	110	BLVD.	Reg.	B/P
WILS0005-H	NC 42	City of Wilson CL - Forest Hills Rd. (SR 1165)	City of Wilson	1.6	60	5	100	45	32,400	16,000	28,500	43,500	4D	110	BLVD.	Reg.	B/P/T
	NC 42	NC 42 - London Church Rd. (SR 1327)	City of Wilson	0.8	50	5	60	45	32,400	16,000	20,200	32,400	ADQ.	60	Maj.	Reg.	
	NC 42	London Church Rd. (SR 1327) - Firestone Pkwy. (SR 1328)	City of Wilson	0.2	55	5	60	45	32,400	10,000	12,600	32,400	ADQ.	60	Maj.	Reg.	
	NC 42	Firestone Pkwy. (SR 1328) - US 301	City of Wilson	0.3	50	5	60	45	32,400	10,000	12,600	32,400	ADQ.	60	Maj.	Reg.	
	NC 42	US 301 - City of Wilson CL	City of Wilson	0.3	22	2	100	45	15,300	5,400	6,800	15,300	ADQ.	100	Maj.	Reg.	B
	NC 42	City of Wilson CL - Tartt's Mill Rd. (SR 1502)	Wilson Co.	1.5	22	2	100	45	15,300	5,400	6,800	15,300	ADQ.	100	Maj.	Reg.	B
	NC 42	Tartt's Mill Rd. (SR 1502) - Varnell Rd. (SR 1429)	Wilson Co.	0.9	22	2	100	55	15,800	4,300	5,400	15,800	ADQ.	100	Maj.	Reg.	
	NC 42	Varnell Rd. (SR 1429) - Cattail Rd. (SR 1424)	Wilson Co.	2.2	22	2	100	55	15,800	4,000	6,100	15,800	ADQ.	100	Maj.	Reg.	
	NC 42	Cattail Rd. (SR 1424)- Gardners School Rd. (SR 1507)	Wilson Co.	0.8	22	2	100	55	15,800	3,200	4,900	15,800	ADQ.	100	Maj.	Reg.	
	NC 42	Gardners School Rd. (SR 1507) - Town Creek Rd. (SR 1002)	Wilson Co.	0.6	22	2	100	55	15,800	3,200	4,900	15,800	ADQ.	100	Maj.	Reg.	
	NC 42	Town Creek Rd. (SR 1002) - Bridgersville Rd. (SR 1418)	Wilson Co.	1.3	22	2	100	55	15,800	2,700	4,100	15,800	ADQ.	100	Maj.	Reg.	
	NC 42	Bridgersville Rd. (SR 1418) - Edgecombe Co. Line	Wilson Co.	1.3	22	2	100	55	15,800	2,500	3,800	15,800	ADQ.	100	Maj.	Reg.	
	NC 42/Tarboro St. (SR 1184)	Forest Hills Rd. (SR 1165) - Glendale Dr.	City of Wilson	0.4	50	5	80	35	31,700	17,000	23,600	31,700	ADQ.	80	Maj.	Sub.	
	NC 42/Tarboro St. (SR 1184)	Glendale Dr. - US 264 Alt./NC 42/Ward Blvd. (SR 1516)	City of Wilson	0.6	50	5	80	35	31,700	16,000	22,200	31,700	ADQ.	80	Maj.	Sub.	
	NC 42/Ward Blvd. (SR 1516)	US 264 Alt./NC 42/Ward Blvd. (SR 1516) - US 264 Alt./Raleigh Rd. Pkwy. (SR 1192)	See US 264 Alt./NC 42/Ward Blvd. (SR 1516)														
	NC 42/Ward Blvd. (SR 1516)	US 264 Alt./Raleigh Rd. Prkwy. (SR 1192) - Forest Hills Rd. (SR 1165)	City of Wilson	1.3	55	5	100	45	32,400	12,000	16,700	32,400	ADQ.	100	Maj.	Sub.	
	NC 42/Ward Blvd. (SR 1516)	Forest Hills Rd. (SR 1165) - NC 58/Nash St. (SR 1377)	City of Wilson	0.1	55	5	100	45	32,400	17,000	21,400	32,400	ADQ.	100	Maj.	Sub.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
	NC 42/NC 58/Ward Blvd. (SR 1516)	NC 58/Nash St. (SR 1377) - Tilghman Rd. (SR 1323)	City of Wilson	0.8	55	5	100	45	32,400	18,000	22,700	32,400	ADQ.	100	Maj.	Sub.	
	NC 42/NC 58/Ward Blvd. (SR 1516)	Tilghman Rd. (SR 1323) - Corbett Ave. (SR 1326)	City of Wilson	0.8	55	5	100	45	32,400	14,000	17,600	32,400	ADQ.	100	Maj.	Sub.	
	NC 42/NC 58/Ward Blvd. (SR 1516)	Corbett Ave. (SR 1326) - Raleigh Rd. (SR 1356)	City of Wilson	0.8	55	5	100	45	32,400	13,000	16,400	32,400	ADQ.	100	Maj.	Sub.	
	NC 42/NC 58/Ward Blvd. (SR 1516)	Raleigh Rd. (SR 1356) - NC 42/Herring Ave.	City of Wilson	0.5	50	5	100	45	32,400	17,000	21,400	32,400	ADQ.	100	Maj.	Sub.	
R-3102	NC 58	Greene Co. Line - Sand Pit Rd. (SR 1539)	Wilson Co.	1.8	22	2	100	55	15,800	4,500	8,000	44,800	4A	180	BLVD.	Reg.	
R-3102	NC 58	Sand Pit Rd. (SR 1539) - NC 111/NC 222	Town of Stantonsburg	0.1	22	2	100	55	15,800	4,500	8,000	44,800	4A	180	BLVD.	Reg.	
R-3102	NC 58	NC 111/NC 222 - Town of Stantonsburg CL	Town of Stantonsburg	0.4	22	2	100	55	15,800	6,100	10,900	44,800	4A	180	BLVD.	Reg.	
R-3102	NC 58	Town of Stantonsburg CL - Fairfield Dairy Rd. (SR 1626)		2.0	22	2	100	55	15,800	6,100	10,900	44,800	4A	180	BLVD.	Reg.	
R-3102	NC 58	Fairfield Dairy Rd. (SR 1626) - Evansdale Rd. (SR 1622)	Wilson Co.	2.3	22	2	100	55	15,800	6,000	10,700	44,800	4A	180	BLVD.	Reg.	
R-3102	NC 58	Evansdale Rd. (SR 1622) - US 264 Byp.	Wilson Co.	0.6	22	2	100	55	15,800	6,800	12,100	44,800	4A	180	BLVD.	Reg.	
WILS0006-H	NC 58	NC 42/NC 58/Ward Blvd. (SR 1516) - Airport Blvd. (SR 1320)	City of Wilson	1.4	50	5	90	35	32,400	22,000	39,200	44,800	4D	110	BLVD.	Sub.	B/P/T
	NC 58	Airport Blvd. (SR 1320) - Packhouse Rd. (SR 1382)	City of Wilson	0.9	55	5	90	45	32,400	16,000	28,500	32,400	ADQ.	90	Maj.	Reg.	
	NC 58	Packhouse Rd. (SR 1382) - City of Wilson CL	City of Wilson	0.3	55	5	90	45	32,400	9,800	17,400	32,400	ADQ.	90	Maj.	Reg.	B
	NC 58	City of Wilson CL - Hornes Church Rd. (SR 1313)	Wilson Co.	0.6	55	5	90	45	32,400	9,800	17,400	32,400	ADQ.	90	Maj.	Reg.	B
	NC 58	Hornes Church Rd. (SR 1313) - Cliftonville Rd. (SR 1315)	Wilson Co.	0.9	55	5	75	45	32,400	8,100	14,400	32,400	ADQ.	75	Maj.	Reg.	
	NC 58	Cliftonville Rd. (SR 1315) - Nash Co. Line	Wilson Co.	1.8	22	2	100	55	15,800	6,300	11,200	15,800	ADQ.	100	Maj.	Reg.	
	NC 58/Lipscomb Rd. (SR 1515)	US 264 Alt. - US 301	City of Wilson	0.7	55	5	200	35	32,400	14,000	24,900	32,400	ADQ.	200	Maj.	Sub.	
WILS0003-H	NC 58/MLK Blvd.	US 264 Byp. - US 264 Alt./NC 58/NC 91 /Charlestone St. (SR 1607)	Wilson Co.	2.2	55	5	200	45	43,500	7,800	13,900	50,000	4A	250	E	Sta.	T
	NC 58/Nash St. (SR 1377)	US 264 Alt./NC 58/NC 91 /Charlestone St. (SR 1607) - Lipscomb Rd. (SR 1515)	See US 264 Alt./Nash St. (SR 1377)														

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	NC 58/Ward Blvd. (SR 1516)	US 301 - NC 42/Herring Ave.	City of Wilson	2.2	55	5	200	45	43,500	7,800	13,900	43,500	ADQ.	200	Maj.	Sub.	
	NC 58/Ward Blvd. (SR 1516)	NC 42/Herring Ave. - NC 42/NC 58/Ward Blvd. (SR 1516)	See NC 42/NC 58/Ward Blvd. (SR 1516)														
	NC 91	Greene Co. Line - Town of Saratoga CL	Wilson Co.	2.5	22	2	150	55	15,800	1,000	1,300	15,800	ADQ.	150	Maj.	Reg.	
	NC 91	Town of Saratoga CL - NC 111/NC 222	Town of Saratoga	0.4	22	2	150	55	15,800	1,000	1,300	15,800	ADQ.	150	Maj.	Reg.	
	NC 91	NC 111/NC 222 - Gardners School Rd. (SR 1507)	Town of Saratoga	0.2	22	2	150	55	15,800	1,200	1,500	15,800	ADQ.	150	Maj.	Reg.	
	NC 91	Gardners School Rd. (SR 1507) - Town of Saratoga CL	Town of Saratoga	0.3	22	2	150	55	15,800	3,000	3,800	15,800	ADQ.	150	Maj.	Reg.	
	NC 91	Town of Saratoga CL - Speight School Rd. (SR 1543)	Wilson Co.	1.4	22	2	150	55	15,800	3,000	3,800	15,800	ADQ.	150	Maj.	Reg.	
	NC 91	Speight School Rd. (SR 1543) - US 264	Wilson Co.	0.3	22	2	150	55	15,800	2,700	3,400	15,800	ADQ.	150	Maj.	Reg.	
	NC 91	US 264 - US 264 Alt./NC 58/Charlestone St. (SR 1607)	See US 264 Alt./NC 91														
	NC 111	NC 222 - Holdens Cross Rd. (SR 1514)	Wilson Co.	2.9	20	2	100	55	15,800	900	1,500	15,800	ADQ.	100	Maj.	Reg.	
	NC 111	Holdens Cross Rd. (SR 1514) - Edgecombe Co. Line	Wilson Co.	2.3	20	2	100	55	15,800	700	1,000	15,800	ADQ.	100	Maj.	Reg.	
	NC 111/NC 222	Wayne Co. Line - Town of Stantonsburg CL	Wilson Co.	1.3	20	2	100	55	15,800	1,600	2,200	15,800	ADQ.	100	Maj.	Reg.	
	NC 111/NC 222	Town of Stantonsburg CL - Woodbridge Rd. (SR 1628)	Town of Stantonsburg	0.3	20	2	100	55	15,800	1,600	2,200	15,800	ADQ.	100	Maj.	Reg.	
	NC 111/NC 222	Woodbridge Rd. (SR 1628) - NC 58	Town of Stantonsburg	0.6	20	2	60	55	15,800	1,600	2,200	15,800	ADQ.	60	Maj.	Reg.	
	NC 111/NC 222	NC 58 - Town of Stantonsburg CL	Town of Stantonsburg	0.3	20	2	100	55	15,800	1,900	2,600	15,800	ADQ.	100	Maj.	Reg.	B
	NC 111/NC 222	Town of Stantonsburg CL - Speight School Rd. (SR 1543)	Wilson Co.	2.2	20	2	100	55	15,800	1,900	2,600	15,800	ADQ.	100	Maj.	Reg.	B
	NC 111/NC 222	Speight School Rd. (SR 1543) - Town of Saratoga CL	Wilson Co.	1.3	20	2	100	55	15,800	1,500	2,300	15,800	ADQ.	100	Maj.	Reg.	B
	NC 111/NC 222	Town of Saratoga CL - NC 91	Town of Saratoga	0.4	20	2	100	55	15,800	1,500	2,300	15,800	ADQ.	100	Maj.	Reg.	B
	NC 111/NC 222	NC 91 - Town of Saratoga CL	Town of Saratoga	0.4	20	2	60	55	15,800	1,100	1,500	15,800	ADQ.	60	Maj.	Reg.	
	NC 111/NC 222	Town of Saratoga CL - US 264	Wilson Co.	0.8	20	2	60	55	15,800	1,100	1,500	15,800	ADQ.	60	Maj.	Reg.	

HIGHWAY																	
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Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
	NC 111/NC 222	US 264 - NC 222	Wilson Co.	0.2	20	2	100	55	15,800	1,100	1,500	15,800	ADQ.	100	Maj.	Reg.	
	NC 222	Pitt Co. Line - NC 111	Wilson Co.	4.5	20	2	100	55	15,800	1,000	1,700	15,800	ADQ.	100	Maj.	Reg.	
	NC 581	Wayne Co. Line - US 301	Wilson Co.	2.3	22	2	100	55	15,800	1,400	2,100	15,800	ADQ.	100	Maj.	Reg.	
WILS0003-H	NC 581	US 301 - St. Mary'S Church Rd. (SR 1100)	Wilson Co.	1.0	22	2	100	55	15,800	1,000	1,500	50,000	4A	250	E	Sta.	
WILS0003-H	NC 581	St. Mary'S Church Rd. (SR 1100) - I-95	Wilson Co.	1.2	22	2	100	55	15,800	1,700	2,600	50,000	4A	250	E	Sta.	
	NC 581	I-95 - NC 42	Wilson Co.	2.7	22	2	100	55	15,800	1,700	2,600	15,800	ADQ.	100	Maj.	Reg.	
	NC 581	NC 42 - Rock Ridge School Rd. (SR 1142)	Wilson Co.	1.8	22	2	100	55	15,800	1,200	1,800	15,800	ADQ.	100	Maj.	Reg.	
	NC 581	Rock Ridge School Rd. (SR 1142) - New Sandy Hill Rd. (SR 1131)	Wilson Co.	4.1	22	2	100	55	15,800	1,300	2,000	15,800	ADQ.	100	Maj.	Reg.	
	NC 581	New Sandy Hill Rd. (SR 1131) - Nash Co. Line	Wilson Co.	0.1	22	2	100	55	15,800	1,600	2,400	15,800	ADQ.	100	Maj.	Reg.	
WILS0007-H	Airport Blvd. (SR 1320)	NC 42/Old Raleigh Rd. (SR 1136) - Merck Rd. (SR 1157)	Wilson Co.	0.8	60	5	100	45	32,400	8,500	17,300	43,500	4D	110	BLVD.	Sub.	B/P/T
WILS0007-H	Airport Blvd. (SR 1320)	Merck Rd. (SR 1157) - City of Wilson CL	City of Wilson	0.6	60	5	100	45	32,400	7,000	14,300	43,500	4D	110	BLVD.	Sub.	B/P/T
WILS0007-H	Airport Blvd. (SR 1320)	City of Wilson CL - City of Wilson CL	Wilson Co.	0.5	60	5	100	45	32,400	7,000	14,300	43,500	4D	110	BLVD.	Sub.	B/P/T
WILS0007-H	Airport Blvd. (SR 1320)	City of Wilson CL - US 264 Alt.	City of Wilson	0.1	60	5	100	45	32,400	7,000	14,300	43,500	4D	110	BLVD.	Sub.	B/P/T
WILS0007-H	Airport Blvd. (SR 1320)	US 264 Alt. - NC 58	City of Wilson	2.3	55	5	150	45	32,400	23,000	44,000	43,500	4D	150	BLVD.	Sub.	B/P/T
	Alton Rd. (SR 1643)	Little Rock Ch. Rd. (SR 1649) - I-795	Wilson Co.	1.8	20	2	60	55	15,800	900	1,400	15,800	ADQ.	60	Maj.	Sub.	
	Alton Rd. (SR 1643)	I-795 - US 117	Wilson Co.	1.5	20	2	60	55	15,800	1,000	1,500	15,800	ADQ.	60	Maj.	Sub.	
	Bass Rd. (SR 1173)	St Mary's Church Rd. (SR 1100) - US 301	Wilson Co.	0.8	20	2	60	55	15,800	400	500	15,800	ADQ.	60	Maj.	Sub.	
U-3471	Black Creek Rd. (SR 1606)	US 264 Byp. - City of Wilson CL	Wilson Co.	0.4	20	2	60	55	15,800	4,400	7,800	44,800	4D	110	BLVD.	Sub.	B/P
U-3471	Black Creek Rd. (SR 1606)	City of Wilson CL - Wilco Blvd. (SR 1608)	City of Wilson	0.7	20	2	60	55	15,800	4,400	7,800	44,800	4D	110	BLVD.	Sub.	B/P
U-3471	Black Creek Rd. (SR 1606)	Wilco Blvd. (SR 1608) - Charleston St. (SR 1607)	City of Wilson	0.3	20	2	60	55	15,800	3,000	5,300	44,800	4D	110	BLVD.	Sub.	B/P/T

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
U-3471	Black Creek Rd. (SR 1606)	Charleston St. (SR 1607) - Old Stantonsbrg Rd. (SR 1602)	City of Wilson	0.8	20	2	60	55	15,800	3,000	5,300	44,800	4D	110	BLVD.	Sub.	B/P
U-3471	Black Creek Rd. (SR 1606)	Old Stantonsbrg Rd. (SR 1602) - US 301	City of Wilson	0.2	20	2	60	55	15,800	3,500	6,200	44,800	4D	110	BLVD.	Sub.	B/P
	Black Creek Rd. (SR 1606)	US 301 - Pender St. (SR 1670)	City of Wilson	0.3	20	2	60	55	15,800	4,000	5,000	15,800	ADQ.	60	Min.	Sub.	
	Blalock Rd. (SR 1645)	Little Rock Church Rd. (SR 1649) - US 117	Wilson Co.	3.6	20	2	60	55	15,800	1,000	1,500	15,800	ADQ.	60	Min.	Sub.	B
WILS0008-H	Bloomery Rd. (SR 1309)	US 264 Alt. - City of Wilson CL	City of Wilson	0.8	20	2	60	55	15,800	3,800	6,800	17,100	2E	60	Min.	Sub.	P
WILS0008-H	Bloomery Rd. (SR 1309)	City of Wilson CL - Packhouse Rd. (SR 1382)	Wilson Co.	0.8	20	2	60	55	15,800	3,800	6,800	17,100	2E	60	Min.	Sub.	P
	Bloomery Rd. (SR 1309)	Packhouse Rd. (SR 1382) - I-95	Wilson Co.	0.9	20	2	60	55	15,800	3,000	5,300	15,800	ADQ.	60	Min.	Sub.	
	Bloomery Rd. (SR 1309)	I-95 - Lamm Rd. (SR 1001)	Wilson Co.	0.8	20	2	60	55	15,800	3,000	5,300	15,800	ADQ.	60	Min.	Sub.	
	Bridgersville Rd. (SR 1418)	Haynes Rd. (SR 1419)/Langley Rd. (SR 1003) - Cattail Rd. (SR 1424)	Wilson Co.	2.3	20	2	60	55	15,800	1,000	1,800	15,800	ADQ.	60	Min.	Sub.	
	Bridgersville Rd. (SR 1418)	Cattail Rd. (SR 1424) - Town Creek Rd. (SR 1002)	Wilson Co.	2.3	20	2	60	55	15,800	500	900	15,800	ADQ.	60	Min.	Sub.	
	Bridgersville Rd. (SR 1418)	Town Creek Rd. (SR 1002) - NC 42	Wilson Co.	1.4	20	2	60	55	15,800	600	1,100	15,800	ADQ.	60	Min.	Sub.	
	Cattail Rd. (SR 1424)	NC 42 - Weaver Rd. (SR 1428)	Wilson Co.	1.4	20	2	60	55	15,800	300	500	15,800	ADQ.	60	Min.	Sub.	
	Cattail Rd. (SR 1424)	Weaver Rd. (SR 1428) - Rosebud Church Rd. (SR 1426)	Wilson Co.	1.0	20	2	60	55	15,800	300	500	15,800	ADQ.	60	Min.	Sub.	
	Cattail Rd. (SR 1424)	Rosebud Church Rd. (SR 1426) - Bridgersville Rd. (SR 1418)	Wilson Co.	1.0	20	2	60	55	15,800	300	500	15,800	ADQ.	60	Min.	Sub.	
	Charleston St. (SR 1607)	Black Creek Rd. (SR 1606) - Old Stantonsbrg Rd. (SR 1602)	City of Wilson	0.8	20	2	60	55	15,800	2,500	3,200	15,800	ADQ.	60	Min.	Sub.	
	Charleston St. (SR 1607)	Old Stantonsbrg Rd. (SR 1602) - City of Wilson CL	City of Wilson	0.3	20	2	60	55	15,800	2,500	3,200	15,800	ADQ.	60	Min.	Sub.	
	Charleston St. (SR 1607)	City of Wilson CL - City of Wilson CL	Wilson Co.	0.6	20	2	60	55	15,800	2,500	3,200	15,800	ADQ.	60	Min.	Sub.	
	Charleston St. (SR 1607)	City of Wilson CL - NC 58	City of Wilson	0.1	20	2	60	55	15,800	2,500	3,200	15,800	ADQ.	60	Min.	Sub.	
	Cliftonville Rd. (SR 1315)	NC 58 - Nash Co. Line	Wilson Co.	1.0	20	2	60	55	15,800	800	1,100	15,800	ADQ.	60	Min.	Sub.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	College Dr.	Hines St. - Nash St. (SR 1377)	City of Wilson	0.3	20	2	60	35	13,800	5,000	6,300	13,800	ADQ.	60	Min.	Sub.	
	College Dr.	Nash St. (SR 1377) - Vance St. (SR 1369)	City of Wilson	0.1	20	2	60	35	13,800	5,000	6,300	13,800	ADQ.	60	Min.	Sub.	
	College Dr.	Vance St. (SR 1369) - Raleigh Rd. (SR 1356)	City of Wilson	0.3	20	2	60	35	13,800	5,000	6,300	13,800	ADQ.	60	Min.	Sub.	
	Corbett Ave. (SR 1326)	Tilghman Rd. (SR 1323) - NC 42/NC 58/Ward Blvd. (SR 1516)	City of Wilson	0.4	20	2	60	45	15,300	2,000	2,500	15,300	ADQ.	60	Min.	Sub.	
`	Corbett Ave. (SR 1326)	NC 42/NC 58/Ward Blvd. (SR 1516) - London Church Rd. (SR 1327)	City of Wilson	1.1	20	2	100	45	15,300	3,400	4,300	15,300	ADQ.	100	Min.	Sub.	
	Downing Rd. (SR 1163)	RadfoRd. Rd. (SR 1169)/Quaker Rd. (SR 1162) - I-795/US 264 Alt./US 117	Wilson Co.	0.8	20	2	60	55	15,800	2,400	4,900	4,900	ADQ.	60	Min.	Sub.	
WILS0009-H	Downing Rd. (SR 1163)	I-795/US 264 Alt./US 117 - City of Wilson CL	Wilson Co.	0.6	20	2	60	55	15,800	7,000	14,300	18,800	3A	80	Min.	Sub.	B/P
WILS0009-H	Downing Rd. (SR 1163)	City of Wilson CL - Forest Hills Rd. (SR 1165)	City of Wilson	0.9	20	2	60	55	15,800	7,000	14,300	18,800	3A	80	Min.	Sub.	B/P
WILS0010-H	Downing Rd. (SR 1163)	Forest Hills Rd. (SR 1165) - Glendale Dr.	City of Wilson	0.5	55	5	60	45	32,400	10,000	20,400	19,700	3A	80	Min.	Sub.	B/P
WILS0010-H	Downing Rd. (SR 1163)	Glendale Dr. - US 264 Alt./Ward Blvd. (SR 1516)	City of Wilson	0.7	55	5	60	45	32,400	12,000	24,500	19,700	3A	80	Min.	Sub.	B/P
	Downing Rd. (SR 1163)	US 264 Alt./Ward Blvd. (SR 1516) - Goldsboro St. (SR 1168)	City of Wilson	0.5	20	2	60	35	15,300	4,700	9,600	15,300	ADQ.	60	Min.	Sub.	
	Elm City Rd. (SR 1368)	US 301 - Upchurch Rd. (SR 1330)	Wilson Co.	0.4	20	2	60	55	15,800	2,500	3,200	15,800	ADQ.	60	Min.	Sub.	
	Elm City Rd. (SR 1368)	Upchurch Rd. (SR 1330) - Elm City CL	Wilson Co.	0.8	20	2	100	55	15,800	2,500	3,200	15,800	ADQ.	100	Min.	Sub.	
	Elm City Rd. (SR 1368)	Elm City CL - Langley Rd. (SR 1003)	Elm City	0.6	20	2	100	55	15,800	2,500	3,200	15,800	ADQ.	100	Min.	Sub.	
	Elm City Rd. (SR 1368)	Langley Rd. (SR 1003) - Elm City CL	Elm City	0.9	20	2	60	45	15,300	2,000	2,500	15,300	ADQ.	60	Min.	Sub.	
	Elm City Rd. (SR 1368)	Elm City CL - US 301	Wilson Co.	0.6	20	2	60	45	15,300	2,000	2,500	15,300	ADQ.	60	Min.	Sub.	
	Evansdale Rd. (SR 1622)	Frank Price Ch. Rd. (SR 1613) - Old Stantonsbrg Rd. (SR 1602)	Wilson Co.	2.9	20	2	60	55	15,800	900	1,400	15,800	ADQ.	60	Min.	Sub.	B
	Evansdale Rd. (SR 1622)	Old Stantonsbrg Rd. (SR 1602) - NC 58	Wilson Co.	1.4	20	2	60	55	15,800	800	1,400	15,800	ADQ.	60	Min.	Sub.	
	Fairfield Dairy Rd. (SR 1626)	Old Stantonsbrg Rd. (SR 1602) - NC 58	Wilson Co.	0.8	20	2	60	55	15,800	300	500	15,800	ADQ.	60	Min.	Sub.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	Firestone Pkwy. (SR 1328)	NC 42 - City of Wilson CL	City of Wilson	0.1	22	2	60	55	15,800	4,400	5,500	15,800	ADQ.	60	Min.	Sub.	
	Firestone Pkwy. (SR 1328)	City of Wilson CL - City of Wilson CL	Wilson Co.	1.5	22	2	60	55	15,800	4,400	5,500	15,800	ADQ.	60	Min.	Sub.	
	Firestone Pkwy. (SR 1328)	City of Wilson CL - City of Wilson CL	City of Wilson	0.5	22	2	60	55	15,800	4,400	5,500	15,800	ADQ.	60	Min.	Sub.	
	Firestone Pkwy. (SR 1328)	City of Wilson CL - US 301	Wilson Co.	1.3	22	2	60	55	15,800	4,400	5,500	15,800	ADQ.	60	Min.	Sub.	B
	Flowers Rd. (SR 1153)	NC 42 - Radio Tower Rd. (SR 1152)	Wilson Co.	1.6	20	2	60	55	15,800	500	800	15,800	ADQ.	60	Min.	Sub.	
WILS0011-H	Forest Hills Rd. (SR 1165)	US 301 - Downing Rd. (SR 1163)	City of Wilson	1.2	55	5	100	45	32,400	13,000	23,100	43,500	4D	110	BLVD.	Sub.	B/P
WILS0011-H	Forest Hills Rd. (SR 1165)	Downing Rd. (SR 1163) - NC 42	City of Wilson	0.8	55	5	60	45	32,400	21,000	37,400	43,500	4D	110	BLVD.	Sub.	B/P
WILS0011-H	Forest Hills Rd. (SR 1165)	NC 42 - Westwood Ave.	City of Wilson	1.2	55	5	60	45	32,400	26,000	46,300	43,500	4D	110	BLVD.	Sub.	B/P
WILS0011-H	Forest Hills Rd. (SR 1165)	Westwood Ave. - US 264 Alt./ Raleigh Rd. Prkwy. (SR 1192)	City of Wilson	1.2	55	5	60	45	32,400	26,000	46,300	43,500	4D	110	BLVD.	Sub.	B/P
WILS0012-H	Forest Hills Rd. (SR 1165)	US 264 Alt./Raleigh Rd. Prkwy. (SR 1192) - Lakeside Dr.	City of Wilson	1.1	50	3	60	45	18,200	13,000	16,400	19,700	3B	80	Maj.	Sub.	B/P
WILS0012-H	Forest Hills Rd. (SR 1165)	Lakeside Dr. - NC 42/NC 58/ Ward Blvd. (SR 1516)	City of Wilson	0.8	50	3	60	45	18,200	9,300	11,700	19,700	3B	80	Maj.	Sub.	B/P
WILS0012-H	Forest Hills Rd. (SR 1165)	NC 42/NC 58/Ward Blvd. (SR 1516) - Nash St. (SR 1377)	City of Wilson	0.1	55	3	60	35	15,800	13,000	16,400	17,000	3B	80	Maj.	Sub.	B/P
	Frank Price Church Rd. (SR 1613)	Wayne Co. Line - Woodbridge Rd. (SR 1628)	Wilson Co.	3.3	20	2	60	55	15,800	500	600	15,800	ADQ.	60	Min.	Sub.	
	Frank Price Church Rd. (SR 1613)	Woodbridge Rd. (SR 1628) - Evansdale Rd. (SR 1622)	Wilson Co.	0.9	20	2	60	55	15,800	2,000	2,800	15,800	ADQ.	60	Min.	Sub.	B
	Frank Price Church Rd. (SR 1613)	Evansdale Rd. (SR 1622) - Old Black Creek Rd. (SR 1606)	Wilson Co.	1.8	20	2	60	55	15,800	2,700	3,400	15,800	ADQ.	60	Min.	Sub.	
	Frank Price Church Rd. (SR 1613)	Old Black Creek Rd. (SR 1606) - US 117	Wilson Co.	1.8	20	2	60	55	15,800	900	1,100	15,800	ADQ.	60	Min.	Sub.	
	Gardners School Rd. (SR 1507)	NC 91 - Town of Saratoga CL	Town of Saratoga	0.2	20	2	60	55	15,800	500	800	15,800	ADQ.	60	Min.	Sub.	
	Gardners School Rd. (SR 1507)	Town of Saratoga CL - Holdens Cross Rd. (SR 1514)	Wilson Co.	3.4	20	2	60	55	15,800	500	800	15,800	ADQ.	60	Min.	Sub.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
	Gardners School Rd. (SR 1507)	Holdens CrossRd. (SR 1514) - NC 42	Wilson Co.	2.6	20	2	60	55	15,800	1,000	1,500	15,800	ADQ.	60	Min.	Sub.	
	Glendale Dr.	Downing Rd. (SR 1163) - NC 42	City of Wilson	0.7	20	2	60	35	13,800	8,000	10,000	13,800	ADQ.	60	Min.	Sub.	
	Glendale Dr.	NC 42 - US 264 Alt./Raleigh Rd. Prkwy. (SR 1192)	City of Wilson	1.0	20	2	60	35	13,800	6,500	8,200	13,800	ADQ.	60	Min.	Sub.	
	Goldsboro St. (SR 1168)	US 301- US 264 Alt./Ward Blvd. (SR 1516)	City of Wilson	0.4	20	2	60	35	13,800	5,400	6,800	13,800	ADQ.	60	Min.	Sub.	
	Goldsboro St. (SR 1168)	US 264 Alt./Ward Blvd. (SR 1516) - Downing Rd. (SR 1163)	City of Wilson	0.5	20	2	60	35	13,800	5,500	6,900	13,800	ADQ.	60	Min.	Sub.	
	Goldsboro St. (SR 1168)	Downing Rd. (SR 1163) - Hines St.	City of Wilson	0.6	20	2	60	35	13,800	8,000	10,000	13,800	ADQ.	60	Min.	Sub.	
	Goldsboro St. (SR 1168)	Hines St. - NC 58/Nash St. (SR 1377)	City of Wilson	0.4	20	2	60	35	13,800	6,000	7,600	13,800	ADQ.	60	Min.	Sub.	
	Green Pond Rd. (SR 1301)	US 264 Alt. - US 264	Wilson Co.	0.9	20	2	60	55	15,800	1,200	2,000	15,800	ADQ.	60	Min.	Sub.	
	Green Pond Rd. (SR 1301)	US 264 - Nash Co. Line	Wilson Co.	0.9	20	2	60	55	15,800	1,600	2,600	15,800	ADQ.	60	Min.	Sub.	
	Haynes Rd. (SR 1419)	US 301 - Sharon Acres Rd. (SR 1421)	Wilson Co.	0.8	20	2	60	55	15,800	900	1,300	15,800	ADQ.	60	Min.	Sub.	
	Haynes Rd. (SR 1419)	Sharon Acres Rd. (SR 1421) - Langley Rd. (SR 1003)/Bridgersville Rd. (SR 1418)	Wilson Co.	1.4	20	2	60	55	15,800	1,000	1,800	15,800	ADQ.	60	Min.	Sub.	
	Herring Ave.	NC 58/Nash St (SR 1377) - Vance St. (SR 1369)	City of Wilson	0.2	20	2	60	35	13,800	6,000	7,600	13,800	ADQ.	60	Min.	Sub.	
	Herring Ave.	Vance St. (SR 1369) - Pender St. (SR 1670)	City of Wilson	0.4	20	2	60	35	13,800	7,000	8,800	13,800	ADQ.	60	Min.	Sub.	
	Herring Ave.	Pender St. (SR 1670) - NC 58/Ward Blvd. (SR 1516)	City of Wilson	0.1	20	2	60	35	13,800	9,000	11,000	13,800	ADQ.	60	Min.	Sub.	
	Holdens Cross Rd. (SR 1514)	US 264 Alt. - Tartt's Mill Rd. (SR 1502)	Wilson Co.	0.1	20	2	60	55	15,800	900	1,400	15,800	ADQ.	60	Min.	Sub.	
	Holdens Cross Rd. (SR 1514)	Tartt's Mill Rd. (SR 1502) - Gardners School Rd. (SR 1507)	Wilson Co.	2.2	20	2	60	55	15,800	900	1,400	15,800	ADQ.	60	Min.	Sub.	
	Holdens Cross Rd. (SR 1514)	Gardners School Rd. (SR 1507) - NC 111	Wilson Co.	2.2	20	2	60	55	15,800	300	500	15,800	ADQ.	60	Min.	Sub.	
	Hornes Church Rd. (SR 1313)	I-95 - NC 58	Wilson Co.	2.4	20	2	60	55	15,800	2,000	3,600	15,800	ADQ.	60	Min.	Sub.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	International Blvd.	Lamm Rd. (SR 1001) - Merck Rd. (SR 1157)	City of Wilson	1.0	20	2	60	35	13,800	900	1,100	13,800	ADQ.	60	Maj.	Sub.	
U-3470	Lake Wilson Rd. (SR 1332)	NC 58 - Northern Connector	City of Wilson	0.1	33	3	60	45	18,200	9,900	23,000	43,500	4D	110	BLVD.	Sub.	B/P
WILS0013-H	Lake Wilson Rd. (SR 1332)	Northern Connector - Lake Wilson Rd. Realignment (SR 1332)	City of Wilson	0.3	33	3	60	45	18,200	9,900	23,000	19,700	3B	80	Min.	Sub.	P/T
	Lake Wilson Rd. (SR 1332)	Lake Wilson Rd. Realignment (SR 1332) - Tilghman Rd. (SR 1323)	City of Wilson	0.8	33	3	60	45	18,200	9,900	23,000	18,200	ADQ.	60	Min.	Sub.	
	Lake Wilson Rd. (SR 1332)	Tilghman Rd. (SR 1323) - East of Tilghman Rd. (SR 1323)	City of Wilson	0.3	20	2	60	45	15,300	6,300	14,000	15,300	ADQ.	60	Min.	Sub.	
WILS0013-H	Lake Wilson Rd. (SR 1332)	East of Tilghman Rd. (SR 1323) - London Church Rd. (SR 1327)	City of Wilson	0.8	20	2	60	45	15,300	6,300	14,000	19,700	3B	80	Min.	Sub.	P/T
	Lake Wilson Rd. (SR 1332)	London Church Rd. (SR 1327) - Elm City CL	City of Wilson	2.8	20	2	60	55	15,800	1,200	2,800	15,800	ADQ.	60	Min.	Sub.	B
	Lake Wilson Rd. (SR 1332)/ Toisont St.	Elm City CL - Langley Rd. (SR 1368)	Elm City	0.1	20	2	60	55	15,800	1,200	2,800	15,800	ADQ.	60	Min.	Sub.	B
U-3470	Lake Wilson Rd. Realignment (SR 1332)	Northern Connector - Lake Wilson Rd. (SR 1332)	City of Wilson	N/A								43,500	4D	110	BLVD.	Sub.	B/P
	Lakeside Dr.	US 264 Alt./Raleigh Rd. Prkwy. (SR 1192) - Forest Hills Rd. (SR 1165)	City of Wilson	1.1	20	2	60	35	13,800	3,500	4,400	13,800	ADQ.	60	Maj.	Sub.	
	Lamm Rd. (SR 1001)	NC 42 - Old Raleigh Rd. (SR 1136)	Wilson Co.	0.8	22	2	60	55	15,800	2,500	6,100	15,800	ADQ.	60	Min.	Sub.	
	Lamm Rd. (SR 1001)	Old Raleigh Rd. (SR 1136) - International Blvd.	Wilson Co.	0.6	22	2	100	55	15,800	2,500	6,100	15,800	ADQ.	60	Min.	Sub.	
FS-0204E	Lamm Rd. (SR 1001)	International Blvd. - US 264 Alt./Raleigh Rd. Prkwy. (SR 1192)	Wilson Co.	2.3	22	2	60	55	15,800	2,500	6,100	41,800	4C	110	BLVD.	Sub.	B/P/T
	Lamm Rd. (SR 1001)	US 264 Alt./Raleigh Rd. Prkwy. (SR 1192) - City of Wilson CL	City of Wilson	0.1	22	2	60	55	15,800	2,500	6,100	15,800	ADQ.	60	Min.	Sub.	
	Lamm Rd. (SR 1001)	City of Wilson CL - Shiloh Church Rd. (SR 1306)	Wilson Co.	0.7	22	2	60	55	15,800	2,500	6,100	15,800	ADQ.	60	Min.	Sub.	
	Lamm Rd. (SR 1001)	Shiloh Church Rd. (SR 1306) - Bloomery Rd. (SR 1309)	Wilson Co.	1.3	22	2	60	55	15,800	3,000	4,600	15,800	ADQ.	60	Min.	Sub.	
	Lamm Rd. (SR 1001)	Bloomery Rd. (SR 1309) - Nash Co. Line	Wilson Co.	0.4	22	2	60	55	15,800	3,000	4,600	15,800	ADQ.	60	Min.	Sub.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	Langley Rd. (SR 1003)	Lake Wilson Rd. (SR 1332) - Elm City Rd. (SR 1368)	Elm City	0.5	20	2	60	55	15,800	2,500	3,200	15,800	ADQ.	60	Min.	Sub.	
	Langley Rd. (SR 1003)	Elm City Rd. (SR 1368) - Elm City CL	Elm City	0.5	20	2	60	55	15,800	2,500	3,200	15,800	ADQ.	60	Min.	Sub.	
	Langley Rd. (SR 1003)	Elm City CL - US 301	Wilson Co.	0.2	20	2	60	55	15,800	2,500	3,200	15,800	ADQ.	60	Min.	Sub.	
	Langley Rd. (SR 1003)	US 301 - Rock Quarry Rd. (SR 1400)	Wilson Co.	0.1	20	2	60	55	15,800	1,700	2,100	15,800	ADQ.	60	Min.	Sub.	
	Langley Rd. (SR 1003)	Rock Quarry Rd. (SR 1400) - Haynes Rd. (SR1419) /Langley Rd. (SR 1003)	Wilson Co.	0.8	20	2	60	55	15,800	1,400	2,100	15,800	ADQ.	60	Min.	Sub.	
	Langley Rd. (SR 1003)	Haynes Rd. (SR 1419)/Langley Rd. (SR 1003) - Town Creek Rd. (SR 1002)	Wilson Co.	2.2	20	2	60	55	15,800	1,400	2,300	15,800	ADQ.	60	Min.	Sub.	
	Langley Rd. (SR 1003)	Town Creek Rd. (SR 1002) - Edgecombe Co. Line	Wilson Co.	3.0	20	2	60	55	15,800	800	1,400	15,800	ADQ.	60	Min.	Sub.	
	Lipscomb Rd. (SR 1515)	US 264 Alt. - US 301	City of Wilson	See NC 58/Lipscomb Rd. (SR 1515)													
	Little Rock Church Rd. (SR 1649)	Upper Blk. Church Rd. (SR 1658) - Alton Rd. (SR 1643)	Wilson Co.	2.5	20	2	60	55	15,800	2,500	3,800	15,800	ADQ.	60	Min.	Sub.	
	Little Rock Church Rd. (SR 1649)	Alton Rd. (SR 1643) - Town of Lucama CL	Wilson Co.	0.9	20	2	60	55	15,800	2,500	3,800	15,800	ADQ.	60	Min.	Sub.	
	Little Rock Church Rd. (SR 1649)	Town of Lucama CL - Blalock Rd. (SR 1645)	Town of Lucama	0.4	20	2	60	55	15,800	2,500	3,800	15,800	ADQ.	60	Min.	Sub.	
	Little Rock Church Rd. (SR 1649)	Blalock Rd. (SR 1645) - US 301	Town of Lucama	0.6	20	2	60	55	15,800	3,500	5,300	15,800	ADQ.	60	Min.	Sub.	B
WILS0014-H	London Church Rd. (SR 1327)	NC 42 - Corbett Ave. (SR 1326)	Wilson Co.	2.0	20	2	60	45	15,300	1,400	2,500	18,200	3B	80	Min.	Sub.	B/P
WILS0014-H	London Church Rd. (SR 1327)	Corbett Ave. (SR 1326) - City of Wilson CL	Wilson Co.	1.2	20	2	60	55	15,800	4,000	5,000	18,800	3B	80	Min.	Sub.	B/P
WILS0014-H	London Church Rd. (SR 1327)	City of Wilson CL - Upchurch Rd. (SR 1330)	City of Wilson	0.2	20	2	60	55	15,800	4,000	5,000	18,800	3B	80	Min.	Sub.	B/P
WILS0014-H	London Church Rd. (SR 1327)	Upchurch Rd. (SR 1330) - City of Wilson CL	Wilson Co.	0.6	20	2	60	55	15,800	3,200	5,700	18,800	3B	80	Min.	Sub.	B/P
WILS0014-H	London Church Rd. (SR 1327)	City of Wilson CL - Lake Wilson Rd. (SR 1332)	City of Wilson	0.2	20	2	60	55	15,800	3,200	5,700	18,800	3B	80	Min.	Sub.	B/P
WILS0014-H	London Church Rd. (SR 1327)	Lake Wilson Rd. (SR 1332) - Nash Co. Line	Wilson Co.	3.2	20	2	60	55	15,800	1,800	3,200	18,800	3B	80	Min.	Sub.	B/P
	Lucama Rd. (SR 1171)	US 301 - Town of Lucama CL	Town of Lucama	0.2	20	2	60	55	15,800	600	800	15,800	ADQ.	60	Min.	Sub.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	Lucama Rd. (SR 1171)	Town of Lucama CL - St. Mary's Church Rd. (SR 1100)	Wilson Co.	0.7	20	2	60	55	15,800	600	800	15,800	ADQ.	60	Min.	Sub.	
	Marsh Swamp Rd. (SR 1132)	Neverson Rd. (SR 1138) - Old Raleigh Rd. (SR 1136)	Wilson Co.	2.1	20	2	60	55	15,800	300	500	15,800	ADQ.	60	Min.	Sub.	
	Matthews Rd. (SR 1427)	Weaver Rd. (SR 1428) - Rosebud Church Rd. (SR 1426)	Wilson Co.	1.5	20	2	60	55	15,800	400	600	15,800	ADQ.	60	Min.	Sub.	B
	Merck Rd. (SR 1157)	International Blvd - Airport Blvd. (SR 1320)	City of Wilson	0.5	60	5	100	45	32,400	2,800	6,800	32,400	ADQ.	100	Maj.	Sub.	T
	Merck Rd. (SR 1157)	Airport Blvd. (SR 1320) - City of Wilson CL	City of Wilson	0.2	60	5	100	45	32,400	2,800	6,800	32,400	ADQ.	100	Maj.	Sub.	
	Merck Rd. (SR 1157)	City of Wilson CL - US 264 Alt./Raleigh Rd. Prkwy. (SR 1192)	Wilson Co.	1.8	60	5	100	45	32,400	2,800	6,800	32,400	ADQ.	100	Maj.	Sub.	
	N. Church Loop (SR 1618)	US 117 - Town of Black Creek CL	Wilson Co.	0.9	20	2	60	55	15,800	300	400	15,800	ADQ.	60	Min.	Sub.	
	N. Church Loop (SR 1618)	Town of Black Creek CL - Woodbridge Rd. (SR 1628)	Town of Black Creek	0.9	20	2	60	55	15,800	300	400	15,800	ADQ.	60	Min.	Sub.	
	Nash St. (SR 1377)	US 264 Alt./Hines St - Pender St. (SR 1670)	City of Wilson	0.5	20	2	60	35	13,800	9,000	11,000	13,800	ADQ.	60	Maj.	Sub.	
	Nash St. (SR 1377)	Pender St. (SR 1670) - Goldsboro St. (SR 1168)	City of Wilson	0.4	22	2	60	35	13,800	9,000	11,000	13,800	ADQ.	60	Maj.	Sub.	
	Nash St. (SR 1377)	Goldsboro St. (SR 1168) - Tarboro St. (SR 1184)	City of Wilson	0.1	22	2	60	35	13,800	9,000	11,000	13,800	ADQ.	60	Maj.	Sub.	
	Nash St. (SR 1377)	Tarboro St. (SR 1184) - Pine St. (SR 1186)	City of Wilson	0.1	22	2	60	35	13,800	9,000	11,000	13,800	ADQ.	60	Maj.	Sub.	
	Nash St. (SR 1377)	Pine St. (SR 1186) - College Dr.	City of Wilson	0.6	30	3	100	35	15,800	9,000	11,000	15,800	ADQ.	100	Maj.	Sub.	
	Nash St. (SR 1377)	College Dr. - Raleigh Rd. (SR 1356)	City of Wilson	0.1	30	3	100	35	15,800	8,000	10,000	15,800	ADQ.	100	Maj.	Sub.	
	Nash St. (SR 1377)	Raleigh Rd. (SR 1356) - Forest Hills Rd. (SR 1165)	City of Wilson	1.2	30	3	100	35	15,800	9,000	11,000	15,800	ADQ.	100	Maj.	Sub.	
WILS0015-H	Nash St. (SR 1377)	Forest Hills Rd. (SR 1165) - NC 42/NC 58/Ward Blvd. (SR 1516)	City of Wilson	0.1	50	3	90	35	13,800	10,000	13,000	31,700	5A	100	Maj.	Sub.	
	Neverson Rd. (SR 1138)	NC 581 - Marsh Swamp Rd. (SR 1132)	Wilson Co.	0.8	20	2	60	55	15,800	800	1,000	15,800	ADQ.	60	Min.	Sub.	
	Neverson Rd. (SR 1138)	Marsh Swamp Rd. (SR 1132) - Nash Co. Line	Wilson Co.	0.4	20	2	60	55	15,800	800	1,000	15,800	ADQ.	60	Min.	Sub.	
	New Sandy Hill Rd. (SR 1131)	Nash Co. Line - NC 581	Wilson Co.	3.9	20	2	60	55	15,800	800	1,000	15,800	ADQ.	60	Min.	Sub.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
U-3470	Northern Connector	NC 58 - Lake Wilson Rd. Realignment (SR 1332)	City of Wilson	0.2	N/A							43,500	4D	110	BLVD.	Sub.	B/P
U-3470	Northern Connector	Lake Wilson Rd. Realignment (SR 1332) - Tilghman Rd. (SR 1323)	City of Wilson	1.2								43,500	4D	110	BLVD.	Sub.	B/P
U-3470	Northern Connector	Tilghman Rd. (SR 1323) - London Church Rd. (SR 1327)	Wilson Co.	1.4								43,500	4D	110	BLVD.	Sub.	B/P
	Old Black Creek Rd. (SR 1606)	US 264 Byp. - Frank Price Church Rd. (SR 1613)	Wilson Co.	0.9	20	2	60	55	15,800	2,400	4,300	15,800	ADQ.	60	Min.	Sub.	
	Old Davis Rd. (SR 1151)	Old Raleigh Rd. (SR 1136) - US 264 Alt.	Wilson Co.	1.6	20	2	60	55	15,800	600	1,000	15,800	ADQ.	60	Min.	Sub.	
	Old Raleigh Rd. (SR 1136)	Marsh Swamp Rd. (SR 1132) - Rock Ridge-Sims Rd. (SR 1149)	Wilson Co.	0.8	20	2	60	55	15,800	1,100	1,400	15,800	ADQ.	60	Min.	Sub.	
	Old Raleigh Rd. (SR 1136)	Rock Ridge-Sims Rd. (SR 1149) - Old Davis Rd. (SR 1151)	Wilson Co.	0.9	20	2	60	55	15,800	1,800	2,300	15,800	ADQ.	60	Min.	Sub.	B
	Old Raleigh Rd. (SR 1136)	Old Davis Rd. (SR 1151) - Radio Tower Rd. (SR 1152)	Wilson Co.	0.6	20	2	60	55	15,800	1,800	2,300	15,800	ADQ.	60	Min.	Sub.	B
	Old Raleigh Rd. (SR 1136)	Radio Tower Rd. (SR 1152) - St. Rose Church Rd. (SR 1154)	Wilson Co.	0.5	20	2	60	55	15,800	1,900	2,400	15,800	ADQ.	60	Min.	Sub.	B
	Old Raleigh Rd. (SR 1136)	St. Rose Church Rd. (SR 1154) - Lamm Rd. (SR 1001)	Wilson Co.	4.0	20	2	60	55	15,800	1,900	3,400	15,800	ADQ.	60	Min.	Sub.	B
	Old Raleigh Rd. (SR 1136)	Lamm Rd. (SR 1001) - Airport Blvd. (SR1320)/ Wilson Christian Rd. (SR 1158)	Wilson Co.	0.6	20	2	60	55	15,800	1,900	2,900	15,800	ADQ.	60	Min.	Sub.	B
	Old Stantonsbrg Rd. (SR 1602)	Woodbridge Rd. (SR 1628) - Fairfield Dairy Rd. (SR 1626)	Wilson Co.	1.6	20	2	60	55	15,800	1,300	1,800	15,800	ADQ.	60	Min.	Sub.	B
	Old Stantonsbrg Rd. (SR 1602)	Fairfield Dairy Rd. (SR 1626) - Evansdale Rd. (SR 1622)	Wilson Co.	1.7	20	2	60	55	15,800	1,900	2,600	15,800	ADQ.	60	Min.	Sub.	B
	Old Stantonsbrg Rd. (SR 1602)	Evansdale Rd. (SR 1622) - US 264 Byp.	Wilson Co.	3.2	20	2	60	55	15,800	4,800	7,900	15,800	ADQ.	60	Min.	Sub.	B
WILS0016-H	Old Stantonsbrg Rd. (SR 1602)	US 264 Byp. - City of Wilson CL	Wilson Co.	1.0	20	2	60	55	15,800	5,300	8,700	44,800	4D	110	BLVD.	Sub.	B/P
WILS0016-H	Old Stantonsbrg Rd. (SR 1602)	City of Wilson CL - City of Wilson CL	City of Wilson	0.1	20	2	60	55	15,800	5,300	8,700	44,800	4D	110	BLVD.	Sub.	B/P
WILS0016-H	Old Stantonsbrg Rd. (SR 1602)	City of Wilson CL - City of Wilson CL	Wilson Co.	0.4	20	2	60	55	15,800	5,300	8,700	44,800	4D	110	BLVD.	Sub.	B/P
WILS0016-H	Old Stantonsbrg Rd. (SR 1602)	City of Wilson CL - Charleston St. (SR 1607)	City of Wilson	0.6	20	2	60	55	15,800	5,300	8,700	44,800	4D	110	BLVD.	Sub.	B/P

HIGHWAY																	
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Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
WILS0016-H	Old Stantonsbrg Rd. (SR 1602)	Charleston St. (SR 1607) - Black Creek Rd. (SR 1606)	City of Wilson	1.0	20	2	60	55	15,800	5,300	8,700	44,800	4D	110	BLVD.	Sub.	B/P
	Packhouse Rd. (SR 1382)	I-95 - Bloomery Rd. (SR 1309)	Wilson Co.	0.1	20	2	60	55	15,800	3,800	6,800	15,800	ADQ.	60	Min.	Sub.	
	Packhouse Rd. (SR 1382)	Bloomery Rd. (SR 1309) - NC 58	Wilson Co.	2.1	20	2	60	55	15,800	3,800	6,800	15,800	ADQ.	60	Min.	Sub.	
	Pender St. (SR 1670)	US 301 - Black Creek Rd. (SR 1606)	City of Wilson	0.4	20	2	60	55	15,800	2,500	3,200	15,800	ADQ.	60	Min.	Sub.	
	Pender St. (SR 1670)	Black Creek Rd. (SR 1606) - Hines St.	City of Wilson	0.1	20	2	60	55	15,800	2,500	3,200	15,800	ADQ.	60	Min.	Sub.	
	Pender St. (SR 1670)	Hines St. - Nash St. (SR 1377)	City of Wilson	0.3	20	2	60	55	15,800	2,500	3,200	15,800	ADQ.	60	Min.	Sub.	
	Pender St. (SR 1670)	Nash St. (SR 1377) - Vance St. (SR 1369)	City of Wilson	0.3	20	2	60	55	15,800	2,500	3,200	15,800	ADQ.	60	Min.	Sub.	
	Pender St. (SR 1670)	Herring Ave - Vance St (SR 1369)	City of Wilson	0.3	20	2	60	55	15,800	2,500	3,200	15,800	ADQ.	60	Min.	Sub.	
	Pine St. (SR 1186)	Tarboro St. (SR 1184) - Nash St. (SR 1377)	City of Wilson	0.3	20	2	60	45	15,300	2,000	2,500	15,300	ADQ.	60	Min.	Sub.	
	Pine St. (SR 1186)	Nash St. (SR 1377) - Vance St. (SR 1369)	City of Wilson	0.2	20	2	60	45	15,300	2,000	2,500	15,300	ADQ.	60	Min.	Sub.	
	Quaker Rd. (SR 1162)	Downing Rd. (SR 1163) - NC 42	Wilson Co.	1.2	20	2	60	55	15,800	2,900	4,400	15,800	ADQ.	60	Min.	Sub.	
	Radford. Rd. (SR 1169)	US 301 - St Mary's Church Rd. (SR 1100)	Wilson Co.	0.9	20	2	60	55	15,800	2,100	2,600	15,800	ADQ.	60	Min.	Sub.	B
	Radford. Rd. (SR 1169)	St Mary's Church Rd. (SR 1100) - Wiggins Mill Rd. (SR 1103)	Wilson Co.	1.6	20	2	60	55	15,800	2,300	4,100	15,800	ADQ.	60	Min.	Sub.	
	Radford. Rd. (SR 1169)	Wiggins Mill Rd. (SR 1103) - Downing Rd. (SR 1163)	Wilson Co.	1.1	20	2	60	55	15,800	2,800	4,300	15,800	ADQ.	60	Min.	Sub.	
	Radio Tower Rd. (SR 1152)	Flowers Rd. (SR 1153) - Old Raleigh Rd. (SR 1136)	Wilson Co.	0.8	20	2	60	55	15,800	500	800	15,800	ADQ.	60	Min.	Sub.	
	Raleigh Rd. Prkw. (SR 1356)	US 264 Alt./Hines St. - Nash St. (SR 1377)	City of Wilson	0.4	20	2	60	35	13,800	5,400	6,800	13,800	ADQ.	60	Min.	Sub.	
	Raleigh Rd. Prkw. (SR 1356)	Nash St (SR 1377) - Vance St. (SR 1369)	City of Wilson	0.1	20	2	60	35	13,800	6,000	7,600	13,800	ADQ.	60	Min.	Sub.	
	Raleigh Rd. Prkw. (SR 1356)	Vance St. (SR 1369) - Tilghman Rd. (SR 1323)	City of Wilson	0.4	20	2	60	35	13,800	5,000	7,600	13,800	ADQ.	60	Min.	Sub.	
	Raleigh Rd. Prkw. (SR 1356)	Tilghman Rd. (SR 1323) - NC 42/NC 58/Ward Blvd. (SR 1516)	City of Wilson	0.5	44	4	60	35	15,300	7,900	12,000	15,300	ADQ.	60	Min.	Sub.	
	Rock Quarry Rd. (SR 1400)	Langley Rd. (SR 1003) - Nash Co. Line	Wilson Co.	3.6	20	2	60	55	15,800	700	1,200	15,800	ADQ.	60	Min.	Sub.	

HIGHWAY																	
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Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
	Rock Ridge School Rd. (SR 1142)	NC 581 - Rock Ridge-Sims Rd. (SR 1149)	Wilson Co.	2.9	20	2	60	55	15,800	1,000	1,500	15,800	ADQ.	60	Min.	Sub.	
	Rock Ridge School Rd. (SR 1142)	Rock Ridge-Sims Rd. (SR 1149) - NC 42	Wilson Co.	0.5	20	2	60	55	15,800	3,000	6,100	15,800	ADQ.	60	Min.	Sub.	B
	Rock Ridge-Sims Rd. (SR 1149)	Rock Ridge School Rd. (SR 1142) - Old Raleigh Rd. (SR 1136)	Wilson Co.	2.7	20	2	60	55	15,800	1,300	2,100	15,800	ADQ.	60	Min.	Sub.	B
	Rock Ridge-Sims Rd. (SR 1149)	Old Raleigh Rd. (SR 1136) - Town of Sims CL	Wilson Co.	0.9	20	2	60	55	15,800	2,000	3,300	15,800	ADQ.	60	Min.	Sub.	B
	Rock Ridge-Sims Rd. (SR 1149)	Town of Sims CL - US 264 Alt.	Town of Sims	0.5	20	2	60	55	15,800	2,000	3,300	15,800	ADQ.	60	Min.	Sub.	
	Rosebud Church Rd. (SR 1426)	US 301 - Matthews Rd. (SR 1427)	Wilson Co.	1.0	20	2	60	55	15,800	1,300	2,000	15,800	ADQ.	60	Min.	Sub.	B
	Rosebud Church Rd. (SR 1426)	Matthews Rd. (SR 1427) - Cattail Rd. (SR 1424)	Wilson Co.	2.2	20	2	60	55	15,800	1,000	1,500	15,800	ADQ.	60	Min.	Sub.	
	S. Church Loop (SR 1619)	US 117 - Town of Black Creek CL	Wilson Co.	0.9	20	2	60	55	15,800	800	1,000	15,800	ADQ.	60	Min.	Sub.	
	S. Church Loop (SR 1619)	Town of Black Creek CL - Woodbridge Rd. (SR 1628)	Town of Black Creek	0.6	20	2	60	55	15,800	800	1,000	15,800	ADQ.	60	Min.	Sub.	
	Sand Pit Rd. (SR 1539)	NC 58 - Town of Stantonsburg CL	Town of Stantonsburg	0.2	20	2	60	55	15,800	600	1,100	15,800	ADQ.	60	Min.	Sub.	
	Sand Pit Rd. (SR 1539)	Town of Stantonsburg CL - Greene Co. Line	Wilson Co.	1.6	20	2	60	55	15,800	600	1,100	15,800	ADQ.	60	Min.	Sub.	
	Scott Church Rd. (SR 1170)	St. Mary's Church Rd. (SR 1100) - Wiggins Mill Rd. (SR 1103)	Wilson Co.	1.7	20	2	60	55	15,800	500	800	15,800	ADQ.	60	Min.	Sub.	
	Sharon Acres Rd. (SR 1421)	US 301 - Haynes Rd. (SR 1419)	Wilson Co.	0.4	20	2	60	55	15,800	1,600	2,400	15,800	ADQ.	60	Min.	Sub.	
	Shiloh Church Rd. (SR 1306)	Nash Co. Line - Lamm Rd. (SR 1001)	Wilson Co.	1.9	20	2	60	55	15,800	800	1,300	15,800	ADQ.	60	Min.	Sub.	
	Shiloh Church Rd. (SR 1306)	Lamm Rd. (SR 1001) - Bloomery Rd. (SR 1309)	Wilson Co.	0.9	20	2	60	55	15,800	1,000	1,700	15,800	ADQ.	60	Min.	Sub.	
	Speight School Rd. (SR 1543)	NC 111/NC 222 - NC 91	Wilson Co.	2.5	20	2	60	55	15,800	600	900	15,800	ADQ.	60	Min.	Sub.	
	St. Mary's Church Rd. (SR 1100)	Johnston Co. Line - NC 581	Wilson Co.	2.2	20	2	60	55	15,800	800	1,200	15,800	ADQ.	60	Min.	Sub.	
	St. Mary's Church Rd. (SR 1100)	NC 581 - Scott Church Rd. (SR 1170)	Wilson Co.	5.3	20	2	60	55	15,800	600	900	15,800	ADQ.	60	Min.	Sub.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	St. Mary's Church Rd. (SR 1100)	Scott Church Rd. (SR 1170) - Lucama Rd. (SR 1171)	Wilson Co.	0.1	20	2	60	55	15,800	600	900	15,800	ADQ.	60	Min.	Sub.	
	St. Mary's Church Rd. (SR 1100)	Lucama Rd. (SR 1171) - Radford Rd. (SR 1169)	Wilson Co.	0.9	20	2	60	55	15,800	1,000	1,500	15,800	ADQ.	60	Min.	Sub.	
	St. Mary's Church Rd. (SR 1100)	Radford Rd. (SR 1169) - Bass Rd. (SR 1173)	Wilson Co.	0.9	20	2	60	55	15,800	1,000	1,500	15,800	ADQ.	60	Min.	Sub.	B
	St. Mary's Church Rd. (SR 1100)	Bass Rd. (SR 1173) - US 301	Wilson Co.	2.4	20	2	60	55	15,800	1,300	2,000	15,800	ADQ.	60	Min.	Sub.	B
	St. Rose Church Rd. (SR 1154)	Wiggins Mill Rd. (SR 1103) - NC 42	Wilson Co.	1.7	20	2	60	55	15,800	1,200	2,000	15,800	ADQ.	60	Min.	Sub.	
	St. Rose Church Rd. (SR 1154)	NC 42 - Old Raleigh Rd. (SR 1136)	Wilson Co.	1.8	20	2	60	55	15,800	700	1,000	15,800	ADQ.	60	Min.	Sub.	
	St. Rose Church Rd. (SR 1154)	Old Raleigh Rd. (SR 1136) - City of Wilson CL	Wilson Co.	2.0	20	2	60	55	15,800	600	1,000	15,800	ADQ.	60	Min.	Sub.	
	St. Rose Church Rd. (SR 1154)	City of Wilson CL - US 264 Alt.	City of Wilson	0.1	20	2	60	55	15,800	600	1,000	15,800	ADQ.	60	Min.	Sub.	
	Tarboro St. (SR 1184)	US 264 Alt./Ward Blvd. (SR 1516) - Hines St.	City of Wilson	1.1	55	5	60	45	32,400	16,000	20,200	32,400	ADQ.	60	Maj.	Sub.	
	Tarboro St. (SR 1184)	Hines St - Pine St. (SR 1186)	City of Wilson	0.0	50	4	60	45	30,700	16,000	20,200	30,700	ADQ.	60	Min.	Sub.	
	Tarboro St. (SR 1184)	Tarboro St (SR 1184) - Nash St (SR 1377)	City of Wilson	0.3	20	2	60	45	15,300	2,000	2,500	15,300	ADQ.	60	Min.	Sub.	
	Tarboro St. (SR 1184)	Pine St. (SR 1186) - Nash St (SR 1377)	City of Wilson	0.2	20	2	60	45	15,300	2,000	2,500	15,300	ADQ.	60	Min.	Sub.	
	Tarboro St. (SR 1184)	Nash St (SR 1377) - Vance St (SR 1369)	City of Wilson	0.2	20	2	60	45	15,300	2,000	2,500	15,300	ADQ.	60	Min.	Sub.	
	Tartt's Mill Rd. (SR 1502)	US 264 Alt. - Holdens CrossRd. (SR 1514)	Wilson Co.	0.1	20	2	60	55	15,800	2,000	4,000	15,800	ADQ.	60	Min.	Sub.	
	Tartt's Mill Rd. (SR 1502)	Holdens CrossRd. (SR 1514) - NC 42	Wilson Co.	3.0	20	2	60	55	15,800	2,000	4,000	15,800	ADQ.	60	Min.	Sub.	
WILS0017-H	Tilghman Rd. (SR 1323)	Raleigh Rd. (SR 1356) - Corbett Ave. (SR 1326)	City of Wilson	0.2	20	2	60	45	15,300	5,500	7,600	18,200	3B	80	Min.	Sub.	B/P
WILS0017-H	Tilghman Rd. (SR 1323)	Corbett Ave. (SR 1326) - NC 42/NC 58/Ward Blvd. (SR 1516)	City of Wilson	1.0	20	2	60	45	15,300	4,600	6,400	18,200	3B	80	Min.	Sub.	B/P
WILS0017-H	Tilghman Rd. (SR 1323)	NC 42/NC 58/Ward Blvd. (SR 1516) - Northern Connector	City of Wilson	2.1	20	2	60	45	15,300	5,000	8,300	18,200	3B	80	Min.	Sub.	B/P/T
WILS0017-H	Tilghman Rd. (SR 1323)	Northern Connector - Lake Wilson Rd. (SR 1332)	City of Wilson	2.1	20	2	60	45	15,300	5,000	8,300	18,200	3B	80	Min.	Sub.	B/P/T
	Town Creek Rd. (SR 1002)	NC 42 - Bridgersville Rd. (SR 1418)	Wilson Co.	1.4	20	2	60	55	15,800	700	1,000	15,800	ADQ.	60	Min.	Sub.	
	Town Creek Rd. (SR 1002)	Bridgersville Rd. (SR 1418) - Langley Rd. (SR 1003)	Wilson Co.	3.8	20	2	60	55	15,800	800	1,200	15,800	ADQ.	60	Min.	Sub.	
	Town Creek Rd. (SR 1002)	Langley Rd. (SR 1003) - Edgecombe Co. Line	Wilson Co.	3.0	20	2	60	55	15,800	1,100	1,700	15,800	ADQ.	60	Min.	Sub.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
U-3470	Upchurch Rd. (SR 1330)	London Church Rd. (SR 1327) - City of Wilson CL	City of Wilson	0.4	20	2	60	55	15,800	1,700	2,100	43,500	4D	110	BLVD.	Sub.	B/P
U-3470	Upchurch Rd. (SR 1330)	City of Wilson CL - Elm City Rd. (SR 1368)	Wilson Co.	2.3	20	2	60	55	15,800	1,700	2,100	43,500	4D	110	BLVD.	Sub.	B/P
U-3470	Upchurch Rd. (SR 1330)	Elm City Rd. (SR 1368) - US 301	Wilson Co.	0.1	20	2	60	55	15,800	1,600	2,000	15,800	ADQ.	60	Min.	Sub.	
	Upper Blk. Church Rd. (SR 1658)	Wayne Co. Line - Little Rock Church Rd. (SR 1649)	Wilson Co.	1.2	20	2	60	55	15,800	600	1,100	15,800	ADQ.	60	Min.	Sub.	
	Vance St. (SR 1369)	Pender St. (SR 1670) - Herring Ave.	City of Wilson	0.3	20	2	60	35	13,800	2,000	2,500	13,800	ADQ.	60	Min.	Sub.	
	Vance St. (SR 1369)	Herring Ave. - Tarboro St. (SR 1184)	City of Wilson	0.1	20	2	60	35	13,800	2,000	2,500	13,800	ADQ.	60	Min.	Sub.	
	Vance St. (SR 1369)	Tarboro St. (SR 1184) - Pine St. (SR 1186)	City of Wilson	0.1	20	2	60	35	13,800	2,000	2,500	13,800	ADQ.	60	Min.	Sub.	
	Vance St. (SR 1369)	Pine St. (SR 1186) - College Dr.	City of Wilson	0.6	20	2	60	35	13,800	2,000	2,500	13,800	ADQ.	60	Min.	Sub.	
	Vance St. (SR 1369)	College Dr - Raleigh Rd. (SR 1356)	City of Wilson	0.1	20	2	60	35	13,800	2,000	2,500	13,800	ADQ.	60	Min.	Sub.	
	Varnell Rd. (SR 1429)	NC 42 - Weaver Rd. (SR 1428)	Wilson Co.	1.2	20	2	60	55	15,800	400	600	15,800	ADQ.	60	Min.	Sub.	B
	Ward Blvd. (SR 1516)	US 301 - US 301	City of Wilson	See US 264 Alt./NC 42/NC 58/Ward Blvd. (SR 1516)													
	Weaver Rd. (SR 1428)	US 301 - Varnell Rd. (SR 1429)	Wilson Co.	2.3	20	2	60	55	15,800	1,800	3,400	15,800	ADQ.	60	Min.	Sub.	
	Weaver Rd. (SR 1428)	Varnell Rd. (SR 1429) - Matthews Rd. (SR 1427)	Wilson Co.	0.1	20	2	60	55	15,800	1,800	3,400	15,800	ADQ.	60	Min.	Sub.	B
	Weaver Rd. (SR 1428)	Matthews Rd. (SR 1427) - Cattail Rd. (SR 1424)	Wilson Co.	1.8	20	2	60	55	15,800	500	800	15,800	ADQ.	60	Min.	Sub.	
WILS0018-H	Westwood Ave.	Airport Blvd. (SR 1320) - Existing Westwood Ave.	Wilson Co.	0.6	N//A							14,800	2E	60	Min.	Sub.	B/P
WILS0018-H	Westwood Ave.	Existing Westwood Ave. - City of Wilson CL	Wilson Co.	0.4	20	2	60	35	13,800	1,000	1,600	14,800	2E	60	Min.	Sub.	B/P
WILS0018-H	Westwood Ave.	City of Wilson CL - City of Wilson CL	City of Wilson	0.2	20	2	60	35	13,800	1,000	1,600	14,800	2E	60	Min.	Sub.	B/P
WILS0018-H	Westwood Ave.	City of Wilson CL - City of Wilson CL	Wilson Co.	0.4	20	2	60	35	13,800	1,000	1,600	14,800	2E	60	Min.	Sub.	B/P
WILS0018-H	Westwood Ave.	City of Wilson CL - Forest Hills Rd. (SR 1165)	City of Wilson	0.4	20	2	60	35	13,800	1,000	1,600	14,800	2E	60	Min.	Sub.	B/P
	Wiggins Mill Rd. (SR 1103)	St Rose Church Rd. (SR 1154) - Scott Church Rd. (SR 1170)	Wilson Co.	0.7	20	2	60	55	15,800	1,600	2,400	15,800	ADQ.	60	Min.	Sub.	

HIGHWAY																	
					2009Existing System						2035 Proposed System						
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	Wiggins Mill Rd. (SR 1103)	Scott Church Rd. (SR 1170) - Radfod Rd. Rd. (SR 1169)	Wilson Co.	1.0	20	2	60	55	15,800	900	1,400	15,800	ADQ.	60	Min.	Sub.	
	Wiggins Mill Rd. (SR 1103)	Radfod Rd. Rd. (SR 1169) - US 301	Wilson Co.	2.9	20	2	60	55	15,800	900	1,400	15,800	ADQ.	60	Min.	Sub.	
WILS0019-H	Wilco Blvd. (SR 1608)	US 301 - Black Creek Rd. (SR 1606)	City of Wilson	1.7	20	2	60	55	15,800	4,000	10,000	41,800	4C	110	BLVD.	Sub.	B/P
	Woodbridge Rd. (SR 1628)	N. Church Loop (SR 1618)/S. Church Loop (SR 1619) - Town of Black Creek CL	Town of Black Creek	0.8	20	2	60	55	15,800	300	400	15,800	ADQ.	60	Min.	Sub.	
	Woodbridge Rd. (SR 1628)	Town of Black Creek CL - Frank Price Ch (SR 1613)	Wilson Co.	0.5	20	2	60	55	15,800	300	400	15,800	ADQ.	60	Min.	Sub.	
	Woodbridge Rd. (SR 1628)	Frank Price Ch (SR 1613) - Old Stantonsbrg Rd. (SR 1602)	Wilson Co.	5.1	20	2	60	55	15,800	300	400	15,800	ADQ.	60	Min.	Sub.	B
	Woodbridge Rd. (SR 1628)	Old Stantonsbrg Rd. (SR 1602) - Town of Stantonsburg CL	Wilson Co.	1.1	20	2	60	55	15,800	400	600	15,800	ADQ.	60	Min.	Sub.	B
	Woodbridge Rd. (SR 1628)	Town of Stantonsburg CL - NC 111/NC 222	Town of Stantonsburg	0.1	20	2	60	55	15,800	400	600	15,800	ADQ.	60	Min.	Sub.	

WILSON COUNTY CTP PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION[1]							
			Speed		Existing System	Proposed System	
Local ID	Facility/ Route	Section (From - To)	Limit (mph)	Distance (mi)	Type	Type	Other Modes
WILS0003-H	US 264 Alt./NC 58	Lipscomb Rd. (SR 1515) - North of US 264 Byp.	55	3	-	Bus	H
WILS0001-H	US 264 Alt./Raleigh Rd.(SR 1192)	Lamm Rd. (SR 1001) - East of Airport Blvd. (SR 1320)	45	3	-	Bus	H/B/P
WILS0005-H	NC 42	Airport Blvd. (SR 1320) - Forest Hills Rd. (SR 1165)	45	2	-	Bus	H/B/P
WILS0006-H	NC 58	Byerly Dr. - Lake Wilson Rd. (SR 1332)	45	0.9	-	Bus	H/P
U-3471	Black Creek Rd. (SR 1606)	Mary Ella St. - Charleston St. (SR 1607)	45	0.9	-	Bus	H/B/P
WILS0001-T	Charleston St. (SR 1607)	Black Creek Rd. (SR 1606) - NC 58	45	1.9	-	Bus	
WILS0002-T	Firestone Parkway (SR 1328)	North of NC 42 - Kerr Glass Ct.	55	1.3	-	Bus	
WILS0003-T	International Blvd.	Lamm Rd. (SR 1001) Merck Rd. (SR 1157)	35	0.9	-	Bus	
WILS0013-H	Lake Wilson Rd. (SR 1332)	NC 58 - Tilghman Rd. (SR 1323)	45	1.2	-	Bus	H/B/P
FS-0204E	Lamm Rd. (SR 1001)	International Blvd. - US 264 Alt./Raleigh Rd. Prkwy. (SR 1192)	45	2.3	-	Bus	H/B/P
WILS004-T	Merck Rd. (SR 1157)	International Blvd. - Airport Blvd. (SR 1320)	50	0.4	-	Bus	
WILS0017-H	Tilghman Rd. (SR 1323)	South of NC 42/NC 58/Ward Blvd. (SR 1516) - Lake Wilson Rd. (SR 1332)	45	2.1	-	Bus	H/B/P

[1] Only major public transportation routes and proposals are shown here. For further documentation of the public transportation system, refer to City of Wilson Bus Route System (http://www.wilsonnc.org/departments/publicservices/transportation/wilsontransitsystem/busroutes/)

RAIL												
				Speed		Existing System			Proposed System			
Local ID	Facility/ Route	Section (From - To)	Class	Limit (mph)	Distance (mi)	Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day	Other Modes
WILS005-T	CLNA	Nash Co. Line - CSX Line (City of Wilson)	III	25	10.7	Rail	120	3	Commuter	250	2	-
	CSX	Wayne Co. Line - Nash Co. Line	I	79	19	Rail	130	35	-	-	-	-
	CSX	Johnston Co. Line - CSX Line (Wilson Co.)	I	79	11	Rail	130	35	-	-	-	-
	CSX	Greene Co. Line - CSX Line (City of Wilson)	I	25	11	Rail	130	6	-	-	-	-

[1] Only major public transportation routes and proposals are shown here. For further documentation of the public transportation system, refer to Carolinian and Piedmont Amtrack Services (http://www.wilsonnc.org/departments/publicservices/transportation/amtrak/)

BICYCLE AND PEDESTRIAN [1]

BICYCLE								
				Existing System		Proposed System		
				Cross-Section				Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	(ft)	lanes	Type	Cross-Section	Modes
WILS0001-H	US 264 Alt./Raleigh Rd. Prkwy. (SR 1192)	Main St. (SR 1301) - Old Davis Rd. (SR 1151)	0.9	Concurrent with US 264 Alt./Raleigh Rd. Parkway (SR 1192) - see Highway Table				H/T/P
WILS0001-H	US 264 Alt./Raleigh Rd. Prkwy. (SR 1192)	Old Davis Rd. (SR 1151) - Bloomery Rd. (SR 1309)	3.3	Concurrent with US 264 Alt./Raleigh Rd. Parkway (SR 1192) - see Highway Table				H/T/P
WILS0005-H	NC 42	Rock Ridge School Rd. (SR 1142) - Airport Blvd. (SR 1158)	4.8	Concurrent with NC 42 - see Highway Table				H/P/T
WILS0001-B	NC 58	Hornes Church Rd. (SR 1313) - Pack House Rd. (SR 1382)	0.9	Concurrent with NC 58 - see Highway Table				
WILS0002-B	NC 111/ NC 222	NC 58/Moyton Ave. - Denver St.	0.4	Concurrent with NC 111/NC 222 - see Highway Table				
WILS0003-B	NC 111/ NC 222	Denver St. - Rebecca St.	3.5	Concurrent with NC 111/NC 222 - see Highway Table				
WILS0004-B	NC 111/ NC 222/ Church St.	Phillips St. - NC 91	2.3	Concurrent with NC 111/NC 222 - see Highway Table				
U-3471	Black Creek Rd. (SR 1606)	US 264 Byp. - Wilco Blvd. (SR 1608)	2.5	Concurrent with Black Creek Rd. (SR 1606) - see Highway Table				H/P
WILS0009-H	Downing St. (SR 1163)	Shirley Rd. (SR 1164) - Forest Hills Rd. (SR 1165)	1.7	Concurrent with Downing St. (SR 1163) - see Highway Table				H/P
WILS0005-B	Eastern Bicycle Loop (Firestone Prkwy. (SR 1328))	City of Wilson CL - US 301	1.4	Concurrent with Firestone Prkwy. (SR 1328) - see Highway Table				
WILS0006-B	Eastern Bicycle Loop (Rosebud Church Rd. (SR 1426))	US 301 - Rosebud Church Rd. (SR 1426)	1.0	Concurrent with Rosebud Church Rd. (SR 1426) - see Highway Table				
WILS0007-B	Eastern Bicycle Loop (Matthews Rd. (SR 1427))	Weaver Rd. (SR 1428) - Rosebud Church Rd. (SR 1424)	1.5	Concurrent with Matthews Rd. (SR 1427)- see Highway Table				
WILS0008-B	Eastern Bicycle Loop (Weaver Rd. (SR 1428))	Varnell Rd. (SR 1429) - Matthews Rd. (SR 1427)	0.1	Concurrent with Weaver Rd. (SR 1428) - see Highway Table				
WILS0009-B	Eastern Bicycle Loop (Varnell Rd. (SR 1429))	NC 42 - Weaver Rd. (SR 1428)	1.2	Concurrent with Varnell Rd. (SR 1429)- see Highway Table				
WILS0010-B	Eastern Bicycle Loop (NC 42)	West of US 301 - Varnell Rd. (SR 1429)	2.6	Concurrent with NC 42 - see Highway Table				-
WILS0011-B	Lake Wilson Rd. (SR 1332)	London Church Rd. (SR 1327) - Wilson St.	2.7	Concurrent with Lake Wilson Rd. (SR 1332) - see Highway Table				
WILS0014-H	London Church Rd. (SR 1327)	Nash County Line - W. Langley Rd. (SR 1003)	1.6	Concurrent with London Church Rd. (SR 1327) - see Highway Table				H/P
WILS0014-H	London Church Rd. (SR 1327)	Pridgen Rd. (SR 1334) - Lake Wilson Rd. (SR 1332)	1.4	Concurrent with London Church Rd. (SR 1327) - see Highway Table				H/P
WILS0014-H	London Church Rd. (SR 1327)	Corbett Ave. (SR 1326) - NC 42/Herring Ave.	2.0	Concurrent with London Church Rd. (SR 1327) - see Highway Table				H/P
WILS0012-B	Lucama Loop (St. Mary's Church Rd. (SR 1100))	Radford. Rd. (SR 1169) - NC 7/Boswellville Rd. (SR 1175)	2.2	Concurrent with St. Mary's Church Rd. (SR 1100) - see Highway Table				
WILS0013-B	Lucama Loop (Radford. Rd. (SR 1169))	US 301 - St Mary's Church Rd. (SR 1100)	1.0	Concurrent with Radford. Rd. (SR 1169) - see Highway Table				
WILS0014-B	Lucama Loop (Little Rock Church Rd. (SR 1649))	Rouse St. - US 301	0.6	Concurrent with Little Rock Church Rd. (SR 1649) - see Highway Table				
WILS0015-B	Lucama Loop (Black Creek Rd. (SR 1606))	Little Rock Church Rd. (SR 1649) - NC 7/Lely Rd. (SR 1615)	3.5	Concurrent with Black Creek Rd. (SR 1606) - see Highway Table				
U-3470	Northern Connector	NC 58 - US 301	5.4	Concurrent with Northern Connector - see Highway Table				H/P
WILS0016-H	Old Stantonsbrg Rd. (SR 1602)	Black Creek Rd. (SR 1606) - Woodbridge Rd. (SR 1628)	4.9	Concurrent with Old Stantonsbrg Rd. (SR 1602) - see Highway Table				H/P
WILS0016-B	Rock Ridge School Rd. (SR 1142)	Rock Ridge Sims Rd. (SR 1149) - NC 42	0.5	Concurrent with Rock Ridge School Rd. (SR 1142) - see Highway Table				

BICYCLE

Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Cross-Section				
				(ft)	lanes	Type	Cross-Section	
WILS0017-B	Rock Ridge Sims Rd. (SR 1149)	Rock Ridge School Rd. (SR 1142) - US 264 Alt.	2.7	Concurrent with Rock Ridge Sims Rd. (SR 1149) - see Highway Table				
WILS0018-B	Sims Bicycle Connector (Main St.)	US 264 Alt. - Wall St. (SR 1177)	0.1	Concurrent with Rock Ridge-Sims Rd. (SR 1149) - see Highway Table				
WILS0019-B	Sims Bicycle Connector (Rock Ridge-Sims Rd. (SR 1149))	Wall St. (SR 1177) - Flat Rock Rd.	1.1	Concurrent with Rock Ridge-Sims Rd. (SR 1149) - see Highway Table				
WILS0020-B	Sims Bicycle Connector (Main St.)	Flat Rock Rd. - Old Raleigh Rd. (SR 1136)	0.2	Concurrent with Rock Ridge-Sims Rd. (SR 1149) - see Highway Table				
WILS0021-B	Sims Bicycle Connector (Old Raleigh Rd. (SR 1136))	Rock Ridge-Sims Rd. (SR 1149) - Airport Blvd. (SR 1320)/Wilson Christian Rd. (SR 1158)	4.5	Concurrent with Old Raleigh Rd. (SR 1136) - see Highway Table				
WILS0022-B	Stantonsburg Connector (Main St.)	Shelton Rd. - E. Commercial Ave	0.2	44	2	On Road	2C	
WILS0023-B	Stantonsburg Connector (Commercial Ave.)	N. Saratoga St. - S. Main St.	0.1	30	2	On Road	2C	
WILS0024-B	Stantonsburg Loop (Evansdale Rd. (SR 1622))	Frank Price Ch. Rd. (SR 1613) - Old Stantonsbrg Rd. (SR 1602)	2.9	Concurrent with Evansdale Rd. (SR 1622) - see Highway Table				
WILS0025-B	Stantonsburg Loop (Frank Price Ch. Rd. (SR 1613))	Woodbridge Rd. (SR 1628) - Evansdale Rd. (SR 1622)	0.9	Concurrent with Frank Price Ch. Rd. (SR 1613) - see Highway Table				
WILS0026-B	Stantonsburg Loop (Woodbridge Rd. (SR 1628))	Frank Price Ch (SR 1613) - Old Stantonsbrg Rd. (SR 1602)	6.1	Concurrent with Woodbridge Rd. (SR 1628) - see Highway Table				
WILS0027-B	Stantonsburg Loop (Woodbridge Rd. (SR 1628)/Shelton Dr.)	Old Stantonsbrg Rd. (SR 1602) - Town of Stantonsburg CL	0.1	Concurrent with Woodbridge Rd. (SR 1628)/Shelton Dr. - see Highway Table				
WILS0028-B	Toisont St. (SR 1344)	W. Main St. - Wilson St.	0.1	Concurrent with Lake Wilson Rd. (SR 1332)/Toisont St. - see Highway Table				
WILS0029-B	NC 2	Nash Co. Line - Edgecombe Co. Line	23.0	Var.	Var.	On Road	Var.	
WILS0030-B	NC 7	Nash Co. Line - Wayne Co. Line	28.0	Var.	Var.	On Road	Var.	

PEDESTRIAN

Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Type	Side of Street	Type	Side of Street	
City of Wilson								
WILS0004-H	US 301	NC 42 - US 264 Byp.	6.0	Sidewalks	North /South	Sidewalks	North /South	H/B
WILS0005-H	NC 42	Forest Hills Rd. (SR 1165) - Airport Blvd. (SR 1320)	3.9	N/A		Sidewalks		H/B/T
WILS0006-H	NC 58	Airport Blvd. (SR1320) - Eagle Point Ln.	0.2	N/A		Sidewalks		H/B/T
WILS0006-H/15-H	NC 58	Eagle Point Ln. - Existing NC 58	0.3	Sidewalks	West	Sidewalks	East	H/T
WILS0006-H	NC 58	Existing NC 58 - Forest Hills Rd. (SR 1165)	1.1	N/A		Sidewalks		H/B/T
WILS0007-H	Airport Blvd. (SR 1320)	North of NC 58 - NC 42	3.1	N/A		Sidewalks		H/B/T
U-3471	Black Creek Rd. (SR 1606)	US 301 - US 264 Bypass	2.5	N/A		Sidewalks		H/B/T
WILS0009-H	Downing Rd. (SR 1163)	Forest Hills Rd. (SR 1165) - US 264	1.5	N/A		Sidewalks		H/B
WILS0012-H	Forest Hills Rd. (SR 1165)	Cardinal Dr - Nash St (SR1377)	1.7	N/A		Sidewalks		H
WILS0012-H	Forest Hills Rd. (SR 1165)	Existing Forest Hills Rd. (SR 1165) - Cardinal Dr.	0.2	Sidewalks	East	Sidewalks	West	H
WILS0012-H	Forest Hills Rd. (SR 1165)	Existing Forest Hills Rd. (SR 1165) - US 264 Alt.	0.2	N/A		Sidewalks		H
WILS0011-H	Forest Hills Rd. (SR 1165)	US 264 Alt - US 301	3.2	N/A		Sidewalks		H/B
WILS0002-H	Hines St.	AC College Dr. - Rountree St.	0.1			Sidewalks		H/B
WILS0002-H	Hines St.	Daniel St. - Jackson St.	0.2	N/A		Sidewalks		H/B
WILS0002-H	Hines St.	Jackson St. - Tarboro St. (SR 1184)	0.2	Sidewalks	West	Sidewalks	East	H/B

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
WILS0002-H	Hines St.	Lodge St - Nash St. (SR 1377)	0.5			Sidewalks		H/B
WILS0002-H	Hines St.	Nash St. (SR 1377) - Pender St. (SR 1670)	0.4	N/A		Sidewalks		H/B
WILS0002-H	Hines St.	Raleigh Rd. Pkwy. (SR 1192) - AC College Dr.	0.1	N/A		Sidewalks		H/B
WILS0002-H	Hines St.	Rountree St. - Warren St.	0.1	N/A		Sidewalks		H/B
WILS0002-H	Hines St.	Tarboro St. (SR 1184) - Lodge St.	0.3	N/A		Sidewalks		H/B
WILS0001-P	Hines St.	Ward Blvd. (SR 1516) - Raleigh Rd. Pkwy. (SR 1192)	0.6	Sidewalks	West	Sidewalks	East	
WILS0002-H	Hines St.	Warren St. - Daniel St.	0.2	Sidewalks	West	Sidewalks	East	H/B
WILS0013-H	Lake Wilson Rd. (SR 1332)	Lake Hills Dr. - London Church Rd. (SR 1327)	0.8	N/A		Sidewalks		H/B/T
FS-0204E	Lamm Rd. (SR 1001)	US 264 Alt. - NC 42	3.7	N/A		Sidewalks		H/B/T
U-3470	Northern Connector	NC 58 - US 301	5.2	N/A		Sidewalks		H/B
WILS0016-H	Old Stantonsburg Rd.	Old Black Creek Rd. (SR 1606) - US 264 Bypass	3.2	N/A		Sidewalks		H/B
WILS0002-P	Tarboro St.	Ward Blvd. - Fairview Ave.	0.6	Sidewalks	East / West	Sidewalks	East /West	
WILS0003-P	Ward Blvd.	Scythia St. - Boswell St.	0.1	N/A		Sidewalks		
WILS0018-H	Westwood Ave.	Airport Blvd. (SR 1320) - existing Westwood Ave.	1.8	N/A		Sidewalks		H/B
WILS0019-H	Wilco Blvd. (SR 1608)	US 301 - Black Creek Rd. (SR 1606)	1.7	N/A		Sidewalks		H/B
Elm City								
WILS0004-P	N. Anderson St.	W. Main St - W. Wilson St.	0.1	Sidewalks	East	Sidewalks	West	
WILS0005-P	N. Parker St.	W. Wilson St. - W. Nash St. (SR 1339)	0.1	Sidewalks	East/West	Sidewalks	East/West	
WILS0006-P	N. Parker St.	W. North St. - W. Nash St.	0.2	N/A		Sidewalks		
WILS0007-P	S. Railroad St.	E. Main St. - E. Wilson St.	0.1	Sidewalks	West	Sidewalks	East	
WILS0008-P	W. Main St.	N. Anderson St. - N. Railroad St.	0.2	Sidewalks	North/South	Sidewalks	North / South	
WILS0009-P	W. Nash St.	N. Parker St. - N. Railroad St.	0.1	Sidewalks	South	Sidewalks	North	
WILS0010-P	W. Wilson St.	S. Railroad St. and S. Anderson St.	0.1	N/A		Sidewalks		
Town of Black Creek								
WILS0011-P	Barden St.	Church St. - W. Center St.	0.1	N/A		Sidewalks		
WILS0012-P	Barnes St	Church St. - W. Center St.	0.1	N/A		Sidewalks		
WILS0013-P	Church St.	Privette St. - Barnes St.	0.3	N/A		Sidewalks		
WILS0014-P	Minshew St.	Church St. - W. Center St.	0.1	N/A		Sidewalks		
Town of Lucama								
WILS0015-P	US 301	Davis St. - Lucas St.	0.2	N/A		Sidewalks		
WILS0016-P	US 301	Davis St. - N Main St.	0.1	Sidewalks	South	Sidewalks	North	
WILS0017-P	US 301	N. Goldsboro St. - N Hill. St.	0.1	Sidewalks	South	Sidewalks	North	
WILS0018-P	Aycock St.	S. Main St. - S. Goldsboro St.	0.1	N/A		Sidewalks		
WILS0019-P	Blalock Rd. (SR 1645)	S. Main St. - Little Rock Church Rd. (SR 1649)	0.2	Sidewalks	North	Sidewalks	South	
WILS0020-P	Blalock Rd. (SR 1645)	S. Main St. - S Hill St.	0.2	N/A		Sidewalks		
WILS0021-P	Campbell St.	S. Main St. - S. Hill St.	0.2	N/A		Sidewalks		
WILS0022-P	Davis St.	US 301 - E. Oak St.	0.1	N/A		Sidewalks		
WILS0023-P	E. Oak St.	Existing E. Oak St. - N. Main St.	0.2	Sidewalks	North	Sidewalks	South	
WILS0024-P	N. Goldsboro St.	US 301 - W. Oak St.	0.1	N/A		Sidewalks		
WILS0025-P	N. Hill St.	US 301 - W. Spring St.	0.2	N/A		Sidewalks		
WILS0026-P	N. Main St.	E. Oak St. - US 301	0.1	Sidewalks	East / West	Sidewalks	East / West	
WILS0027-P	Newsome St.	US 301 - E. Oak St.	0.1	N/A		Sidewalks		
WILS0028-P	S. Goldsboro St.	Aycock St. - Blalock Rd.	0.0	N/A		Sidewalks		

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
WILS0029-P	S. Goldsboro St.	W. Groves St. - W. Spring St.	0.1	N/A		Sidewalks		
WILS0030-P	S. Goldsboro St.	W. Spring St. - Aycock St.	0.2	Sidewalks	East/West	Sidewalks	East /West	
WILS0031-P	S. Hill St.	W. Spring St. - Blalock Rd.	0.2	Sidewalks	East	Sidewalks	West	
WILS0032-P	S. Main St.	E. Oak St - E. Groves St.	0.0	N/A		Sidewalks		
WILS0033-P	W. Groves St.	S. Main St. - S. Goldsboro St.	0.1	N/A		Sidewalks		
WILS0034-P	W. Oak St.	N. Main St. - N. Hill St.	0.2	N/A		Sidewalks		
WILS0035-P	W. Spring St.	S. Main St. - S. Hill St.	0.2	Sidewalks	North /South	Sidewalks	North / South	
Town of Saratoga								
WILS0036-P	Church St.	Page St. - Roger St.	0.3	Sidewalks	East / West	Sidewalks	East/West	
WILS0037-P	Main St.	Access Main St. - Gardner St.	0.3	Sidewalks	North	Sidewalks	South	
WILS0038-P	Main St.	Rogers St. - Access Main St.	0.0	N/A		Sidewalks		
WILS0039-P	Rogers St.	Main St. - Church St.	0.2	N/A		Sidewalks		
Town of Stantonsburg								
WILS0040-P	NC 111/NC 222/N. Main St.	Broad Ave. - W. Commercial Ave.	0.0	Sidewalks	East / West	Sidewalks	East/West	
WILS0041-P	E. Julian Ave	S. Main St. - S. Travis St.	0.1	N/A		Sidewalks		
WILS0042-P	S. Travis St.	E. Thompson Ave. - E. Julian Ave.	0.1	N/A		Sidewalks		
WILS0043-P	S. Yelverton St.	W. Commercial Ave. - W. Thompson Ave.	0.1	N/A		Sidewalks		
WILS0044-P	S. Yelverton St.	W. Julian Ave. - Bagley. St.	0.0	N/A		Sidewalks		
WILS0045-P	Shelton Dr.	S. Yelverton St. - S. Main St.	0.1	N/A		Sidewalks		
Wilson County								
WILS0001-H	US 264 Alt.	US 264 Bypass - Ward Blvd. (SR 1516)	6.1	N/A		Sidewalks		H/B/T
WILS0005-H	NC 42	Airport Blvd. (SR 1320) - I-95	2.0	N/A		Sidewalks		H/B
WILS0008-H	Bloomery Rd. (SR 1309)	Packhouse Rd. (SR 1382) - US 264 Alt.	0.8	N/A		Sidewalks		H
WILS0014-H	London Church Rd. (SR 1332)	Nash Co. Line - NC 42	7.3	N/A		Sidewalks		H/B

MULTI-USE PATH								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Side of Street	Cross-Section	Side of Street	Cross-Section	Modes
WILS0001-M	Buckhorn – Contentnea Multi-Use Path Connector	N/A	8.2	N/A		N/A	MA	B/P
WILS0002-M	City of Wilson Multi-Use Path Connector	N/A	1.1	N/A		N/A	MA	B/P
WILS0003-M	Toisnot Reservoir Multi-Use Path	N/A	1	N/A		N/A	MA	B/P
WILS0004-M	Westwood Toisnot Multi-Use Path Connector	N/A	1.3	N/A		N/A	MA	B/P

[1] Only major routes and proposals are shown here. For further documentation of bicycle, pedestrian, and multi-use facilities and proposals, refer to:
City of Wilson Comprehensive Bicycle Plan (http://www.wilsonnc.org/departments/developmentservices/plansandordinances/comprehensivebicycleplan/) and
City of Wilson Pedestrian Plan (http://www.wilsonnc.org/downloads/PedPlanFinal.pdf).

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 typical cross sections were updated on December 7, 2010 to support the Department's "Complete Streets" policy that was adopted in July 2009. This guidance established design elements that emphasize safety, mobility, and accessibility for multiple modes of travel. These "typical" cross sections should be used as preliminary 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 (NEPA) documentation and through final plan 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, and
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment.
- roadways which may need to accommodate an additional transportation mode

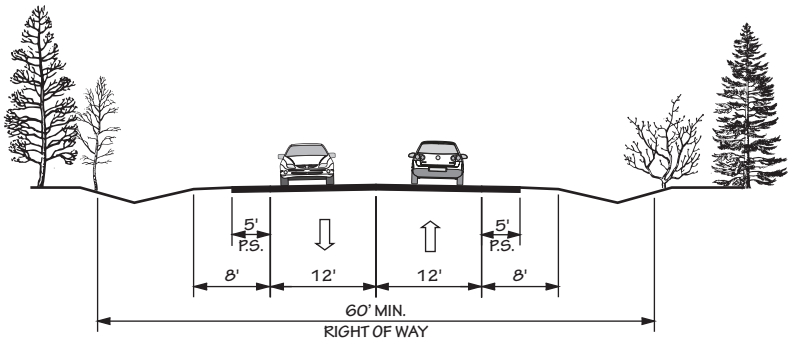
Figure 14

TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

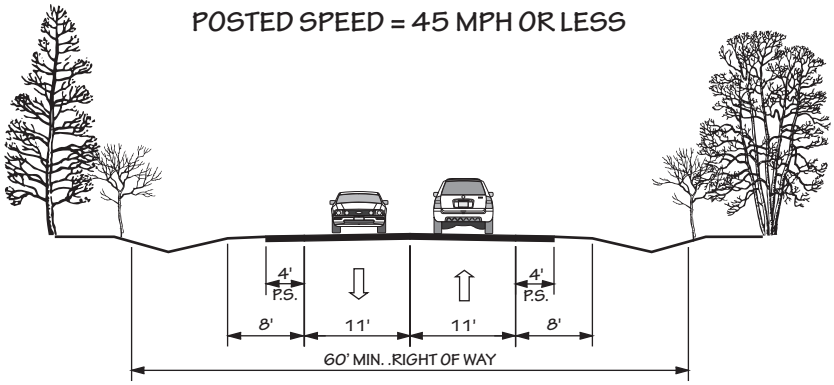
2 A

WIDE PAVED SHOULDERS
POSTED SPEED = 55 MPH



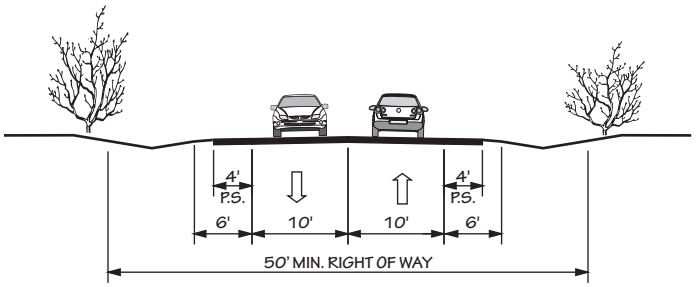
2 B

WIDE PAVED SHOULDERS
POSTED SPEED = 45 MPH OR LESS



2 C

WIDE PAVED SHOULDERS
POSTED SPEED = 35 MPH OR LESS

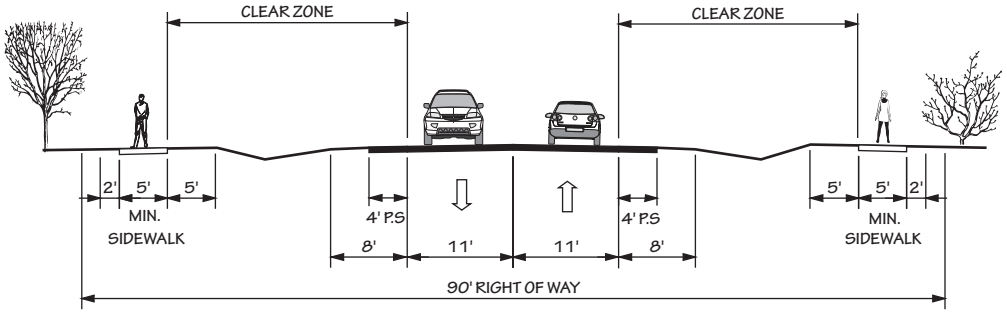


TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

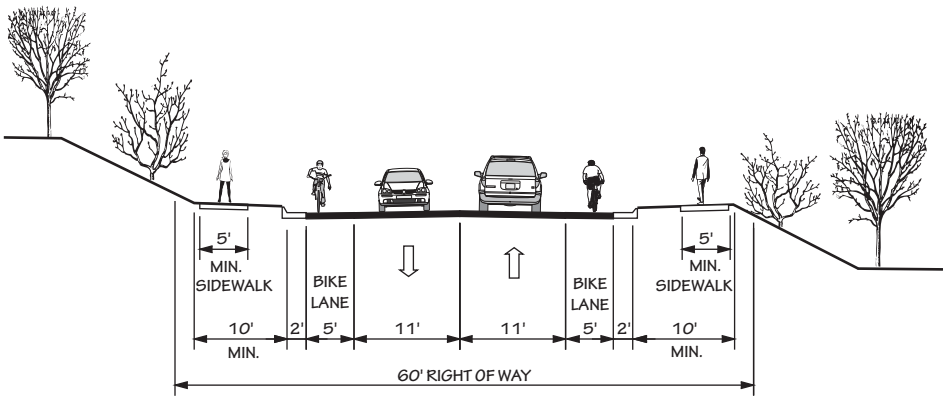
2 D

SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH



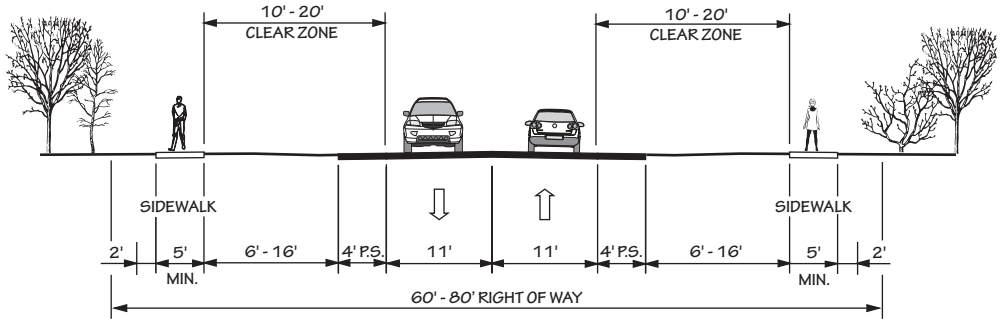
2 E

CURB AND GUTTER
WITH BIKE LANES AND SIDEWALKS



2 F

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



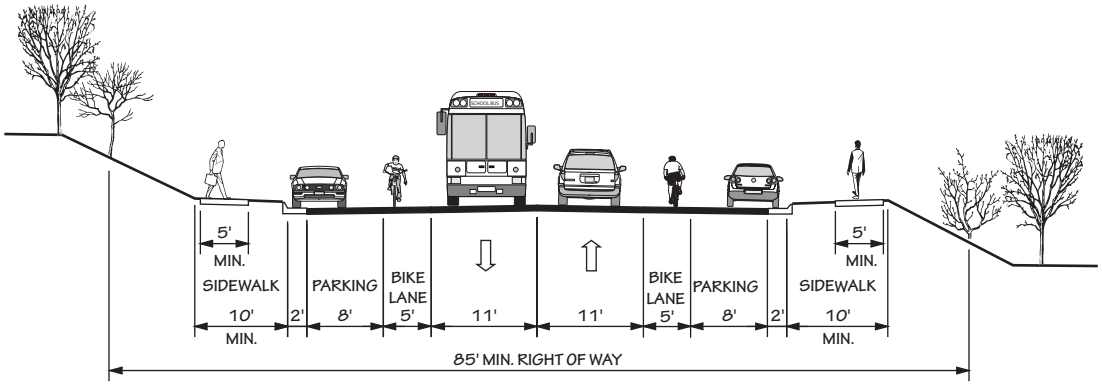
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

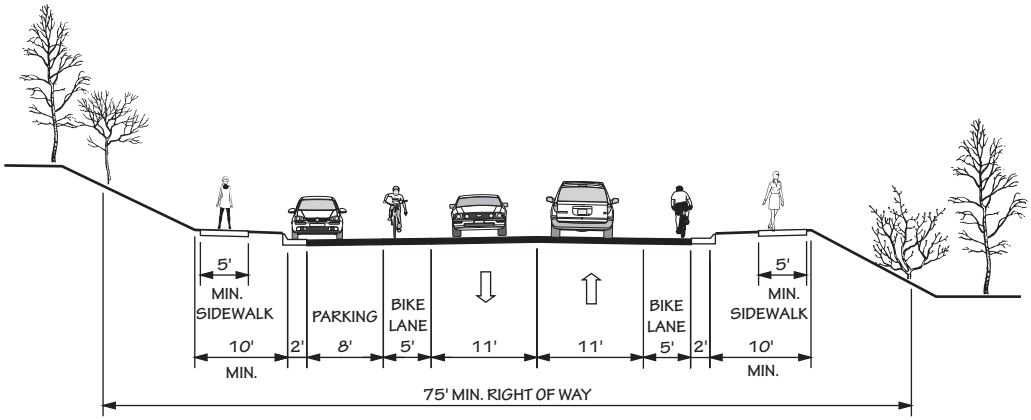
2 G

CURB & GUTTER - PARKING ON EACH SIDE



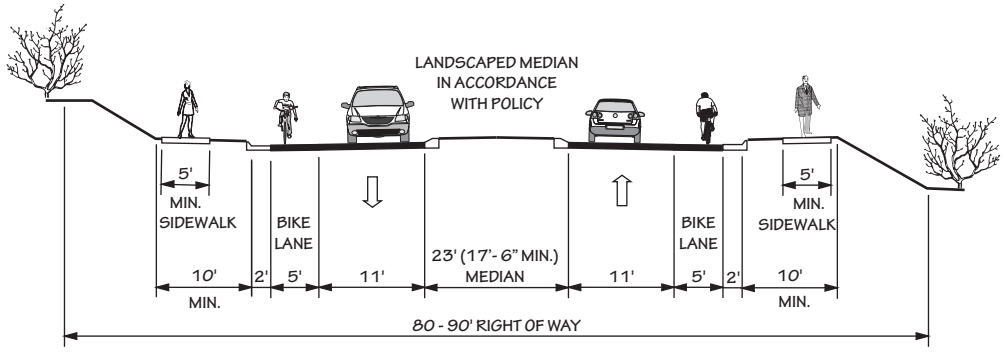
2 H

CURB & GUTTER - PARKING ON ONE SIDE



2 I

RAISED MEDIAN WITH CURB & GUTTER



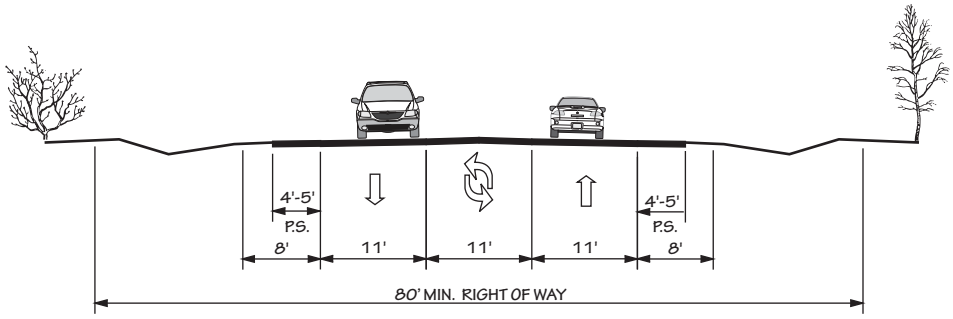
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

3 LANES

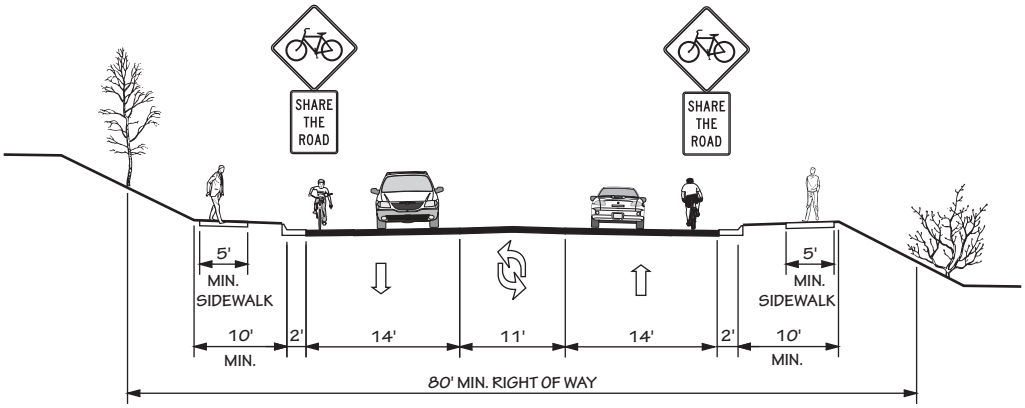
3 A

WIDE PAVED SHOULDERS



3 B

CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



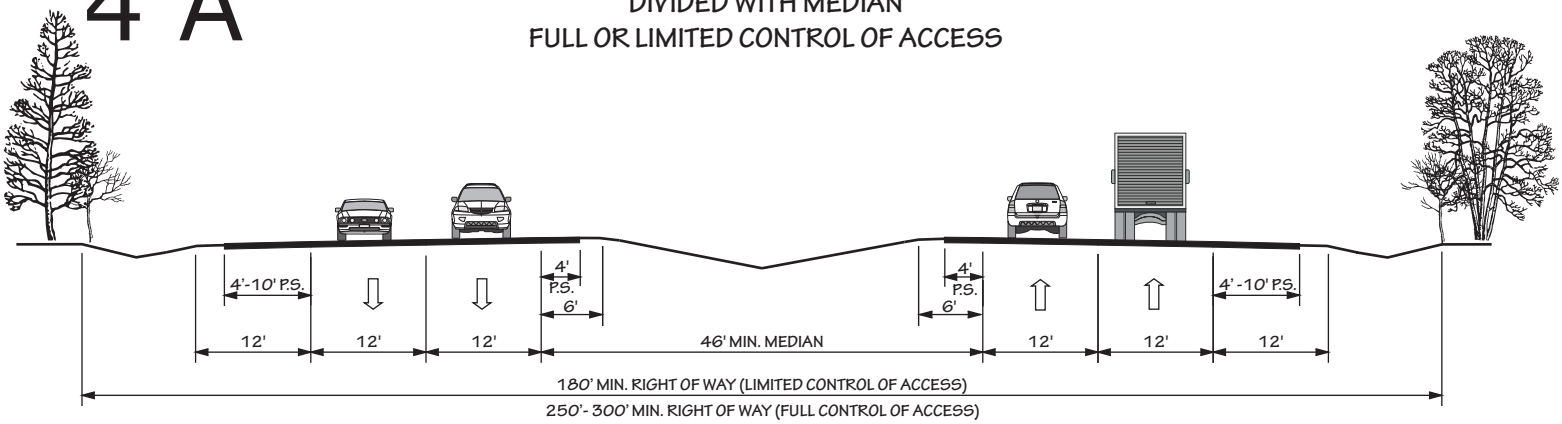
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

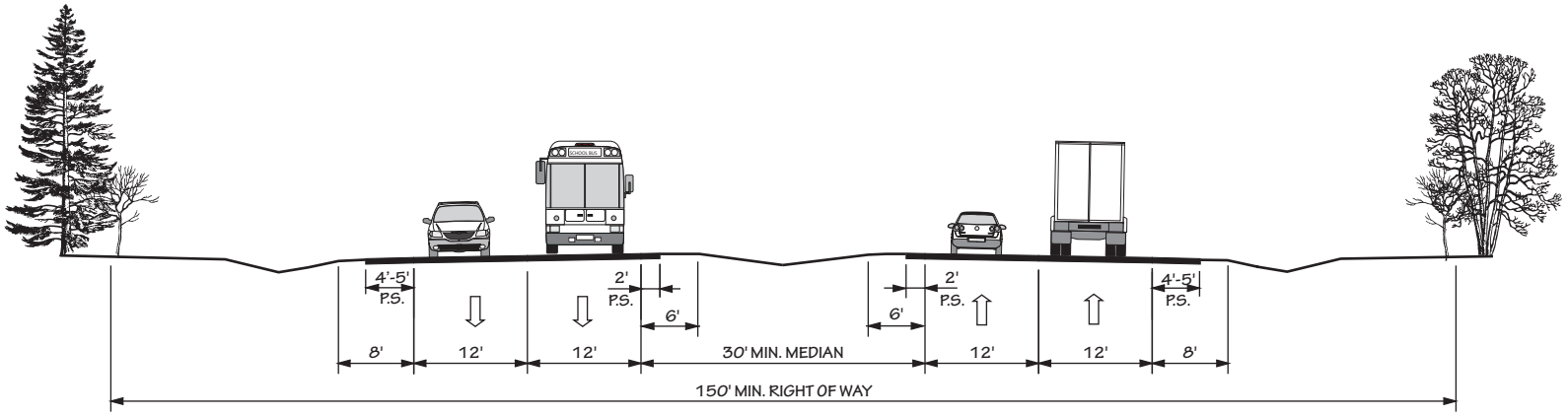
4 A

DIVIDED WITH MEDIAN
FULL OR LIMITED CONTROL OF ACCESS



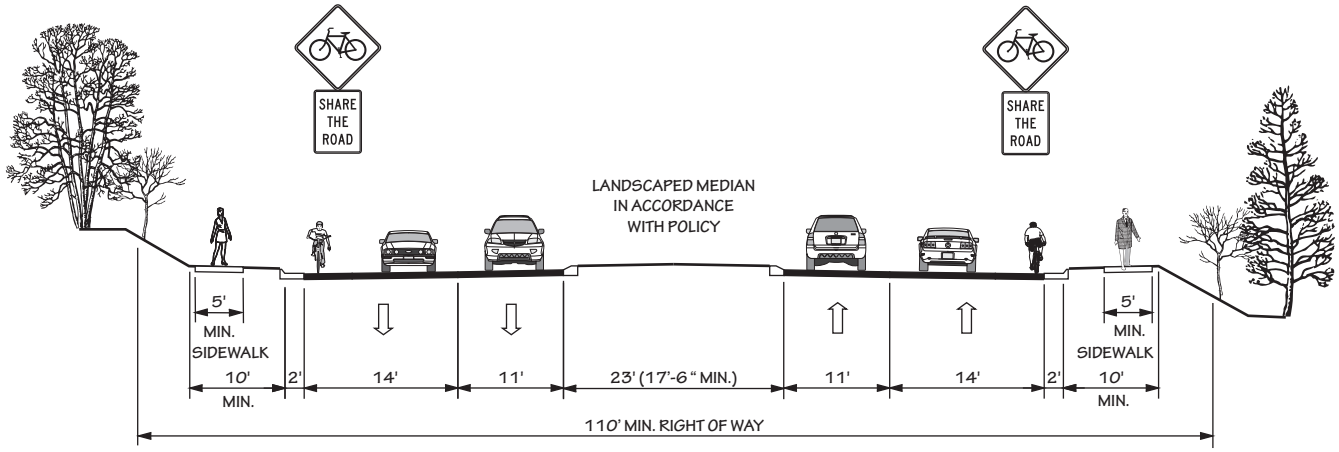
4 B

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



4 C

RAISED MEDIAN WITH WIDE OUTSIDE LANES AND SIDEWALKS



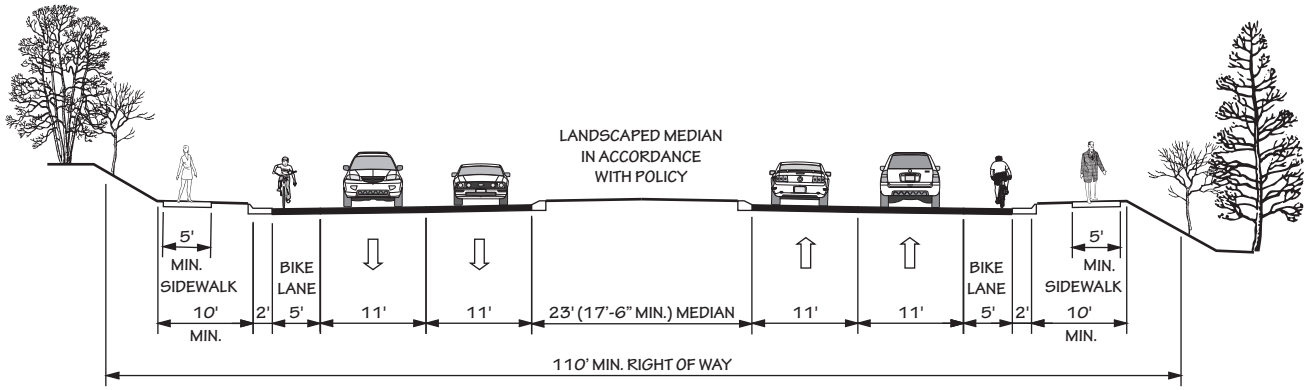
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

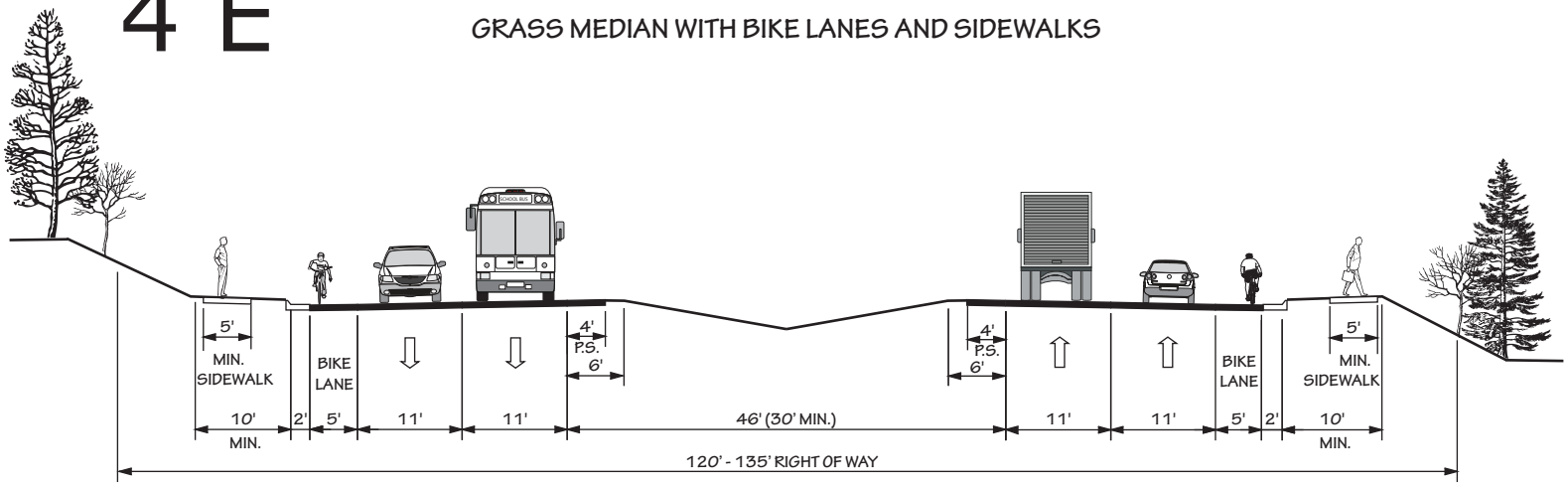
4 D

RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



4 E

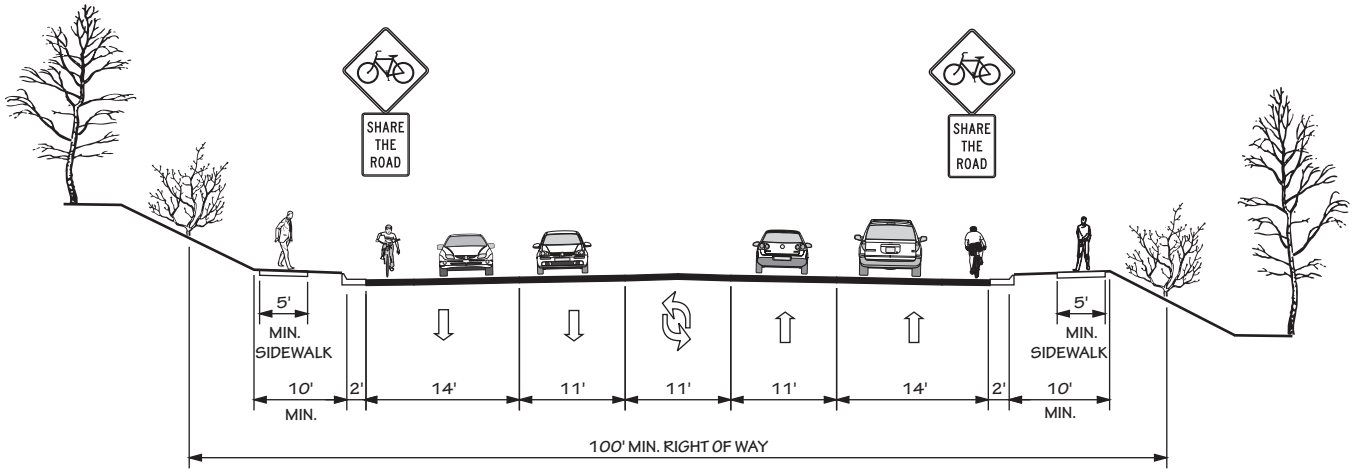
GRASS MEDIAN WITH BIKE LANES AND SIDEWALKS



5 LANES

5 A

WIDE OUTSIDE LANES

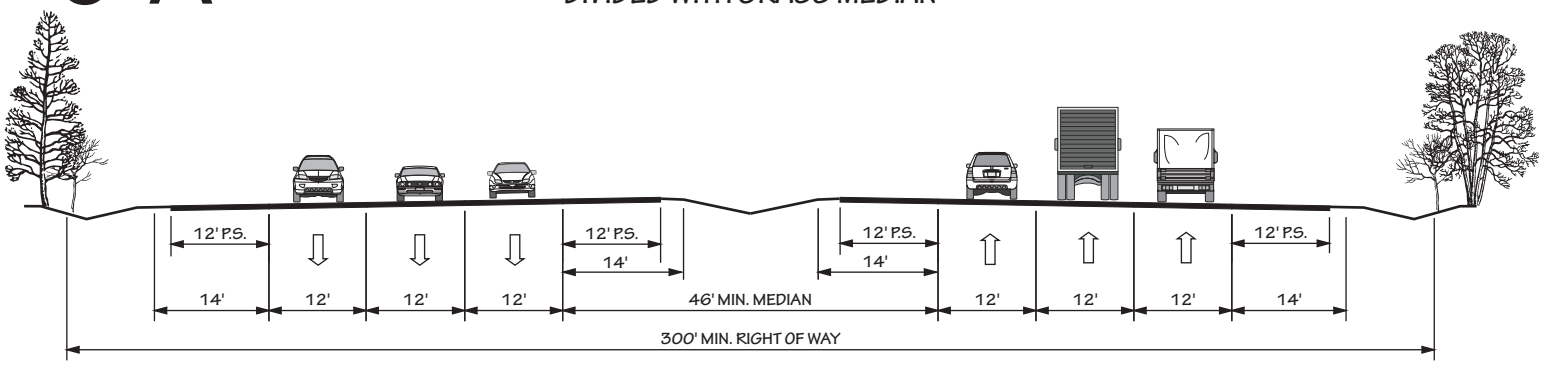


TYPICAL HIGHWAY CROSS SECTIONS

6 LANES

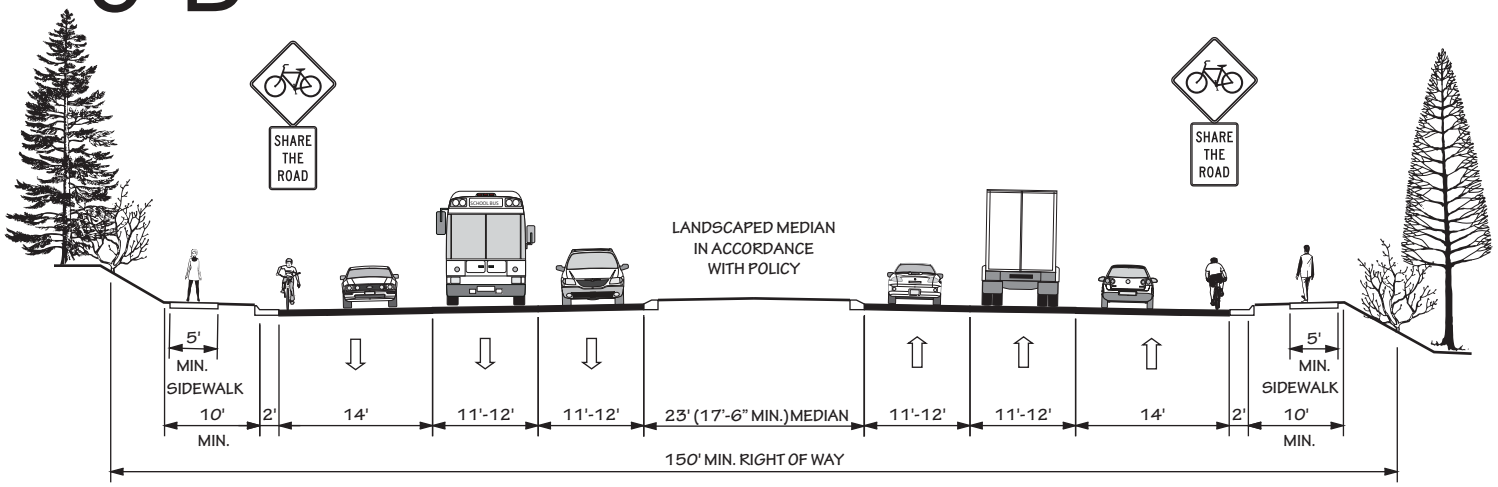
6 A

DIVIDED WITH GRASS MEDIAN



6 B

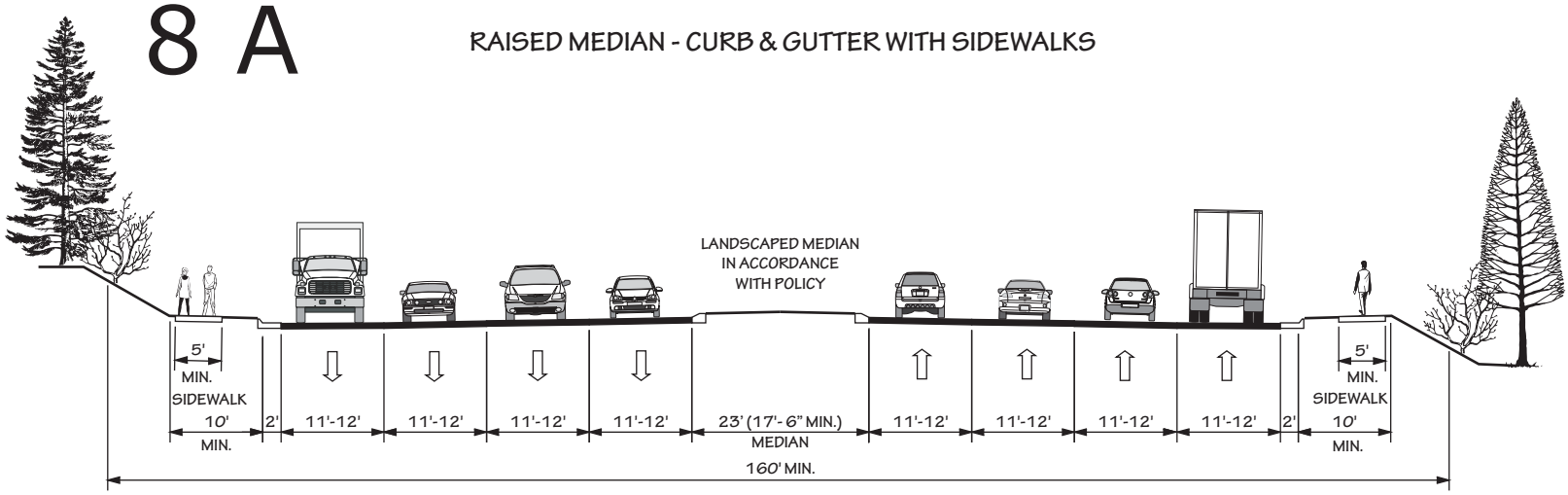
RAISED MEDIAN - CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



8 LANES

8 A

RAISED MEDIAN - CURB & GUTTER WITH SIDEWALKS

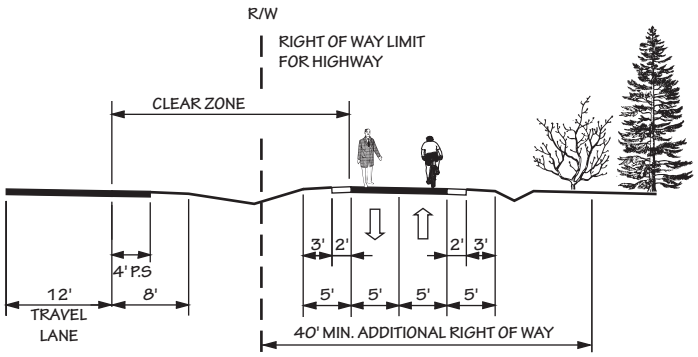


Revised 12/07/2010

TYPICAL MULTI - USE PATH

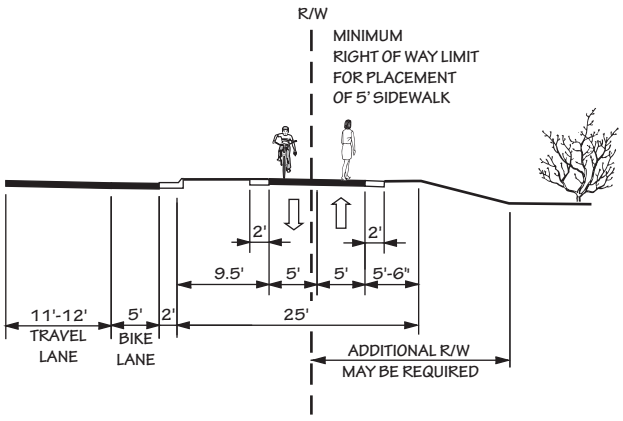
MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

M A



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

M B



Appendix E
Level of Service Definitions

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

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 15.

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

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

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

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

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

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

Figure 15 - Level of Service Illustrations

Level of Service A

Driver Comfort: High

Maximum Density:

12 passenger cars per mile per lane

Level of Service B

Driver Comfort: High

Maximum Density:

20 passenger cars per mile per lane

Level of Service C

Driver Comfort: Some Tension

Maximum Density:

30 passenger cars per mile per lane

Level of Service D

Driver Comfort: Poor

Maximum Density:

42 passenger cars per mile per lane

Level of Service E

Driver Comfort: Extremely Poor

Maximum Density:

67 passenger cars per mile per lane

Level of Service F

Driver Comfort: The lowest

Maximum Density:

More than 67 passenger cars per mile per lane

Source: 2000 Highway Capacity Manual

Appendix F
Traffic Crash Analysis

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

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

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

Table 4 depicts a summary of the crashes occurring in the planning area between January 1, 2007 and December 31, 2010. The data represents locations with 10 or more crashes and/or a severity average greater than that of the state's 4.56 index. The "Total" column indicates the total number of accidents reported within 150-ft of the intersection during the study period. The severity listed is the average crash severity for that location.

Table 4 - Crash Locations

Map Index	Intersection	Average Severity	Total Crashes
1	Atlantic Christ College Drive & Nash Street (SR 1377)	12.28	10
2	Hines Street & Lodge Street	11.93	11
3	Goldsboro Street (SR 1168) & Ward Boulevard (SR 1516)	8.94	18
4	Downing Road (SR 1163) & Forest Hills Road (SR 1165)	8.51	17
5	US 264 & US 301	7.27	18
6	Thurston Drive & Ward Boulevard (SR 1516)	7.04	15
7	Glendale Drive & Wooten Boulevard	6.38	11
8	Downing Road (SR 1163) & Ward Boulevard (SR 1516)	5.93	18

9	Black Creek Road (SR 1606) & Ward Boulevard (SR 1516)	5.44	10
10	Wiggins Mill Road (SR 1103) & Radford Road (SR 1169)	5.44	10
11	Nash Street (SR 1377) & Raleigh Road Parkway (SR 1192)	5.32	12
12	Lane Street & Ward Boulevard (SR 1516)	5.32	12
13	Hines Street & Pender Street (SR 1670)	5.32	12
14	Hines Street & Tarboro Street (SR 1184)	5.11	18
15	Herring Avenue & Ward Boulevard (SR 1516)	4.98	13
16	US 301 & Ward Boulevard (SR 1516)	4.70	24
17	Glendale Drive & Tarboro Street (SR 1184)	4.70	10
18	Forest Hills Road (SR 1165) & Wooten Boulevard	4.70	10
19	Fairview Avenue & Tarboro Street (SR 1184)	4.36	11
20	Nash Street (SR 1377) & Pine Street (SR 1186)	4.08	12
21	Nash Street (SR 1377) & Ward Boulevard (SR 1516)	3.96	25
22	Forest Hills Road (SR 1165) & Ward Boulevard (SR 1516)	3.96	15
23	Forest Hills Road (SR 1165) & Westwood Avenue	3.78	40
24	Raleigh Road Parkway (SR 1192) & Wolf Trap Drive	3.64	14
25	Parkwood Boulevard & Tarboro Street (SR 1184)	3.61	17
26	Churchill Avenue & Ward Boulevard (SR 1516)	3.28	13
27	Forest Hills Road (SR 1165) & Tarboro Street (SR 1184)o	3.22	20
28	Airport Boulevard (SR 1320) & Raleigh Road Parkway (SR 1192)	3.06	36
29	US 264 & NC 42	3.02	11
30	Raleigh Road Parkway (SR 1192) & Woodland Drive	3.02	11
31	Raleigh Road Parkway (SR 1192) & Ward Boulevard (SR 1516)	3.00	48
32	US 301 & Forest Hills Road (SR 1165)	2.93	23
33	I-95 & Raleigh Road Parkway (SR 1192)	2.93	23
34	Forest Hills Road (SR 1165) & Raleigh Road Parkway (SR 1192)	2.93	46
35	Lake Wilson Road (SR 1332) & Nash Street (SR 1377)	2.85	12
36	Parkwood Boulevard & Ward Boulevard (SR 1516)	2.71	13
37	Hayes Pl. & Raleigh Road Parkway (SR 1192)	2.48	10
38	Forest Hills Road (SR 1165) & Ortho Drive	2.48	10
39	Ward Boulevard (SR 1516) & Ward Annex Boulevard	2.48	15
40	I-95 & US 264	2.41	21
41	Tarboro Street (SR 1184) & Ward Boulevard (SR 1516)	2.39	32
42	Airport Boulevard (SR 1320) & Nash Street (SR 1377)	2.14	13
43	Forest Hills Road (SR 1165) & Forest Hills Road (SR 1165)	2.12	33
44	Harrison Drive & Ward Boulevard (SR 1516)	1.74	10

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

Appendix G
Bridge Deficiency Assessment

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

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

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

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

Table 5 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	CTP Project
2	SR 1628	Contentnea Creek	Functionally Obsolete	B-4682
3	SR 1634	Great Swamp	Functionally Obsolete	B-4328
11	SR 1542	Toisnot Swamp	Structurally Deficient	
13	SR 1539	Toisnot Swamp	Structurally Deficient	
25	NC 111, NC 222	Contentnea Creek	Functionally Obsolete	
30	NC 58	Contentnea Creek	Structurally Deficient	
31	NC 42	Contentnea Creek	Functionally Obsolete	
35	NC 42	Marsh Swamp	Functionally Obsolete	
38	NC 58	Branch	Structurally Deficient	
52	SR 1131	Turkey Creek	Functionally Obsolete	B-4327
58	US 264 Alt.	White Oak Swamp	Structurally Deficient	
59	SR 1162	Contentnea Creek	Functionally Obsolete	
60	NC 42	Toisnot Swamp	Functionally Obsolete	
63	US 301 (NBL)	Toisnot Swamp	Functionally Obsolete	
64	US 301	Toisnot Swamp	Functionally Obsolete	
65	SR 1163	Swamp	Functionally Obsolete	
66	SR 1163	Swamp	Functionally Obsolete	B-4679
67	SR 1163	Contentnea Creek	Functionally Obsolete	
68	NC 42	US 301	Functionally Obsolete	B-4678
79	SR 1001	Bloomery Swamp	Functionally Obsolete	B-4326
80	US 301	SCL Railroad	Functionally Obsolete	
94	SR 1400	Town Creek	Structurally Deficient	
96	SR 1400	Trib. Of Town Creek	Structurally Deficient	
104	SR 1424	Cattail Swamp	Structurally Deficient	
105	SR 1418	Cattail Swamp	Functionally Obsolete	
109	SR 1002	Town Creek	Structurally Deficient	
113	SR 1514	Swamp	Structurally Deficient	
119	SR 1531	Little Contentnea Creek	Structurally Deficient	B-4681
122	SR 1507	Whiteoak Swamp	Structurally Deficient	B-4680
148	SR 1428	Trib. White Swamp	Structurally Deficient	
215	SR 1163	Hominy Swamp	Structurally Deficient	
219	SR 1368	SCL Railroad	Functionally Obsolete	
250	US 264 BYP. WBL	SR 1612 & CSX Railroad	Functionally Obsolete	
251	US 264 BYP. EBL	SR 1612 & CSX Railroad	Functionally Obsolete	
265	US 264 Alt.	US 264	Functionally Obsolete	
268	US 264 EBL	I-95	Functionally Obsolete	
269	US 264 WBL	I-95	Functionally Obsolete	

Appendix H
Public Involvement

Listing of steering committee members:

R. Bryant Bunn, III, P.E. – City of Wilson Engineer
Rodger Lentz, AICP – City of Wilson Director of Planning & Development Services
Mark Johnson – Wilson County Planning Director
Daniel N. Van Liere – Upper Coastal Plain RPO planning Director
Jennifer Lantz – Wilson Economic Development Council Director
Janet Holland - City of Wilson Assistant Director of Planning & Development Services
Gronna Jones - City of Wilson Transportation Manager
Elaine Swinson - Wilson County Transportation Planner
Robert Bartlett, P.E. - Bartlett Engineering
Jimmy Eatman, P.E. – NCDOT
Bill Bass, P.E. - NCDOT
Ron Sutton, P.E. - Herring-Sutton & Associates
William Edmundson – Stantonsburg, NC Resident
Charles Hawkins - Saratoga, NC Resident

Wilson County CTP Goals and Objectives Statement:

Purpose:
To work with the County of Wilson, the City of Wilson, and the Towns of Black Creek, Elm City, Lucama, Saratoga, Kenly, Sharpsburg, Sims, and Stantonsburg to analyze all forms of transportation utilized within these areas and develop a Comprehensive Transportation Plan to act as a guide for all future modal travel needs and recommendations.

Vision:
Enhance the connectivity of Wilson County through the development of a transportation network which promotes and supports economic development compatible with the existing and future environmental and land use patterns.

Provide safe, reliable, affordable, and convenient transportation choices to the residents of Wilson County as well as public awareness of those choices. Develop a regional transportation network that improves Wilson County residents' quality of life and surrounding environment.

Goals:

1. Insure the integrity of the existing Transportation system by encouraging planned and strategic development.

2. Encourage right of way preservation to ensure expansion of the existing system and future roadway projects.

3. Coordinate transportation and improvement needs between multiple jurisdictions.

4. Provide means to identifying and prioritizing transportation system needs on a local and regional scale.

5. Enhance and expand services for alternative needs of transportation including but not limited to transit, walking and bicycling through increased funding and cooperative regional planning.

6. Acknowledge ways to improve safety and congestion as well as programs to educate the public on traffic safety.

7. Recognize a sustainable transportation infrastructure linking Wilson County with surrounding metropolitan areas including Raleigh, Greenville, and other areas along the Eastern United States.

8. Educate the public on general transportation issues as well as alternative forms of transportation.

A public Survey was conducted during the planning process. The survey and results are shown on the following pages.

Wilson County

Comprehensive Transportation Plan

Public Survey

Wilson County, the City of Wilson, and other county municipalities are working in coordination with the North Carolina Department of Transportation and the Upper Coastal Plain RPO to develop a county wide Comprehensive Transportation Plan. The purpose of this plan is to identify county and municipal transportation problems, now as well as in the future, and identify solutions which provide for a safe and reliable transportation system. In order for this plan to be truly comprehensive it must contain input from local residents. Please take a few minutes to complete this survey and ensure the opinions and concerns of Wilson County residents are addressed within the plan.

Thank you for your assistance,

Please return the completed survey to your local government planning department. You can also mail this survey to:

Upper Coastal Plain RPO
120 W. Washington St. Suite 2110
Nashville, NC 27856

Or complete it online at:
www.surveymonkey.com/wilsoncountysurvey

1) How important are the following transportation goals to you? (Please **check** the box that best describes the importance to you)

	Very Important	Important	Not Important
Increased Transportation choices: (Additional opportunities to walk or bike to destinations)			
Increased Public Transportation options: (Bus or rail service to destinations; Park-n-ride lots)			
Faster Automobile Travel Times: (High-speed Roads with more lanes and fewer intersections; more connector roads; less congestion)			
Access: (Better connection to employment, medical facilities, and higher education facilities)			
Service of Special Needs: (Better transportation services for low income, elderly, and disabled residents)			
Economic Growth: (Building or improving roads and railways to attract new businesses and to allow existing businesses to expand)			
Community and Rural Character Preservation: (Keeping businesses in downtown areas; preservation of existing buildings and neighborhoods; maintaining rural culture and landscape)			

2) To alleviate traffic congestion a road should be improved by: (Please **check** the box that best describes the importance to you)

	Very Important	Important	Not Important
Building additional travel lanes:			
Controlling the frequency and locations of driveways and cross streets that access the road:			
Better traffic signal timing (stop light):			
Adding turn lanes, widening lanes, adding shoulders:			
Pavement maintenance:			

3) Are you concerned with safety or accident problems at any specific location?

☐ Yes
☐ No

If yes, please give a description of the location(s) including road name and/or intersection:

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

☐ Yes
☐ No

If yes, please give examples:

5) Is commercial truck traffic a problem in the area?

☐ Yes
☐ No

If yes, please provide road names or locations (What are the issues, e.g., noise, speed, safety, etc…):

6) What towns or roads would you like to have improved access to? (Please **check** all that apply)

☐	Raleigh	☐	Smithfield	☐	Kinston	☐	US 64
☐	Rocky Mount	☐	Goldsboro	☐	Tarboro	☐	US 13
☐	Greenville	☐	Farmville	☐	Snow Hill	☐	US 258
☐	Other: _____			☐	Other: _____		
☐	Other: _____			☐	Other: _____		

7) Identify any roadways that need improvement

8) Would you use the following daily round-trip transportation facilities instead of your own personal vehicle if they were provided? (Please check the appropriate box)

	Yes	No
On-road bicycle lanes and/or wide shoulders:	☐	☐
Off-road trails or greenways for walking and biking:	☐	☐
Sidewalks:	☐	☐
Park-n-ride lots (parking areas to transportation and carpooling):	☐	☐
Bus service to/from Raleigh/ Durham/Chapel Hill:	☐	☐
Bus service to/from Rocky Mount:	☐	☐
Bus service to/from Greenville:	☐	☐
Bus service to/from Goldsboro:	☐	☐
Commuter Rail to/from Wake Co. :	☐	☐
Commuter Rail to/from Pitt Co. :	☐	☐

If you answered yes for any facilities, please provide a location as to where they may be beneficial.

9) What other transportation issues exist in Wilson County?

We would like to know a little about you so that we can verify that this survey has reached a wide variety of our residents. Your answers will be kept strictly confidential and will **not** be sold to any outside parties. Please **check** the appropriate box:

10) What is your age?

<18	☐	45-54	☐
18-24	☐	55-64	☐
25-34	☐	65-74	☐
35-44	☐	>75	☐

11) How many people live in your household including yourself?

1	☐	5	☐
2	☐	6	☐
3	☐	7	☐
4	☐	8+	☐

12) Do you own a vehicle

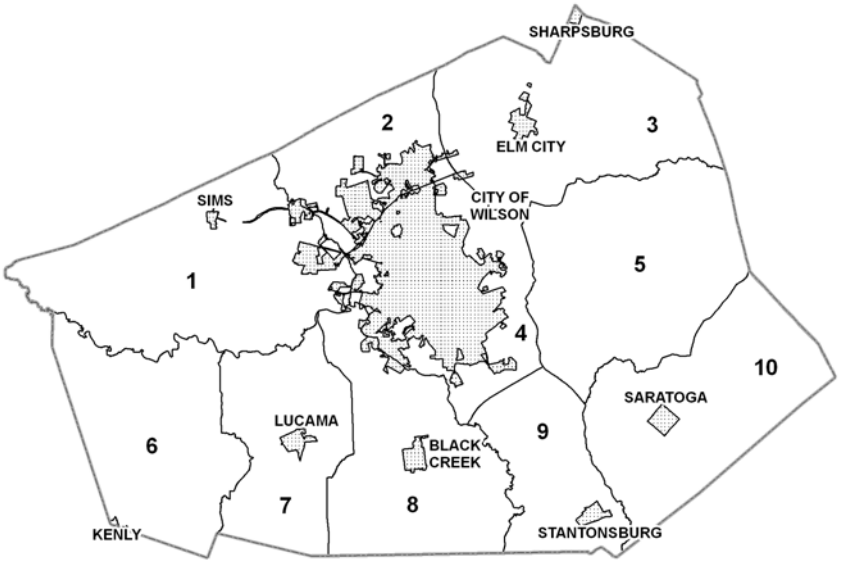
Yes ☐ No ☐

13) What was your household income last year?

< $15,000	☐	$50,000 - $59,999	☐
$15,000 - $29,999	☐	$60,000 - $69,999	☐
$30,000 - $39,999	☐	> $70,000	☐
$40,000 - $49,999	☐	Don't Know	☐

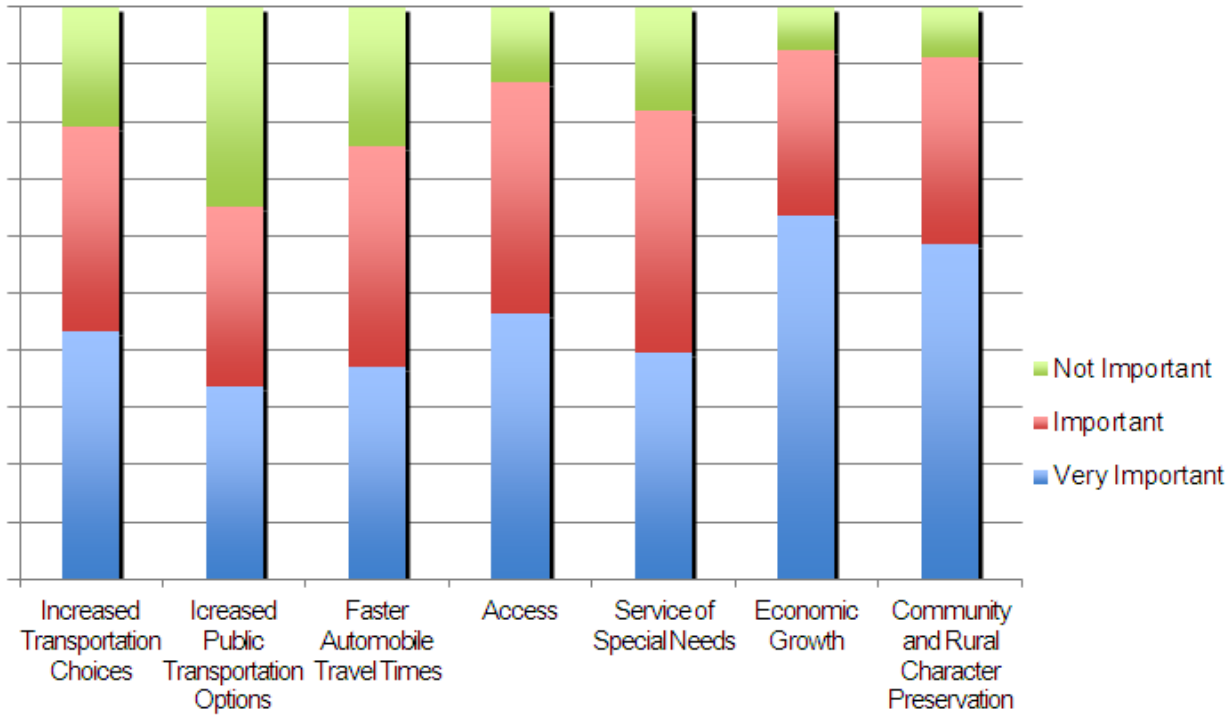
14) In what community of Wilson County do you live? (Please **check** only one (1) box. If you live in an unincorporated area, please check a township (TS); use the corresponding map as reference.)

Black Creek	☐	Stantonsburg	☐	6. Spring Hill (TS)	☐
Elm City	☐	Wilson	☐	7. Crossroads (TS)	☐
Kenly	☐	1. Old Field (TS)	☐	8. Black Creek (TS)	☐
Lucama	☐	2. Taylors (TS)	☐	9. Stantonsburg (TS)	☐
Saratoga	☐	3. Toisnot (TS)	☐	10. Saratoga (TS)	☐
Sharpsburg	☐	4. Wilson (TS)	☐		
Sims	☐	5. Gardners (TS)	☐	Not Wilson Co. Resident	☐

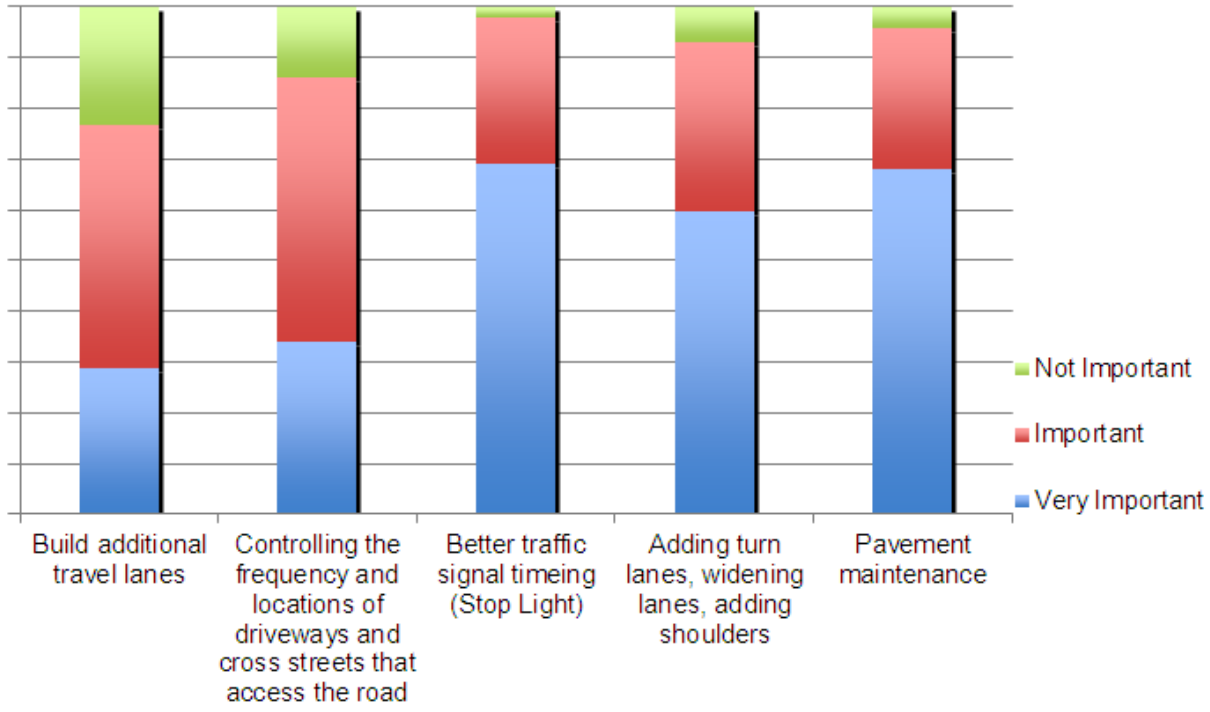


Goals and Objectives Survey Results:

1. How important are the following transportation goals to you?



2. To alleviate traffic congestion a road should be improved by:



3. Are you concerned with safety or crash problems at any specific locations? Please include vehicle, bicycle, and pedestrian issues.

    - Yes (63%)
    - No (37%)

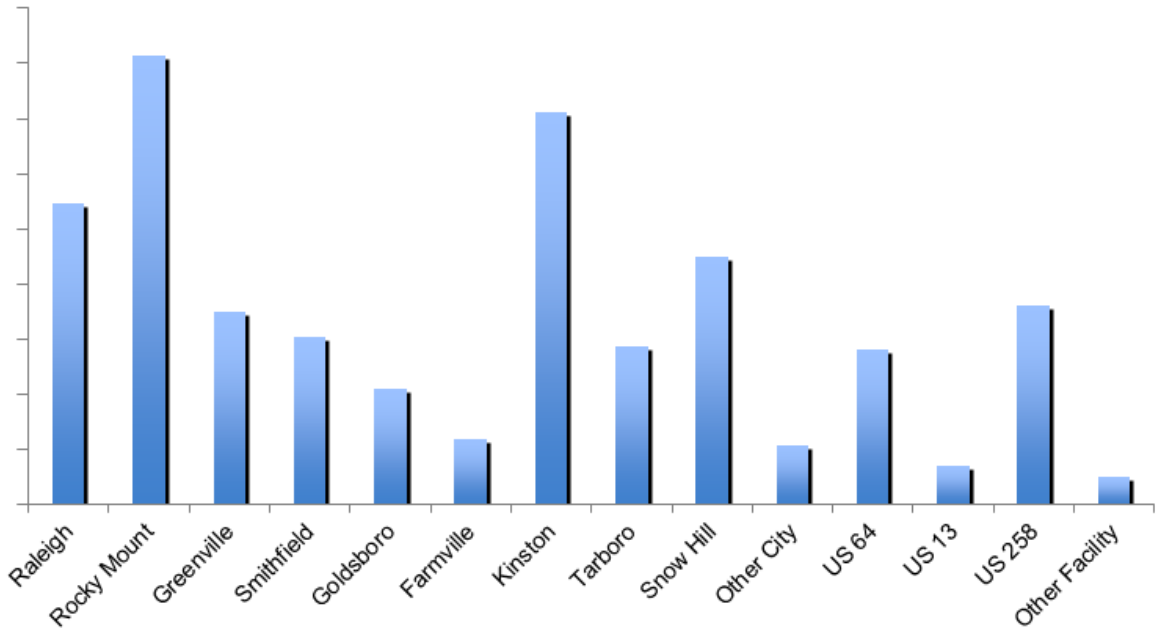
4. When traveling in your area, do you find that you often have to go out of your way to get to your destination because the most direct route is too congested?

    - Yes (37%)
    - No (63%)

5. Is commercial truck traffic a problem in the area?

    - Yes (10%)
    - No (90%)

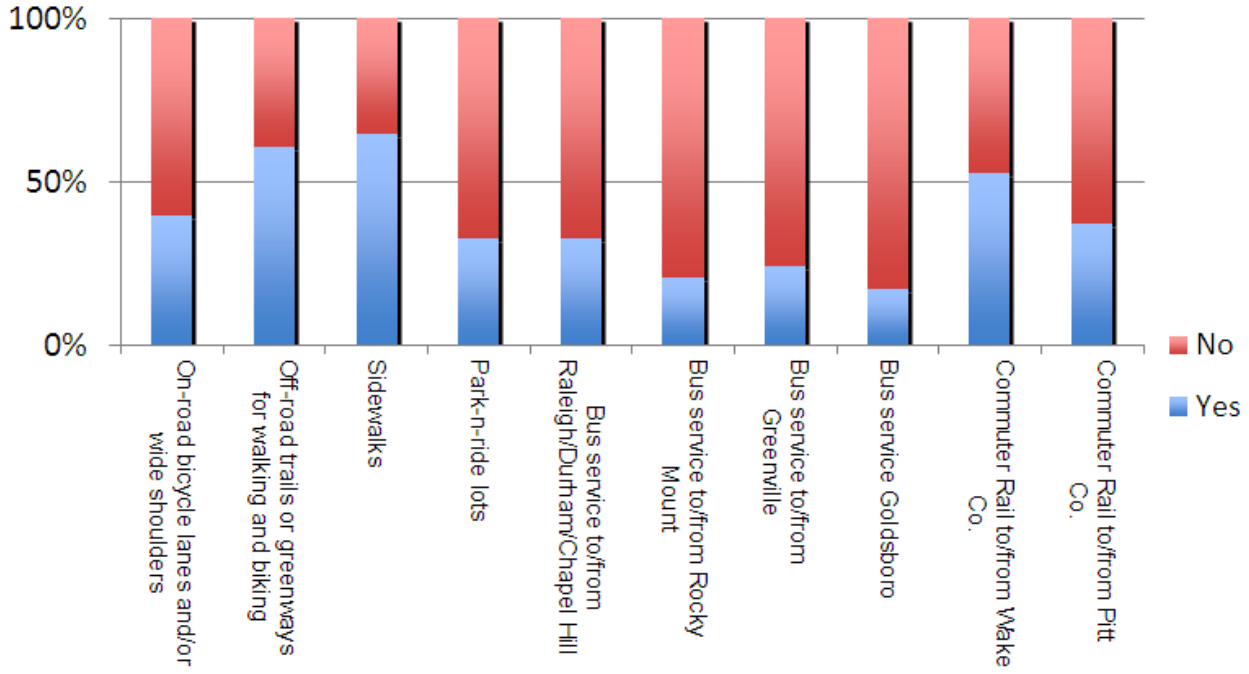
6. What towns or roads would you like to have improved access to?



7. Identify any roadways that need improvement:

    187 Total Responses:
    - Goldsboro Street (42)
    - Nash Street (79)
    - Ward Boulevard (9)
    - Tarboro Street (17)

8. Would you use the following daily round-trip transportation facilities instead of your own personal vehicle if they were provided?



9. What other transportation issues exist in Wilson County?

- Elderly
- County Residents
- Public Transit (Hours, Accessibility)
- Policing (Speeding, Texting, Cell Phone)
- Access to Barton College
- Road Flooding

10. In what community of Wilson County do you live? (Municipality)

- Black Creek (1.8%)
- Elm City (3.6%)
- Kenly (1.4%)
- Lucama (1.8%)
- Saratoga (1.0%)
- Sharpsburg (0.0%)
- Sims (1.4%)
- Stantonsburg (1.4%)
- Wilson (56.5%)

11. What is your age?

- Under 18 (1.0%)
- 18-24 (4.2%)
- 25-34 (13.4%)
- 35-44 (23.0%)
- 45-54 (26.3%)
- 55-64 (24.6%)
- 65-74 (6.2%)
- Over 75 (1.2%)

12. How many people live in your household, including yourself?

- 1 (12.0%)
- 2 (36.0%)
- 3 (22.7%)
- 4 (22.4%)
- 5 (6.3%)
- 6 (1.4%)
- 7 (0.0%)
- 8+ (0.2%)

13. What was your household income last year?

- Below $15,000 (2.3%)
- $15,000 – $29,999 (4.9%)
- $30,000 – $39,999 (8.0%)
- $40,000 – $49,999 (7.4%)
- $50,000 – $59,999 (9.7%)
- $60,000 – $69,999 (8.7%)
- $70,000 or above (53.9%)
- Don’t Know (5.1%)

14. Do you own a vehicle?

- Yes (97.3%)
- No (2.7%)

Public Workshop #1

This public workshop took place at City of Wilson Charles W. Pittman, III Operations Center on May 23, 2010 from 6:00-8:00 pm. This workshop introduced the CTP process as well as what can be expected of the final plan. Eleven citizens were in attendance. They were given the opportunity to look through the recommendations and give additional feedback if anything needed to be added, removed, or changed. No particular concerns were raised at any of the meetings.

Public Workshop #2

This public workshop took place at Wilson County Administrative Office on May 16, 2010 from 6:30-7:30 pm. This workshop introduced the CTP process as well as what can be expected of the final plan. Three citizens were in attendance. They were given the opportunity to look through the recommendations and give additional feedback if anything needed to be added, removed, or changed. No particular concerns were raised at any of the meetings. One written comment was received and is attached below.

Appendix I
Additional Transportation Alternatives & Scenarios Studied

US 301 in Wilson County:

Through the Strategic Highway Corridors (SHC) Vision Plan, US 301 is designated to be improved in Wilson County to expressway standards from Nash County to Johnston County.

The Wilson County CTP steering committee met and discussed multiple alternatives for US 301. The members of the committee were concerned about, and not in support of the recommendation to designate US 301 as an expressway facility from NC 42 to the US 264 Bypass. The committee wished to maintain a boulevard cross-section along the corridor from NC 42 to the US 264 Bypass based on their belief that upgrading the existing US 301 corridor to an expressway would negatively impact the human environment, economic development, and progress planned along the corridor within Wilson's municipal limits. Specifically, the steering committee was concerned with the limiting ability of commuters on an expressway to turn left and the presence of a median along the corridor.

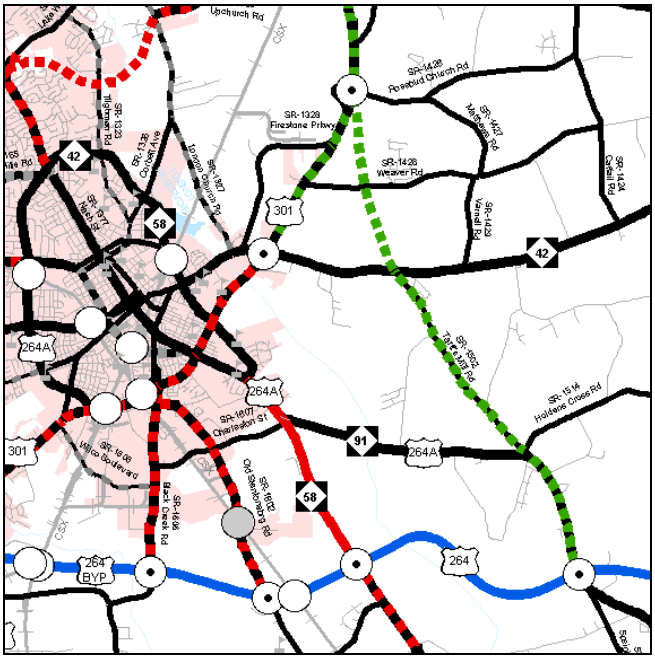
To address these issues, the NCDOT Transportation Planning Branch proposed two scenarios to the City for their consideration. Both scenarios maintained the expressway recommendation throughout Wilson County and were analyzed by considering the transportation needs and impacts to the natural and human environment, before recommending the proposed corridor shown on the Wilson County CTP.

The first scenario was to reroute the expressway recommendation onto the new location from Rosebud Church Road (SR 1426) to NC 42, upgrading the existing Tartt's Mill Road (SR 1502) and US 264 Alternative from NC 42 to US 264 to an expressway. This scenario was unacceptable to the City due to the potential impact on residents along the proposed corridor as well as the geographic distance between US 301 and the proposed alternate route.

The second scenario proposed to re-route the expressway to a new location, from NC 42 to NC 58 at Charleston Street (SR 1607). The four-lane expressway is recommended with proposed interchanges at NC 42 and NC 58/NC 91 at Charleston Street (SR 1607). US 301 is recommended to be re-routed onto this new facility and then follow the existing NC 58 to the US 264 Bypass. Furthermore, NC 58, from NC 58/NC 91 at Charleston Street (SR 1607) to the US 264 Bypass, is currently a four-lane divided boulevard with a 100-foot cross section and is proposed to be upgraded to an expressway. The US 301 is proposed to follow the US 264 Bypass west to the existing US 301. This scenario was accepted by Wilson and Wilson County and became part of the CTP recommendations.

Both scenarios are mapped below:

Scenario 1:



Scenario 2: