The 2014 Franklin County & Louisburg Comprehensive Transportation Plan



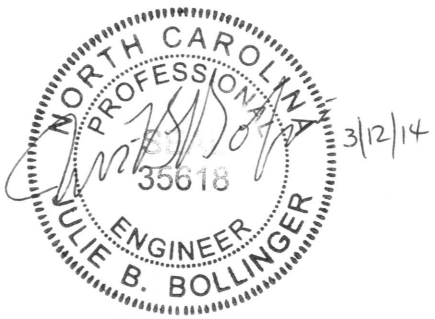

Comprehensive Transportation Plan

Franklin County
And Town of Louisburg

Prepared by: Julie B. Bollinger, P.E., Project Engineer
Rupal Desai, P.E., Project Engineer
Scott Walston, P.E., Triangle Area Planning Group Supervisor
Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with: Franklin County
Town of Bunn
Town of Centerville
Town of Franklinton
Town of Louisburg
Town of Wake Forest
Town of Youngsville
Capital Area Metropolitan Planning Organization
Kerr-Tar Rural Planning Organization

March 2014



Julie B. Bollinger, P.E.
Transportation Engineer

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Executive Summary

In January of 2006, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and the town of Louisburg initiated a study to cooperatively develop the Louisburg Comprehensive Transportation Plan (CTP), which is the county seat of Franklin County. In January of 2007, the NCDOT Transportation Planning Branch and Franklin County initiated a study to cooperatively develop the Franklin County CTP, which included the towns of Bunn, Centerville, Franklinton, Wake Forest, and Youngsville. The Louisburg CTP study was coordinated with the Franklin County study and was later incorporated into the Franklin County plan. The Capital Area Metropolitan Planning Organization[1] (CAMPO) and the Kerr-Tar Rural Planning Organization[2] (KTRPO) were actively involved in the studies.

The CTP is a long-range multi-modal transportation plan that covers transportation needs through 2035. Modes of transportation evaluated as part of this plan include: highway, public transportation, rail, bicycle, and pedestrian. This plan replaces the old thoroughfare plans[3] for the area which focused only on the highway mode. This plan does not cover routine maintenance or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening, and public input. Refer to Figure 1 for the CTP maps, which were mutually endorsed and adopted in 2011. Implementation of the plan is the responsibility of Franklin County; the towns of Bunn, Centerville, Franklinton, Louisburg, Wake Forest and Youngsville; CAMPO; KTRPO; and NCDOT. Refer to Chapter 2 for information on the implementation process.

This report documents the recommendations for improvements that are included in the Franklin County and Louisburg CTPs. The major recommendations for improvements are listed on the next page. More detailed information about these and other recommendations can be found in Chapter 2.

[1] *The Capital Area Metropolitan Planning Organization (CAMPO) provides transportation planning for the Wake County area and parts of Franklin, Granville, Harnett and Johnston County areas. More information about CAMPO can be found at* http://www.campo-nc.us/.

[2] *The Kerr-Tar Rural Planning Organization (KTRPO) coordinates transportation planning for the Person, Warren and Vance County areas and parts of Franklin and Granville County areas. More information about KTRPO can be found at* http://www.kerrtarcog.org/rpo/.

[3] *Old thoroughfare plans for the area include: Franklin County (2002), Franklinton (1997), Louisburg (1988) and Youngsville (1991, Rev. 2004). The plan maps can be viewed at:* https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Franklin County *and* https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Louisburg.

- **US 401:** Widen US 401 to a 4 lane median divided, boulevard facility from Fox Park Road (SR 1700) to NC 56/581, and from Main Street (SR 1229) to Warren County.

- **US 401 Louisburg Bypass:** Construct a new 4 lane, freeway facility on mostly new location west of Louisburg, connecting US 401 from E. F. Cottrell Road (SR 1110) to north of Dyking Road (SR 1235).

- **NC 39 Bunn Bypass:** Construct a new 4 lane, boulevard facility on new location east of Bunn, connecting NC 39 (Main Street) from the intersection of NC 39 and NC 98 on the southern side of Bunn to north of Hollingsworth Street.

- **NC 56 Franklinton Bypass**: Construct a new 4 lane, expressway facility on mostly new location south of Franklinton, connecting NC 56 west of Wes Sandling Road (SR 1200), US 1, and NC 56 east of Perrys Chapel Church Road (SR 1003).

- **NC 96 Youngsville Bypass**: Construct a 4 lane, boulevard facility on new location, east and north of Youngsville, connecting NC 96 at Knollwood Lane to US 1 Alternate.

- **Southeast High Speed Rail (SEHSR), TIP[4] No. P-3819:** Realign rail segments, grade separate and close roads at existing at-grade railroad crossings, and extend roads among other corresponding improvements to improve passenger rail service from Washington, DC to Charlotte, North Carolina. For more information on the SEHSR study, see Chapter 1, Public Transportation and Rail section.

Additionally, the US 1 Phase 2 Corridor Study is an existing transportation plan for US 1 in Franklin County from south of Bert Winston Road (SR 1132) to the Vance County line and it was completed in 2012. Also, CAMPO's 2040 Metropolitan Transportation Plan (MTP) was approved in June 2013. Since the Franklin County CTP maps were mutually endorsed and adopted in 2011, the recommendations from the corridor study and the 2040 MTP were not incorporated into the CTP maps, but more information can be found for the 2040 MTP at www.campo-nc.us/2040mtppublicdraft.html. Contact CAMPO for the US 1 Phase 2 Corridor Study's recommendations.

CAMPO is currently working on a draft CTP for their planning area. When the CAMPO CTP is mutually adopted, it will replace the part of the Franklin County CTP that is in their planning area. Contact CAMPO for more information on their draft CTP.

[4] *For more information on the NCDOT State Transportation Improvement Program (TIP), go to:* https://connect.ncdot.gov/projects/planning/Pages/default.aspx.

Adopted by:

Franklin County
Date: May 2, 2011

Town of Centerville
Date: May 3, 2011

Town of Louisburg
Date: March 21, 2011

Capital Area MPO
Date: June 15, 2011

NCDOT
Date: July 7, 2011

Endorsed by:

Town of Bunn
Date: April 4, 2011

Town of Franklinton
Date: April 19, 2011

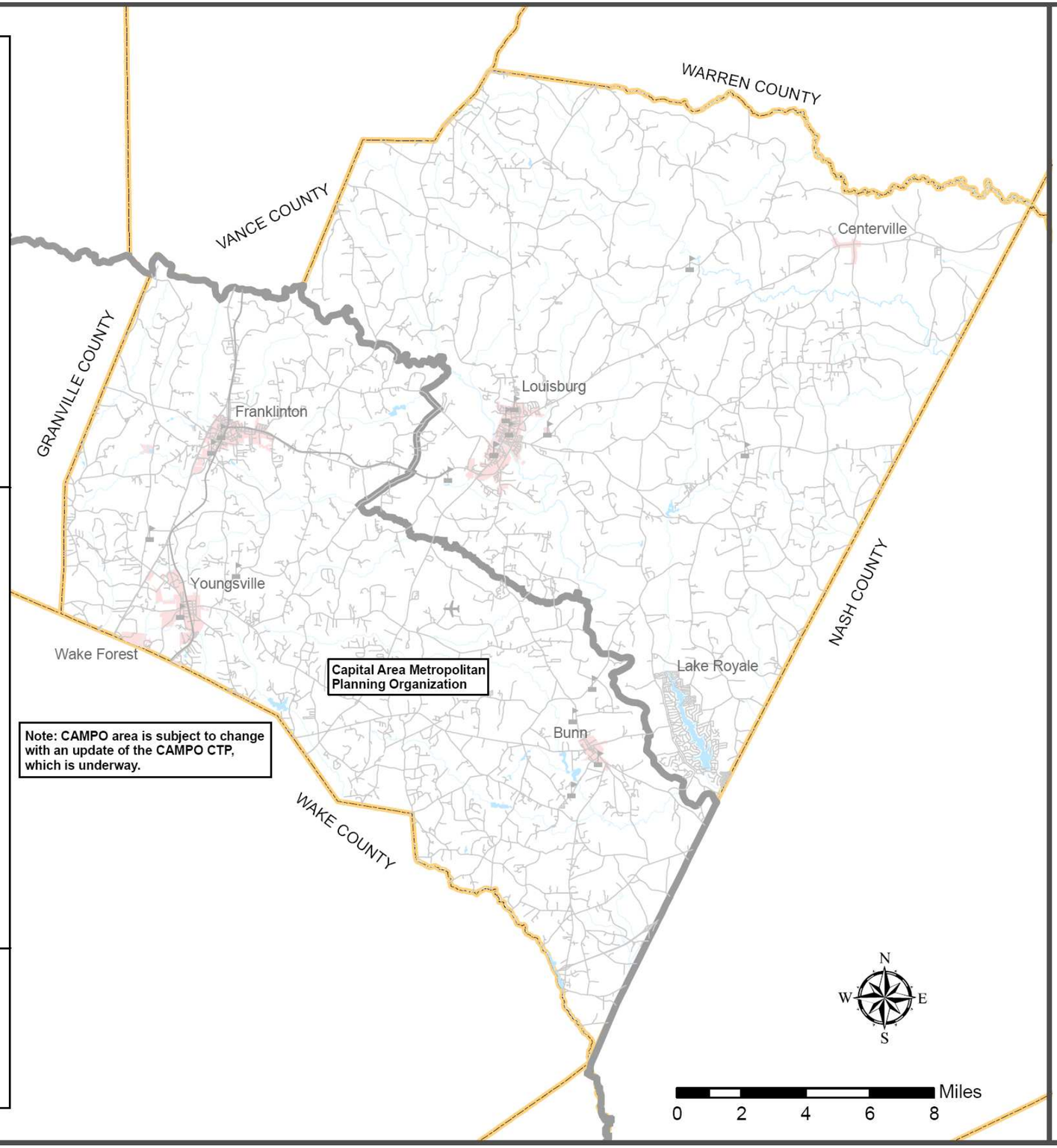
Town of Wake Forest
Date: April 19, 2011

Town of Youngsville
Date: April 14, 2011

Kerr-Tar RPO
Date: May 12, 2011

Recommended by:

Transportation Planning Branch
Date: June 16, 2011



Adoption Sheet

Franklin County

North Carolina

Comprehensive Transportation Plan

Plan date: March 9, 2011

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

Legend

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

Figure 1

Sheet 1 of 5

Base map date: June 2008

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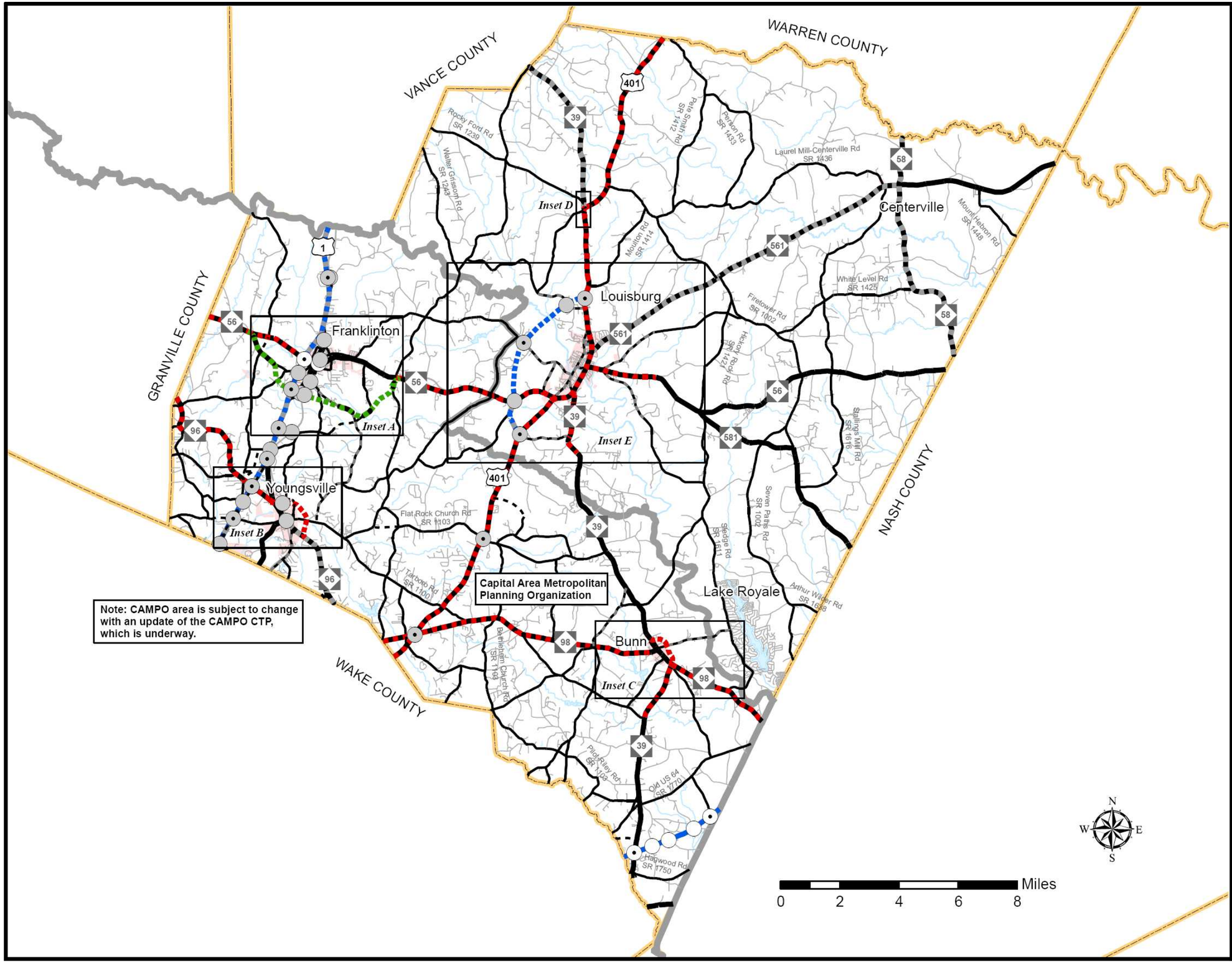
Highway Map

Franklin County

Comprehensive Transportation Plan

Plan date: March 9, 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

Figure 1

Sheet 2 of 5

Base map date: June 2008

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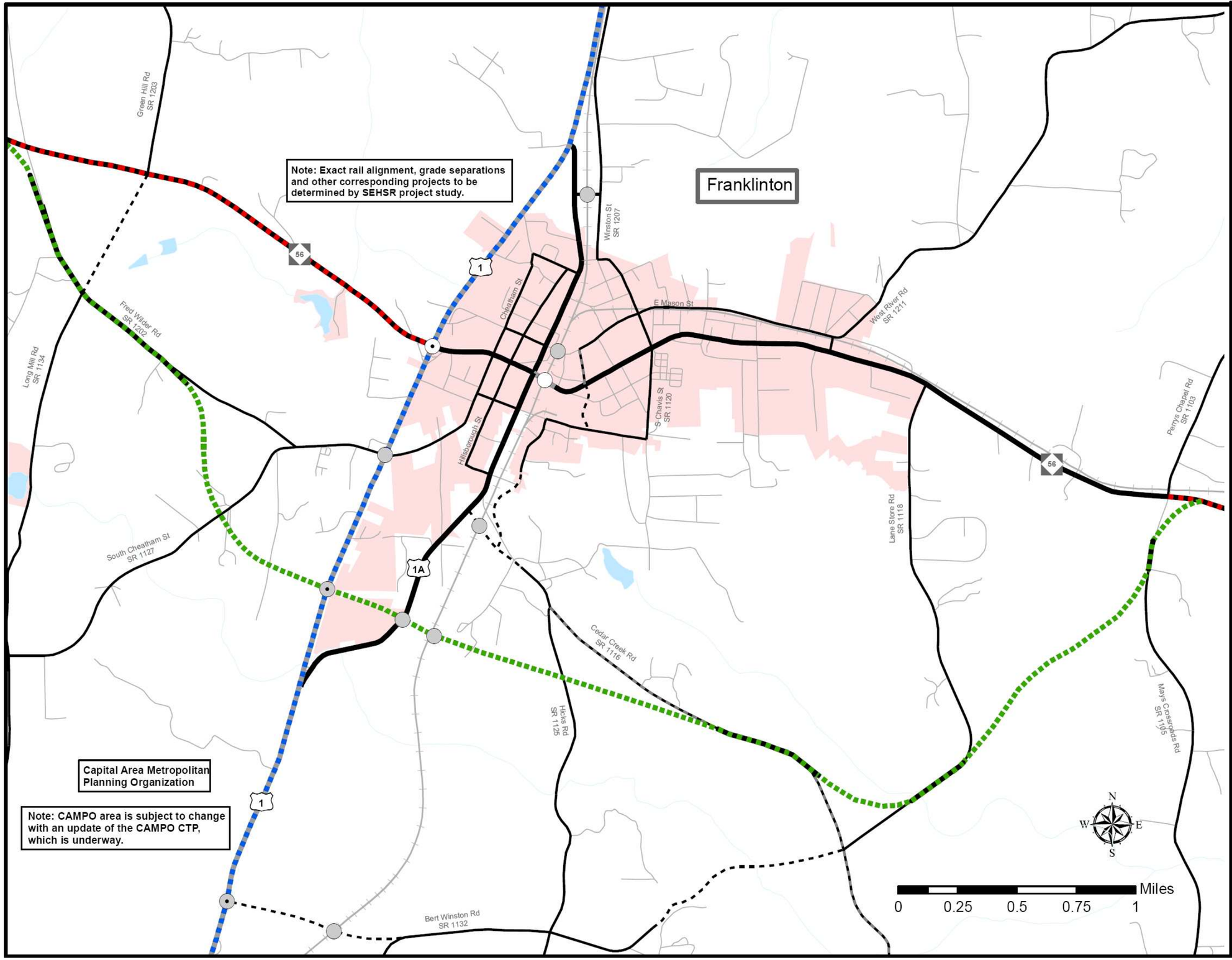


Highway Map

Inset A (Franklinton)

Franklin County

Comprehensive Transportation Plan

Plan date: March 9, 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

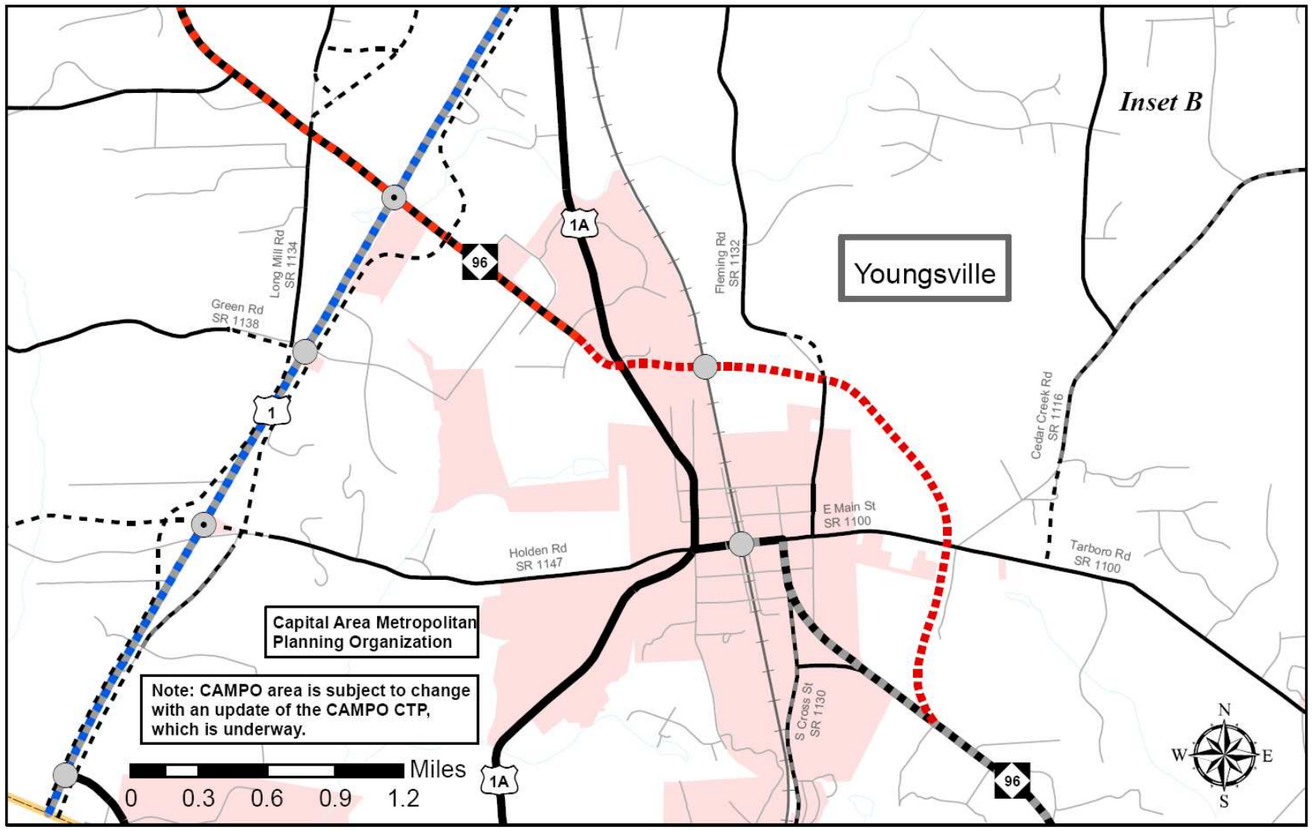
- Existing Interchange
- Proposed Interchange
- Existing Grade Separation
- Proposed Grade Separation

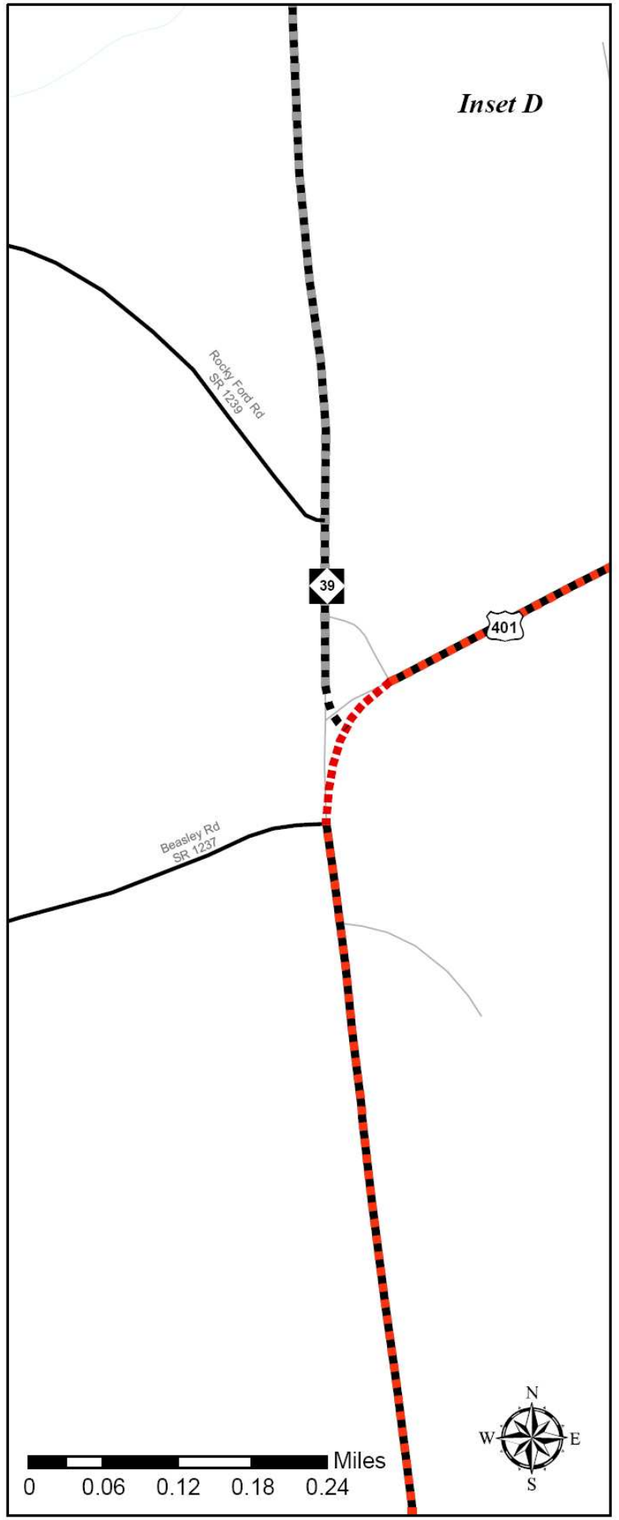
Figure 1

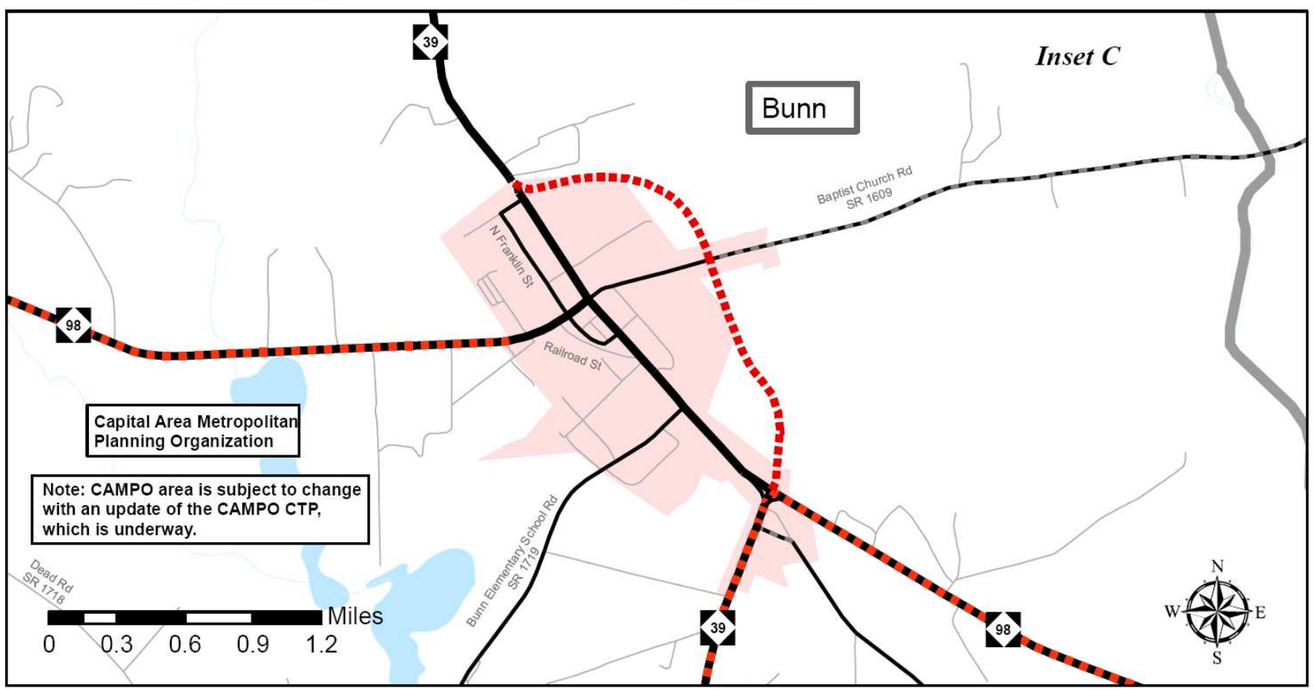
Sheet 2A of 5

Base map date: June 2008

Back of Figure







Highway Map

Insets B (Youngsville), C (Bunn), D

Franklin County

Comprehensive Transportation Plan

Plan date: March 9, 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

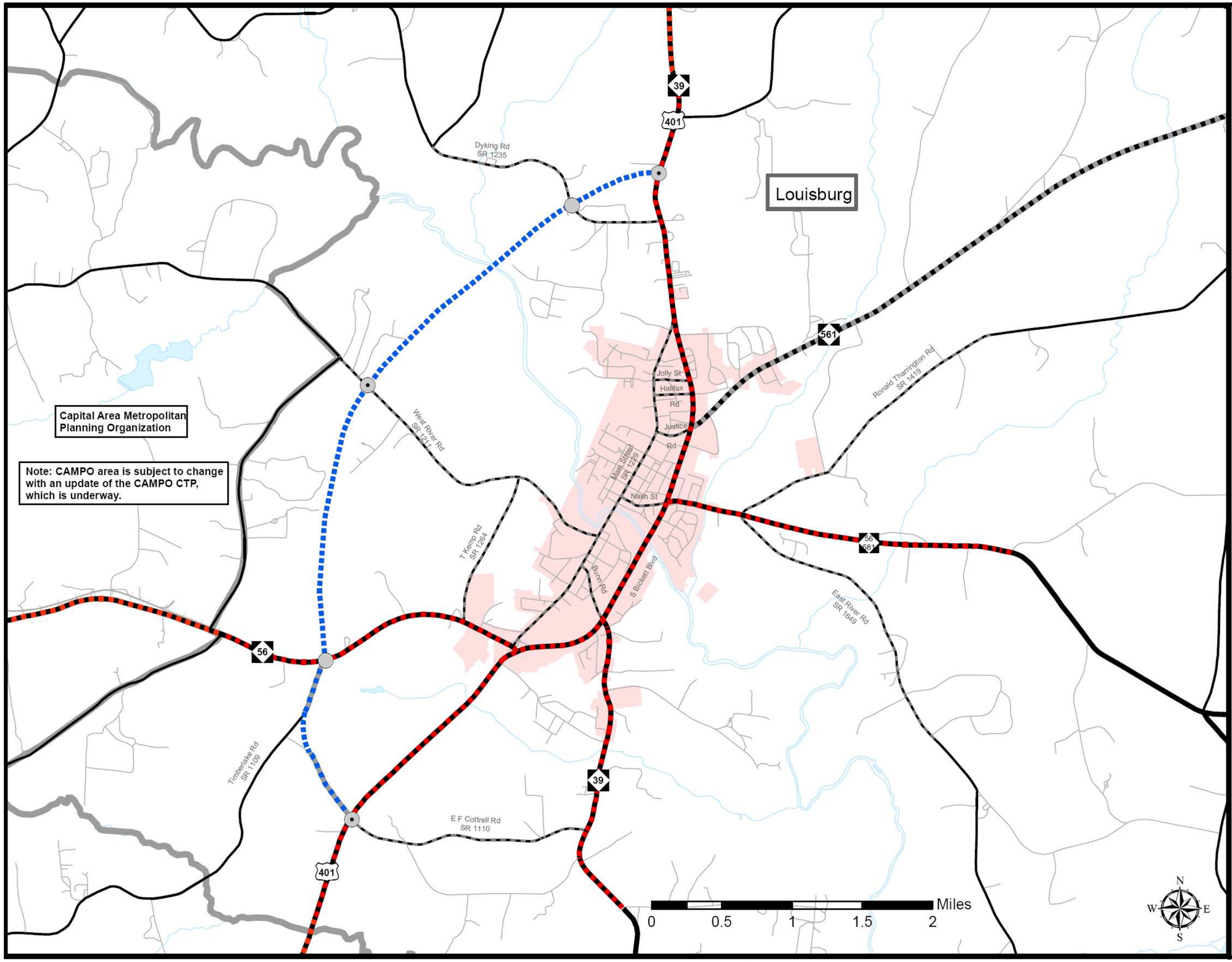
- Existing Interchange
- Proposed Interchange
- Existing Grade Separation
- Proposed Grade Separation

Figure 1

Sheet 2B of 5

Base map date: June 2008

Back of Figure



Highway Map

Inset E (Louisburg)

Franklin County

Comprehensive Transportation Plan

Plan date: March 9, 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

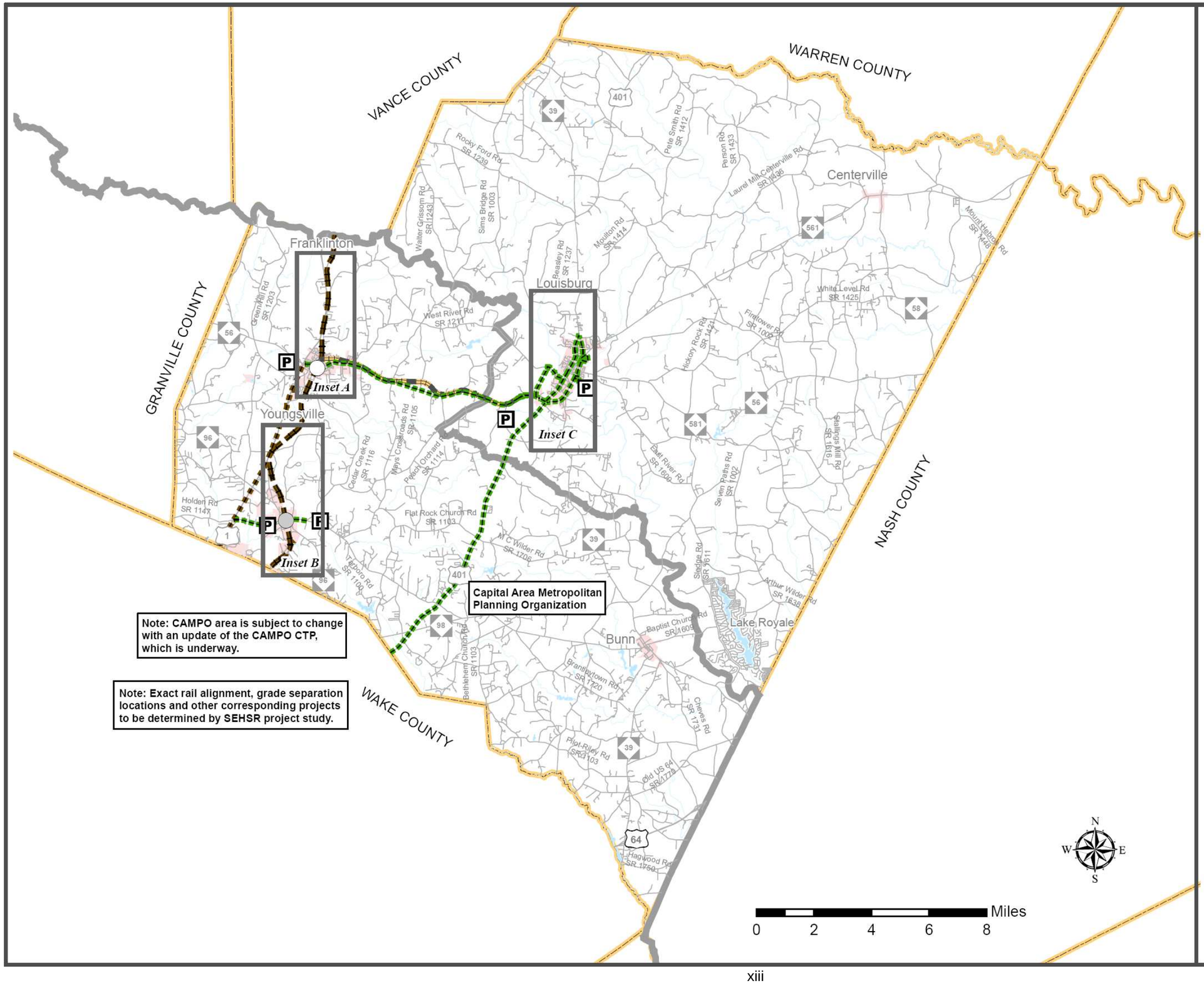
- Existing Interchange
- Proposed Interchange
- Existing Grade Separation
- Proposed Grade Separation

Figure 1

Sheet 2C of 5

Base map date: June 2008

Back of Figure



Public Transportation and Rail Map

Franklin County

Comprehensive Transportation Plan

Plan date: March 9, 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

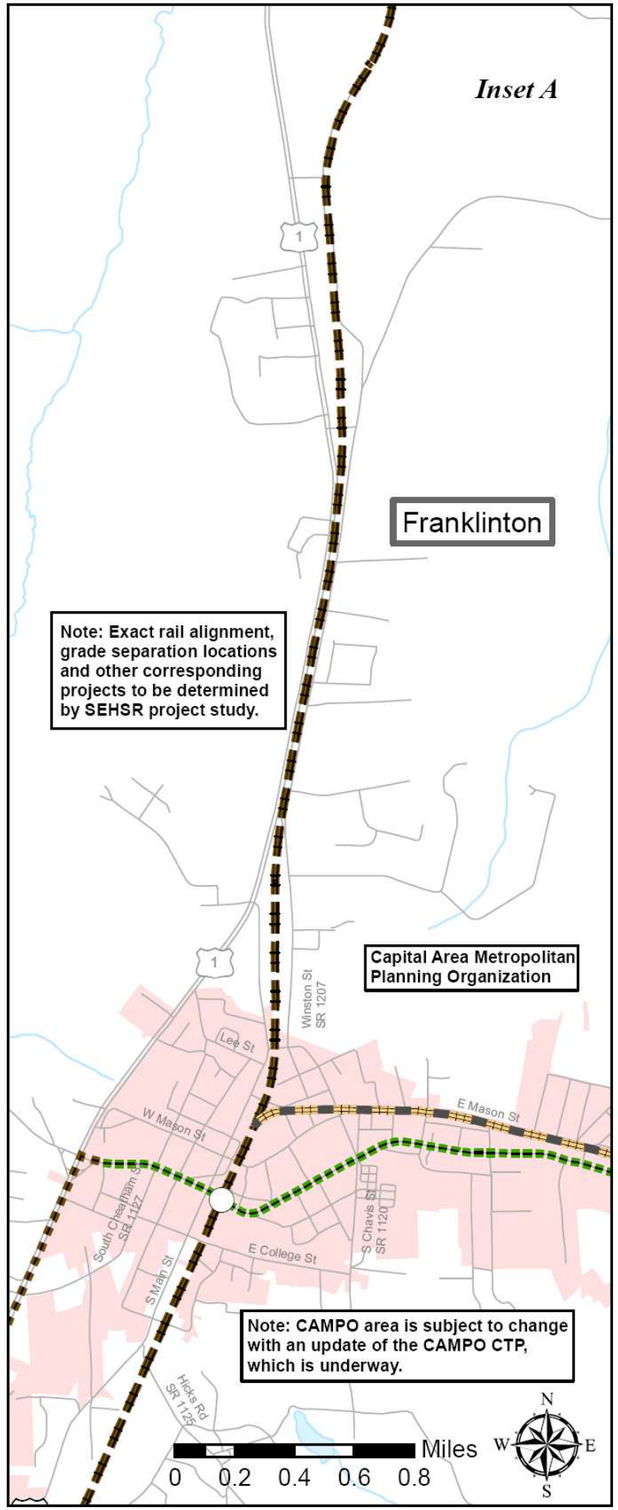
- Existing Grade Separation
- Proposed Grade Separation

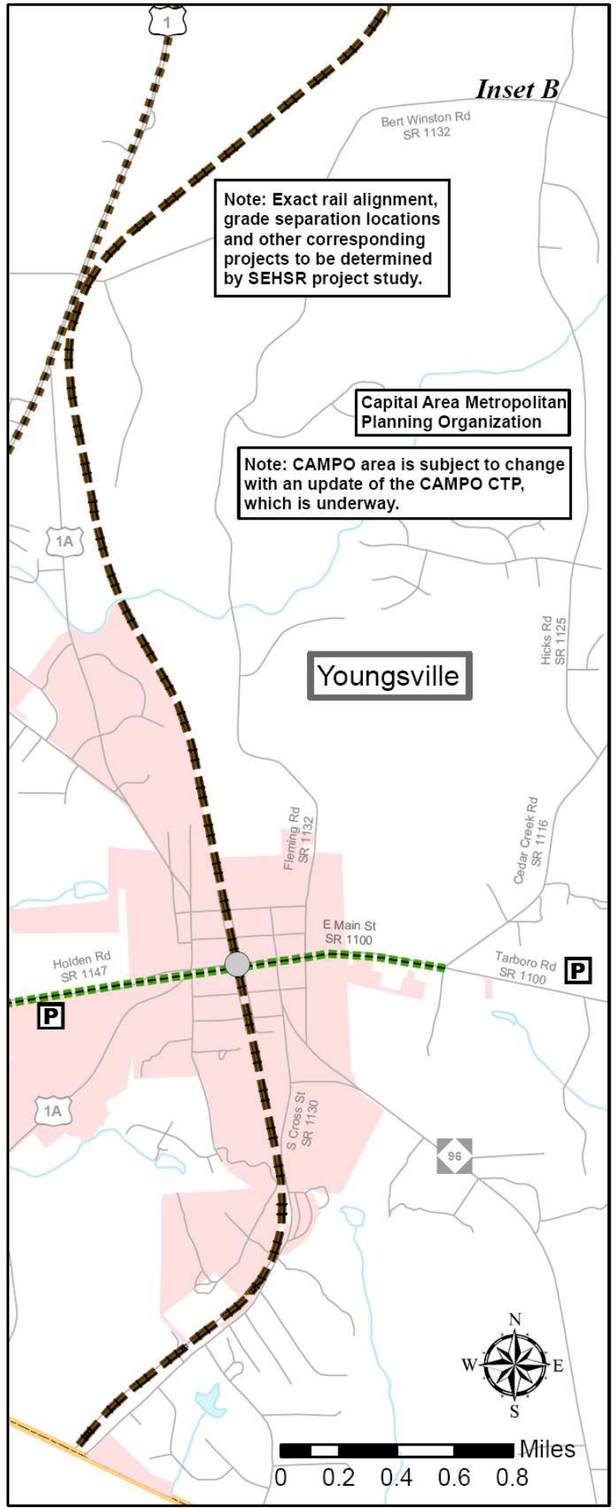
Sheet 3 of 5

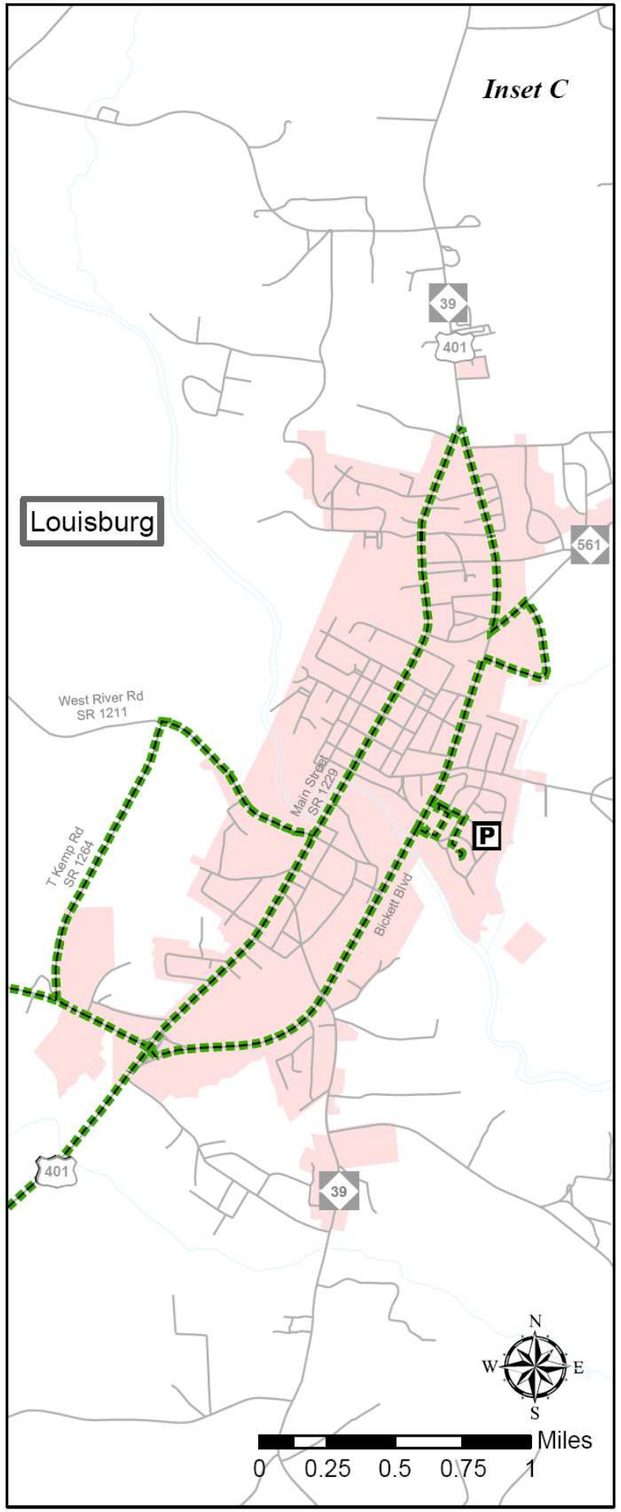
Figure 1

Base map date: June 2008

Back of Figure







Public Transportation and Rail Map

Insets A (Franklinton), B (Youngsville), C (Louisburg)

Franklin County

Comprehensive Transportation Plan

Plan date: March 9, 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

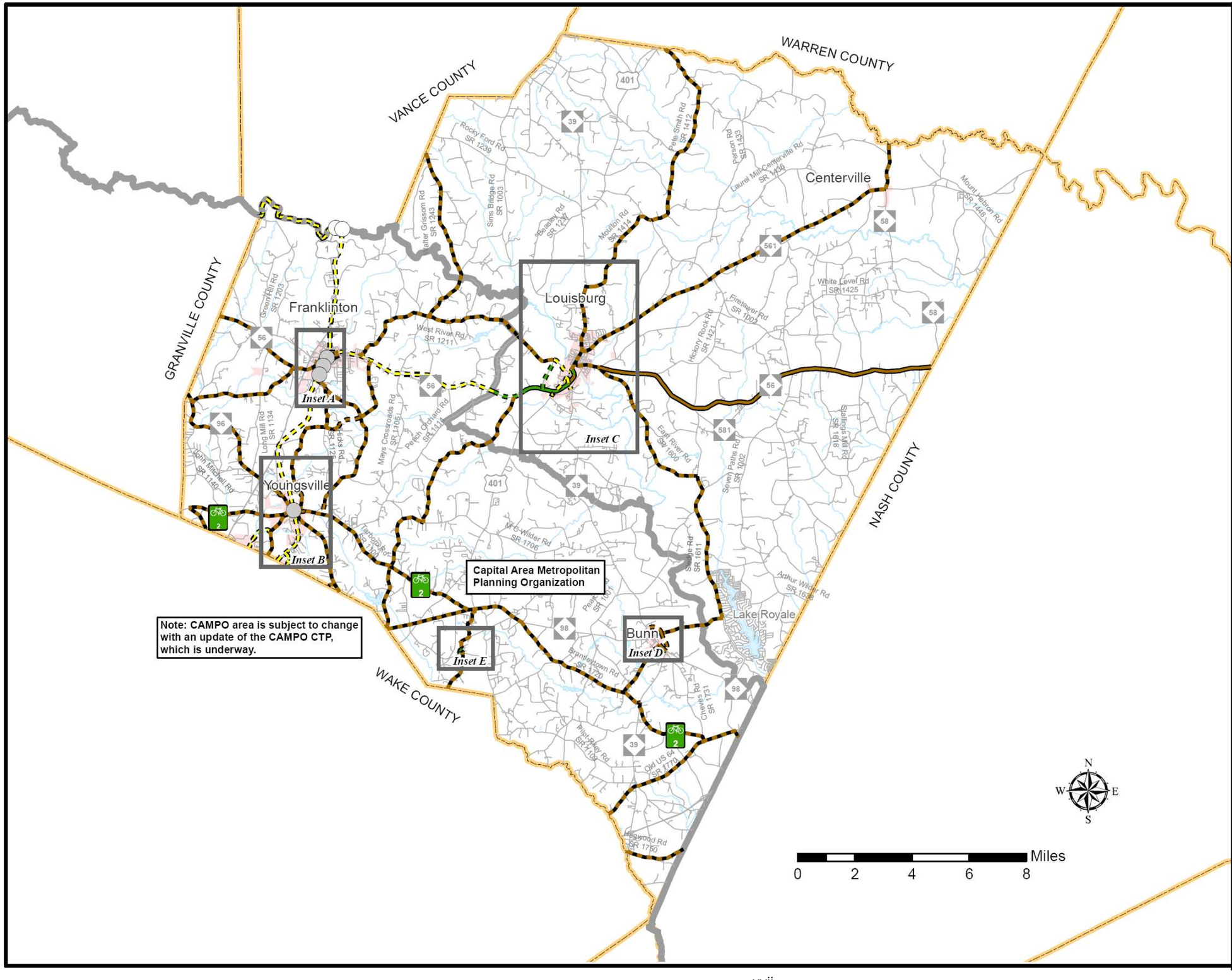
- Existing Grade Separation
- Proposed Grade Separation

Sheet 3A of 5

Base map date: June 2008

Figure 1

Back of Figure



Bicycle Map

Franklin County

Comprehensive Transportation Plan

Plan date: March 9, 2011

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

NC Bike Routes

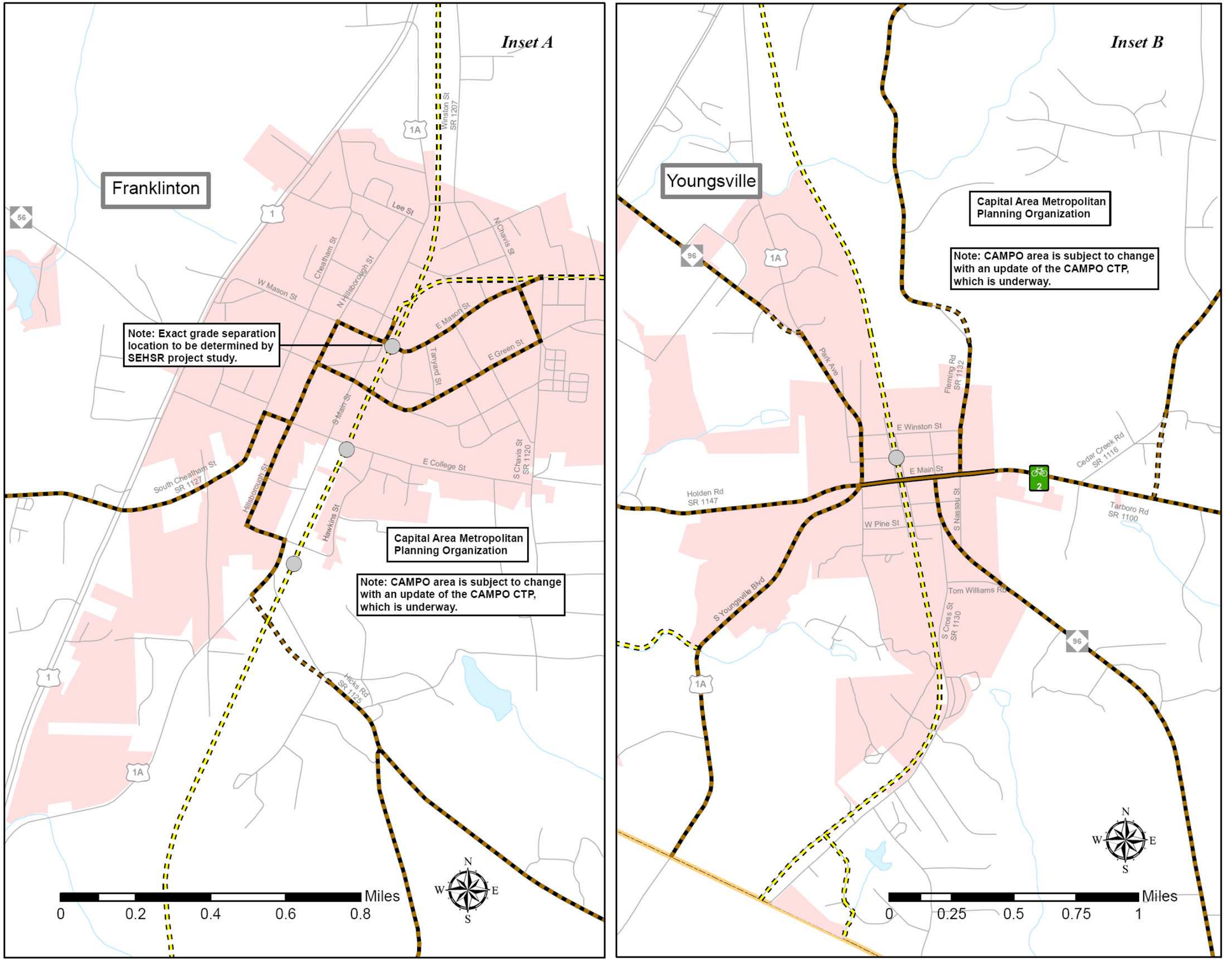
- Existing Grade Separation
- Proposed Grade Separation

Figure 1

Sheet 4 of 5

Base map date: June, 2008

Back of Figure



Bicycle Map

Insets A (Franklinton), B (Youngsville)

Franklin County

Comprehensive Transportation Plan

Plan date: March 9, 2011

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

NC Bike Routes

Existing Grade Separation

Proposed Grade Separation

Figure 1

Sheet 4A of 5

Base map date: June, 2008

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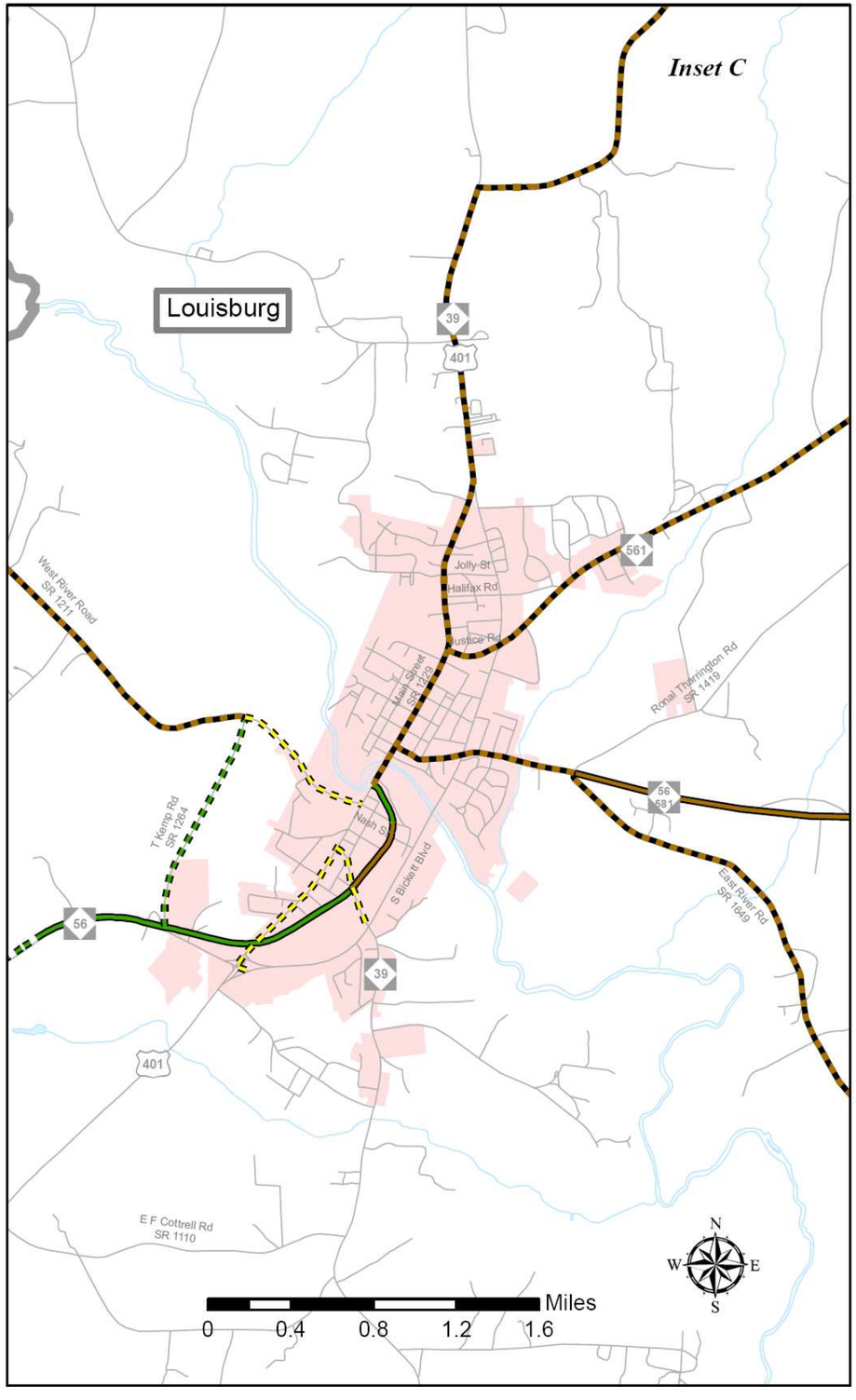

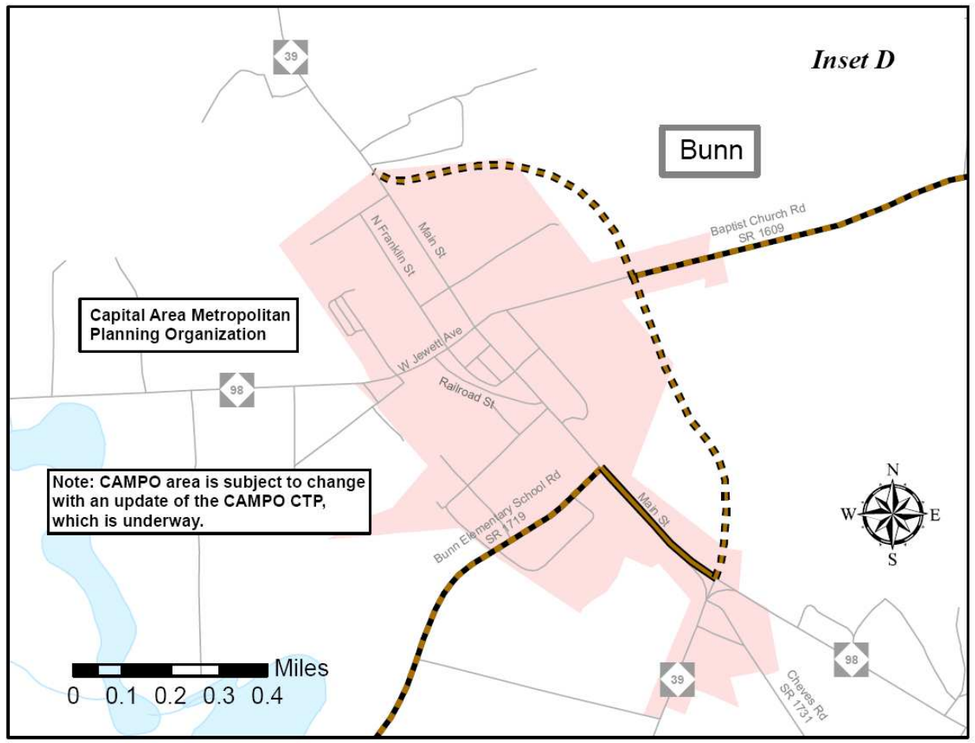

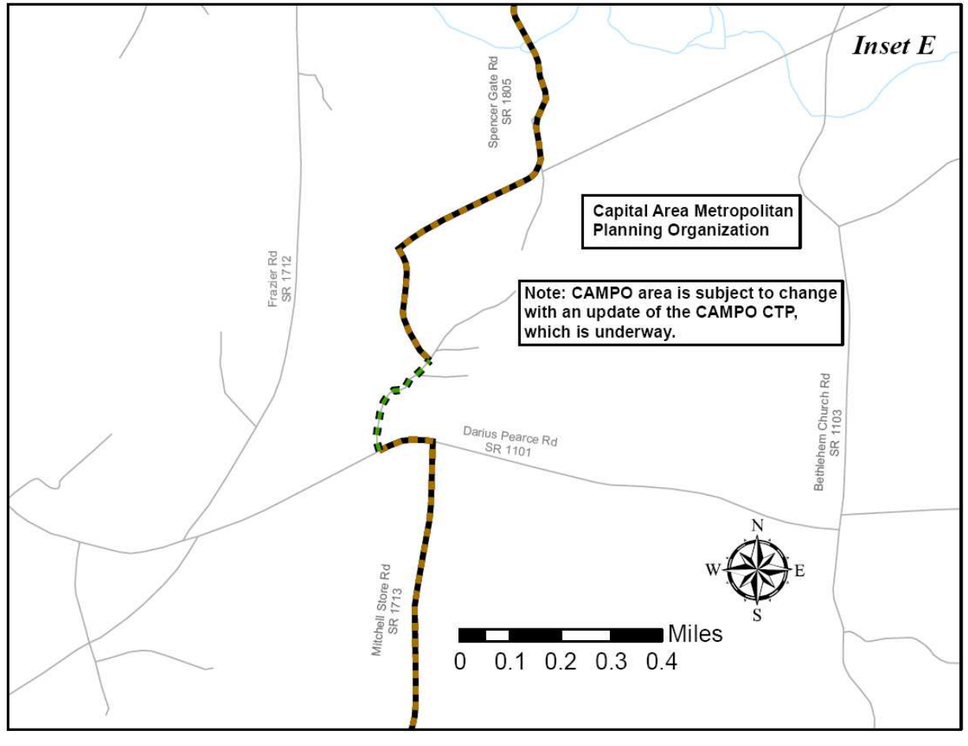

Bicycle Map

Insets C (Louisburg), D (Bunn), E

Franklin County

Comprehensive Transportation Plan

Plan date: March 9, 2011

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

NC Bike Routes

Existing Grade Separation

Proposed Grade Separation

Figure 1

Sheet 4B of 5

Base map date: June, 2008

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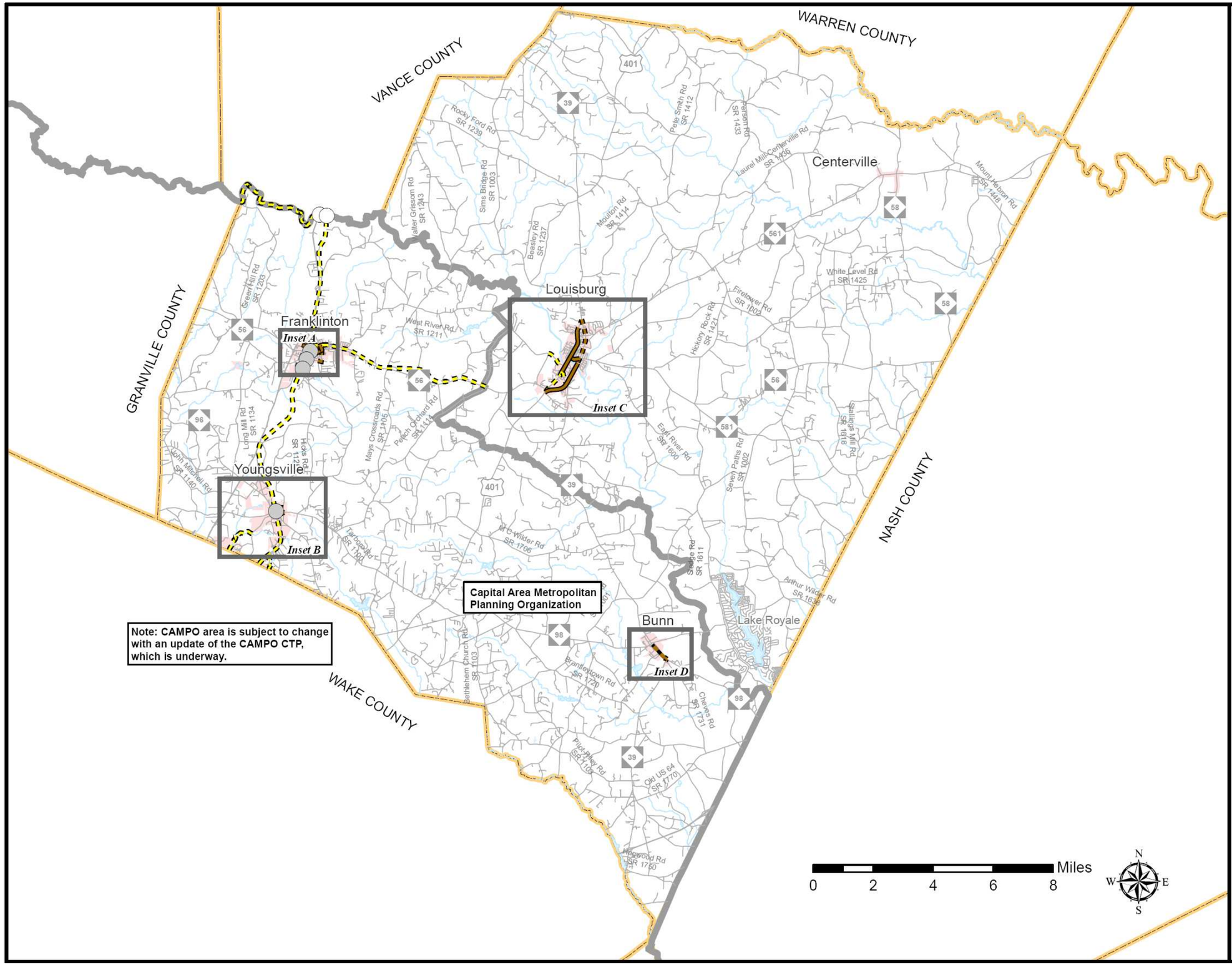
Pedestrian Map

Franklin County

Comprehensive Transportation Plan

Plan date: March 9, 2011



Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

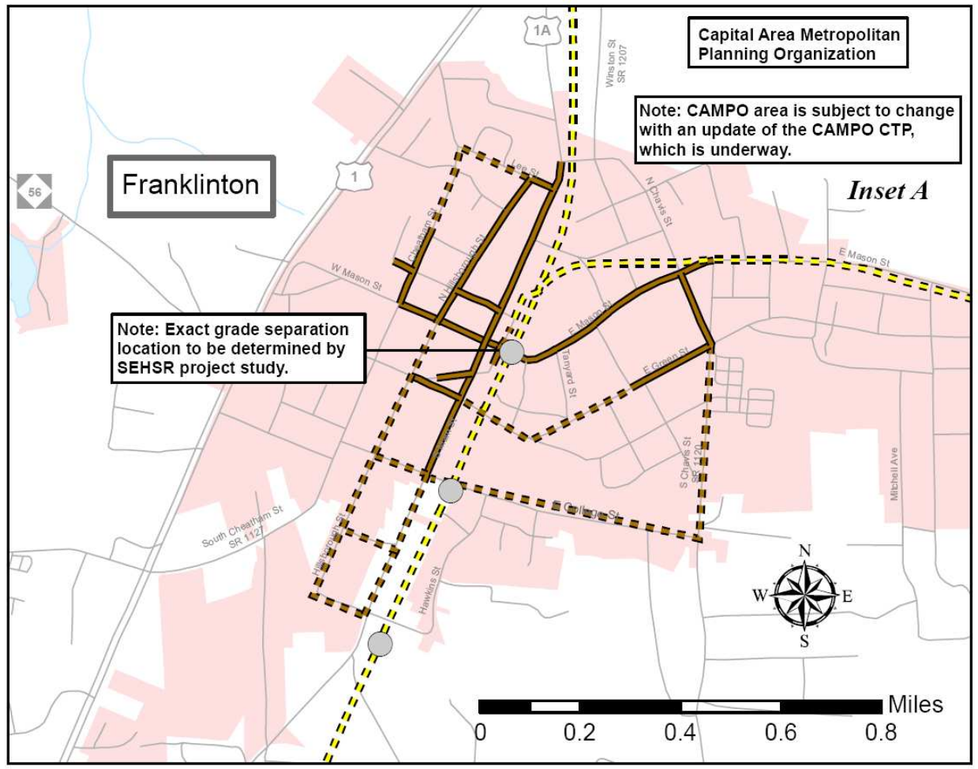
- Existing Grade Separation
- Proposed Grade Separation

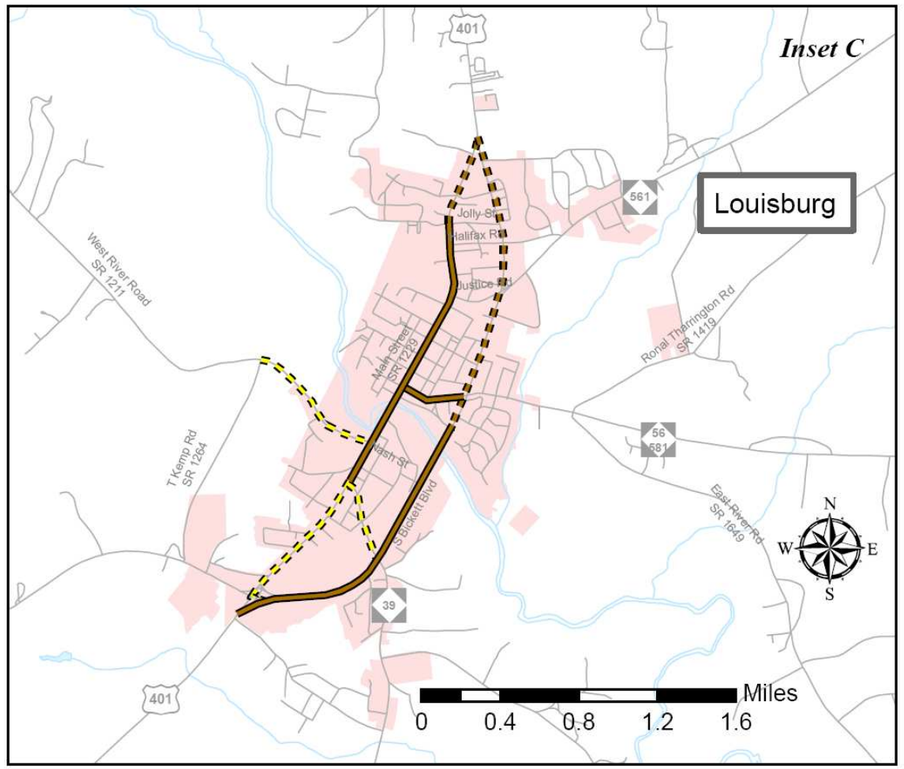
Figure 1

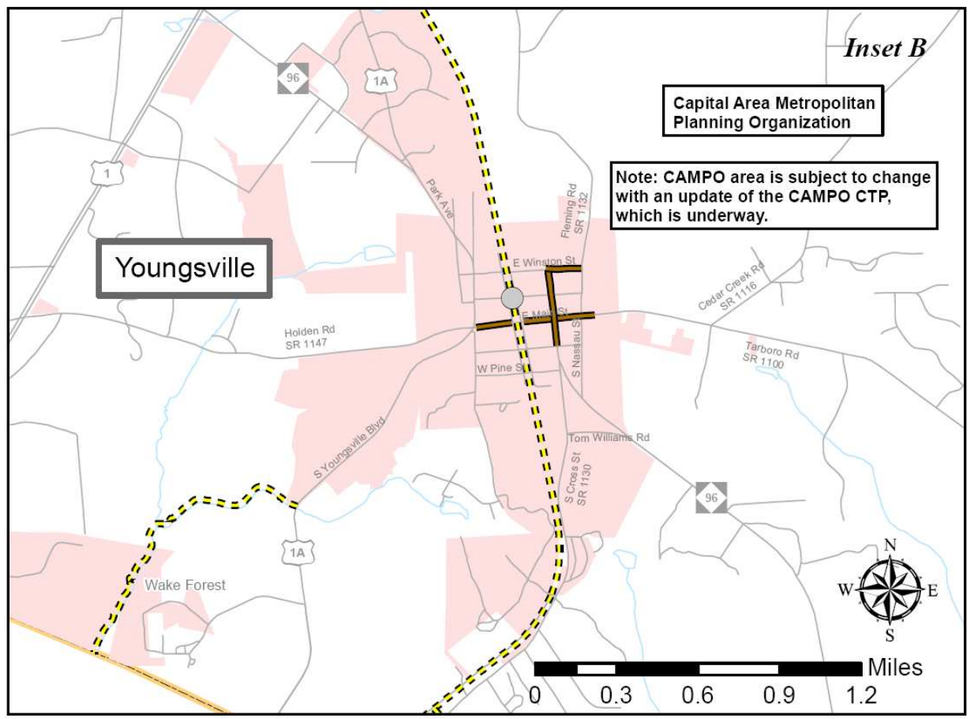
Sheet 5 of 5

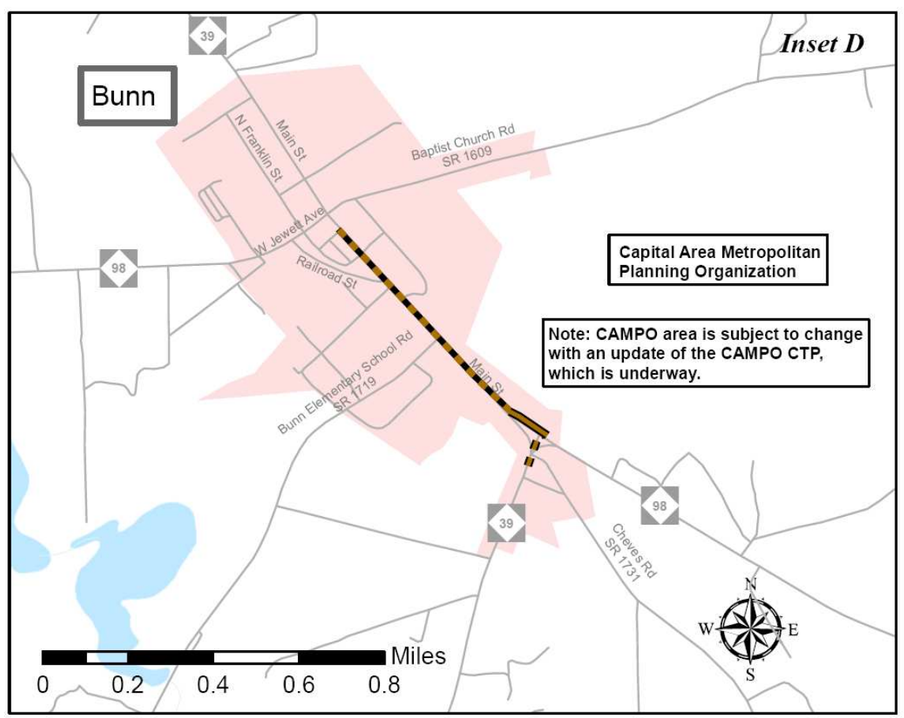
Base map date: April 30, 2010

Back of Figure









Pedestrian Map

Insets A (Franklinton), B (Youngsville), C (Louisburg), D (Bunn)

Franklin County

Comprehensive Transportation Plan

Plan date: March 9, 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

Figure 1

Sheet 5A of 5

Base map date: April 30, 2010

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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 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 accomplished through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis. This information, along with population growth, economic development, 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[1] adopted by the Board of Transportation on September 2, 2004. The SHC Vision Plan represents a timely initiative to protect and maximize mobility and connectivity on a core set of highway corridors throughout North Carolina. This is done by 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 is to create a vision represented by a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare), for each corridor. Individual Comprehensive Transportation Plans shall incorporate the long-term vision of each corridor.

Several different methods of projecting travel demand were used in the development of the Franklin County plan.

- Historic trend line analysis method: Used for the Franklin County planning area, excluding the Louisburg area.

- Travel demand model, the Triangle Regional Model (TRMv4-2008): Used for the area of the county within the Capital Area MPO (CAMPO). The travel demand model was also compared to historic trends in the CAMPO area of the county. TRMv4 is consistent with CAMPO's 2035 Long-Range Transportation Plan[2] (LRTP) adopted in 2009.

- Hand allocation method: Used for the Louisburg area. Refer to Appendix I for more detailed information on growth expectations and the socio-economic data forecasting methodology.

These methods provided a good comparison when establishing future growth rates and projected traffic volumes.

For the southern part of US 1, the CTP committee thought the TRM projections appeared low, and decided to use the US 1 Corridor Study 2035 Traffic Projections values (from the US 1 Corridor Study document Table 4-1) for the section of US 1 between Wake County and US 1 Alt. south of Franklinton.

For the rural areas outside Louisburg, travel demand was projected from 2005/2006 to 2035 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1983 to 2006 and 1997 to 2006. In the CAMPO region, travel demand was also projected from 2005 to 2035 using a travel demand model. In CAMPO and Louisburg, models were used to estimate travel in 2035. In addition, local land use plans and

[1] *For more information on the SHC Vision Plan, go to:* https://connect.ncdot.gov/projects/planning/Pages/StrategicHighwayCorridors.aspx.

[2] *For more information on CAMPO long-range transportation plans, go to:* http://www.campo-nc.us/lrtp. *CAMPO's current plan is their 2040 Metropolitan Transportation Plan (MTP) adopted in 2013.*

growth expectations were used to further refine future growth rates and patterns. The established future growth rates and projected traffic volumes were endorsed by Franklin County (December 1, 2008), Bunn (February 2, 2009), Franklinton (January 20, 2009), Lake Royale (February 21, 2009), Wake Forest (February 3, 2009), and Youngsville (December 11, 2008). The established future capacity deficiencies were endorsed by Louisburg (July 21, 2008).

To identify deficiencies, existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least eighty percent of the capacity. Refer to Figures 2 and 3 for future capacity deficiencies. The two figures utilize different levels of service (LOS), LOS D for Franklin County and LOS C for Louisburg. See the LOS discussion below for more detail.

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 experience delay. A LOS D analysis was used for Franklin County except in the Louisburg planning area. LOS C was preferred by Louisburg since they had chosen

and approved that level of analysis at the beginning of the study for their planning area and they were more comfortable with a level of analysis having a higher level operating condition.

The practical existing capacity for each roadway was developed based on the 2000 Highway Capacity Manual (HCM 2000) using the North Carolina Level of Service[3] (NCLOS) program. Proposed LOS D capacities for each roadway were developed from the 2011 Level of Service D Standards for Systems Level Planning document derived from the NCLOS program. Proposed LOS C capacities for each roadway in the Louisburg area were estimated based on the NCLOS program, the TRANSYT-7F Release 11.31 based on the HCM 2000 and the Highway Capacity Software (HCS) Version 5.5. Recommended improvements were based upon achieving a minimum LOS D, or LOS C for the Louisburg area, 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 Franklin County CTP for crashes occurring between January 1, 2007 and December 31, 2009. A crash analysis was performed for the Louisburg area for crashes occurring between January 1, 2001 and December 31, 2003. During these periods, a total of 16 intersections were identified as high crash locations as listed in Tables 11 and 12 of Appendix F. 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 Structure 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. Twenty-two deficient bridges were identified on roads studied for this CTP and are illustrated in Figure 4. As bridges are improved, this plan should be consulted for appropriate widths and multi-modal considerations. Refer to Appendix G for more detailed information.

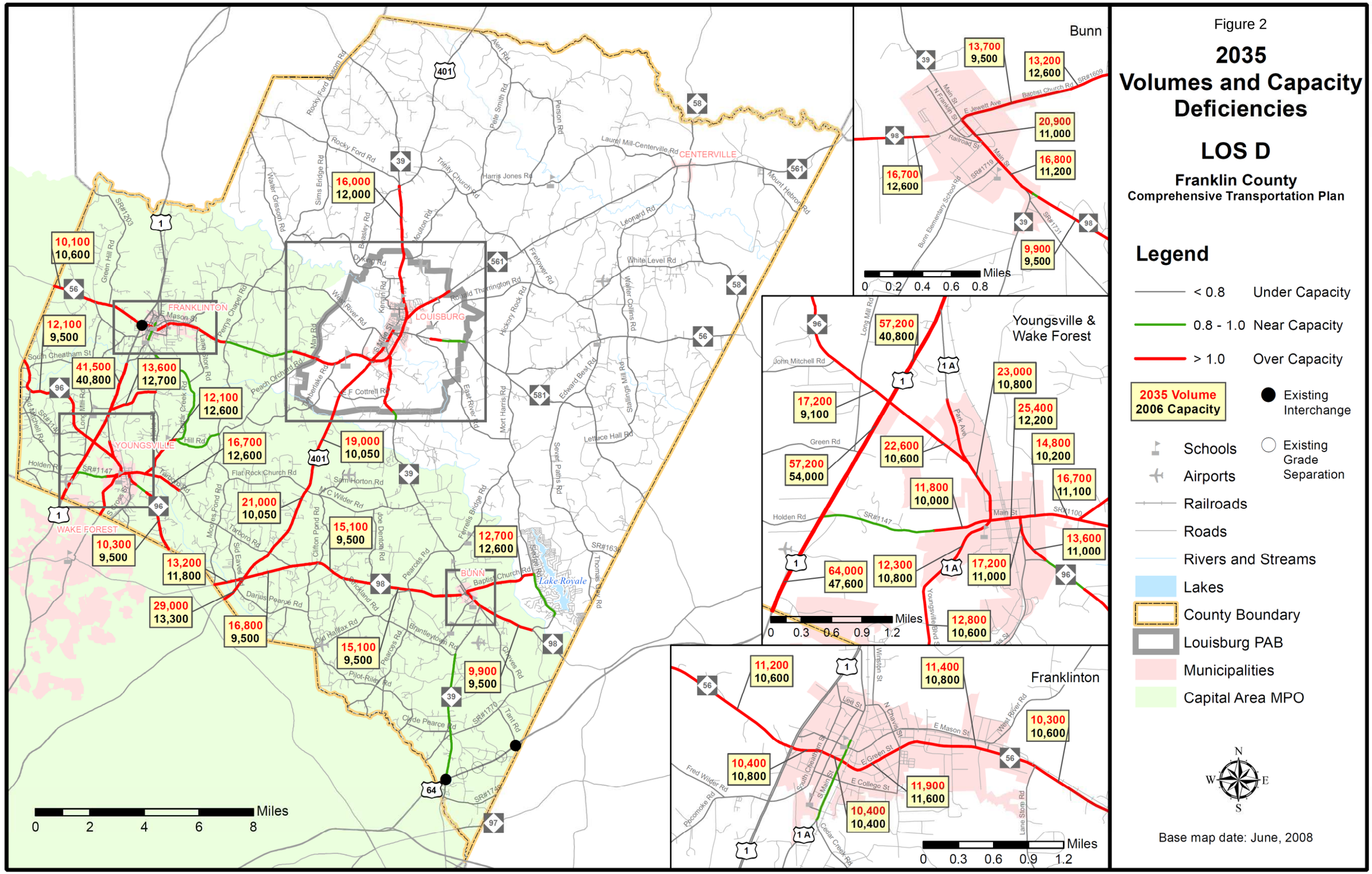
[3] *The NC LOS program graphically and numerically displays the capacity of a facility calculated from the methodology presented in the Highway Capacity Manual, allowing the user to evaluate various 'scenarios' or 'options' for different facilities.*

Figure 2

2035 Volumes and Capacity Deficiencies

LOS D

Franklin County
Comprehensive Transportation Plan



Legend

- < 0.8 Under Capacity
- 0.8 - 1.0 Near Capacity
- > 1.0 Over Capacity

2035 Volume
2006 Capacity

- Existing Interchange
- Schools
- Existing Grade Separation
- Airports
- Railroads
- Roads
- Rivers and Streams
- Lakes
- County Boundary
- Louisburg PAB
- Municipalities
- Capital Area MPO

N W E S

Base map date: June, 2008

Back of Figure

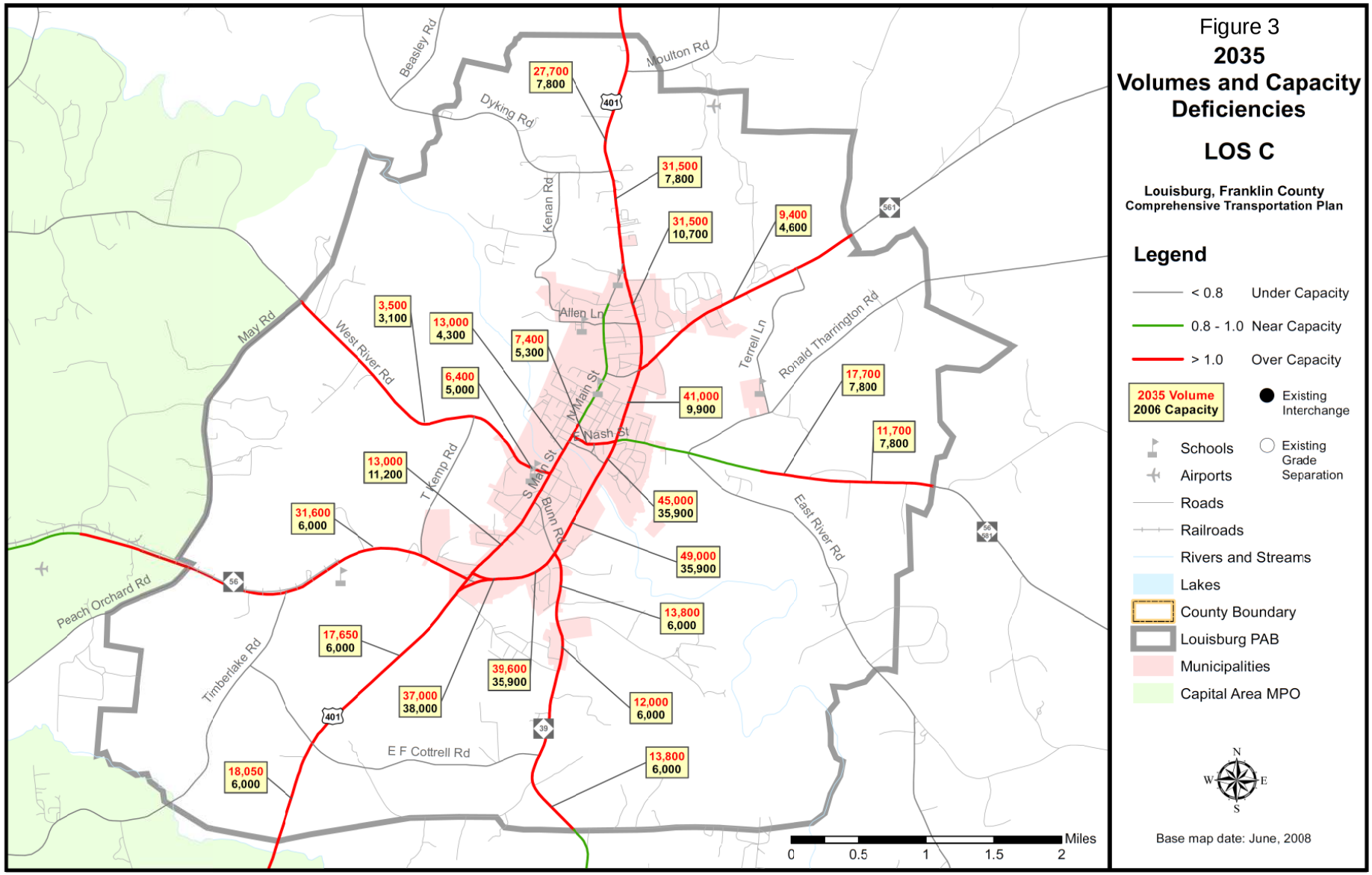


Figure 3

2035
Volumes and Capacity Deficiencies

LOS C

Louisburg, Franklin County
Comprehensive Transportation Plan

Legend

- < 0.8 Under Capacity
- 0.8 - 1.0 Near Capacity
- > 1.0 Over Capacity
- 2035 Volume / 2006 Capacity
- Existing Interchange
- Schools
- Existing Grade Separation
- Airports
- Roads
- Railroads
- Rivers and Streams
- Lakes
- County Boundary
- Louisburg PAB
- Municipalities
- Capital Area MPO

N W E S

Base map date: June, 2008

Back of Figure

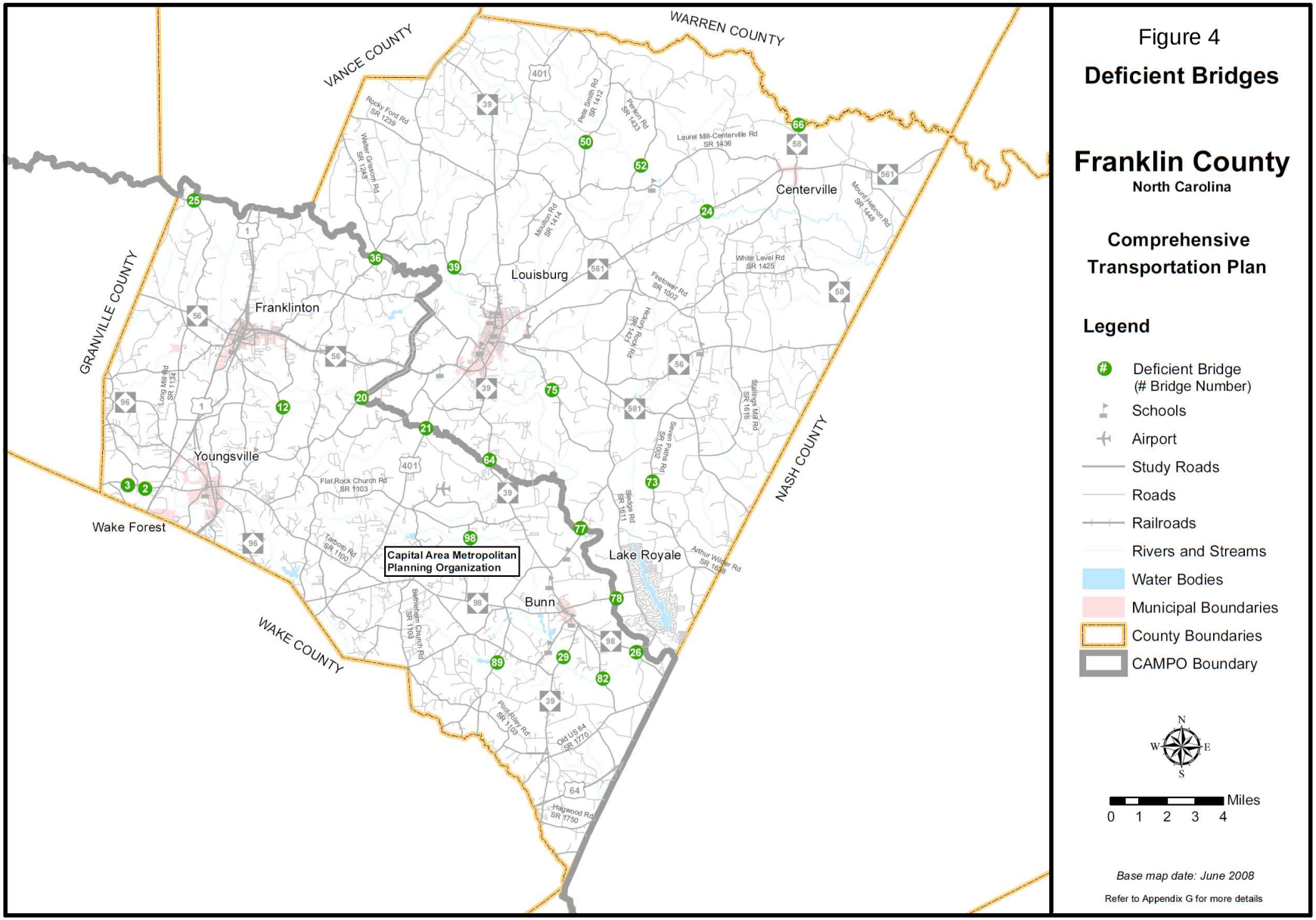


Figure 4
Deficient Bridges
Franklin County
North Carolina
Comprehensive Transportation Plan
Legend
Deficient Bridge (# Bridge Number)
Schools
Airport
Study Roads
Roads
Railroads
Rivers and Streams
Water Bodies
Municipal Boundaries
County Boundaries
CAMPO Boundary
N
W
E
S
Miles
0 1 2 3 4
Base map date: June 2008
Refer to Appendix G for more details
VANCE COUNTY
WARREN COUNTY
GRANVILLE COUNTY
NASH COUNTY
WAKE COUNTY
Franklinton
Louisburg
Centerville
Youngsville
Wake Forest
Bunn
Lake Royale
Capital Area Metropolitan Planning Organization

Back of Figure

Public Transportation and Rail

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

Public Transportation

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

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

- Regional Community Transportation - Regional community transportation systems are composed of two or more contiguous counties providing coordinated / consolidated service. Although such systems are not new, 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.

There are no existing fixed public transportation routes for the planning area. The Kerr Area Regional Transportation System (KARTS) is a regional public transportation program that serves both the general public and human service agencies in the counties of Vance, Franklin, Warren and Granville. It provides coordinated community transportation through subscription, demand response (dial-a-ride) and deviated fixed routes. A deviated fixed route is provided in Henderson. Service is provided weekdays and Saturdays.

Planned fixed public transportation routes for the planning area are presented on Figure 1, Sheet 3. CAMPO's 2035 LRTP was considered. All recommendations for public transportation were coordinated with the local governments and the Public Transportation Division of NCDOT.

Rail

North Carolina has 3,684 miles of railroad tracks throughout the state. Two types of trains operate in the state; passenger trains and freight trains.

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

Two major freight railroad companies 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 Figure 1, Sheet 3.

The following information was received through coordination of the CTP with the Rail Division of NCDOT. CSX Transportation serves Franklin County. The only active rail line in the county is the CSX S-line, which runs from Raleigh to Norlina through Youngsville and Franklinton paralleling US 1 and US 1 Alternate in Franklin County. Current service includes two local freight trains per day serving the local rail customers between Raleigh and Norlina. This line originally connected Raleigh, Henderson and Norlina in North Carolina to Petersburg and Richmond in Virginia. It was part of a larger north-south mainline that provided freight and passenger rail service from New York to Florida, until CSX abandoned the S-line north of Norlina in the 1980s.

CSX's SB-line, the Franklinton/Louisburg rail line, is currently inactive, but was built in the 1880s and was used to provide passenger and freight service from the mainline at Franklinton to Louisburg. The track was abandoned and removed around 1990, but NCDOT later purchased the right-of-way (ROW) to preserve for future rail transportation use. This inactive rail corridor is known as the Franklin County Rail Corridor. The Franklin County Rail Corridor currently has an interim trail, the Louisburg Bike Trail, on the easternmost 3 miles.

Another rail line ran between Rocky Mount, Nashville, Spring Hope, Bunn and a Rolesville rock quarry. The rail line west of Spring Hope was abandoned in segments before and in the 1980s, and was not preserved by NCDOT.

The Southeast High Speed Rail (SEHSR) study initiated in 1994 (TIP project No. P-3819) proposes a reconstruction and upgrade for portions of the S-line from Raleigh to Petersburg. The existing rail corridor is capable of serving the SEHSR with proposed track realignments to reduce curvature and increase speed. For safety reasons, most of the existing at-grade highway/railroad crossings are proposed to be eliminated;

discussions with the communities affected by these matters have continued throughout the planning process to ensure access for emergency service, pedestrian, and bicycle elements.

Passenger travel times between Charlotte and New York would be significantly reduced and additional freight and local passenger trains would be allowed with the restoration of the S-line. The opportunity to restore local rail freight service and through-rail service could improve economic development and job opportunities for rail-based manufacturing. This could also benefit the Franklin County Rail Corridor that, prior to the 1980's S-line abandonment, had significant rail freight business. With the SEHSR there is potential for a light rail commuter service between Norlina and Raleigh; and between Louisburg, Franklinton and Raleigh. See the SEHSR website (www.sehsr.org) for more detail.

CAMPO's 2035 LRTP was considered. All recommendations for rail were coordinated with the local governments and the Rail Division of NCDOT.

Bicycles & Pedestrians

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

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

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

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

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented in Figure 1, Sheets 4, 4A, 4B, 5 and 5A. The 2008 Town of Wake Forest Bicycle Plan and CAMPO's 2035 LRTP were considered. A bicycle plan that is currently being developed for the Kerr-Tar region is the NC Lakes District Bike Plan. The plan is to connect the region's lakes by way of bicycle routes and trails. More

information on this plan can be found at www.nclakesdistrict.com. There are no other existing bicycle or pedestrian plans for the area.

A statewide bicycle route known as the "Mountains to Sea—NC Bike Route 2" runs from Murphy in the mountains to Manteo on the coast covering 700 miles of varied topography. This route runs through the southern portion of Franklin County and through the town of Youngsville.

All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the Bicycle and Pedestrian Division of NCDOT.

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 2000 Franklin County Comprehensive Land Use Plan[4], the Franklinton 20-Year Land Use Plan adopted in 2001, the 1998 Louisburg Comprehensive Land Use Plan, the 2009 Wake Forest Community Plan, the Youngsville Land Use Plan 2000-2010 adopted in 2000, and the Bunn 2020 Land Use Plan[5] developed in 2001 were used to meet this requirement. The CTP moved forward with an understanding with Franklin County and Louisburg that their land development plans were still valid for the areas within their planning jurisdiction. The plan was endorsed by the County Commissioners and adopted by the Louisburg Town Council. Bunn, Centerville, Franklinton, Wake Forest and Youngsville reaffirmed with their resolutions of adoption or endorsement that their land development plans and/or the 2000 Franklin County Comprehensive Land Use Plan are still valid for the areas within Franklin County and will serve as the qualifying land development plans. The Franklinton and Louisburg existing land development plans are illustrated in Figures 5 and 6, respectively. Their future land development plans are illustrated in Figures 7 and 8, respectively. The Wake Forest Growth Strategy map is shown in Figure 9.

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:

[4] *2000 Franklin County Comprehensive Land Use Plan can be viewed at: http://www.franklincountync.us/services/planning-and-inspections/comprehensive-landuse-plan and http://files.franklin.gethifi.com/services/planning-and-inspections/current-planning-2/FCFutureLanduse.pdf.*

[5] *Bunn 2020 Land Use Plan developed in 2001 can be viewed at: http://www.townofbunn.com/docs/zoning/Bunn_NC_2020_Land_Use_Plan.pdf.*

- 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.

The Louisburg hand allocation model took into account existing land use of the area and future land use in determining future traffic conditions of the area. This model is described in detail in Appendix I.

Franklin County primarily anticipates growth in several key areas. One area is along US 1 between Youngsville and Franklinton. The existing waterlines between Youngsville and Franklinton, and the increase in traffic along US 1 have been essential components of growth in this area of the county. The majority of residential growth has been focused around the southern municipalities in the county including Bunn, Franklinton, and Youngsville. The gated community of Lake Royale has also experienced some residential growth.

Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act[6] (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

[6] *For more information on NEPA, go to:* http://www.epa.gov/compliance/basics/nepa.html

detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that are typically examined as a part of a CTP study is shown in Tables 1 and 2 utilizing the best available data. Environmental features occurring within Franklin County and Louisburg are shown in Figures 10, 11 and 12, and are highlighted in Table 1.

Table 1 – Environmental Features

- **Airport Locations**
- 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
- **Floodplains**
- Geology (including Dikes and Faults)
- Hazardous Substance Disposal Sites
- **Hazardous Waste Facilities**
- **High Quality Water and Outstanding Resource Water Management Zones**
- **Hospital Locations**
- **Land Trust Priority Areas**
- **Land Trust Conservation Properties**
- **National Heritage Element Occurrences**
- North Carolina Coastal Region Evaluation of Wetland Significance (NC-CREWS)
- Paddle Trails
- **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
- **State-Owned Lands**
- Submersed Rooted Vasculars
- **Target Local Watersheds - EEP**
- Trout Streams (DWQ)
- Trout Waters (WRC)
- **USGS Streams**
- **Water Distribution Systems – Pipes, Pumps, Tanks, Treatment Plants, and Wells**
- **Water Supply Watersheds**
- **Wetlands**
- Wild and Scenic Rivers

Additionally, the following environmental features in Table 2 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

Public Involvement

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

Meetings were held with the Franklin County Board of Commissioners in early 2007 and the Louisburg Town Council in early 2006 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 a CTP committee 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. The committee included: a representative from each municipality except Centerville; county planning staff; county economic and development staff; a representative from the unincorporated Lake Royale community; Kerr-Tar RPO[7] staff; Capital Area MPO[8] staff; NCDOT District Engineers; and several Franklin County citizens. Centerville was invited to participate in the CTP committee meetings and was updated of the status of the committee throughout the process. Refer to Appendix H for detailed information on the vision statements, the goals and objectives surveys and a listing of committee members.

The public involvement process included two public drop-in sessions in the Franklin County area to present the proposed CTP to the public and solicit comments. The first meeting was held on September 21, 2010 at the Franklin County Administrative Office in Louisburg; the second meeting was held on September 22, 2010 at the Youngsville Community House in Youngsville. Each session was publicized in the local newspaper and on the CAMPO website. They were held from 5:00pm to 7:00pm.

Public hearings were held March 21, 2011 during the Louisburg Town Council meeting, April 4, 2011 during the Bunn Board of Commissioners meeting, April 14, 2011 during the Youngsville Board of Commissioners meeting, April 19, 2011 during the Franklinton

[7] *The Kerr-Tar Rural Planning Organization (KTRPO) coordinates transportation planning for the Person, Warren and Vance County areas and parts of Franklin and Granville County areas. More information about KTRPO can be found at* http://www.kerrtarcog.org/rpo/.

[8] *The Capital Area Metropolitan Planning Organization (CAMPO) provides transportation planning for the Wake County area and parts of Franklin, Granville, Harnett and Johnston County areas. More information about CAMPO can be found at* http://www.campo-nc.us/.

Board of Commissioners meeting, April 19, 2011 during the Wake Forest Board of Commissioners meeting, May 2, 2011 during the Franklin County Board of Commissioners meeting, May 3, 2011 during the Centerville Board of Commissioners meeting, and May 14, 2011 during the Lake Royale gated community meeting. The purpose of these meetings was to present the plan recommendations and to solicit further input from the public. The CTP was adopted or endorsed during all of these meetings, except for the Lake Royale meeting. Lake Royale is an unincorporated, gated community; and the CTP presentation was given as a courtesy and for continued public involvement.

The Lake Royale community meeting recommended taking the issue to the Board of Directors on May 21, 2011. At the Board of Directors meeting, they decided to neither endorse nor reject the CTP due to concern that the recommended NC 39 Bunn Bypass will further exacerbate travel conditions through Bunn toward Wake Forest along Baptist Church Road and Jewett Avenue. In future planning processes, the Board urges consideration of a bypass on the west side of Bunn.

The Kerr-Tar RPO endorsed the CTP on May 12, 2011. The Capital Area MPO adopted the CTP on June 15, 2011. The North Carolina Department of Transportation adopted the Franklin County and Louisburg CTP on July 7, 2011.

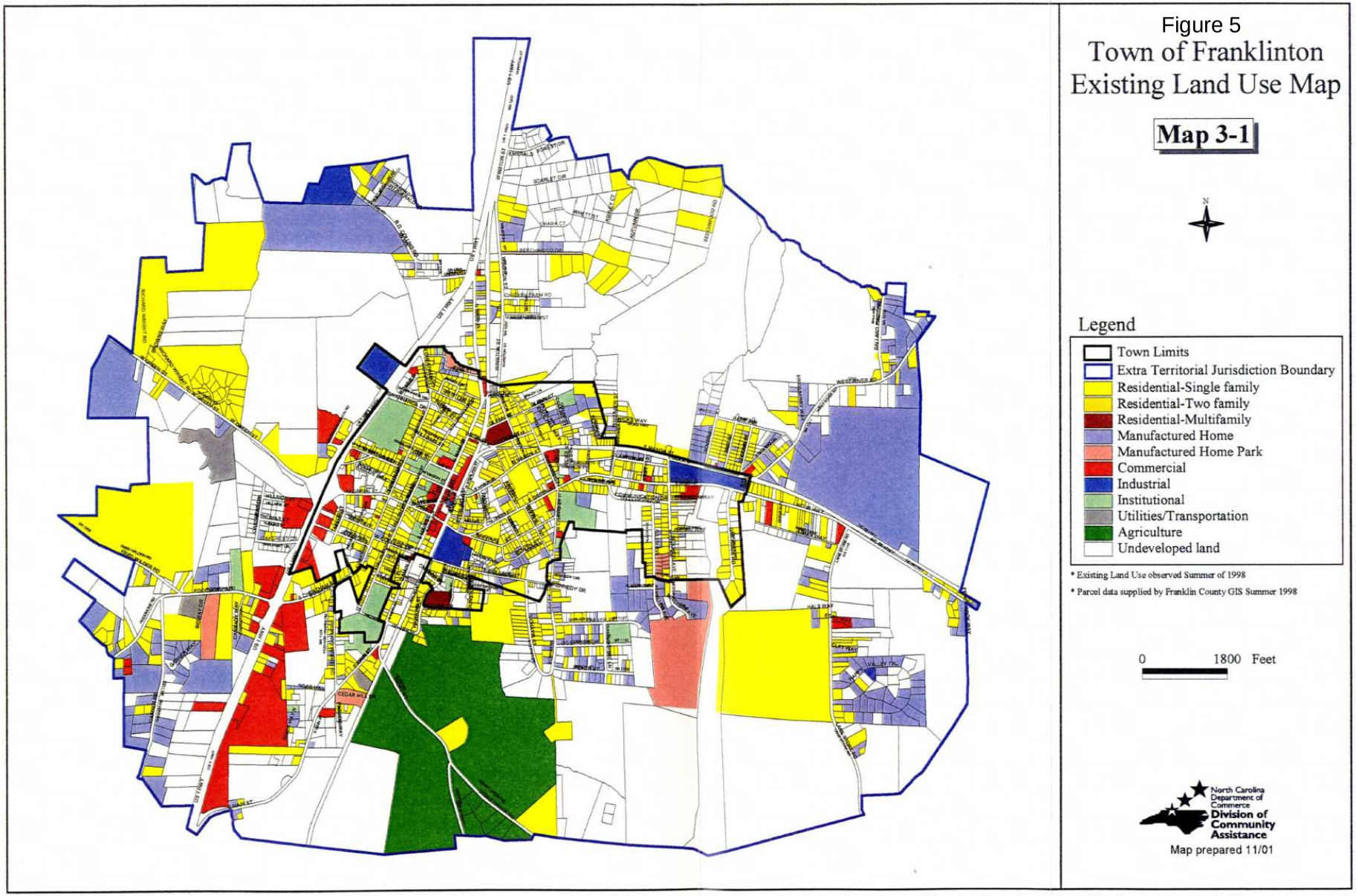


Figure 5
Town of Franklinton
Existing Land Use Map
Map 3-1
N
Legend
Town Limits
Extra Territorial Jurisdiction Boundary
Residential-Single family
Residential-Two family
Residential-Multifamily
Manufactured Home
Manufactured Home Park
Commercial
Industrial
Institutional
Utilities/Transportation
Agriculture
Undeveloped land
* Existing Land Use observed Summer of 1998
* Parcel data supplied by Franklin County GIS Summer 1998
0
1800 Feet
North Carolina Department of Commerce
Division of Community Assistance
Map prepared 11/01

Back of Figure

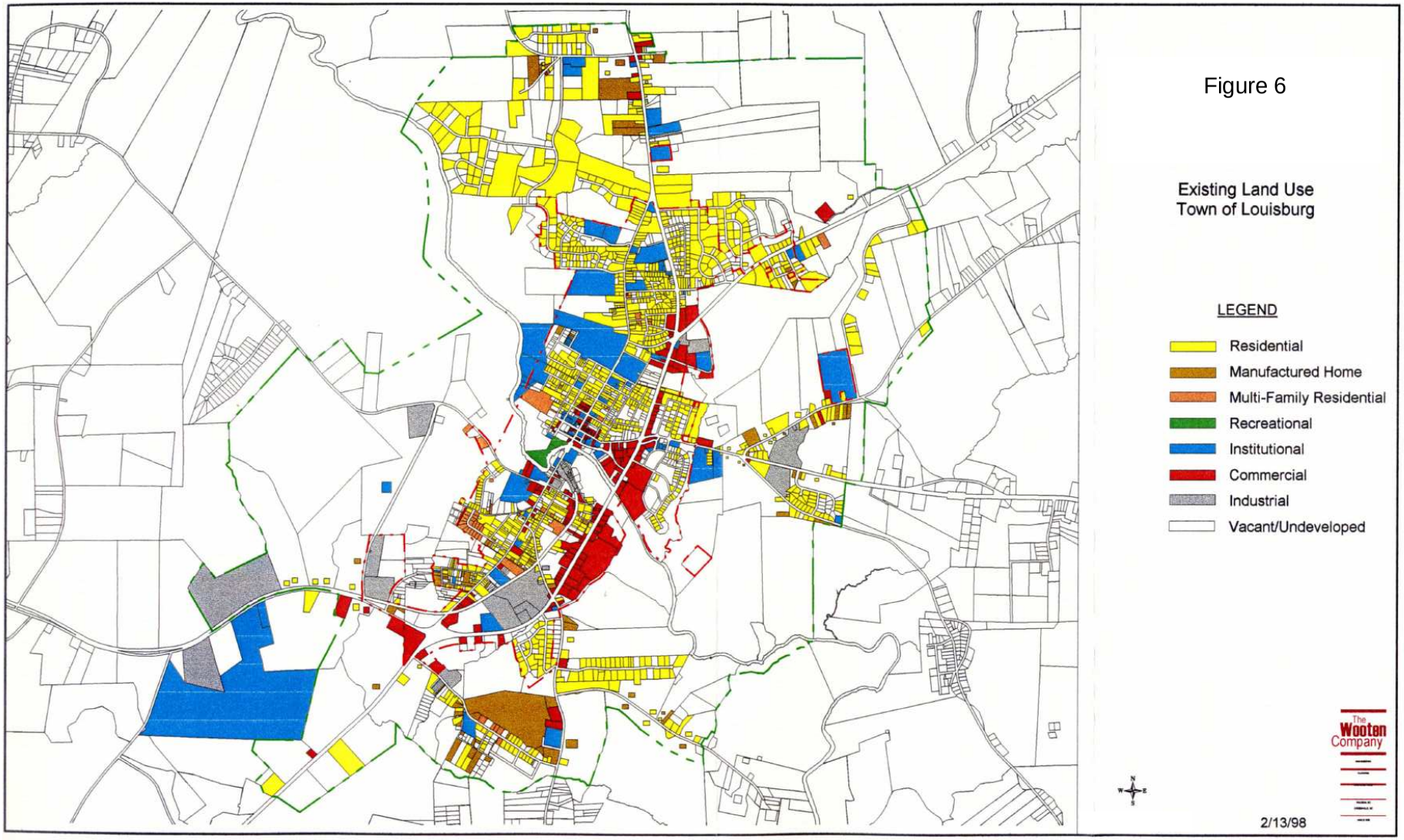


Figure 6
Existing Land Use
Town of Louisburg
LEGEND
Residential
Manufactured Home
Multi-Family Residential
Recreational
Institutional
Commercial
Industrial
Vacant/Undeveloped
The Wooten Company
2/13/98

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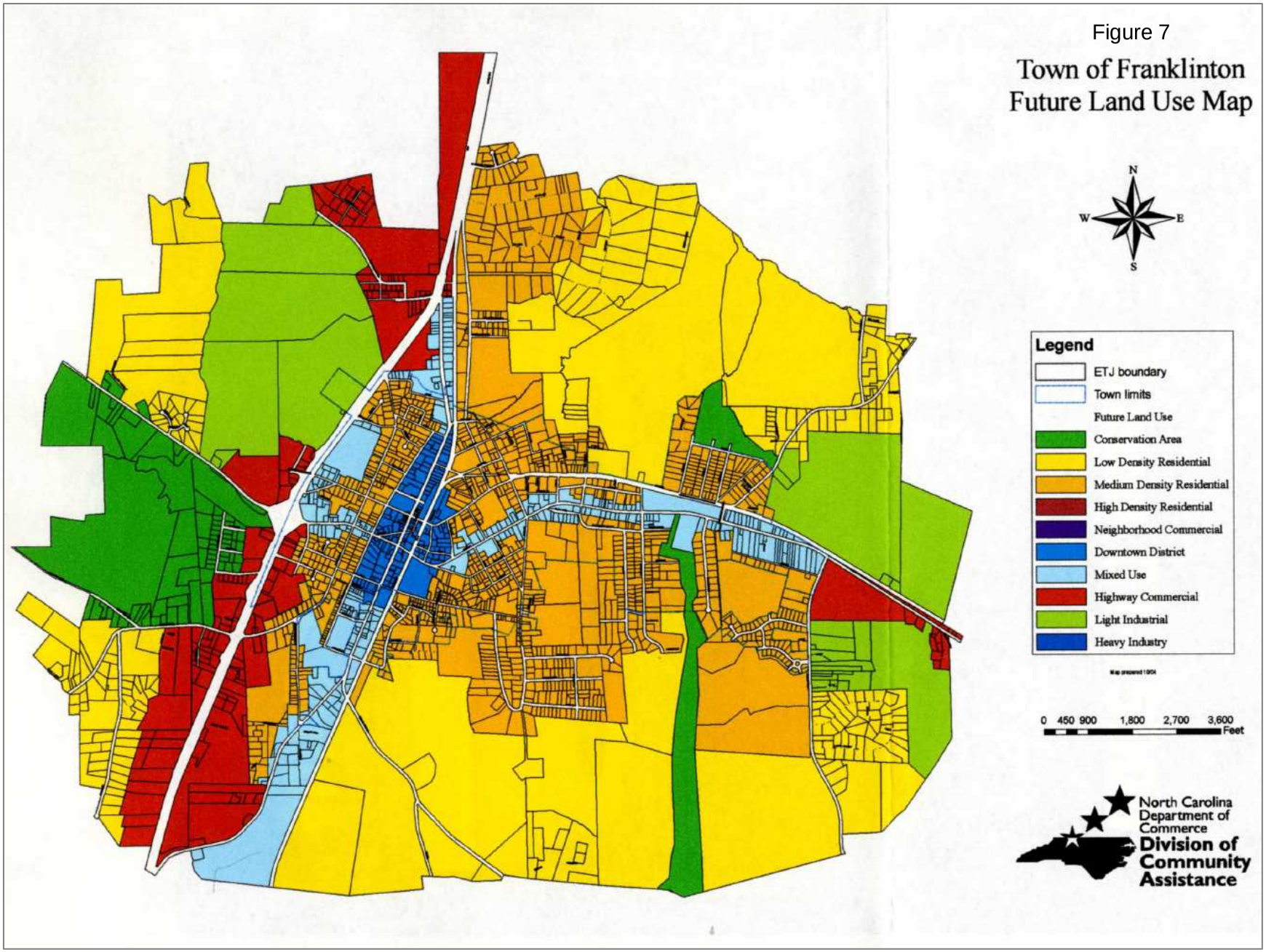
Figure 7

Town of Franklinton Future Land Use Map



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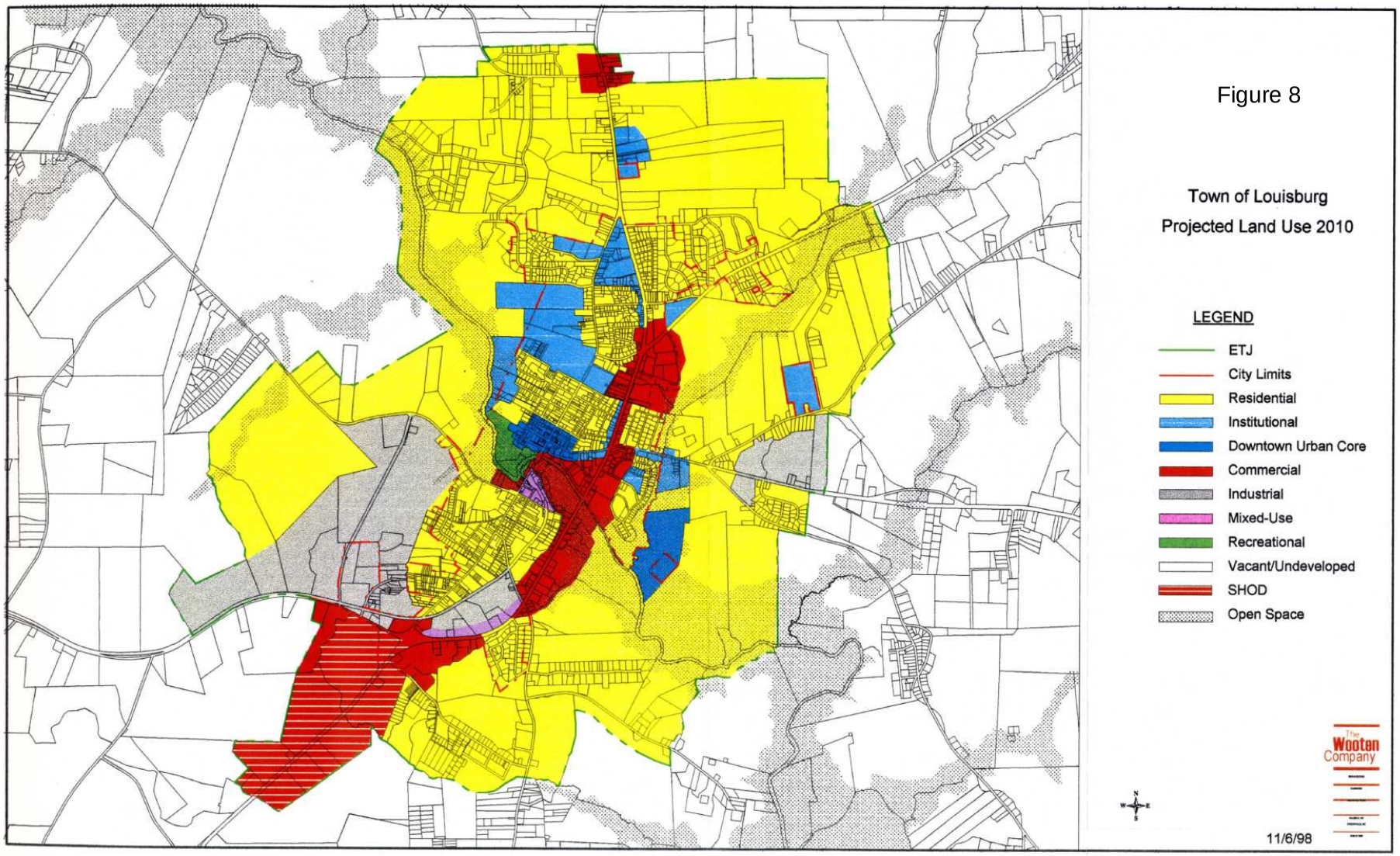
Figure 8
Town of Louisburg
Projected Land Use 2010
LEGEND
ETJ
City Limits
Residential
Institutional
Downtown Urban Core
Commercial
Industrial
Mixed-Use
Recreational
Vacant/Undeveloped
SHOD
Open Space
The Wooten Company
11/6/98

Back of Figure

TOWN *of* WAKE FOREST

Growth Strategies

Wake Forest Community Plan

Prepared By:
Town of Wake Forest
Department of Planning & Inspections

September 2009; Revised March 2011

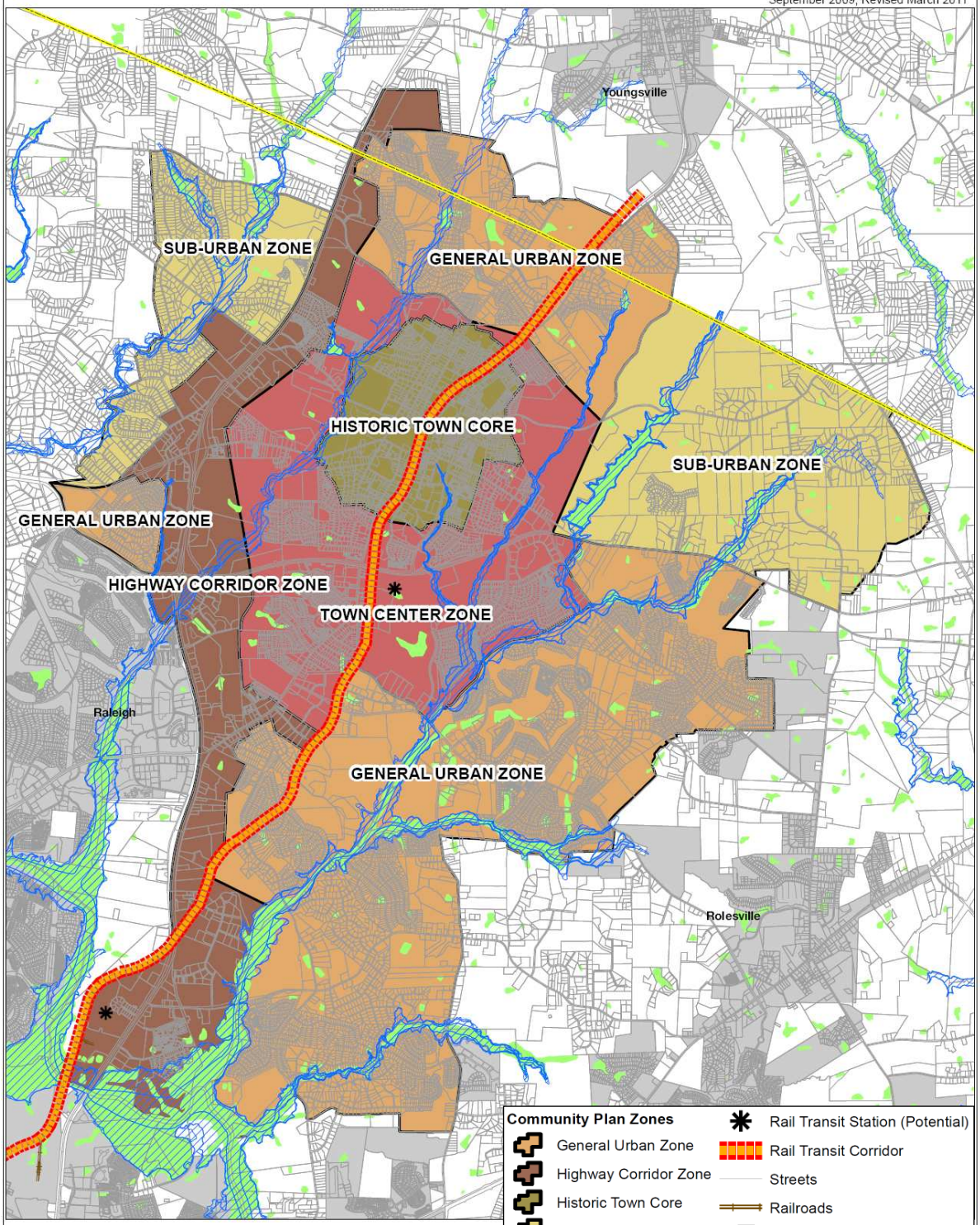

Figure 9

Please note that this map is intended for illustrative purposes only. For specific inquiries regarding data displayed here, contact the Wake Forest Department of Planning at 919-435-9510.

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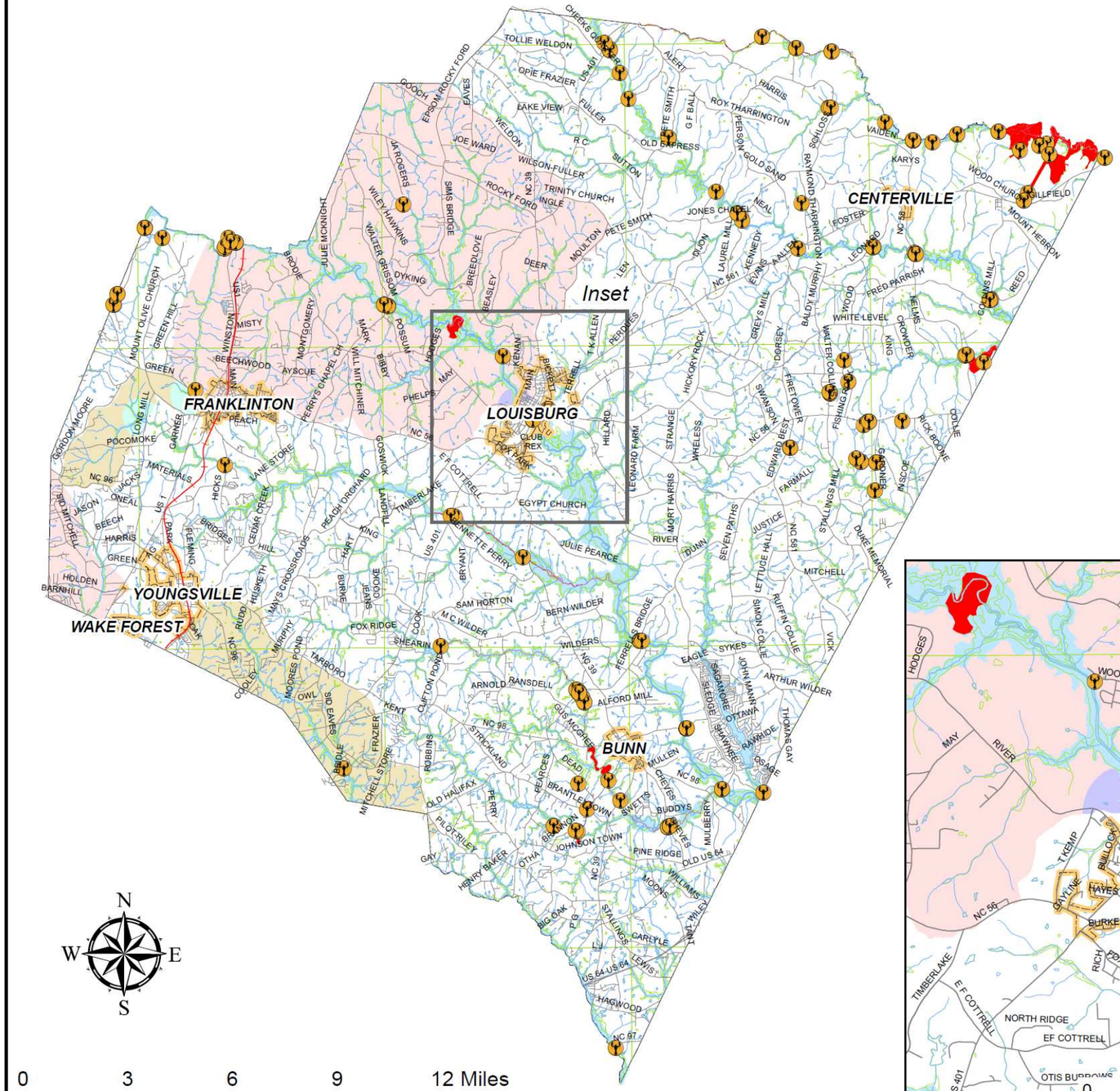
Figure 10

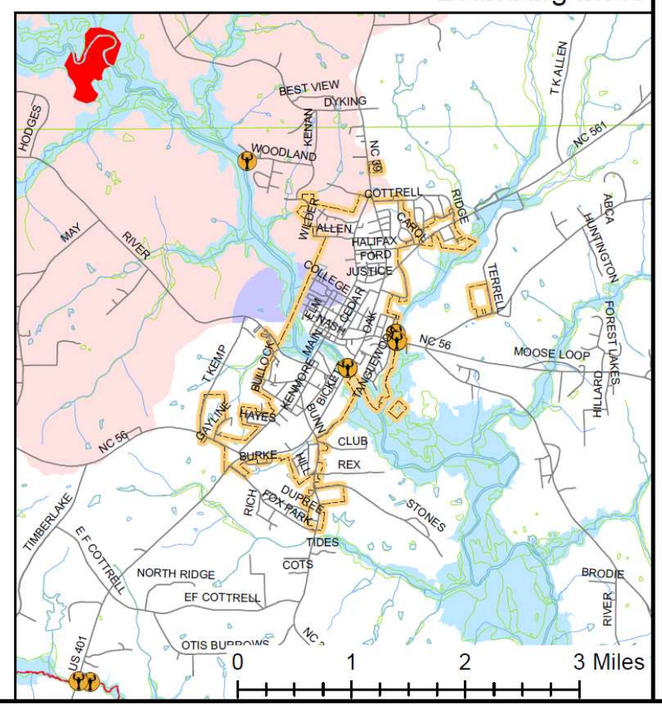
Environmental Map

Franklin County
North Carolina

Comprehensive Transportation Plan



Louisburg Inset



Legend

- Natural Heritage Element Occurrence
- Railroads
- Roads
- USGS Streams
- Wetlands
- City Limits
- Significant Natural Heritage Areas
- County Boundary
- Floodplain

Water Supply Watershed

- WS-II NSW, Protected
- WS-II NSW, Critical
- WS-IV NSW, Protected
- WS-IV NSW, Critical

This map was originally created in September 2008 by the Kerr-Tar C.O.G Planning/GIS Dept. This map was edited by NCDOT Transportation Planning Branch in March 2012 to remove restricted environmental features and correct the watershed layer.

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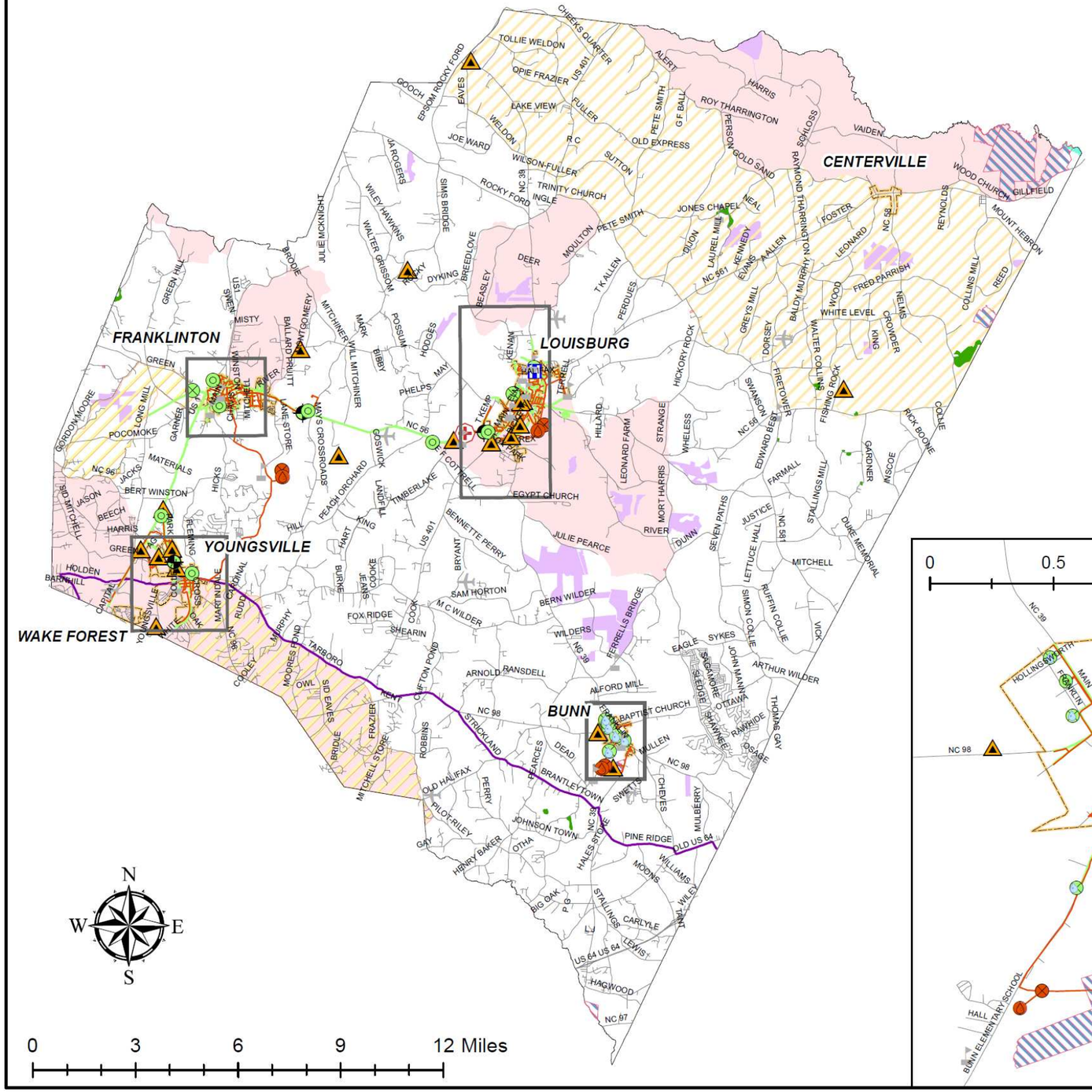
Figure 11

Environmental Map 2

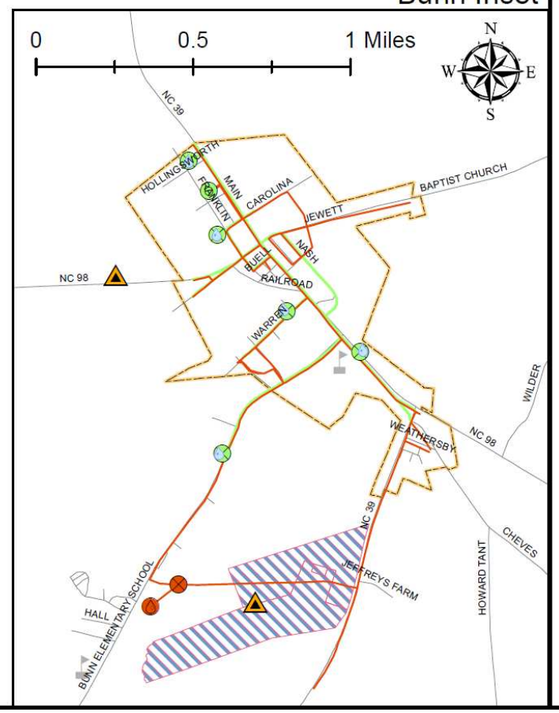
Franklin County

North Carolina

Comprehensive Transportation Plan



Bunn Inset



Legend

- Airports
- Schools
- Hospital
- Emergency Operation Center
- Sanitary Sewer System Discharges
- Sanitary Sewer System Treatment Plants
- Water Distribution System Wells
- Water Distribution System Tanks
- Water Distribution System Pumps
- Water Distribution System Treatment Plants
- Hazardous Waste Facilities
- Sanitary Sewer System Pipes
- Water Distribution System Pipes
- Bike Routes - NCDOT
- Roads
- County Boundary
- City Limits
- State-Owned Lands
- Land Trust Conservation Properties
- Water Supply Watersheds
- Outstanding Resource Water
- Land Trust Priority Areas
- Conservation Tax Credit Properties
- Target Local Watersheds - EEP

Base map date: September 2008

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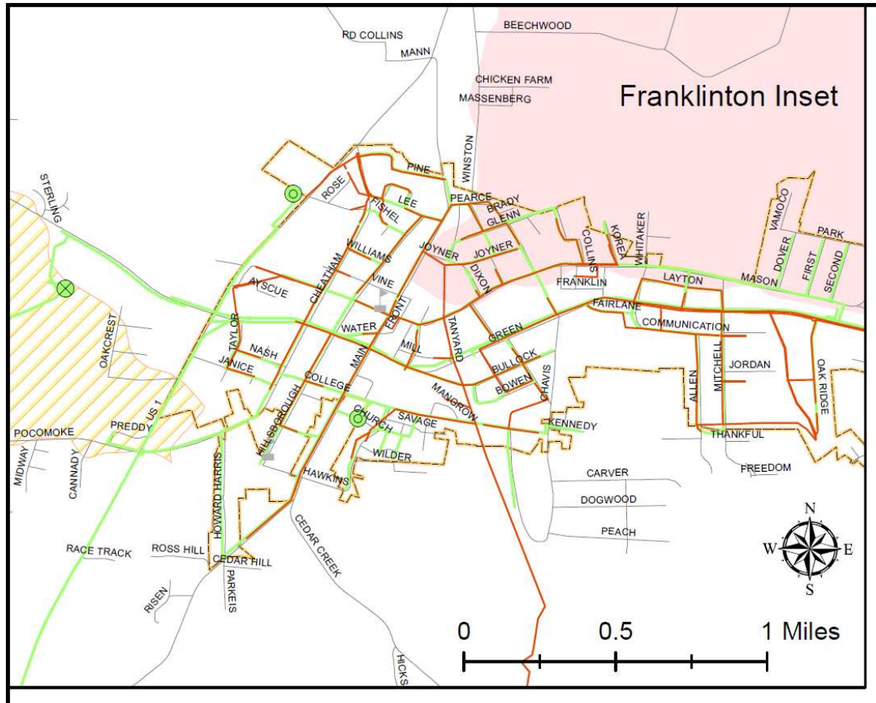

Figure 12

Environmental Map 2
(Insets)

Franklin County
North Carolina

Comprehensive Transportation Plan

Legend

- Airports
- Schools
- Hospital
- Emergency Operation Center
- Sanitary Sewer System Discharges
- Sanitary Sewer System Treatment Plants
- Water Distribution System Wells
- Water Distribution System Tanks
- Water Distribution System Pumps
- Water Distribution System Treatment Plants
- Hazardous Waste Facilities
- Sanitary Sewer System Pipes
- Water Distribution System Pipes
- Bike Routes - NCDOT
- Roads
- County Boundary
- City Limits
- State-Owned Lands
- Land Trust Conservation Properties
- Water Supply Watersheds
- Outstanding Resource Water
- Land Trust Priority Areas
- Conservation Tax Credit Properties
- Target Local Watersheds - EEP

Base map date: September 2008

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II. Recommendations

This chapter presents recommendations for each mode of transportation in the Franklin County and Louisburg CTPs. More detailed information on each recommendation is tabulated in Appendix C. Refer to Appendix J for documentation of project alternatives and scenarios that were studied, but are not included in the adopted CTP.

Unaddressed Deficiencies

Ten future deficiencies were identified during the development of the CTP, but remain unaddressed. The deficiencies are as follows:

Youngsville:

- **US 1 Alternate (South Youngsville Boulevard)**
  US 1 Alternate from Wake County to Holden Road (SR 1147) is projected to be over capacity by the future year 2035. This deficiency remains unaddressed due to other improvements to roads in the area. With improvements to other facilities like US 1, NC 96 and recommended NC 96 Youngsville Bypass, traffic is anticipated to shift to these other roads, lessening the future traffic on this facility. The only recommendation on this facility is to add wide paved shoulders for bicycle use. Improvements for bicycle use could be considered as minor capacity improvements.

- **NC 96 (South of Youngsville)**
  NC 96, from Wake County to Bradford Ridge Road (SR 1917), is projected to be over capacity by the future year 2035. The CTP recommendation, FRAN0016-H, is to widen the existing facility to two twelve foot lanes with wide shoulders for bicycle accommodations and turn lanes where necessary. Widening the travel lane provides some increase in capacity. Improvements for bicycle use could be considered as minor capacity improvements. The projected traffic exceeds the proposed capacity by only 3%. After the recommended improvements are made, monitoring for traffic congestion is intended.

- **NC 96 (West/East Main Street), East Main Street (SR 1100) and Tarboro Road (SR 1100)**
  In Youngsville, NC 96 (West/East Main Street), from US 1 Alternate to East Main Street (SR 1100), and East Main Street (SR 1100), from NC 96 to Cedar Creek Road (SR 1116), are currently near or over capacity. Tarboro Road (SR 1100), from Cedar Creek Road (SR 1116) to Mays Crossroads (SR 1105), is projected to be over capacity by the future year 2035. These deficiencies remain unaddressed due to rail improvements, other improvements in the area and Youngsville's desire to leave the downtown unchanged as much as possible. With the Southeast High Speed Rail study, a new grade separation of the CSX

rail line and NC 96 (Main Street) would increase intersection capacity, but segment capacity would remain the same. See TIP No. P-3819 in the Rail Recommendations for more information. There are improvements recommended for roads in the area like US 1, NC 96 Bypass and US 401. US 401 (TIP No. R-2814) is to be widened to a four lane divided facility from Ligon Mill Road (SR 2044) in Wake County to Fox Park Road (SR 1700) south of Louisburg. Sections A and E are complete. Section B, the Rolesville Bypass, is currently under construction. Traffic could shift to these other roads, lessening the future traffic on NC 96 (West/East Main Street).

There are also recommendations of a bus route and bicycle improvements. The primary purpose of the bus route is to relieve projected congestion on the existing facility. The project would connect people of the Youngsville area to the proposed express bus route along US 1. This route is also a part of the NC Bike Route 2, "Mountains to Sea," and improvements to this route are recommended on East Main Street/Tarboro Road (SR 1100), from the Youngsville Municipal Limits to Mays Crossroads (SR 1105). Improvements for bicycle use could be considered as minor capacity improvements. However, in the central business district, storefront development on NC 96 (East Main Street) prevents any additions to the current pavement width. While the existing pavement width would be sufficient to provide three travel lanes, Youngsville prefers to keep the existing arrangement of two twelve foot travel lanes and roadside parking.

- **Bert Winston Road (SR 1133/SR 1132)**
  North of Youngsville, Bert Winston Road (SR 1133/SR 1132), from US 1 to Hicks Road (SR 1125), is projected to be over capacity by the future year 2035. With the Southeast High Speed Rail study, a new grade separation of the CSX rail line and Bert Winston Road (SR 1133) would increase intersection capacity, but segment capacity would remain the same. See TIP No. P-3819 in the Rail Recommendations for more information. There are other improvements recommended for roads in the area like US 1, Bert Winston Road Extension and NC 56 Franklinton Bypass. A grade separation is proposed at Bert Winston Road (SR 1133) and US 1 with a new interchange at Bert Winston Road Extension and US 1. Traffic could shift to these other roads, lessening the future traffic on this facility.

  There are also recommendations of bicycle improvements on Bert Winston Road (SR 1132). Improvements for bicycle use could be considered as minor capacity improvements. This deficiency remains due to the improvements listed and due to projected traffic exceeding the proposed capacity by less than 1%. After the recommended improvements are made, monitoring for traffic congestion is intended.

- **Holden Road (SR 1147)**
  Holden Road (SR 1147), from US 1 Alternate to Youngsville Municipal Limits, is projected to be over capacity by the future year 2035. This deficiency remains

unaddressed due to other improvements in the area. With improvements to other facilities like US 1, NC 96 and recommended NC 96 Youngsville Bypass, traffic could shift to these other roads, lessening the future traffic on this facility. There are recommendations of a bus route and bicycle improvements. The primary purpose of the bus route is to relieve projected congestion on the existing facility. The project would connect people of the Youngsville area to the express bus route along US 1. This route is also a part of the NC Bike Route 2, "Mountains to Sea," and improvements to this route are recommended along Holden Road (SR 1147). Improvements for bicycle use could be considered as minor capacity improvements.

Bunn:

- **Baptist Church Road (SR 1609)**
  East of Bunn, Baptist Church Road (SR 1609), from the Tar River to Sledge Road (SR 1611), is projected to be over capacity by the future year 2035. The CTP recommendation, FRAN0022-H, is to widen the existing facility to two twelve foot lanes with wide shoulders for bicycle accommodations and turn lanes where necessary. Improvements for bicycle use could be considered as minor capacity improvements. The projected traffic exceeds the proposed capacity by only 2%. After the recommended improvements are made, monitoring for traffic congestion is intended.

- **East Jewett Avenue (SR 1609)**
  East Jewett Avenue (SR 1609), NC 39 Bunn Bypass to Bunn Municipal Limits, is projected to be over capacity by the future year 2035. The CTP recommendation, FRAN0022-H, is to widen the existing facility to two twelve foot lanes with wide shoulders for bicycle accommodations and turn lanes where necessary. Improvements for bicycle use could be considered as minor capacity improvements. With improvements to other facilities like NC 39, NC 39 Bunn Bypass and NC 98 traffic could shift to these other roads, lessening the future traffic on this facility.

Louisburg:

- **US 401 (South Bickett Boulevard)**
  In Louisburg, US 401 (South Bickett Boulevard), from NC 39 to NC 56/NC 581, is projected to be over capacity by the future year 2035. The CTP recommendation, FRAN0001-H, is to improve the facility from five lanes to a four lane divided, boulevard facility from NC 39 to NC 56-581 (Nash Street) in Louisburg. With improvements to other facilities in the area, like US 401 Bypass and South/North Main Street (SR 1229), traffic could shift to these parallel routes, lessening the future traffic on this facility. There are recommendations of a bus route, the Louisburg Connector, on this facility. The primary purpose of the bus route is to relieve projected congestion on US 401 (South Bickett Boulevard) and

other local facilities; its secondary purposes are to improve the mobility and connectivity of people within Louisburg.

- **Johnson Street (SR 1270)**
  In Louisburg, Johnson Street (SR 1270), from US 401 (Bickett Boulevard) to South Main Street (SR 1229), is projected to be over capacity by the future year 2035. With improvements to other facilities in the area, like East Nash Street (SR 1229), Bunn Road (SR 1230), and Justice Street (SR 1262), traffic could shift to these parallel routes, lessening the future traffic on this facility. The projected traffic exceeds the proposed capacity by only 12%. After recommended improvements to other facilities in the area are made, monitoring for traffic congestion is intended.

- **Main Street (SR 1229)**
  In Louisburg, Main Street (SR 1229), from NC 56 to Franklin Street, is projected to be over capacity by the future year 2035. The CTP recommendation, FRAN0024-H, for this facility is to improve to a three lane minor thoroughfare with eleven foot center turn lane from NC 56 to US 401, but the deficiency remains due to other improvements in the area and Louisburg's desire to leave the downtown unchanged as much as possible. With improvements to other facilities like US 401 Bypass and US 401 (South/North Bickett Boulevard) traffic could shift to these other roads, lessening the future traffic on this facility. Central business district storefront development on South/North Main Street (SR 1229) prevents any additions to the current pavement width. While the existing pavement width would be sufficient to provide three travel lanes, Louisburg prefers to keep the existing arrangement of two travel lanes and roadside parking only between Nash and Franklin Streets in the central business district.

  There are also recommendations of a bus route, bicycle accommodations and multi-use path on this facility. The primary purpose of the bus route, the Louisburg Connector, is to relieve projected congestion on South/North Main Street (SR 1229) and other local facilities; its secondary purposes are to improve the mobility and connectivity of people within Louisburg. The on-road bicycle accommodations are recommended from the end of the existing Louisburg Bicycle Trail north to US 401. The multi-use path recommendation is from NC 56 to Bunn Road (SR 1230) which also connects to the existing Louisburg Bicycle Trail and existing sidewalks. Improvements for bicycle use could be considered as minor capacity improvements.

Implementation

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

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the county and its municipalities. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursues funding for priority projects. Projects should be prioritized locally and submitted to the Kerr-Tar RPO for consideration and inclusion in their priority list and the Capital Area MPO (CAMPO) for consideration and inclusion in their Metropolitan Transportation Plan[1] (MTP, formerly LRTP) for regional prioritization. Then projects should be submitted to NCDOT for State Transportation Improvement Program[2] (TIP) prioritization. Refer to Appendix A for contact information on funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and the NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

As it relates to this CTP, the Franklin County Unified Development Ordinance[3] (UDO) adopted in 2001 provides setback requirements for the US 401 corridor widening project (TIP No. R-2814), and provisions for compliance with officially adopted thoroughfare plans (now called CTPs).

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act[4] (NEPA) or the North Carolina (or State) Environmental Policy Act[5] (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

[1] *For more information on CAMPO's MTP, go to:* http://www.campo-nc.us/lrtp.html.

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

[3] *The Franklin County Unified Development Ordinance (UDO) adopted in 2001 can be found at:* http://www.franklincountync.us/services/planning-and-inspections/current-planning-2/unified-development-ordinance.

[4] *For more information on NEPA, go to:* http://www.epa.gov/compliance/basics/nepa.html.

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

Problem Statements

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

The CTP study for the town of Louisburg started before the Franklin County study, and towards the end of the studies, they were combined. Louisburg chose to use a level of service (LOS) C roadway capacity, while the balance of the county used LOS D to estimate the capacity of their roadways. See Appendix E for LOS Definitions.

Highway Recommendations

US 401 - Proposed Improvements from Fox Park Road (SR 1700) to NC 56/581, and from Main Street (SR 1229) to Warren County

Local ID: FRAN0001-H, FRAN0002-H

Last Updated: 12/3/13

Identified Problem

Existing US 401 is projected to be over capacity by 2035 from Wake County to the US 401/NC 39 split north of Louisburg. The primary purpose of improving US 401 is to relieve congestion on the existing facility. The primary purpose of improving US 401, north of the US 401/NC 39 split to Warren County, is to maintain mobility of projected 2035 traffic along this corridor.

The US 401 corridor has two TIP projects and two recommended CTP projects. The TIP projects are segmented below.

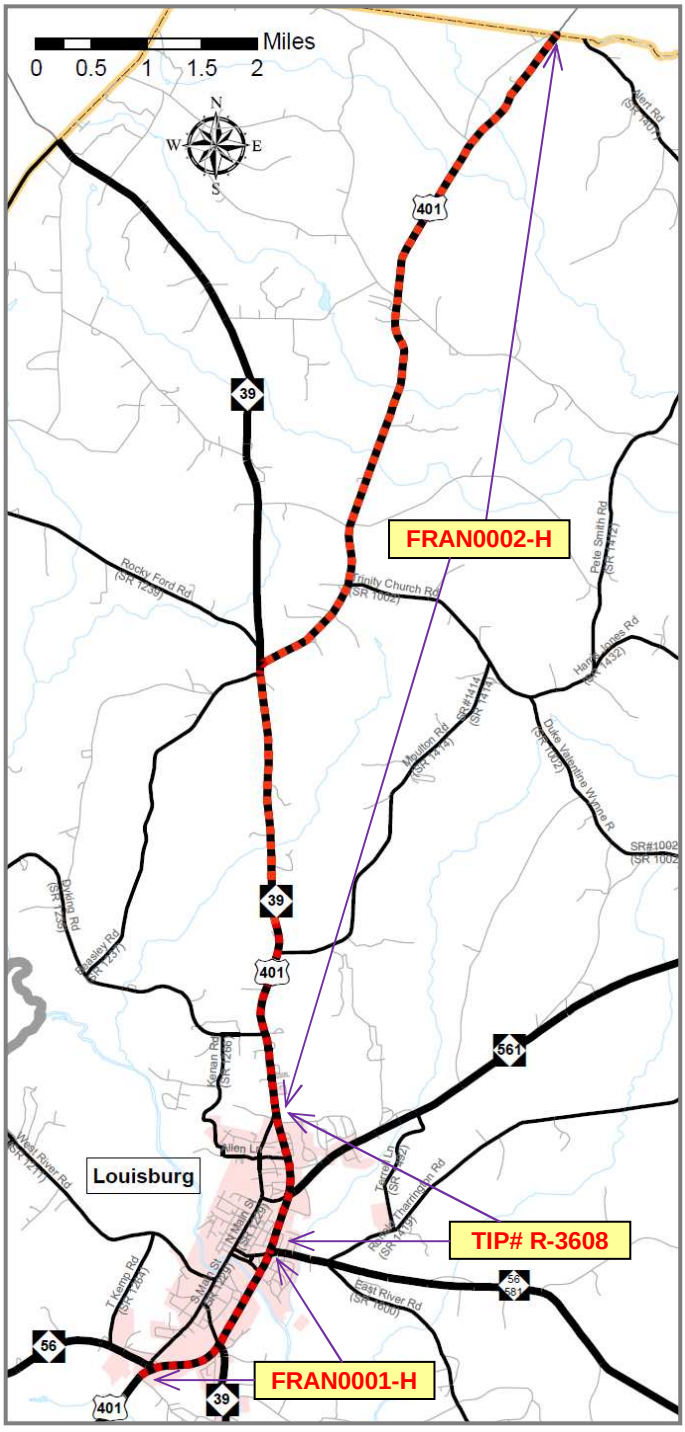
- R-2814 is from north of Ligon Mill Road (SR 2044) in Wake County to NC 39 in Louisburg.
- R-3608 is from NC 56/581 (Nash Street) to Main Street (SR 1229) in Louisburg.

For more information on these two projects please refer to the Other Highway Recommendations section.

Also there are two CTP recommendations and they are segmented below.

- FRAN0001-H is from Fox Park Road (SR 1700) to NC 56/581 (Nash Street) in Louisburg.
- FRAN0002-H is from Main Street (SR 1229) in Louisburg to Warren County.

Throughout this recommendation, the discussion that would only pertain to one segment is isolated.



Justification of Need

US 401 is a major north-south corridor in Franklin County, connecting the county seat of Louisburg with other municipalities, such as Raleigh and Warrenton. The facility is a vital artery in moving people and goods through the county and the state.

The facility type and cross-section of US 401 varies within the county. The existing cross-sections of US 401 within the segments are described below.

- Fox Park Road (SR 1700) to south of NC 39, Local ID: FRAN0001-H
  A four lane divided boulevard.
- South of NC 39 to NC 56/581, Local ID: FRAN0001-H
  A five lane major thoroughfare.
- NC 56/581 to East Noble Street, TIP No. R-3608
  A three lane major thoroughfare.
- East Noble Street in Louisburg to Warren County, TIP No. R-3608, Local ID: FRAN0002-H
  A two lane major thoroughfare.

Table 3 below displays the comparisons between the 2006 (or 2005) annual average daily traffic (AADT), the projected 2035 AADT, and the existing capacities of the facility are in vehicles per day (vpd). Since the Louisburg study started in 2006, 2005 AADT counts were used. Since the Franklin County study started in 2007, 2006 AADT counts were used. For comparison, the most current AADT counts have been added to this table.

Table 3 – US 401 Volume and Capacity

Project	Section (From - To)	2006 (2005) AADT	2012 AADT	2035 AADT	Current Capacity
FRAN0001-H	Louisburg municipal limits - east of Burke Drive	(17,000)	18,000	37,000	38,000*
FRAN0001-H	East of Burke Drive - NC 39	(16,000)	19,000	39,600	35,900*
FRAN0001-H	NC 39 - Tar River	(23,000)	23,000	49,000	35,900*
FRAN0001-H	Tar River - NC 56/NC 581	(20,000)	21,000	45,000	35,900*
FRAN0002-H	Main Street (SR 1229) - Dyking Road (SR 1235)	(11,000)	10,000	31,500	7,800*
FRAN0002-H	Dyking Road (SR 1235) - north of Moulton Road (SR 1414)	(8,600)	8,200	27,700	7,800*
FRAN0002-H	North of Moulton Road (SR 1414) - US 401/NC 39 split	6,400	6,700	16,000	12,000
FRAN0002-H	US 401/NC 39 split - Sutton Road (SR 1413)	2,900	2,800	6,000	9,100
FRAN0002-H	Sutton Road (SR 1413) - Tollie Road (SR 1401)	2,900	2,800	6,000	10,600
FRAN0002-H	Tollie Road (SR 1401) - Cheek's Quarter Road (SR 1405)	1,500	1,600	3,000	10,600
FRAN0002-H	Cheek's Quarter Road (SR 1405) - Warren County	1,600	1,400	3,000	10,600

** LOS C – Capacities*

Overall, by 2035, the facility is projected to be over capacity from Louisburg municipal limits to north of Moulton Road (SR 1414), based on the capacity of providing a LOS C. From North of Moulton Road (SR 1414) to the US 401/NC 39 split, US 401 is projected to be over capacity based on the capacity of providing LOS D. Local knowledge, historic trends, and the Triangle Regional Model ("TRM v4-2008," Official Adopted Triangle Regional Model) were used to determine traffic projections.

Community Vision and Problem History

US 401 is a major north-south corridor through Franklin County that carries a considerable amount of traffic. Due to Franklin County's close proximity to Raleigh, it is expected to continue experiencing rapid growth over the next five years. Population is also expected to continue increasing through the 2035 planning period, in part due to new residents from the Raleigh area and its proximity to major employment centers in the Research Triangle Park and Raleigh. Louisburg is located in the middle of Franklin County and is central to this larger area of growth. It is expected that the greatest residential and commercial growth will occur west of Louisburg.

US 401 (Bickett Boulevard) is the main route through Louisburg. Traffic from NC 56, NC 39, and NC 561 funnel through town along US 401 (Bickett Boulevard) mixing with the local Louisburg traffic. Current levels of congestion make access difficult for residents and visitors. The lower speeds and signals along US 401 (Bickett Boulevard) are conducive to local vehicular traffic, but make it inefficient for trips that are going through the area.

Improving this facility maintains access to employment centers and health care facilities, keeps a sense of community, and encourages business activity, which the county values, as stated in their land use plan[6]. With existing US 401 in the Louisburg area projected to have capacity deficiencies due to future growth, providing a new location bypass facility that would draw through traffic around town, would lessen congestion along existing US 401 (Bickett Boulevard).

CTP Project Proposal

Project Description and Overview

The CTP project proposal for US 401 would reduce congestion, improve safety and provide better efficiency for through traffic along US 401 (Bickett Boulevard) in Louisburg. The CTP recommendation in the Louisburg area would provide for a LOS C along existing US 401 (Bickett Boulevard). The CTP project proposal for US 401 in the rural areas would reduce congestion, and provide better mobility and connectivity for through traffic. The CTP recommendation in the rural area north of Moulton Road (SR 1414) would provide for a LOS D or better along existing US 401. The CTP proposed project is to improve US 401 to a four lane divided, boulevard facility as follows:

- Fox Park Road (SR 1700) to south of NC 39, Local ID: FRAN0001-H

[6] *2000 Franklin County Comprehensive Land Use Plan can be viewed at: http://www.franklincountync.us/services/planning-and-inspections/comprehensive-landuse-plan and http://files.franklin.gethifi.com/services/planning-and-inspections/current-planning-2/FCFutureLanduse.pdf.*

- Main Street (SR 1229) to Warren County, Local ID: FRAN0002-H

  A realignment of US 401 to the through movement at the US 401/NC 39 split is recommended. In a corresponding, recommended US 401 Louisburg Bypass project, FRAN0003-H, an interchange is proposed north of Dyking Road (SR 1235).

Natural & Human Environmental Context

US 401 widening should have a positive impact on economic development and improve mobility and connectivity between Franklin County and the greater Triangle area. However, improving the existing US 401 corridor has the potential to impact high quality watersheds, wetlands, and stream crossings. A portion of northwestern Louisburg lies within protected and critical watershed areas. Improving the existing US 401 corridor also has the potential to impact Natural Heritage Elements, Historic National Register structures and districts. The environmental context differs for the two segments as follows:

- FRAN0001-H: A major Tar River crossing is located along US 401 (Bickett Boulevard) south of Johnson Street Extension (SR 1270).
- FRAN0002-H: US 401 runs through a watershed, classified as Protected WS-IV Nutrient Sensitive Waters (NSW), from south of Main Street (SR 1229) to north of Trinity Church Road (SR 1002).

Relationship to Land Use Plans

Future industrial, commercial and residential development is planned for the western side of Louisburg. Development on the eastern side of Louisburg is limited due to natural environmental resources.

The CTP proposal for improving existing US 401 to a boulevard facility would ensure the current facility has partial control of access. Constructing medians would provide more efficient and safer access to existing and future development along existing US 401. Construction could be divided into two phases as follows:

- Phase 1: Construct medians (FRAN0001-H and TIP No. R-3608) along existing US 401 (Bickett Boulevard) in Louisburg, which will improve capacity.
- Phase 2: When US 401 traffic in Louisburg reaches capacity, construct the US 401 Louisburg Bypass (FRAN0003-H).

This CTP proposed project along with TIP No. R-3608 would allow Louisburg and Franklin County to develop in a manner consistent with their respective land use plans, the 1998 Town of Louisburg Comprehensive Land Use Plan and the 2000 Franklin County Comprehensive Land Use Plan.

Linkages to Other Plans and Proposed Project History

The US 401 CTP proposal is an important link to many of the recommendations in the Franklin County CTP and directly connects to proposed recommendations of a US 401 Louisburg Bypass (FRAN0003-H), proposed improvements of NC 39 south of Louisburg (FRAN0010-H), NC 39 north of Louisburg (FRAN0011-H), NC 56 (FRAN0013-H), NC 56-581 (FRAN0014-H), NC 561 (FRAN0021-H), Main Street (SR 1229) (FRAN0024-H) and US 401 (Bickett

Boulevard) (TIP No. R-3608). Improvements to this route have been a consistent priority of the county.

Improvements to US 401 were identified in previously adopted thoroughfare plans for Louisburg and Franklin County, and are supported by all other municipalities in the county. In the 1988 Louisburg Thoroughfare Plan[7], US 401 (Bickett Boulevard) was recommended to be widened to five lanes. The Louisburg Thoroughfare Plan was recently replaced with the adoption of the Louisburg CTP maps in July 2010. The 2010 Louisburg CTP recommended improving US 401 (Bickett Boulevard) to a four lane divided boulevard facility from south of E. F. Cottrell Road (SR 1110) to north of Moulton Road (SR 1414). In the 2002 Franklin County Thoroughfare Plan[8], US 401 outside of Louisburg was recommended to be widened to a four lane divided boulevard and the TIP Project No. R-2814 was cited.

US 401 is classified as a Minor Arterial from Wake County to the US 401/NC 39 split north of Louisburg and is classified as a Major Collector from the US 401/NC 39 split to Warren County in the Federal Functional Classification System. US 401 is ultimately envisioned to be at least a boulevard facility based on the Strategic Highway Corridor Vision Plan and is part of the statewide tier of the NC Multimodal Investment Network (NCMIN).

The Franklin County CTP committee established a Community Vision and CTP Goals and Objectives Statement to guide the CTP study. Refer to Appendix H for the CTP vision statement. This widening recommendation satisfies many of the goals within the statement including using existing infrastructure and adding capacity strategically, improving connections between local urban areas by identifying major corridors and using access management techniques, and improving mobility between local areas and regional activity centers.

Multi-modal Considerations

The CTP project proposal for US 401 includes recommendations for bicycle, pedestrian and public transportation facilities around the Louisburg area. There are specific improvements for adding bicycle lanes or wide paved shoulders on US 401, NC 98, NC 56, NC 561, Main Street (SR 1229), Justice Road (SR 1262), East Nash Street (SR 1231) and Moulton Road (SR 1414). There was an initial suggestion to recommend an off-road bicycle or multi-use path along US 401 in the rural areas, but this was never added to the map since other routes in the area were identified that would provide similar connections to Warren and Wake Counties on lower volume roads. Recommendations along US 401 include a bus route connecting Wake County and Louisburg. Multi-modal recommendations differ for the two segments as follows:

- FRAN0001-H: A general circulator bus route, which utilizes US 401 (Bickett Boulevard) and other local roads, is recommended for Louisburg. Two park and ride lot locations are proposed: (1) one southwest of town, in the general vicinity of NC 56 and US 401; and (2) one on the east side of town, south of NC 56/581. For more detail, see Chapter 2 Public Transportation Recommendations. The CTP project would also need to

[7] *For the 1988 Louisburg Thoroughfare Plan map, go to:* https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Louisburg.

[8] *For the 2002 Franklin County Thoroughfare Plan map, go to:* https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Franklin County.

accommodate proposed sidewalks from Johnson Street Extension (SR 1270) to Main Street (SR 1229). For more detail, see Chapter 2 Pedestrian Recommendations.

- FRAN0002-H: The CTP project will need to be designed to accommodate bicyclists from Main Street (SR 1229) to Moulton Road (SR 1414). Refer to Figure 1, Sheets 4 and 4B. For more detail, see Chapter 2 Bicycle Recommendations.

These multi-modal features do not significantly impact the traffic demand along this corridor.

Public/ Stakeholder Involvement

Support of improvements to US 401 in general was evident from the Goals and Objectives Survey and the results are documented in Appendix H. No significant issues associated with this project were identified during the public/stakeholder involvement process. The citizens in general are in support of TIP No. R-2814 project and feel it is vital to improve US 401 from Wake County to Louisburg to reduce congestion and increase mobility along this main artery for the county.

- FRAN0001-H: There is public support for the addition of a median to the five lane section in Louisburg as a means to improve safety concerns.

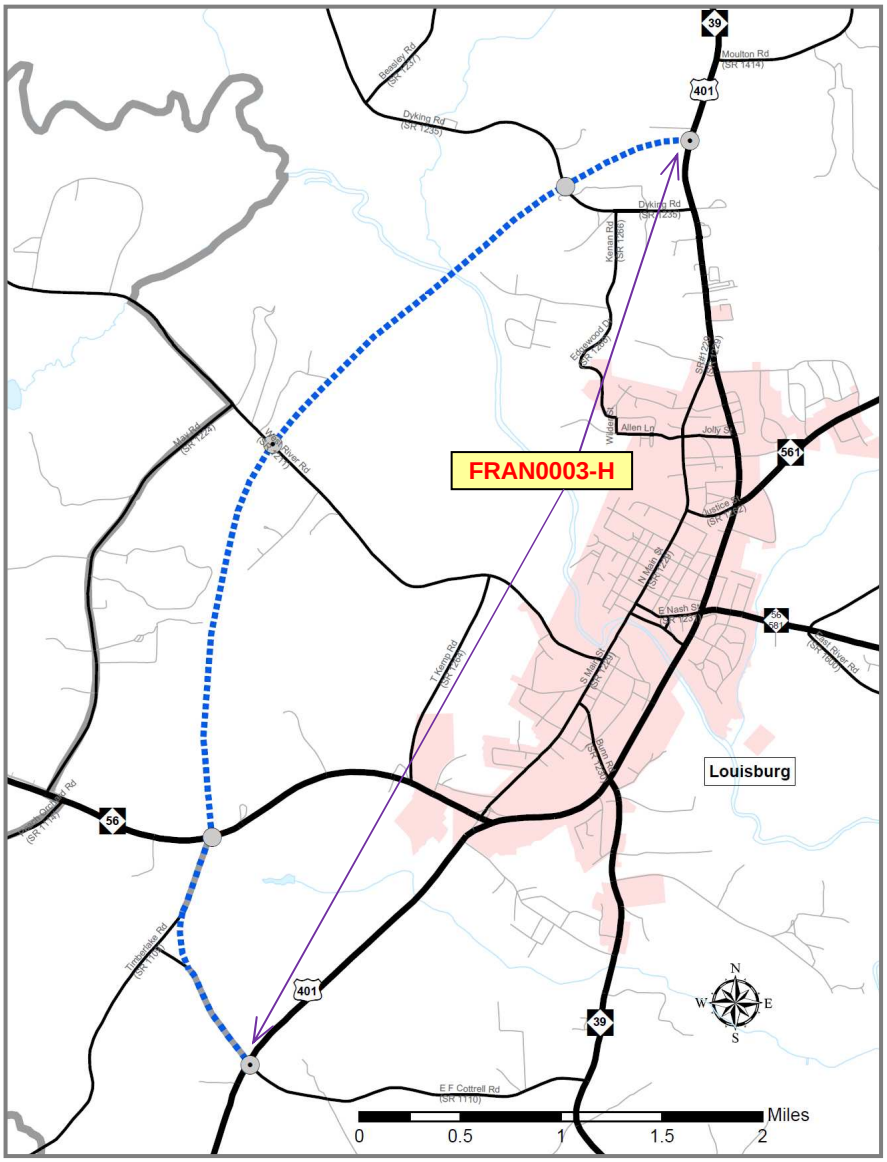
US 401 Louisburg Bypass - Proposed Improvements from US 401 at E. F. Cottrell Road (SR 1110) to US 401 south of Moulton Road (SR 1414)

Local ID: FRAN0003-H

Last Updated: 12/3/13

Identified Problem

Existing US 401 (Bickett Boulevard) is projected to be over capacity by 2035 in the Louisburg area, from E. F. Cottrell Road (SR 1110) to north of Moulton Road (SR 1414). The primary purpose of recommending a bypass facility is to relieve congestion on existing US 401 such that a minimum of Level of Service (LOS) C can be achieved on existing US 401.



Justification of Need

US 401 is a major north-south corridor in Franklin County, connecting the county seat of Louisburg with the rural areas in the county and with municipal centers, such as Raleigh and Warrenton. The facility is a vital artery in moving people and goods through the state, connecting major urban areas and ultimately connecting Virginia to South Carolina. The section of US 401 in the Louisburg area is important for mobility throughout the county since traffic from NC 56, NC 39, NC 561 all funnel down to US 401 (Bickett Boulevard) in Louisburg.

US 401 is currently a major thoroughfare (two lane cross-section) from the Franklin/Wake County line to Fox Park Road (SR 1700) in Louisburg and from north of NC 56/581 in Louisburg to the Franklin/Warren County line. It is currently a boulevard (four lane divided cross-section) from Fox Park Road (SR 1700) to south of NC 39 in Louisburg and a major thoroughfare (five lane cross-section) from south of NC 39 to NC 56/581 in Louisburg. For a short distance US 401 is a major thoroughfare (three lane cross-section) from NC 56/581 north to East Noble Street.

US 401 is envisioned to be at least a boulevard facility based on the Strategic Highway Corridor Vision Plan. It is part of the statewide tier of the NC Multimodal Investment Network (NCMIN).

By 2035 the existing facility is projected to be over capacity throughout the Louisburg area based on the capacity of providing a LOS C. Local knowledge, historic trends, and a hand allocation method were used to determine traffic projections. Table 4, below, displays the comparisons between the 2005 annual average daily traffic (AADT), the projected 2035 AADT and the existing capacities of US 401, in vehicles per day (vpd). For comparison, the most current AADT counts have been added to this table.

Table 4 – US 401 Volume and Capacity

(as it relates to recommended US 401 Bypass)

Section (From - To)	2005 AADT	2012 AADT	2035 AADT	Current Capacity
Cedar Creek - E F Cottrell Road (SR 1110)	7,100	8,200	18,050	6,000
E. F. Cottrell Road (SR 1110) - Louisburg municipal limits	7,800	9,200	17,650	6,000
Louisburg Municipal Limits - east of Burke Drive	17,000	18,000	37,000	38,000
East of Burke Drive - NC 39	16,000	19,000	39,600	35,900
NC 39 - Tar River	23,000	23,000	49,000	35,900
Tar River - NC 56/581	20,000	21,000	45,000	35,900
NC 56/581 - NC 561	17,000	--	41,000	9,900
NC 561 - Main Street (SR 1229)	11,000	--	31,500	10,700
Main Street (SR 1229) - Dyking Road (SR 1235)	11,000	10,000	31,500	7,800
Dyking Road (SR 1235) - north of Moulton Road (SR 1414)	8,600	8,200	27,700	7,800

Community Vision and Problem History

Due to Louisburg's close proximity to major employment centers in the Research Triangle Park and the Raleigh area, significant growth has occurred over the past 20 years and Louisburg is expected to continue growing through the 2035 planning period. Many citizens who work in the Raleigh area have chosen to move to this community, causing increased stress on the existing infrastructure. Louisburg is located in the central part of Franklin County, at the crossroads of US 401, NC 56, NC 581, NC 39 and NC 561. Being at the crossroads provides the town links to the entire region.

US 401 is a major north-south corridor through Franklin County and through Louisburg. It carries a considerable amount of traffic. Traffic from NC 56, NC 39, NC 561 funnels through the main commercial corridor of Louisburg along US 401 (Bickett Boulevard) mixing with the local Louisburg traffic. While the community envisions a vibrant, multi-modal friendly area, the current and future levels of congestion make access to businesses difficult for residents and visitors alike. The lower speeds and signals on Main Street (SR 1229) and along US 401 (Bickett Boulevard) are conducive to local vehicular traffic, but make it inefficient for automobile

trips that are going through the Louisburg area. During peak times, through traffic is often delayed due to excessive driveways along the US 401 main commercial corridor.

With US 401 projected to have capacity deficiencies due to future growth of the area, providing a new location facility that would draw through traffic around town, which would lessen congestion along existing US 401 (Bickett Boulevard), would support the county's values of improving or maintaining good access to employment centers and health care facilities, maintaining a sense of community, encouraging business activity, and allowing for various opportunities.

CTP Project Proposal

Project Description and Overview

The CTP proposed project (Local ID FRAN0003-H) is to provide a four lane, freeway facility on new location west of Louisburg, connecting US 401 from E. F. Cottrell Road (SR 1110) to north of Dyking Road (SR 1235). This new location bypass project is intended to improve conditions on US 401 (Bickett Boulevard) and in downtown Louisburg. However the first step to improving conditions on US 401 (Bickett Boulevard) is to upgrade conditions on US 401 (Bickett Boulevard) with a median (FRAN0001-H). Interchanges are proposed along the new location bypass at West River Road (SR 1211) and at both connections with existing US 401. Grade separations are proposed at NC 56 and Dyking Road (SR 1235).

The CTP project proposal for the Louisburg Bypass would reduce congestion along Main Street (SR 1229) and the main commercial corridor of US 401 (Bickett Boulevard) to provide better efficiency for through traffic. A freeway facility with full access control is recommended to minimize direct access onto this facility so that future mobility and safety would not be compromised by excess driveways and turning movements. The CTP recommendation would provide for a LOS C or better along existing US 401 (Bickett Boulevard) through town and a LOS C or better on the new location Louisburg Bypass.

This CTP proposed project would allow through traffic to move around the downtown area of Louisburg without having to use the congested town streets and would provide easier access to NC 39, NC 56, NC 581, and NC 561. It is the goal of this recommendation to allow through trips to move around the area, but at the same time make a more efficient and direct connection for Franklin County residents and visitors.

Natural & Human Environmental Context

In the development of the 2011 Franklin County CTP, various options were studied for US 401 improvements. The need for a Louisburg Bypass was identified in the 1988 Louisburg Thoroughfare Plan[9] on the west side of the town. A new location route was chosen on the west side of Louisburg due to substantial wetlands on the east side of town. Based on available GIS data, most of the proposed project is within a watershed. The watershed is

[9] *For the 1988 Louisburg Thoroughfare Plan map, go to:* https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Louisburg.

classified as Protected WS-IV Nutrient Sensitive Waters (NSW). The proposed project avoids the critical watershed that is at the edge of town on the west side. The selected CTP alternative balances the impacts to homes, businesses, critical watersheds, wetlands and stream crossing. See Appendix K.

Relationship to Land Use Plans

Franklin County's land use plan[10] with the 2006 map revision indicates that the area at the southern end of the proposed new location facility is planned to be mostly a business, institutional and industrial growth center. The area along the rest of the proposed new location facility is projected to support mostly residential and agricultural land uses as indicated in that plan and Louisburg's land use plan[11]. Primarily commercial and industrial development is expected to occur along this corridor. Currently, this corridor supports small businesses, some industries, some residences and three schools.

The CTP proposal for a freeway facility would ensure the new facility has full control of access. With access provided through interchanges, the freeway facility would provide more efficient and safer access to developments. The CTP proposed project would allow Louisburg and Franklin County to develop in a manner in line with their respective plans.

Linkages to Other Plans and Proposed Project History

The new location proposal for US 401 is an important link to many of the recommendations in the Franklin County CTP. It directly connects to proposed improvements of NC 56 (FRAN0013-H), existing US 401 (TIP No. R-2814 Sections C & D, FRAN0001-H, TIP No. R-3608, FRAN0002-H), E. F. Cottrell Road (SR 1110) (FRAN0036-H) and West River Road (SR 1211) (FRAN0025-H).

There was a need for a Louisburg Bypass identified in the 1988 Louisburg Thoroughfare Plan. A US 401 Bypass was recommended to take through and faster traffic off of US 401 (Bickett Boulevard) and Main Street (SR 1229), provide better access to land on the west side of town, reduce crashes on US 401 (Bickett Boulevard), and allow through traffic to move quicker and more efficiently.

The location of the bypass facility recommendation in the CTP is different from the 1988 Thoroughfare Plan's location because the Thoroughfare Plan's location significantly impacts a critical watershed on the west side of Louisburg. The Thoroughfare Plan also recommended the bypass to be a major thoroughfare facility, but the CTP recommends a higher-level freeway facility with full access control. This is different as to minimize direct access onto this facility so that future mobility and safety would not be impacted by excess driveways and turning movements. The CTP's analyses and recommendations are in line with the 1988 Louisburg Thoroughfare Plan.

[10] *2000 Franklin County Comprehensive Land Use Plan can be viewed at: http://www.franklincountync.us/services/planning-and-inspections/comprehensive-landuse-plan and http://files.franklin.gethifi.com/services/planning-and-inspections/current-planning-2/FCFutureLanduse.pdf.*

[11] *1998 Town of Louisburg Comprehensive Land Use Plan.*

This bypass facility recommendation satisfies several of the goals within the vision statement including improving connections between local urban areas, and improving mobility between local areas and regional activity centers.

Multi-modal Considerations

The CTP includes recommendations for bicycle, pedestrian and public transportation facilities around the Louisburg area. The CTP project proposal for the US 401 Bypass will need to be designed to accommodate bicyclists along Timberlake Road (SR 1109). Refer to Figure 1, Sheet 4. There are specific improvements for adding bicycle lanes, wide paved shoulders, off-road bicycle paths, or multi-use paths on existing US 401, Main Street (SR 1229), West River Road (SR 1211), T. Kemp Road (SR 1264) and NC 56. For more detail, see Chapter 2 Bicycle Recommendations.

A park and ride lot is proposed southwest of town, in the general vicinity of NC 56 and US 401, near the intersection of Timberlake Road (SR 1109) and E. F. Cottrell Road (SR 1110), which would connect to the recommended bus routes along NC 56 or US 401. For more detail, see Chapter 2 Public Transportation Recommendations. These multi-modal features do not significantly impact the traffic demand along this corridor.

Public/ Stakeholder Involvement

As part of developing the CTP recommendations for US 401, multiple options were considered by the Franklin County/Louisburg CTP committee and the Louisburg Planning Board. These groups analyzed in detail the traffic demands on existing US 401 and recommend the US 401 Louisburg Bypass on the west side of the town, considering transportation needs and impacts to the natural and human environment, before recommending the facility as shown in the Franklin County CTP.

From public meetings and other comment opportunities, the primary public concern was the protection of the rural character of the area and limiting impacts to environmentally sensitive areas especially on the east side of Louisburg. However, another concern was the lack of connectivity of the proposed bypass to the other NC routes funneling into Louisburg that could be better accessed if the bypass was on the east side.

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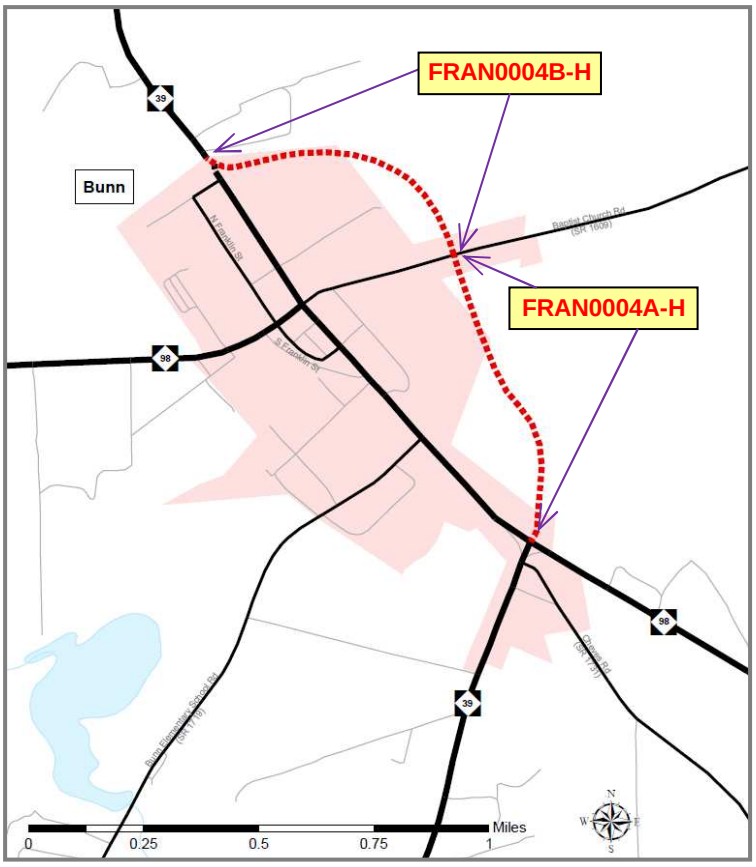
NC 39 Bunn Bypass – Proposed Improvements from NC 39 at NC 98 (Main Street) to North of Hollingsworth Street	Local ID: FRAN0004-H Last Updated: 12/3/13

Identified Problem

Existing NC 39/98 (Main Street) is projected to be over capacity by 2035 in Bunn, from NC 39 (Main Street) at NC 98 to NC 98 (West Jewett Avenue) at East Jewett Avenue (SR 1609). The primary purpose of improving NC 39/98 (Main Street) is to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.



Justification of Need

NC 39 is an important north-south corridor in Franklin County, connecting the county seat of Louisburg with other municipal centers, such as Smithfield and Henderson. The section of NC 39 in the Bunn area is vital to the movement of vehicles, goods and services through Franklin County and to US 64.

NC 39 is currently a major thoroughfare (two lane cross-section) from Wake County to Vance County except for a short section in Bunn from NC 98 (West Jewett Avenue) to Methodist Circle, two short sections in Louisburg where NC 39 is concurrent with US 401 and one short section south of Vance County. It is part of the regional tier of the NC Multimodal Investment Network (NCMIN).

By 2035 the facility is projected to be near capacity in Bunn, from the intersection of NC 39 at NC 98 (Main Street) to NC 98 (West Jewett Avenue) at East Jewett Avenue (SR 1609) and outside of Bunn from US 64 to Brantleytown Road (SR 1720) based on the capacity of providing a LOS D. In Bunn, East Jewett Avenue (SR 1609) is also projected to be near capacity by 2035.

Local knowledge, historic trends, and the Triangle Regional Model ("TRM V4-2008," Official Adopted Triangle Regional Model) were used to determine traffic projections. Table 5 on the next page displays the comparisons between the 2006 annual average daily traffic (AADT), the projected 2035 AADT, and the existing capacity of the facilities at LOS D in vehicles per day (vpd). Since this study started in 2007, 2006 AADT counts were used. For comparison, the most current AADT counts have been added to this table.

Table 5 – NC 39 Volume and Capacity
(and East Jewett Avenue (SR 1609))

Section (From - To)	2006 AADT	2012 AADT	2035 AADT	Current Capacity
NC 39				
US 64 – Old US 64 Highway (SR 1770)	4,300	5,000	7,200	9,100
Old US 64 Highway (SR 1770) – Hales Store Road (SR 1740)	5,300	3,900	8,900	9,100
Hales Store Road (SR 1740) – Brantleytown Road (SR 1720)	4,400	4,900	7,600	9,500
Brantleytown Road (SR 1720) – Bunn municipal limits	4,400	--	7,600	10,600
Bunn municipal limits – NC 98	4,400	4,800	7,700	11,600
NC 98 – South of South Nash Street	7,000	--	16,800	11,200
South of South Nash Street – NC 98 (West Jewett Avenue)	10,000	8,800	20,900	11,000
NC 98 (West Jewett Avenue) – Hollingsworth Street	5,800	6,200	8,900	11,900
East Jewett Avenue (SR 1609)				
NC 39 (Main Street) – Bunn municipal limits	3,500	3,600	13,700	9,500

Community Vision and Problem History

The population of Bunn is expected to continue increasing through the 2035 planning period, mostly due to new residents from the Raleigh area, in part, due to new residents from the Rocky Mount area, and in part due to the close proximity of Lake Royale community. Bunn is located in the southeastern portion of Franklin County, at the crossroads of NC 39 and NC 98. NC 39 and NC 98 link Bunn to the region through NC 39's connection with US 64, Louisburg and Henderson, and NC 98's connection with Wake Forest, US 401 and US 64.

Bunn is also central to the growth of the neighboring unincorporated community of Lake Royale. The community's Property Owners Association expects the gated community to be built out by 2035. As of 2007, the community is 30% built-out.

Bunn's vision, as stated in their land use plan[12], is to maintain the town's rural character, provide opportunities and services for growth while preserving the human and natural environment and provide safe, accessible and inviting areas for everyday activities. With a new location facility, through traffic would be drawn around town and this would help to maintain downtown access and lessen congestion along existing NC 39/98 (Main Street).

As of 2012, there are 8,800 vpd on NC 39/98 (Main Street) within Bunn between Bunn Elementary School Road (SR 1719) and East Jewett Avenue (SR 1609). The intersection of NC 39 (Main Street) and East Jewett Avenue (SR 1609) has been a long-time concern for Bunn and Lake Royale citizens. They feel that the sight distance from East Jewett Avenue (SR 1609) is inadequate and the existing signage blocks the view for large trucks. This poor sight distance makes it difficult for traffic to maneuver from the East Jewett Avenue (SR 1609)

[12] *Bunn 2020 Land Use Plan developed in 2001 can be viewed at: http://www.townofbunn.com/docs/zoning/Bunn_NC_2020_Land_Use_Plan.pdf.*

leg of the intersection especially when traffic is heavy on NC 39. They feel that the intersection needs better visibility, turn lanes, better signs directing drivers to destinations and/or a traffic signal. Previous studies have shown that a traffic signal is not warranted.

In Bunn, internal and through traffic on NC 39 and NC 98 all funnel through this intersection, except for minimal traffic that uses Railroad Street between NC 98 and NC 39 in the southwest side of town. While the community envisions an inviting downtown area, the current levels of traffic combined with this difficult to maneuver intersection makes accessibility and mobility difficult for residents and visitors. The lower speeds, traffic signal (at the southern end) and on-street parking in the downtown area are conducive to local vehicular traffic, but make it inefficient for automobile and truck trips that are going through the area. This project would reduce traffic volumes at this intersection.

The CTP's 2035 projections for NC 39 north of Bunn do not show capacity deficiencies. Only the section between US 64 and Brantleytown Road (SR 1720) shows capacity deficiencies south of town. At Bunn's February 23, 2010 Zoning Board meeting, the zoning committee felt that the traffic projections for NC 39 south of town were too low and would prefer NC 39 improved from Brantleytown Road (SR 1720) to NC 98 versus improving NC 98 south of town (FRAN0009-H).

CTP Project Proposal

Project Description and Overview

The CTP proposed project (Local ID FRAN0004-H) is to provide a four lane divided, boulevard facility on new location east of Bunn, connecting NC 39 (Main Street) from the intersection of NC 39 and NC 98 on the southern side of town to north of Hollingsworth Street. A realignment of existing NC 39 is proposed to create through movement for the new NC 39 Bunn Bypass facility north of Hollingsworth Street where it ties back into NC 39. No interchanges or grade separations are proposed along the new facility or corresponding projects at this time.

A corresponding NC 39 project (FRAN0009-H) recommends improving NC 39 from Brantleytown Road (SR 1720) to NC 98 to a boulevard facility. With the projected future traffic on NC 39 and the proximity to the intersection of NC 39 and NC 98, it is recommended that Cheves Road (SR 1731) be dead ended and Weathersby Street be upgraded to accommodate the Cheves Road (SR 1731) traffic (FRAN0046-H).

The CTP project proposal for NC 39 would considerably reduce congestion in downtown Bunn and provide better efficiency for through traffic. The CTP recommendation would provide for a LOS D or better along existing NC 39 (Main Street) through Bunn and a LOS C or better on the new location for NC 39.

The CTP proposal to add a new location bypass facility for NC 39 would provide a better connection between Louisburg and US 64. This CTP proposed project would allow through traffic to move around the downtown area of Bunn without having to use the lower speed town streets nor the NC 39/NC 98 intersection; it would provide better access to Louisburg and US 64. Goals of this recommendation are to relieve projected congestion in town along NC 39, to

allow through trips to move around the area, and at the same time make a more efficient and direct connection for Franklin County residents and visitors.

The Triangle Regional Model, TRM v4-2008, was used to estimate the future bypass traffic. From adding a bypass to the 2035 model network and hand allocating some possibly missed trips, the estimated traffic is about 12,500 vpd on the bypass from the intersection of NC 39 and NC 98 (south) to East Jewett Avenue (SR 1609), and about 10,100 vpd between East Jewett Avenue (SR 1609) and NC 39 (north).

The CTP recommendation is proposed as two segments. Segment A, from NC 39 (south) to East Jewett Ave. (SR 1609), is the most important because it would reduce projected traffic volumes in Bunn by more than half. Segment A would be more beneficial for future growth of Bunn and for the community of Lake Royale in that Bunn and NC 39 (toward US 64) would be more accessible. Segment B, from East Jewett Ave. (SR 1609) to NC 39 (north), together with Segment A, provides continuity and better efficiency for through trips around Bunn.

On-road bicycle routes are recommended along proposed NC 39 Bunn Bypass and along existing NC 39, however no improvements are recommended for the existing NC 39 section. Existing pavement widths are less than standard widths for wide outside lanes. The width of the existing pavement varies from approximately 22 to 36 feet. The locals prefer neither widening nor pavement striping for bicycle lanes, but appropriate signage could be improved.

Natural & Human Environmental Context

In the development of the 2011 Franklin County CTP, several options were studied for improving traffic flow around Bunn. A new location route was chosen in the vicinity of Bunn due to substantial human impacts to businesses, the high school, and residents if the existing facility were to be widened. Several options for the new location route, including an extension of Brantleytown Road (SR 1720), were studied and are documented in Appendix J.

The corridors studied have the potential to impact high quality wetlands, and stream crossings. The selected CTP alternative also affects the human environment with up to 3 homes, up to 4 businesses, as well as up to 2 voluntary agricultural districts being impacted.

Relationship to Land Use Plans

The CTP proposal for a boulevard facility would ensure the new facility has at least partial control of access with mostly right-in/right-out access. With medians and a possible superstreet[13] design, it would provide efficient and safe access to NC 39 and Baptist Church Road (SR 1609) to get to future developments in the area. The CTP proposed project would allow Bunn to develop in a manner consistent with their 2020 Land Use Plan vision.

[13] *Superstreet: The common name for an intersection design on a divided highway in an urban area in which a right turn, followed by a u-turn, replaces a prohibited left turn or through movement. For more information, see the Strategic Highway Corridors website https://connect.ncdot.gov/projects/planning/Pages/StrategicHighwayCorridors.aspx.*

Linkages to Other Plans and Proposed Project History

The proposed project is an important link to many of the recommendations in the Franklin County CTP. It directly connects to proposed improvements of existing NC 39 (FRAN0009-H), and Weathersby Road (FRAN0046-H).

The Franklin County Thoroughfare Plan of 2002 recommended widening NC 39 to a standard two lane road from Wake County to the Bunn municipal limits and from East Jewett Avenue (SR 1609) to the Louisburg Planning Boundary (south of E. F. Cottrell Road (SR 1110)) to improve safety and capacity along with reserving right-of-way (ROW) for a multi-lane facility. The CTP's analyses and recommendations take the Thoroughfare Plan's recommendation further by recommending a four lane bypass facility not just ROW for a future bypass facility.

In the Federal Functional Classification System, NC 39 in Louisburg is classified as a Minor Arterial where it is concurrent with NC 98 in Bunn, from NC 98 (south) to West Jewett Avenue (NC 98) and a Major Collector from Wake County to NC 98 (south) and from West Jewett Avenue (NC 98) to US 401.

This bypass facility recommendation satisfies many of the goals within the CTP vision and goals statement including adding capacity strategically, improving connections between local urban areas, and improving mobility between local areas and regional activity centers. This CTP recommendation is identified in CAMPO's 2040 MTP as a post-2040 project (#Frnk10), which CAMPO is considering in its future CTP.

Multi-modal Considerations

The CTP project proposal, NC 39 Bunn Bypass, will need to accommodate on-road bicycle use with wide paved shoulders, bicycle lanes, or wide outside shoulders. Improvements to sidewalks are also recommended for NC 39/98 (Main Street). Refer to Figure 1, Sheets 4 and 4B for bicycle recommendations and Sheets 5 and 5A for sidewalks. These multi-modal features do not significantly impact the traffic demand along the existing corridor. In addition, there are no transit systems currently in operation or planned through the year 2035 that would reduce the need to improve this facility.

Public/ Stakeholder Involvement

As part of developing the CTP recommendation for NC 39, several options for an eastern location were considered by the Franklin County CTP committee, and representatives from Bunn, Lake Royale, and the public. The town was agreeable to an eastern new location facility. Bunn representatives analyzed the three corridor options, considering transportation needs and impacts to the natural and human environment, before recommending the proposed corridor shown on the Franklin County CTP.

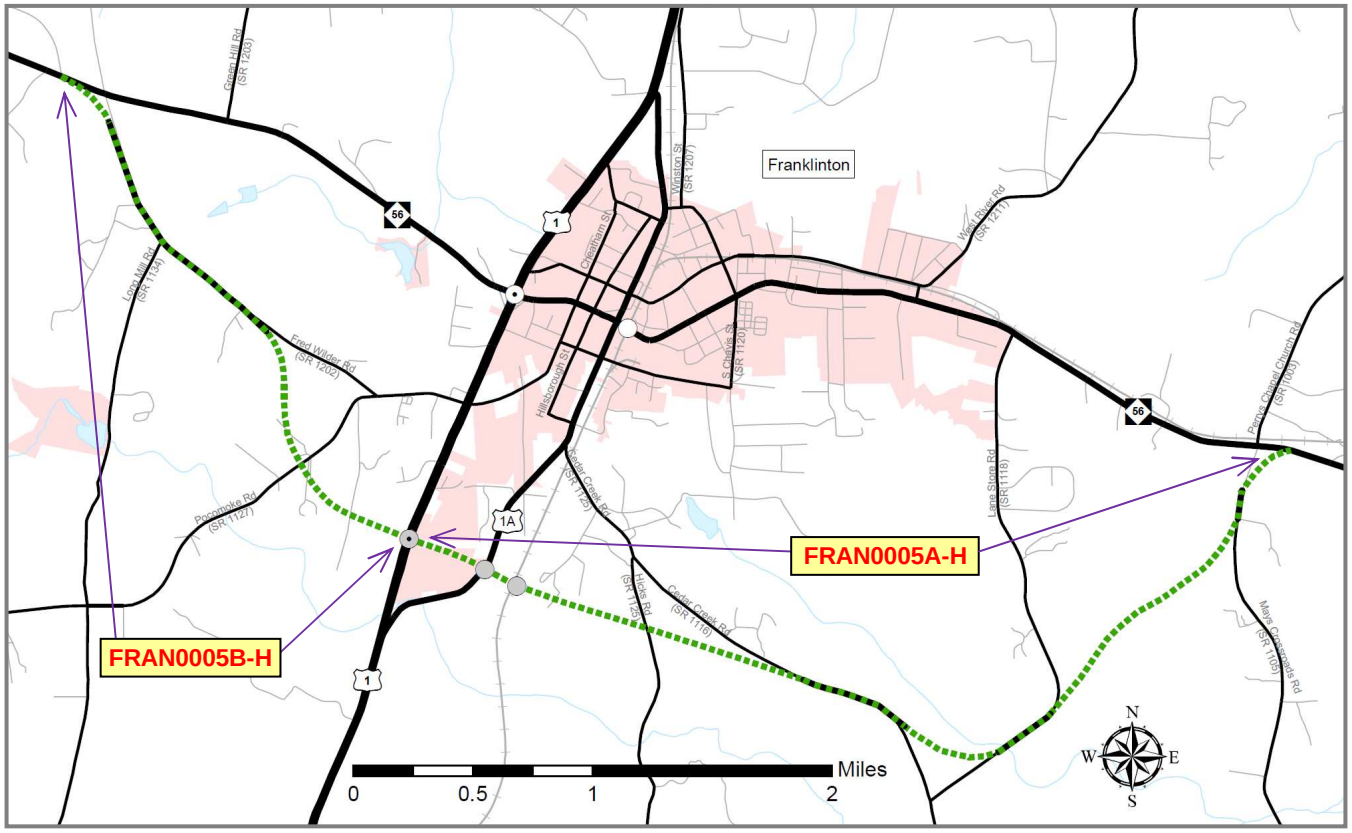
From public meetings and other comment opportunities, the main public concern was the impact to future developments along Baptist Church Road (SR 1609) and impacts to the existing development at Crossing Place. The Lake Royale gated community's main concern was that the bypass, at its proposed location, would not improve travel, but would "further exacerbate an already difficult travel environment" for the Lake Royale residents that use

Baptist Church Road (SR 1609) to travel toward Wake Forest via NC 98 or toward US 64 via NC 39. Lake Royale recommended study of a bypass on the west side of Bunn.

NC 56 Franklinton Bypass - Proposed Improvements from NC 56 West of Mt. Olive Church Road (SR 1202) to US 1 North of US 1 Alternate to NC 56 East of Perrys Chapel Church Road (SR 1003)

Local ID: FRAN0005-H

Last Updated: 12/3/13



Identified Problem

Existing NC 56 is projected to be at or over capacity by 2035 from Granville County to Perrys Chapel Church Road (SR 1003). The primary purpose of improving NC 56 is to relieve congestion on the existing facility and in downtown Franklinton such that a minimum of Level of Service (LOS) D can be achieved.

Justification of Need

NC 56 is an important east-west corridor in Franklin County, connecting the county seat of Louisburg with other municipal centers, such as Franklinton, Creedmoor and Butner. NC 56 also connects to vital statewide north-south corridors such as US 1 and US 401.

It is currently a major thoroughfare with a two lane cross-section throughout the county except for a short section in Louisburg where NC 56 is concurrent with US 401/NC 39 (South Bickett Boulevard), and for another section in Louisburg where NC 56 is concurrent with NC 581 from US 401 to east of East River Road (SR 1600).

By 2035, NC 56 is projected to be over capacity just outside the Town of Franklinton, from the Granville County line to US 1 and from Lane Store Road (SR 1118) to Perrys Chapel Church Road (SR 1003) based on the capacity of providing LOS D. Local knowledge, historic trends, and the Triangle Regional Model were used to determine traffic projections. Table 6 below displays the comparisons between the 2006 annual average daily traffic (AADT), the projected 2035 AADT, and the existing capacity of the facility at LOS D in vehicles per day (vpd). Since this study started in 2007, 2006 AADT counts were used. For comparison, the most current AADT counts have been added to this table.

Table 6 – NC 56 Volume and Capacity

Section (From - To)	2006 AADT	2012 AADT	2035 AADT	Current Capacity
Granville County - Wes Sandling Road (SR 1200)	5,100	5,700	10,100	10,600
Wes Sandling Road (SR 1200) - US 1	6,200	6,800	11,200	10,600
US 1 - Cheatham Street (SR 1127)	6,000	6,500	10,400	10,800
Cheatham Street (SR 1127) – US 1 Alternate (Main Street)	7,200	8,500	10,400	10,400
US 1 Alternate (Main Street) - Chavis Street (SR 1120)	7,700	8,800	11,900	11,600
Chavis Street (SR 1120) - Franklinton municipal limits	6,400	8,700	11,400	10,800
Franklinton municipal limits - Perrys Chapel Church Road (SR 1003)	6,700	6,900	10,300	10,600
Perrys Chapel Church Road (SR 1003) - Phelps Road (SR 1223)	6,000	6,700	9,200	10,600

Southeast High Speed Rail

The NCDOT Rail Division is currently conducting a Southeast High Speed Rail (SEHSR) Corridor project study that would provide high-speed passenger rail service from Washington, DC to Charlotte, North Carolina. The SEHSR project (TIP No. P-3819) would also provide new and/or improved freight access, lessen the growth rate of congestion on major parallel highway routes and provide the opportunity for conventional passenger service and/or commuter service which could serve smaller communities (taken from the SEHSR website http://www.sehsr.org/faq.html). With the implementation of the SEHSR project, many at-grade railroad crossings in Franklinton will be closed to increase speeds and eliminate at-grade railroad crossing safety concerns. Besides safety concerns, there are many reasons for bridging at-grade railroad crossings and these reasons are listed at http://www.sehsr.org/deis/download/Reasons_Bridging.pdf.

The following at-grade railroad crossings in Franklinton are planned to be closed per the SEHSR project: Pearce Street, Joyner Street, Mason Street, College Street, and Hawkins Street (SR 1122). To provide connectivity between the roads that will have railroad crossing closures, Tanyard Street will be improved to a standard two lane road and will be extended to connect to East College Street. There is an existing grade separation of NC 56 (Green Street) and the railroad. There will be two new grade-separated crossings within the Franklinton area. One will be at Cedar Creek Road (SR 1125), and a second will be a new connector between

Winston Street (SR 1207) to US 1 Alternate (Main Street). Cedar Creek Road (SR 1125) will be realigned and improved to a grade separated crossing. Hawkins Street (SR 1122) will be extended to intersect with the realigned Cedar Creek Road (SR 1125) to also provide connectivity between the roads that will have railroad crossing closures. A new grade separated crossing will be constructed connecting Winston Street (SR 1207) to US 1 Alternate (Main Street) north of town and south of Massenburg Street. At the existing grade separation of NC 56 (Green Street) at the railroad, NC 56 will be widened to three lanes from US 1 Alternate (Main Street) to west of South Sterling Street. For more detail on SEHSR projects, see the Rail section in Chapter 1 or go to SEHSR website (http://www.sehsr.org/).

The current flow of highway traffic across the railroad will be reduced from seven railroad crossings to one existing and two proposed grade-separated railroad crossings. Since the study is still underway, the grade-separated crossings and other corresponding SEHSR projects are still to be determined by the study. With a reduction in crossings, more local, internal-to-Franklinton traffic will occur on the main artery through town, which is NC 56 (Green Street).

Community Vision and Problem History

The population of Franklinton is expected to continue to increase through the 2035 planning period, mostly due to its proximity to major employment centers in the Research Triangle Park and Raleigh. Franklinton is located in the western part of Franklin County, at the crossroads of US 1 and NC 56. US 1 is a Strategic Highway Corridor and NC 56 is the primary east-west route through Franklinton; these routes link Franklinton to the municipal centers in the region.

The lower speeds through town along NC 56 are favorable for local vehicular traffic, but make it inefficient for automobile and truck trips that are going through the area. It is expected that the greatest residential growth will occur east of US 1 and the greatest commercial growth will occur along the US 1 corridor.

The vision in Franklinton's land use plan[14] states the importance of maintaining existing and providing new infrastructure to sustain existing and future growth. With improving NC 56 by providing through traffic means to go around Franklinton, growth can be accommodated and congestion lessened in town.

As far back as 1974, a preliminary draft thoroughfare plan identified a need for a southern Franklinton connector facility. The latest Franklinton Thoroughfare Plan[15] of 1997 recommended a southern Franklinton connector facility, linking US 1 north of US 1 Alternate to NC 56 east of Lane Store Road (SR 1118), to relieve projected congestion throughout the town limits, and to carry through traffic around the Franklinton central business district thereby relieving projected congestion for local traffic on existing NC 56 (Green Street).

[14] *2001 Town of Franklinton 20-Year Land Use Plan.*

[15] *For the 1997 Franklinton Thoroughfare Plan map, go to:* https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Franklin County.

CTP Project Proposal

Project Description and Overview

The proposed project (Local ID FRAN0005-H) is to provide a four lane, expressway facility on mostly new location and partially on existing facilities south of Franklinton, connecting NC 56 west of Wes Sandling Road (SR 1200) to US 1 to NC 56 east of Perrys Chapel Church Road (SR 1003). An interchange is proposed at US 1, north of its intersection with US 1 Alternate (Main Street). Grade separations are proposed at US 1 Alternate (Main Street) and at the railroad.

The CTP project proposal for an NC 56 Franklinton Bypass facility would considerably reduce congestion along existing NC 56 in Franklinton for local traffic and provide better efficiency for through traffic along the bypass. The CTP recommendation would provide for a LOS D or better along existing NC 56 (Green Street) through Franklinton and a LOS C or better on the new location bypass facility for NC 56.

The proposed project would provide an additional grade-separated crossing of the railroad and provide a better connection between Louisburg and Wake Forest. This project would allow through traffic to move around the downtown area of Franklinton without having to use the lower speed town streets and would provide better access to NC 56 and US 1. Goals of this recommendation are to relieve projected congestion in town along NC 56, to allow through trips to move around the area, and at the same time make a more efficient and direct connection for Franklin County residents and visitors.

The CTP recommendation is proposed as two segments. Segment A is from US 1 east to NC 56 near Perrys Chapel Church Road (SR 1003). Segment B is from US 1 west to NC 56 near Mt. Olive Church Road (SR 1202). Segment A is the most important because it pulls the most traffic off NC 56, about 20,800 vpd in 2035, thus reducing traffic volumes in Franklinton by about 8,700 vpd. Segment B does have more human and natural environmental impacts, but with Segment A, the new facility provides continuity and better efficiency for through trips around Franklinton.

Natural & Human Environmental Context

In the development of the 2011 CTP maps, many options were studied for NC 56 bypass improvements. A new location route was chosen outside of Franklinton due to substantial human impacts to businesses, churches, and residents if the existing facility through Franklinton were to be widened. Franklinton's downtown district is both north and south of the existing NC 56. The downtown district has many businesses, churches, educational facilities and residential buildings with on-street parking between NC 56 and Vine Street. Several options for the new location route, including a northern option, were studied and are documented in Appendix J.

The corridors studied have the potential to impact high quality wetlands, watersheds, and stream crossings. Two critical watersheds are located west of US 1. One is between Fred Wilder Road (SR 1202) and NC 56 and it is a source of water for the town. The other critical

watershed is located west of Long Mill Road (SR 1134). Around the critical watersheds are high quality watersheds, classified as WS-II Nutrient Sensitive Waters (NSW) -Protected. A portion of the proposed facility is in the high quality watershed mostly on existing Fred Wilder Road (SR 1202). Major wetlands are located south of town and run roughly southeast and northwest crossing at about the US 1 and US 1 Alternate intersection.

The human environment was also affected with between 14 and 23 homes, up to 3 businesses, as well as up to 7 voluntary agricultural districts being impacted. Many homes are impacted on the west side of US 1, however the selected CTP alternative endeavors to balance and lessen the impacts overall to the human and natural environments.

Relationship to Land Use Plans

There is a significant mixed-use development planned between US 1 and US 1 Alternate on the southern side of Franklinton. The town has added this area to its incorporated boundaries. There were discussions with the landowners during the CTP process about benefits and impacts. With the proposed bypass facility running through their development, it could ultimately provide them good transportation access, especially if the bypass is built in sections and at a lesser facility type as an incremental step. It could also be beneficial when US 1 is upgraded to a freeway facility with full control of access, forcing access to the development from lesser facility types nearby instead of directly from US 1.

Many other subdivision developments are planned south of Franklinton along Hicks Road (SR 1125), Cedar Creek Road (SR 1116), and Lane Store Road (SR 1118). This area between Franklinton and Youngsville is expected to have higher growth due to the proximity to Wake Forest and Raleigh.

Franklinton and Franklin County value new planned development and the existing rural character of the land southeast of town. They preferred a facility that would use existing roads as much as possible. This discouraged several alternative locations for a bypass on the southeastern side of town and pushed the bypass recommended further out from town than originally proposed. This created a longer facility, but lessened the natural and human environmental impacts.

The Triangle Regional Model was used to estimate the proposed bypass traffic. Adding a bypass to the 2035 model network, about 20,800 vpd was estimated to use a southern bypass, and about 11,100 vpd would use a northern bypass. The model also showed that a southern bypass facility would draw more than twice the amount of traffic off of existing NC 56 through town than a northern bypass, which better supports the purpose of this project.

The proposal for an expressway facility would ensure the new facility has limited or partial control of access. Through interchanges and medians, it would provide efficient and safe access using Hicks Road (SR 1125), Cedar Creek Road (SR 1116), and Lane Store Road (SR 1118) to these new developments. The CTP proposed project would allow Franklinton and Franklin County to develop in a manner consistent with their land use plans.

Linkages to Other Plans and Proposed Project History

The proposed project is an important link to many of the recommendations in the Franklin County CTP. It directly connects to proposed improvements of existing NC 56 (FRAN0012-H and FRAN0013-H), US 1 (FRAN0007-H), Cedar Creek Road (SR 1116) (FRAN0028-H), Long Mill Road (SR 1134) Extension (FRAN0030-H), Oak Park Place Extension (FRAN0031-H) and SEHSR improvements in the Franklinton area (TIP No. P-3819). There is an interchange at US 1 recommended and a grade-separated crossing of the railroad recommended.

The 1997 Franklinton Thoroughfare Plan recommends only improvements in the form of a southeastern bypass connecting US 1 to NC 56 east of Franklinton. The connector facility was proposed as a two lane major thoroughfare to be built on four lanes of right-of-way (ROW) with partial control of access and with the ultimate cross-section as a four lane boulevard. Many different alternatives were also analyzed in the 1997 thoroughfare plan: a two lane new location bypass facility north of town, a two lane new location bypass facility south of town, widening NC 56 (Green Street) and US 1 Alternate (Main Street), repurpose Mason Street and NC 56 (Green Street) to exclusively carry one-way traffic, and the chosen recommendation of a two lane new location connector southeast of town from US 1 to NC 56. For a southern bypass, the Thoroughfare Plan concluded that “there would be negative impacts” to the human environment and determined that “impacts to the high quality water zone would need to be further studied from an environmental perspective” (p. E-1).

NC 56 is classified as a Major Collector in the Federal Functional Classification System. It is also part of the regional tier of the NC Multimodal Investment Network (NCMIN).

This bypass facility recommendation satisfies many of the goals within the vision statement including using existing infrastructure and adding capacity strategically, improving connections between local urban areas, and improving mobility between local areas and regional activity centers. This CTP recommendation is identified in CAMPO’s 2040 MTP as a post-2040 project (#Frnk9), which CAMPO is considering in its future CTP. The proposed project is in the US 1 Phase 2 (North) Corridor Study which was completed after the Franklin County and Louisburg CTP maps were adopted. Additional new location alternative routes were studied in the Franklinton area and were recommended as part of the corridor study. Contact CAMPO (www.campo-nc.us/) for this study’s recommendations.

Multi-modal Considerations

The CTP includes recommendations for bicycle, rail, transit and pedestrian facilities in the Franklinton area. The CTP project proposal for the NC 56 Bypass will need to be designed to accommodate bicyclists along the existing facilities. Refer to Figure 1, Sheets 4 and 4A. Wide paved shoulders are recommend along the following facilities where there are shoulder sections and bike lanes where there are curb and gutter sections: Fred Wilder Road (SR 1202), Cedar Creek Road (SR 1116), and Lane Store Road (SR 1118). For more detail, see Bicycle Recommendations, later in this chapter.

The proposed project includes a grade-separated railroad crossing and would also need to accommodate a possible multi-use path (TIP No. EB-5128 and FRAN0009-M) that would

follow the SEHSR corridor, generally parallel to but outside the railroad ROW. The CTP maps, Figure 1, show a trail concept and not an exact location for a multi-use path (or other accommodations) and it's crossing of the NC 56 Franklinton Bypass facility. A location and facility type have not yet been determined. A multi-use path (Local ID FRAN0001-M) is also an accepted interim use along the inactive rail corridor between Franklinton and Louisburg, which parallels existing NC 56. Refer to Figure 1, Sheets 4, 4A, 5, 5A. For more detail on these multi-use paths, see TIP No. EB-5128, FRAN0009-M and Local ID FRAN0001-M in the Multi-Use Path Recommendations later in this chapter.

There is not a transit system currently in operation, but a bus route is recommended along existing NC 56 to connect local traffic in Franklinton and Louisburg to an express bus route recommended along US 1 to major employment centers in the Raleigh/RTP area. For rail, the inactive S-line paralleling NC 56 connecting Franklinton and Louisburg could be reactivated in the future. With a bus route and possibly passenger rail, this may reduce some congestion along NC 56 through Franklinton. However, these multi-modal features do not significantly impact the traffic demand along this corridor.

Public/ Stakeholder Involvement

As part of developing the CTP recommendation for NC 56, several options for a bypass location were considered by the Franklin County CTP Advisory Committee, Franklinton representatives, and the public. The town was ultimately agreeable to the recommended new location southern bypass facility. The CTP committee and all the town representatives analyzed the many different corridor options, considering transportation needs and impacts to the natural and human environment, before recommending the proposed corridor as shown in Figure 1, Sheets 2 and 2A. From public meetings, drop-in sessions and other comment opportunities, the primary public concern was the southwestern side of the bypass. The concern was about the human environmental impact the bypass facility proposes and would there be a more in-depth study of an alignment due to the substantial impacts to residents in the area. Please see Appendix J for a complete description of other bypass alternatives studied for this recommendation.

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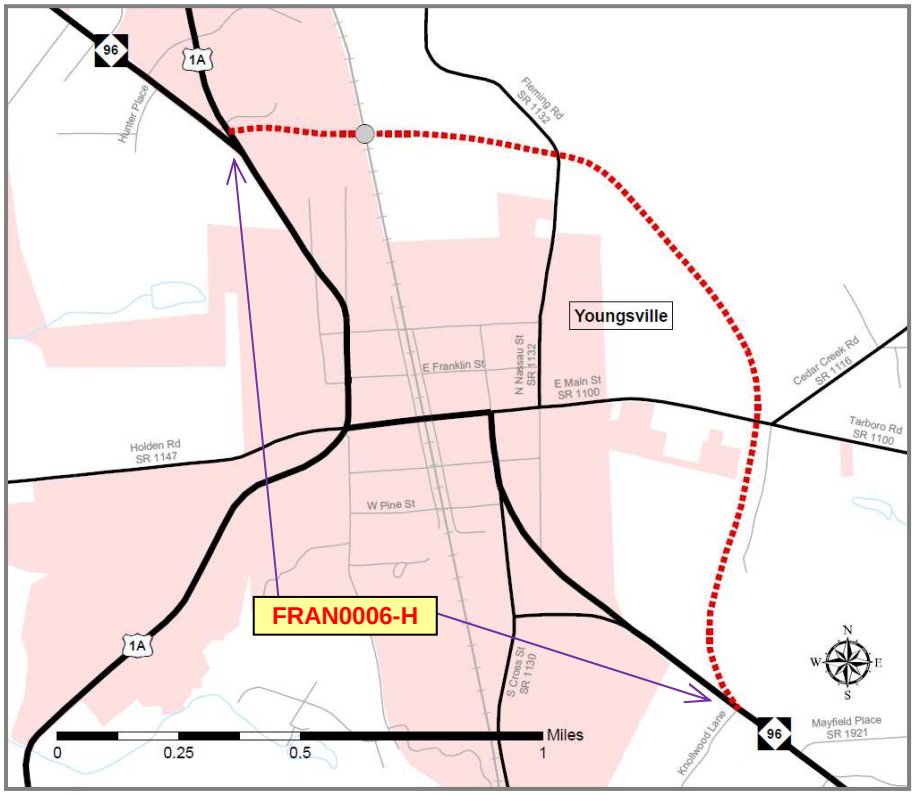
NC 96 Youngsville Bypass - Proposed Improvements from NC 96 (at Knollwood Lane) to US 1 Alternate

Local ID: FRAN0006-H

Last Updated: 12/3/13

Identified Problem

Existing NC 96 is projected to be over capacity by 2035 from the Wake County line to Mayfield Place (SR 1921) and through Youngsville from the southeast Youngsville municipal limits to the Granville County line. The primary purpose of improving NC 96 is to reduce projected (2035) congestion in downtown Youngsville on the existing facility and to improve mobility for through traffic around Youngsville.



Justification of Need

NC 96 is an important north-south corridor in Franklin County, connecting Franklin County, especially Youngsville, with municipal centers such as Zebulon and Oxford. It also connects to major highway facilities such as US 1, US 401, NC 98, US 64 and I-85. The section of NC 96 in Franklin County, especially through Youngsville, is important for the movement of vehicles, goods and services from Wake County to Franklin County to Granville County.

NC 96 is currently a major thoroughfare with a two lane cross-section throughout the county. It is part of the regional tier of the NC Multimodal Investment Network (NCMIN).

By 2035, NC 96 is projected to be over capacity throughout Franklin County based on the capacity of providing LOS D. Local knowledge, historic trends, and the Triangle Regional Model were used to determine traffic projections. Table 7 on the next page displays the comparisons between the 2006 annual average daily traffic (AADT), the projected 2035 AADT, and the current capacity of existing NC 96 (Main Street) at LOS D in vehicles per day (vpd). Since this study started in 2007, 2006 AADT counts were used. For comparison, the most current AADT counts have been added to this table.

Table 7 – NC 96 Volume and Capacity

Section (From - To)	2006 AADT	2012 AADT	2035 AADT	Current Capacity
Wake County – Bradford Ridge Drive (SR 1917)	4,400	5,100	12,800	9,500
Bradford Ridge Drive (SR 1917) – Mayfield Place (SR 1921)	4,400	--	10,300	9,500
Mayfield Place (SR 1921) – Youngsville municipal limits	4,400	--	10,300	12,600
Youngsville municipal limits – South Cross Street (SR 1130)	3,600	3,700	13,600	11,000
South Cross Street (SR 1130) – East Main Street (SR 1100)	6,300	6,800	17,200	11,000
East Main Street (SR 1100) – US 1 Alternate/ Holden Road (SR 1147)	11,000	12,000	25,400	12,200
Holden Road (SR 1147) – US 1 Alternate	7,000	6,500	23,000	10,800
US 1 Alternate – US 1	5,300	6,300	22,600	10,600
US 1 – John Mitchell Road (SR 1140)	6,700	8,500	17,200	9,100
John Mitchell Road (SR 1140) – Sid Mitchell Road (SR 1139)	4,400	--	12,100	9,500
Sid Mitchell Road (SR 1139) – Granville County	4,400	3,500	11,000	9,500

Southeast High Speed Rail

The NCDOT Rail Division is currently conducting a Southeast High Speed Rail (SEHSR) Corridor project study that would provide high speed passenger rail service from Washington, DC to Charlotte, North Carolina. The SEHSR project (TIP No. P-3819) would also provide new and/or improved freight access, lessen the growth rate of congestion on major parallel highway routes and provide the opportunity for conventional passenger service and/or commuter service which could serve smaller communities (taken from the SEHSR website http://www.sehsr.org/faq.html). With the implementation of the SEHSR project, many at-grade railroad crossings in Youngsville will be closed to increase speeds and eliminate at-grade railroad crossing safety concerns. Besides safety concerns, there are many reasons for bridging at-grade railroad crossings and these reasons are listed at http://www.sehsr.org/deis/download/Reasons_Bridging.pdf.

To provide connectivity between the roads that will have railroad crossing closures, the existing NC 96 (Main Street) will be improved to a grade-separated crossing of the railroad, part of the NC 96 Bypass should be constructed on the north side of Youngsville and will have a new grade-separated crossing of the railroad, and two grade-separated crossings for bicyclists and pedestrians will be constructed at Franklin Street and Pine Street per the SEHSR project. A multi-use crossing at Pine Street was added at the request of the town and after the CTP maps were adopted. Since the study is still underway, the grade-separated crossings and other corresponding SEHSR projects are not yet finalized. For more detail, see the Public Transportation and Rail section in Chapter 1 or the SEHSR website (http://www.sehsr.org/).

Community Vision and Problem History

The population of Youngsville is expected to continue to increase through the 2035 planning period mostly due to its proximity to major employment centers in the Research Triangle Park and Raleigh. Youngsville is located in the southwestern part of Franklin County, at the

crossroads of US 1 Alternate and NC 96. US 1 Alternate and NC 96 link Youngsville to the region through their connection with US 1 and its connection with Raleigh, Wake Forest and Henderson, and through NC 96's connection with Zebulon, Oxford, US 1, US 401, NC 98, US 64 and I-85.

The lower speeds throughout the town, especially along NC 96, are conducive to local vehicular traffic, but make it inefficient for automobile and truck trips that are going through the area. Youngsville wants to maintain its existing infrastructure and small town characteristics within downtown like the on-street parking along NC 96 (Main Street) which is a two lane facility. The NC 96 Bypass proposal is important to Youngsville in that it will improve the roadway system in and around Youngsville. It will provide a new route for through traffic around town, which will lessen the growth of traffic in downtown along existing NC 96.

CTP Project Proposal

Project Description and Overview

The proposed project (Local ID FRAN0006-H) will provide a four lane, boulevard facility on new location east and north of Youngsville, connecting NC 96 west of Mayfield Place (SR 1921) to US 1 Alternate.

The proposed project would considerably lessen the growth rate of congestion along existing NC 96 (Main Street) in Youngsville for local traffic and provide efficiency for through traffic along the proposed bypass, but NC 96 (Main Street) is still projected to be over capacity by 2035 with the proposed bypass. The CTP recommendation would provide for a LOS C or better on the new location bypass facility for NC 96.

The SEHSR project (TIP No. P-3819) will provide a segment of the proposed new location facility, from US 1 Alternate to east of Fleming Road (SR 1132), as a two lane facility with a grade-separated crossing of the railroad. The SEHSR project currently proposes highway improvements in the area as listed in Table 8 on the next page. This CTP project proposal is also listed in the table to show its relationship with the SEHSR project.

The partial bypass segment the SEHSR project is proposing to construct will carry grade-separated traffic across the railroad while the grade separation of NC 96 (Main Street) and the railroad is being constructed. After the grade separation on NC 96 (Main Street) is complete, there will be two grade-separated crossings and the partial bypass will alleviate some of the traffic off NC 96 (Main Street). Reducing the number of at-grade railroad crossings helps to "increase the safety and effectiveness of the transportation system within the travel corridor" (taken from the SEHSR website, Tier II Draft Environmental Impact Statement (DEIS) document at http://www.sehsr.org/deis/sehsr_deis_download_files/chap01.pdf). Crossings for the current flow of highway traffic across the railroad will be reduced from five at-grade crossings to two proposed grade-separated crossings. This will put more local, internal-to-Youngsville traffic on the main artery through town, NC 96 (Main Street).

Table 8 – CTP and SEHSR Proposed Improvements

TIP No. / Local ID	Description	Location	Recommendation
P-3819	NC 96 Bypass (Partial)	US 1 Alternate to east of Fleming Road (SR 1132)	2 lane thoroughfare on new location, grade-separated railroad crossing
P-3819	NC 96 Realignment	US 1 Alternate to Hunter Place	Realign to reduce skew of intersection with bypass
P-3819	NC 96 Grade-Separation	Intersection of existing NC 96 (Main Street) and the railroad	Grade-separated railroad crossing
FRAN0006-H	NC 96 Bypass	US 1 Alternate to east of Fleming Road (SR 1132)	Widen to a 4 lane divided boulevard
FRAN0006-H	NC 96 Bypass	East of Fleming Road (SR 1132) to NC 96 (south)	4 lane boulevard on new location

The segment of the proposed project (Local ID FRAN0006-H) from east of Fleming Road (SR 1132) to NC 96 (south) does have more human and natural environmental impacts, but as a whole, the proposed bypass provides continuity, better efficiency and improved mobility for through trips, and reduces the growth rate of congestion on NC 96 (Main Street) considerably more than the SEHSR proposed partial bypass alone.

The CTP looked at providing connectivity of NC 96 on the northwest side of town to the southeast side to accomplish its goals. In looking east of Fleming Road (SR 1132), impacts to the natural and human environment had to be considered in recommending an alignment as well as horizontal geometry of the road. There are several pockets of wetlands, streams, watersheds, residences and businesses to consider. If the alignment the SEHSR plan is recommending is continued, the bypass may necessitate sharper horizontal curves to avoid environmental impacts, the facility may be longer, or both. Thus the CTP has a different alignment and was developed to better avoid environmental impacts east of Fleming Road (SR 1132), to create a better horizontal alignment and to minimize the length of the facility while keeping in line with the community's vision. For more detail on options for the new location route, see Appendix J.

On-road bicycle facilities are also recommended along existing NC 96 from NC 96 (Main Street) to Granville County and from NC 96 (Main Street) to Wake County. NC 96 (Main Street) is part of the NC Bicycling Highways route 2, "Mountains to Sea," but no improvements are recommended to this section of the route. Existing pavement widths are less than standard widths for wide outside lanes, but are close. The approximate width of the existing pavement is 40 feet. With parallel parking, the standard width of the pavement should be 44 feet. The locals prefer neither widening nor pavement striping for bicycle lanes, but appropriate signage could be improved.

Natural & Human Environmental Context

In the development of the CTP, several options were studied for the NC 96 bypass improvements. A new location route was chosen outside of Youngsville due to substantial

human impacts to businesses, a church and residents if the existing facility through Youngsville were to be widened. Youngsville's downtown district surrounds existing NC 96 (Main Street). The downtown district also has on-street parking between US 1 Alternate and North Cross Street. Options for the new location route are documented in Appendix J.

The corridors studied have the potential to impact high quality watersheds, wetlands, and stream crossings. A high quality watershed, classified as Protected WS-II Nutrient Sensitive Waters (NSW), is located to the southeast of Youngsville. A portion of the proposed facility is along the fringe of this high quality watershed. There are many small wetland areas and streams all around town.

The human environment was also affected with about 9 homes, and about 8 businesses being impacted. The selected CTP alternative seeks to balance the impacts to homes, businesses, high quality watersheds, wetlands, and stream crossings.

Relationship to Land Use Plans

Many subdivision developments are planned north of Youngsville along Hicks Road (SR 1125), and Cedar Creek Road (SR 1116) and west of US 1 with several developments along the NC 96 corridor. These areas between Youngsville and Franklinton are expected to have higher growth due to their proximity to Wake Forest and Raleigh.

Youngsville prefers to have a bypass as far east as possible from town to accommodate future growth east of town along Tarboro Road (SR 1100). This idea modified the alignment proposed in the Youngsville Thoroughfare Plan[16] revision of 2004 and a couple other alternative locations for a bypass on the eastern side of town. In consideration of environmental impacts and town growth, the recommended CTP bypass is close to the original 1991 Youngsville Thoroughfare Plan alignment. This creates a longer facility, but better satisfies the town's desire to accommodate future growth along Tarboro Road (SR 1100).

The Triangle Regional Model was used to determine the traffic a proposed bypass would draw. With a NC 96 Youngsville Bypass in the 2035 model network, it was estimated that about 8,000 to 17,000 vpd would use the bypass with the smaller volumes in the south and the larger volumes to the north.

The CTP proposal for a boulevard facility would ensure the new facility has partial control of access with mostly right-in/right-out access. With medians and a possible superstreet[17] design, it would provide efficient and safe access to planned developments in the area of NC 96 west of Youngsville, Cedar Creek Road (SR 1116), and Fleming Road (SR 1132). The

[16] *For the 1991Youngsville Thoroughfare Plan map (revised in 2004), go to: https://connect.ncdot.gov/projects/planning/Pages/CTPDetails.aspx?study_id=Franklin County.*

[17] *Superstreet: The common name for an intersection design on a divided highway in an urban area in which a right turn, followed by a u-turn, replaces a prohibited left turn or through movement. For more information, see the Strategic Highway Corridors website https://connect.ncdot.gov/projects/planning/Pages/StrategicHighwayCorridors.aspx.*

CTP proposed project would allow Youngsville to develop in a manner in line with their 2000 Town of Youngsville Land Use Plan 2000–2010.

Linkages to Other Plans and Proposed Project History

The proposed project is an important link to many of the recommendations in the Franklin County CTP. It directly connects to proposed improvements of existing NC 96 (FRAN0016-H and FRAN0017-H), Cedar Creek Road (SR 1116) Extension (FRAN0028-H), and SEHSR improvements (TIP No. P-3819) in the Youngsville area. For more detail, see Rail Recommendations, later in this chapter.

The Youngsville Thoroughfare Plan of 1991 recommended the relocation of NC 96 east and north of town from south of Mayfield Place (SR 1921) to the intersection of NC 96 and US 1 Alternate to reduce projected traffic on NC 96 (Main Street) through downtown. The Thoroughfare Plan was later revised in 2004 to shorten the length of the project to reduce cost, and to draw more through truck traffic out of downtown. This alternate facility was proposed as a major thoroughfare. Different alternatives were analyzed, but not documented in the thoroughfare plan. The 2013 Franklin County and Louisburg CTP's analyses and recommendations are consistent with the 1991 Youngsville Thoroughfare Plan with the 2004 revision.

NC 96 is classified as a Minor Arterial from Wake County to John Mitchell Road (SR 1140) and a Major Collector from John Mitchell Road (SR 1140) to Granville County in the Federal Functional Classification System.

The Franklin County CTP committee established a Community Vision and CTP Goals and Objectives Statement to guide the CTP study. Refer to Appendix H for the CTP vision statement. This bypass facility recommendation satisfies many of the goals within the statement including being sensitive to the environment and existing development patterns, adding capacity strategically, improving connections between local urban areas, and improving mobility between local areas and regional activity centers. This CTP recommendation is identified in CAMPO's 2040 MTP as part of a project (#A418) and is projected to be open by 2040.

Multi-modal Considerations

The CTP includes recommendations for bicycle, rail and pedestrian facilities in the Youngsville area. The proposed NC 96 Bypass facility includes a grade-separated railroad crossing and would also need to accommodate a possible multi-use path (TIP No. EB-5128 and FRAN0009-M) that would follow the SEHSR corridor, generally parallel to but outside the railroad right-of-way (ROW). The CTP maps, Figure 1, show a trail concept and not an exact location for a multi-use path (or other path type) and it's crossing of the NC 96 Bypass facility. These have not yet been determined. Refer to Figure 1, Sheets 4, 4A, 5, and 5A. For more detail on this multi-use path, see TIP No. EB-5128 and FRAN0009-M in the Multi-Use Path Recommendations later in this chapter.

Passenger rail stops or intermodal connectors were considered near the bypass and its crossing of the railroad. The locals suggested locating a facility north of an existing lumber yard. However no specific location is recommended. A local bus route is recommended in Youngsville to connect to the recommended local or express bus routes along US 1. For more detail, see Chapter 2 Public Transportation and Rail Recommendations.

These multi-modal features do not significantly impact the traffic demand along this corridor. In addition, there is not a transit system currently in operation or planned through the year 2035 that would reduce the need to improve this facility.

Public/ Stakeholder Involvement

As part of developing the CTP recommendation for NC 96, several options for a bypass location were considered by the Franklin County CTP Advisory Committee, which included two Youngsville representatives. The town was agreeable to the recommended new location northeastern bypass facility. The CTP committee including the town representatives reviewed the different corridor options, considering transportation needs and impacts to the natural and human environment, before recommending the proposed corridor as shown in Figure 1, Sheet 2 and 2B. From public meetings and other comment opportunities, the primary concern expressed by the town was the need for a bypass in general. Please see Appendix J for a complete description.

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Other Highway Recommendations

The following highway proposals are recommended to reduce projected congestion and/or improve mobility.

US 1, Local ID: FRAN0007-H and FRAN0008-H

Identified Problem

US 1 is a Strategic Highway Corridor and is projected to be over capacity by 2035 from the Wake County line to US 1 Alternate (south of Franklinton). The primary purpose of improving US 1 from the Wake County line to US 1 Alternate is to relieve projected 2035 congestion on the existing facility so that a minimum LOS D can be achieved.

The primary purposes of improving US 1 from US 1 Alternate to Vance County are to improve the mobility and connectivity of motorized vehicles along US 1. US 1 are ultimately envisioned to be a freeway facility based on the Strategic Highway Corridor Vision Plan, in order to improve regional and statewide mobility and connectivity. US 1 in Franklin County is a major north-south corridor that connects Franklin County to major employment centers such as Raleigh. Recommendations from the US 1 Corridor Study are incorporated into the US 1 project proposal (Local ID FRAN0007-H).

The US 1 Corridor Study is a comprehensive multimodal transportation plan for the corridor. The study was conducted to address two critical transportation needs of meeting the growing travel demand and improving safety. The US 1 Corridor Study area starts at I-540 in Wake County and ends at US 1 Alternate (south of Bert Winston Road (SR 1133)) in Franklin County. Refer to the US 1 Corridor Study website (www.ncdot.gov/projects/us1corridor) for more information. A US 1 Phase 2 (North) Corridor Study was initiated and completed after the Franklin County and Louisburg CTP maps were adopted. Contact CAMPO (www.campo-nc.us) for this study's recommendations.

For the purposes of the US 1 discussion, there are two CTP recommendations. The discussion that would only pertain to one recommendation is isolated. The first CTP recommendation has two different study areas within it. They are segmented below.

- **Wake County line to NC 56 (Green Street) (in Franklinton), Local ID: FRAN0007-H**
  - US 1 Corridor Study (within Franklin County) is from the Wake County line to US 1 Alternate (south of Bert Winston Road (SR 1133)) in Franklin County.
  - North of US 1 Corridor Study is from US 1 Alternate (south of Bert Winston Road (SR 1133)) to NC 56 (Green Street) in Franklinton.
- **NC 56 (Green Street) (in Franklinton) to Vance County line, Local ID: FRAN0008-H**

US 1 from Wake County to Vance County is currently a four lane divided facility with traffic signals at major intersections and an interchange at NC 56. High growth is projected along the southern portion of this major corridor due to its proximity to the Raleigh area. Local knowledge, historic trends, the US 1 Corridor Study and the Triangle Regional Model ("TRM v4-2008," Official Adopted Triangle Regional Model) were used to determine traffic projections.

Table 9 displays the comparisons between the 2006 annual average daily traffic (AADT), the projected 2035 AADT, and the existing capacity of the facility at LOS D in vehicles per day (vpd). Since this study started in 2007, 2006 AADT counts were used. For comparison, the most current AADT counts have been added to Table 9.

Table 9 – US 1 Volume and Capacity

Project Segment	Section (From - To)	2006 AADT	2012 AADT	2035 AADT	Current Capacity
FRAN0007-H (US 1 Corr. Study)	Wake County - Green Road (SR 1138)	30,000	39,000	64,000	47,600
FRAN0007-H (US 1 Corr. Study)	Green Road (SR 1138) - north of NC 96	25,000	19,000	57,200	54,000
FRAN0007-H (US 1 Corr. Study/ North of Corr. Study)	North of NC 96 - Bert Winston Road (SR 1133)	16,000	19,000	57,200	40,800
FRAN0007-H (North of Corr. Study)	Bert Winston Road (SR 1133) - US 1 Alternate	19,000	19,000	41,500	40,800
FRAN0007-H (North of Corr. Study)	US 1 Alternate - Pocomoke Road (SR 1127)	17,000	17,000	35,100	54,000
FRAN0007-H (North of Corr. Study)	Pocomoke Road (SR 1127) - NC 56	17,000	17,000	31,000	51,200
FRAN0008-H	NC 56 - Franklinton municipal limits	17,000	--	31,000	51,200
FRAN0008-H	Franklinton municipal limits - US 1 Alternate	12,000	13,000	26,000	40,100
FRAN0008-H	US 1 Alternate - Eric Medlin Road (SR 1267)	12,000	13,000	25,000	40,100
FRAN0008-H	Eric Medlin Road (SR 1267) - Vance County	12,000	--	25,000	40,100

CTP Project Proposal

Recommended highway improvements to US 1 are as follows.

- **Wake County line to NC 56 (Green Street) (in Franklinton), Local ID: FRAN0007-H**

  The CTP project proposal recommends widening US 1 from four lanes to six lanes and to upgrade the facility to freeway standards from the Wake County line to NC 56. The construction of frontage and backage roads is recommended along with improving nearby roads, such as Holden Road (SR 1147), Green Road (SR 1138) and Long Mill Road (SR 1134), to accommodate the upgrade per the US 1 Corridor Study. Interchanges are proposed at Holden Road (SR 1147), NC 96, and US 1 Alternate (south of Bert Winston Road (SR 1133). Grade separations are proposed at Wall Road (SR 1135), Green Road (SR 1138), Bert Winston Road (SR 1133), and Pocomoke Road (SR 1127). Other interchanges are recommended in connection with other CTP project proposals such as the Bert Winston Road Extension (FRAN0027-H), and the NC 56 Franklinton Bypass (FRAN0005-H). Right-in/right-out ramps are recommended at US 1 Alternate south of Pocomoke Road (SR 1127).

- **NC 56 (Green Street) (in Franklinton) to Vance County line, Local ID: FRAN0008-H**

  The CTP project proposal recommends upgrading the existing four lane facility to freeway standards from NC 56 to the Vance County line. This includes an interchange recommendation in connection with a Southeast High Speed Rail (SEHSR) project proposal (TIP No. P-3819) of a new facility connecting Montgomery Road (SR 1210) to US 1 north of Medlin Road (SR 1267). Right-in/right-out ramps are recommended at US 1 Alternate north of NC 56.

Local bus routes are recommended to connect to the US 1 route from Louisburg and Franklinton, and from Youngsville.

- **Wake County line to NC 56 (Green Street) (in Franklinton), Local ID: FRAN0007-H**

  Recommendations for US 1 include a bus route, specifically an express bus, connecting Wake County, RTP and/or other major employment centers with Franklinton and Youngsville. Two park and ride lot locations are proposed near US 1: (1) a lot is proposed west of Franklinton in the vicinity of NC 56 (FRAN0006-T), and (2) a lot is proposed west of Youngsville near Faith Baptist Church (FRAN0009-T).

The CTP includes recommendations for bicycle and pedestrian facilities crossing US 1. The CTP project proposal for interchanges, grade separations, improvements and upgrades along US 1 will need to be designed to accommodate bicyclists and pedestrian crossings. Refer to Figure 1, Sheets 4 and 4A.

- **Wake County line to NC 56 (Green Street) (in Franklinton), Local ID: FRAN0007-H**

  There are specific improvements for providing wide paved shoulders on Holden Road (SR 1147) (FRAN0001-B), NC 96, and Pocomoke Road (SR 1127).

- **NC 56 (Green Street) (in Franklinton) to Vance County line, Local ID: FRAN0008-H**

  There are specific improvements for providing a multi-use path along the Tar River at the Vance County line.

These CTP recommendations are identified in CAMPO's 2040 MTP as part of two post-2040 projects (#Frnk1 and #F11-1e), which CAMPO is considering in its future CTP.

US 401, TIP No. R-2814 C, D, Local MTP#: A90c, A90d

TIP project No. R-2814 C and D will improve US 401 from Wake County to Fox Park Road (SR 1700) to a four lane divided boulevard facility. These sections are projected to be over capacity by 2035 and have existing unacceptable level of service peak hour conditions. This project would reduce congestion and increase mobility along this main county corridor.

Franklin County in general is in support of this project and feels it is vital in supporting economic development, increasing traffic demand, and safety. Franklin County Commissioners approved a position paper on March 5, 2001 entitled "Position Paper of the Franklin County Board of Commissioners regarding the Protection of the US 401 Corridor," which emphasizes the importance of protecting and preserving the corridor of the county's number one priority highway improvement project. This position paper is cited in Section 8-2

of the Franklin County Unified Development Ordinance[18] (UDO). The UDO also established setback requirements along the corridor to help mitigate potential increased costs and impacts.

This project is currently in the project development process for environmental analysis. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

US 401, TIP No. R-3608

TIP project No. R-3608 is to improve US 401 in Louisburg from NC 56/581 to north of North Main Street (SR 1229) to a four lane divided boulevard facility. The NC 561 to north of North Main Street (SR 1229) segment is projected to be over capacity by 2035 and the segment from NC 56/581 to NC 561 is currently over capacity. However it is not in the current 2012-2018 TIP, but it is scheduled for reprioritization. This project is currently in the project development process for environmental analysis. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

NC 39 (Brantleytown Road (SR 1720) to NC 98), Local ID: FRAN0009-H

The CTP project proposal (Local ID FRAN0009-H) recommends widening NC 39 from two lanes to a four lane divided boulevard from Brantleytown Road (SR 1720) to NC 98. The primary purpose of improving NC 39 from Brantleytown Road (SR 1720) to NC 98 is to improve the mobility of motorized vehicles along NC 39 during peak hours. At Bunn's February 23, 2010 Zoning Board meeting, the zoning committee stated that the 2035 traffic projections of about 7,700 vpd for NC 39 immediately south of NC 98 were too low and that NC 39 should be improved from NC 98 to Brantleytown Road (SR 1720).

NC 39 from Wake County to Vance County is currently a two lane facility except for a section in Bunn where it is three lanes, a few sections in Louisburg where it is concurrent with US 401, and a short section at the Vance County line where it is four lanes. This CTP recommendation is identified in CAMPO's 2040 MTP as part of a post-2040 project (#Frnk6), which CAMPO is considering in its future CTP.

NC 39 (Egypt Church Road (SR 1604) to US 401), Local ID: FRAN0010-H

The CTP project proposal (Local ID FRAN0010-H) recommends widening NC 39 from two lanes to a four lane divided boulevard from Egypt Church Road (SR 1604) to US 401. The primary purpose of improving NC 39 from Egypt Church Road (SR 1604) to US 401 is to relieve projected 2035 congestion on the existing facility such that a minimum LOS C can be achieved. The traffic volumes projected for NC 39 for various segments along the corridor should be over capacity by 2035. Traffic is projected to range from about 12,000 to 13,800 vehicles per day (vpd) by 2035.

[18] *The Franklin County Unified Development Ordinance (UDO) adopted in 2001 can be found at:* http://www.franklincountync.us/services/planning-and-inspections/current-planning-2/unified-development-ordinance.

NC 39 from Wake County to Vance County is currently a two lane facility except for a section in Bunn where it is three lanes, a few sections in Louisburg where it is concurrent with US 401, and a short section at the Vance County line where it is four lanes.

NC 56 (Granville County line to Franklinton municipal limits), Local ID: FRAN0012-H

The CTP project proposal (Local ID FRAN0012-H) recommends widening the existing facility from two lanes to a four lane divided boulevard from Granville County to Franklinton municipal limits and to provide wide paved shoulders from Granville County to the NC 56 Franklinton Bypass for bicycle use.

The primary purpose of improving NC 56 from the Granville County line to Franklinton municipal limits is to relieve projected 2035 congestion on the existing facility so that a minimum LOS D can be achieved. The traffic volumes projected for NC 56 should be near to over capacity by 2035 for various segments from the Granville County line to Hickory Rock Road (SR 1421). Traffic is projected to range from about 6,900 to 10,400 vehicles per day (vpd) by 2035.

NC 56 from Granville County to Nash County is currently a two lane cross-section except for a short section in Louisburg where NC 56 is concurrent with US 401/NC 39 (South Bickett Boulevard), and for another section in the Louisburg area where NC 56 is concurrent with NC 581 from US 401 to east of East River Road (SR 1600). This CTP recommendation is identified in CAMPO's 2040 MTP as part of two post-2040 projects (#Frnk4a and #Grnv22b), which CAMPO is considering in its future CTP.

NC 56 (Mays Crossroads Road (SR 1105) to US 401), Local ID: FRAN0013-H

The CTP project proposal (Local ID FRAN0013-H) recommends widening the existing facility from two lanes to a four lane divided boulevard from Mays Crossroads Road (SR 1105) to US 401. The primary purpose of improving NC 56 from Mays Crossroads Road (SR 1105) to US 401 is to relieve projected 2035 congestion on the existing facility so that a minimum LOS D can be achieved.

The traffic volumes projected for NC 56 should be near to over capacity by 2035 for various segments from the Granville County line to Hickory Rock Road (SR 1421). Traffic is projected to range from about 22,100 to 31,600 vehicles per day (vpd) by 2035.

NC 56 from Granville County to Nash County is currently a two lane cross-section except for a short section in Louisburg where NC 56 is concurrent with US 401/NC 39 (South Bickett Boulevard), and for another section in the Louisburg area where NC 56 is concurrent with NC 581 from US 401 to east of East River Road (SR 1600). This CTP recommendation is identified in CAMPO's 2040 MTP as part of a post-2040 project (#Frnk4b), which CAMPO is considering in its future CTP.

NC 56-581 (US 401 to Hickory Rock Road (SR 1421)), Local ID: FRAN0014-H

The CTP project proposal (Local ID FRAN0014-H) recommends widening the existing facility from two or four lanes to a four lane divided boulevard from US 401 to Hickory Rock Road (SR 1421). The proposal is to also provide on-road bicycle accommodations from US 401 in Louisburg to East River Road (SR 1600) and improve only bicycle signage, as needed, from East River Road (SR 1600) to Hickory Rock Road (SR 1421).

The primary purposes of improving NC 56/581 along the existing four lane section in the Louisburg area are to improve mobility and safety. To the east of the existing four lanes, the primary purpose of improving NC 56/581 is to relieve projected 2035 congestion on the existing facility so that a minimum LOS C can be achieved. The traffic volumes projected for NC 56/581 should be near to over capacity by 2035 from US 401 to Hickory Rock Road (SR 1421). Traffic is projected to range from about 11,700 to 27,000 vehicles per day (vpd) by 2035.

NC 56 from Granville County to Nash County is currently a two lane cross-section except for a short section in Louisburg where NC 56 is concurrent with US 401/NC 39 (South Bickett Boulevard), and another section in the Louisburg area where NC 56 is concurrent with NC 581 from US 401 to east of East River Road (SR 1600).

NC 96 (Wake County to NC 96 (East Main Street)), Local ID: FRAN0016-H

The CTP project proposal (Local ID FRAN0016-H) recommends widening the existing facility to two twelve foot lanes with wide shoulders for bicycle use and turn lanes where necessary from the Wake County line to NC 96 (East Main Street) in Youngsville. NC 96, from Wake County to Granville County, is currently a two lane cross section.

The primary purpose of improving NC 96 is to reduce projected 2035 congestion on the existing facility so that a minimum LOS D may be reached. See the Unaddressed Deficiencies section at the beginning of this chapter for more detail. The traffic volumes projected for NC 96 should be near to over capacity by 2035 from Wake County to NC 96 (East Main Street). Traffic is projected to range from about 10,300 to 17,200 vehicles per day (vpd) by 2035. Construction of the NC 96 Youngsville Bypass (FRAN0006-H) will assist in the reduction of NC 96 volumes north of the bypass and NC 96 intersection. This CTP recommendation is identified in CAMPO's 2040 MTP as part of a post-2040 project (#A131c), which CAMPO is considering in its future CTP.

NC 96 (US 1 Alternate to Granville County), Local ID: FRAN0017-H

The CTP project proposal (Local ID FRAN0017-H) recommends widening the existing facility from two lanes to a four lane divided boulevard. The SEHSR project (TIP No. P-3819) proposes to reroute NC 96 slightly, from US 1 Alternate to Hunter Place, to reduce the skew of the intersection with the proposed Youngsville NC 96 Bypass (FRAN0006-H). The widening of NC 96 will need to accommodate bicyclists with wide paved shoulders or bicycle lanes to connect to recommended on-road bicycle facilities along US 1 Alternate/ NC 96. Refer to Figure 1, Sheets 4 and 4A.

The primary purpose of improving NC 96 is to relieve projected 2035 congestion on the existing facility so that a minimum LOS D can be achieved. The traffic volumes projected for NC 96 should be near to over capacity by 2035 from Wake County to Granville County. Traffic is projected to range from about 11,000 to 23,800 vehicles per day (vpd) by 2035. This CTP recommendation is identified in CAMPO's 2040 MTP as part of a project (#A418), and as part of a post-2040 project (#Frnk3), which CAMPO is considering in its future CTP.

NC 96 Zebulon Bypass (Wake County to Hagwood Road (SR 1750)), Local ID: FRAN0018-H

The CTP project proposal (Local ID FRAN0018-H) recommends providing a new location facility with four to five lanes from NC 39 at Debnam Road (SR 2337) in Wake County to Hagwood Road (SR 1750) in Franklin County.

A primary purpose of this project is to relieve projected 2035 congestion on NC 96 (Arendell Avenue) in downtown Zebulon so that an acceptable Level of Service (LOS) travel speed in the peak period in the peak direction can be achieved. Another primary purpose of this project is to improve mobility for all types of motorized and non-motorized vehicles (as well as pedestrians) along NC 96 (Arendell Avenue) in downtown Zebulon and around Zebulon.

NC 96 (Arendell Avenue) in downtown Zebulon is currently a two to three lane facility and is expected to operate at or below LOS D in the future. Traffic in downtown Zebulon is projected to be 18,500 vehicles per day (vpd) by 2035. Providing a bypass facility is the recommended alternative to widening through downtown. This CTP recommendation is identified in CAMPO's 2040 MTP as part of a post-2040 project (#A588b), which CAMPO is considering in its future CTP.

NC 98, Local ID: FRAN0019-H and FRAN0020-H

The first CTP project proposal (Local ID FRAN0019-H) for NC 98 recommends widening the existing two lane facility to a four lane divided boulevard from the Wake County line to the west Bunn municipal limits. The second CTP project proposal (Local ID FRAN0020-H) recommends widening the existing two lane facility to a four lane divided boulevard from NC 39 in Bunn to the Nash County line. The proposal also includes providing wide paved shoulders for bicycle use from Wake County to Tarboro Road (SR 1100). Wide paved shoulders are also recommended along NC 98 between Tarboro Road (SR 1100) and Strickland Road (SR 1716), which is part of the NC Bicycling Highway 2 route. For more details on NC Bike Route 2 recommendations, see FRAN0001-B later in this chapter.

The primary purpose of improving NC 98 is to relieve projected 2035 congestion on the existing facility so that a minimum LOS D can be achieved. The traffic volumes projected for NC 98 should be near to over capacity by 2035 from the Wake County line to Bunn municipal limits and from East Jewett Avenue (SR 1609) to Sledge Road (SR 1611). Traffic is projected to range from about 9,000 to 16,800 vehicles per day (vpd) by 2035. Another goal for improving NC 98 is to improve regional connectivity. This CTP recommendation is identified in CAMPO's 2040 MTP as part of a project (#A56c), and as part of two post-2040 projects (#A56d and # A56e), which CAMPO is considering in its future CTP.

NC 561, Local ID: FRAN0021-H

The CTP project proposal (Local ID FRAN0021-H) recommends widening the existing two lane facility to two twelve foot lanes with wide shoulders for bicycle use and turn lanes where necessary from US 401 in Louisburg to NC 58 in Centerville.

The primary purpose for improving NC 561 from US 401 to T. K. Allen Road (SR 1418) in the Louisburg area is to improve capacity on the existing facility so that a minimum LOS C can be maintained. The traffic volumes on this portion of NC 561 are projected to be over capacity by 2035. For this segment, traffic is projected at about 9,400 vehicles per day (vpd) by 2035.

The primary purpose for improving NC 561 from T. K. Allen Road (SR 1418) to NC 58 is to improve the mobility of motorized vehicles along NC 561 during peak hours by 2035.

Baptist Church Road/East Jewett Avenue (SR 1609), Local ID: FRAN0022-H

The CTP project proposal (Local ID FRAN0022-H) recommends widening the existing two lane facility, from the proposed NC 39 Bunn Bypass (FRAN0004-H) to Sledge Road (SR 1611), to two twelve foot lanes with wide shoulders and turn lanes where necessary, in conjunction with the NC 39 Bunn Bypass. The primary purpose of improving Baptist Church Road/East Jewett Avenue (SR 1609) is to reduce projected 2035 congestion on the existing facility so that a minimum LOS D may be reached. See the Unaddressed Deficiencies section at the beginning of this chapter for more detail.

The traffic volumes projected for Baptist Church Road/East Jewett Avenue (SR 1609) should be at or over capacity by 2035 from NC 39/98 to Sledge Road (SR 1611). Traffic is projected to range from about 12,700 to 13,700 vehicles per day (vpd) by 2035. The NC 39 Bunn Bypass (FRAN0004-H) should alleviate congestion to the west of the bypass on East Jewett Avenue (SR 1609). Baptist Church Road (SR 1609) is a major connector between the Town of Bunn and the Lake Royale Community.

Cedar Creek Road (SR 1116), Local ID: FRAN0023-H

The CTP project proposal (Local ID FRAN0023-H) recommends widening the existing two lane facility, from proposed Cedar Creek Road (SR 1116) realignment to Cedar Creek Road (SR 1125), to two 12 foot lanes with wide shoulders for bicycle use and turn lanes where necessary, in conjunction with the Cedar Creek Road (SR 1116) realignment project (FRAN0028-H).

The primary purpose of improving Cedar Creek Road (SR 1116) is to relieve projected 2035 congestion on the existing facility such that a minimum LOS D can be achieved. The traffic volumes projected for Cedar Creek Road (SR 1116) should be near to at capacity by 2035. Traffic is projected to range from about 10,400 to 12,100 vehicles per day (vpd) by 2035. A new high school is located at the intersection of Cedar Creek Road (SR 1116) and Lane Store Road (SR 1118) and other residential growth is projected for the area. This CTP recommendation is identified in CAMPO's 2040 MTP as a post-2040 project (#Frnk7), which CAMPO is considering in its future CTP.

Main Street (SR 1229) (Louisburg), Local ID: FRAN0024-H

The CTP project proposal (Local ID FRAN0024-H) recommends widening the existing two lane facility to two twelve foot lanes with 11 foot center turn lane or median from NC 56 to US 401. The facility will be widened to three lanes except in downtown between Nash Street and Franklin Street where the existing arrangement of two travel lanes with roadside parking will be kept per Louisburg's preference. Wide paved shoulders or wide outside lanes are to be provided to accommodate bicyclists from the Louisburg Bicycle Trail to US 401.

The primary purpose of improving Main Street (SR 1229) in Louisburg from NC 56 to Franklin Street is to reduce projected 2035 congestion on the existing facility so that a minimum LOS C may be reached. See the Unaddressed Deficiencies section at the beginning of this chapter for more detail. The primary purpose of improving Main Street (SR 1229) from Franklin Street to US 401 (north) is to improve the mobility of motorized vehicles along Main Street (SR 1229) during peak hours by 2035.

The traffic volumes projected for Main Street (SR 1229) in Louisburg should be over capacity by 2035 from NC 56 to Franklin Street. Traffic is projected to range from about 8,000 (north of Franklin Street) to 13,000 (south of Franklin Street) vehicles per day (vpd) by 2035. The Main Street (SR 1229) corridor serves many different land uses including the downtown central business district, the historic district, Louisburg College and the hospital, Franklin Regional Medical Center.

West River Road (SR 1211) (May Road (SR 1224) to Main Street (SR 1229)), Local ID: FRAN0025-H

The CTP project proposal (Local ID FRAN0025-H) recommends widening the existing facility to two twelve foot lanes with wide paved shoulders from May Road (SR 1224) to Main Street (SR 1229) in Louisburg to accommodate bicyclists. Existing West River Road (SR 1211) is currently a two lane cross section with turn lanes at the educational facilities and at Main Street (SR 1229). West River Road (SR 1211) is an alternate connector route to NC 56 between the towns of Louisburg and Franklinton.

The primary purpose of improving West River Road (SR 1211) in the Louisburg area is to reduce projected 2035 congestion on the existing facility so that a minimum LOS C can be maintained. The traffic volumes projected for West River Road (SR 1211) should be over capacity by 2035 from May Road (SR 1224) to Main Street (SR 1229). Traffic is projected to range from about 3,500 to 6,400 vehicles per day (vpd) by 2035.

Minor New Location Connectors

The following facilities are proposed to improve local connectivity and safety. New two lane facilities with wide shoulders are recommended at the following locations.

- **Airport Drive (SR 1798) Extension, Local ID: FRAN0026-H:** The Triangle North Executive airport is located next to the Triangle North Franklin business park. The business park is expected to grow and be a major hub for the region. The primary

purpose of providing an extension of this facility is to improve connectivity from the business park and airport to US 401 to better handle projected traffic due to future development.

- **Bert Winston Road (SR 1132) Extension, Local ID: FRAN0027-H:** With the upgrade of US 1 to a freeway (see FRAN0007-H and FRAN0008-H**),** Bert Winston Road (SR 1132) is recommended to be grade separated with US 1. This would cut off convenient access to two schools and significant residential and industrial development from US 1. The primary purpose of providing an extension of this facility and an interchange with US 1 is to improve connectivity from the residential and industrial development area to US 1, in conjunction with the US 1 project FRAN0007-H, to better support projected traffic due to future development and growth of the area. A grade separation with the railroad is proposed with this recommendation. This grade separation is not part of, nor required by, the SEHSR (TIP # P-3819). This CTP recommendation is identified in CAMPO's 2040 MTP as a post-2040 project (#Frnk8), which CAMPO is considering in its future CTP.

- **Cedar Creek Road (SR 1116) Realignment, Local ID: FRAN0028-H:** A NC 96 Youngsville Bypass (FRAN0006-H) is recommended around the north and east sides of Youngsville. It is recommended to intersect Tarboro Road (SR 1100) just west of Tarboro Road's existing intersection with Cedar Creek Road (SR 1116). The close proximity of these two facilities could create unnecessary congestion on Cedar Creek Road (SR 1116), Tarboro Road (SR 1100) and the proposed NC 96 Youngsville Bypass. The primary purposes of providing an extension of this facility is to improve connectivity to Tarboro Road (SR 1100) in conjunction with the bypass project (FRAN0006-H), to better handle projected 2035 traffic and to avoid a five legged intersection with the NC 96 Youngsville Bypass (FRAN0006-H).

- **Flat Rock Church Road (SR 1103) Extension, Local ID: FRAN0029-H:** US 401 is a major north-south corridor for the county and the Triangle North Franklin business park is to be a major hub for the region. Improved connectivity to US 401 and the business park is important for the county and for the region. The primary purpose of providing an extension of this facility to Mays Crossroad Road (SR 1105) is to improve connectivity from the Youngsville area to Flat Rock Church Road (SR 1103) and ultimately to US 401 and the business park.

- **Long Mill Road (SR 1134) Extension, Local ID: FRAN0030-H:** NC 56 is a major east-west corridor for the county. Improved connectivity to NC 56 is important for the county. Long Mill Road (SR 1134), south of Pocomoke Road (SR 1127), is anticipating residential growth. Long Mill Elementary School is located at the intersection with Bert Winston Road (SR 1132). The primary purpose of providing an extension of this facility to NC 56 is to improve connectivity to better support projected traffic due to future development and growth of the area.

- **Oak Park Place Extension, Local ID: FRAN0031-H, Local MTP#: Frnk11:** Oak Park Place is currently a two lane divided facility that supports the Oak Park subdivision development. This facility also has a roundabout at the end and was not designed for truck traffic. A new high school, Franklinton High School, is located at the intersection of Cedar Creek Road (SR 1116) and Lane Store Road (SR 1118) and other residential growth is projected for the area. The primary purpose of providing an extension of this

facility to Cedar Creek Road (SR 1116) at Lane Store Road (SR 1118) is to improve connectivity to NC 56 and US 1, in conjunction with project FRAN0027-H, to better support projected traffic due to future development and growth of the area. The purpose of providing wide shoulders or bicycle lanes is to support bicycle use. This CTP recommendation is identified in CAMPO's 2040 MTP as a project (#Frnk11).

- **Oakley Road (SR 2340) Extension (or Shepard School Road (SR 2406) Connector), Local ID: FRAN0032-H:** The CTP project proposal (Local ID FRAN0032-H) recommends providing a new location connector facility with a two lane cross section with wide shoulders and turn lanes where necessary from Wake County to NC 39. The primary purpose of this extension is to improve mobility for all types of motorized and non-motorized vehicles (as well as pedestrians) around the north side of Zebulon. This extension, in combination with improvements to the alignment of Oakley Road (SR 2340) and Dukes Lake Road (SR 2309) and an extension of Ferrell Road (SR 2336) from NC 96 to Riley Hill Road (SR 2320), would considerably improve mobility around the north side of Zebulon.

  Oakley Road (SR 2340) is currently a two lane facility in Wake County that dead ends just north of US 64. Shepard School Road (SR 2406) is currently a two lane facility in Wake County that changes its name to Old US Hwy 64 (SR 1770) when it crosses the county line into Franklin County. This CTP recommendation is identified in CAMPO's 2040 MTP as a post-2040 project (#A67b), which CAMPO is considering in its future CTP.

Minor Improvements

The following facilities are not projected to exceed Level of Service (LOS) D by 2035, but improvements such as turn lanes where needed and minor widening are needed for better mobility and more streamlined facilities as growth occurs.

- **NC 39 (US 401 to Vance County), Local ID: FRAN0011-H:** NC 39 is a major route to get from the Louisburg area to Henderson and I-85. NC 39 from US 401 to the Vance County line is currently a two lane facility with a 24 foot cross section until just south of the Vance County line where it widens to a four lane undivided cross-section. The CTP project proposal recommends to provide wide shoulders and turn lanes where needed.
- **NC 58 (Nash County to Warren County), Local ID: FRAN0015-H:** The primary purpose of improving NC 58 is to bring the inadequate roadway cross-section up to current design standards. NC 58 is currently a two lane facility with a 19 foot cross section. The CTP project proposal recommends providing a 24 foot cross section from Nash County to Warren County with wide paved shoulders for bicycle use between NC 561 and Warren County.
- **Bunn Road (SR 1230) (Louisburg) (Main Street (SR 1229) to US 401 (Bickett Boulevard)), Local ID: FRAN0033-H:** The primary purpose of improving Bunn Road (SR 1230) in Louisburg is to improve mobility of motorized and non-motorized vehicles and pedestrians during peak hours by 2035. The CTP project proposal recommends reducing the existing facility to two to three lanes (turn lanes where necessary) with a multi-use pathway.

- **South Cross Street (SR 1130) (Wake County to NC 96), Local ID: FRAN0034-H:** The primary purpose of improving South Cross Street (SR 1130) is to improve mobility along this facility during peak hours by 2035. South Cross Street (SR 1130) is currently a two lane facility. The CTP project proposal recommends widening the existing facility to two twelve foot lanes with wide shoulders and turn lanes where necessary.
- **Dyking Road (SR 1235) (US 401 to Beasley Road (SR 1237)), Local ID: FRAN0035-H:** The primary purpose of improving Dyking Road (SR 1235) is to bring the inadequate roadway cross-section up to current design standards. Dyking Road (SR 1235) is currently a two lane facility north of Louisburg with a 20 foot cross section. The CTP project proposal recommends providing a 24 foot cross section with wide shoulders.
- **E. F. Cottrell Road (SR 1110) (US 401 to NC 39), Local ID: FRAN0036-H:** E. F. Cottrell Road (SR 1110) has primarily residential and agricultural land uses with a few commercial businesses near US 401. The primary purpose of improving E. F. Cottrell Road (SR 1110) south of Louisburg from US 401 to NC 39 is to improve mobility along this facility during peak hours by 2035. A secondary purpose of improving E. F. Cottrell Road (SR 1110) is to bring the inadequate roadway cross-section up to current design standards. The road is currently a two lane facility with a 20 foot cross section. The CTP project proposal recommends widening the existing facility to two twelve foot lanes with wide shoulders and turn lanes where necessary. This section of E. F. Cottrell Road (SR 1110) connects major routes US 401 and NC 39 and would connect to the southern end of the proposed US 401 bypass facility (FRAN0003-H).
- **East River Road (SR 1649) (NC 56/NC 581 to Mary Day Drive), Local ID: FRAN0037-H:** The primary purpose of improving East River Road (SR 1649) is to bring the inadequate roadway cross-section up to current design standards. A secondary purpose of improving East River Road (SR 1649) is to improve mobility along this facility during peak hours by 2035. The road is currently a two lane facility with a 19 to 20 foot cross section. The CTP project proposal recommends widening the existing facility to two twelve foot lanes with wide paved shoulders to accommodate bicyclists.
- **Halifax Road (Louisburg) (Main Street (SR 1229) to US 401 (Bickett Boulevard)), Local ID: FRAN0038-H:** The primary purpose of improving Halifax Road in Louisburg is to bring the inadequate roadway cross-section closer to current design standards. Halifax Road is currently a two lane facility with an 18 foot cross-section. The CTP project proposal recommends providing a 20 foot cross section with wide shoulders.
- **Jeffreys Road (SR 1754) (Pearces Road (SR 1001) to NC 39), Local ID: FRAN0039-H:** The primary purpose of improving Jeffreys Road (SR 1754) north of Bunn is to bring the inadequate roadway cross-section up to current design standards. Jeffreys Road (SR 1754) is currently a two lane facility with a 20 foot cross section. The CTP project proposal recommends to provide a 24 foot cross section with wide shoulders in conjunction with improvements to Pearces Road (SR 1001) (FRAN0042-H) from NC 98 to Jeffreys Road (SR 1754). Other goals for improving Jeffreys Road (SR 1754) in conjunction with improvements to Pearces Road (SR 1001) are to improve connectivity between NC 98 and NC 39 and to relieve some projected congestion in Bunn at the intersection of NC 39 (Main Street) and NC 98 (West Jewett Avenue).

- **Jolly Street (Louisburg) (Main Street (SR 1229) to US 401 (Bickett Boulevard)), Local ID: FRAN0040-H:** The primary purpose of improving Jolly Street in Louisburg is to bring the inadequate roadway cross-section up to current design standards. Jolly Street is currently a two lane facility with a 28 foot cross section. The CTP project proposal recommends providing a 28 foot cross section with on-street parking.
- **Justice Street (SR 1262) (Louisburg) (Main Street (SR 1229) to US 401 (Bickett Boulevard)), Local ID: FRAN0041-H:** The primary purpose of improving Justice Street (SR 1262) in Louisburg is to improve mobility of vehicles traveling between Main Street (SR 1229) and US 401 (Bickett Boulevard) and to NC 561 during peak hours by 2035. Justice Street (SR 1262) is currently a two lane facility with a 40 foot cross section and on-street parking. The CTP project proposal recommends providing bicycle lanes, on-street parking and turn lanes where necessary.
- **Nash Street (SR 1231) (Louisburg) (Main Street (SR 1229) to US 401 (Bickett Boulevard)), Local ID: FRAN0042-H:** The primary purpose of improving Nash Street (SR 1231) in Louisburg is to improve mobility of vehicles traveling between Main Street (SR 1229) and US 401 (Bickett Boulevard) and to NC 56 during peak hours by 2035. Nash Street (SR 1231) is currently a two lane facility with a 25 to 36 foot cross section and some on-street parking. The CTP project proposal recommends providing bicycle lanes, on-street parking and turn lanes where necessary.
- **Pearces Road (SR 1001) (NC 98 to Jeffreys Road (SR 1754)), Local ID: FRAN0043-H:** The primary purpose of improving Pearces Road (SR 1001) north of Bunn is to bring the inadequate roadway cross-section up to current design standards. Pearces Road (SR 1001) is currently a two lane facility with a 19 foot cross section. The CTP project proposal recommends providing a 24 foot cross section with wide shoulders in conjunction with improvements to Jeffreys Road (SR 1754), FRAN0039-H, from Pearces Road (SR 1001) to NC 39. Other goals for improving Pearces Road (SR 1001) in conjunction with improvements to Jeffreys Road (SR 1754) are to improve connectivity between NC 98 and NC 39 and to relieve some projected congestion in Bunn at the intersection of NC 39 (Main Street) and NC 98 (West Jewett Street).
- **Ronald Tharrington Road (SR 1419) (NC 56/NC 581 to Robyn's Ridge Drive), Local ID: FRAN0044-H:** The primary purpose of improving Ronald Tharrington Road (SR 1419) east of Louisburg is to bring the inadequate roadway cross-section up to current design standards. The road is currently a two lane facility with an 18 to 24 foot cross section. The CTP project proposal recommends widening the existing facility to two twelve foot lanes with wide paved shoulders.
- **T. Kemp Road (SR 1264) (NC 56 to West River Road (SR 1211), Local ID: FRAN0045-H:** The primary purpose of improving T. Kemp Road (SR 1264) in west Louisburg is to improve the mobility of motorized and non-motorized vehicles traveling between NC 56 to West River Road (SR 1211) during peak hours by 2035. T. Kemp Road (SR 1264) is currently a two lane facility with a 24 foot cross section. The CTP project proposal recommends providing paved shoulders and turn lanes where necessary.
- **Weathersby Street (Bunn) (NC 39 to Cheves Road (SR 1731)), Local ID: FRAN0046-H:** The primary purpose of improving Weathersby Street in Bunn is to bring the inadequate roadway cross-section up to current design standards and to help offset

the Cheves Road (SR 1731) intersection traffic from NC 98. Weathersby Street is currently a two-lane facility with an 18 foot cross section and a 30 foot right-of-way (ROW). In conjunction with the widening of NC 39 (refer to FRAN0009-H) and the upgrading of Weathersby Street, Cheves Road (SR 1731) is recommended to be dead-ended at NC 39 due to the proximity of Cheves Road (SR 1731) to the intersection of NC 39 (Main Street) and NC 98.

Other Improvements

For the Highway Improvement Projects per the SEHSR Study (TIP No. P-3819), see the Rail Recommendations section later in this chapter.

Public Transportation Recommendations

Kerr Area Rural Transit System (KARTS) provides a demand-responsive transit service, with an emphasis on medical transportation. KARTS and the Franklin County CTP Advisory Committee recommended some public transportation routes for the plan. These features are shown on the Public Transportation and Rail Map. CAMPO is considering post-2040 public transportation projects in its future CTP. Contact CAMPO (www.campo-nc.us) for more information.

The routes listed here for the recommended bus routes are not specific. These routes were recommended with the intent to serve the community and thus community need and demand can modify or alter the routes listed here. The purposes of these routes are to improve the mobility and connectivity of people to employment and activity centers in the county and in the region.

Express Bus Route (Franklinton to Wake County/RTP), Local ID: FRAN0001-T

The CTP project proposal (Local ID FRAN0001-T) recommends a bus route, specifically an express bus, along US 1 connecting Wake County, RTP and/or other major employment centers with Franklinton and Youngsville. Local bus routes are recommended to connect to the US 1 express bus route from Louisburg through Franklinton (Local ID FRAN0003-T) and from Youngsville (Local ID FRAN0004-T). Two park and ride lot locations are proposed near US 1: (1) one lot is proposed west of Franklinton in the vicinity of NC 56 (Local ID FRAN0006-T), and (2) a second lot is proposed west of Youngsville near or at Faith Baptist Church (Local ID FRAN0009-T). Refer to the US 1 project proposal (Local IDs FRAN0007-H and FRAN0008-H) for details on recommended highway improvements.

Bus Route (Louisburg to Wake County), Local ID: FRAN0002-T

The CTP project proposal (Local ID FRAN0002-T) recommends a bus route along US 401 connecting Wake County with Louisburg. A park and ride lot location is proposed near US 401 and NC 56 on the southwest side of Louisburg near or at the Wal-Mart parking lot (Local ID FRAN0007-T). Refer to the US 401 project proposal (Local IDs FRAN0001-H and TIP No. R-2814 C, D) for details on recommended highway improvements.

Bus Route (Franklinton/US 1 to Louisburg), Local ID: FRAN0003-T

The CTP project proposal (Local ID FRAN0003-T) recommends a bus route along NC 56 connecting Franklinton and the proposed US 1 express bus route with Louisburg and the proposed Louisburg Connector bus route (Local ID FRAN0005-T). A park and ride lot location is proposed near US 401 and NC 56 on the southwest side of Louisburg near or at the Wal-Mart parking lot (Local ID FRAN0007-T). This bus route could provide future access to a possible future commuter rail station (Local ID FRAN0002-R). Refer to the NC 56 Franklinton Bypass (Local ID FRAN0005-H) and NC 56 (Local ID FRAN0013-H) project proposals for details on the recommended highway improvements.

Bus Route (Youngsville to US 1), Local ID: FRAN0004-T

The CTP project proposal (Local ID FRAN0004-T) recommends a bus route from US 1 along Holden Road (SR 1147) to the east side of Youngsville along Tarboro Road (SR 1100) connecting the proposed US 1 express bus route with Youngsville. Two park and ride lot locations are proposed along this route: (1) a lot is proposed west of Youngsville along Holden Road (SR 1147) near or at Faith Baptist Church (Local ID FRAN0009-T), and (2) a lot is proposed east of Youngsville near the intersection of Tarboro Road (SR 1100) and the Cedar Creek Road (SR 1116) extension (Local ID FRAN0010-T). This bus route could provide future access to a possible future commuter rail station (Local ID FRAN0003-R). Refer to the NC 96 Youngsville Bypass (Local ID FRAN0006-H) project proposal for details on the recommended highway improvements.

Bus Route (Louisburg Connector), Local ID: FRAN0005-T

The primary purpose of improving US 401 (Bickett Boulevard), NC 56, NC 561, Main Street (SR 1229), T. Kemp Road (SR 1264) and West River Road (SR 1211) is to improve the mobility and connectivity of people to employment and activity centers within Louisburg and the region. Local employment and activity centers include the Novant Health Franklin Medical Center, Louisburg College, the Vance-Granville Community College, and several local shopping centers.

The CTP project proposal (Local ID FRAN0005-T) recommends a bus route along US 401 (Bickett Boulevard), NC 56, NC 561, Main Street (SR 1229), West River Road (SR 1211) and other local roads in Louisburg. Two park and ride lot locations are proposed along this route: (1) one lot is proposed near US 401 and NC 56 on the southwest side of Louisburg near or at the Wal-Mart parking lot (Local ID FRAN0007-T), and (2) a second lot is proposed east of US 401 (Bickett Boulevard) near or at the Shannon Village shopping center.

Refer to the US 401 (Local IDs FRAN0001-H, TIP No. R-3608 and FRAN0002-H), NC 56 (Local ID FRAN00414-H)**,** NC 561 (Local ID FRAN0021-H), Main Street (SR 1229) (Local ID FRAN0024-H), T. Kemp Road. (SR 1264) (Local ID FRAN0045-H), and West River Road (SR 1211) (Local ID FRAN0025-H) project proposals for more details on recommended highway improvements.

Park-and-Ride Lots

The CTP proposes the following potential park-and-ride lots to provide access to and connectivity between the proposed bus routes listed above. All locations are based on current available information and are subject to change based on further study in the future.

- **Franklinton lot, Local ID: FRAN0006-T:** The CTP project proposal is to provide a park-and-ride lot near Franklinton at or near the intersection of US 1 and NC 56 (Green Street). This project would provide access to and connectivity between two bus routes: the express bus route from Franklinton to Wake County/RTP (Local ID FRAN0001-T) and the bus route from Franklinton/US 1 to Louisburg (Local ID FRAN0003-T).
- **Louisburg Southwest lot, Local ID: FRAN0007-T:** The CTP project proposal is to provide a park-and-ride lot near US 401 and NC 56 on the southwest side of Louisburg near or at the Wal-Mart parking lot. This project would provide access to and connectivity between three bus routes: the bus route from Louisburg to Wake County (Local ID FRAN0002-T), the bus route from Franklinton/US 1 to Louisburg (Local ID FRAN0003-T), and the Louisburg Connector bus route (Local ID FRAN0005-T).
- **Louisburg East lot, Local ID: FRAN0008-T:** The CTP project proposal is to provide a park-and-ride lot east of US 401 (Bickett Boulevard) near or at the Shannon Village shopping center. This project would provide access to one bus route, the Louisburg Connector bus route (Local ID FRAN0005-T).
- **Youngsville Church lot, Local ID: FRAN0009-T:** The CTP project proposal is to provide a park-and-ride lot east of US 1 and west of Youngsville on Holden Road (SR 1147) near or at Faith Baptist Church. This project would provide access and connectivity between two bus routes: the express bus route from Franklinton to Wake County/RTP (Local ID FRAN0001-T) and the bus route from Youngsville to US 1 (Local ID FRAN0004-T).
- **Youngsville East lot, Local ID: FRAN0010-T:** The CTP project proposal is to provide a park-and-ride lot east of Youngsville on Tarboro Road (SR 1100) near the intersection of Tarboro Road (SR 1100) and the Cedar Creek Road (SR 1116) extension. This project would provide access to one bus route, the bus route from Youngsville to US 1 (Local ID FRAN0004-T).

Rail Recommendations

The Southeast High Speed Rail (SEHSR) is being recommended along the rail corridor east of US 1 in Franklin County. The exact rail alignment and grade separation locations are to be determined by the SEHSR project study. The final alignment will be shown on the Public Transportation and Rail Map in an update after it is determined. Proposed SEHSR road improvements are shown on the Highway Map, and proposed SEHSR bicycle and pedestrian crossings of the rail are shown on the Bicycle and Pedestrian Maps. Contact CAMPO (www.campo-nc.us) for more information on commuter rail and transit study corridors being considered in the Franklin County area.

The rail stops/stations listed here are not specific. They are not shown on the CTP maps. These locations are preliminary recommendations and could change based on community need and feedback.

High Speed Rail Corridor

The Southeast High Speed Rail Corridor (SEHSR) is one of five originally proposed high speed passenger rail corridors designated by the US Department of Transportation (USDOT) in 1992. The corridor was designated as running from Washington, DC through Richmond, Virginia and Raleigh, North Carolina to Charlotte, North Carolina with maximum speeds of 110 mph. In Franklin County, the SEHSR corridor follows the existing CSX S-line, the active north-south rail line through Youngsville and Franklinton.

The highways of the region and the airports along the Eastern seaboard simply cannot handle the growing traffic volumes. The purpose of the SEHSR is to provide an affordable, modern, timely alternative to driving crowded interstates or flying short distances. The SEHSR study is underway. However, an April 2012 Recommendation Report for the preferred rail alternative for the SEHSR corridor between Richmond, Virginia and Raleigh, North Carolina is on the SEHSR website (www.sehsr.org). See their website or the NCDOT Rail Division for more details or updates on the following SEHSR study recommendations.

- **SEHSR Alignment and Corresponding Improvements, TIP No. P-3819:** There are recommendations of rail realignment, grade separations, road closures and road extensions among other improvements. Exact rail alignment, with corresponding grade separations and other improvements, is to be determined by SEHSR study.

  - **Highway Improvements per SEHSR Study:** Some improvements in the area are not on the CTP maps and are not listed here because they are minor.

    Franklinton

    - **NC 56:** Widen NC 56 (Green Street) in Franklinton from US 1 Alternate (South Main Street) to east of the railroad.
    - **Bert Winston Road Grade Separation:** Construct a grade-separated crossing of the railroad. This improvement is not on the CTP maps since the improvement location depends on alignment of the rail.
    - **Cedar Creek Road Realignment:** Realign Cedar Creek Road (SR 1125) with a grade-separated crossing of the railroad.
    - **Hawkins Street Extension:** Extend Hawkins Street to Cedar Creek Road (SR 1125).
    - **Mason Street / Vine Street Grade Separation:** Construct a grade-separated crossing of the railroad, vehicular and non-vehicular, multi-use (bicycle and pedestrian use), at Mason Street or between Mason Street and Vine Street. This crossing was desired by the CTP committee and required further study by the

SEHSR. Upon further study by the SEHSR, this grade separation was determined to not be feasible without significantly impacting downtown Franklinton. See the Mason Street project in the Multi-Use Grade-Separated Crossing Improvement Section below.

- **Tanyard Street Improvements and Extension:** Improve existing Tanyard Street to current standards and extend Tanyard Street to East College Street.
- **Winston Street (SR 1207) / US 1 Alternate (Main Street) Connector:** Construct a new two lane road and grade-separated crossing of the railroad connecting Winston Street (SR 1207) and US 1 Alternate (Main Street).
- **Road Closures (Franklinton) at Existing At-Grade Railroad Crossings:** At-grade railroad crossings are proposed to be closed at College Street, Hawkins Street (SR 1122), Joyner Street, Mason Street (see Mason Street/Vine Street Grade Separation above), and Pearce Street.

  At several of these road closings, multi-use (bicycle and pedestrian) grade-separated crossings will be constructed. See the Multi-Use Grade-Separated Crossing Improvement projects section below.

Youngsville

- **NC 96 Grade Separation:** Construct a grade-separation of the rail and NC 96 (Main Street) in Youngsville.
- **Fleming Road Realignment:** Realign Fleming Road (SR 1132) north of proposed NC 96 Youngsville Bypass (Local ID FRAN0006-H).
- **Road Closures (Youngsville) at Existing At-Grade Railroad Crossings:** At-grade railroad crossings are proposed to be closed at Franklin Street, Persimmon Street, Pine Street, and Winston Street.

  At several of these road closings, multi-use (bicycle and pedestrian) grade-separated crossings will be constructed. See the Multi-Use Grade-Separated Crossing Improvement projects section below.

North of Franklinton

- **Montgomery Road (SR 1210) / US 1 Connector:** Construct a new two lane road and grade-separated crossing of the railroad connecting Montgomery Road (SR 1210) and US 1.
- **Eric Medlin Road (SR 1267) (North of Franklinton) Closure at Existing At-Grade Railroad Crossing:** The at-grade railroad crossing of Eric Medlin Road (SR 1267) is proposed to be closed.

- **Multi-Use Grade-Separated Crossing Improvements per SEHSR Study:** Exact multi-use grade-separated crossings, with corresponding pathway, are to be determined by the Southeast High Speed Rail (SEHSR) project study which is still underway. Other grade-separated crossings may be possible in the future. Minor improvements in the area are not listed.

Franklinton

- **Grade-Separated Crossing (College Street):** Construct a grade-separated multi-use crossing of the railroad at College Street.
- **Grade-Separated Crossing (Hillsborough / Hawkins Street):** Construct a grade-separated multi-use crossing of the railroad at Hillsborough and Hawkins Streets.
- **Grade-Separated Crossing (Mason Street):** Construct a grade-separated multi-use crossing of the railroad at Mason Street.

Youngsville

- **Grade-Separated Crossing (Franklin Street):** Construct a grade-separated multi-use crossing of the railroad at Franklin Street.
- **Grade-Separated Crossing (Pine Street):** Construct a grade-separated multi-use crossing of the railroad at Pine Street. This improvement is not on the CTP maps since this crossing was added later at the request of Youngsville.

Rail Stops

The committee, and towns along the rail corridor, wants to capitalize on and show their support for the future commuter rail opportunity with the SEHSR study by locating rail stops/stations within the towns of Franklinton and Youngsville. All rail stop/station locations are based on current available information, they are not shown on the CTP maps, and are subject to change based on further study in the future.

The primary purpose of providing a rail stop in Franklinton is to reduce projected 2035 congestion on existing US 1 so that, in combination with the US 1 CTP recommendations (FRAN0007-H and FRAN0008-H), a minimum LOS D can be achieved. The secondary purposes of providing a rail stop in Franklinton are to improve the connectivity of people and their destinations, and to improve the mobility of motorized vehicles along US 1 during peak hours by 2035.

- **Rail Stop (Franklinton), Local ID: FRAN0001-R:** The CTP project proposal is to provide a rail stop/station in Franklinton (possibly on existing CSX Transportation railroad property) next to the rail corridor in conjunction with future commuter rail opportunity. No specific location has been recommended.
- **Rail Stop (Youngsville), Local ID: FRAN0002-R:** The CTP project proposal is to provide a rail stop/station north of Youngsville (possibly near the existing lumber yard) next to the rail corridor in conjunction with future commuter rail opportunity. No specific location has been recommended.

Bicycle Recommendations

The Franklin County CTP Advisory Committee has identified recommended on-road bicycle facilities, greenways and pedestrian facilities throughout the county. The recommended bicycle map includes several improvements needed to provide adequate, safe, and desirable facilities for use by bicyclists. Increased bicycle safety and connectivity are needed within Franklin County.

It should be noted that the recommended improvements to on-road bicycle facilities can include a wide array of potential solutions. These improvements could range from minor projects (such as installing "Share the Road" signs or adding some extra pavement in blind curves) to major improvements (such as constructing bicycle lanes or wide shoulders). For off-road bicycle trails, multi-use path cross-sections are recommended. In some cases a route is recommended, but no improvements to the facility are recommended. No improvement to the facility reflects the towns' wishes to not widen or stripe for bicycle accommodations. Minor improvements such as signage may be needed.

Grouped by area, the following facilities have been identified for on-road (or off-road as specified) bicycle improvements in the Franklin County CTP. Other bicycle projects are concurrent with highway projects. Refer to CTP mapping (Figure 1, Sheets 4, 4A and 4B), the Highway Recommendations section at the beginning of this chapter, Appendix C, and Appendix D for more information. Contact CAMPO (www.campo-nc.us) for more information on MTP recommended on-road and off-road bicycle facilities in the Franklin County area.

Southern Franklin County

- **NC Bike Route 2 "Mountains to Sea," Wide Paved Shoulders, Local ID FRAN0001-B:** From Wake County to Nash County. No improvements to the paved facility are recommended along the route through Youngsville, from US 1 Alternate to the Youngsville Municipal Limits. Only improvements to signage may be needed in Youngsville.
- **Bunn/Louisburg Bicycle Route, Wide Paved Shoulders, Local ID FRAN0006-B:** East Jewett Avenue/Baptist Church Road (SR 1609), Sledge Road (SR 1611), East River Road (SR 1600) and other local roads from NC 39 Bunn Bypass to NC 56.
- **Franklinton/Youngsville Bicycle Route, Wide Paved Shoulders, Local ID FRAN0009-B:** North Nassau Street/Fleming Road (SR 1132), Bert Winston Road (SR 1132), and Hicks Road/Cedar Creek Road (SR 1125) from East Main Street (SR 1100) to US 1 Alternate (South Main Street). See FRAN0006-H and P-3819 for concurrent highway projects.
- **Hagwood Road (SR 1750) and Rossie Jones Road (SR 1749), Wide Paved Shoulders, Local ID FRAN0012-B:** From NC 39 to Nash County.
- **Oak Grove Church Road (SR 1128), Wide Paved Shoulders, Local ID FRAN0016-B:** From Wake County to NC 96.
- **Oak Park Place, Bike Lanes, Local ID FRAN0017-B:** From Hicks Road (SR 1125) to end of road.

- **Old US Hwy 64 (SR 1770), Wide Paved Shoulders, Local ID FRAN0018-B:** From Wake County line to Cheves Road (SR 1736).
- **US 401 South Parallel Bicycle Route, Wide Paved Shoulders, Local ID FRAN0022-B:** Moores Pond Road (SR 1106), Flat Rock Church Road (SR 1103), Hart Road (SR 1108), and Timberlake Road (SR 1109) from Wake County line to NC 56. Bicycle route to connect to Louisburg Off-Road Bicycle Trail.
- **Wake County/NC 98 Rural Connector Bicycle Route, Wide Paved Shoulders and Off-Road Bicycle Path, Local ID: FRAN0023-B:** Mitchell Store Road (SR 1713), Darius Pearce Road (SR 1101), proposed Off-Road Bicycle Path, Sweetgrass Lane (SR 1836), and Spencers Gate Drive (SR 1805) from Wake County line to NC 98.

Northern Franklin County

- **Franklinton/Louisburg Bicycle Route, Wide Paved Shoulders and Off-Road Bicycle Path, Local ID FRAN0008-B:** On-road improvements along Burlington Mill Road and West River Road (SR 1211) from the inactive rail corridor (see FRAN0002-M) to T. Kemp Road (SR 1264). Off-road improvements along T. Kemp Road (SR 1264) from West River Road (SR 1211) to connect back to the existing Louisburg Off-Road Bicycle Trail, which is on the former inactive Rail Corridor.
- **Sims Bridge Road (SR 1003) and Walter Grissom Road (SR 1243), Wide Paved Shoulders, Local ID FRAN0020-B:** From West River Road (SR 1211) to the Vance County line.
- **US 401 North Parallel Bicycle Route, Wide Paved Shoulders, Local ID FRAN0021-B:** Moulton Road (SR 1414), Pete Smith Road (SR 1412), Schloss Road (SR 1407) and other local roads from US 401 (south) to US 401 (north). Recommendation goes outside of planning area to US 401 in Warren County.

Youngsville

- **US 1 Alternate, Wide Paved Shoulders, Bike Lanes, Wide Outside Lanes, Local ID FRAN0002-B:** From the Wake County line to the US 1 Alternate / NC 96 split.

Franklinton

- **US 1 Alternate, Hillsborough Street (SR 1123) and Hillsborough Street, Wide Paved Shoulders, Bike Lanes, Wide Outside Lanes, Local ID FRAN0003-B:** US 1 Alternate from Cedar Creek Road (SR 1125) Realignment to Hillsborough Street (SR 1123); Hillsborough Street (SR 1123) and Hillsborough Street from US 1 Alternate (South Main Street) to West Mason Street.
- **NC 56 (Green Street) and South Chavis Street, Bike Lanes, Wide Outside Lanes, Local ID FRAN0004-B:** NC 56 (Green Street) from Hillsborough Street to South Chavis Street; South Chavis Street from NC 56 (Green Street) to East Mason Street.
- **South Cheatham Street (SR 1127) and West College Street, Wide Paved Shoulders, Local ID FRAN0007-B:** South Cheatham Street (SR 1127) from

Franklinton Municipal Limits to West College Street; West College Street from South Cheatham Street (SR 1127) to Hillsborough Street.

- **Fred Wilder Road (SR 1202), Wide Paved Shoulders, Local ID FRAN0010-B:** From NC 56 to South of NC 56 and from west of Pocomoke Road (SR 1127) to Pocomoke Road (SR 1127). This proposed route is in conjunction with the proposed route along NC 56 (FRAN0012-H), and part of the NC 56 Bypass (FRAN0005-H). It also connects to the Pocomoke Road (SR 1141/1127) proposed route (FRAN0019-B).
- **Front Street, Wide Paved Shoulders, Local ID FRAN0011-B:** From West Mason Street to Vine Street. This recommendation would be a complete connection from West Mason Street to East Mason Street when provided in conjunction with FRAN0002-M and FRAN0009-P. This connection was desired by the CTP committee, but the location of the multi-use crossing (FRAN0002-M) of the railroad has potential stream impacts and drainage issues that would not make an underpass crossing feasible. The recommended alternate path and crossing of the railroad is along Mason Street following the bicycle path (FRAN0015-B) or sidewalk with the multi-use grade-separated crossing (TIP No. P-3819, see Rail Recommendations Section) at the railroad.
- **Lane Store Road (SR 1118), Wide Paved Shoulders, Local ID FRAN0013-B:** From Cedar Creek Road (SR 1116) to NC 56. This CTP recommendation is to connect to the Franklinton to Louisburg Multi-use Path (FRAN0001-M) along the inactive rail corridor.
- **Mason Street, Bike Lanes, Local ID FRAN0015-B:** From North Hillsborough Street to the inactive rail corridor. This recommendation is in conjunction with the SEHSR recommendation of a multi-use grade-separated crossing of the railroad at Mason Street (TIP No. P-3819, see Rail Recommendations Section) to connect to the Franklinton to Louisburg Multi-use Path (FRAN0001-M) along the inactive rail corridor.
- **Pocomoke Road (SR 1141/1127), Wide Paved Shoulders, Local ID FRAN0019-B:** from NC 96 to US 1.

Bunn

- **Bunn Elementary School Road (SR 1719), Wide Paved Shoulders, Local ID FRAN0005-B:** From Brantleytown Road (SR 1720) to NC 39.

Louisburg

- **Louisburg Off-Road Bicycle Trail, Off-Road Bicycle Path, Local ID FRAN0014-B:** From Peach Orchard Road (SR 1114) to the end of the existing Louisburg Off-Road Bicycle Trail. This is an accepted interim use of the inactive rail corridor.

Pedestrian Recommendations

The NCDOT envision that all citizens of North Carolina and visitors to the state should be able to walk and bicycle safely and conveniently to their chosen destinations with reasonable access to roadways. Increased pedestrian safety and connectivity are needed within Franklin County, especially within the municipalities. The recommended pedestrian map includes several improvements needed to provide adequate, safe, and desirable facilities for use by pedestrians. The purposes of these pedestrian recommends are to provide safe pedestrian facilities and improve walkable access to destinations within municipalities. Also, a goal of these recommendations is to provide an attractive alternative mode of transportation for local users.

Grouped by area, the following facilities have been identified for pedestrian improvements in the Franklin County CTP, with improvements including recommending new sidewalk, or improving existing facilities either by adding sidewalk to the other side of the road or improving the condition of the existing sidewalk. Refer to CTP mapping (Figure 1, Sheets 5, and 5A), Appendix C, and Appendix D for more information. Contact CAMPO (www.campo-nc.us) for more information on MTP recommended pedestrian facilities in the Franklin County area.

Louisburg

- **US 401 (Bickett Boulevard), Sidewalks, Local ID FRAN0001-P:** From Johnson Street Extension (SR 1270) to Main Street (SR 1229).
- **Main Street (SR 1229), Sidewalks, Local ID FRAN0012-P:** From Jolly Street to US 401 (Bickett Boulevard).

Franklinton

- **US 1 Alternate (South Main Street), Sidewalks, Local ID FRAN0002-P:** From Hillsborough Street (SR 1123) to West College Street.
- **NC 56 (Green Street), Sidewalks, Local ID FRAN0004-P:** From US 1 Alternate (Main Street) to Clegg Street.
- **South Chavis Street (SR 1120), Sidewalks, Local ID FRAN0005-P:** From East College Street (SR 1121) to NC 56 (East Green Street).
- **Cheatham Street, Sidewalks, Local ID FRAN0006-P:** From north of Williams Street to Lee Street.
- **East College Street, Sidewalks, Local ID FRAN0007-P:** From US 1 Alternate (Main Street) to South Chavis Street (SR 1120). Refer also to the Multi-Use Path Recommendations.
- **West College Street, Sidewalks, Local ID FRAN0008-P:** From Hillsborough Street to US 1 Alternate (Main Street).
- **Front Street, Sidewalks, Local ID FRAN0009-P:** From East Mason Street to Vine Street. This recommendation would be a complete connection from West Mason Street to East Mason Street when provided in conjunction with FRAN0002-M and FRAN00011-B. See FRAN0002-M and FRAN00011-B for more information.

- **Hillsborough Street (SR 1123) and Hillsborough Street, Sidewalks, Local ID FRAN0010-P:** From US 1 Alternate (Main Street) to West Mason Street.
- **Lee Street, Sidewalks, Local ID FRAN0011-P:** From Cheatham Street to Hillsborough Street.

Bunn

- **NC 39 (Main Street), Sidewalks, Local ID FRAN0003-P:** From north of Weathersby Street to Buell Avenue.

Multi-Use Path Recommendations

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

The purpose of the recommended multi-use paths is to provide adequate, safe, and desirable facilities for use by both pedestrians and bicyclists that offer local connectivity within municipalities or regional connectivity through the county. Providing alternative facilities beyond the on-road bicycle and pedestrian facilities that are safe, recreational, and attractive to local users as an alternative mode of transportation is also a goal of these recommendations.

Grouped by area, the following recommended facilities have been identified in the Franklin County CTP. Refer to CTP mapping (Figure 1, Sheets 4, 4A, 4B, 5, and 5A), Appendix C, and Appendix D for more information. Contact CAMPO (www.campo-nc.us) for more information on MTP recommended multi-use facilities in the Franklin County area.

Northern Franklin County

- **NCDOT Inactive Rail Corridor (Franklinton to Louisburg), Multi-use Path, Local ID FRAN0001-M:** From East Mason Street to May Road (SR 1224). This is an accepted interim use of the inactive rail corridor.
- **Vance County Line/Tar River, Multi-use Path, Local ID FRAN0006-M:** From the multipurpose trail (TIP No. EB-5128) near the CSX Rail line to Granville County.

Western Franklin County

- **CSX S-Line, Multipurpose Trail, TIP No. EB-5128 and Local ID FRAN0009-M:** From Wake County to Vance County. The TIP project No. EB-5128 is only for rural areas; it does not include areas within municipal limits. The CTP project proposal (Local ID FRAN0009-M) is for the areas within municipal limits. The description that follows

reflects a trail concept for the entire railroad corridor in this CTP county study. The multi-use, bicycle and pedestrian use, trail concept is a separate project from the SEHSR project study; however, the trail concept would follow the SEHSR study corridor, generally parallel to but outside the railroad right-of-way (ROW) within the rural areas. The TIP project No. EB-5128 is currently only programmed in the STIP for a planning and environmental study. See the SEHSR website (www.sehsr.org/faq.html) or the NCDOT Rail Division for more details on this trail concept.

Even though the TIP project No. EB-5128 is only for rural areas, the recommended multi-use path from Wake County to Vance County on the CTP maps represents the concept and desire for a multi-use pathway that connects Wake County, Youngsville, Franklinton and Vance County. Within the municipalities, future recommended alignments and facility types will be determined based on what works best for the area. Youngsville and Franklinton will need to determine the best routes and facility types (bicycle lanes, off-road bicycle trails, sidewalks, etc.) for bicycle and pedestrian use within their town limits. Recommended alignments and facility types for the CTP project proposal (Local ID FRAN0009-M) are yet to be determined.

Franklinton

- **NCDOT Inactive Rail Corridor (Franklinton), Multi-use Path, Local ID FRAN0002-M:** From Front Street to East Mason Street. This recommendation would be a complete connection from West Mason Street to East Mason Street when provided in conjunction with FRAN00011-B and FRAN0009-P. This path and railroad crossing was desired by the CTP committee, but the location of the crossing has potential stream impacts and drainage issues that would not make an underpass crossing feasible. The recommended alternate path and crossing of the railroad is along Mason Street following the bicycle path (FRAN0015-B) or sidewalk with the multi-use grade-separated crossing (TIP No. P-3819, see Rail Recommendations Section) at the railroad.

Louisburg

- **Bunn Road (SR 1230), Multi-use Path, Local ID FRAN0003-M:** From US 401 (South Bickett Boulevard) to South Main Street (SR 1229).
- **South Main Street (SR 1229) and NC 56, Multi-use Path, Local ID FRAN0004-M:** From US 401 (South Bickett Boulevard) to Bunn Road (SR 1230).
- **West River Road (SR 1211), Multi-use Path, Local ID FRAN0007-M:** From T. Kemp Road (SR 1264) to South Main Street (SR 1229).

Wake Forest

- **Richland Creek, Multi-use Path, Local ID FRAN0005-M:** From Wake County to US 1 Alternate.

- **Smith Creek and Young Forest Drive, Multi-use Path, Local ID FRAN0008-M:** From Wake County line to the CSX S-Line Multipurpose Trail (TIP No. EB-5128 and Local ID FRAN0009-M).

Other Improvements

For the Multi-Use Grade-Separated Crossing Improvements per the SEHSR Study (TIP No. P-3819), see the Rail Recommendations section earlier in this chapter.

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.gov/about/leadership/secretary.html

Board of Transportation Member

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

Highway Division Engineer

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

2612 N. Duke Street
Durham, NC 27704
919-220-4600
https://connect.ncdot.gov/letting/Pages/Letting-List.aspx?let_type=5

Division Project Manager

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

2612 N. Duke Street
Durham, NC 27704
919-220-4600
https://connect.ncdot.gov/letting/Pages/Letting-List.aspx?let_type=5

Division Construction Engineer

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

2612 N. Duke Street
Durham, NC 27704
919-220-4600

Division Traffic Engineer

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

2612 N. Duke Street
Durham, NC 27704
919-220-4600

Division Operations Engineer

Contact the Division Operations Engineer for information concerning facility operations.

2612 N. Duke Street
Durham, NC 27704
919-220-4600

Division Maintenance Engineer

Contact the Division Maintenance Engineer for information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the County Maintenance Yards, the Bituminous Unit, the Bridge Program, the Equipment Unit, the Freeway Program and the Roadside Environmental Unit.

2612 N. Duke Street
Durham, NC 27704
919-220-4600

District Engineer

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

321 Gillburg Road
Henderson, NC 27537
252-492-0111

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
https://connect.ncdot.gov/projects/planning/

Kerr-Tar Rural Planning Organization (RPO)

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

1724 Graham Avenue / P.O. Box 709
Henderson, NC 27536
252-436-2048
http://www.kerrtarcog.org/

Strategic Prioritization Office

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

1501 Mail Service Center
Raleigh, NC 27699-1501
919-707-4740
https://connect.ncdot.gov/projects/planning/

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
https://connect.ncdot.gov/resources/Environmental/

Operations Program Management

Contact the Operations Program Management 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
https://connect.ncdot.gov/resources/Asset-Management/

Program Development Branch

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

1542 Mail Service Center
Raleigh, NC 27699-1542
919-707-4610
https://connect.ncdot.gov/projects/planning/

Public Transportation Division

Contact the Public Transportation Division for information on public transit systems.

1550 Mail Service Center
Raleigh, NC 27699-1550
919-707-4670
http://www.ncdot.gov/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/bikeped/

Structures 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/projects/ncbridges/

Roadway Design Unit

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

1582 Mail Service Center
Raleigh, NC 27699-1582
919-707-6200
https://connect.ncdot.gov/projects/Roadway/

Transportation Mobility and Safety Division

Contact the Traffic Safety Unit for information regarding crash data throughout the state.

1561 Mail Service Center
Raleigh, NC 27699-1561
919-773-2800
https://connect.ncdot.gov/resources/safety/

Other State Government Offices

Department of Commerce – Division of Community Assistance

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

http://www.nccommerce.com/cd

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Appendix B
Comprehensive Transportation Plan Definitions

Highway Map

For visual depiction of facility types for the following CTP classification, visit https://connect.ncdot.gov/projects/planning/Pages/StrategicHighwayCorridors.aspx.

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 right-of-way (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 (ROW) 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 – ROW 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 (ROW) or within an independent ROW.
- **Off Road-Needs Improvement** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the ROW or within an independent ROW 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 ROW or within an independent ROW.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway ROW or on an independent ROW 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 ROW or on an independent ROW 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 ROW or on an independent ROW 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 (ROW) that are adequate to safely accommodate pedestrian traffic.
- **Sidewalk-Needs Improvement** – Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need improvements. Improvements do not include re-paving or other maintenance activities but may include: filling in gaps, widening sidewalks, or meeting ADA (Americans with Disabilities Act) requirements.
- **Sidewalk-Recommended** – At the systems level, it is desirable for a recommended highway facility to accommodate pedestrian transportation or to add sidewalks on an existing facility where no sidewalks currently exist. The highway should be designed and built to safely accommodate pedestrian traffic.
- **Off Road-Existing** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent ROW.
- **Off Road-Needs Improvement** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent ROW 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 ROW.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway ROW or on an independent ROW 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 ROW or on an independent ROW 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 ROW or on an independent ROW that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

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

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Appendix C
CTP Inventory and Recommendations

Assumptions/ Notes:

- **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.

- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.

- **Existing Cross-Section:** Listed under '(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 (ROW) is based on NCDOT's Geographic Information Systems (GIS) data, the NCDOT Pavement Management Unit data and Franklin County's GIS data. These ROW 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, except in the Louisburg area, and LOS C for new facilities. In the Louisburg area, estimated capacities are given in vehicles per day (vpd) based on LOS C for existing facilities and LOS C for new facilities. Existing capacity estimates and proposed capacity estimates for the Louisburg area were developed based on the 2000 Highway Capacity Manual using NCLOS software program, as documented in Chapter 1. Proposed capacity estimates outside the Louisburg area were developed based on the 2000 Highway Capacity Manual using the Transportation Planning Branch's LOS D Standards for Systems Level Planning.

- **Existing and Proposed AADT:** The 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 2009 - 2015 Transportation Improvement Program (TIP). The '2035 AADT with CTP' (or '2035 AADT with LRTP', in MPO areas) 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 1.

- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the

existing facility is adequate and there are no improvements recommended 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, MaT= other major thoroughfare, MiT= 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, P= pedestrian and M= multi-use).

Table 10: CTP Inventory and Recommendations -- HIGHWAY

HIGHWAY																			
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
FRAN0007-H	US 1	Wake Co. line - Green Rd. (SR 1138)	Franklin Co.	1.8	48	4 D	200	55	47,600	30,000	64,000	64,000	86,700	6A	300	F	Sta	T
FRAN0007-H	US 1	Green Rd. (SR 1138) - Cleghorns 2 Dr.	Franklin Co.	1.1	48	4 D	200	55	54,000	(25,000)	57,200	57,200	86,500	6A	300	F	Sta	T
FRAN0007-H	US 1	Cleghorns 2 Dr. - Bert Winston Rd. (SR 1133)	Franklin Co.	0.9	48	4 D	200	55	40,800	16,000	57,200	57,200	86,500	6A	300	F	Sta	T
FRAN0007-H	US 1	Bert Winston Rd. (SR 1133) - US 1 Alt.	Franklin Co.	1.7	48	4 D	200	55	40,800	19,000	41,500	48,600	87,000	6A	300	F	Sta	T
FRAN0007-H	US 1	US 1 Alt. - NC 56 Byp.	Franklin Co.	0.4	48	4 D	200	55	54,000	17,000	35,100	47,900	86,500	6A	300	F	Sta	T
FRAN0007-H	US 1	NC 56 Byp. - Pocomoke Rd. (SR 1127)	Franklin Co.	0.6	48	4 D	200	55	54,000	17,000	35,100	28,300	86,500	6A	300	F	Sta	T
FRAN0007-H	US 1	Pocomoke Rd. (SR 1127) - NC 56	Franklin Co.	0.5	48	4 D	200	55	51,200	17,000	31,000	26,700	86,500	6A	300	F	Sta	T
FRAN0008-H	US 1	NC 56 - Franklinton Municipal Limits	Franklin Co.	0.5	48	4 D	200	55	51,200	17,000	31,000	24,300	57,200	4A	300	F	Sta	--
FRAN0008-H	US 1	Franklinton Municipal Limits - US 1 Alt.	Franklinton / Franklin Co.	0.5	48	4 D	200	55	40,100	12,000	26,000	24,800	57,200	4A	300	F	Sta	--
FRAN0008-H	US 1	US 1 Alt. - Eric Medlin Rd. (SR 1267)	Franklin Co.	1.6	48	4 D	160	55	40,100	12,000	25,000	27,300	57,600	4A	300	F	Sta	--
FRAN0008-H	US 1	Eric Medlin Rd. (SR 1267) - Vance Co. line	Franklin Co.	2.2	48	4 D	160	55	40,100	(12,000)	25,000	25,000	58,000	4A	300	F	Sta	--
--	US 1 Alt. (Youngsville Blvd S.)	Wake Co. line - Youngsville Municipal Limits	Franklin Co.	1.0	20	2	100	45	10,600	1,800	12,800	**12,800**	11,900	ADQ	100	MaT	Reg	B
--	US 1 Alt. (Youngsville Blvd S.)	Youngsville Municipal Limits - Holden Rd. (SR 1147)	Youngsville	0.8	20	2	100	35	10,800 [8]	2,600	12,300	**12,300**	10,800	ADQ	100	MaT	Reg	B
--	US 1 Alt. (N. College St. / Park Ave.)	Holden Rd. (SR 1147) - Youngsville Municipal Limits	Youngsville	1.6	20	2	100	35-45	10,800 [8]	7,000	23,000	10,700	10,800	ADQ	100	MaT	Reg	B
--	US 1 Alt. (Park Ave.)	Youngsville Municipal Limits - US 1	Franklin Co.	0.9	20	2	100	45	10,000	3,600	5,700	5,700	11,900	ADQ	100	MaT	Reg	--
--	US 1 Alt.	US 1 / US 1 Alt. (Park Ave.) - US 1 / US 1 Alt. (S. Main St.)	Franklin Co.	Concurrent with US 1														
--	US 1 Alt. (S. Main St.)	US 1 - Cedar Creek Rd. (SR 1125)	Franklin Co.	1.2	20	2	100	35-45	9,500	3,100	4,100	2,000	10,800	ADQ	100	MaT	Reg	B
--	US 1 Alt. (S. Main St.)	Cedar Creek Rd. (SR 1125) - Franklinton Municipal Limits	Franklin Co.	0.4	20	2	100	35	10,800 [8]	3,000	10,200	3,800	10,800	ADQ	100	MaT	Reg	B
--	US 1 Alt. (S. Main St.)	Franklinton Municipal Limits - NC 56	Franklinton	0.2	27	2	100	35	11,600 [8]	3,900	10,100	3,700	11,600	ADQ	100	MaT	Reg	--
--	US 1 Alt. (S. / N. Main St.)	NC 56 - Vine St.	Franklinton	0.2	46	2	130	20	11,000	2,500	8,500	8,500	11,000	ADQ	130	MaT	Reg	--
--	US 1 Alt. (N. Main St.)	Vine St. - Franklinton Municipal Limits	Franklinton	0.4	27	2	130	35	11,600 [8]	1,500	5,700	5,700	11,600	ADQ	130	MaT	Reg	--

HIGHWAY																		
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
--	US 1 Alt. (N. Main St.)	Franklinton Municipal Limits - US 1	Franklinton	0.5	22	2	130	45	12,300 [8]	890	5,200	5,200	12,300	ADQ	130	MaT	Reg	--
--	US 64	Wake Co. line - Nash Co. line	Franklin Co.	3.6	48	4 D	330	70	60,700 [8]	17,000	35,000	35,000	60,700	ADQ	330	F	Sta	--
R-2814	US 401	Wake Co. line - NC 98	Franklin Co.	1.0	20	2	60	55	13,300	10,000	29,000	29,000	45,200	4B	150	B	Sta	T
R-2814	US 401	NC 98 - Tarboro Rd. (SR 1100)	Franklin Co.	1.4	20	2	60	55	13,300	(9,500)	27,000	27,000	45,200	4B	150	B	Sta	T
R-2814	US 401	Tarboro Rd. (SR 1100) - Greenbark Dr. (SR 1922)	Franklin Co.	1.0	20	2	60	55	10,050	9,100	21,000	21,000	45,200	4B	150	B	Sta	T
R-2814	US 401	Greenbark Dr. (SR 1922) - Clifton Pond Rd. (SR 1103)	Franklin Co.	1.7	20	2	60	55	10,050	9,100	21,000	21,000	45,200	4B	150	B	Sta	T
R-2814	US 401	Clifton Pond Rd. (SR 1103) - Bennett Perry Rd. (SR 1702)	Franklin Co.	2.7	20	2	60	55	10,050	7,900	19,000	19,000	45,200	4A	200	B	Sta	T
R-2814	US 401	Bennett Perry Rd. (SR 1702) - Cedar Creek	Franklin Co.	0.3	20	2	60	55	10,050	7,700	19,000	19,000	45,200	4A	200	B	Sta	T
R-2814	US 401	Cedar Creek - E F Cottrell Rd. (SR 1110)	Franklin Co.	0.8	20	2	100	55	6,000 [3]	(7,100)	18,050	18,050	38,000 [3]	4A	200	B	Sta	T
R-2814	US 401	E. F. Cottrell Rd. (SR 1110) - Louisburg Municipal Limits	Franklin Co.	1.5	20	2	100	55	6,000 [3]	(7,800)	17,650	15,000	38,000 [3]	4A	200	B	Sta	T
FRAN0001-H	US 401	Louisburg Municipal Limits - east of Burke Blvd.	Louisburg	0.5	48	4 D	100	45	38,000 [3]	(17,000)	37,000	31,500	35,500 [3]	4C	110	B	Sta	T
FRAN0001-H	US 401 (S. Bickett Blvd.)	east of Burke Blvd. - NC 39	Louisburg	0.4	65	5	100	45	35,900 [3]	(16,000)	39,600	33,700	35,500 [3]	4C	110	B	Sta	T
FRAN0001-H	US 401 (S. Bickett Blvd.)	NC 39 - Tar River	Louisburg	0.6	60	5	100	45	35,900 [3]	(23,000)	49,000	**41,700**	35,500 [3]	4C	110	B	Sta	T
FRAN0001-H	US 401 (S. Bickett Blvd.)	Tar River - NC 56/NC 581	Louisburg	0.3	60	5	100	45	35,900 [3]	(20,000)	45,000	**38,300**	35,500 [3]	4C	110	B	Sta	T P
R-3608	US 401 (N. Bickett Blvd.)	NC 56/NC 581 - NC 561	Louisburg	0.6	24	2	100	45	9,900 [3]	(17,000)	41,000	34,000	35,500 [3]	4C	110	B	Sta	T P
R-3608	US 401 (N. Bickett Blvd.)	NC 561 - Halifax Rd. (SR 1232)	Louisburg	0.3	24	2	100	45	10,700 [3]	(11,000)	31,500	26,100	35,500 [3]	4C	110	B	Sta	T P
R-3608	US 401 (N. Bickett Blvd.)	Halifax Rd. (SR 1232) - Main St. (SR 1229)	Louisburg	0.6	24	2	100	45	10,700 [3]	(11,000)	31,500	26,100	35,500 [3]	4C	110	B	Sta	T P
FRAN0002-H	US 401	Main St. (SR 1229) - Dyking Rd. (SR 1235)	Franklin Co.	0.7	24	2	80	45	7,800 [3]	(11,000)	31,500	26,100	35,500 [3]	4B	150	B	Sta	B
FRAN0002-H	US 401	Dyking Rd. (SR 1235) - Moulton Rd. (SR 1414)	Franklin Co.	0.8	24	2	80	45-55	7,800 [3]	(8,600)	27,700	27,700	36,700 [3]	4B	150	B	Sta	B
FRAN0002-H	US 401	Moulton Rd. (SR 1414) - NC 39 / US 401	Franklin Co.	2.7	24	2	80	55	12,000	6,400	16,000	16,000	45,200	4B	150	B	Sta	--
FRAN0002-H	US 401	NC 39 / US 401 - Sutton Rd. (SR 1413)	Franklin Co.	1.7	20	2	60	55	9,100	2,900	6,000	6,000	45,200	4B	150	B	Sta	--
FRAN0002-H	US 401	Sutton Rd. (SR 1413) - Tollie Rd. (SR 1401)	Franklin Co.	2.2	20	2	60	55	10,600	2,900	6,000	6,000	45,200	4B	150	B	Sta	--
FRAN0002-H	US 401	Tollie Rd. (SR 1401) - Cheek's Quarter Rd. (SR 1405)	Franklin Co.	1.5	20	2	60	55	10,600	1,500	3,000	3,000	45,200	4B	150	B	Sta	--

HIGHWAY																		
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
FRAN0002-H	US 401	Cheek's Quarter Rd. (SR 1405) - Warren Co. line	Franklin Co.	1.3	20	2	60	55	10,600	1,600	3,000	3,000	45,200	4B	150	B	Sta	--
FRAN0003-H	US 401 Louisburg Bypass	US 401 (south) - E. F. Cottrell Rd. (SR 1110)	Franklin Co.	0.6	20	2	60		9,400 [3]	(560)	1,200	7,500	44,200 [3]	4A	250	F	--	--
FRAN0003-H	US 401 Louisburg Bypass	E. F. Cottrell Rd. (SR 1110) - Timberlake Rd. (SR 1109)	Franklin Co.	0.3	--	--	--	--	--	--	--	7,500	44,200 [3]	4A	250	F	--	--
FRAN0003-H	US 401 Louisburg Bypass	Timberlake Rd. (SR 1109) - NC 56	Franklin Co.	0.4	19	2	60		7,600 [3]	(1,500)	3,900	7,500	44,200 [3]	4A	250	F	--	--
FRAN0003-H	US 401 Louisburg Bypass	NC 56 - West River Rd. (SR 1211)	Franklin Co.	2.0	--	--	--	--	--	--	--	7,500	44,200 [3]	4A	250	F	--	--
FRAN0003-H	US 401 Louisburg Bypass	West River Rd. (SR 1211) - US 401 (north)	Franklin Co.	2.6	--	--	--	--	--	--	--	7,000	44,200 [3]	4A	250	F	--	--
--	NC 39	Wake Co. line - SR 1769	Franklin Co.	1.0	20	2	60	55	9,500	3,300	6,200	6,200	11,800	ADQ	60	MaT	Reg	--
--	NC 39	SR 1769 - Old US 64 (SR 1770)	Franklin Co.	1.4	20	2	100	45-55	9,100	4,300	7,200	7,200	13,000	ADQ	100	MaT	Reg	--
--	NC 39	Old US 64 (SR 1770) - Hales Store Rd. (SR 1740)	Franklin Co.	1.4	20	2	60	45-55	9,100	5,300	8,900	8,900	13,000	ADQ	60	MaT	Reg	--
--	NC 39	Hales Store Rd. (SR 1740) - Brantleytown Rd. (SR 1720)	Franklin Co.	1.8	20	2	60	55	9,500	4,400	7,600	7,600	11,800	ADQ	60	MaT	Reg	B
FRAN0009-H	NC 39	Brantleytown Rd. (SR 1720) - Bunn Municipal Limits	Franklin Co.	1.5	20	2	60	45-55	10,600	(4,400)	7,600	7,600	40,900	4B or 4C	110-150	B	Reg	--
FRAN0009-H	NC 39 (Main St.)	Bunn Municipal Limits - NC 98	Franklin Co.	0.3	24	2	60	35-45	11,600 [8]	4,400	7,700	7,700	34,100	4B or 4C	110-150	B	Reg	--
--	NC 39 (Main St.)	NC 98 - south of S. Nash St.	Franklin Co.	0.4	22-36	2	60	35	11,200 [8]	(7,000)	16,800	4,200	11,200	ADQ	60	MaT	Reg	B
--	NC 39 (Main St.)	south of S. Nash St. - NC 98	Franklin Co.	0.2	36	2	60	25	11,000 [8]	10,000	20,900	6,600	11,000	ADQ	60	MaT	Reg	--
--	NC 39 (Main St.)	NC 98 - Hollingsworth St.	Franklin Co.	0.3	24-36	2-3	60	35	11,900 [8]	5,800	8,900	900	11,900	ADQ	60	MaT	Reg	--
--	NC 39 (Main St.)	Hollingsworth St. - Bunn Municipal Limits	Franklin Co.	0.1	24	2	60	35	11,600 [8]	(5,000)	7,900	7,900	11,600	ADQ	60	MaT	Reg	--
--	NC 39	Bunn Municipal Limits - Jeffreys Rd. (SR 1754)	Franklin Co.	2.0	20	2	60	45-55	11,900	4,200	6,600	6,600	11,900	ADQ	60	MaT	Reg	--
--	NC 39	Jeffreys Rd. (SR 1754) - M C Wilder Rd. (SR 1706)	Franklin Co.	1.4	20	2	60	45	9,100	4,200	5,600	5,600	13,600	ADQ	60	MaT	Reg	--
--	NC 39	M C Wilder Rd. (SR 1706) - Bennett Perry Rd. (SR 1702)	Franklin Co.	1.8	20	2	60	45-55	9,500	4,200	5,600	5,600	13,600	ADQ	60	MaT	Reg	--
--	NC 39	Bennett Perry Rd. (SR 1702) - Cedar Creek	Franklin Co.	0.5	24	2	60	55	10,600	(4,600)	6,200	6,200	12,400	ADQ	60	MaT	Reg	--
--	NC 39	Cedar Creek - Julie Pearce Rd. (SR 1605)	Franklin Co.	1.0	20	2	60	55	10,600	5,000	7,700	7,700	11,800	ADQ	60	MaT	Reg	--
--	NC 39	Julie Pearce Rd. (SR 1605) - Egypt Church Rd. (SR 1604)	Franklin Co.	0.4	20	2	60	55	9,100	5,000	7,700	7,700	11,800	ADQ	60	MaT	Reg	--
FRAN0010-H	NC 39	Egypt Church Rd. (SR 1604) - Fox Park Rd. (SR 1700)	Franklin Co.	1.3	20	2	60	45-55	6,000 [3]	(5,100)	13,800	13,800	36,700 [3]	4B or 4C	110-150	B	Reg	--

HIGHWAY																			
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
FRAN0010-H	NC 39	Fox Park Rd. (SR 1700) - Stone Southerland Rd. (SR 1603)	Louisburg	0.4	20	2	60	45	6,000 [3]	(5,900)	12,000	12,000	35,500 [3]	4B or 4C	110-150	B	Reg	--
FRAN0010-H	NC 39	Stone Southerland Rd. (SR 1603) - US 401	Louisburg	0.5	20	2	60	45	6,000 [3]	(6,400)	13,800	13,800	35,500 [3]	4B or 4C	110-150	B	Reg	--
--	NC 39	US 401 (S. Bickett Blvd.) / NC 39 - Louisburg Municipal Limits	Louisburg	Concurrent with US 401 (S./N. Bickett Blvd.)														
--	NC 39	Louisburg Municipal Limits - US 401 / NC 39	Franklin Co.	Concurrent with US 401														
FRAN0011-H	NC 39	US 401 - Sutton Rd. (SR 1413)	Franklin Co.	1.5	24	2	80	55	10,600	4,300	5,800	5,800	12,400	2A	80	MaT	Reg	--
FRAN0011-H	NC 39	Sutton Rd. (SR 1413) - Lake View Rd. (SR 1404)	Franklin Co.	1.7	24	2	80	55	10,600	(4,400)	5,900	5,900	12,400	2A	80	MaT	Reg	--
FRAN0011-H	NC 39	Lake View Rd. (SR 1404) - Henry Ayscue Rd. (SR 1400)	Franklin Co.	1.7	24	2	80	55	12,000	4,500	6,100	6,100	12,400	2A	80	MaT	Reg	--
FRAN0011-H	NC 39	Henry Ayscue Rd. (SR 1400) - WIDTH CHG	Franklin Co.	0.4	24	2	80	55	12,000	4,500	6,100	6,100	12,400	2A	80	MaT	Reg	--
FRAN0011-H	NC 39	WIDTH CHGE - Vance Co. line	Franklin Co.	0.2	48	4	80	45	29,300 [8]	(4,550)	6,100	6,100	29,300	ADQ	80	MaT	Reg	--
FRAN0004-H	NC 39 Bunn Bypass	NC 39 / NC 98 - Baptist Church Rd. (SR 1609)	Franklin Co. / Bunn	0.7	--	--	--	--	--	--	--	12,500	36,600	4B, 4C or 4D	110-150	B	--	B
FRAN0004-H	NC 39 Bunn Bypass	Baptist Church Rd. (SR 1609) - NC 39	Franklin Co. / Bunn	0.7	--	--	--	--	--	--	--	10,100	36,600	4B, 4C or 4D	110-150	B	--	B
FRAN0012-H	NC 56 (W. Green St.)	Granville Co. line - Wes Sandling Rd. (SR 1200)	Franklin Co.	1.4	20	2	60	55	10,600	5,100	10,100	10,400	45,200	4B	150	B	Reg	B
FRAN0012-H	NC 56 (W. Green St.)	Wes Sandling Rd. (SR 1200) - Franklinton Municipal Limits	Franklinton	2.1	20	2	60	45-55	10,600	6,200	11,200	6,900	40,900	4B	150	B	Reg	--
--	NC 56 (W. Green St.)	Franklinton Municipal Limits - Cheatham St. (SR 1127)	Franklinton	0.3	20	2	60	35	10,800 [8]	6,000	10,400	4,400	10,800	ADQ	60	MaT	Reg	T
--	NC 56 (W. Green St.)	Cheatham St. (SR 1127) - US 1 Alt. (Main St.)	Franklinton	0.2	31	2	60	35	10,400 [8]	7,200	10,400	3,300	10,400	ADQ	60	MaT	Reg	T B P
P-3819[6]	NC 56 (E. Green St.)	US 1 Alt. (Main St.) - west of S. Sterling St.	Franklinton	0.1	33	2	60	35	11,600 [8]	7,700	11,900	5,400	12,300	3B	80	MaT	Reg	T B P
--	NC 56 (E. Green St.)	west of S. Sterling St. - Chavis St. (SR 1120)	Franklinton	0.5	33	2	60	35	11,600 [8]	7,700	11,900	5,400	11,600	ADQ	60	MaT	Reg	T B P
--	NC 56 (E. Green St.)	Chavis St. (SR 1120) - Franklinton Municipal Limits	Franklinton	1.1	20	2	60	35	10,800 [8]	6,400	11,400	7,200	10,800	ADQ	60	MaT	Reg	T
--	NC 56	Franklinton Municipal Limits - Mays Crossroads Rd. (SR 1105)	Franklin Co.	1.2	20	2	60	55	10,600	6,700	10,300	8,700	11,800	ADQ	60	MaT	Reg	T
FRAN0013-H	NC 56	Mays Crossroads Rd. (SR 1105) - Phelp Rd. (SR 1223)	Franklin Co.	2.6	20	2	60	55	10,600	6,000	9,200	22,100	45,200	4B	150	B	Reg	T
FRAN0013-H	NC 56	Phelps Rd. (SR 1223) - May Rd. (SR 1224)	Franklin Co.	0.8	20	2	60	55	9,500	6,000	9,900	22,100	45,200	4B	150	B	Reg	T
FRAN0013-H	NC 56	May Rd. (SR 1224) - US 401	Franklin Co. / Louisburg	2.3	20	2	60	45-55	6,000 [3]	(9,100)	31,600	31,600	36,700 [3]	4B, 4C or 4D	110-150	B	Reg	T

HIGHWAY																		
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
--	NC 56	US 401 (S. Bickett Blvd.) / NC 56 - US 401 (N. Bickett Blvd.) / NC 56	Louisburg	Concurrent with US 401 (S. Bickett Blvd.)														
FRAN0014-H	NC 56 / 581	US 401 - East River Rd. (SR 1600)	Louisburg	0.6	44	4	60	35-45	35,500 [3]	(10,000)	27,000	27,000	34,900 [3]	4C or 4D	110	B	Reg	B
FRAN0014-H	NC 56 / 581	East River Rd. (SR 1600) - west of Moose Loop Rd. (SR 1491)	Franklin Co.	0.5	44	4	80	45	35,500 [3]	(6,500)	27,000	27,000	35,500 [3]	4C or 4D	110	B	Reg	B
FRAN0014-H	NC 56 / 581	west of Moose Loop Rd. (SR 1491) - Moose Loop Rd. (SR 1491)	Franklin Co.	0.4	24	2	80	55	7,800 [3]	(6,500)	17,700	17,700	38,000 [3]	4B, 4C or 4D	110-150	B	Reg	B
FRAN0014-H	NC 56 / 581	Moose Loop Rd. (SR 1491) - Hickory Rock Rd. (SR 1421)	Franklin Co.	1.0	24	2	120	55	7,800 [3]	(4,600)	11,700	11,700	38,000 [3]	4B	150	B	Reg	B
--	NC 56 / 581	Hickory Rock Rd. (SR 1421) - NC 581	Franklin Co.	1.8	24	2	60	55	13,300	4,100	7,400	7,400	12,400	ADQ	60	MaT	Reg	B
--	NC 56	NC 581 - Firetower Rd. (SR 1002)	Franklin Co.	3.9	24	2	60	45-55	10,100	2,800	3,800	3,800	14,600	ADQ	60	MaT	Reg	B
--	NC 56	Firetower Rd. (SR 1002) - Fishing Rock Rd. (SR 1467)	Franklin Co.	1.5	24	2	120	45-55	10,600	2,600	3,500	3,500	14,600	ADQ	120	MaT	Reg	B
--	NC 56	Fishing Rock Rd. (SR 1467) - Ricks Boone Rd. (SR 1621)	Franklin Co.	2.1	24	2	120	55	10,600	1,700	2,300	2,300	12,400	ADQ	120	MaT	Reg	B
--	NC 56	Ricks Boone Rd. (SR 1621) - Nash Co. line	Franklin Co.	1.4	24	2	120	55	10,600	1,700	2,300	2,300	12,400	ADQ	120	MaT	Reg	B
FRAN0005-H	NC 56 Franklinton Bypass	NC 56 (west) - south of NC 56	Franklin Co.	0.3	--	--	--	--	--	--	--	8,500	57,400	4A or 4B	150-180	E	--	--
FRAN0005-H	NC 56 Franklinton Bypass	south of NC 56 - west of Pocomoke Rd. (SR 1127)	Franklin Co.	1.1	18	2	60	55	12,600	(420)	570	8,500	57,400	4A or 4B	150-180	E	Sub	B
FRAN0005-H	NC 56 Franklinton Bypass	west of Pocomoke Rd. (SR 1127) - US 1	Franklin Co.	1.1	--	--	--	--	--	--	--	8,500	57,100	4A or 4B	150-180	E	--	--
FRAN0005-H	NC 56 Franklinton Bypass	US 1 - Cedar Creek Rd. (SR 1116)	Franklinton / Franklin Co.	1.8	--	--	--	--	--	--	--	20,800	57,100	4A or 4B	150-180	E	--	--
FRAN0005-H	NC 56 Franklinton Bypass	Cedar Creek Rd. (SR 1116) (west) - Cedar Creek Rd. (SR 1116) (east)	Franklin Co.	0.5	20	2	60	55	12,600	(660)	11,200	20,800	57,400	4A or 4B	150-180	E	Sub	B
FRAN0005-H	NC 56 Franklinton Bypass	Cedar Creek Rd. (SR 1116) - Lane Store Rd. (SR 1118) (south)	Franklin Co.	2.7	--	--	--	--	--	--	--	17,300	57,400	4A or 4B	150-180	E	--	--
FRAN0005-H	NC 56 Franklinton Bypass	Lane Store Rd. (SR 1118) (south) - Lane Store Rd. (SR 1118) (north)	Franklin Co.	0.3	20	2	60	55	12,600	770	3,000	17,300	57,400	4A or 4B	150-180	E	Sub	B
FRAN0005-H	NC 56 Franklinton Bypass	Lane Store Rd. (SR 1118) (north) - Mays Crossroads Rd. (SR 1105) (south)	Franklin Co.	1.1	--	--	--	--	--	--	--	17,300	57,400	4A or 4B	150-180	E	--	--
FRAN0005-H	NC 56 Franklinton Bypass	Mays Crossroads Rd. (SR 1105) (south) - Mays Crossroads Rd. (SR 1105) (north)	Franklin Co.	0.1	18	2	60	55	12,600	(1,300)	6,200	17,300	57,400	4A or 4B	150-180	E	Sub	--

HIGHWAY																			
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
FRAN0005-H	NC 56 Franklinton Bypass	Mays Crossroads Rd. (SR 1105) (north) - NC 56 (east)	Franklin Co.	0.3	--	--	--	--	--	--	--	17,300	57,400	4A or 4B	150-180	E	--	--
FRAN0015-H	NC 58	Nash Co. line - Red Bud Church Rd. (SR 1463)	Franklin Co.	1.7	19	2	60	55	10,600	630	800	800	12,400	2A	60	MaT	Reg	--
FRAN0015-H	NC 58	Red Bud Church Rd. (SR 1463) - White Level Rd. (SR 1425)	Franklin Co.	1.4	19	2	60	55	9,500	630	800	800	12,400	2A	60	MaT	Reg	--
FRAN0015-H	NC 58	White Level Rd. (SR 1425) - Sandy Creek	Franklin Co.	2.0	19	2	60	55	9,500	660	800	800	12,400	2A	60	MaT	Reg	--
FRAN0015-H	NC 58	Sandy Creek - Centerville Municipal Limits	Franklin Co.	1.1	19	2	60	55	10,600	660	800	800	12,400	2A	60	MaT	Reg	--
FRAN0015-H	NC 58	Centerville Municipal Limits - NC 561	Centerville	0.6	19	2	60	35	10,600[8]	660	800	800	11,600	2A	60	MaT	Reg	--
FRAN0015-H	NC 58	NC 561 - Centerville Municipal Limits	Centerville	0.2	19	2	60	35	10,600[8]	(1,100)	1,300	1,300	11,600	2A	60	MaT	Reg	B
FRAN0015-H	NC 58	Centerville Municipal Limits - Warren Co. line	Franklin Co.	1.4	19	2	60	55	9,500	(1,100)	1,300	1,300	12,400	2A	60	MaT	Reg	B
FRAN0016-H	NC 96	Wake Co. line - Bradford Ridge Rd. (SR 1917)	Franklin Co.	0.5	20	2	100	55	9,500	4,400	12,800	**12,800**	12,400	2A	100	MaT	Reg	B
FRAN0016-H	NC 96	Bradford Ridge Rd. (SR 1917) - Mayfield Pl. (SR 1917)	Franklin Co.	1.5	20	2	100	55	9,500	4,400	10,300	10,300	12,400	2A	100	MaT	Reg	B
FRAN0016-H	NC 96	Mayfield Pl. (SR 1917) - Youngsville Municipal Limits	Franklin Co.	0.6	20	2	100	55	12,600	4,400	10,300	5,200	12,400	2A	100	MaT	Reg	B
FRAN0016-H	NC 96	Youngsville Municipal Limits - S. Cross St. (SR 1130)	Youngsville	0.4	21	2	60	35	11,000[8]	3,600	13,600	5,200	11,200	2B	60	MaT	Reg	B
FRAN0016-H	NC 96 (S. Cross St.)	S. Cross St. (SR 1130) - E. Main St. (SR 1100)	Youngsville	0.2	21	2	60	35	11,000[8]	6,300	17,200	9,700	11,200	2B	60	MaT	Reg	B
--	NC 96 (E. Main St.)	E. Main St. (SR 1100) - east of NE Railroad St.	Youngsville	<0.1	40	2	60	25	12,200	11,000	25,400	**14,200**	11,600	ADQ	60	MaT	Reg	--
P-3819[6]	NC 96 (E. / W. Main St.)	east of NE Railroad St. - west of SW Railroad St.	Youngsville	0.1	40	2	60	25	12,200	11,000	25,400	**14,200**	11,600	ADQ	60	MaT	Reg	R
--	NC 96 (W. Main St.)	west of SW Railroad St. - US 1 Alt.	Youngsville	0.1	40	2	60	25	12,200	11,000	25,400	**14,200**	11,600	ADQ	60	MaT	Reg	--
--	NC 96 (College St.)	NC 96 / US 1 Alt. - NC 96 / US 1 Alt.	Youngsville	Concurrent with US 1 Alt.														
P-3819[6] FRAN0017-H	NC 96 Realignment	US 1 Alt. - Hunter Place	Youngsville	0.2	20	2	100	55	10,600	5,300	22,600	23,800	40,500	4B, 4C or 4D	110-150	B	Reg	B
FRAN0017-H	NC 96	Hunter Place - US 1	Youngsville / Franklin Co.	0.8	20	2	100	55	10,600	5,300	22,600	23,800	40,500	4B, 4C or 4D	110-150	B	Reg	B
FRAN0017-H	NC 96	US 1 - John Mitchell Rd. (SR 1140)	Franklin Co.	0.7	20	2	100	45	9,100	6,700	17,200	17,200	45,200	4B	150	B	Reg	B
FRAN0017-H	NC 96	John Mitchell Rd. (SR 1140) - Sid Mitchell Rd. (SR 1139)	Franklin Co.	3.0	20	2	100	45	9,500	4,400	12,100	12,100	45,200	4B	150	B	Reg	B
FRAN0017-H	NC 96	Sid Mitchell Rd. (SR 1139) - Granville Co. line	Franklin Co.	1.2	20	2	100	45	9,500	4,400	11,000	11,000	45,200	4B	150	B	Reg	B

HIGHWAY																		
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
FRAN0006-H	NC 96 Youngsville Byp.	NC 96 (south) - east of Fleming Rd. (SR 1132)	Franklin Co.	0.9	--	--	--	--	--	--	--	11,700	40,500	4B, 4C or 4D	110-150	B	--	--
P-3819[6] FRAN0006-H	NC 96 Youngsville Byp.	east of Fleming Rd. (SR 1132) - US 1 Alt.	Franklin Co. / Youngsville	1.1	--	--	--	--	--	--	--	16,900	40,500	4B, 4C or 4D	110-150	B	--	R
FRAN0018-H	NC 96 Zebulon Byp.	Wake Co. line to Hagwood Rd. (SR 1750)	Franklin Co.	0.2	--	--	--	--	--	--	--	18,500 [5]	31,600	5A [5]	100	MaT	--	--
--	NC 97	Wake Co. line - Nash Co. line	Franklin Co.	0.9	20	2	60	55	9,500	2,600	3,500	3,500	11,800	ADQ	60	MaT	Reg	--
FRAN0019-H	NC 98	Wake Co. line - US 401	Franklin Co.	1.1	20	2	60	55	11,800 [8]	5,300	13,200	13,200	45,200	4A or 4B	150-180	B	Reg	B
FRAN0019-H	NC 98	US 401 - Tarboro Rd. (SR 1100)	Franklin Co.	1.8	20	2	60	55	9,500	6,900	16,800	16,800	45,200	4A or 4B	150-180	B	Reg	B
FRAN0019-H	NC 98	Tarboro Rd. (SR 1100) - Arnold Rd. (SR 1708)	Franklin Co.	2.1	20	2	60	45-55	9,500	6,900	15,100	15,100	44,400	4A or 4B	150-180	B	Reg	B
FRAN0019-H	NC 98	Arnold Rd. (SR 1708) - Pearces Rd. (SR 1001)	Franklin Co.	2.5	20	2	60	55	10,600	4,800	13,000	13,000	45,200	4A or 4B	150-180	B	Reg	--
FRAN0019-H	NC 98	Pearces Rd. (SR 1001) - Bunn Municipal Limits	Franklin Co.	2.0	20	2	60	45-55	9,500	3,000	9,000	9,000	40,900	4A or 4B	150-180	B	Reg	--
--	NC 98 (W. Jewett Ave.)	Bunn Municipal Limits - NC 39	Bunn	0.2	20	2	60	35-45	12,600	3,000	9,000	9,000	11,300	ADQ	60	B	Reg	--
--	NC 98	NC 39 / NC 98 - NC 39 / NC 98	Bunn	Concurrent with NC 39														
FRAN0020-H	NC 98	NC 39 - Bunn Municipal Limits	Bunn	0.2	20	2	60	35	12,600	3,100	9,900	9,900	31,600	4B or 4C	110-150	B	Reg	--
FRAN0020-H	NC 98	Bunn Municipal Limits - Sledge Rd. (SR 1611)	Franklin Co.	2.0	20	2	60	45-55	9,500	3,100	9,900	9,900	40,900	4A or 4B	150-180	B	Reg	--
FRAN0020-H	NC 98	Sledge Rd. (SR 1611) - Nash Co. line	Franklin Co.	1.6	20	2	60	55	10,600	2,100	4,100	4,100	45,200	4A or 4B	150-180	B	Reg	--
FRAN0021-H	NC 561	US 401 - Halifax Rd. (SR 1232)	Louisburg	0.4	22	2	100	35-45	4,600 [3]	(6,100)	9,400	9,400	10,600 [4]	3A	100	MaT	Reg	B
FRAN0021-H	NC 561	Halifax Rd. (SR 1232) - T. K. Allen Rd. (SR 1418)	Louisburg	1.5	22	2	100	45-55	4,600 [3]	(5,700)	9,400	9,400	10,300 [4]	2B	100	MaT	Reg	B
FRAN0021-H	NC 561	T. K. Allen Rd. (SR 1418) - Seven Paths Rd. (SR 1002)	Franklin Co.	3.1	22	2	100	55	10,700	3,900	6,100	6,100	12,400	2A	100	MaT	Reg	B
FRAN0021-H	NC 561	Seven Paths Rd. (SR 1002) - Ryd Tharrington Rd. (SR 1438)	Franklin Co.	3.8	22	2	100	55	10,600	2,700	4,200	4,200	12,400	2A	100	MaT	Reg	B
FRAN0021-H	NC 561	Ryd Tharrington Rd. (SR 1438) - Centerville Municipal Limits	Franklin Co.	2.6	22	2	100	55	10,600	2,600	4,100	4,100	12,400	2A	100	MaT	Reg	B
FRAN0021-H	NC 561	Centerville Municipal Limits - NC 58	Centerville	0.6	22	2	100	45	12,300 [8]	2,600	4,100	4,100	12,300	2B	100	MaT	Reg	B
--	NC 561	NC 58 - Centerville Municipal Limits	Centerville	0.2	22	2	100	45	12,300 [8]	1,900	3,400	3,400	12,300	ADQ	100	MaT	Reg	--
--	NC 561	Centerville Municipal Limits - Wood Church Rd. (SR 1446)	Franklin Co.	1.4	22	2	100	55	10,600	1,900	3,400	3,400	12,400	ADQ	100	MaT	Reg	--

HIGHWAY																			
					2006 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
--	NC 561	Wood Church Rd. (SR 1446) - Collins Mill Rd. (SR 1449)	Franklin Co.	1.2	22	2	100	55	10,600	1,500	2,700	2,700	12,400	ADQ	100	MaT	Reg	--
--	NC 561	Collins Mill Rd. (SR 1449) - Gillfield Rd. (SR 1447)	Franklin Co.	1.1	22	2	100	55	10,100	1,200	2,200	2,200	12,400	ADQ	100	MaT	Reg	--
--	NC 561	Gillfield Rd. (SR 1447) - Nash Co. line	Franklin Co.	1.7	22	2	100	55	10,600	1,000	1,800	1,800	12,400	ADQ	100	MaT	Reg	--
--	NC 581	US 401 - NC 56 / NC 581	Louisburg / Franklin Co.	Concurrent with NC 56														
--	NC 581	NC 56 - Seven Paths Rd. (SR 1002)	Franklin Co.	2.5	20	2	60	55	10,600	1,300	3,800	3,800	11,800	ADQ	60	MaT	Reg	--
--	NC 581	Seven Paths Rd. (SR 1002) - Preacher Ball Rd. (SR 1623)	Franklin Co.	1.1	20	2	60	55	9,500	1,300	1,800	1,800	11,800	ADQ	60	MaT	Reg	--
--	NC 581	Preacher Ball Rd. (SR 1623) - Alford Sykes Rd. (SR 1627)	Franklin Co.	1.8	20	2	60	55	9,100	1,200	1,700	1,700	11,800	ADQ	60	MaT	Reg	--
--	NC 581	Alford Sykes Rd. (SR 1627) - Nash Co. line	Franklin Co.	2.3	20	2	60	55	10,600	960	1,300	1,300	11,800	ADQ	60	MaT	Reg	--
--	Airport Dr. (SR 1798)	Sam Horton Rd. (SR 1704) - end of pavement	Franklin Co.	0.7	24	2	60	55	12,600	140	330	180	12,400	ADQ	60	MiT	Sub	--
FRAN0026-H	Airport Dr. Extension (Kerr-Tar HUB/Triangle North Franklin)	US 401 - Airport Dr. (SR 1798)	Franklin Co.	1.3	--	--	--	--	--	--	--	150	12,400	2A or 2B	60	MiT	--	--
--	Alert Rd. (SR 1407)	Warren Co. line - Jordan School Rd. (SR 1409)	Franklin Co.	1.3	18	2	60	55	12,600	(770)	1,000	1,000	12,400	2A	60	MiT	Sub	B
--	Alert Rd. (SR 1407)	Jordan School Rd. (SR 1409) - Pete Smith Rd. (SR 1412)	Franklin Co.	1.1	18	2	60	55	12,600	(670)	890	890	12,400	2A	60	MiT	Sub	B
--	Alert Rd. (SR 1407)	Pete Smith Rd. (SR 1412) - Person Rd. (SR 1433)	Franklin Co.	1.8	18	2	60	55	12,600	580	770	770	12,400	2A	60	MiT	Sub	B
--	Allen Ln.	Wilder St. - Main St. (SR 1229)	Louisburg	0.3	22	2	60-70	35	9,400[3]	(2,600)	4,700	4,700	7,900[4]	ADQ	60-70	--	--	--
--	Arthur Wilder Rd. (SR 1638)	Seven Paths Rd. (SR 1002) - Nash Co. line	Franklin Co.	1.0	20	2	60	55	12,600	(290)	700	700	11,800	ADQ	60	MiT	Sub	--
--	Baldy Murphy Rd. (SR 1456)	White Level Rd. (SR 1425) - Leonard Rd. (SR 1451)	Franklin Co.	1.7	18	2	60	55	12,600	(490)	660	660	10,500	ADQ	60	MiT	Sub	--
FRAN0022-H	Baptist Church Rd. (SR 1609)	Bunn Municipal Limits - Tar River	Franklin Co.	1.5	20	2	60	55	12,600	(3,200)	13,200	13,200	13,500	2A	60	MiT	Sub	B
FRAN0022-H	Baptist Church Rd. (SR 1609)	Tar River - Sledge Rd. (SR 1611)	Franklin Co.	0.7	20	2	60	55	12,600	(2,900)	12,700	**12,700**	12,400	2A	60	MiT	Sub	B

HIGHWAY																		
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
--	Barnette Rd. (SR 1707)	NC 98 - Ransdell Rd. (SR 1709)	Franklin Co.	1.4	18	2	60	55	12,600	(460)	610	610	10,500	ADQ	60	MiT	Sub	--
--	Beasley Rd. (SR 1237)	Dyking Rd. (SR 1235) - MP 1.5	Franklin Co.	1.5	20	2	60	55	12,600	280	320	320	11,800	ADQ	60	MiT	Sub	--
--	Beasley Rd. (SR 1237)	MP 1.5 - Breedlove Rd. (SR 1238)	Franklin Co.	1.5	20	2	60	55	12,600	240	270	270	11,800	ADQ	60	MiT	Sub	--
--	Beasley Rd. (SR 1237)	Breedlove Rd. (SR 1238) - US 401	Franklin Co.	0.5	20	2	60	55	12,600	(280)	320	320	11,800	ADQ	60	MiT	Sub	--
--	Bert Winston Rd. (SR 1133)	Long Mill Rd. (SR 1134) - US 1	Franklin Co.	0.7	20	2	60	45	12,600	(450)	3,200	3,200	13,600	ADQ	60	MiT	Sub	--
--	Bert Winston Rd. (SR 1133/1132)	US 1 - Hicks Rd. (SR 1125)	Franklin Co.	1.9	20	2	60	55	12,700[8]	(950)	13,600	**13,600**	13,500	2A	60	MiT	Sub	B
FRAN0027-H	Bert Winston Rd. Extension	Bert Winston Rd. (SR 1133) - US 1	Franklin Co.	0.8	--	--	--	--	--	--	--	6,800	12,400	2A	60	MiT	--	--
--	Bethlehem Church Rd. (SR 1103)	Old Halifax Rd. (SR 1720) - Bob Richards Rd. (SR 1715)	Franklin Co.	1.4	18	2	60	45	12,600	(500)	2,000	2,000	13,100	ADQ	60	MiT	Sub	--
--	Bethlehem Church Rd. (SR 1103)	Bob Richards Rd. (SR 1715) - NC 98	Franklin Co.	2.0	18	2	60	45	12,100	(650)	1,200	1,200	13,100	ADQ	60	MiT	Sub	--
--	Brantleytown Rd. (SR 1720)	Pearces Rd. (SR 1001) - Bunn Elementary School Rd. (SR 1719)	Franklin Co.	1.3	18	2	60	55	12,600	(1,750)	3,100	3,100	12,400	2A	60	MiT	Sub	B
--	Brantleytown Rd. (SR 1720)	Bunn Elementary School Rd. (SR 1719) - NC 39	Franklin Co.	0.7	18	2	60	55	12,600	1,700	2,600	2,600	12,400	2A	60	MiT	Sub	B
--	Bunn Elementary School Rd. (SR 1719)	Brantleytown Rd. (SR 1720) - Bunn Municipal Limits	Franklin Co.	1.9	24	2	60	35-45	12,400[8]	(2,000)	3,100	3,100	12,400	2B or 2C	60	MiT	Sub	B
--	Bunn Elementary School Rd. (SR 1719)	Bunn Municipal Limits - NC 39	Bunn	0.3	24	2	60	35	10,200[8]	(2,000)	3,100	3,100	10,200	2C or 2E	60	MiT	Sub	B
FRAN0033-H	Bunn Rd. (SR 1230)	US 401 - Main St. (SR 1229)	Louisburg	0.4	44	4	60	35	34,700[3]	(2,300)	5,700	5,700	8,800[4]	2E	60	MiT	Sub	M
--	Burlington Mill Rd.	West River Rd. - NC 56 (Green St.)	Franklinton	<0.1	18	2	30	35	9,200[8]	2,240	3,400	3,400	9,500	2C	50	MiT	--	B
--	Cedar Creek Rd. (SR 1116)	Tarboro Rd. (SR 1100) - Cedar Creek Rd. (SR 1116) Realignment	Franklin Co.	0.4	24	2	60	55	12,600	3,900	12,100	12,100	14,600	ADQ	60	--	Sub	--
FRAN0023-H	Cedar Creek Rd. (SR 1116)	Cedar Creek Rd. (SR 1116) Realignment - Hill Rd. (SR 1113)	Franklin Co.	1.4	24	2	60	45-55	12,600	3,900	12,100	12,100	14,600	2A or 2B	60	MiT	Sub	B
FRAN0023-H	Cedar Creek Rd. (SR 1116)	Hill Rd. (SR 1113) - Lane Store Rd. (SR 1118)	Franklin Co.	2.4	18	2	60	45-55	12,600	(520)	10,400	10,400	14,800	2A or 2B	60	MiT	Sub	B

HIGHWAY																		
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
FRAN0023-H	Cedar Creek Rd. (SR 1116)	Lane Store Rd. (SR 1118) - north of Lane Store Rd. (SR 1118)	Franklin Co.	0.3	20	2	60	55	12,600	(660)	11,200	11,200	12,400	2A	60	MiT	Sub	B
--	Cedar Creek Rd. (SR 1116)	north of Lane Store Rd. (SR 1118) - south of Hicks Rd. (SR 1125)	Franklin Co.	Concurrent with NC 56 Franklinton Byp.														
FRAN0023-H	Cedar Creek Rd. (SR 1116)	south of Hicks Rd. (SR 1125) - Cedar Creek Rd. (SR 1125)	Franklin Co.	0.9	20	2	60	55	12,600	(660)	11,200	11,200	12,400	2A	60	MiT	Sub	B
FRAN0028-H	Cedar Creek Rd. (SR 1116) Realignment	Tarboro Rd. (SR 1100) - Cedar Creek Rd. (SR 1116)	Franklin Co.	0.4	--	--	--	--	--	--	--	12,100	14,600	2A	60	MiT	--	B
--	Cedar Creek Rd. (SR 1125)	US 1 Alt. - Cedar Creek Rd. (SR 1125) Realignment	Franklin Co.	0.4	20	2	60	55	12,600	690	8,900	100	13,600	ADQ	--	--	Sub	--
--	Cedar Creek Rd. / Hicks Rd. (SR 1125)	Cedar Creek Rd. (SR 1125) Realignment - Bert Winston Rd. (SR 1132)	Franklin Co.	1.6	20	2	60	45-55	12,600	690	8,900	8,900	13,600	ADQ	60	MiT	Sub	B
P-3819[6]	Cedar Creek Rd. (SR 1125) Realignment	US 1 Alt. (S. Main St.) - Cedar Creek Rd. (SR 1125)	Franklin Co.	0.3	--	--	--	--	--	--	--	8,900	14,600	2A	60	MiT	--	B R
--	N. Chavis St.	Glenn St. - E. Mason St.	Franklinton	0.2	19	2	25	35	9,300[8]	(830)	1,200	1,200	9,300	ADQ	25	MiT	--	--
--	S. Chavis St.	E. Mason St. - NC 56 (Green St.)	Franklinton	0.2	30	2	40	35	10,200[8]	830	1,200	1,200	10,200	2E	60	MiT	--	B
--	Chavis St. (SR 1120)	NC 56 - Franklinton Municipal Limits	Franklinton	0.2	18	2	30	35	9,200[8]	(1,100)	1,300	1,300	9,200	ADQ	30	MiT	Sub	--
--	Chavis St. (SR 1120)	Franklinton Municipal Limits - E. College St. (SR 1121)	Franklinton	0.2	20	2	30	35	9,500[8]	(1,100)	1,300	1,300	9,500	ADQ	30	MiT	Sub	--
--	Cheves Rd. (SR 1736)	Old US 64 (SR 1770) - Pine Ridge Rd. (SR 1736)	Franklin Co.	0.2	18	2	60	55	12,600	290	590	590	12,400	2A	60	MiT	Sub	B
--	Cheves Rd. (SR 1731)	Pine Ridge Rd. (SR 1736) - Howard Tant Rd. (SR 1735)	Franklin Co.	1.6	20	2	60	55	12,600	(500)	1,000	1,000	11,800	ADQ	60	MiT	Sub	--
--	Cheves Rd. (SR 1731)	Howard Tant Rd. (SR 1735) - Bunn Municipal Limits	Franklin Co.	1.6	20	2	60	35-55	10,600[8]	710	1,500	1,500	10,600	ADQ	60	MiT	Sub	--
--	Cheves Rd. (SR 1731)	Bunn Municipal Limits - NC 39	Bunn	0.2	20	2	60	35	9,500[8]	(710)	1,500	1,500	9,500	ADQ	60	MiT	Sub	--
--	S. Cheatham St. (SR 1127)	Franklinton Municipal Limits - NC 56	Franklinton	0.3	19	2	40-60	35	9,300[8]	2,200	2,900	2,900	9,500	2B or 2C	50-60	MiT	Sub	B
--	S. Cheatham St. / N. Cheatham St.	NC 56 - US 1	Franklinton	0.6	19	2	30	35	9,300[8]	(1,900)	2,800	2,800	9,300	ADQ	30	MiT	--	--
--	Clifton Pond Rd. (SR 1103)	NC 98 - M C Wilder Rd. (SR 1706)	Franklin Co.	2.8	18	2	60	55	10,500[8]	850	1,600	1,600	10,500	ADQ	60	MiT	Sub	--
--	Clifton Pond Rd. (SR 1103)	M C Wilder Rd. (SR 1706) - US 401	Franklin Co.	0.6	24	2	60	45	14,600[8]	2,200	6,500	6,500	14,600	ADQ	60	MiT	Sub	--

HIGHWAY																			
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
--	Clyde Pearce Rd. (SR 1745)	Williams-White Rd. (SR 1730) - NC 39	Franklin Co.	1.7	18	2	60	45	13,100 [8]	(340)	700	700	13,100	ADQ	--	MiT	Sub	--
--	W. College St.	Cheatham St. - US 1 Alt.	Franklinton	0.2	20	2	30	35	9,500 [8]	1,460	1,900	1,900	9,500	2C	50	MiT	--	B
--	E. College St.	US 1 Alt. - Chavis St. (SR 1121)	Franklinton	0.6	18	2	30	35	9,200 [8]	(1,460)	1,900	1,900	9,200	ADQ	30	MiT	--	M
--	E. College St. (SR 1121)	Chavis St. (SR 1121) - Chavis St. (SR 1120)	Franklinton	0.1	19	2	60	25	9,200 [8]	1,100	1,300	1,300	9,200	ADQ	60	MiT	Sub	--
--	Collins Mill Rd. (SR 1449)	NC 561 - Mount Hebron Rd. (SR 1448)	Franklin Co.	0.6	18	2	60	55	12,600	(520)	700	700	10,500	ADQ	60	MiT	Sub	--
FRAN0034-H	S. Cross St. / N. White St. (SR 1130)	Wake Co. line - Youngsville Municipal Limits	Franklin Co.	1.0	24	2	60	45	12,200 [8]	(3,200)	8,000	8,000	12,200	2B	60	MiT	Sub	--
FRAN0034-H	S. Cross St. (SR 1130)	Youngsville Municipal Limits - NC 96	Youngsville	0.9	24	2	60	45	12,200 [8]	2,800	7,000	7,000	12,200	2B	60	MiT	Sub	--
--	Darius Pearce Rd. (SR 1101)	US 401 - Mitchell Store Rd. (SR 1713)	Franklin Co.	2.2	18	2	60	45-55	12,100	(1,900)	3,500	3,500	13,200	2A or 2B	60	MiT	Sub	B
--	Darius Pearce Rd. (SR 1101)	Mitchell Store Rd. (SR 1713) - Pilot Riley Rd. (SR 1103)	Franklin Co.	0.8	18	2	60	55	12,600	(1,200)	1,600	1,600	10,500	ADQ	60	MiT	Sub	--
--	Duke Memorial Rd. (SR 1639)	Lettuce Hall Rd. (SR 1626) - Stallings Mill Rd. (SR 1616)	Franklin Co.	0.3	18	2	60	55	12,600	380	500	500	10,500	ADQ	60	MiT	Sub	--
--	Duke Valentine Wynne Rd. (SR 1002)	Pete Smith Rd. (SR 1412) - T K Allen Rd. (SR 1418)	Franklin Co.	1.0	18	2	60	55	10,300	(1,200)	1,700	1,700	10,500	ADQ	60	MiT	Sub	--
--	Duke Valentine Wynne Rd. (SR 1002)	T K Allen Rd. (SR 1418) - Person Rd. (SR 1433)	Franklin Co.	1.3	18	2	60	45-55	8,100	(1200)	1,600	1,600	11,800	ADQ	60	MiT	Sub	--
--	Duke Valentine Wynne Rd. (SR 1002)	Person Rd. (SR 1433) - NC 561	Franklin Co.	0.9	18	2	60	45	8,100	960	1,300	1,300	13,100	ADQ	60	MiT	Sub	--
--	Dyking Rd. (SR 1235)	Sims Bridge Rd. (Sims Bridge Rd. (SR 1003)) - Warner Winn Rd. (SR 1254)	Franklin Co.	1.7	20	2	60	45	12,100	570	760	760	13,600	ADQ	60	MiT	Sub	--
--	Dyking Rd. (SR 1235)	Warner Winn Rd. (SR 1254) - Breedlove Rd. (SR 1238)	Franklin Co.	0.9	20	2	60	45	12,100	(685)	900	900	13,600	ADQ	60	MiT	Sub	--
FRAN0035-H	Dyking Rd. (SR 1235)	Breedlove Rd. (SR 1238) - Bear Swamp Creek	Franklin Co.	1.2	20	2	60	45	12,100	(870)	1,200	1,200	14,100	2B	60	MiT	Sub	--
FRAN0035-H	Dyking Rd. (SR 1235)	Bear Swamp Creek - US 401	Franklin Co.	1.5	20	2	60	45	7,000 [3]	(1,800)	4,400	4,400	9,800 [4]	2B	60	MiT	Sub	--

HIGHWAY																		
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
--	E. F. Cottrell Rd. (SR 1110)	Timberlake Rd. (SR 1109) - east of Timberlake Rd. (SR 1109)	Franklin Co.	0.2	20	2	60	55	9,400 [3]	(560)	1,200	1,200	7,000 [4]	ADQ	60	MiT	Sub	--
--	E. F. Cottrell Rd. (SR 1110)	east of Timberlake Rd. (SR 1109) - US 401	Franklin Co.	Concurrent with US 401 Louisburg Byp.														
FRAN0036-H	E. F. Cottrell Rd. (SR 1110)	US 401 - NC 39	Franklin Co.	1.8	20	2	60	55	9,400 [3]	(830)	2,200	2,200	7,000 [4]	2A	60	MiT	Sub	--
FRAN0037-H	East River Rd. (SR 1600)	NC 56 - Alston Pruitt Rd. (SR 1644)	Franklin Co.	1.4	19	2	60	45	7,600 [3]	(2,500)	4,500	4,500	9,800 [4]	2B	60	MiT	Sub	B
FRAN0037-H	East River Rd. (SR 1600)	Alston Pruitt Rd. (SR 1644) - Mary Day Dr.	Franklin Co.	0.9	19	2	60	45	7,600 [3]	(1,700)	4,100	4,100	11,100 [4]	2B	60	MiT	Sub	B
--	East River Rd. (SR 1600)	Mary Day Dr. - George Leonard Rd. (SR 1601)	Franklin Co.	0.4	19	2	60	45	12,600	(1,600)	3,900	3,900	14,100	2B	60	MiT	Sub	B
--	East River Rd. (SR 1600)	George Leonard Rd. (SR 1601) - Pearces Rd. (SR 1001)	Franklin Co.	3.0	20	2	60	45-55	12,600	(770)	2,500	2,500	13,500	2A or 2B	60	MiT	Sub	B
--	Edgewood Dr.	Louisburg Municipal Limits - Wilder St.	Louisburg	0.3	20	2	60	35	9,400 [3]	(520)	940	940	7,600 [4]	ADQ	60	--	--	--
--	Edward Best Rd. (SR 1002)	NC 56 - Preacher Ball Rd. (SR 1623)	Franklin Co.	1.8	20	2	60	55	9,500	1,300	1,800	1,800	11,800	ADQ	60	MiT	Sub	--
--	Edward Best Rd. (SR 1002)	Preacher Ball Rd. (SR 1623) - NC 581	Franklin Co.	1.0	19	2	60	55	10,600	(1100)	400	400	10,500	ADQ	60	MiT	Sub	--
--	Epsom Rocky Ford Rd. (SR 1003)	Rocky Ford Rd. (SR 1239) - Gooch Rd. (SR 1252)	Franklin Co.	1.8	18	2	60	55	8,100	(750)	900	900	10,500	ADQ	60	MiT	Sub	--
--	Epsom Rocky Ford Rd. (SR 1003)	Gooch Rd. (SR 1252) - Vance Co. line	Franklin Co.	1.7	18	2	60	55	8,100	1,000	1,200	1,200	10,500	ADQ	60	MiT	Sub	--
--	Eric Medlin Rd. (SR 1267)	US 1 - Winston St. (SR 1207)	Franklin Co.	0.1	20	2	60	55	12,100	840	1,100	1,100	11,800	ADQ	60	--	Sub	--
--	Ferrells Bridge Rd. (SR 1001)	NC 39 - Tar River	Franklin Co.	2.0	18	2	60	55	8,100	(1,900)	3,600	3,600	10,500	ADQ	60	MiT	Sub	--
--	Ferrells Bridge Rd. (SR 1001)	Tar River - Sledge Rd. (SR 1611)	Franklin Co.	1.9	18	2	60	55	7,800	(1900)	3,600	3,600	10,500	ADQ	60	MiT	Sub	--
--	Firetower Rd. (SR 1002)	NC 561 - Ron Tharrington Rd. (SR 1419)	Franklin Co.	1.6	19	2	60	55	10,600	(1,100)	1,500	1,500	10,500	ADQ	60	MiT	Sub	--
--	Firetower Rd. (SR 1002)	Ron Tharrington Rd. (SR 1419) - Greys Mill Rd. (SR 1426)	Franklin Co.	0.8	19	2	60	55	9,500	(1150)	1,600	1,600	10,500	ADQ	60	MiT	Sub	--
--	Firetower Rd. (SR 1002)	Greys Mill Rd. (SR 1426) - Wood Champion Rd. (SR 1474)	Franklin Co.	1.3	19	2	60	55	9,500	1,200	1,700	1,700	10,500	ADQ	60	MiT	Sub	--
--	Firetower Rd. (SR 1002)	Wood Champion Rd. (SR 1474) - NC 56	Franklin Co.	1.1	19	2	60	35-55	9,100	(1,500)	2,100	2,100	9,800	ADQ	60	MiT	Sub	--
--	Flat Rock Church Rd. (SR 1103)	US 401 - Cooke Rd. (SR 1111)	Franklin Co.	1.5	24	2	60	45	12,600	(2,300)	7,400	7,400	14,600	ADQ	60	MiT	Sub	--

HIGHWAY																			
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
--	Flat Rock Church Rd. (SR 1103)	Cooke Rd. (SR 1111) - Justin Ln. (SR 1949)	Franklin Co.	1.1	18	2	60	45	12,600	(2,000)	4,600	4,600	13,100	ADQ	60	MiT	Sub	--
--	Flat Rock Church Rd. (SR 1103)	Justin Ln. (SR 1949) - Mays Crossroads (SR 1105)	Franklin Co.	1.8	18	2	60	45	12,100	(2,300)	5,200	2,600	13,100	2B	60	MiT	Sub	B
FRAN0029-H	Flat Rock Church Rd. Extension	Flat Rock Church Rd. (SR 1103) - Mays Crossroads Rd. (SR 1105)	Franklin Co.	0.9	--	--	--	--	--	--	--	2,600	14,100	2A or 2B	60	MiT	--	--
--	N. Franklin St. / Hollingsworth St.	NC 98 - NC 39	Bunn	0.4	18-32	2	40-60	35	9,700[8]	230	340	340	9,700	ADQ	40-60	MiT	--	--
--	S. Franklin St. / W. Montgomery St.	NC 98 - NC 39	Bunn	0.2	18-22	2	60	35	9,500[8]	330	490	490	9,500	ADQ	60	MiT	--	--
--	Fred Wilder Rd. (SR 1202)	NC 56 - south of NC 56	Franklin Co.	0.1	18	2	60	55	12,600	(420)	570	570	12,400	2A	60	MiT	Sub	B
--	Fred Wilder Rd. (SR 1202)	south of NC 56 - west of Pocomoke Rd. (SR 1127)	Franklin Co.	Concurrent with NC 56 Franklinton Byp.														
--	Fred Wilder Rd. (SR 1202)	west of Pocomoke Rd. (SR 1127) - Pocomoke Rd. (SR 1127)	Franklin Co.	0.5	18	2	60	55	12,600	(420)	570	570	14,600	2A	60	MiT	Sub	B
--	Furney Pearce Rd. (SR 1727)	Wake Co. line - Henry Baker Rd. (SR 1726)	Franklin Co.	0.6	20	2	60	55	12,600	280	620	620	11,800	ADQ	60	MiT	Sub	--
--	Gilcrest Farm Rd. (SR 1129)	S. Cross St. (SR 1130) - Wake Co. line	Franklin Co.	0.7	20	2	60	55	13,600[8]	(230)	330	330	13,600	ADQ	60	MiT	Sub	--
--	Green Hill Rd. (SR 1203)	NC 56 - Lost Trails Ln.	Franklin Co.	1.4	18	2	60	55	12,600	1,200	3,100	3,100	10,500	ADQ	60	MiT	Sub	--
--	Green Hill Rd. (SR 1203)	Lost Trails Ln. - Mt. Olive Church Rd. (SR 1202)	Franklin Co.	1.9	18	2	60	55	12,100	(900)	1,300	1,300	10,500	ADQ	60	MiT	Sub	--
--	Green Hill Rd. (SR 1203)	Mt. Olive Church Rd. (SR 1202) - Vance Co. line	Franklin Co.	1.7	18	2	60	55	12,600	530	900	900	10,500	ADQ	60	MiT	Sub	--
--	Green Rd. (SR 1138)	Sid Mitchell Rd. (SR 1139) - west of US 1	Franklin Co.	1.2	20	2	60	55	11,800	1,700	2,900	2,900	11,800	ADQ	60	MiT	Sub	--
--	Green Rd. (SR 1138)	US 1 - west of US 1	Franklin Co.	0.3	20	2	60	55	11,800	1,700	2,900	100	11,800	ADQ	--	--	Sub	--
FRAN0007-H	Green Rd. Realignment	US 1 - west of US 1	Franklin Co.	0.3	--	--	--	--	--	--	--	2,900	12,400	2A	60	MiT	--	--
--	Hagwood Rd. (SR 1750)	NC 39 - Nash Co. line	Franklin Co.	1.8	18	2	60	55	12,600	570	1,000	1,000	10,500	2A	60	MiT	Sub	B
FRAN0038-H	Halifax Rd.	Main St. (SR 1229) - US 401	Louisburg	0.3	18	2	50-60	35	9,400[3]	--	--	2,700	7,600[4]	2C	50-60	MiT	--	--

HIGHWAY																			
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
--	Harris Jones Rd. (SR 1432)	Pete Smith Rd. (SR 1412) - Person Rd. (SR 1433)	Franklin Co.	1.9	18	2	60	55	12,100	350	460	460	10,500	ADQ	60	MiT	Sub	--
--	Hawkins St. (SR 1122)	E. College St. - US 1 Alt. (S. Main St.)	Franklinton	0.4	18	2	60	25-35	9,100	--	--	600	9,100	ADQ	60	MiT	Sub	M
P-3819[6]	Hawkins St. Extension	Hawkins St. (SR 1122) - Cedar Creek Rd. (SR 1125)	Franklin Co.	0.4	--	--	--	--	--	--	--	600	11,800	2B or 2C	50-60	MiT	--	--
--	Henry Baker Rd. / Adna Pearce Rd. (SR 1726)	Wake Co. line - Perry Rd. (SR 1721)	Franklin Co.	2.0	18	2	60	35-45	11,100 [8]	440	1,200	1,200	11,100	ADQ	60	MiT	Sub	--
--	Hickory Rock Rd. (SR 1421)	Strange Rd. (SR 1422) - White Level Rd. (SR 1425)	Franklin Co.	0.8	18	2	60	55	12,600	(950)	1,300	1,300	10,500	ADQ	60	MiT	Sub	--
--	Hickory Rock Rd. (SR 1421)	White Level Rd. (SR 1425) - Seven Paths Rd. (SR 1002)	Franklin Co.	1.7	18	2	60	55	12,600	330	430	430	10,500	ADQ	60	MiT	Sub	--
--	Hicks Rd. (SR 1125)	Cedar Creek Rd. (SR 1116) - Bert Winston Rd. (SR 1133)	Franklin Co.	2.4	20	2	60	45	12,600	(690)	4,900	4,900	12,500	ADQ	60	MiT	Sub	--
--	Hill Rd. (SR 1113)	Cedar Creek Rd. (SR 1116) - Mays Crossroads (SR 1105)	Franklin Co.	1.8	20	2	60	55	12,600	(1,400)	9,800	9,800	11,800	ADQ	60	MiT	Sub	--
--	Hillsborough St. (SR 1123)	US 1 Alt. - Franklinton Municipal Limits	Franklinton	<0.1	18	2	60	35	9,200 [8]	550	700	700	9,200	2C	60	MiT	Sub	B
--	S. Hillsborough St.	Franklinton Municipal Limits - NC 56	Franklinton	0.5	18	2	30	35	9,200 [8]	560	800	800	9,200	2C	50	MiT	--	B
--	S. Hillsborough St. / N. Hillsborough St.	NC 56 - Lee St.	Franklinton	0.5	18	2	30	35	9,200 [8]	460	700	700	9,200	2C	50	MiT	--	B
--	Holden Rd. (SR 1147)	US 1 Alt. - Youngsville Municipal Limits	Youngsville	0.6	23	2	60	35	10,000 [8]	(6,700)	11,800	**11,800**	10,000	2B	60	MiT	Sub	B
--	Holden Rd. (SR 1147)	Youngsville Municipal Limits - US 1	Franklin Co.	1.1	23	2	60	45	12,600	6,500	11,900	11,900	12,000	2B	60	MiT	Sub	B
--	Holden Rd. (SR 1147)	US 1 - Horse Creek	Franklin Co.	1.2	18	2	60	45-55	12,600	(3,300)	9,000	300	13,200	2A or 2B	60	--	Sub	B
--	Holden Rd. (SR 1147)	Horse Creek - Granville Co. line	Franklin Co.	1.1	18	2	60	45-55	12,600	(2,000)	6,500	6,500	11,800	2A or 2B	60	MiT	Sub	B
FRAN0007-H	Holden Rd. Realignment	east of US 1 - east of Sid Mitchell Rd. (SR 1139)	Youngsville / Franklin Co.	1.0	--	--	--	--	--	--	--	9,000	13,200	2A or 2B	60	MiT	--	--
--	Jackson Rd. (SR 1137)	Holden Rd. (SR 1147) - Wake Co. line	Franklin Co.	1.0	20	2	--	55	12,600	588	900	900	12,400	2A	60	MiT	Sub	B

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[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
FRAN0039-H	Jeffreys Rd. (SR 1754)	Pearces Rd. (SR 1001) - NC 39	Franklin Co.	0.6	20	2	--	55	12,600	--	--	610	11,800	2A	60	MiT	Sub	--
--	E. Jewett Ave. (SR 1609)	NC 39 - NC 39 Bunn Bypass	Bunn	0.4	20	2	60	35	9,500 [8]	3,500	13,700	3,100	9,500	ADQ	60	MiT	Sub	--
FRAN0022-H	E. Jewett Ave. (SR 1609)	NC 39 Bunn Bypass - Bunn Municipal Limits	Bunn	0.1	20	2	60	35	9,500 [8]	3,500	13,700	**13,700**	10,200	2A	60	MiT	Sub	B
--	Joe Denton Rd. (SR 1707)	Ransdell Rd. (SR 1709) - M. C. Wilder Rd. (SR 1706)	Franklin Co.	1.5	18	2	60	55	12,600	460	610	610	10,500	ADQ	60	MiT	Sub	--
--	John Mitchell Rd. (SR 1140)	Granville Co. line - NC 96	Franklin Co.	2.6	20	2	60	55	12,600	(1,700)	2,500	2,500	11,800	ADQ	60	MiT	Sub	--
--	John Winstead Rd. (SR 1717)	Old Halifax Rd. (SR 1720) - Pearces Rd. (SR 1001)	Franklin Co.	1.6	18	2	60	45	13,100 [8]	840	1,300	1,300	13,100	ADQ	60	MiT	Sub	--
--	Johnson St. (SR 1270)	Main St. (SR 1229) - US 401	Louisburg	0.3	52	2	60	35	9,400 [3]	(5,900)	11,000	**11,000**	9,800 [4]	ADQ	60	--	Sub	--
FRAN0040-H	Jolly St.	Main St. (SR 1229) - US 401	Louisburg	0.3	28	2	30	35	9,400 [3]	(1,500)	2,700	2,700	8,800 [4]	2H[7]	50 [7]	MiT	--	--
--	Jones Chapel Rd. (SR 1432)	Person Rd. (SR 1433) - Laurel Mill Rd. (SR 1436)	Franklin Co.	1.3	18	2	60	55	12,100	(350)	460	460	10,500	ADQ	60	MiT	Sub	--
FRAN0041-H	Justice St. (SR 1262)	Main St. (SR 1229) - US 401	Louisburg	0.3	40	2	60	35	5,300 [3]	(1,500)	2,100	2,100	8,800 [4]	2G or 2H	75-85	MiT	Sub	B
--	Kenan Rd. (SR 1266)	Dyking Rd. (SR 1235) - Woodland Trail (SR 1268)	Franklin Co.	0.5	20	2	60	45	7,000 [3]	(430)	780	780	10,100 [4]	ADQ	60	--	Sub	--
--	Kenan Rd. / Edgewood Dr. (SR 1266)	Woodland Trail (SR 1268) - Louisburg Municipal Limits	Franklin Co.	0.4	20	2	60	35	7,000 [3]	(520)	940	940	7,600 [4]	ADQ	60	--	Sub	--
--	Lane Store Rd. (SR 1118)	Cedar Creek Rd. (SR 1116) - north of Cedar Creek Rd. (SR 1116)	Franklinton	0.4	20	2	60	55	12,600	770	3,000	3,000	11,800	2A	60	MiT	Sub	B
--	Lane Store Rd. (SR 1118)	north of Cedar Creek Rd. (SR 1116) - south of NC 56	Franklinton	Concurrent with NC 56 Franklinton Byp.														
--	Lane Store Rd. (SR 1118)	south of NC 56 - NC 56	Franklinton	1.7	20	2	60	55	12,600	770	3,000	3,000	13,600	2A	60	MiT	Sub	B
--	Laurel Mill-Centerville Rd. (SR 1436)	NC 561 - Centerville Municipal Limits	Centerville	0.2	18	2	60	35	9,200 [8]	670	890	890	9,200	ADQ	60	MiT	Sub	--

HIGHWAY																			
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
--	Laurel Mill-Centerville Rd. (SR 1436)	Centerville Municipal Limits - Raymond Tharrington Rd. (SR 1438)	Franklin Co.	2.8	18	2	60	55	10,500 [8]	(670)	890	890	10,500	ADQ	60	MiT	Sub	--
--	Laurel Mill-Centerville Rd. (SR 1436)	Raymond Tharrington Rd. (SR 1438) - Gold Sand Rd. (SR 1434)	Franklin Co.	0.8	18	2	60	55	10,500 [8]	(560)	750	750	10,500	ADQ	60	MiT	Sub	--
--	Laurel Mill-Centerville Rd. (SR 1436)	Gold Sand Rd. (SR 1434) - Laurel Mill Rd. (SR 1432)	Franklin Co.	1.5	18	2	60	55	10,500 [8]	(460)	620	620	10,500	ADQ	60	MiT	Sub	--
--	Lee St.	Cheatham St. - US 1 Alt.	Franklinton	0.2	20	2	40	35	9,500 [8]	350	500	500	9,500	ADQ	40	MiT	--	--
--	Leonard Rd. (SR 1451)	NC 561 - Centerville Municipal Limits	Franklin Co.	0.1	18	2	60	35	9,200 [8]	280	370	370	9,200	ADQ	60	MiT	Sub	--
--	Leonard Rd. (SR 1451)	Centerville Municipal Limits - Doug Williams Rd. (SR 1457)	Franklin Co.	2.0	18	2	60	55	12,600	(290)	390	390	10,500	ADQ	60	MiT	Sub	--
--	Leonard Rd. (SR 1451)	Doug Williams Rd. (SR 1457) - Baldy Murphy Rd. (SR 1456)	Franklin Co.	1.2	18	2	60	55	12,600	(300)	400	400	10,500	ADQ	60	MiT	Sub	--
--	Lettuce Hall Rd. (SR 1626)	NC 581 - Duke Memorial Rd. (SR 1639)	Franklin Co.	1.5	20	2	60	55	12,600	(160)	220	220	11,800	ADQ	60	MiT	Sub	--
--	Long Mill Rd. (SR 1134)	Green Rd. (SR 1138) - NC 96	Franklin Co.	0.7	22	2	60	55	12,400 [8]	(1,100)	2,300	2,300	12,400	ADQ	60	MiT	Sub	--
--	Long Mill Rd. (SR 1134)	NC 96 - Bert Winston Rd. (SR 1133)	Franklin Co.	1.1	20	2	60	45	13,600 [8]	(900)	5,200	5,200	13,600	ADQ	60	MiT	Sub	--
--	Long Mill Rd. (SR 1134)	Bert Winston Rd. (SR 1133) - Pocomoke Rd. (SR 1127)	Franklin Co.	1.8	20	2	60	45	13,600 [8]	(700)	5,300	5,300	13,600	ADQ	60	MiT	Sub	--
--	Long Mill Rd. (SR 1134)	Pocomoke Rd. (SR 1127) - Fred Wilder Rd. (SR 1202)	Franklin Co.	1.6	20	2	60	55	11,800 [8]	(200)	600	600	11,800	ADQ	60	MiT	Sub	--
FRAN0030-H	Long Mill Rd. Extension	Long Mill Rd. (SR 1134) - Green Hill Rd. (SR 1203)	Franklin Co.	0.6	--	--	--	--	--	--	--	600	12,400	2A	60	MiT	--	--
FRAN0030-H	Long Mill Rd. Realignment	Long Mill Rd. (SR 1134) - prop. frontage/backage road	Franklin Co.	0.1	--	--	--	--	--	--	--	5,200	14,100	2A or 2B	60	MiT	--	--
--	M. C. Wilder Rd. (SR 1706)	Clifton Pond Rd. (SR 1103) - Joe Denton Rd. (SR 1707)	Franklin Co.	2.2	19	2	60	45	13,100 [8]	1,100	3,300	3,300	13,100	ADQ	60	MiT	Sub	--
--	M. C. Wilder Rd. (SR 1706)	Joe Denton Rd. (SR 1707) - NC 39	Franklin Co.	1.8	19	2	60	45	13,100 [8]	(1,000)	2,800	2,800	13,100	ADQ	60	MiT	Sub	--
--	E. Main St. (SR 1100)	NC 96 - Youngsville Municipal Limits	Youngsville	0.3	32	2	60	35	10,200 [8]	(11,000)	14,800	**16,200**	10,200	ADQ	60	MiT	Sub	B
--	E. Main St. / Tarboro Rd. (SR 1100)	Youngsville Municipal Limits - East of Cedar Creek Rd. (SR 1116)	Franklin Co.	0.6	23	2	60	35	11,100 [8]	(11,000)	16,700	**19,700**	11,300	2A	60	MiT	Sub	B

HIGHWAY																		
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
FRAN0024-H	S. Main St. (SR 1229)	NC 56 - north of Ruffin Driveway	Louisburg	0.5	18	2	50	35	11,200 [3]	(5,700)	13,000	**13,000**	10,600 [4]	3B[7]	60 [7]	MiT	Sub	T M
FRAN0024-H	S. Main St. (SR 1229)	north of Ruffin Driveway - West River Rd. (SR 1211)	Louisburg	0.5	32	2	60	35	11,200 [3]	(5,700)	13,000	**13,000**	10,600 [4]	3B[7]	60 [7]	MiT	Sub	T M
FRAN0024-H	S. Main St. (SR 1229)	West River Rd. (SR 1211) - Nash St. (SR 1231)	Louisburg	0.3	32	2	60	25	4,300 [3]	(5,700)	13,000	**13,000**	9,200 [4]	3B[7]	60 [7]	MiT	Sub	T B
FRAN0024-H	N. Main St. (SR 1229)	Nash St. (SR 1231) - Franklin St.	Louisburg	<0.1	32	2	60	25	4,300 [3]	(5,700)	13,000	**13,000**	7,800 [4]	3B[7]	60 [7]	MiT	Sub	T B
FRAN0024-H	N. Main St. (SR 1229)	Franklin St. - north of Smoke Tree Way	Louisburg	1.0	32	2	60	35	11,200 [3]	(4,000)	10,500	10,500	10,600 [4]	3B[7]	60 [7]	MiT	Sub	T B P
FRAN0024-H	N. Main St. (SR 1229)	north of Smoke Tree Way - US 401	Louisburg	0.2	40	2	60	35	11,200 [3]	(2,400)	8,000	8,000	10,600 [4]	3B[7]	60 [7]	MiT	Sub	T B P
--	Mason St. / W. Mason St.	US 1 - Cheatham St.	Franklinton	0.3	18	2	40	35	9,200 [8]	(1,000)	1,300	1,300	9,200	ADQ	40	--	--	--
--	W. Mason St.	Cheatham St. - Hillsborough St.	Franklinton	<0.1	14	2	40	35	9,200 [8]	(1,100)	1,400	1,400	9,200	ADQ	40	MiT	--	P
--	W. Mason St. / E. Mason St.	Hillsborough St. - Elm St.	Franklinton	0.2	22	2	40	20-35	9,800 [8]	1,200	1,600	1,600	9,800	2E	60	MiT	--	B P
--	E. Mason St.	Elm St. - Chavis St.	Franklinton	0.4	28	2	40	35	10,200 [8]	(1,250)	1,700	1,700	10,200	2E	60	MiT	--	B P
--	E. Mason St.	Chavis St. - Korea St.	Franklinton	0.2	28	2	75	35	10,200 [8]	(1,400)	1,900	1,900	10,200	2E	60	MiT	--	B P
--	E. Mason St.	Korea St. - West River Rd. (SR 1211)	Franklinton	0.6	18	2	30	35	9,200 [8]	1,680	2,100	2,100	9,200	ADQ	30	MiT	--	--
--	May Rd. (SR 1224)	NC 56 - West River Rd. (SR 1211)	Franklin Co.	2.3	20	2	60	55	12,600	530	710	710	11,800	ADQ	60	MiT	Sub	--
--	Mays Crossroads Rd. (SR 1105)	Tarboro Rd. (SR 1100) - Carolwoods Dr. (SR 1166)	Franklin Co.	1.5	18	2	60	45-55	12,600	2,800	5,700	5,700	11,800	ADQ	60	MiT	Sub	--
--	Mays Crossroads Rd. (SR 1105)	Carolwoods Dr. (SR 1166) - Peach Orchard Rd. (SR 1114)	Franklin Co.	1.3	18	2	60	45	12,600	(2,300)	6,100	6,100	13,100	ADQ	60	MiT	Sub	--
--	Mays Crossroads Rd. (SR 1105)	Peach Orchard Rd. (SR 1114) - Cedar Creek	Franklin Co.	2.0	18	2	60	45	12,600	(1,800)	6,700	6,700	13,100	ADQ	60	MiT	Sub	--
--	Mays Crossroads Rd. (SR 1105)	Cedar Creek - south of NC 56	Franklin Co.	1.3	18	2	60	55	12,600	(1,300)	6,200	6,200	10,500	ADQ	60	MiT	Sub	--
--	Mays Crossroads Rd. (SR 1105)	south of NC 56 (south) - south of NC 56 (north)	Franklin Co.	Concurrent with NC 56 Franklinton Byp.														
--	Mays Crossroads Rd. (SR 1105)	south of NC 56 (north) - NC 56	Franklin Co.	0.2	18	2	60	55	12,600	(1,300)	6,200	6,200	10,500	ADQ	60	--	Sub	--
--	Mitchell Store Rd. (SR 1713)	Wake Co. line - Darius Pearce Rd. (SR 1101)	Franklin Co.	1.4	20	2	60	55	12,600	480	640	640	11,800	2A	60	MiT	Sub	B
--	Moores Pond Rd. (SR 1106)	Wake Co. line - Tarboro Rd. (SR 1100)	Franklin Co.	2.2	18	2	60	55	12,600	1,400	4,500	4,500	10,500	2A	60	MiT	Sub	B

HIGHWAY																			
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--	Moores Pond Rd. (SR 1106)	Tarboro Rd. (SR 1100) - Flat Rock Church Rd. (SR 1103)	Franklin Co.	1.9	20	2	60	55	12,600	(1,100)	3,300	3,300	11,800	2A	60	MiT	Sub	B
--	Mort Harris Rd. (SR 1001)	Sledge Rd. (SR 1611) - Dunn Rd. (SR 1613)	Franklin Co.	0.7	18	2	60	55	10,300	2,100	3,600	3,600	12,400	2A	60	MiT	Sub	B
--	Mort Harris Rd. (SR 1001)	Dunn Rd. (SR 1613) - East River Rd. (SR 1600)	Franklin Co.	0.5	18	2	60	55	8,100	(930)	3,200	3,200	12,400	2A	60	MiT	Sub	B
--	Mort Harris Rd. (SR 1001)	East River Rd. (SR 1600) - NC 581	Franklin Co.	2.3	18	2	60	55	10,300	790	2,300	2,300	10,500	ADQ	60	MiT	Sub	--
--	Moulton Rd. (SR 1414)	US 401 - east of US 401	Franklin Co.	0.3	19	2	60	55	9,400[3]	(1,500)	3,100	3,100	7,000[4]	2A	60	MiT	Sub	B
--	Moulton Rd. (SR 1414)	east of US 401 - Pine Forest Way	Franklin Co.	2.0	20	2	60	55	11,800[8]	1,300	1,700	1,700	12,400	2A	60	MiT	Sub	B
--	Moulton Rd. (SR 1414)	Pine Forest Way - Seven Paths Rd. (SR 1002)	Franklin Co.	1.3	20	2	60	55	11,800[8]	(1,250)	1,700	1,700	12,400	2A	60	MiT	Sub	B
--	Mount Hebron Rd. (SR 1448)	Collins Mill Rd. (SR 1449) - Nash Co. line	Franklin Co.	1.7	18	2	60	55	12,600	(470)	630	630	10,500	ADQ	60	MiT	Sub	--
FRAN0042-H	E. Nash St. (SR 1231)	Main St. (SR 1229) - Wade Ave. (SR 1277)	Louisburg	0.2	36	2	60	20-35	5,300[3]	(4,100)	7,400	7,400	7,800[4]	2E, 2G, or 2H	60-85	MiT	Sub	B P
FRAN0042-H	E. Nash St. (SR 1231)	Wade Ave. (SR 1277) - US 401	Louisburg	0.2	25-31	2-3	50	35	5,300[3]	(4,000)	7,200	7,200	8,500[4]	2E	60	MiT	Sub	B P
--	Oak Park Pl.	Hicks Rd. (SR 1125) - end of road	Franklin Co.	0.5	54	2 D	80	30	--	--	--	4,900	14,000	2I	80-90	MiT	--	B
FRAN0031-H	Oak Park Pl. Extension	Oak Park Pl. - Cedar Creek Rd. (SR 1116)	Franklin Co.	0.9	--	--	--	--	--	--	--	6,300	14,000	2I	80-90	MiT	--	B
FRAN0032-H	Oakley Rd. Extension/ Shepard School Connector	Wake Co. line - NC 39	Franklin Co.	0.7	--	--	--	--	--	--	--	See CAMPO[5]	16,500	2A or 3A[5]	80[5]	MiT	--	--
--	Old Halifax Rd. (SR 1720)	Wake Co. line - Rogers Rd. (SR 1722)	Franklin Co.	1.5	18	2	60	55	10,500[8]	(1,000)	5,100	5,100	10,500	ADQ	60	MiT	Sub	--
--	Old Halifax Rd. (SR 1720)	Rogers Rd. (SR 1722) - John Winstead Rd. (SR 1717)	Franklin Co.	1.3	18	2	60	55	10,500[8]	(1,400)	2,600	2,600	10,500	2A	60	MiT	Sub	B
--	Old Halifax Rd. (SR 1720)	John Winstead Rd. (SR 1717) - Pearces Rd. (SR 1001)	Franklin Co.	1.2	18	2	60	55	10,500[8]	(1,800)	3,600	3,600	10,500	2A	60	MiT	Sub	B
--	Old US Hwy 64 (SR 1770)	Wake Co. line - NC 39	Franklin Co.	1.4	20	2	100	35-55	11,100[8]	2,200	3,100	3,100	11,100	2B or 2C	100	MiT	Sub	B
--	Old US Hwy 64 (SR 1770)	NC 39 - Thomas Arnold Rd. (SR 1759)	Franklin Co.	1.0	20	2	100	35-45	12,000[8]	(1,900)	3,600	3,600	12,000	2B or 2C	100	MiT	Sub	B
--	Old US Hwy 64 (SR 1770)	Thomas Arnold Rd. (SR 1759) - Tant Rd. (SR 1737)	Franklin Co.	1.1	20	2	100	55	12,600	(1,500)	3,000	3,000	12,400	2A	100	MiT	Sub	B

HIGHWAY																			
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--	Old US Hwy 64 (SR 1770)	Tant Rd. (SR 1737) - Cheves Rd. (SR 1736)	Franklin Co.	0.9	20	2	100	55	12,600	(1,100)	2,000	2,000	12,400	2A	100	MiT	Sub	B
--	Old US Hwy 64 (SR 1770)	Cheves Rd. (SR 1736) - Nash Co. line	Franklin Co.	1.4	20	2	100	55	12,600	700	1,000	1,000	12,400	2A	100	MiT	Sub	B
--	Peach Orchard Rd. (SR 1114)	NC 56 - Cedar Creek	Franklin Co.	2.0	18	2	60	55	12,600	1,100	6,100	6,100	10,500	ADQ	60	MiT	Sub	--
--	Peach Orchard Rd. (SR 1114)	Cedar Creek - Timberlake Rd. (SR 1109)	Franklin Co.	1.4	18	2	60	55	12,600	(1,550)	6,600	6,600	10,500	ADQ	60	MiT	Sub	--
--	Peach Orchard Rd. (SR 1114)	Timberlake Rd. (SR 1109) - Mays Crossroads (SR 1105)	Franklin Co.	1.4	18	2	60	55	12,600	2,000	7,000	7,000	10,500	ADQ	60	MiT	Sub	--
--	Pearce St.	US 1 Alt. -Winston St.	Franklinton	0.1	20	2	30	35	9,500 [8]	1,140	1,500	1,500	9,500	ADQ	30	--	--	--
--	Pearce St.	Winston St. - Glenn St.	Franklinton	0.1	19	2	25	35	9,300 [8]	(1,140)	1,500	1,500	9,300	ADQ	25	MiT	--	--
--	Pearces Rd. (SR 1001)	Wake Co. line - Perry Rd. (SR 1721)	Franklin Co.	1.4	19	2	60	35-45	9,100	(1,900)	5,900	5,900	11,100	ADQ	60	MiT	Sub	--
--	Pearces Rd. (SR 1001)	Perry Rd. (SR 1721) - P G Pearce Rd. (SR 1728)	Franklin Co.	1.0	19	2	60	35-45	9,100	(1,900)	4,200	4,200	11,100	ADQ	60	MiT	Sub	--
--	Pearces Rd. (SR 1001)	P G Pearce Rd. (SR 1728) - Brantleytown Rd. (SR 1720)	Franklin Co.	0.9	19	2	60	45	9,100	1,900	4,200	4,200	13,300	ADQ	60	MiT	Sub	--
--	Pearces Rd. (SR 1001)	Brantleytown Rd. (SR 1720) - NC 98	Franklin Co.	1.6	19	2	60	45-55	9,500	1,700	2,800	2,800	11,800	ADQ	60	MiT	Sub	--
FRAN0043-H	Pearces Rd. (SR 1001)	NC 98 - Ransdell Rd. (SR 1709)	Franklin Co.	1.2	19	2	60	55	9,500	(1,900)	4,000	4,000	11,100	2A	60	MiT	Sub	--
FRAN0043-H	Pearces Rd. (SR 1001)	Ransdell Rd. (SR 1709) - Jeffreys Rd. (SR 1754)	Franklin Co.	0.6	19	2	60	45	9,500	(1,900)	4,000	4,000	13,300	2B	60	MiT	Sub	--
--	Pearces Rd. (SR 1001)	Jeffreys Rd. (SR 1754) - NC 39	Franklin Co.	0.6	19	2	60	45	9,500	(1,900)	4,000	4,000	13,300	ADQ	60	MiT	Sub	--
--	Perry Rd. (SR 1721)	Adna Pearce Rd. (SR 1721) - Pearces Rd. (SR 1001)	Franklin Co.	<0.1	20	2	60	45	13,600 [8]	440	1,200	1,200	13,600	ADQ	60	MiT	Sub	--
--	Perrys Chapel Church Rd. (SR 1003)	NC 56 - north of NC 56	Franklin Co.	0.6	24	2	60	45	10,600	(2,000)	4,400	4,400	14,600	ADQ	60	MiT	Sub	--
--	Perrys Chapel Church Rd. (SR 1003)	north of NC 56 - West River Rd. (SR 1211)	Franklin Co.	1.8	19	2	60	45-55	10,600	(1,750)	4,200	4,200	11,800	ADQ	60	MiT	Sub	--
--	Person Rd. (SR 1433)	Harris Jones Rd. (SR 1432) - Sandy Creek	Franklin Co.	1.0	18	2	60	55	12,600	360	480	480	10,500	ADQ	60	MiT	Sub	--
--	Person Rd. (SR 1433)	Sandy Creek - Gold Sand Rd. (SR 1434)	Franklin Co.	1.4	18	2	60	55	12,600	(450)	600	600	10,500	ADQ	60	MiT	Sub	--
--	Person Rd. (SR 1433)	Gold Sand Rd. (SR 1434) - Schloss Rd. (SR 1407)	Franklin Co.	1.0	18	2	60	55	12,600	710	950	950	10,500	ADQ	60	MiT	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[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
--	Pete Smith Rd. (SR 1412)	Schloss Rd. (SR 1407) - Tollie Rd. (SR 1401)	Franklin Co.	2.0	20	2	60	55	12,600	(300)	400	400	11,800	2A	60	MiT	Sub	B
--	Pete Smith Rd. (SR 1412)	Tollie Rd. (SR 1401) - Laurel Mill Rd. (SR 1432)	Franklin Co.	2.2	18	2	60	55	12,600	(390)	530	530	10,500	2A	60	MiT	Sub	B
--	Pete Smith Rd. (SR 1412)	Laurel Mill Rd. (SR 1432) - Seven Paths Rd. (SR 1002)	Franklin Co.	0.7	18	2	60	45	12,600	(1,200)	1,600	1,600	13,100	2B	60	MiT	Sub	B
--	Pilot Bypass Rd. (SR 1744)	NC 39 - Old US 64 (SR 1770)	Franklin Co.	0.6	20	2	60	55	12,600	(340)	1,000	1,000	11,800	ADQ	60	MiT	Sub	--
--	Pilot-Riley Rd. (SR 1103)	Williams-White Rd. (SR 1730) - Pearces Rd. (SR 1001)	Franklin Co.	1.4	18	2	60	45	12,100	640	1,100	1,100	13,100	ADQ	60	MiT	Sub	--
--	Pilot-Riley Rd. (SR 1103)	Pearces Rd. (SR 1001) - Gay Rd. (SR 1724)	Franklin Co.	1.5	18	2	60	45	12,100	(450)	820	820	13,100	ADQ	60	MiT	Sub	--
--	Pilot-Riley Rd. (SR 1103)	Gay Rd. (SR 1724) - Old Halifax Rd. (SR 1720)	Franklin Co.	1.7	18	2	60	45	12,600	(470)	900	900	13,100	ADQ	60	MiT	Sub	--
--	Pocomoke Rd. (SR 1141)	Granville Co. line - NC 96	Franklin Co.	0.3	19	2	60	55	11,100[8]	(1,100)	3,900	3,900	11,100	ADQ	60	MiT	Sub	--
--	Pocomoke Rd. (SR 1141)	NC 96 - Pocomoke Rd. (SR 1127)	Franklin Co.	0.3	19	2	60	55	12,100	(1,000)	5,600	5,600	12,400	2A	60	MiT	Sub	B
--	Pocomoke Rd. (SR 1127)	Gordon Moore Rd. (SR 1141) - Cedar Creek	Franklin Co.	1.3	19	2	60	55	12,600	990	4,900	4,900	12,400	2A	60	MiT	Sub	B
--	Pocomoke Rd. (SR 1127)	Cedar Creek - Long Mill Rd. (SR 1134)	Franklin Co.	0.9	19	2	60	55	12,600	(1,050)	4,400	4,400	12,400	2A	60	MiT	Sub	B
--	Pocomoke Rd. (SR 1127)	Long Mill Rd. (SR 1134) - Garner Rd. (SR 1155)	Franklin Co.	1.5	19	2	60	45-55	12,100	1,100	4,900	4,900	13,200	2A or 2B	60	MiT	Sub	B
--	Pocomoke Rd. / S. Cheatham St. (SR 1127)	Garner Rd. (SR 1155) - Franklinton Municipal Limits	Franklin Co.	0.8	19	2	60	35-45	11,400[8]	(2,300)	4,600	4,600	11,400	2B or 2C	60	MiT	Sub	B
--	Preacher Ball Rd. (SR 1623)	NC 581 - Seven Paths Rd. (SR 1002)	Franklin Co.	0.8	20	2	60	55	12,600	(400)	540	540	11,800	ADQ	60	MiT	Sub	--
--	Railroad St.	NC 39 - NC 98	Bunn	0.3	20-22	2	50-150	35	12,600	1,900	2,800	2,800	9,700	ADQ	60	--	--	--
--	Rocky Ford Rd. (SR 1239)	Vance Co. line - J A Rogers Rd. (SR 1240)	Franklin Co.	0.9	18	2	60	55	12,600	(750)	1,000	1,000	10,500	ADQ	60	MiT	Sub	--
--	Rocky Ford Rd. (SR 1239)	J A Rogers Rd. (SR 1240) - Sims Bridge Rd. (Sims Bridge Rd. (SR 1003))	Franklin Co.	1.9	18	2	60	45-55	12,600	(800)	1,100	1,100	11,800	ADQ	60	MiT	Sub	--
--	Rocky Ford Rd. (SR 1239)	Sims Bridge Rd. (Sims Bridge Rd. (SR 1003)) - NC 39	Franklin Co.	3.1	18	2	60	45-55	12,600	920	1,200	1,200	11,800	ADQ	60	MiT	Sub	--
FRAN0044-H	Ronald Tharrington Rd. (SR 1419)	NC 56 - Terrell Ln. (SR 1492)	Franklin Co.	0.7	21-24	2	60-80	45	9,400[3]	(1,800)	5,100	5,100	10,100[4]	2B	60-80	MiT	Sub	--

HIGHWAY																			
					2006 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
FRAN0044-H	Ronald Tharrington Rd. (SR 1419)	Terrell Ln. (SR 1492) - Robyn's Ridge Dr.	Franklin Co.	1.6	18	2	60	45	9,400 [3]	(930)	2,600	2,600	10,100 [4]	2B	60	MiT	Sub	--
--	Ronald Tharrington Rd. (SR 1419)	Robyn's Ridge Dr. - Sycamore Creek	Franklin Co.	0.9	18	2	80	45-55	12,600	(690)	930	930	11,800	ADQ	80	MiT	Sub	--
--	Ronald Tharrington Rd. (SR 1419)	Sycamore Creek - Strickland Hicks Rd. (SR 1421)	Franklin Co.	1.7	18	2	80	55	12,600	(690)	930	930	10,500	ADQ	80	MiT	Sub	--
--	Ronald Tharrington Rd. (SR 1419)	Strickland Hicks Rd. (SR 1421) - Firetower Rd. (SR 1002)	Franklin Co.	0.5	18	2	80	55	12,100	(1,040)	1,400	1,400	10,500	ADQ	80	MiT	Sub	--
--	Rossie Jones Rd. (SR 1749)	Hagwood Rd. (SR 1750) - Nash Co. line	Franklin Co.	1.0	18	2	60	55	12,600	290	400	400	12,400	2A	60	MiT	Sub	B
--	Sam Horton Rd. (SR 1704)	Clifton Pond Rd. (SR 1103) - Taylor Rd. (SR 1790)	Franklin Co.	1.6	20	2	60	55	12,600	(370)	900	900	11,800	ADQ	60	MiT	Sub	--
--	Sam Horton Rd. (SR 1704)	Taylor Rd. (SR 1790) - M C Wilder Rd. (SR 1706)	Franklin Co.	1.8	20	2	60	55	12,600	(200)	650	650	11,800	ADQ	60	MiT	Sub	--
--	Seven Paths Rd. (SR 1002)	NC 581 - Dunn Rd. (SR 1613)	Franklin Co.	1.4	19	2	60	55	10,600	(920)	2,200	2,200	11,100	ADQ	60	MiT	Sub	--
--	Seven Paths Rd. (SR 1002)	Dunn Rd. (SR 1613) - Alford Sykes Rd. (SR 1627)	Franklin Co.	1.5	19	2	60	55	10,600	(780)	1,900	1,900	11,100	ADQ	60	MiT	Sub	--
--	Seven Paths Rd. (SR 1002)	Alford Sykes Rd. (SR 1627) - Sykes Rd. (SR 1629)	Franklin Co.	2.0	19	2	60	55	10,600	280	1,900	1,900	11,100	ADQ	60	MiT	Sub	--
--	Seven Paths Rd. (SR 1002)	Sykes Rd. (SR 1629) - Thomas Gay Rd. (SR 1637)	Franklin Co.	2.4	18	2	60	55	8,100	500	4,200	4,200	10,500	ADQ	60	MiT	Sub	--
--	Sid Eaves Rd. (SR 1101)	Tarboro Rd. (SR 1100) - US 401	Franklin Co.	2.0	20	2	60	55	12,600	(880)	1,600	1,600	11,800	ADQ	60	MiT	Sub	--
--	Sid Mitchell Rd. (SR 1139)	NC 96 - John Mitchell Rd. (SR 1140)	Franklin Co.	0.9	20	2	60	45	12,100	(500)	1,000	1,000	13,600	ADQ	60	MiT	Sub	--
--	Sid Mitchell Rd. (SR 1139)	John Mitchell Rd. (SR 1140) - Holden Rd. (SR 1147)	Franklin Co.	2.5	24	2	60	45-55	12,600	(260)	1,400	1,400	13,500	ADQ	60	MiT	Sub	--
--	Sims Bridge Rd. (SR 1003)	West River Rd. (SR 1211) - Possum Rd. (SR 1234)	Franklin Co.	1.5	18	2	60	55	10,300	1,500	3,300	3,300	12,400	2A	60	MiT	Sub	B
--	Sims Bridge Rd. (SR 1003)	Possum Rd. (SR 1234) - Walter Grissom Rd. (SR 1243)	Franklin Co.	0.6	18	2	60	55	10,300	(1,210)	3,000	3,000	12,400	2A	60	MiT	Sub	B
--	Sims Bridge Rd. (SR 1003)	Walter Grissom Rd. (SR 1243) - Warner Winn Rd. (SR 1254)	Franklin Co.	2.2	18	2	60	55	10,300	(930)	1,100	1,100	10,500	ADQ	60	MiT	Sub	--
--	Sims Bridge Rd. (SR 1003)	Warner Winn Rd. (SR 1254) - Rocky Ford Rd. (SR 1239)	Franklin Co.	2.4	18	2	60	55	8,100	490	600	600	10,500	ADQ	60	MiT	Sub	--
--	Sledge Rd. (SR 1611)	NC 98 - Paul Sledge Rd. (SR 1612)	Franklin Co.	1.1	20	2	60	55	12,100	-	7,500	7,500	11,800	ADQ	60	MiT	Sub	--
--	Sledge Rd. (SR 1611)	Paul Sledge Rd. (SR 1612) - Baptist Church Rd. (SR 1609)	Franklin Co.	1.9	20	2	60	55	12,600	1,100	10,000	10,000	11,800	ADQ	60	MiT	Sub	--

HIGHWAY																			
					2006 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
--	Sledge Rd. (SR 1611)	Baptist Church Rd. (SR 1609) - Sykes Rd. (SR 1636)	Franklin Co.	2.3	18	2	60	55	12,600	(1,100)	5,200	5,200	12,400	2A	60	MiT	Sub	B
--	Sledge Rd. (SR 1611)	Sykes Rd. (SR 1636) - Pearces Rd. (SR 1001)	Franklin Co.	1.7	18	2	60	55	12,600	(1,200)	4,700	4,700	12,400	2A	60	MiT	Sub	B
--	Stallings Mill Rd. (SR 1616)	Duke Memorial Rd. (SR 1639) - NC 56	Franklin Co.	3.4	20	2	60	55	12,600	110	250	250	11,800	ADQ	60	MiT	Sub	--
--	Strange Rd. (SR 1422)	NC 56 - Strickland Hicks Rd. (SR 1421)	Franklin Co.	1.6	18	2	60	55	12,600	400	530	530	10,500	ADQ	60	MiT	Sub	--
--	Strickland Road (SR 1716)	NC 98 - Old Halifax Rd. (SR 1720)	Franklin Co.	1.8	18	2	60	55	12,600	1,300	2,800	2,800	12,400	2A	60	MiT	Sub	B
FRAN0045-H	T. Kemp Rd. (SR 1264)	NC 56 - West River Rd. (SR 1211)	Franklin Co.	1.1	24	2	80	55	7,600 [3]	(1,200)	5,000	5,000	7,000 [4]	2A	60	MiT	Sub	T B
--	Tant Rd. (SR 1737)	Nash Co. line - Old US 64 (SR 1770)	Franklin Co.	1.8	18	2	60	45	12,600	(1,000)	2,400	2,400	13,100	ADQ	60	MiT	Sub	--
P-3819[6]	Tanyard St.	NC 56 (E. Green St.) - E. Mason St.	Franklinton	0.2	16	2	40	35	--	--	--	1,600	9,500	2C [6]	50 [6]	MiT	--	--
P-3819[6]	Tanyard St. Extension	E. College St. - NC 56 (E. Green St.)	Franklinton	0.2	--	--	--	--	--	--	--	1,300	9,500	2C [6]	50 [6]	MiT	--	--
--	Tarboro Rd. (SR 1100)	East of Cedar Creek Rd. (SR 1116) - Mays Crossroads (SR 1105)	Franklin Co.	1.2	23	2	60	55	12,600	(6,900)	16,700	**13,400**	12,400	2A	60	MiT	Sub	B
--	Tarboro Rd. (SR 1100)	Mays Crossroads (SR 1105) - Murphy Rd. (SR 1150)	Franklin Co.	1.4	24	2	60	55	12,600	(5,100)	9,200	9,200	12,400	2A	60	MiT	Sub	B
--	Tarboro Rd. (SR 1100)	Murphy Rd. (SR 1150) - Pearce Rd. (SR 1101)	Franklin Co.	1.2	24	2	60	55	12,600	(3,600)	7,200	7,200	12,400	2A	60	MiT	Sub	B
--	Tarboro Rd. (SR 1100)	Pearce Rd. (SR 1101) - US 401	Franklin Co.	1.6	24	2	60	55	12,600	2,400	7,500	7,500	12,400	2A	60	MiT	Sub	B
--	Tarboro Rd. (SR 1100)	US 401 - NC 98	Franklin Co.	1.0	24	2	60	45	12,600	(1,500)	3,400	3,400	14,600	2B	60	MiT	Sub	B
--	Terrell Ln. (SR 1492)	Ron Tharrington Rd. (SR 1419) - NC 561	Franklin Co.	1.3	20	2	60	55	7,600 [3]	(600)	1,100	1,100	6,900 [4]	ADQ	60	--	Sub	--
--	Thomas Gay Rd. (SR 1637)	Nash Co. line - Seven Paths Rd. (SR 1002)	Franklin Co.	1.0	18	2	60	55	12,600	120	2,800	2,800	10,500	ADQ	60	MiT	Sub	--
--	Timberlake Rd. (SR 1109)	Peach Orchard Rd. (SR 1114) - Camping Creek Rd. (SR 1146)	Franklin Co.	2.4	19	2	60	45-55	12,100	(950)	2,300	2,300	13,200	2A or 2B	60	MiT	Sub	B
--	Timberlake Rd. (SR 1109)	Camping Creek Rd. (SR 1146) - Cedar Creek	Franklin Co.	0.4	19	2	60	45	12,100	1,300	3,100	3,100	14,100	2B	60	MiT	Sub	B

HIGHWAY																			
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
--	Timberlake Rd. (SR 1109)	Cedar Creek - north of E. F. Cottrell Rd. (SR 1110)	Franklin Co.	1.4	19	2	60	45-55	7,600 [3]	(1,500)	3,900	3,900	6,900 [4]	2A or 2B	60	MiT	Sub	B
--	Timberlake Rd. (SR 1109)	north of E. F. Cottrell Rd. (SR 1110) - NC 56	Franklin Co.	Concurrent with US 401 Louisburg Byp.														
--	Tom Linum Rd. (SR 1145)	NC 96 - Granville Co. line	Franklin Co.	0.3	20	2	60	45	12,600	(190)	910	910	13,600	ADQ	60	MiT	Sub	--
--	Tom Williams Rd.	S. Cross St. (SR 1130) - NC 96	Youngsville	0.2	18	2	60	35	9,200 [8]	480	1,100	1,100	9,200	ADQ	60	MiT	--	--
--	Trinity Church Rd. (SR 1002)	US 401 - Moulton Rd. (SR 1414)	Franklin Co.	1.6	19	2	60	55	10,600	(1,300)	1,800	1,800	11,100	ADQ	60	MiT	Sub	--
--	Trinity Church Rd. (SR 1002)	Moulton Rd. (SR 1414) - Pete Smith Rd. (SR 1412)	Franklin Co.	0.5	19	2	60	55	10,600	(1250)	1,700	1,700	12,400	2A	60	MiT	Sub	B
P-3819[6]	US 1 / Montgomery Rd. (SR 1210) Connector	US 1 - Montgomery Rd. (SR 1210)	Franklin Co.	0.2	--	--	--	--	--	--	--	1,100	12,400	2A [6]	60 [6]	MiT	--	--
P-3819[6]	US 1 Alt. (N. Main St.) / Winston St. (SR 1207) Connector	US 1 Alt. (N. Main St.) - Winston St. (SR 1207)	Franklin Co.	0.1	--	--	--	--	--	--	--	1,500	12,200	2A [6]	60 [6]	MiT	--	--
--	Wade Ave. (SR 1277)	Johnson St. (SR 1270) - E. Nash St. (SR 1231)	Louisburg	<0.1	24	2	60	35	9,400 [3]	(3,600)	6,500	6,500	8,800 [4]	ADQ	60	--	Sub	--
--	Walter Collins Rd. (SR 1468)	White Level Rd. (SR 1425) - Earlie Collins Rd. (SR 1469)	Franklin Co.	1.2	18	2	60	55	12,600	(340)	460	460	10,500	ADQ	60	MiT	Sub	--
--	Walter Collins Rd. (SR 1468)	Earlie Collins Rd. (SR 1469) - NC 56	Franklin Co.	1.3	18	2	60	55	12,600	(340)	460	460	10,500	ADQ	60	MiT	Sub	--
--	Walter Grissom Rd. (SR 1243)	Sims Bridge Rd. (SR 1003) - Gen Green Rd. (SR 1244)	Franklin Co.	1.1	18	2	60	55	12,600	(820)	1,100	1,100	12,400	2A	60	MiT	Sub	B
--	Walter Grissom Rd. (SR 1243)	Gen Green Rd. (SR 1244) - Wiley Hawkins Rd. (SR 1246)	Franklin Co.	1.9	18	2	60	55	12,600	(810)	1,100	1,100	12,400	2A	60	MiT	Sub	B
--	Walter Grissom Rd. (SR 1243)	Wiley Hawkins Rd. (SR 1246) - Vance Co. line	Franklin Co.	1.5	18	2	60	55	12,600	810	1,100	1,100	12,400	2A	60	MiT	Sub	B
FRAN0046-H	Weathersby St.	NC 39 - Cheves Rd. (SR 1731)	Bunn	0.1	19	2	30	35	--	--	--	1,500	9,300	2C	50	MiT	--	--
--	West River Rd. (SR 1211)	Burlington Mill Rd - Franklinton Municipal Limits	Franklinton	0.2	18	2	30-60	35	9,200 [8]	(2,200)	3,200	3,200	9,500	2C	50	MiT	Sub	B
--	West River Rd. (SR 1211)	Franklinton Municipal Limits - Ballard Pruitt Rd. (SR 1219)	Franklin Co.	1.6	19	2	60	45-55	12,300 [8]	2,200	3,200	3,200	13,200	2A or 2B	60	MiT	Sub	B

HIGHWAY																		
					2006 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity[1] (vpd)	2006 (2005) AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity[2] (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
--	West River Rd. (SR 1211)	Ballard Pruitt Rd. (SR 1219) - Sims Bridge Rd. (Sims Bridge Rd. (SR 1003))	Franklin Co.	1.6	19	2	60	55	12,600	1,700	2,100	2,100	12,400	2A	60	MiT	Sub	B
--	West River Rd. (SR 1211)	Sims Bridge Rd. (Sims Bridge Rd. (SR 1003)) - Possum Rd. (SR 1234)	Franklin Co.	1.4	19	2	60	55	12,600	(1,800)	3,600	3,600	12,400	2A	60	MiT	Sub	B
--	West River Rd. (SR 1211)	Possum Rd. (SR 1234) - May Rd. (SR 1224)	Franklin Co.	2.2	19	2	60	55	12,600	(1,800)	3,600	3,600	12,400	2A	60	MiT	Sub	B
FRAN0025-H	West River Rd. (SR 1211)	May Rd. (SR 1224) - School Dr.	Franklin Co. / Louisburg	2.3	19	2	60	35-55	3,100 [3]	(1,700)	3,500	3,500	9,800 [4]	2A	60	MiT	Sub	B M
FRAN0025-H	West River Rd. (SR 1211)	School Dr. - Main St. (SR 1229)	Louisburg	0.1	30	3	60	35	5,000 [3]	(3,100)	6,400	6,400	8,800 [4]	2A	60	MiT	Sub	M
--	White Level Rd. (SR 1425)	Firetower Rd. (SR 1002) - Bartholomew Rd. (SR 1455)	Franklin Co.	1.5	19	2	60	45	13,300 [8]	1,600	2,100	2,100	13,300	ADQ	60	MiT	Sub	--
--	White Level Rd. (SR 1425)	Bartholomew Rd. (SR 1455) - Brewer Rd. (SR 1458) -	Franklin Co.	1.0	19	2	60	45	13,300 [8]	(1,050)	1,400	1,400	13,300	ADQ	60	MiT	Sub	--
--	White Level Rd. (SR 1425)	Brewer Rd. (SR 1458) - Collins Mill Rd. (SR 1449)	Franklin Co.	1.3	19	2	60	45	13,300 [8]	1,100	1,500	1,500	13,300	ADQ	60	MiT	Sub	--
--	White Level Rd. (SR 1425)	Collins Mill Rd. (SR 1449) - NC 58	Franklin Co.	1.3	19	2	60	55	11,100 [8]	(460)	620	620	11,100	ADQ	60	MiT	Sub	--
--	Wilder St.	Edgewood Dr. - Allen Ln.	Louisburg	0.1	19	2	50	35	9,400 [3]	(520)	940	940	7,600 [4]	ADQ	50	--	--	--
--	Williams-White Rd. (SR 1730)	Pilot Riley Rd. (SR 1103) - Wake Co. line	Franklin Co.	1.3	20	2	60	55	11,800 [8]	520	1,400	1,400	11,800	ADQ	60	MiT	Sub	--
--	Winston St. (SR 1207)	Pearce St. - Franklinton Municipal Limits	Franklinton	<0.1	19	2	40	35	12,600	(1,200)	2,500	2,500	9,300	ADQ	40	MiT	Sub	--
--	Winston St. (SR 1207)	Franklinton Municipal Limits - Misty Way Rd. (SR 1275)	Franklinton	1.6	20	2	60	45-55	12,600	(1,100)	2,300	2,300	11,600	ADQ	60	MiT	Sub	--
--	Winston St. (SR 1207)	Misty Way Rd. (SR 1275) - Eric Medlin Rd. (SR 1267)	Franklin Co.	0.5	20	2	60	55	12,600	(1,000)	1,800	1,800	11,800	ADQ	60	MiT	Sub	--

[1]Existing Capacity values were estimated based on the NCLOS software at the time of the capacity deficiencies analysis. The use of different estimating methods account for variations between the Existing Capacity and the Proposed Capacity values.

[2]Proposed Capacity values were estimated based on the update of the 2011 Level of Service D Standards for Systems Level Planning document derived from the NCLOS software. The use of different estimating methods account for variations between the Existing Capacity and the Proposed Capacity values.

[3]Level of Service (LOS) C was used to determine these capacity values in the Louisburg area. These capacity values were estimated based on the NCLOS software. See Chapter 1, Roadway System Analysis for more details on LOS. See Appendix I, Hand Allocated-Travel Demand Model, for more detail on the Louisburg analysis method.

[4]Level of Service (LOS) C was used to determine these capacity values in the Louisburg area. These capacity values were estimated based on the TRANSYT-7F Release 11.31 based on the 2000 Highway Capcity Manual (HCM 2000) and the Highway Capacity Software (HCS) Version 5.5. See Chapter 1, Roadway System Analysis for more details on LOS.

[5]Refer to the Capital Area Metropolitan Planning Organization (CAMPO) for more information. The CAMPO area data is subject to change with an update of the CAMPO CTP, which is underway.

[6]Refer to the Southeast High Speed Rail (SEHSR) website www.sehsr.org for more information. The SEHSR project data is subject to change with the development of the study, which is underway.

[7]Proposed cross-section differs from typical. See Chapter 2 Problem Statements for more details.

[8]Some Existing Capacity values were corrected and estimated based on the update of the 2011 Level of Service D Standards for Systems Level Planning document derived from the NCLOS software.

PUBLIC TRANSPORTATION

PUBLIC TRANSPORTATION[1]							
			Speed		Existing System	Proposed System	
Local ID	Facility/ Route	Section (From - To)	Limit (mph)	Distance[2] (mi)	Type	Type	Other Modes
FRAN0001-T	Express Bus Route (Franklinton to Wake Co./RTP) [US 1]	Franklinton to Youngsville to Wake Co./RTP	55	7.0	--	Express Bus	H
FRAN0002-T	Bus Route (Louisburg to Wake Co.) [US 401 and other local roads]	Louisburg to Wake Co.	45-55	10.5	--	Bus	H
FRAN0003-T	Bus Route (Franklinton/US 1 to Louisburg) [NC 56 and other local roads]	Franklinton/US 1 to Louisburg	20-55	9.1	--	Bus	H B
FRAN0004-T	Bus Route (Youngsville to US 1) [Holden Rd. (SR 1147), NC 96 (Main St.), Main St./Tarboro Rd. (SR 1100) and other local roads]	US 1 to Youngsville	25-55	2.5	--	Bus	H B
FRAN0005-T	Bus Route (Louisburg Connector) [US 401 (Bickett Blvd.), Main St. (SR 1229), and other local roads]	Louisburg Circulator Route	20-45	5.8	--	Bus	H B P M
FRAN0006-T	Franklinton Park-and-Ride Lot	Near US 1 and NC 56	--	--	--	Park-and-Ride	--
FRAN0007-T	Louisburg Southwest Park-and-Ride Lot	Near US 401 and NC 56	--	--	--	Park-and-Ride	--
FRAN0008-T	Louisburg East Park-and-Ride Lot	Near US 401 (Bickett Blvd.) and NC 56/581	--	--	--	Park-and-Ride	--
FRAN0009-T	Youngsville Church Park-and-Ride Lot	Near US 1 and Holden Rd. (SR 1147) at Faith Baptist Church	--	--	--	Park-and-Ride	--
FRAN0010-T	Youngsville East Park-and-Ride Lot	Near Tarboro Rd. (SR 1100) and Cedar Creek Rd. (SR 1116)	--	--	--	Park-and-Ride	--

[1]Only major public transportation routes and proposals are shown here. For more information on the existing public transportation system operating in Franklin County, refer to the North Carolina Public Transportation Systems (www.ncdot.gov/nctransit/localtransit.html?Counties=*Franklin*&Cities=*) and to the Kerr-Tar Rural Planning Organization Locally Developed Coordinated Human Services Public Transportation Plan (www.ncdot.gov/nctransit/download/Plans/KerrTarRPO.pdf).

[2]The distance shown is approximate and is measured within Franklin County on the main line route, one-way only.

RAIL

RAIL												
				Speed		Existing System			Proposed System			
Local ID	Facility/ Route	Section (From - To)	Class	Limit (mph)	Distance[1] (mi)	Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day	Other Modes
P-3819	CSX Transportation - S-Line (SEHSR)	Raleigh - Henderson	I	30	13	Freight	80+	1-4	Freight & Passenger (HSR)	80-150	24[2]	--
--	NCDOT - Franklin County Rail Corridor	Franklinton - Louisburg	Indep.	--	10	Inactive / Interim Trail	80+/-	0	Inactive / Interim Trail[3]	80+/-	0	B M
FRAN0001-R	Rail Stop[4] [Franklinton]	Near proposed NC 96 Bypass in north Youngsville	--	--	--	--	--	--	Rail stop proposed in conjunction with future commuter rail opportunity.			T[6]
FRAN0002-R	Rail Stop[4] [Youngsville]	Near NC 56 in north Franklinton	--	--	--	--	--	--	Rail stop proposed in conjunction with future commuter rail opportunity.			T[6]

[1]The distance shown is approximate and is measured within Franklin County only.
[2]The Trains per day are an estimation based on a SEHSR document "Technical Monograph: Transportation Planning for the Richmond-Charlotte Railroad Corridor." For further SEHSR documentation and information, refer to their website www.sehsr.org.
[3]Refer to the Multi-Use Path Inventory and Recommendations table for more information.
[4]The Rail Stops recommended may also serve as Intermodal Connectors as necessary.

BICYCLE[1]

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section				Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Modes
FRAN0001-B	NC Bike Route 2 [Jackson Rd. (SR 1137) and Holden Rd. (SR 1147)]	Wake Co. line - US 1 Alt.	5.2	18-23	2	On-Road	2A, 2B	H
FRAN0001-B	NC Bike Route 2 [NC 96 (Main St.) and Main St. (SR 1100)]	US 1 Alt. - Youngsville Municipal Limits	0.5	32-40	2	On-Road	No improvements recommended.[2]	--
FRAN0001-B	NC Bike Route 2 [Tarboro Rd. (SR 1100), NC 98, Strickland Rd. (SR 1716), Brantleytown Rd. (SR 1720), NC 39, Pine Ridge Rd. (SR 1736), Old US 64 (SR 1770) and other local roads]	Youngsville Municipal Limits - Nash Co. line	17.5	18-24	2	On-Road	2A, 2B, 2C	H
FRAN0002-B	US 1 Alt. (S. Youngsville Blvd. / Park Ave.)	Wake Co. line - US 1 Alt./NC 96 split	2.5	20-36	2-3	On-Road	2A, 2E, 3B	--
FRAN0003-B	US 1 Alt.	Cedar Creek Rd. Realignment - Hillsborough St. (SR 1123)	0.2	20	2	On-Road	2E, 3B	--
--	US 401	Main St. (SR 1229) - Moulton Rd. (SR 1414)	1.5	Concurrent with US 401 - see Highway Table				H
--	NC 39 (Main St.)	NC 98 - Bunn Elementary School Rd. (SR 1719)	0.3	22-36	2	On-Road	No improvements recommended.[2]	P
--	NC 39 Bunn Bypass	NC 39 / NC 98 - NC 39	1.3	Concurrent with NC 39 Bunn Bypass - see Highway Table				H
--	NC 56 (W. Green St.)	Granville Co. line - Fred Wilder Rd. (SR 1202)	1.6	Concurrent with NC 56 (W. Green St.) - see Highway Table				H
FRAN0004-B	NC 56 (W. / E. Green St.)	Hillsborough St. - S. Chavis St.	0.7	31-33	2	On-Road	2E, 3B	H T P
--	NC 56 / 581	US 401 - East River Rd. (SR 1600)	0.6	Concurrent with NC 56 / 581 - see Highway Table				H
--	NC 56 / 581	East River Rd. (SR 1600) - Hickory Rock Rd. (SR 1421)	1.9	Concurrent with NC 56 / 581 - see Highway Table; No bicycle improvements recommended.				H
--	NC 56	Hickory Rock Rd. (SR 1421) - Nash Co. line	10.6	24	2	On-Road	No improvements recommended.[2]	--
--	NC 58	NC 561 - Warren Co. line	1.6	Concurrent with NC 58 - see Highway Table				H
--	NC 96	Wake Co. - Tarboro Rd. (SR 1100)	3.2	Concurrent with NC 96 - see Highway Table				H

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section				Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Modes
--	NC 96	US 1 Alt. - Granville Co. line	5.8	Concurrent with NC 96 - see Highway Table				H
--	NC 98	Wake Co. - Tarboro Rd. (SR 1100)	2.9	Concurrent with NC 98 - see Highway Table				H
--	NC 561	US 401 - NC 58	11.9	Concurrent with NC 561 - see Highway Table				H
FRAN0005-B	Bunn Elementary School Rd. (SR 1719)	Brantleytown Rd. (SR 1720) - NC 39	2.1	24	2	On-Road	2B, 2C	--
FRAN0006-B	Bunn/Louisburg Bicycle Route [E. Jewett Ave./Baptist Church Rd. (SR 1609), Sledge Rd. (SR 1611), East River Rd. (SR 1600) and other local roads]	NC 39 Bunn Bypass - NC 56	13.2	18-20	2	On-Road	2A, 2B	H
--	Cedar Creek Rd. (SR 1116)	Cedar Creek Rd. (SR 1116) Realignment - Cedar Creek Rd. (SR 1125)	5.8	Concurrent with Cedar Creek Rd. (SR 1116) - see Highway Table				H
--	Cedar Creek Rd. (SR 1116) Realignment	Tarboro Rd. (SR 1100) - Cedar Creek Rd. (SR 1116)	0.4	Concurrent with Cedar Creek Rd. (SR 1116) Realignment - see Highway Table				H
--	Cedar Creek Rd. (SR 1125) Realignment	US 1 Alt. - Cedar Creek Rd. (SR 1125)	0.3	Concurrent with Cedar Creek Rd. (SR 1125) Realignment - see Highway Table				H
FRAN0004-B	S. Chavis St.	NC 56 (Green St.) - E. Mason St.	0.2	30	2	On-Road	2E	
FRAN0007-B	S. Cheatham St. (SR 1127)	Franklinton Municipal Limits - NC 56	0.3	19	2	On-Road	2A, 2C	--
FRAN0007-B	W. College St.	S. Cheatham St. (SR 1127) - Hillsborough St.	<0.1	20	2	On-Road	2C	
FRAN008-B	Franklinton/Louisburg Bicycle Route [Burlington Mill Rd., West River Rd. (SR 1211) and T. Kemp Rd. (SR 1264)]	Inactive Rail Corridor - Louisburg Off-Road Bicycle Trail	9.9	18-24	2	On-Road and Off-Road	2A, 2B, 2C, MA[3]	H T
FRAN0009-B	Franklinton/Youngsville Bicycle Route [N. Nassau St./Fleming Rd. (SR 1132), Bert Winston Rd. (SR 1132), and Hicks Rd./Cedar Creek Rd. (SR 1125)]	NC 96 (E. Main St.) - US 1 Alt. (S. Main St.)	4.5	20-22	2	On-Road	2A, 2B, 2C	H

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section				Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Modes
FRAN0010-B	Fred Wilder Rd. (SR 1202)	NC 56 - South of NC 56	0.1	18	2	On-Road	2A	--
--	Fred Wilder Rd. (SR 1202)	south of NC 56 - west of Pocomoke Rd. (SR 1127)	1.1	Concurrent with NC 56 Franklinton Bypass - see Highway Table				H
FRAN0010-B	Fred Wilder Rd. (SR 1202)	west of Pocomoke Rd. (SR 1127) - Pocomoke Rd. (SR 1127)	0.5	18	2	On-Road	2A	--
FRAN0011-B	Front St.	W. Mason St. - Vine St.	<0.1	24-35	2	On-Road	2C	--
FRAN0012-B	Hagwood Rd. (SR 1750)	NC 39 - Rossie Jones Rd. (SR 1749)	1.0	18	2	On-Road	2A	--
FRAN0003-B	Hillsborough St. (SR 1123) and Hillsborough St.	US 1 Alt. (S. Main St.) - W. Mason St.	0.7	18	2	On-Road	2C	--
--	Justice St. (SR 1262)	Main St. (SR 1229) - US 401	0.3	Concurrent with Justice St. (SR 1262) - see Highway Table				H
FRAN0013-B	Lane Store Rd. (SR 1118)	Cedar Creek Rd. (SR 1116) - NC 56[4]	2.3	20	2	On-Road	2A	H
FRAN0014-B	Louisburg Off-Road Bicycle Trail [Inactive Rail Corridor]	Peach Orchard Rd. - end of Louisburg Off-Road Bicycle Trail	1.1	--	--	Off-Road	MA[3]	--
--	S. / N. Main St. (SR 1229)	Louisburg Off-Road Bicycle Trail - US 401	1.6	Concurrent with S. / N. Main St. (SR 1229) - see Highway Table				H T P
FRAN0015-B	W. / E. Mason St.	N. Hillsborough St. - Inactive Rail Corridor	0.6	22-28	3	On-Road	2E	
--	E. Nash St. (SR 1231)	Main St. (SR 1229) - US 401	0.3	Concurrent with E. Nash St. (SR 1231) - see Highway Table				H P
FRAN0016-B	Oak Grove Church Rd. (SR 1128)	Wake Co. - NC 96	0.2	18	2	On-Road	2A	--
FRAN0017-B	Oak Park Pl.	Hicks Rd. (SR 1125) - end of road	0.5	54	2 D	On-Road	2I	--
--	Oak Park Pl. Extension	Oak Park Pl. - Cedar Creek Rd. (SR 1116)	0.9	Concurrent with Oak Park Pl. Extension - see Highway Table				H

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section				Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Modes
FRAN0018-B	Old US Hwy 64 (SR 1770)	Wake Co. line - Cheves Rd. (SR 1736)	4.3	20	2	On-Road	2A, 2B, 2C	--
FRAN0019-B	Pocomoke Rd. (SR 1141/1127)	NC 96 - US 1	4.5	19	2	On-Road	2A, 2B	--
FRAN0012-B	Rossie Jones Rd. (SR 1749)	Hagwood Rd. (SR 1750) - Nash Co. line	1.0	18	2	On-Road	2A	--
FRAN0020-B	Sims Bridge Rd. (SR 1003)	West River Rd. (SR 1211) - Walter Grissom Rd. (SR 1243)	2.1	18	2	On-Road	2A	--
FRAN0021-B	US 401 North Parallel Bicycle Route [Moulton Rd. (SR 1414), Pete Smith Rd. (SR 1412), Schloss Rd. (SR 1407) and other local roads]	US 401 (south) - US 401 (north)[5]	11.3	18-20	2	On-Road	2A, 2B	--
FRAN0022-B	US 401 South Parallel Bicycle Route [Moores Pond Rd. (SR 1106), Flat Rock Church Rd. (SR 1103), Hart Rd. (SR 1108), and Timberlake Rd. (SR 1109)]	Wake Co. line - NC 56[6]	11.1	18-20	2	On-Road	2A, 2B	H
FRAN0023-B	Wake County/NC 98 Rural Connector Bicycle Route [Mitchell Store Rd. (SR 1713), Darius Pearce Rd. (SR 1101), Off-Road Bicycle Path, Sweetgrass Ln. (SR 1836), and Spencers Gate Dr. (SR 1805)]	Wake Co. line - NC 98	3.2	18-20	2	On-Road and Off-Road	2A, 2C, MA[3]	--
FRAN0020-B	Walter Grissom Rd. (SR 1243)	Sims Bridge Rd. (SR 1003) - Vance Co. line	4.5	18	2	On-Road	2A	--

[1]Only major bicycle routes and proposals in the county are shown here.

[2]No improvements recommended" reflects the towns' wishes to not widen or stripe for bicycle accomodations. Improvements to signage may be needed.

[3]Multi-use path cross section used for Off-Road bicycle trail types.

[4]Bicycle route to connect to Rails-to-Trails multi-use path.

[5]Recommendation goes outside of planning area to US 401 in Warren Co.

[6]Bicycle route to connect to Louisburg Off-Road Bicycle Trail.

PEDESTRIAN[1]

PEDESTRIAN								
				Existing System		Proposed System		
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Other Modes
--	US 401 (S. Bickett Blvd.)	Fox Park Rd. (SR 1700) - Johnson St. Ext. (SR 1270)	1.6	Sidewalks	Both, West	Sidewalks	No improvements recommended.	H T
FRAN0001-P	US 401 (Bickett Blvd.)	Johnson St. Ext. (SR 1270) to Main St. (SR 1229)	1.5	--	--	Sidewalks	Both[4]	H T
FRAN0002-P	US 1 Alt. (S. Main St.)	Hillsborough St. (SR 1123) - W. College St.	0.3	--	--	Sidewalks	Both[4]	B
--	US 1 Alt. (Main St.)	W. College St. - Pearce St.	0.7	Sidewalks	Both	Sidewalks	No improvements recommended.	--
FRAN0003-P	NC 39 (Main St.)	north of Weathersby St. - Buell Ave.[2]	0.7	Sidewalks (& Cross-walk)	Both, East	Sidewalks (& Cross-walk)	Both, East[4]	B
--	NC 56 (Green St.)	Hillsborough St. - US 1 Alt. (Main St.)	0.1	Sidewalks	Both, South	Sidewalks	No improvements recommended.	T B
FRAN0004-P	NC 56 (Green St.)	US 1 Alt. (Main St.) - Clegg St.	0.4	Sidewalks	None, South	Sidewalks	Both[4]	H T B
--	NC 56 (Green St.)	Clegg St. - S. Chavis St. (SR 1120)	0.2	Sidewalks	Both	Sidewalks	No improvements recommended.	T B
--	NC 96 (S. Cross St.)	E. Persimmon St. - NC 96 (Main St.)	0.1	Sidewalks	West	Sidewalks	No improvements recommended.	H B
--	NC 96 (E. Main St.)	Railroad - S. Cross St. (NC 96)	0.3	Sidewalks	Both	Sidewalks	No improvements recommended.	H T B
--	NC 96 (W. Main St.)	US 1 Alt. - railroad	0.3	Sidewalks	South	Sidewalks	No improvements recommended.	H T B
FRAN0005-P	S. Chavis St. (SR 1120)	E. College St. (SR 1121) - NC 56 (E. Green St.)	0.4	--	--	Sidewalks	Both[4]	--
--	S. Chavis St.	NC 56 (E. Green St.) - E. Mason St.	0.2	Sidewalks	Both	Sidewalks	No improvements recommended.	B
--	Cheatham St.	W. Mason St. - north of Williams St.	0.1	Sidewalks & Crosswalk	West	Sidewalks & Crosswalk	No improvements recommended.	--

PEDESTRIAN								
				Existing System		Proposed System		
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Other Modes
FRAN0006-P	Cheatham St.	North of Williams St. - Lee St.	0.2	--	--	Sidewalks	Both[4]	--
FRAN0007-P	E. College St.	US 1 Alt. (Main St.) - S. Chavis St. (SR 1120)	0.6	--	--	Sidewalks & Multi-Use Path Grade-Separated Crossing[3]	Both[4]	M
FRAN0008-P	W. College St.	Hillsborough St. - US 1 Alt. (Main St.)	0.1	Sidewalks	North, None	Sidewalks	Both[4]	--
--	N. Cross St. (SR 1178)	NC 96 (Main St.) - E. Winston St.	0.2	Sidewalks	Both, East	Sidewalks	No improvements recommended.	--
FRAN0009-P	Front St.	E. Mason St. - Vine St.	<0.1	Sidewalks	West, None	Sidewalks	Both[4]	B
FRAN0010-P	Hillsborough St. (SR 1123) & Hillsborough St.	US 1 Alt. (Main St.) - W. Mason St.	0.7	--	--	Sidewalks	Both[4]	B
--	Hillsborough St.	W. Mason St. - Lee St.	0.3	Sidewalks	Both, West	Sidewalks	No improvements recommended.	--
FRAN0011-P	Lee St.	Cheatham St. - Hillsborough St.	0.2	--	--	Sidewalks	South[4]	--
--	Lee St.	Hillsborough St. - US 1 Alt. (Main St.)	<0.1	Sidewalks	South	Sidewalks	No improvements recommended.	--
--	Main St. (SR 1229)	Bunn Rd. (SR 1230) - Jolly St.	1.5	Sidewalks	Both	Sidewalks	No improvements recommended.	H T
FRAN0012-P	Main St. (SR 1229)	Jolly St. - US 401 (Bickett Blvd.)	0.5	Sidewalks	West, None	Sidewalks	Both[4]	H T B

PEDESTRIAN								
				Existing System		Proposed System		
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Other Modes
--	E. Mason St.	US 1 Alt. (Main St.) - Inactive Rail Corridor	0.5	Sidewalks	Both	Sidewalks & Multi-Use Path Grade-Separated Crossing[3]	No improvements recommended.	B
--	W. Mason St.	Cheatham St. - US 1 Alt. (Main St.)	0.2	Sidewalks	Both	Sidewalks	No improvements recommended.	B
--	E. Nash St. (SR 1231)	Jolly St. - US 401 (Bickett Blvd.)	0.3	Sidewalks	Both	Sidewalks	No improvements recommended.	H B
--	Rams Way	Cheatham St. - school	<0.1	Sidewalks	South	Sidewalks	No improvements recommended.	--
--	E. Winston St.	N. Cross St. (SR 1178) - N. Nassau St. (SR 1132)	0.1	Sidewalks	South	Sidewalks	No improvements recommended.	--

[1]Only major pedestrian routes and proposals in the county are shown here. Some potential future grade-separated multi-use crossings per the SEHSR study are in the Chapter 2, Rail Recommendations section.

[2]Sidewalks in Bunn have recently been improved. This data may not accurately reflect sidewalks existing on NC 39 in Bunn.

[3]Refer to Multi-Use Path table recommendations.

[4]The side(s) of street for the proposed system is yet to be determined.

MULTI-USE[1]

MULTI-USE PATH								
				Existing System		Proposed System		
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Side of Street	Cross-Section	Side of Street	Cross-Section	Other Modes
FRAN0001-M	NCDOT Inactive Rail Corridor (Franklinton to Louisburg)	E. Mason St. - May Rd.	5.8	--	--	On Inactive Rail Corridor	MA	--
FRAN0002-M	NCDOT Inactive Rail Corridor (Franklinton)[4]	Front St. - E. Mason St.	0.5	--	--	On Inactive Rail Corridor	MA	--
FRAN0003-M	Bunn Rd. (SR 1230)	US 401 (S. Bickett Blvd.) - S. Main St. (SR 1229)	0.4	--	--	To be determined.	MB	H
FRAN0004-M	S. Main St. (SR 1229) and NC 56	US 401 (S. Bickett Blvd.) - Bunn Rd. (SR 1230)	0.8	Sidewalk: West, East, None	2C, 2E	To be determined.	MA, MB	H T
FRAN0005-M	Richland Creek	Wake Co. line - US 1 Alt.	1.2	--	--	To be determined.	MA	--
FRAN0006-M	Vance Co. Line / Tar River	CSX Rail line - Granville Co. Line	4.4	--	--	To be determined.	MA	--
FRAN0007-M	West River Rd. (SR 1211)	T. Kemp Rd. (SR 1264) - S. Main St. (SR 1229)	0.7	--	--	To be determined.	MB	H T
FRAN0008-M	Smith Creek and Young Forest Dr.	Wake Co. line - SEHSR Multi-use Path	0.5	--	--	To be determined.	MA	--
FRAN0009-M[2]	CSX S-Line [Inside Municipalities]	Wake Co. line - Vance Co. Line	13.0	--	--	To be determined.	To be determined.	--
EB-5128 [3]	CSX S-Line [in Rail Study Corridor, Outside Municipalities]	Wake Co. line - Vance Co. Line	13.0	--	--	Side of Rail: To be determined.	MA	--
P-3819	College St.	Near College St. at railroad	--	--	--	Grade-Separated Crossing		--
P-3819	Franklin St.	Franklin St. at railroad	--	--	--	Grade-Separated Crossing		--
P-3819	Hawkins St. / Hillsborough St.	Near Hawkins St. / Hillsborough St. at railroad	--	--	--	Grade-Separated Crossing		--
P-3819	Mason St.	Near Mason St. at railroad	--	--	--	Grade-Separated Crossing		B
P-3819	Pine St.	Pine St. at railroad	--	--	--	Grade-Separated Crossing		--

[1]Only major multi-use routes and proposals in the county are shown here. Some potential future grade-separated multi-use crossings per the SEHSR study are in the Chapter 2, Rail Recommendations section.

[2]The CSX S-Line multi-use path concept is for the entire railroad corridor in the county. FRAN0009-M is for the areas within the municipal limits. Alignments and facility types are yet to be determined. For more detail see the Chapter 2, Multi-Use Path Recommendations.

[3]The CSX S-Line multi-use path concept is for the entire railroad corridor in the county. TIP No. EB-5128 is for a multi-use path generally parallel to but outside the railroad ROW and outside municipalities. The TIP Project is only programmed in the STIP for a planning and environmental study. For more detail see the Chapter 2, Multi-Use Path Recommendations.

[4]The Multi-use path and grade separated crossing locations are to be determined by the SEHSR project study. This path may be replaced by the recommended bicyle path, sidewalks and multi-use grade-separated crossing at Mason Street (TIP No. P-3819).

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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 rights-of-way (ROW). These cross sections are typical for facilities on new location and where ROW constraints are not critical. For widening projects and urban projects with limited ROW, special cross sections should be developed that meet the needs of the project.

The typical cross sections, illustrated in Figure 13, were updated on December 7, 2010 to support the Department's "Complete Streets[1]" 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 ROW 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 ROW should be protected or acquired for the recommended cross sections. In addition to cross section and ROW recommendations for improvements, Appendix C may recommend ultimate needed ROW for the following situations:

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

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

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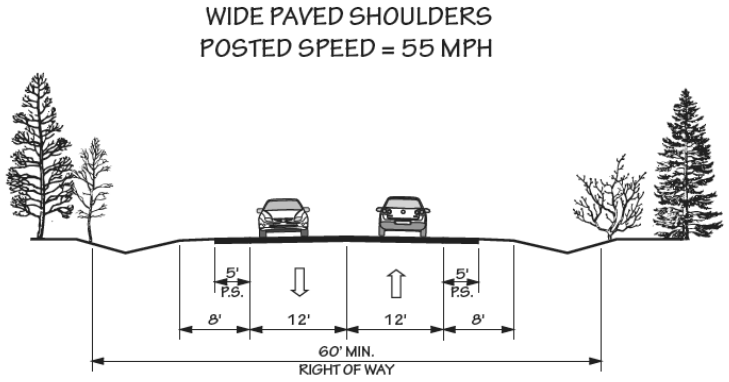
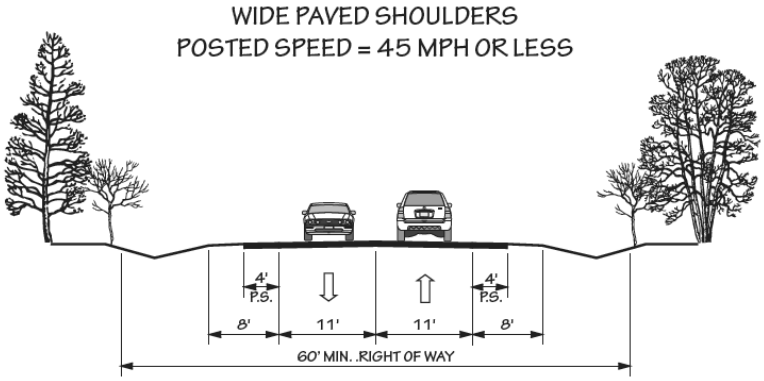
Figure 13 – Typical Cross Sections

2 LANES

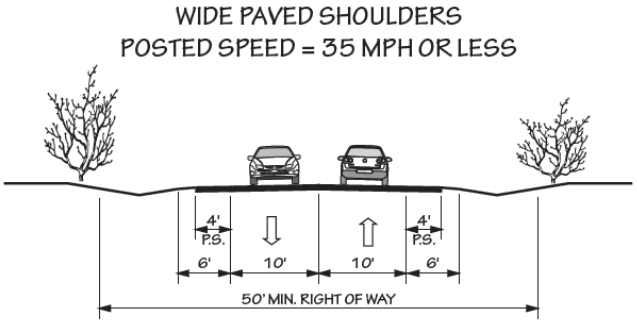
2 A



2 B



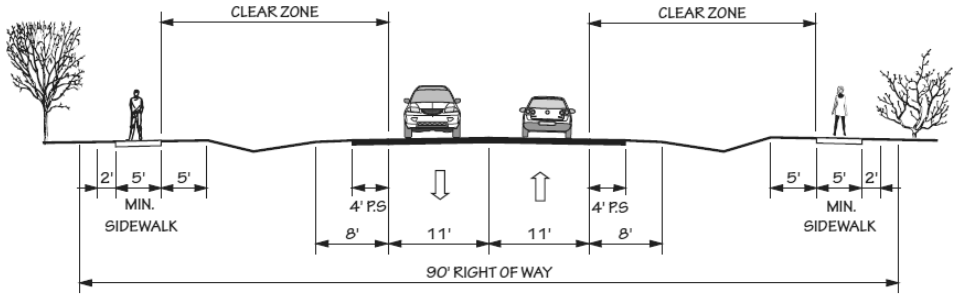
2 C



2 LANES

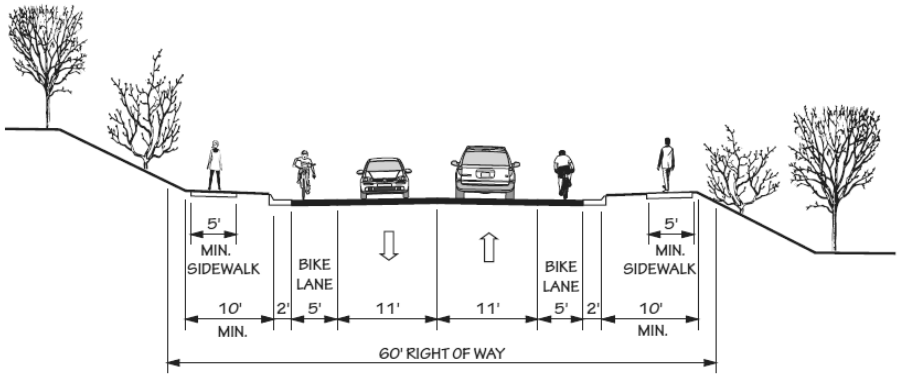
2 D

SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH



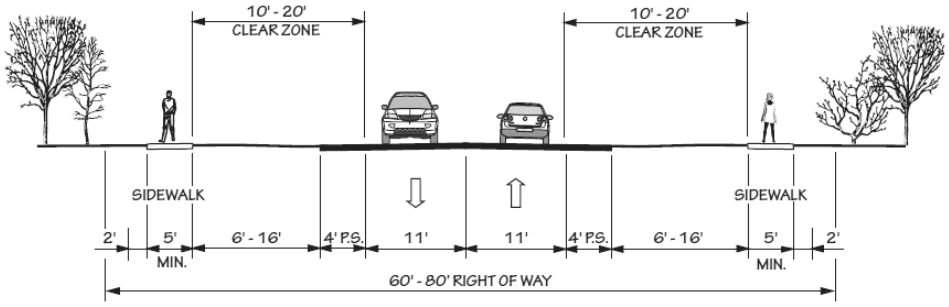
2 E

CURB AND GUTTER
WITH BIKE LANES AND SIDEWALKS



2 F

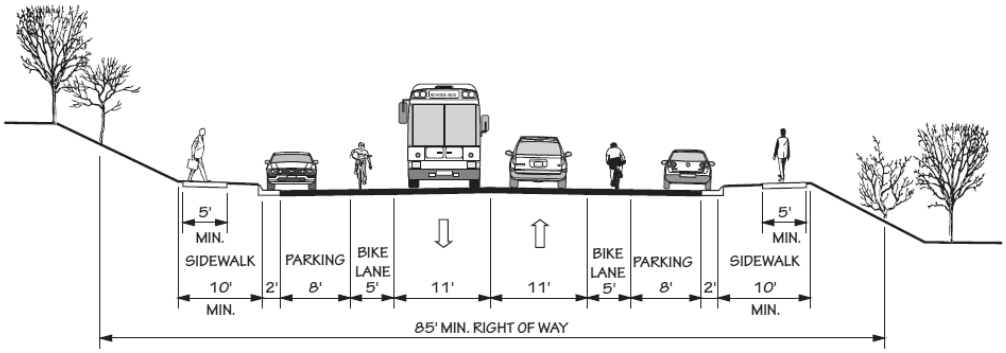
BUFFERS AND SIDEWALKS WITHOUT A ROADWAY DITCH
(20 MPH TO 45 MPH)
(TYPICALLY COASTAL AREA MANAGEMENT ACT COUNTIES)



2 LANES

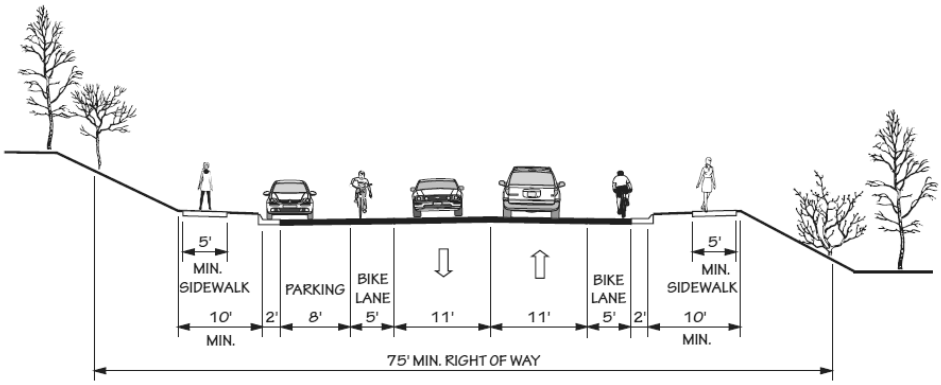
2 G

CURB & GUTTER - PARKING ON EACH SIDE



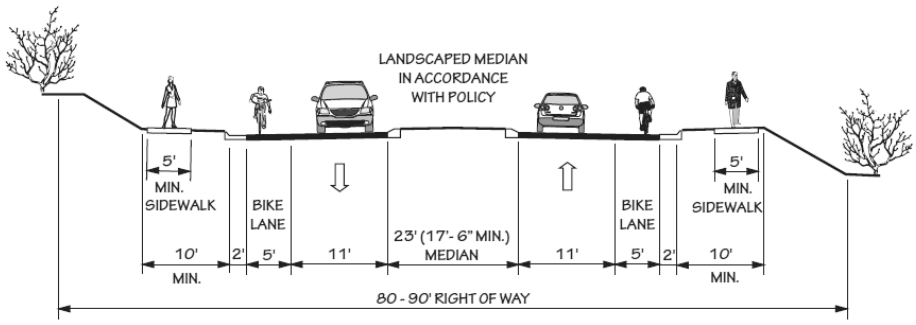
2 H

CURB & GUTTER - PARKING ON ONE SIDE



2 I

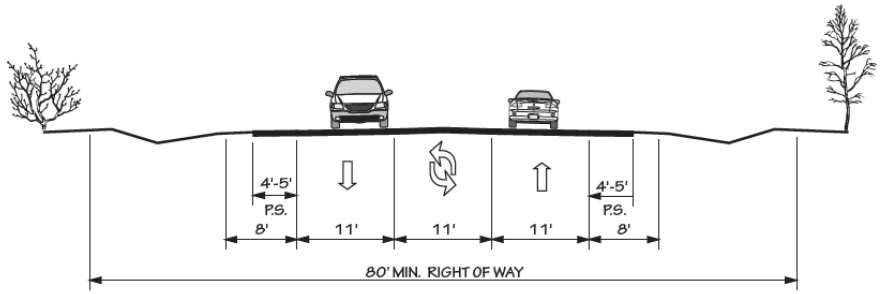
RAISED MEDIAN WITH CURB & GUTTER



3 LANES

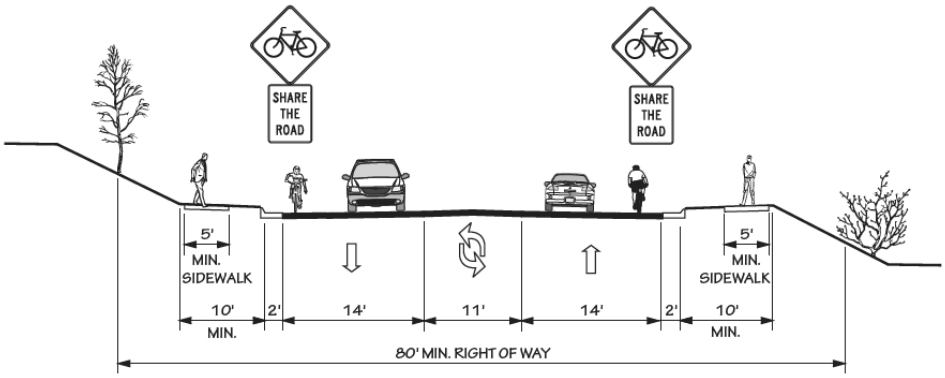
3 A

WIDE PAVED SHOULDERS



3 B

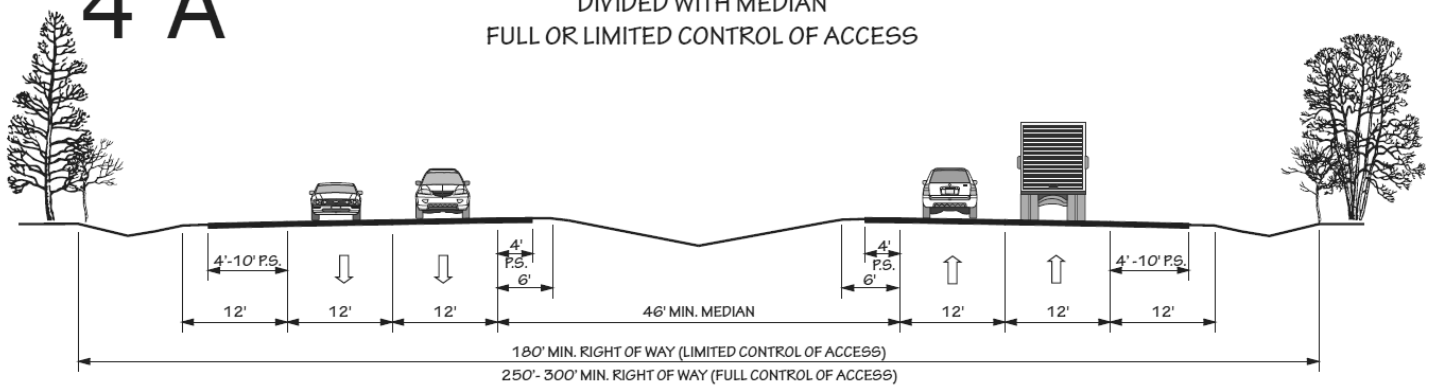
CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



4 LANES

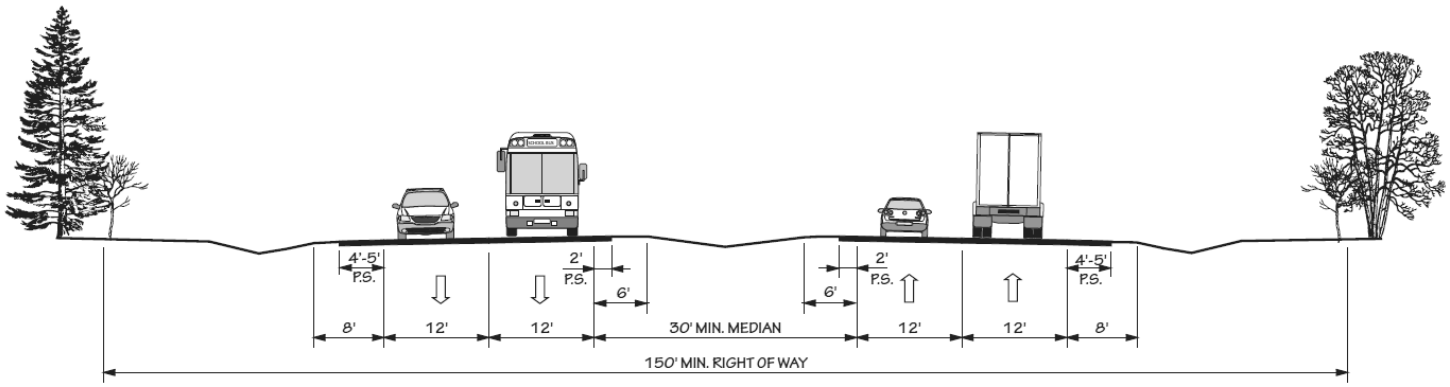
4 A

DIVIDED WITH MEDIAN
FULL OR LIMITED CONTROL OF ACCESS



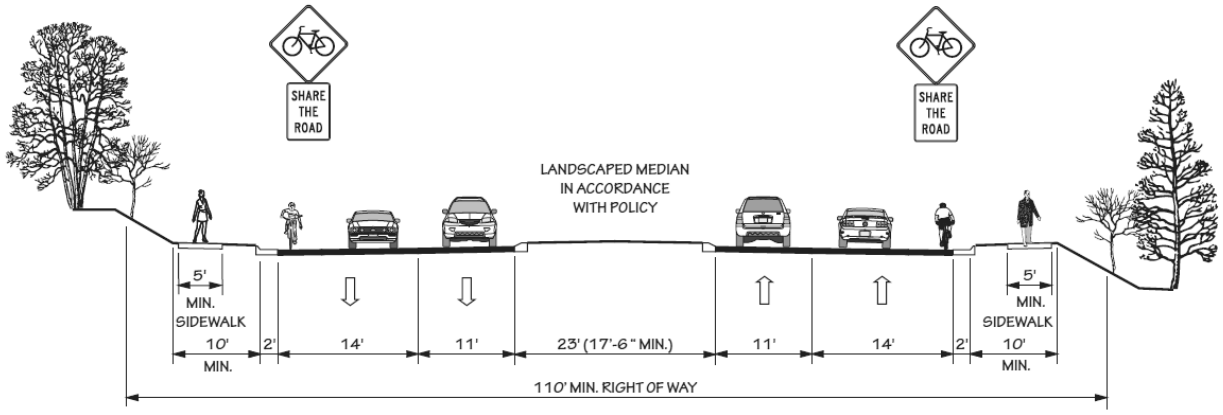
4 B

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



4 C

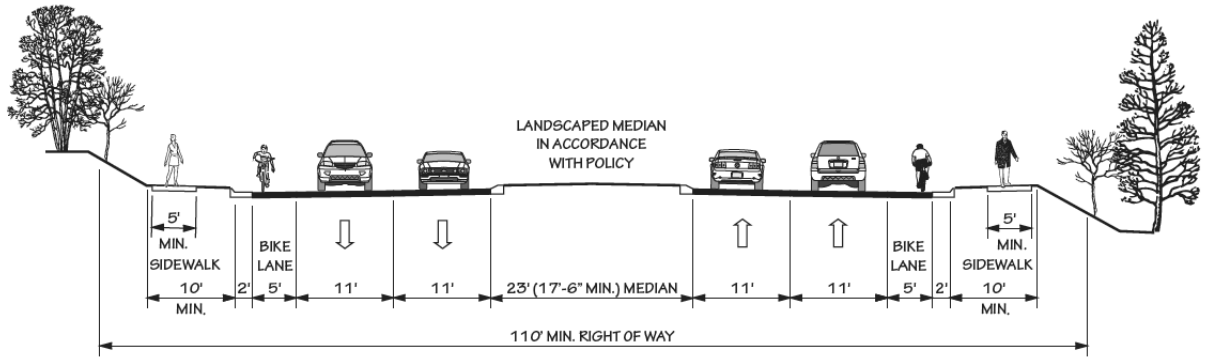
RAISED MEDIAN WITH WIDE OUTSIDE LANES AND SIDEWALKS



4 LANES

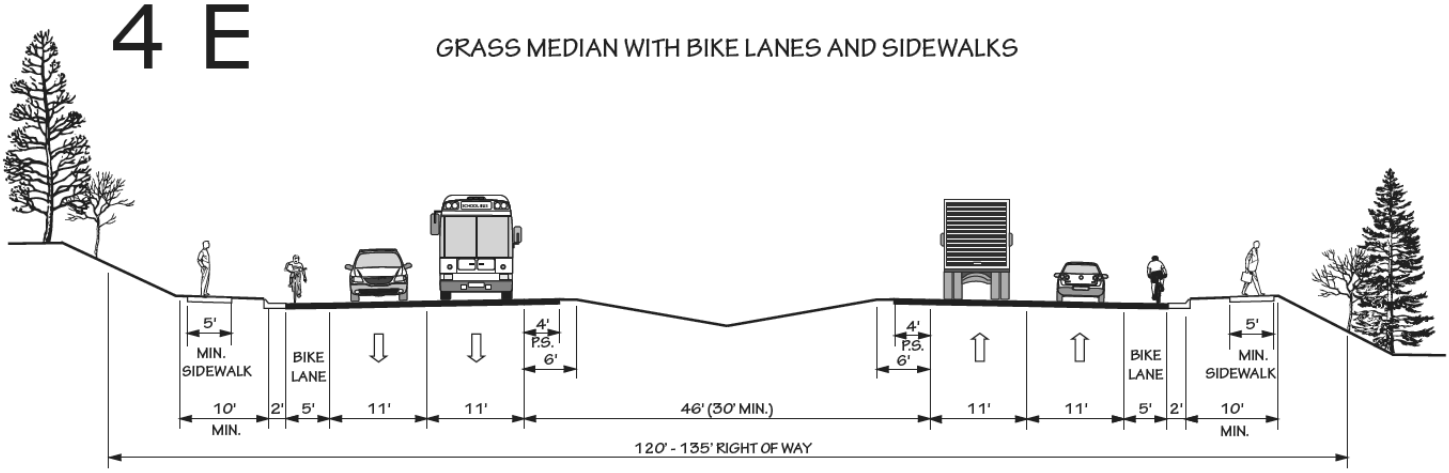
4 D

RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



4 E

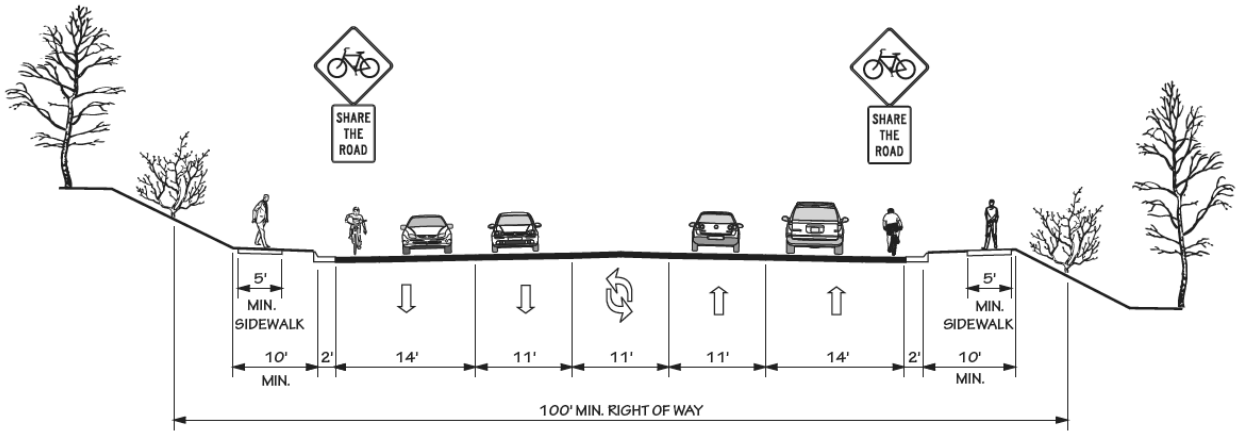
GRASS MEDIAN WITH BIKE LANES AND SIDEWALKS



5 LANES

5 A

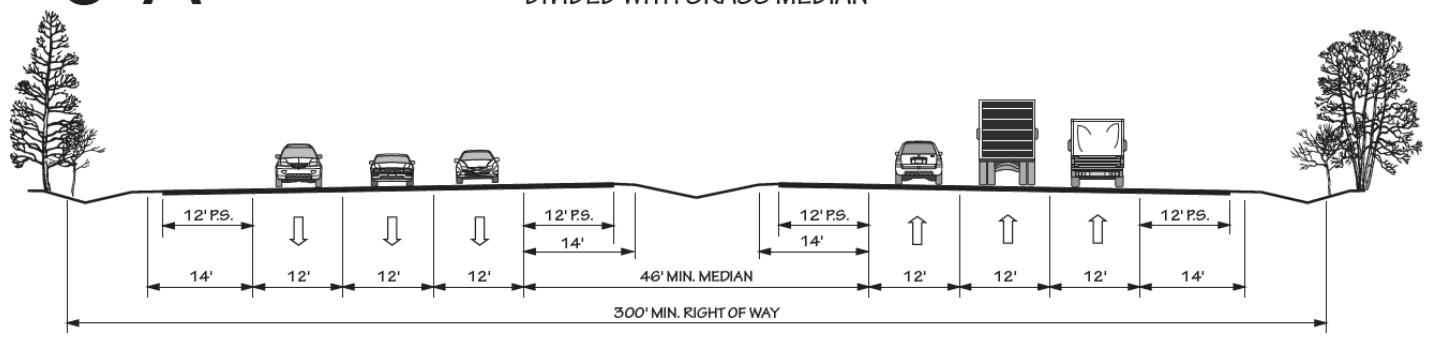
WIDE OUTSIDE LANES



6 LANES

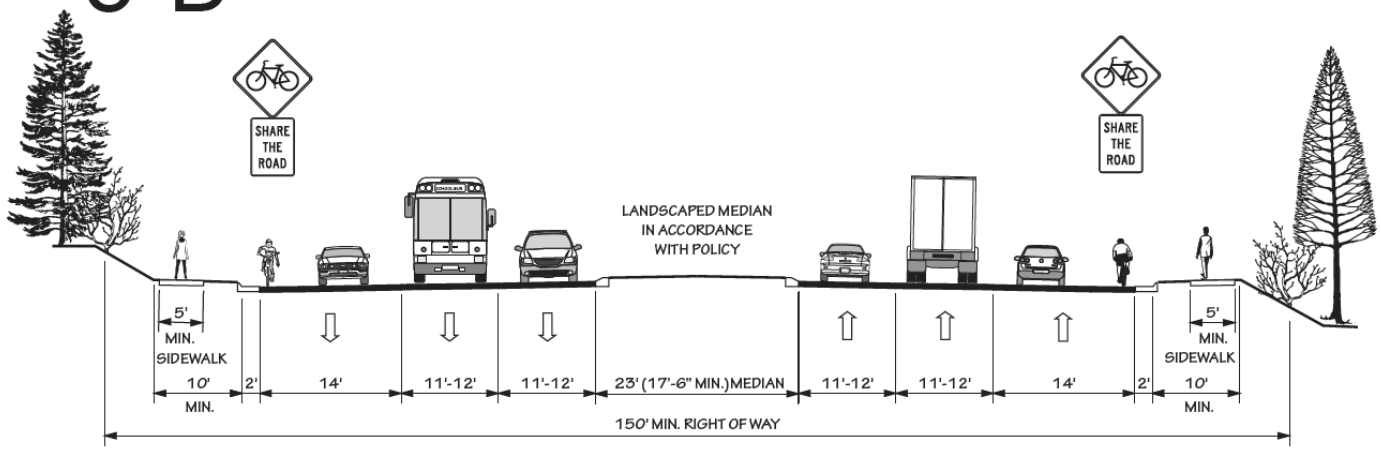
6 A

DIVIDED WITH GRASS MEDIAN



6 B

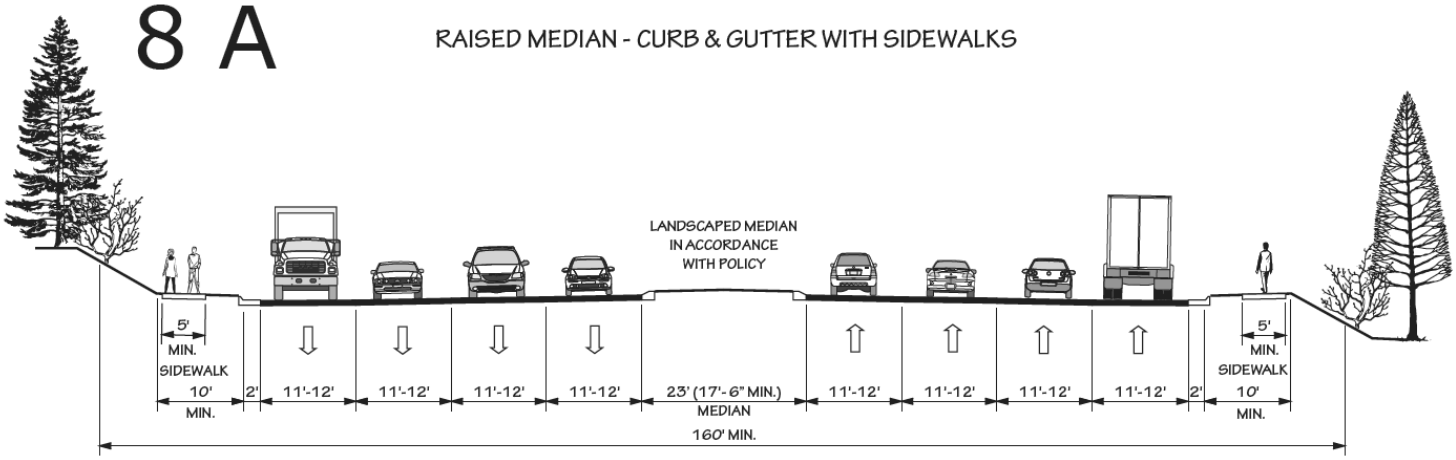
RAISED MEDIAN - CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



8 LANES

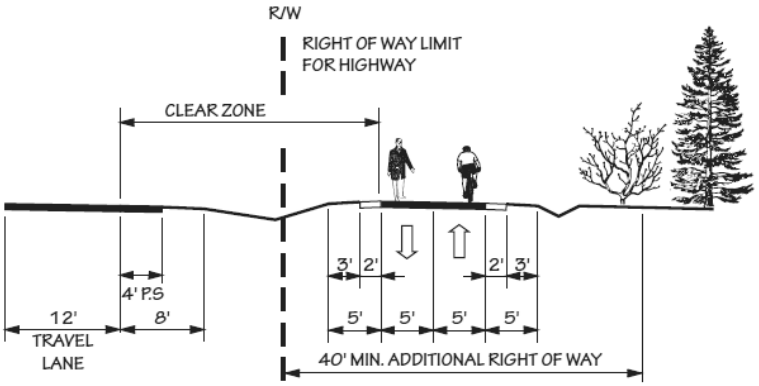
8 A

RAISED MEDIAN - CURB & GUTTER WITH SIDEWALKS



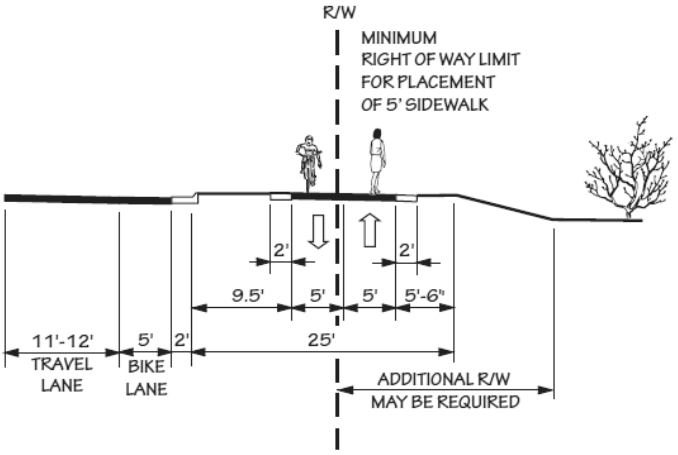
MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

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 (LOS C for the Louisburg area) on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 14.

- **LOS A**: Describes 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.

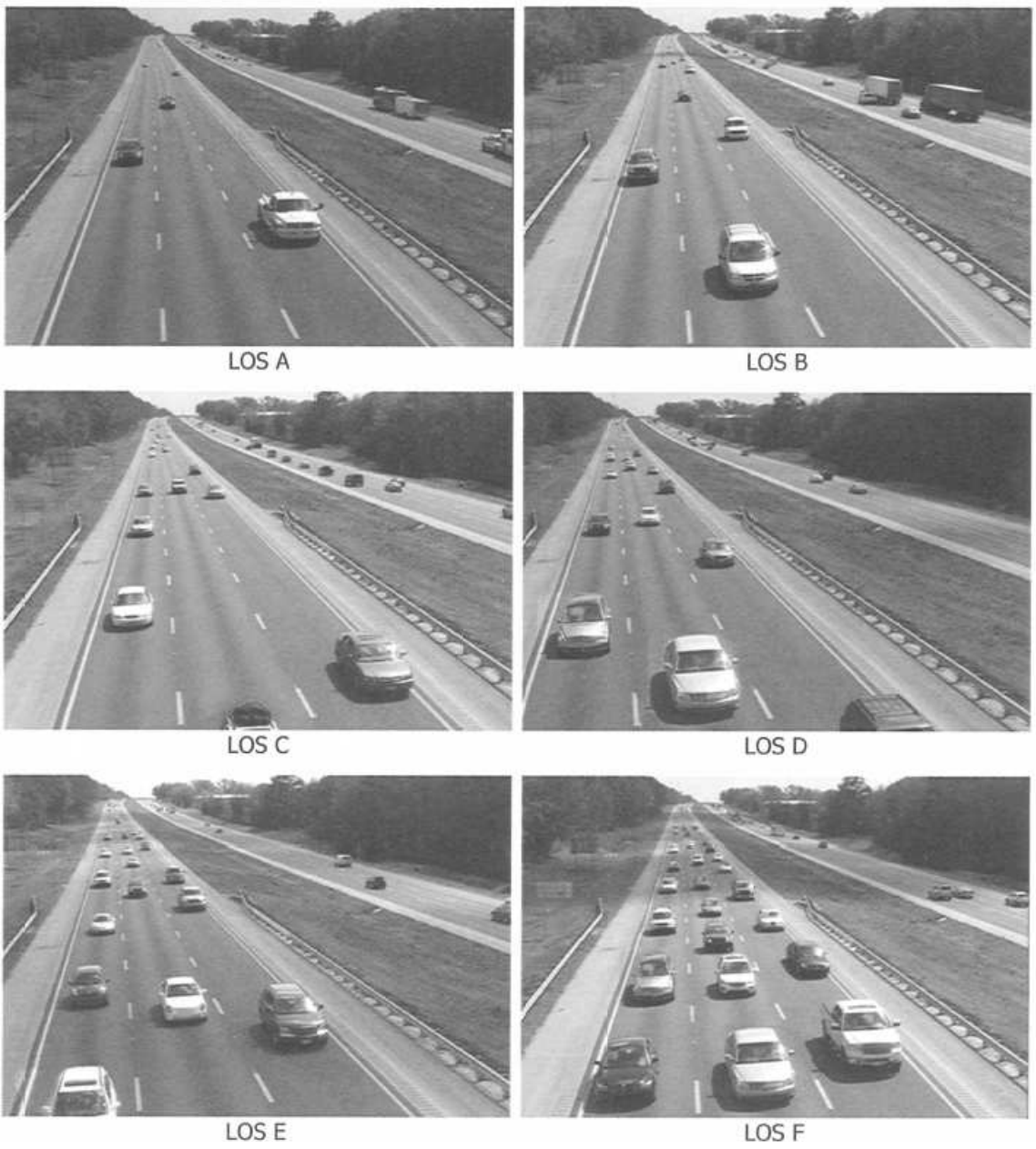
- **LOS C**: Provides for stable operations, but flows approach the range in which small increases will cause substantial deterioration in service. Freedom to maneuver is noticeably restricted. Minor incidents may still be absorbed, but the local decline in service will be great. Queues may be expected 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 14 - Level of Service Illustrations



Source: 2010 Highway Capacity Manual, Exhibit 11-4

Appendix F
Traffic Crash Analysis

A crash analysis performed for the Franklin 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 11 depicts a summary of the crashes occurring in the Franklin County planning area, excluding Louisburg, between January 1, 2007 and December 31, 2009. The data represents locations with 10 or more crashes. The state's severity index is 4.56 for the three year period of 2007 to 2009. Table 12 depicts a summary of the crashes occurring in the Louisburg planning area between January 1, 2001 and December 31, 2003. The data represents locations with 10 or more crashes. The state's severity index is 5.20 for the three year period of 2001 to 2003.

The "Total" column indicates the total number of crashes reported within 150-ft of the intersection during the study period. The severity listed is the average crash severity for that location.

The committee has two specific intersections of concern that are not in Tables 11 and 12, which used current data at the time. Some recent concerns are about the intersection of NC 58 and NC 561 in Centerville, which has had a few crashes in the last few years. Another intersection not in the table is NC 39 (Main Street) and East Jewett Avenue (SR 1609), which has been a long-time concern for Bunn and Lake Royale citizens. They feel that the sight distance from East Jewett Avenue (SR 1609) is inadequate and the existing signage blocks the view for large trucks. The sight distance makes it difficult for traffic to maneuver from the East Jewett Avenue (SR 1609) leg of the intersection especially when traffic is heavy on NC 39. They feel that the intersection

needs better visibility, turn lanes, better signs directing drivers to destinations and/or a traffic signal. Previous studies have shown that a traffic signal is not warranted.

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 Tables 11 and 12, or other intersections of concern, contact the Division Traffic Engineer. Contact information for the Division Traffic Engineer is included in Appendix A.

Table 11 - Crash Locations - Franklin County (excluding Louisburg)

Map Index	Intersection	Average Severity	Total Crashes
1	US 401 and SR 1101 (Darius Pearce Rd.)	6.69	13
2	College St. and US 1A (Main St.)	5.44	10
3	US 401 and NC 98	5.04	22
4	US 1 and US 1A	4.70	14
5	US 1 and SR 1147 (Holden Rd.)	4.70	18
6	US 1 and SR 1135 (Wall Rd.)	4.42	13
7	US 1 and NC 96	3.96	35
8	NC 98 and SR 1001 (Pearces Rd.)	3.47	18
9	SR 1100 (Tarboro Rd.) and SR 1116 (Cedar Creek Rd.)	2.14	13

Table 12 - Crash Locations - Louisburg

Map Index	Intersection	Average Severity	Total Crashes
1	US 401 (Bickett Blvd.) and Hill St.	10.33	21
2	NC 56 and US 401 (Bickett Blvd.)	6.27	27
3	US 401 (Bickett Blvd.) and Wade Ave. (SR 1270)	6.61	27
4	US 401 (Bickett Blvd.) and Nash St. (SR 1231)	4.36	11
5	US 401 (Bickett Blvd.) and Bunn Rd. (SR 1230)	4.33	20
6	NC 39 and US 401 (Bickett Blvd.)	4.08	12
7	US 401 (Bickett Blvd.) and Sandalwood Ave.	2.06	14

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 13. For more details on deficient bridges within the planning area, contact the Structures Management Unit using the information in Appendix A.

Table 13 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	Local ID
02	Holden Rd. (SR 1147)	Horse Creek	Structurally Deficient & Functionally Obsolete	B-4748, FRAN0007-H, FRAN0001-B
03	Holden Rd. (SR 1147)	Tributary of Horse Creek	Functionally Obsolete	B-5324, FRAN0001-B
12	Cedar Creek Rd. (SR 1116)	Cedar Creek	Functionally Obsolete	B-5325, FRAN0023-H
20	Peach Orchard Rd. (SR 1114)	Cedar Creek	Functionally Obsolete	--
21	US 401	Cedar Creek	Functionally Obsolete	R-2814
24	NC 561	Sandy Creek	Functionally Obsolete	FRAN0021-H
25	Green Hill Rd. (SR 1203)	Middle Creek	Functionally Obsolete	--
26	NC 98	Crooked Creek	Structurally Deficient	FRAN0020-H
29	NC 39	Crooked Creek	Functionally Obsolete	FRAN0009-H
36	Sims Bridge Rd. (SR 1003)	Tar River	Structurally Deficient	B-4514, FRAN0020-B
39	Beasley Rd. (SR 1237)	Prong of Bear Swamp	Functionally Obsolete	--
50	Pete Smith Rd. (SR 1412)	Devil's Cradle Creek	Structurally Deficient & Functionally Obsolete	FRAN0021-B
52	Person Rd. (SR 1433)	Sandy Creek	Structurally Deficient & Functionally Obsolete	B-4516
64	NC 39	Cedar Creek Overflow	Functionally Obsolete	--
66	NC 58	Little Shocco Creek	Functionally Obsolete	FRAN00015-H
73	Seven Paths Rd. (SR 1002)	Prong of Cypress Creek	Structurally Deficient	B-4513
75	East River Rd. (SR 1600)	Tributary of Tar River	Structurally Deficient & Functionally Obsolete	FRAN00037-H
77	Ferrells Bridge Rd. (SR 1001)	Tar River	Functionally Obsolete	--
78	Baptist Church Rd. (SR 1609)	Tar River	Functionally Obsolete	FRAN0022-H
82	Cheves Rd. (SR 1731)	Crooked Creek	Structurally Deficient	--
89	Pearces Rd. (SR 1001)	Norris Creek	Structurally Deficient	--
98	Joe Denton Rd. (SR 1707)	Crooked Creek	Structurally Deficient & Functionally Obsolete	--

Appendix H
Public Involvement

This appendix includes documentation of public involvement in the form of:

- Public involvement opportunities,
- CTP committee members,
- Vision statements, and
- Goals and objective surveys.

Public Involvement Opportunity:

The Transportation Planning Branch (TPB) gave presentations to the county commissioners and the town commissioners (except for Centerville) throughout the process educating them on the CTP process, updating them at milestones on the progress of the CTP and asking for feedback from the councils and the public. The unincorporated community of Lake Royale was not involved at the beginning, but soon afterward was involved and given the same education and updates as well as asking for feedback from their board and the public.

TPB gave presentations at the beginning of the process to educate the boards on what is a CTP, how it benefits them and what roads were being studied. They had an opportunity at that time to specify other roads to be studied or not studied. TPB gave presentations in the middle to show the boards the capacity deficiencies, growth rates and/or traffic projections that were determined by the CTP Committees to get their input and consensus.

Toward the end of the CTP process, two public drop-in sessions were held. TPB gave presentations to the county and town commissioners about recommendations on the draft CTP maps. The draft CTP maps also had a corresponding list of proposed projects that gave more detail about the recommendations.

The public drop-in sessions were held from 5:00pm to 7:00pm on Tuesday, September 21, 2010 at the Franklin County Administrative Office in Louisburg and on Wednesday, September 22, 2010 at the Youngsville Community House in Youngsville. There were ten attendees total: four attendees came to the Louisburg session and six attendees came to the Youngsville session.

Issues discussed at the drop-in sessions included:

- The alignment of the western part of the Franklinton NC 56 Bypass and the residential area it would impact,
- Coordination with the Rail Division about the CTP's proposed rail crossings,
- The Rail Division's locations of rail crossings in the SEHSR study, and
- Would there be a second rail line and would it be for future light rail.

Concerns addressing the SEHSR study were forwarded to the Rail Division.

One significant issue that arose at the end of the process was the location of the Bunn Bypass. Lake Royale held a separate meeting with TPB and the community on Saturday, May 14, 2011 to discuss the elements of the plan especially the Bunn bypass. A letter was sent in response to the meeting discussion and decision by the board on Saturday, May 14, 2011. The community of Lake Royale Property Owners' Association Board of Directors "urges reconsideration of a by-pass west of Bunn as long-range planning continues to develop." The Board decided to neither endorse nor reject the plan.

CTP Committee members: The Franklin County CTP Committee was considered as an advisory committee to local bodies of elected officials that would ultimately adopt or endorse the CTP. In Table 14, the committee members of both CTP committees and the organization they represented are listed.

Table 14 – CTP Committee Members

Towns, County and Community			
Ann Ayers	Wake Forest	Tony King	Louisburg / Franklin Co. Appointee
Candace R. Davis	Wake Forest	Linda Pippin	Bunn
Richie Duncan	Franklin Co. EDC	Tammy Ray	Franklinton
Dr. Al Corpening	Youngsville	Brenda Robbins	Youngsville
Gary Faulkner	Franklin Co. Appointee	Chip Russell	Wake Forest
Ronnie Goswick	Franklin Co. EDC	Kathryn Tucker	Youngsville
Scott Hammerbacher	Franklin Co. P&D	Richard Wainwright	Lake Royale POA
Judy Jeffreys	Bunn	Patrick Young	Franklin Co. P&D
NCDOT			
Julie Bollinger	NCDOT-TPB	Scott Walston	NCDOT-TPB
Rupal Desai	NCDOT-TPB	Stephen Winstead	NCDOT-Div. 5, District 3
John Van Zandt	NCDOT-Div. 5, District 3		
Metropolitan or Rural Planning Organizations			
Mike Ciriello	Kerr-Tar RPO	Shelby Powell	Kerr-Tar RPO / Capital Area MPO
Ed Johnson	Capital Area MPO	Kenneth Withrow	Capital Area MPO
Chris Lukasina	Capital Area MPO		

Vision Statement:

Franklin County and the Town of Louisburg developed separate vision statements since the plans were separate at that time. Both vision statements and surveys are shown in this appendix.

The community vision and CTP goals statements were developed to ensure that the final CTP met its community visions.

Franklin County's
Community Vision & CTP Goals and Objectives Statement:

Vision:

Provide a safe, efficient, affordable and sustainable multi-modal regional transportation network that enhances quality of life and economic vitality that is compatible with the environment and land use patterns.

Goals:

1. Establish a county-wide multi-modal transportation plan in conjunction with the county land use plan in cooperation with local and state organizations including but not limited to the Capital Area Metropolitan Planning Organization, the Kerr-Tar Regional Planning Organization and neighboring municipalities.

2. Make informed transportation decisions that are sensitive to the environment and existing development patterns.

3. Offer policy guidance to local governments so that they can ensure the protection of corridors for future transportation use.

4. Develop recommendations that capitalize on the use of existing infrastructure across traditional jurisdictions and add capacity strategically.

5. Develop recommendations that improve and upgrade the connections between local urban areas within the county by identifying major corridors and using access management techniques.

6. Create land use and access management policy recommendations that optimize available transportation capacity for economic development activities occurring within the county.

7. Develop recommendations that create opportunities for better mobility from local areas within the county to regional activity centers outside the county.

Louisburg Community Vision & CTP Goals

These goals were taken from the Louisburg Comprehensive Land Use plan. The bullet points below each goal are notes on ways that the CTP could include recommendations that support the land use plan.

Vision:

Provide a safe, efficient affordable and sustainable multi-modal regional transportation network that enhances quality of life and economic vitality that is compatible with the environment and land use pattern.

Goal:

Encourage new development to locate in areas within the corporate limits where adequate water and sewer and other urban services are already available. Encourage urban development in those portions of the town's planning jurisdiction that have the necessary infrastructure to support such intensive development and where fragile areas are not adversely impacted.

- Roads should primarily serve areas within the corporate limits.
- Roads outside the corporate limits should have limited access to discourage development on these roads.
- Roads should be consistent with water and sewer policies

Goal:

Encourage commercial and industrial development that enhances job opportunities while also maintaining the desired quality of life

- Encourage commercial and industrial development at locations with sufficient access to streets that have the capacity to accommodate the vehicular traffic generated by such land uses.
- Anticipate that commercial and industrial development will occur on roads with excess capacity.

Goal:

Increase opportunities for new nontraditional development and/or redevelopment within the town.

- Possibility for higher density development (condos, apartments). Growth may be more concentrated and less dispersed.

Goal:

Promote growth in such a manner that it does not alter the town's overall character. Preserve sufficient amounts of land for a variety of anticipated land uses.

- Growth will be consistent with the land use plan

Goal:

Improve the overall appearance of the town.

- Historic district's appearance will be maintained.
- Extension of the "Special Highway Overlay District" requirements to additional corridors and entranceways/gateways
- Cooperate with the NCDOT to improve landscaping features at the town's gateways on US Highways 401 and 56

Goal:

Provide a variety of recreational opportunities for all citizens.

- Ensure that new facilities are compatible with Louisburg's Recreation Master Plan
- Include planned greenways in plan – especially along flood prone areas of the Tar River.

Goal:

Coordinate the town's planning efforts with those of Franklin County and the communities in the larger region.

- Keep Franklin County and Kerr-Tar RPO informed of Louisburg planning activities.
- Ensure that Louisburg's transportation plan is compatible with Franklin County's plan

Goal:

Ensure that the long-term development of the undeveloped and underdeveloped portions of the extraterritorial jurisdictional area is primarily urban in nature.

- Anticipate that Louisburg's extraterritorial jurisdiction will be developed as an urban area.

Goal:

Minimize to the extent practicable the identified negative impacts of nonresidential development on residential areas.

- Anticipate buffers between commercial and residential areas.

Goals & Objective Survey:

The CTP committees conducted Goals and Objective surveys to get feedback from the community about transportation issues of the area. Franklin County and the Town of Louisburg conducted separate surveys since the plans were separate at that time. The two surveys and their results are shown on the following pages as listed.

- Franklin County Survey
- Franklin County Survey results
- Louisburg Survey
- Louisburg Survey results

Dear Franklin County Resident:

As you know, Transportation plays a vital role in the economic prosperity of any region. In order for an area to grow, adequate transportation must be provided to support employment centers, travel and tourism, field to market agricultural demands/needs and the movement of goods and services.

Did you know:

- Almost 60 percent of Franklin County residents commute daily to Wake County for work, mostly using US1 and US401. This means we're dependent on these roads to keep our economy going.
- The State of North Carolina faces a $65 billion projected shortfall in transportation funds over a 25-year timeframe (from 2005-2030) based on state and federal tax revenues that determine how dollars are coming to NCDOT for transportation needs.
- Our population has grown from 30,000 people in 1980 to 56,000 today. More people means more cars and more traffic. This growth is likely to continue and we will be near 90,000 by 2030!

Because of the importance of our roadways, the State's budget shortfall on roadway funding and our population growth, the County, Franklin County Towns and partners are developing an updated transportation plan for Franklin County.

The purpose of this plan is to identify solutions to roadway and other transportation problems and to help keep traffic in Franklin County moving!

It may take some time to fund these projects, so we need your help in deciding which types of projects should be a priority and how they should be funded.

Since roadways and other transportation facilities are such an important issue in our County to maintain our great quality of life, we need YOUR input!

Please take a few minutes to fill out the attached survey and mail back to us or return to this envelope by SEPTEMBER 14, 2007.

This survey is anonymous and the County will not have your name associated with the survey unless you want us to.

Thank you for your participation and please call Tammy Davis at (919) 496-2909 with any questions or if you wish to receive more information about this transportation plan!!!

Sincerely,

Patrick Young, Director
Franklin County Planning and Inspections

Franklin County Transportation Survey (Due back September 14, 2007)

To submit your opinion more quickly, fill out this survey online:
www.surveymonkey.com/FranklinCounty

1. How important are the following goals?
(Please **check** the box that describes the importance of the following goals.)

GOAL:	Very Important	Important	Not Important
Increased Transportation Mode Choices More and safer opportunities to walk and bike to destinations			
Increased Public Transportation Options Bus or rail service to destinations; Park-n-ride lots to facilitate carpooling, vanpooling, and transit service			
Faster Automobile Travel Times Higher-speed roads with more lanes and fewer intersections; more connector roads; less congestion			
Community and Rural Culture Preservation Keeping businesses in downtown areas; preservation of existing buildings and neighborhoods; maintaining the rural culture and landscape			
Environmental Protection Minimizing the impact on wetlands, streams, and wildlife areas; reducing air pollution			
Economic Growth Building or improving roads and railways to attract new businesses and to allow existing businesses to expand			
Service of Special Needs Better transportation services for poor, elderly, and disabled residents			

2. A road's ability to carry traffic should be increased by:
(Please **check** the box that describes the importance of the following strategies.)

STRATEGY:	Very Important	Important	Not Important
Building additional traffic lanes			
Limiting new houses and businesses until roadways can be improved			
Controlling the frequency and locations of driveways and cross streets that access the road			
Making improvements to intersections, better traffic signal timing, adding turn lanes, creating roundabouts			

3. Are you concerned with safety or crash problems at any specific locations? ☐ Yes ☐ No
If yes, please give a detailed description of the location including the road name 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 including road names, starting location (general area), and destinations.

5. Is truck traffic a problem in the area? ☐ Yes ☐ No
If yes, please give examples including road names or locations.

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

Durham		I-85		Virginia	
Henderson		US 1		please be more specific:	
Raleigh		US 401		Other	
Rocky Mount		US 64		please list:	
Wake Forest					
Warrenton					

7. Please rank the following roadways in Franklin County in the order of importance for improvement by circling the number next to each roadway: **1-Most Important** to **6-Least Important**. *(Please **CIRCLE** each number only ONCE.)*

A) US 401 to Louisburg	1	2	3	4	5	6
B) NC 39	1	2	3	4	5	6
C) NC 96 including Youngsville Bypass	1	2	3	4	5	6
D) NC 56 including Franklinton Bypass	1	2	3	4	5	6
E) Cedar Creek Road	1	2	3	4	5	6
F) US 1	1	2	3	4	5	6

G) If there are other roads in Franklin County you feel are important, please list them:

8., 9. The new transportation plan will include recommendations for pedestrian, bicycle, and mass transit facilities. Would you use the following transportation facilities instead of your own personal vehicle if they were built? (Please **check** the appropriate box and **write in** the locations.)

	Yes	No
Sidewalks If yes, where?		
Off-road trails or greenways for walking and biking (non-recreational use) If yes, where?		
On-road bicycle facilities such as bike lanes and wide shoulders (non-recreational use) If yes, where?		
Bus service to Henderson		
Bus service to Raleigh		
Bus service to Durham		
Commuter rail		
Park-n-ride lots (parking areas at transit stations or bus stops to facilitate the use of public transportation and carpooling) If yes, where?		

10. What are key transportation issues in your area?

11. Are there other roadways in Franklin County that you believe should be improved? (Please specify.)

12. How do you feel about the following statements about the link between new development and transportation? (Please **check** the appropriate box.)

	Agree	Neutral	Disagree
New development should only be allowed if the current roadway network will support these new developments without creating poor traffic conditions (e.g. congestion).			
Franklin County should establish a transportation plan to address the transportation needs of the county and establish a funding mechanism to address key elements of that transportation plan.			
Franklin County should develop land as much as possible now and depend on the State and Federal governments to meet our future transportation needs, even if it means more traffic in the short term.			

13. Would you support more fees or taxes locally that will address/support transportation improvement needs locally? (State and Federal taxes do not directly tie back to a specific county.) (Please **check** all that apply.)

Local sales tax		Mandatory developer contributions	
Local property tax		Voluntary developer contributions	
State or Federal gas tax		Impact fees	
State or Federal income tax		Transfer fees/Tax on realty	
Additional bonds		Other (Please specify):	
Tolls			

14. Would you be in favor of more Regional (countywide) transportation improvements or more Local (town) transportation improvements?

☐ Regional ☐ Local ☐ No preference

15. Have you heard of the Kerr Area Transit Association's (a.k.a. KARTS) "Triangle Connector"?

☐ Yes ☐ No

The Kerr Area Transit Association's "Triangle Connector" is a pilot shuttle bus service that will have three park and ride lots; one each in Louisburg, Franklinton and Youngsville. The final destination of the route is Triangle Town Center in Raleigh; which is served by a Capital Area Transit (CAT) stop. The shuttle will run Mondays, Wednesdays, and Saturdays. Fare is $2 for a one-way trip. For more info, call 252-438-2573 or 1-800-682-4329. The Triangle Connector will start running May 14, 2007. On June 30, 2007, it will be evaluated on its success.

16. Would you use this shuttle system? ☐ Yes ☐ No

17. If yes, how often would you use this shuttle system per month? _____

18. If no, would expanding the route to include additional shuttle vans increase your usage?

☐ Yes ☐ No

19. Traffic studies have shown the following (please **check** the appropriate box):

	Yes	No
Medians (the dividing area, either paved or landscaped, between opposing lanes of traffic) reduce left turn vehicular accidents. **A) Would you support having more medians in place of middle left-turn lanes on 3 and 5 lane roads?**		
Reducing the number of access points (driveways) along a major roadway reduces vehicular accidents. To reduce the number of driveways, we would require more internal connections for adjacent lots, shared driveways for 2 or more adjacent lots, and create side streets paralleling major roadways for less driveways on the major roadway. **B) Would you support the restriction or reduction of driveways?**		

20. A proposed high-speed rail corridor from Raleigh to Richmond, Virginia will go through Franklin County. If Henderson and Raleigh had rail stops/stations, would you consider using it?
☐ Yes ☐ No

<u>This Section is OPTIONAL!!!</u> 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. Your answers will not be sold to any outside parties. *Please <u>CHECK</u> the appropriate box:*

21. What is your age? ☐ Under 18 ☐ 25 – 34 ☐ 45 – 64 ☐ Over 74
☐ 18 – 24 ☐ 35 – 44 ☐ 65 – 74

22. How would you classify your race? ☐ White ☐ Black ☐ Native American
☐ Hispanic ☐ Asian ☐ Other

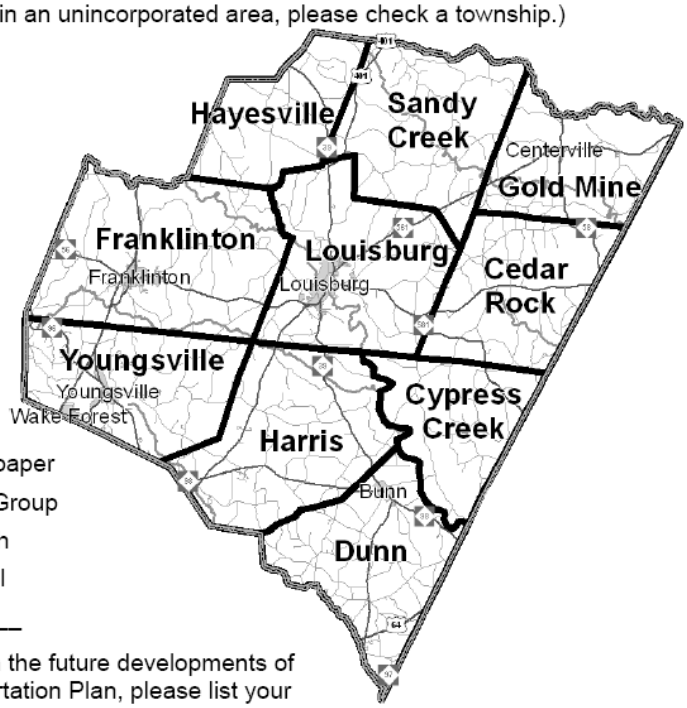
23. How many people live in your household including yourself?
☐ 1 ☐ 3 ☐ 5 ☐ 7
☐ 2 ☐ 4 ☐ 6 ☐ 8 or more

24. What was your household income last year?
☐ Below $30,000 ☐ $38,969- $50,000 ☐ Above $70,000
☐ $30,000 - $38,968 ☐ $50,000- $70,000 ☐ I choose not to answer

25. In what community of Franklin County do you live? (Please **check** only **one** box. If you live in a municipality, check a municipality. If you live in an unincorporated area, please check a township.)

Municipalities		**Townships**	
Bunn		Dunn	
Centerville		Harris	
Franklinton		Cypress Creek	
Louisburg		Cedar Rock	
Wake Forest		Hayesville	
Youngsville		Sandy Creek	
		Gold Mine	
		Franklinton	
		Louisburg	
		Youngsville	

I do not live In Franklin County ☐



26. Where did you get this survey?
☐ Survey was mailed to you ☐ Newspaper
☐ Private Business ☐ Civic Group
☐ Government Building ☐ Church
☐ Website Link ☐ School
☐ Other. Please specify: _____

27. OPTIONAL: If you wish to receive updates on the future developments of the Franklin County Comprehensive Transportation Plan, please list your email address here:

THANK YOU FOR COMPLETING THIS SURVEY!!!!!
PLEASE RETURN THIS SURVEY TO THIS ENVELOPE OR MAIL BACK BY
<u>SEPTEMBER 14, 2007</u>

Surveys may be returned by mail to:
Patrick Young, Franklin County Planner, 215 E. Nash Street, Louisburg, NC 27549

Survey Observations:

- A few under-represented groups in county (age, race)
- Very good participation – 582 responses
- 60-70% support developer contributions to pay for infrastructure
- No strong support for alternative transportation (bike, pedestrian or transit)
- Focused on major roads: 1, 98, 96 & 56 and most important by far is 401

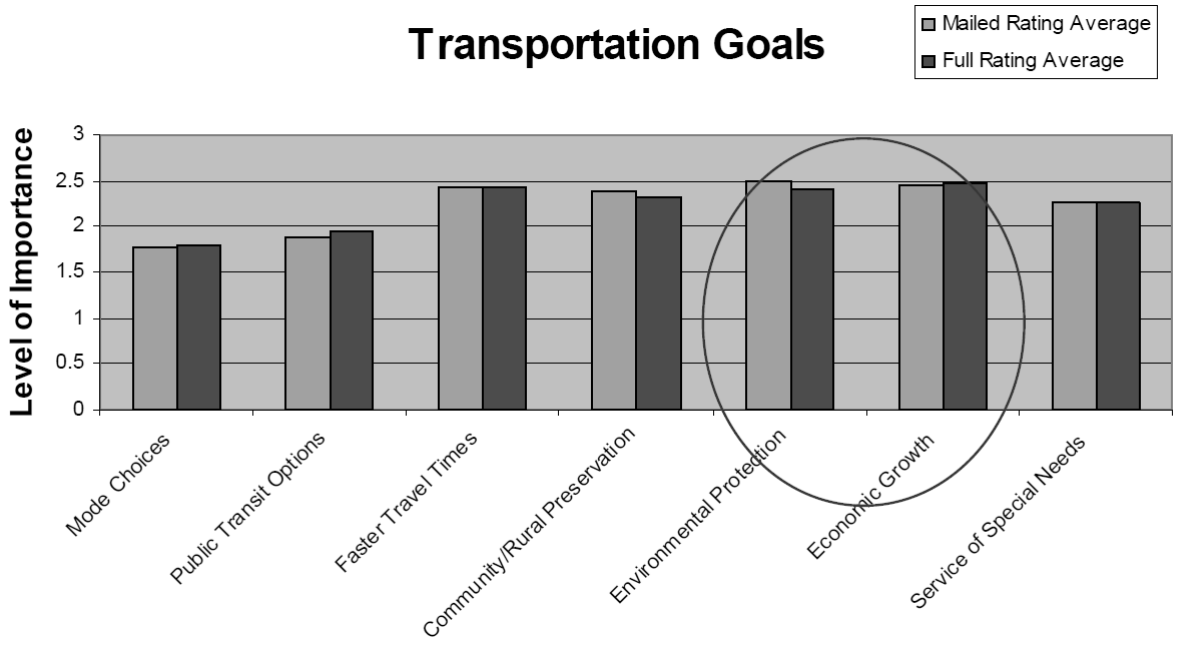
Results:

Below is only part of the survey results. See the Franklin County CTP webpage at https://connect.ncdot.gov/projects/planning/Pages/Comprehensive-Transportation-Plans.aspx for all the results.

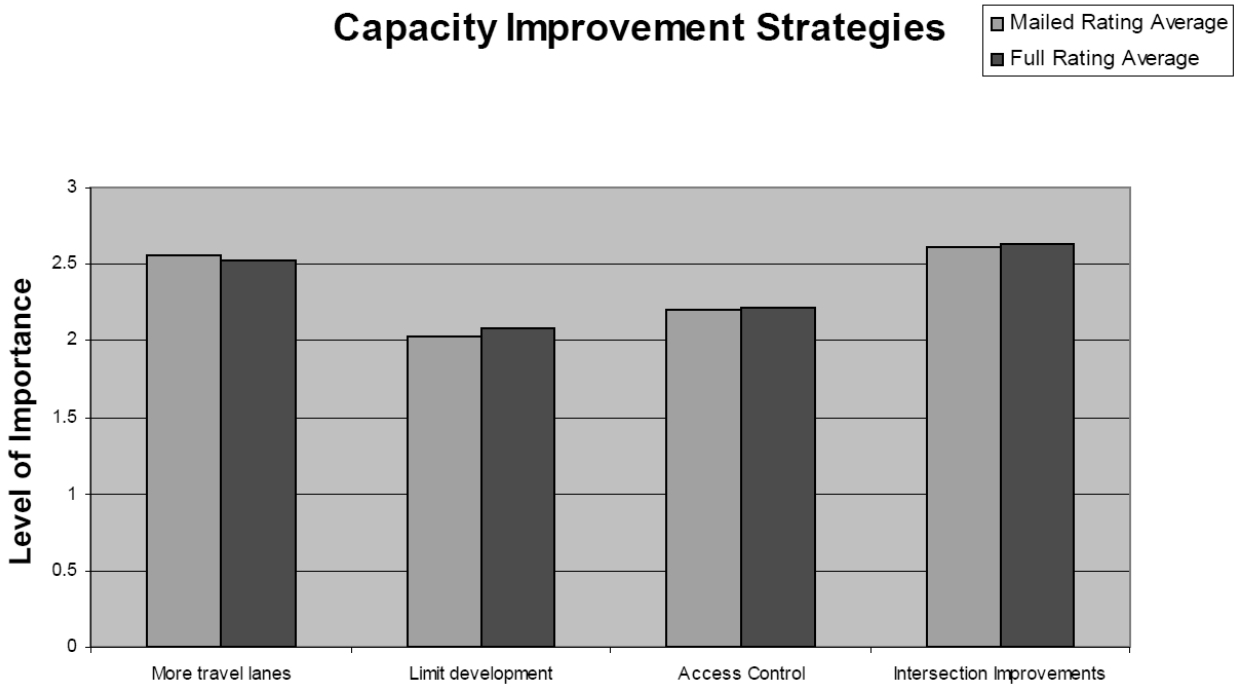
CTP Survey Results: Overview

- Survey released in Fall 2007
  - Local businesses / government offices
  - Newspaper
  - Direct mail
  - Online
- Responses
  - 582 total responses
  - 206 from Direct Mail surveys (35%)
  - 376 from General Public surveys (65%)

Q1: Transportation Goals



Q2: Capacity Improvement Strategies



Q3: Specific Crash Problems?

	Yes	No
Mailed Response	48%	52%
Full Response	56%	44%

Q3: Specific Crash Problem Locations

- More than 20 responses
  - US 401
  - 401 & Tarboro Rd
  - Downtown Bunn
  - US 1 & Holden
  - Bickett Blvd
- More than 10 responses
  - US 1 & Burt Winston
  - NC 56 – various
  - Ronald Tharrington & 56
  - US 1 - various
- More than 5 responses
  - 96 & 1A in Youngsville
  - 96 & 401
  - US 1 in Youngsville
  - 98 & 96
  - Darius Pearce Rd
  - Mays Crossroads
  - Mt Olivet & 56
  - E. River Rd & 56

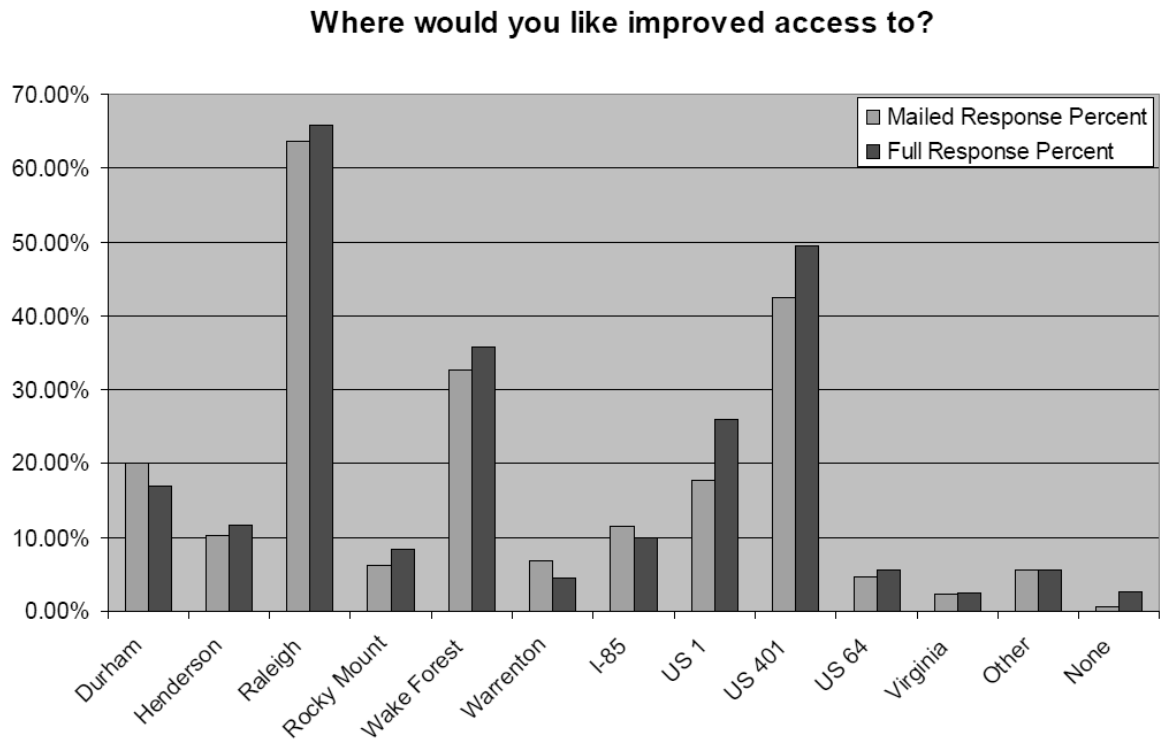
Q4: Too Much Congestion?

	Yes	No
Mailed Response	31%	69%
Full Response	34%	66%

Q5: Is Truck Traffic a Problem?

	Yes	No
Mailed Response	23%	77%
Full Response	29%	71%

Q6: Improved Access Needed



Q8: Multi-modal Options

	Yes	**No**
Sidewalks (all)	33%	67%
Off-road Trails/Greenways (all)	29%	71%
On-road Bike Facilities (all)	20%	80%
Bus Service to Henderson (all)	13%	87%
Bus Service to Durham (all)	18%	82%
Commuter Rail (all)	44%	56%
Park-n-Ride (all)	33%	67%

Q9: Multi-modal Locations Desired

- Sidewalks
  - In Towns
  - Bickett Blvd
  - US 401, NC 98 & NC 96
- Off-Road Trails
  - Rail-Trails
  - Between Towns (Bunn, Franklinton, Youngsville, Louisburg, Wake Forest, Wakefield)
- Park & Ride Lots
  - To RTP
  - To Raleigh
  - Louisburg to Raleigh
  - Along US 1 & US 401
- On-Road Bike Facilities
  - Along major thoroughfares
  - Connecting Towns

Q10: Key Transportation Issues

- Traffic congestion
- High volumes
- Safety / speed issues
- Lack of pedestrian / multi-modal options
- Too many/not enough signals
- Lack of infrastructure to support development
- Pavement conditions
- Truck traffic problems

Q11: Other Roads Needing Attention

- Mays Crossroads
- NC 581
- Local unpaved roads/subdivision roads
- NC 98

Q15-18: KARTS Triangle Connector

How many times/month would you ride?
→ Average 3.5 times per month

Heard of Triangle Connector?

	Yes	**No**
Mailed Response	46%	54%
Full Response	54%	46%

Would you use Triangle Connector?

	Yes	**No**
Mailed Response	27%	73%
Full Response	28%	72%

Would expanding the route increase your usage?

	Yes	**No**
Mailed Response	16%	84%
Full Response	20%	80%

Q20: Consider using Southeast High Speed Rail?

	Yes	**No**
Mailed Response	61%	39%
Full Response	69%	31%

Town of Louisburg

Transportation Goals and Objectives Survey

The Transportation Planning Branch of the North Carolina Department of Transportation, in cooperation with the Town of Louisburg, is developing a transportation plan for the area. The transportation plan is a long-range plan that identifies major transportation improvements that will be needed over the next 25 to 30 years. This survey is a means of identifying transportation issues that are important to the citizens, officials, and businesses of Louisburg. Please return this survey to the address on the final page by **July 20th, 2005**.

1. The goals for the new transportation plan should be:
(Please **rank** the following **1 through 6**, with 1 being the most important, 6 being the least important. Use each number only once.)

_____ **Better Accessibility for Residents**
Increased ability to walk and bike to destinations; closer proximity of homes, business, schools, and shopping areas

_____ **Faster Automobile Travel Times**
Higher-speed roads; more connector roads

_____ **Community Preservation**
Keeping businesses downtown; preservation of existing buildings

_____ **Environmental Protection**
Minimizing the impact on streams and wildlife areas; reducing air pollution

_____ **Economic Growth**
Building roads and railways to attract new businesses and to allow existing businesses to expand

_____ **Service of Special Needs**
Better transportation services for poor, elderly, and disabled residents

2. A road's ability to carry traffic should be increased by:
(Please **rank** the following **1 through 5**, with 1 being the most important, 5 being the least important. Use each number only once.)

_____ Building additional traffic lanes
_____ Controlling development along the road
_____ Encouraging carpooling
_____ Making improvements to intersections, better traffic signal timing
_____ Providing alternative modes of travel, such as bicycle and pedestrian facilities and mass transit

3. What do you feel are the key transportation issues in your area?

4. Are you concerned with safety or crash problems at any specific locations?

☐ Yes ☐ No

If yes, please give a detailed description of the location.

5. When travelling in your area, do you find that you often have to go out of your way to get to your destination because:

A) A direct route does not exist?

☐ Yes ☐ No

B) If yes, please give examples

C) The most direct route is too congested?

☐ Yes ☐ No

D) If yes, please give examples

6. Is truck traffic a problem in the area?

☐ Yes ☐ No

If yes, please give examples

7. What areas or roads would you like to see improved access to?
(Examples: Raleigh, Durham, Henderson, Rocky Mount, I-85, I-95, US 64, etc.)

8. The new transportation plan may include recommendations for pedestrian, bicycle, and mass transit facilities.

A) How would you rate Louisburg's (please circle):

Pedestrian Facilities?	Good	Fair	Poor
Bicycle Facilities?	Good	Fair	Poor

B) What existing facilities do you feel need to be improved in order to accommodate bicycle and pedestrian use?

C) Are you interested in bus service:

Around Louisburg?	☐ Yes	☐ No
To Raleigh?	☐ Yes	☐ No
To Durham?	☐ Yes	☐ No

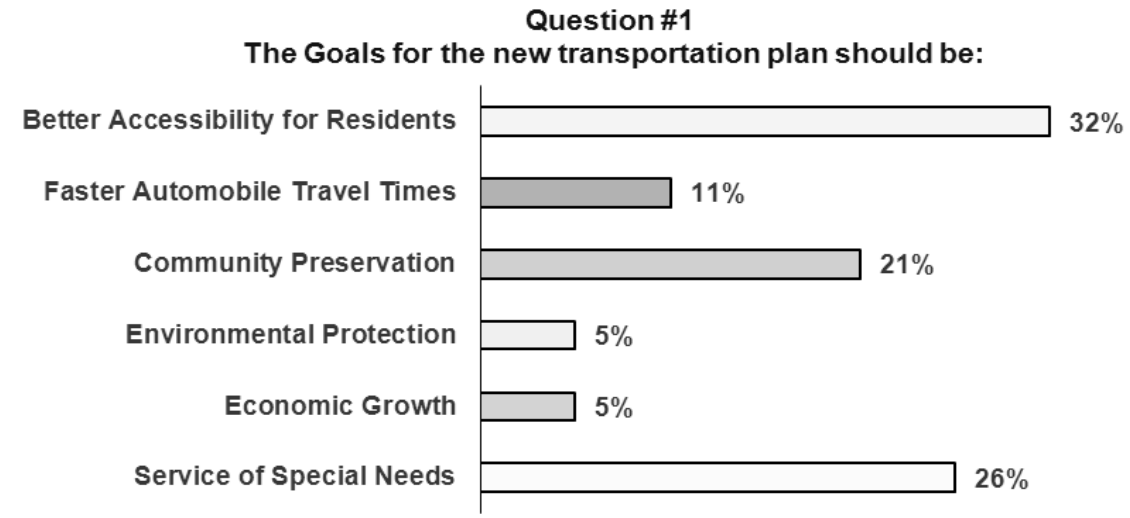
9. Please list any other concerns or comments that you would like the Transportation plan to address.

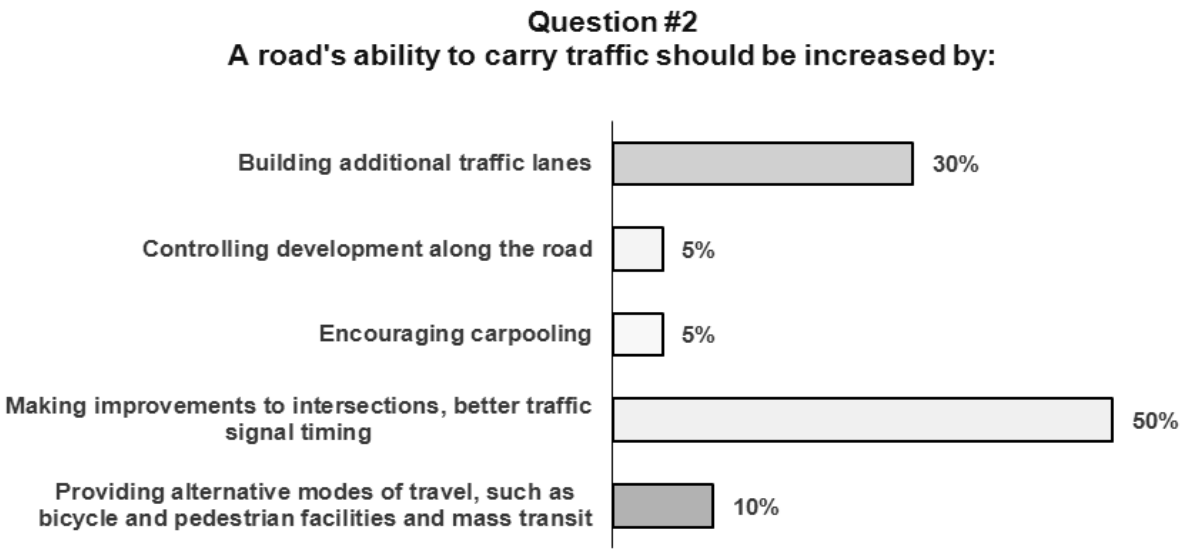
Thank you for completing this survey. Your input is vital in developing a plan that meets the needs of the citizens of Louisburg.

Please return this survey to the address on the following page by **July 20th, 2005**.

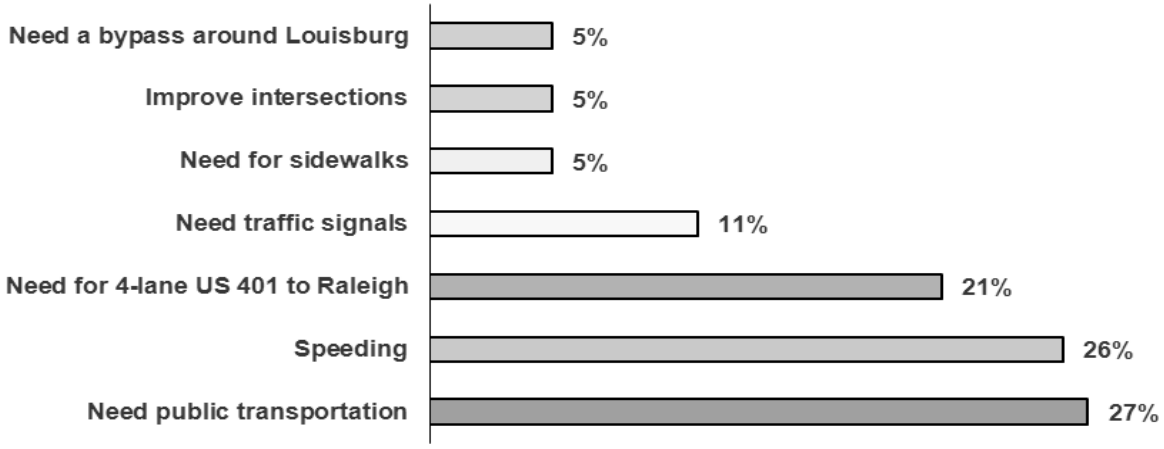
Results:

Below is only part of the survey results. See the Louisburg CTP webpage at https://connect.ncdot.gov/projects/planning/Pages/Comprehensive-Transportation-Plans.aspx for all the results.

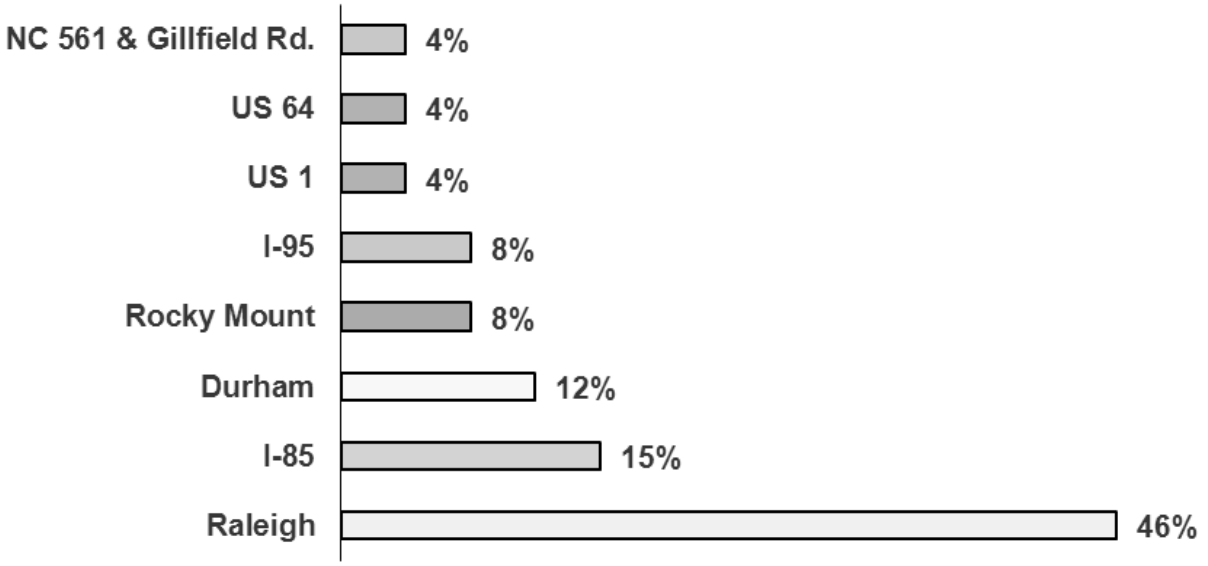




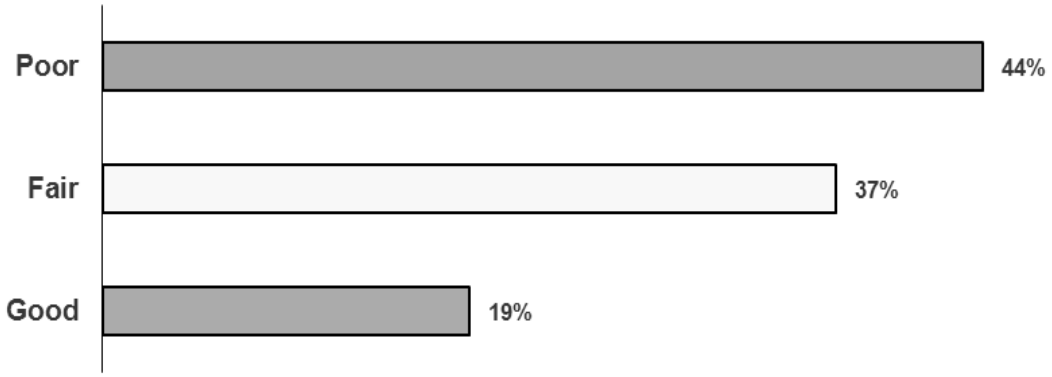
Question #3
What do you feel are the key transportation issues in your area?



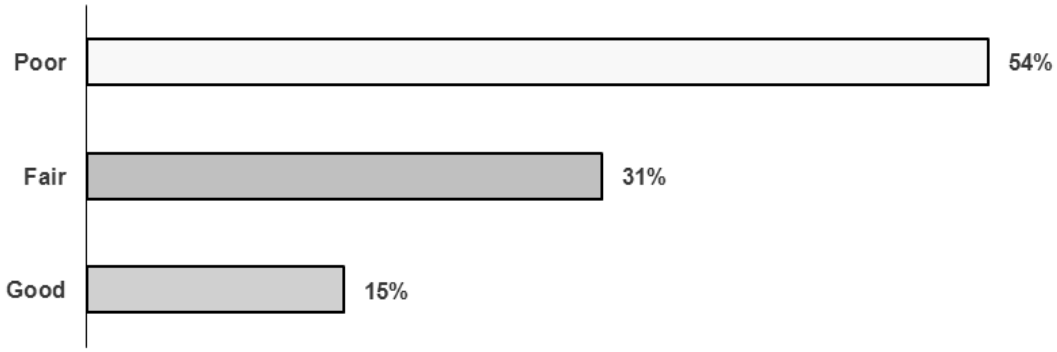
Question 7:
What areas or roads would you like to see improved access to?



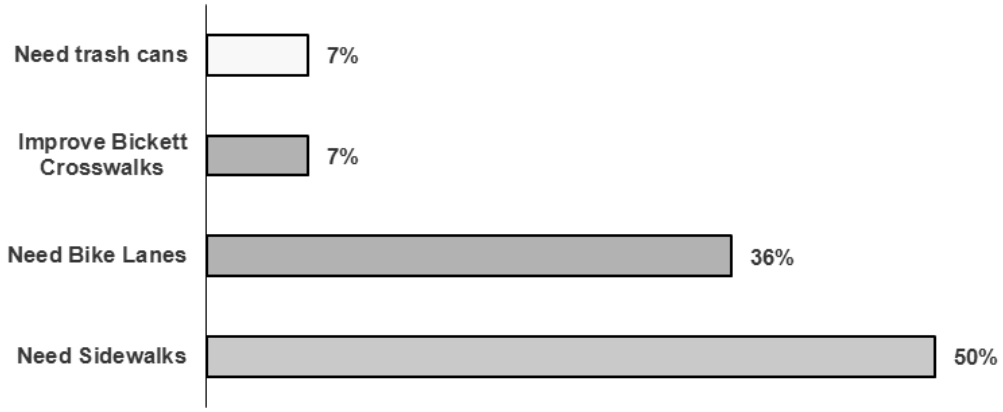
Question 8(a):
How would you rate Louisburg's Pedestrian Facilities?



Question 8(a):
How would you rate Louisburg's Bicycle Facilities?



Question 8(b):
Suggestion to accommodate bicycle and pedestraian use:



Appendix I
Hand Allocated – Travel Demand Model

Louisburg

This appendix includes documentation of a hand allocated, travel demand model that was created for the 2013 Louisburg CTP. The hand allocation method (also known as travel allocation method or manual allocation model) is usually prepared in small urban areas generally under 5,000 in population. Also, this methodology is best for an area where growth is anticipated with new facilities.

Travel demand models (TDM) utilize data from many sources such as the US Census Bureau, NCDOT, local governments, and many others, to create a tool that predicts travel demand in present and future years. Areas of homogeneous land-use (i.e. an industrial park, central commercial district, or a large residential subdivision) are grouped into Transportation Analysis Zones (TAZ). TDMs estimate trips (traffic) produced and attracted by these TAZs and assigns them to a roadway network. Given a defined Planning Area Boundary (PAB), TAZs help predict traffic in a given study area. In addition to TAZs, external stations (which behave like TAZs outside of the planning area) allow the TDM to account for traffic coming, going, or passing through the study area. Figure 15 on the following page shows the TAZs and external station locations that were used for the Louisburg hand allocation method.

Table 15 shows basic parameters used in the base year of the TDM (2005) and the future year (2035).

Table 15 – Model Parameters

Parameter	2005	2035
Planning Area Population	4,999	6,796
Persons per Dwelling Unit	2.43	2.10
Trip Rate – (Trips / Day / Household)	10	10
Percent Commercial Vehicles	12.5%	12.5%
Percent Internal-Internal Trips	70%	70%
Percent Non-Home Based Trips	30%	30%

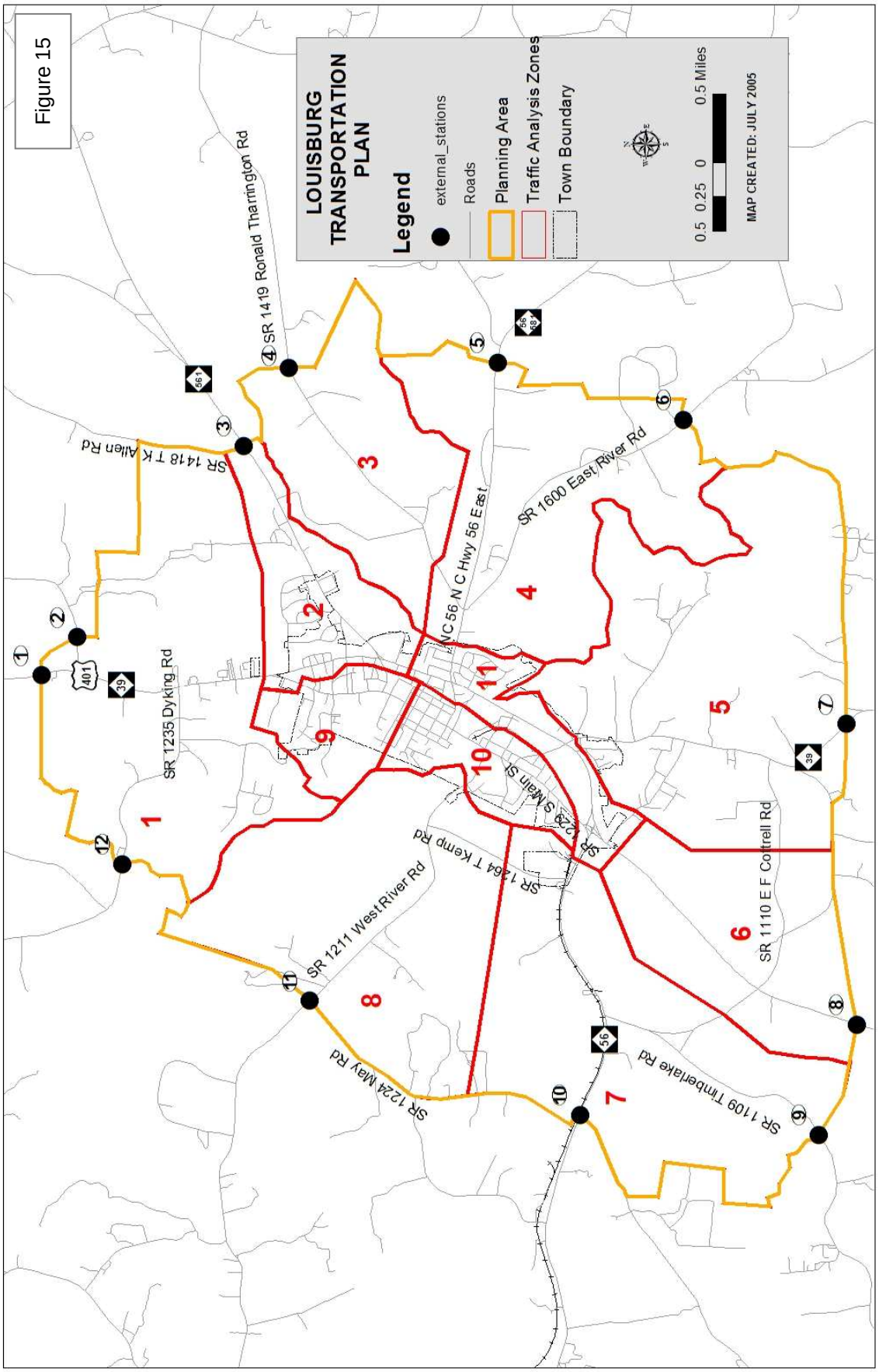


Figure 15
LOUISBURG TRANSPORTATION PLAN
Legend
external_stations
Roads
Planning Area
Traffic Analysis Zones
Town Boundary
0.5 0.25 0 0.5 Miles
MAP CREATED: JULY 2005
SR 1419 Ronald Tharrington Rd
SR 1418 T K Allen Rd
SR 1235 Dyking Rd
NC 56 N C Hwy 56 East
SR 1600 East River Rd
SR 1228 S Main St
SR 1264 T Kemp Rd
SR 1211 West River Rd
SR 1110 E F Cottrell Rd
SR 1224 May Rd
SR 1109 Timberlake Rd
401
39
561
56
58

On June 30, 2005 a field survey was conducted to estimate housing and employment data, by TAZ, for the Louisburg CTP study area. In cooperation with the Louisburg CTP Steering Committee, a growth rate of 1.5 to 3.0% was used to estimate future growth in housing and employment. This resulted in an estimated increase of 1175 houses and 1065 jobs in a period from 2005 to 2035. The committee then allocated the future houses and jobs to the TAZs in the study area.

External station traffic volumes collected in 2007 in the form of Average Annual Daily Traffic (AADT) were developed by the NCDOT – Traffic Survey Unit. The Steering Committee applied a growth rate to forecast future travel demand at these external stations for the year 2035. Table 16 shows the data related to the survey of the external stations.

Table 16 – External Station Data

External Station	Route	2005 AADT (vpd)	2005 Through Trips (%)	Growth Rate (%)	2035 AADT (vpd)	2035 Through Trips (%)
1	US 401/NC 39 (North)	7,700	17%	3.0%	19,000	17%
2	Moulton Road (SR 1414)	1,500	3%	2.5%	3,100	3%
3	NC 561	5,500	12%	1.5%	8,600	8%
4	Ronald Tharrington Road (SR 1419)	930	2%	3.5%	2,600	2%
5	NC 56 (East)	4,600	10%	3.0%	11,000	10%
6	East River Road (SR 1600)	1,700	4%	3.0%	4,100	4%
7	NC 39 (South)	5,100	11%	3.5%	14,000	13%
8	US 401 (South)	7,100	16%	3.0%	17,000	15%
9	Timberlake Road (SR 1109)	1,500	3%	3.0%	3,600	3%
10	NC 56 (West)	9,100	14%	3.0%	22,100	20%
11	West River Road (SR 1211)	1,700	4%	1.0%	2,000	2%
12	Dyking Road (SR 1235)	1,800	4%	3.0%	4,400	4%

Appendix C, Table 10 shows the street inventory data including existing capacity based on Level of Service (LOS) C and projected 2035 traffic for all the studied roads.

For any additional information regarding the Hand Allocated – Travel Demand Model for the 2013 Louisburg CTP, please contact the NCDOT – TPB at (919) 707-0900 or https://connect.ncdot.gov/projects/planning/.

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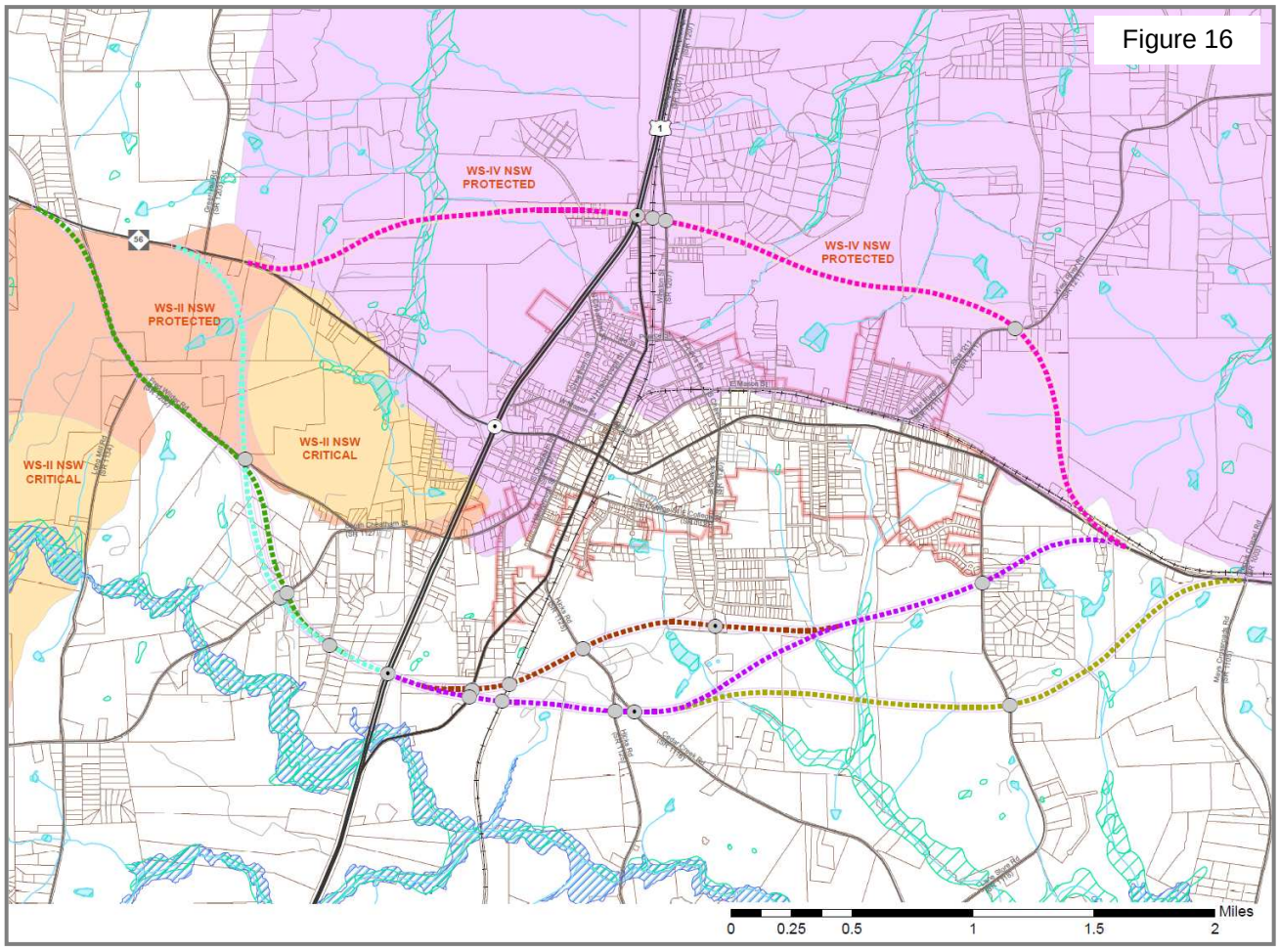
Appendix J
Additional Transportation Alternatives & Scenarios Studied

This appendix includes documentation for alternatives and scenarios that were studied but not shown on the adopted CTP. This appendix details why the alternative or scenario was not included and which alternative or scenario is not recommended for further study during the project development process.

NC 56 Franklinton Bypass

Many alternative routes and scenarios, as illustrated in Figure 16, were studied for the NC 56 Franklinton Bypass. Scenarios such as a northern route, southern routes, southern routes connecting only US 1 and NC 56 to the east of Franklinton, and southern routes connecting only US 1 and NC 56 to the west of Franklinton were studied. Several different southern alignments were studied. With the study of different route locations and scenarios, the human and natural environmental impacts were assessed. Other constraints were also assessed including the values of Franklinton and Franklin County.



The CTP committee also looked at lessening impacts to streams, wetlands, residences and businesses in the area. North and west of the Town of Franklinton are watersheds.

Major natural environmental constraints to consider:

- Major wetlands and flood plains: Running roughly east to west they are south of Franklinton near where US 1 Alternate meets US 1. This main artery of wetlands and flood plains limited the location of a new facility to be north of that.
- Critical watersheds: Two are west of town and they limited the location of a bypass facility on that side of town. One is roughly between NC 56, US 1, Pocomoke Road (SR 1127) and Fred Wilder Road (SR 1202). The other is mostly on the west side of Long Mill Road (SR 1134) between Pocomoke Road (SR 1127) and Fred Wilder Road (SR 1202).

Other constraints to consider:

- Distances between interchanges: Franklinton has an existing interchange at US 1 and NC 56. NCDOT requires urban interchanges to be no less than 1 mile apart.
- Southeast High Speed Rail: With the SEHSR project, several road crossings of the railroad are to be closed within Franklinton.

Another consideration was which alignment would draw the most traffic and reduce projected 2035 congestion on existing NC 56 especially through Franklinton. This was analyzed by adding bypass routes individually in the 2035 TRM network. See Table 17.

Table 17 – TRM Projected 2035 Traffic

NC 56 Franklinton Bypass

Location	West of US 1 (vpd)	East of US 1 (vpd)
Carry the Most Traffic		
Northern Bypass	4,800	11,100
Southern Bypass	8,500	17,300 – 20,800
Southeastern Bypass	N/A	17,300 – 20,600
Southwestern Bypass	7,500	N/A
Reduce projected 2035 congestion on existing NC 56		
NC 56 No Build	13,700	10,200 – 14,200
NC 56 with Northern Bypass	9,600	3,600 – 9,500
NC 56 with Southern Bypass	6,900	3,300 – 8,700
NC 56 with Southeastern Bypass	13,700	3,300 – 8,700
NC 56 with Southwestern Bypass	7,700	10,300 – 14,400

Specifics impacts and considerations for the individual alternative alignments:

1. Northern Bypass: The watershed, WS-IV, on the north side of Franklinton is less sensitive than other watershed categories, but it covers a large portion of the county, generally north of NC 56 between Louisburg and Green Hill Road (SR 1203) and up to the Vance County line. A northern bypass, as illustrated in Figure 17, of Franklinton would be almost entirely in this watershed.

   The railroad is adjacent to US 1 north of Franklinton and provides a challenge for locating an interchange 1 mile or more north of the existing interchange at US 1 and NC 56. A realignment of US 1 would be needed to accommodate an interchange 1 mile north of the existing interchange and a grade-separated crossing of the railroad. This scenario would impact an entire residential community on the west side of US 1. Other residences, streams and wetlands would be impacted also.

   A northern bypass would carry considerably less traffic, as shown in Figure 17, than a southern or southeastern bypass, as shown in Figure 18, and would divert less traffic from existing NC 56 than a southern or southeastern bypass.

   Partial northern bypasses were not considered since the whole bypass would carry considerably less traffic than southern bypasses. Also the majority of traffic would be traveling to or from the south toward Wake County, so partial northern bypasses would not reduce any more traffic on NC 56, help with any challenges, nor would it provide the connectivity of an entire bypass.

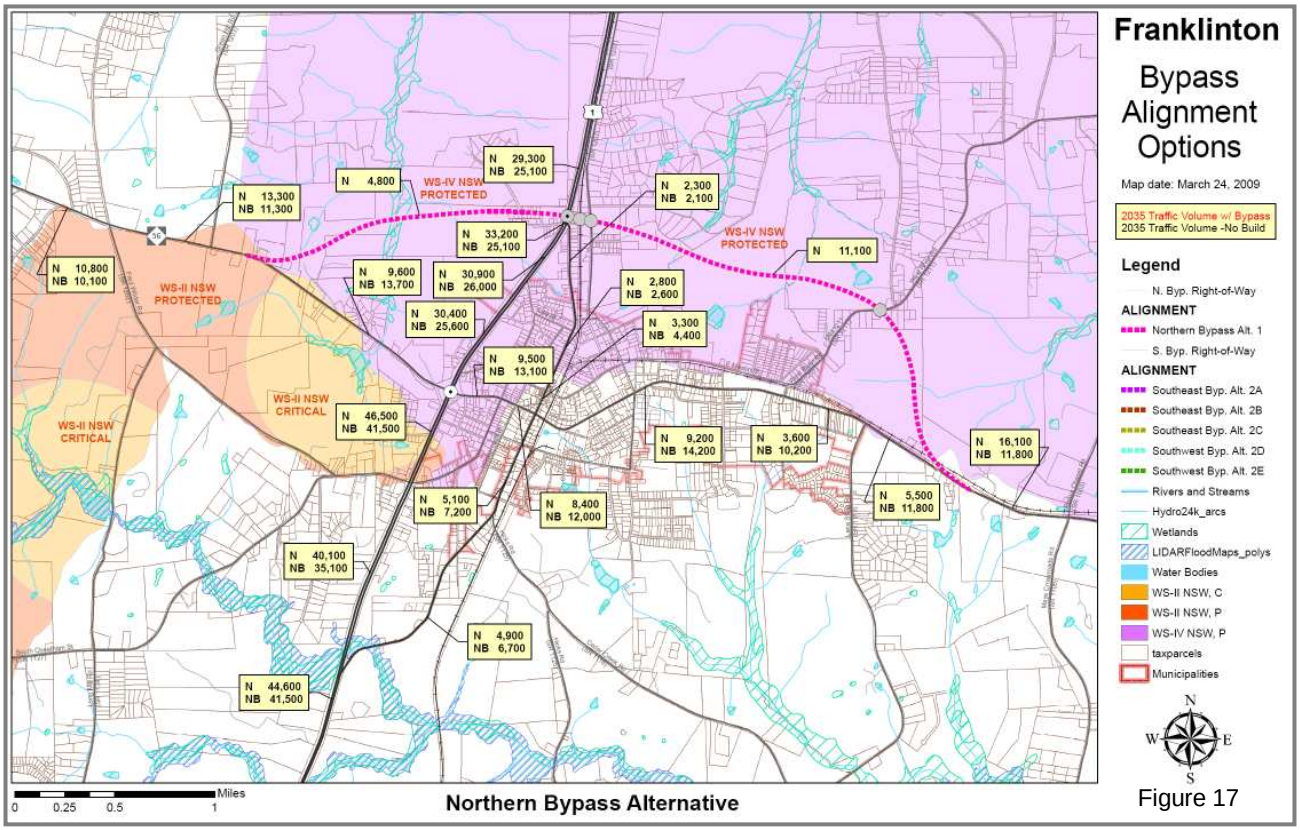


Figure 17

2. Southeastern Bypass on all new location: Franklinton and Franklin County value the existing rural character of the land and farms southeast of town. They prefer a facility that would traverse as much existing location facilities as possible to also lessen impacts to existing homes and businesses.

   Franklinton and Franklin County also value new planned development. There is a significant mixed-use development planned, called Cedar Creek Development, between US 1 and US 1 Alternate on the southern side of Franklinton. This is an important development for Franklinton. Many other subdivision developments are planned south of Franklinton along Hicks Road (SR 1125), Cedar Creek Road (SR 1116), and Lane Store Road (SR 1118). This is a high growth area.

   There are also many Voluntary Agricultural Districts in this area that are east of the railroad and mostly south of NC 56.

   A southeastern bypass would carry about the same amount of traffic as a southern bypass and would divert the same amount of traffic from existing NC 56, east of US 1 only, as a southern bypass. It would not, however, provide the connectivity of a full southern bypass.

3. Southwestern Bypass on all new location: Franklinton and Franklin County value the existing rural character of the land and farms southwest of town. They prefer a facility that would traverse as much existing location facilities, the same as for a southeastern bypass.

   A southwestern bypass would carry less traffic than a southern bypass and would divert less traffic from existing NC 56, west of US 1 only, than a southern bypass. It would not help reduce traffic at all on NC 56 through town, and may increase traffic volumes on NC 56 through town. It would not provide the connectivity of a full southern bypass either.

4. Southwestern Bypass on partial existing location: A southwestern bypass on partial existing location preserves more of the existing rural character of the land and farms southwest of town. It lessens impacts to existing homes and businesses.

   A southwestern bypass on partial existing location would still carry less traffic than a southern bypass and would still divert less traffic from existing NC 56, west of US 1 only, than a southern bypass. It would not help reduce traffic at all on NC 56 through town, and may increase traffic volumes on NC 56 through town. It would not provide the connectivity of a full southern bypass either.

5. Southern Bypass on all new location: An entire bypass connecting one side of a road to the other of the same road is more logical than a partial bypass connecting two different roads. Franklinton and Franklin County value the existing rural character of the land and farms southwest of town. They prefer a facility that would traverse as much existing location facilities as possible to also lessen impacts to existing homes and businesses. This will impact many streams, wetland and voluntary agricultural districts.

A southern bypass would carry about the same amount of traffic as a southeastern bypass and would carry more traffic than a southwestern bypass. It would divert the same amount of traffic from existing NC 56, east of US 1 only, as a southeastern bypass and would divert more traffic from existing NC 56, west of US 1 only, than a southwestern bypass. It would provide connectivity of a full bypass.

6. Southern Bypass on as much existing location as possible: A southern bypass on as much existing location as possible is the recommended alignment. There is connectivity of NC 56. The facility traverses as much existing location facilities as possible to lessen impacts to existing homes and businesses. This recommendation will still impact the Cedar Creek Development (as mentioned in the "Southeastern Bypass on all new location"). This recommended also significantly lessens impacts to stream, wetland crossings and voluntary agricultural districts east of US 1. On the west side, natural and human environmental impacts are lessened some.

   The length of the bypass is longer than if it were on all or mostly new location. This may lessen the projected traffic volumes some.

   A southern bypass on as much existing location facilities as possible should still carry about the same amount of traffic as a southeastern bypass and would carry more traffic than a southwestern bypass. It should still divert the same amount of traffic from existing NC 56, east of US 1 only, as a southeastern bypass and would divert more traffic from existing NC 56, west of US 1 only, than a southwestern bypass. It would still provide connectivity of a full bypass.

7. Widening through Franklinton: Widening along existing NC 56 (Green Street) would significantly impact many businesses, churches and residences. Widening would also be needed at the grade-separation with the railroad. There would be considerable negative impacts to the economy and community of Franklinton.

   With the SEHSR project, several road crossings of the railroad are to be closed within Franklinton. NC 56 (Green Street) will be one of three grade-separated crossings in the Franklinton area, so congestion will be increased on these three facilities due to the closings in addition to future growth projections.

Figure 18 shows projected traffic if one of the three southern alignment alternatives (S, SE, SW) were built or not built (NB). Figure 19 shows the Voluntary Agricultural Districts, the Cedar Creek Development location, and projected traffic if a southern alignment (S) was built or not built (NB).

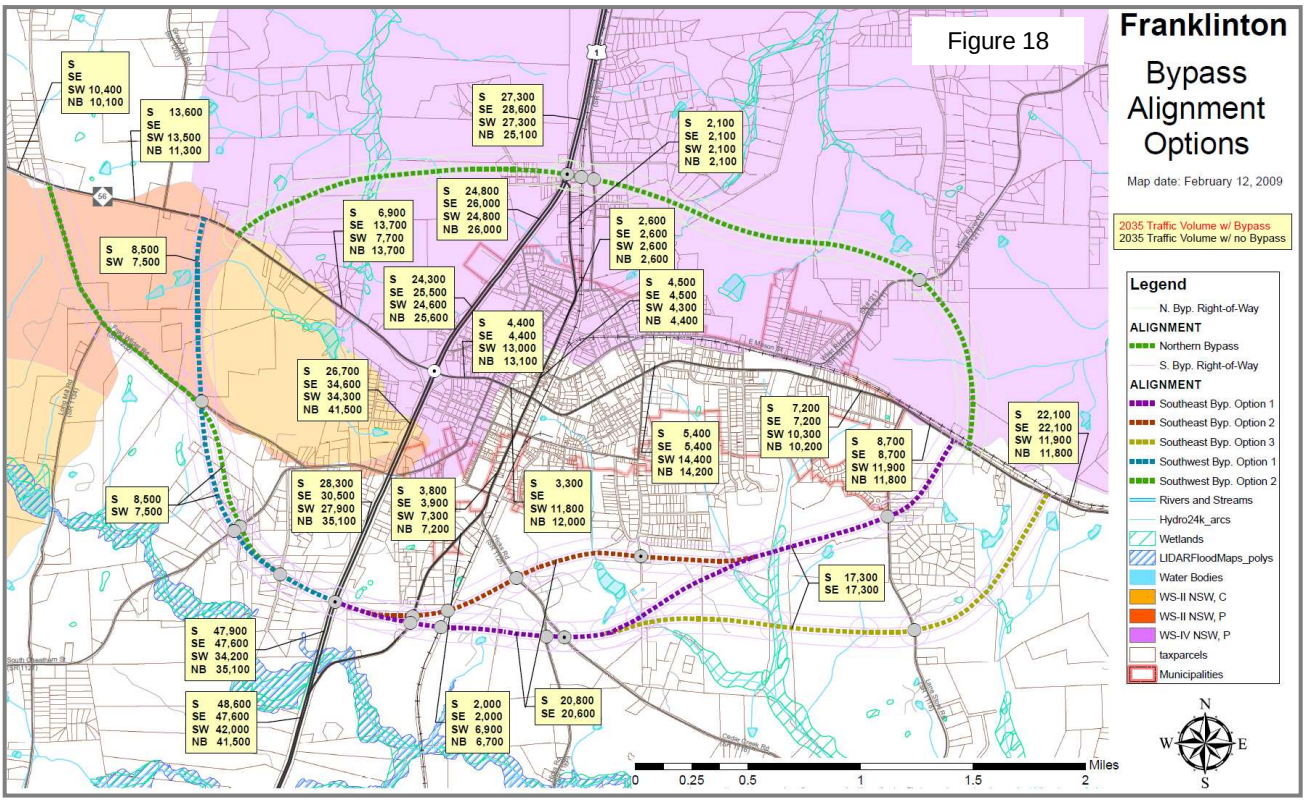


Figure 18
Franklinton
Bypass Alignment Options
Map date: February 12, 2009
2035 Traffic Volume w/ Bypass
2035 Traffic Volume w/ no Bypass
Legend
N. Byp. Right-of-Way
ALIGNMENT
Northern Bypass
S. Byp. Right-of-Way
ALIGNMENT
Southeast Byp. Option 1
Southeast Byp. Option 2
Southeast Byp. Option 3
Southwest Byp. Option 1
Southwest Byp. Option 2
Rivers and Streams
Hydro24k_arcs
Wetlands
LIDARFloodMaps_polys
Water Bodies
WS-II NSW, C
WS-II NSW, P
WS-IV NSW, P
taxparcels
Municipalities
S SE SW 10,400 NB 10,100
S 13,600 SE SW 13,500 NB 11,300
S 8,500 SW 7,500
S 6,900 SE 13,700 SW 7,700 NB 13,700
S 24,800 SE 26,000 SW 24,800 NB 26,000
S 27,300 SE 28,600 SW 27,300 NB 25,100
S 2,100 SE 2,100 SW 2,100 NB 2,100
S 2,600 SE 2,600 SW 2,600 NB 2,600
S 24,300 SE 25,500 SW 24,600 NB 25,600
S 4,500 SE 4,500 SW 4,300 NB 4,400
S 4,400 SE 4,400 SW 13,000 NB 13,100
S 26,700 SE 34,600 SW 34,300 NB 41,500
S 7,200 SE 7,200 SW 10,300 NB 10,200
S 22,100 SE 22,100 SW 11,900 NB 11,800
S 5,400 SE 5,400 SW 14,400 NB 14,200
S 8,700 SE 8,700 SW 11,900 NB 11,800
S 8,500 SW 7,500
S 28,300 SE 30,500 SW 27,900 NB 35,100
S 3,800 SE 3,900 SW 7,300 NB 7,200
S 3,300 SE SW 11,800 NB 12,000
S 17,300 SE 17,300
S 47,900 SE 47,600 SW 34,200 NB 35,100
S 48,600 SE 47,600 SW 42,000 NB 41,500
S 2,000 SE 2,000 SW 6,900 NB 6,700
S 20,800 SE 20,600
Miles
0 0.25 0.5 1 1.5 2
N
W E
S

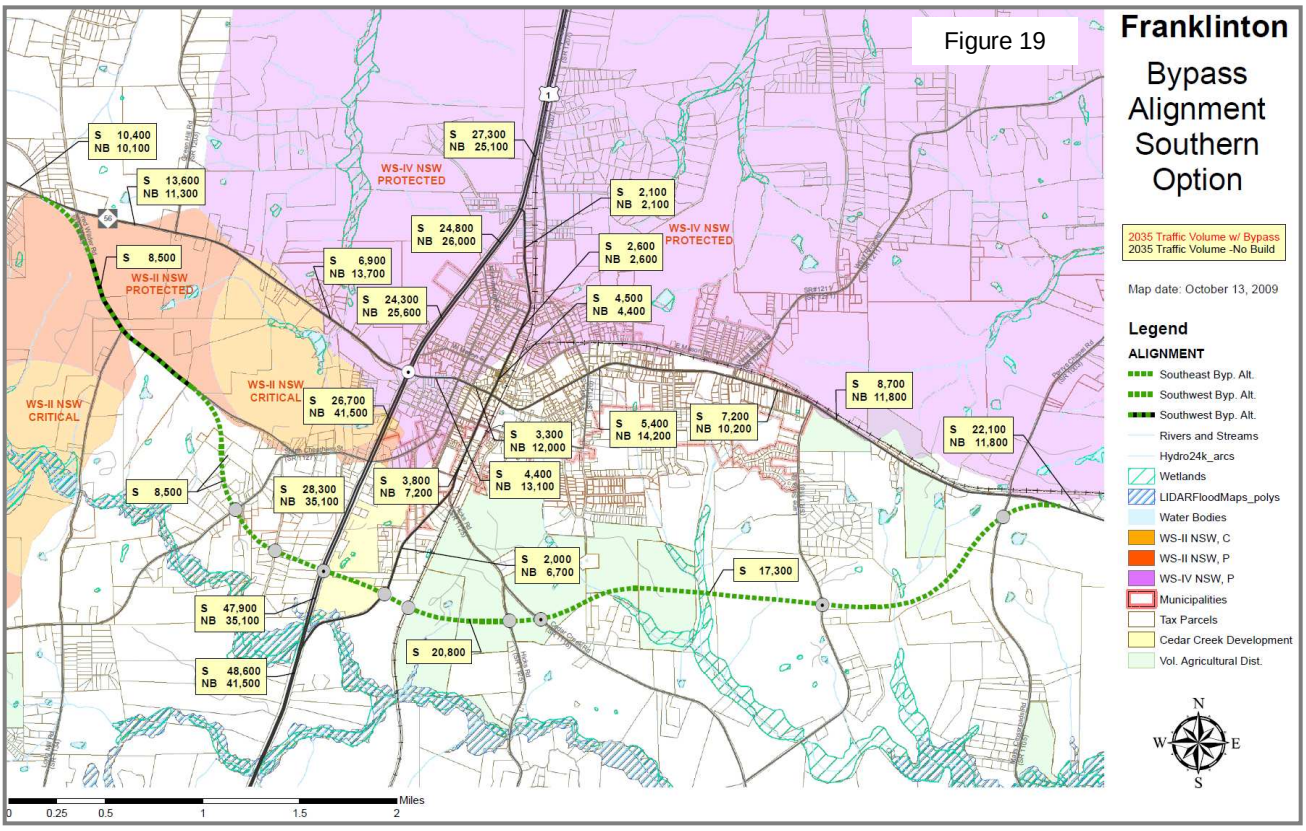


Figure 19
Franklinton
Bypass Alignment Southern Option
2035 Traffic Volume w/ Bypass
2035 Traffic Volume -No Build
Map date: October 13, 2009
Legend
ALIGNMENT
Southeast Byp. Alt.
Southwest Byp. Alt.
Southwest Byp. Alt.
Rivers and Streams
Hydro24k_arcs
Wetlands
LIDARFloodMaps_polys
Water Bodies
WS-II NSW, C
WS-II NSW, P
WS-IV NSW, P
Municipalities
Tax Parcels
Cedar Creek Development
Vol. Agricultural Dist.
WS-IV NSW PROTECTED
WS-II NSW PROTECTED
WS-II NSW CRITICAL
S 10,400 NB 10,100
S 13,600 NB 11,300
S 8,500
S 6,900 NB 13,700
S 24,800 NB 26,000
S 27,300 NB 25,100
S 2,100 NB 2,100
S 2,600 NB 2,600
S 24,300 NB 25,600
S 4,500 NB 4,400
S 26,700 NB 41,500
S 7,200 NB 10,200
S 22,100 NB 11,800
S 5,400 NB 14,200
S 8,700 NB 11,800
S 3,300 NB 12,000
S 28,300 NB 35,100
S 3,800 NB 7,200
S 4,400 NB 13,100
S 17,300
S 47,900 NB 35,100
S 2,000 NB 6,700
S 20,800
S 48,600 NB 41,500
Miles
0 0.25 0.5 1 1.5 2
N
W E
S

NC 96 Youngsville Bypass

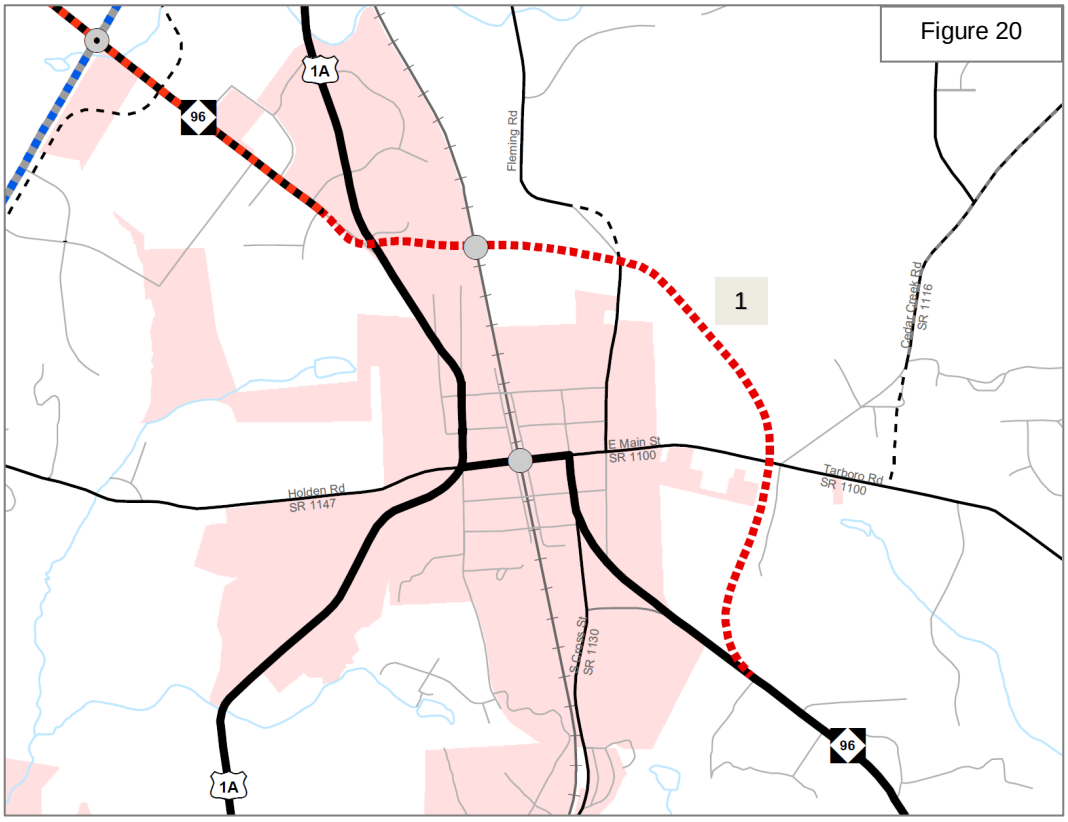
Several alternative routes were studied for the Youngsville NC 96 Bypass. These alternatives were all routes to the northeast of town.

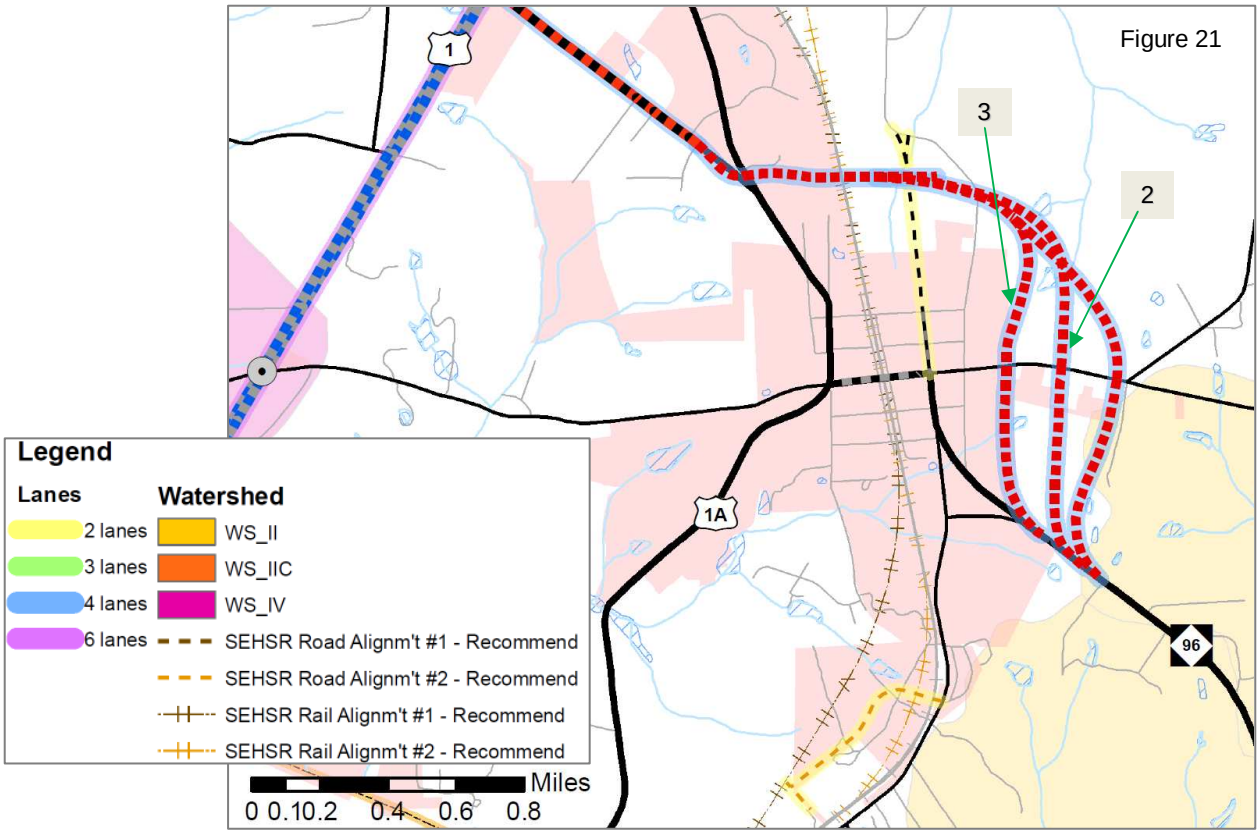
Scenarios such as a southwest route or south and west connecting routes were not studied due to several factors:

- Alignments of connecting routes on the south and west sides were deleted from the previous Thoroughfare's recommendation by Youngsville Board of Commissioners.
- The Town of Youngsville CTP committee members promoted a bypass to the northeast.
- The SEHSR study had proposed a partial bypass to the north across the railroad that would be built as a part of the project.
- A bypass to the northeast would significantly reduce traffic on NC 96 through town.

With the study of different route locations, human and natural environmental impacts were assessed. Lessening impacts to the watershed areas, stream, churches, farms, homes and businesses was considered.

Other considerations included intersecting road alignments, the growth of Youngsville and proposed/new development.





The Town of Youngsville wanted an bypass alignment that was as far east as possible to accommodate existing development and future development since east along Tarboro Road (SR 1100) was where the town expected considerable growth.

Another consideration was the impact to the watershed, WS-II, area southeast of town (shown above in pale orange). The old alignments in the Thoroughfare Plan and the Youngsville Plan traversed through this watershed area from Tarboro Road (SR 1100) to NC 96.

Specifics impacts and considerations for the individual alternative alignments:

1. Northeastern Bypass (near Cedar Creek Road (SR 1116)): This is the recommended alignment, as shown in Figure 20. This alignment only partially impacts the watershed on the southeast side of Youngsville. A bypass further east would be entirely in the watershed between Tarboro Road (SR 1100) and NC 96. This alignment is outside of the city limits and near the historic Hudson homeplace, but impacts other residences. It also cuts through the eastern part of a 102 acre farm.

   As a part of this bypass alignment, the Cedar Creek Road (SR 1116) connection to Tarboro Road (SR 1100) is recommended to be realigned further east to better handle projected traffic and to avoid a five legged intersection with the NC 96 Youngsville Bypass.

2. Northeastern Bypass (between Cedar Creek Road (SR 1116) and city limits): This alignment, shown in Figure 21, would not impact the watershed on the

southeast side of Youngsville. It would cut through a new subdivision development impacting the connectivity of the development. It also cuts through the middle of a 102 acre farm.

As a part of this bypass alignment, the Cedar Creek Road (SR 1116) connection to Tarboro Road (SR 1100) is also recommended to be realigned further east for the previously mentioned reasons.

3. Northeastern Bypass (at city limits): This alignment, shown in Figure 21, would not impact the watershed on the southeast side of Youngsville. It would impact the western edge of a new subdivision development. It also cuts through the western part of a 102 acre farm. This alignment is at the eastern city limits and impacts some residences.
4. Northeastern Bypass (in 1991 Thoroughfare Plan): The alignment from the 1991 Town of Youngsville Thoroughfare Plan, shown in Figure 22, is close to what the town of Youngsville preferred. It extends to the east beyond the intersection of Cedar Creek Road (SR 1116) and Tarboro Road (SR 1100). This alignment traverses through the watershed, WS-II, area from Tarboro Road (SR 1100) to NC 96.

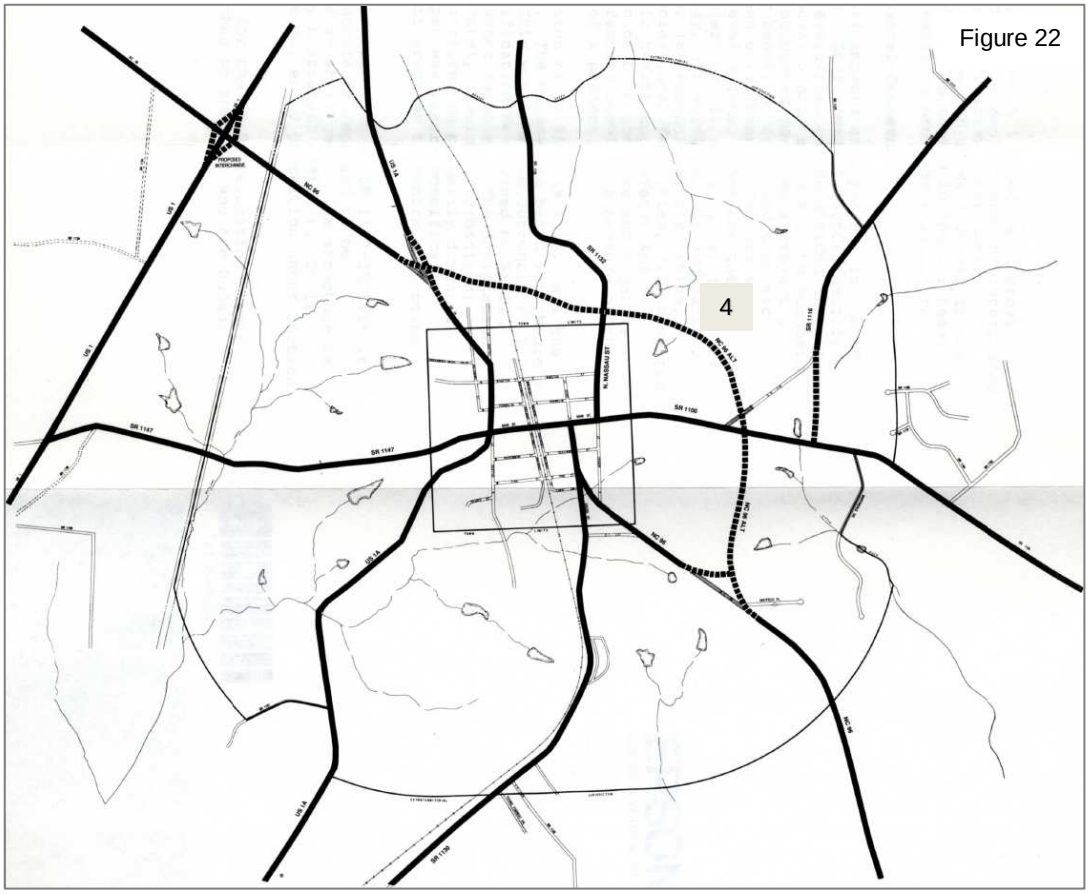


Figure 22

Figure 23

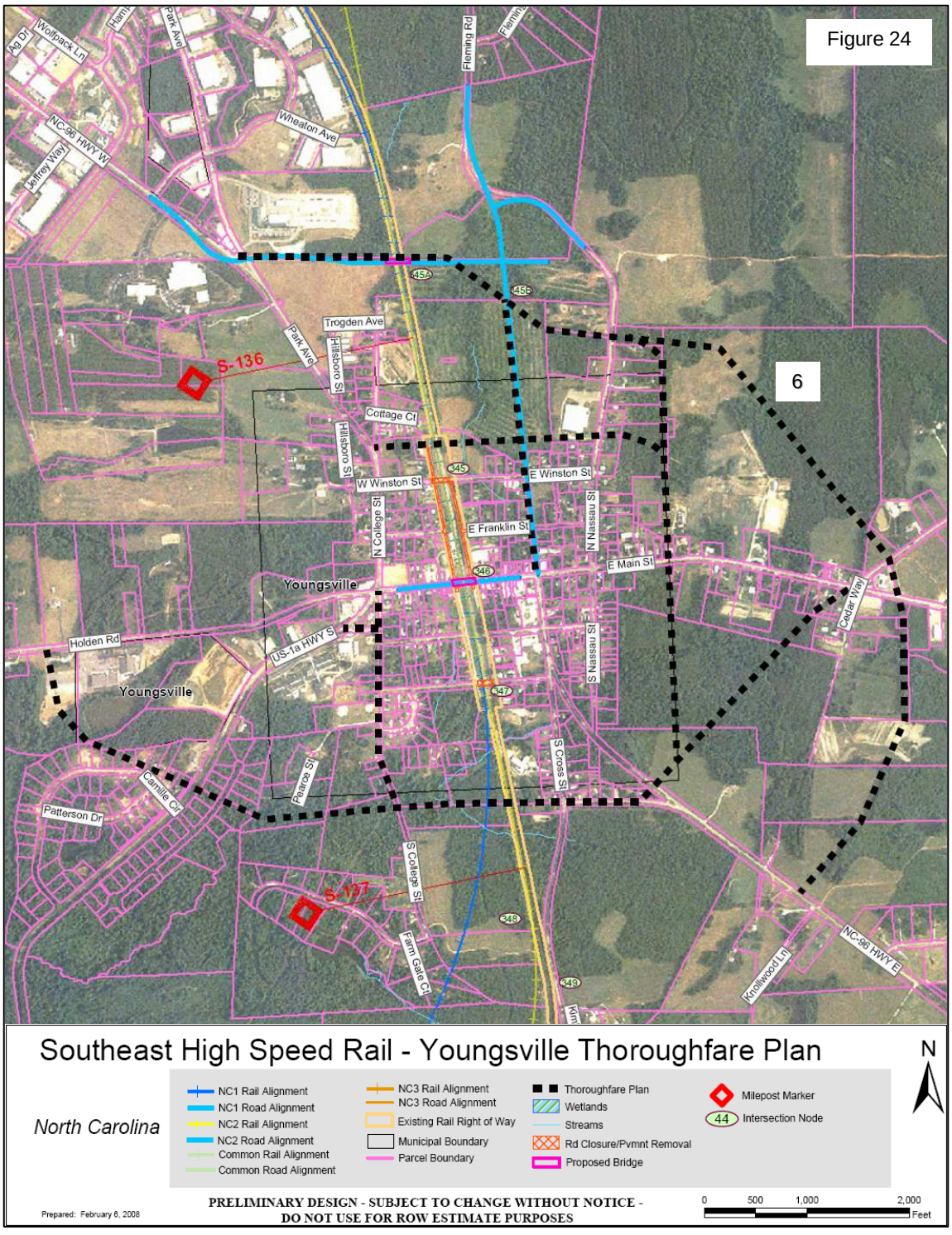
5. Northeastern Bypass (in revised 2004 Thoroughfare Plan map): The alignment from the 1991 Town of Youngsville Thoroughfare Plan 2004 Revision, shown in Figure 23, runs near the eastern city limits. It extends to the east beyond the intersection of Cedar Creek Road (SR 1116) and Tarboro Road (SR 1100). This alignment does not traverse through the watershed southeast of town.

6. Northeastern Bypass (Youngsville alignment): This alignment, as shown in figure 24, is preferred by the town of Youngsville. It extends to the east beyond the intersection of Cedar Creek Road (SR 1116) and Tarboro Road (SR 1100). It is similar to the 1991 Town of Youngsville Thoroughfare Plan. This alignment traverses through the watershed, WS-II, area from Tarboro Road (SR 1100) to NC 96.

7. Widening through Youngsville: Widening along existing NC 96 (Main Street) and US 1 Alternate (College Street) would significantly impact many businesses, churches and residences. Widening would also be needed at the at-grade crossing with the railroad. Widening through downtown would have considerable negative impacts to the economy and community of Youngsville.

   With the SEHSR project, several road crossings of the railroad are to be closed within Youngsville. NC 96 (Main Street) will be the only existing crossing to be made a grade-separated crossing in town, so local traffic will increase on NC 96 (Main Street) due to the closings in addition to future growth projections. The existing facility currently operates near capacity.

These alignments are all different than the proposed SEHSR alignment, however the SEHSR study is still underway. The SEHSR alignment only connects US 1 Alternate at NC 96 to Fleming Road (SR 1132) with a two-lane facility. The SEHSR current proposed bypass alignment can be seen on the SEHSR website at http://www.sehsr.org/deis/nc_hearing_maps_files/sehsr_nc1_psh_51.pdf.



US 401 Louisburg Bypass

Alternative routes to the west of town were studied for the US 401 Louisburg Bypass. Alternatives to the east were not studied due to the significant wetlands, flood plains and existing development to the south and east of town, which can be seen in Figure 25.

With the study of alternative routes, human and natural environmental impacts were assessed. Lessening impacts to streams, wetlands, residences and businesses in the area was considered. West and north of Louisburg is a watershed. A critical watershed, shown in Figure 25, on the western side of town limits the location of a bypass facility.

Other considerations included intersecting road alignments, the growth of Louisburg and existing development.

Specific impacts and considerations for the individual alternative alignments:

1. The 1988 Louisburg Thoroughfare Plan bypass: The 1988 Louisburg Thoroughfare Plan bypass alignment, shown in purple in Figure 25, with connecting roads goes through a critical watershed on the west side of town.

   Other impacts include many homes, several businesses including the new Wal-Mart, a town park, and possibly a school. The 1988 Louisburg Thoroughfare Plan designated the bypass as a major thoroughfare and not a freeway like this CTP's recommendation for the facility.

2. Western bypass: This is the recommended alignment. This was chosen for several reasons. It uses parts of existing E. F. Cottrell Road (SR 1110) and Timberlake Road (SR 1109), extends out beyond existing subdivision development along West River Road (SR 1211), Woodland Trail, and Best View Drive except for several homes, and minimizes impacts to the wetlands in the area. Some existing businesses at E. F. Cottrell Road (SR 1110) and NC 56 will be impacted, as well as a couple farms between Dyking Road (SR 1236) and US 401.

   A western bypass could also provide easier access to future growth on the west side of Louisburg and alleviate traffic on existing US 401 (Bickett Boulevard). This facility would draw more traffic off of existing US 401 (Bickett Boulevard) than a major thoroughfare and would provide more efficient travel for through traffic.

3. Widening through Louisburg: Widening along existing US 401 (Bickett Boulevard) is being proposed. The proposal is to widen the facility to a 4-lane median divided boulevard. This widening however will not be enough to handle future projected traffic since part of the facility is already 4 to 5 lanes. Capacity upgrades are recommended for US 401 (Bickett Boulevard) prior to construction of the bypass.

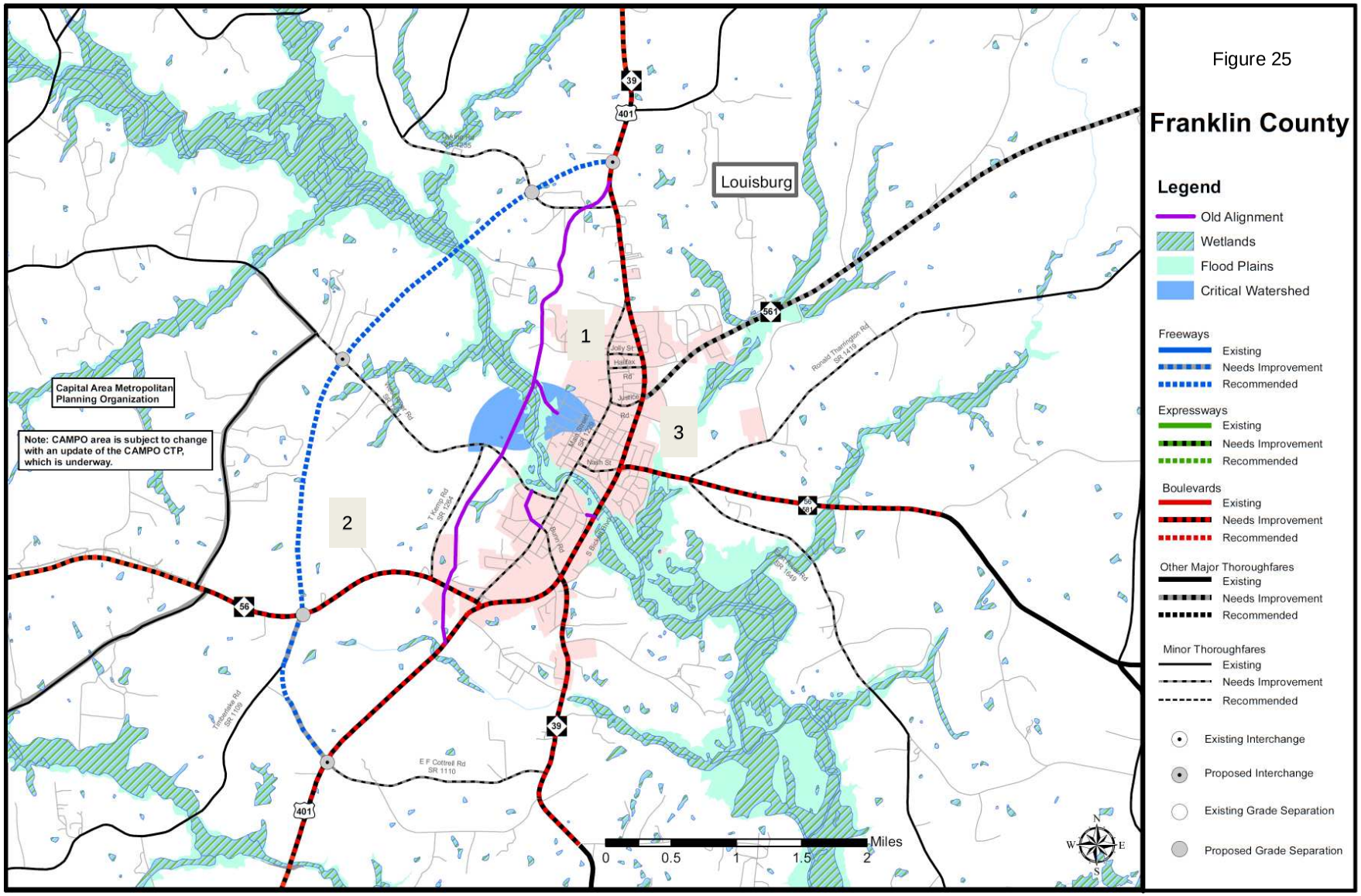


Figure 25
Franklin County
Louisburg
Capital Area Metropolitan Planning Organization
Note: CAMPO area is subject to change with an update of the CAMPO CTP, which is underway.
1
2
3
Legend
Old Alignment
Wetlands
Flood Plains
Critical Watershed
Freeways
Existing
Needs Improvement
Recommended
Expressways
Existing
Needs Improvement
Recommended
Boulevards
Existing
Needs Improvement
Recommended
Other Major Thoroughfares
Existing
Needs Improvement
Recommended
Minor Thoroughfares
Existing
Needs Improvement
Recommended
Existing Interchange
Proposed Interchange
Existing Grade Separation
Proposed Grade Separation
0 0.5 1 1.5 2 Miles
N
W
E
S

NC 39 Bunn Bypass

Alternative routes were studied for the NC 39 Bunn Bypass. All of the alternatives were east of town. Scenarios such as a western route were not studied due to the significant wetlands, streams and existing development to the west of town.

With the study of alternative routes, human and natural environmental impacts were assessed. Lessening impacts to streams, voluntary agricultural districts, residences and businesses in the area was considered. Other considerations included intersecting road alignments, the growth of Bunn and Lake Royale, and future development.

Specific impacts and considerations for the individual alternative alignments:

1. Railroad Street: Widening Railroad Street, as illustrated in Figure 26, was analyzed because it would divert some traffic away from part of downtown Bunn and an intersection of concern (the intersection of NC 39/98 (Main Street), NC 98 (West Jewett Avenue), and East Jewett Avenue (SR 1609)). This road has little development along it. With the widening of Railroad Street, NC 98 (West Jewett Avenue) would also be widened from beyond the west city limits to Railroad Street and NC 39/98 (Main Street) would also be widened from beyond the southeastern city limits to Railroad Street. The widening of NC 98 (West Jewett Avenue) and NC 39/98 (Main Street) would impact many residences, businesses and the Bunn High School.

2. Partial eastern bypass: Creating a new connecting route from the southern intersection of NC 39/98 to Baptist Church Road (SR 1609), as shown in Figure 26, was to alleviate some traffic in downtown Bunn. It would alleviate some traffic in downtown by carrying some of the traffic going between Bunn and Lake Royale. Currently, Sledge Road (SR 1611) and Baptist Church Road (SR 1609) are the main routes to get to Lake Royale from the Bunn area.

   This alignment may impact a couple businesses, residences and a stream. The businesses in the Food Lion shopping center could be impacted. It would not provide the connectivity of a full eastern bypass and therefore would not carry as much traffic.

3. Brantleytown Road (SR 1720) Extension: Creating a new location connecting route, as illustrated in Figures 26 and 27, from Brantleytown Road (SR 1720) east of its intersection with Bunn Elementary School Road (SR 1719) to NC 98 would alleviate some traffic in downtown Bunn. It would alleviate some traffic in downtown by carrying some of the traffic going between Lake Royale and Wake Forest, and Lake Royale and NC 39 south of Bunn.

   Currently, the TRM did not show that the extension would carry much traffic nor alleviate much traffic in Bunn to be a practical solution to the growing traffic problem in Bunn. This could change with future growth of the area.

Figure 26

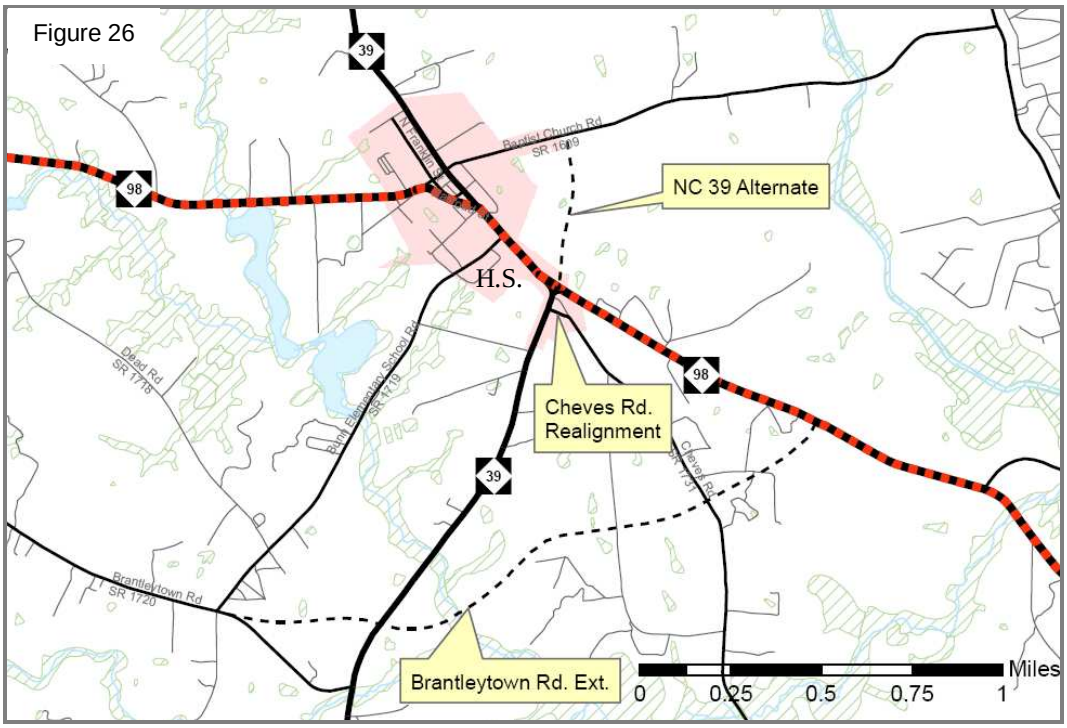
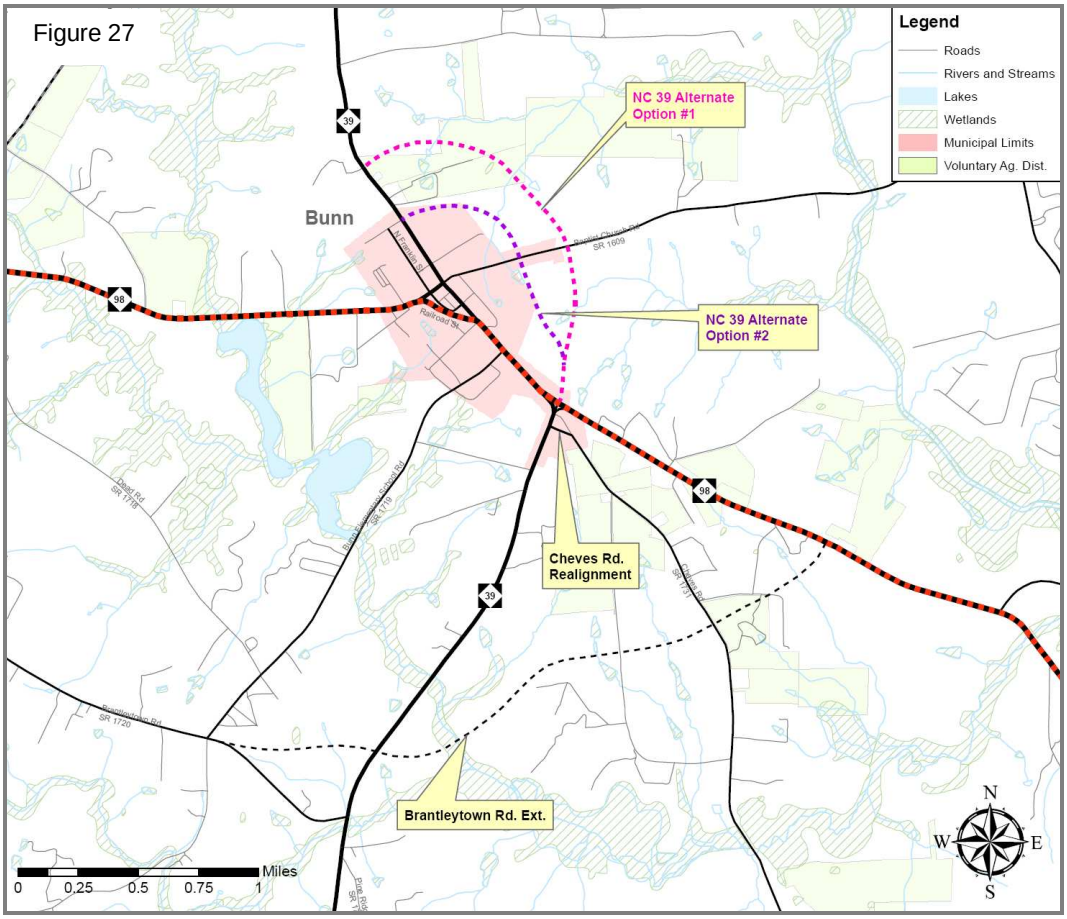


Figure 27



4. NC 39 Alternate #1: Constructing a new location facility east of Bunn, shown in Figure 27, outside the eastern town limits, except where it ties into NC 39/98 on the southern end, would alleviate a considerable amount of traffic in downtown Bunn.

   Constructing this to the east of town would however impact several streams, a few businesses, voluntary agricultural districts and possible future development.

5. NC 39 Alternate #2: This is the recommended alignment, shown in Figure 27, except that NC 39 would be realigned such that the bypass would be the through movement. This was chosen for several reasons. Constructing a new location facility, east of Bunn next to the eastern town limits tying into the intersections of NC 39/98 on the southern end and NC 39 at the northern town limits, would alleviate a considerable amount of traffic in downtown Bunn.

   Constructing this would however impact a stream, a few businesses, a few homes and possible future development.

   This alignment being closer into town could draw more traffic than Alternate #1. It will also be a shorter route to construct. The Town of Bunn felt this alignment would suit their needs somewhat better than Alternate #1.

6. Widening through Bunn: Widening along existing NC 39/98 (Main Street) and/or NC 98 (West Jewett Avenue) would significantly impact many businesses, residences, and the Bunn High School. There would be considerable negative impacts to the economy and community of Bunn.