



2011 Harnett County Comprehensive Transportation Plan

City of Dunn pages



Harnett CTP Complete Report at

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Executive Summary

In September of 2006, the Transportation Planning Branch of the North Carolina Department of Transportation and Harnett County initiated a study to cooperatively develop the Harnett County Comprehensive Transportation Plan (CTP), which includes the Town of Lillington, Town of Coats, City of Dunn, Town of Erwin, and Town of Angier. This is a long range multi-modal transportation plan that covers transportation needs through 2035. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover standard bridge replacements, routine maintenance, or minor operations issues. Refer to Appendix A for contact information on these types of issues.

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

This report documents the recommendations for improvements that are included in the Harnett County CTP. The major recommendations for improvements are listed below. Prior to constructing any of these recommendations a more detailed and thorough environmental study will need to be completed. More detailed information about these and other recommendations can be found in Chapter 2.

- **I-4745 (I-95):** Upgrade interchanges and widen to a 6-lane freeway from the Cumberland County line to the Johnston County line.
- **R-2609 (US 401):** Widen existing facility to a 4-lane boulevard throughout Harnett County. In Lillington, construct a US 401 bypass on new location from Stock Yard Road (SR 2045) to Spence Road (SR 1457). Construct interchanges at US 401 (north and south of Lillington), NC 27, US 421, and NC 210. Construct grade separations at Shawtown Road (SR 1133), McDougald Road (SR 1229), Old US 421 (SR 1291), South River Road (SR 1247), and the Rails to Trails Multi-use path.
- **R-5185 (US 401 Bus):** Improve existing facility to a 4-lane boulevard from NC 210 (north of Lillington) to proposed US 401 bypass.
- **R-2529 (NC 24/27):** Widen the existing NC 24/27 facility to a 4-lane expressway from the Moore County line to NC 27. From NC 27 to NC 87 widen existing NC 24 to a 4-lane expressway.
- **R-2540 (NC 55):** Widen existing facility to a 4-lane boulevard from US 421 to Nelson Lane.

- **U-3465 (Ray Road (SR 1121)):** Widen existing facility to a 4-lane boulevard from NC 210 to Overhills Road (SR 1120).
- **Northern Lillington Connector (HARN0001-H):** Construct freeway on new location from US 401 Bypass to US 421. Reroute NC 210, NC 27, US 401, and US 421 on this facility. Construct grade separations at the railroad crossing, Matthews Road (SR 1436), Sherriff Johnson Road (SR 1516), and Neil's Creek Road (SR 1513). Construct new interchanges at NC 210 and US 421.
- **US 421 Bypass (HARN0010A/B-H):** Construct a new location US 421 Bypass from Avery Road (SR 2013) to Jonesboro Road (SR 1808) and along existing Jonesboro Road (SR 1808) from US 421 Bypass to I-95. Interchanges are recommended at Avery Road (SR 2013), US 301, Red Hill Church Road (SR 1703), NC 55 and the Powell Street Extension. Grade separations are recommended at Ashe Avenue (SR 1725), Meadowlark Road (SR 1715), Fairground Road (SR 1705), and at the railroad crossing.
- **NC 87 (HARN0015-H):** Improve existing facility to a 4-lane expressway from the Lee County line to the Cumberland County line
- **Southern Angier Bypass (HARN0019A/B-H):** Construct/improve existing minor thoroughfare connections to create a southern bypass of Angier from NC 210 to Old Stage Road (SR 1006).
- **Eastern Angier Bypass (HARN0019C/D-H):** Construct/improve existing facilities to a 4-lane boulevard to create an eastern bypass of Angier from the Wake County line to NC 55.
- **US 301 Relocation (HARN0060-H):** Relocate US 301 from existing US 301 to Carolina Drive (SR 1808) along a new 2-lane major thoroughfare.

Since the adoption of the Harnett County Comprehensive Transportation Plan, planning has continued for potential growth along US 421 between Campbell University and the Town of Lillington. This includes the Campbell University Medical School expansion, the Harnett Campus for the Central Carolina Community College and the dental school for East Carolina University. This central portion of the county is expected to become Campbell University's medical corridor with expansion of medical practices, schools, and clinics. The recommendation for improvement to US 421 between Lillington and Campbell University provides the necessary mobility and access needed to handle the planned development. As more information and specific plans become available, the municipalities and county should work with these institutions to ensure that inconsistencies with the CTP are resolved.

Adopted by:

Harnett County
Date: April 18, 2011

Town of Lillington
Date: April 26, 2011

Town of Coats
Date:

City of Dunn
Date: April 12, 2011

Town of Erwin
Date: March 28, 2011

Fayetteville Area MPO
Date: April 20, 2011

Capital Area MPO
Date: April 20, 2011

NCDOT
Date: June 2, 2011

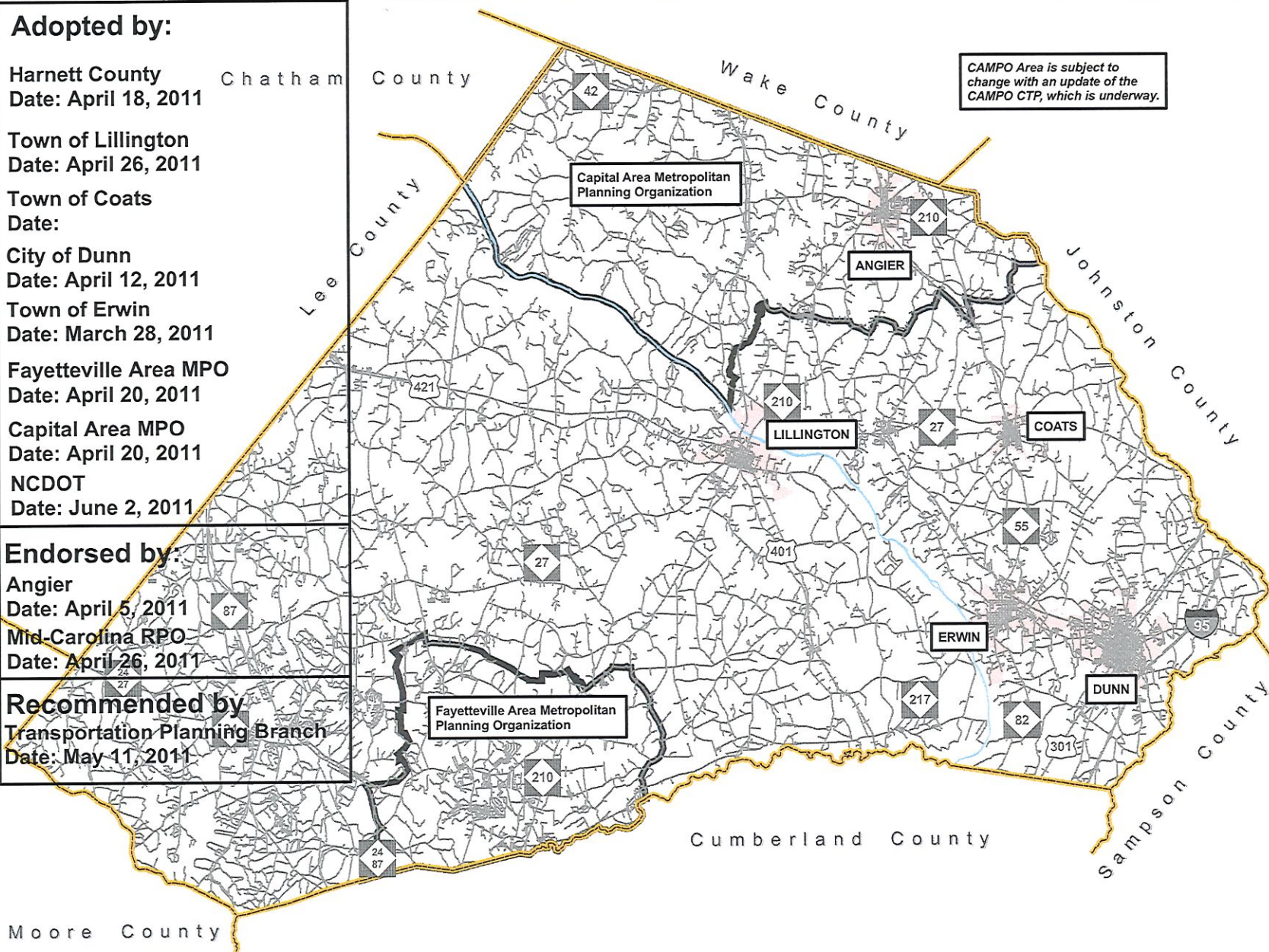
Endorsed by:

Angier
Date: April 5, 2011

Mid-Carolina RPO
Date: April 26, 2011

Recommended by Transportation Planning Branch

Date: May 11, 2011



Harnett County

North Carolina

Comprehensive Transportation Plan

Plan date: March 23, 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

- Harnett County Line
- Railroads
- Roads
- Schools
- Rivers and Streams
- Municipal Boundary
- MPO Planning Area
CAMPO (North)
FAMPO (South)

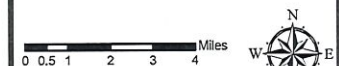


Figure 1 - Sheet 1 of 5
Base map date: July 13, 2009
Refer to CTP document for more details

Highway Map Inset 4



Harnett County Comprehensive Transportation Plan

Plan date: March 23, 2011

Freeways

- Existing
- Needs Improvement
- Recommended

Expressways

- Existing
- Needs Improvement
- Recommended

Boulevards

- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares

- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares

- Existing
- Needs Improvement
- Recommended

Existing Interchange

Proposed Interchange

Existing Grade Separation

Proposed Grade Separation

0 0.15 0.3 0.6 0.9 1.2 Miles

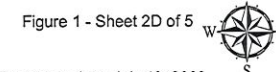
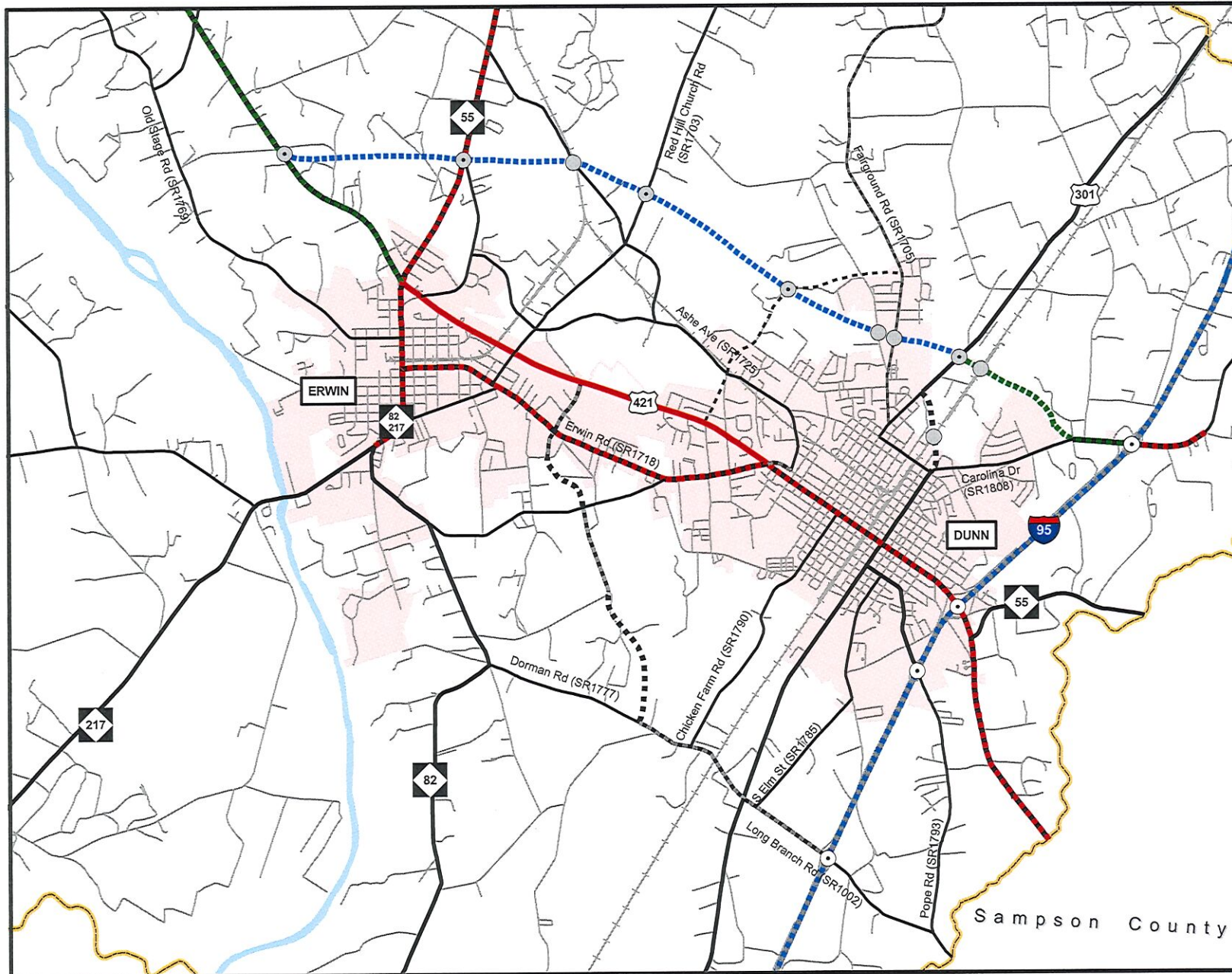
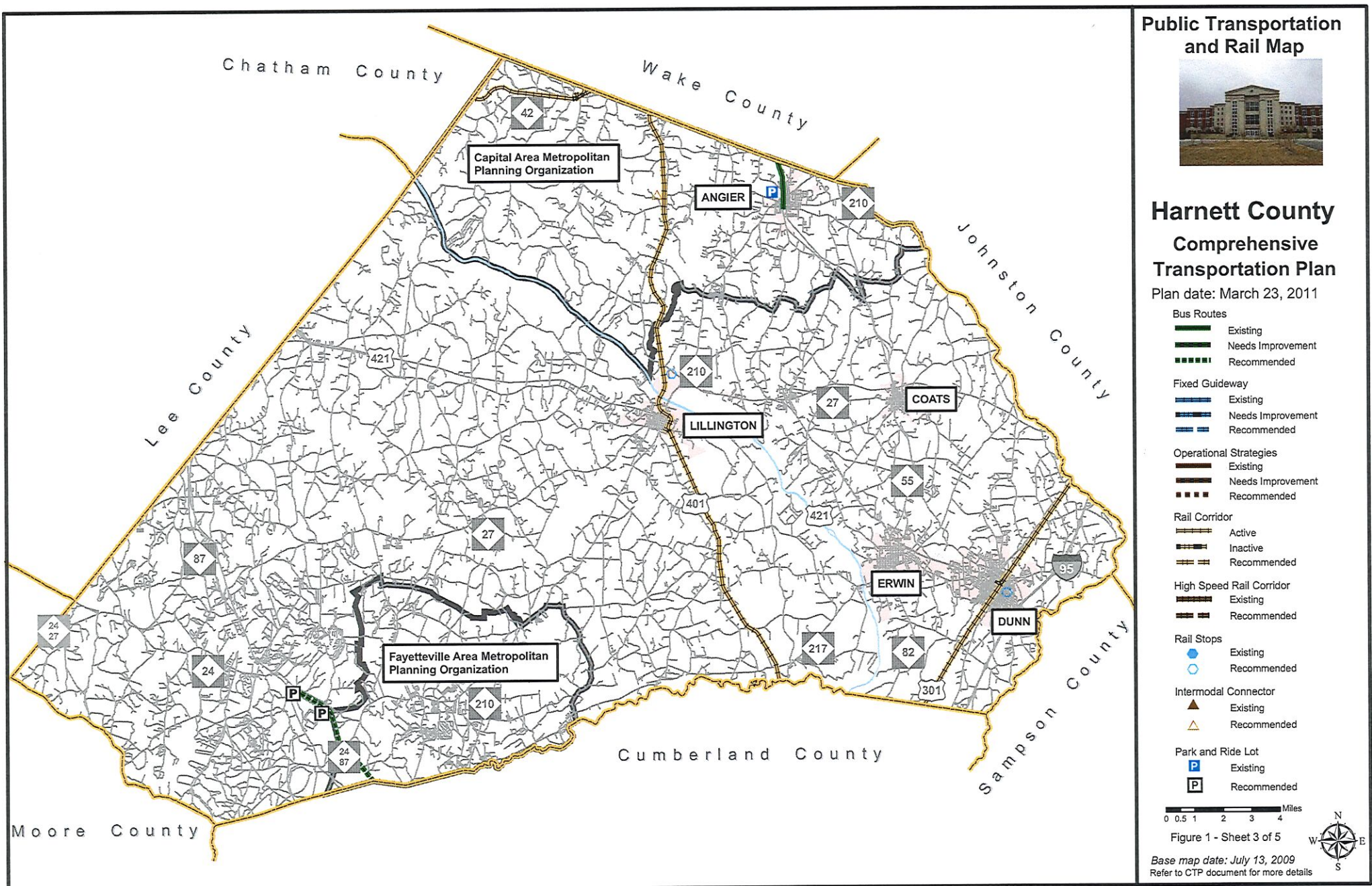


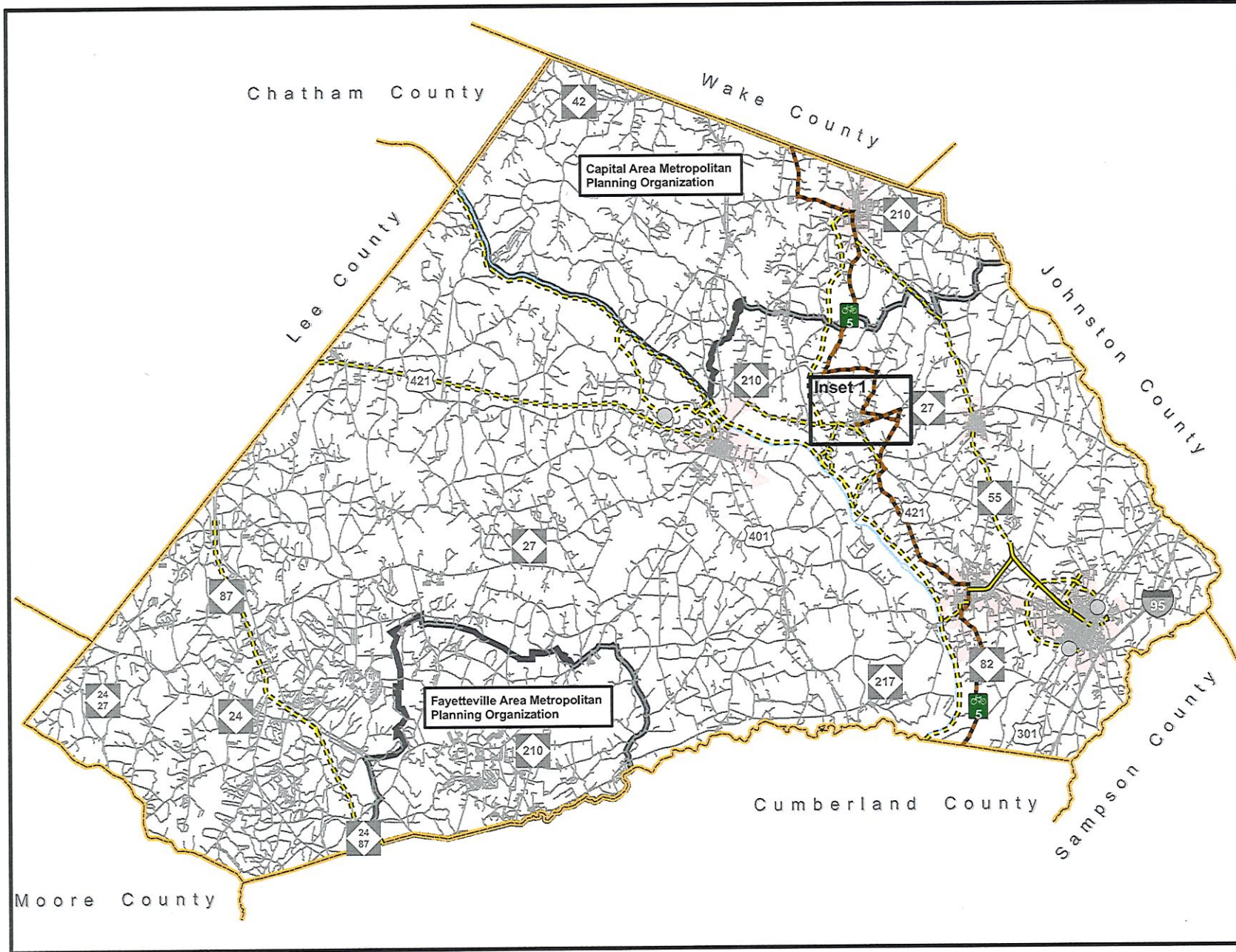
Figure 1 - Sheet 2D of 5

Base map date: July 13, 2009

Refer to CTP document for more details







Bicycle Map



Harnett County Comprehensive Transportation Plan

Plan date: March 23, 2011

- On-road**
- Existing
 - Needs Improvement
 - Recommended
- Off-road**
- Existing
 - Needs Improvement
 - Recommended
- Multi-Use Paths**
- Existing
 - Needs Improvement
 - Recommended
- Existing Grade Separation
- Proposed Grade Separation

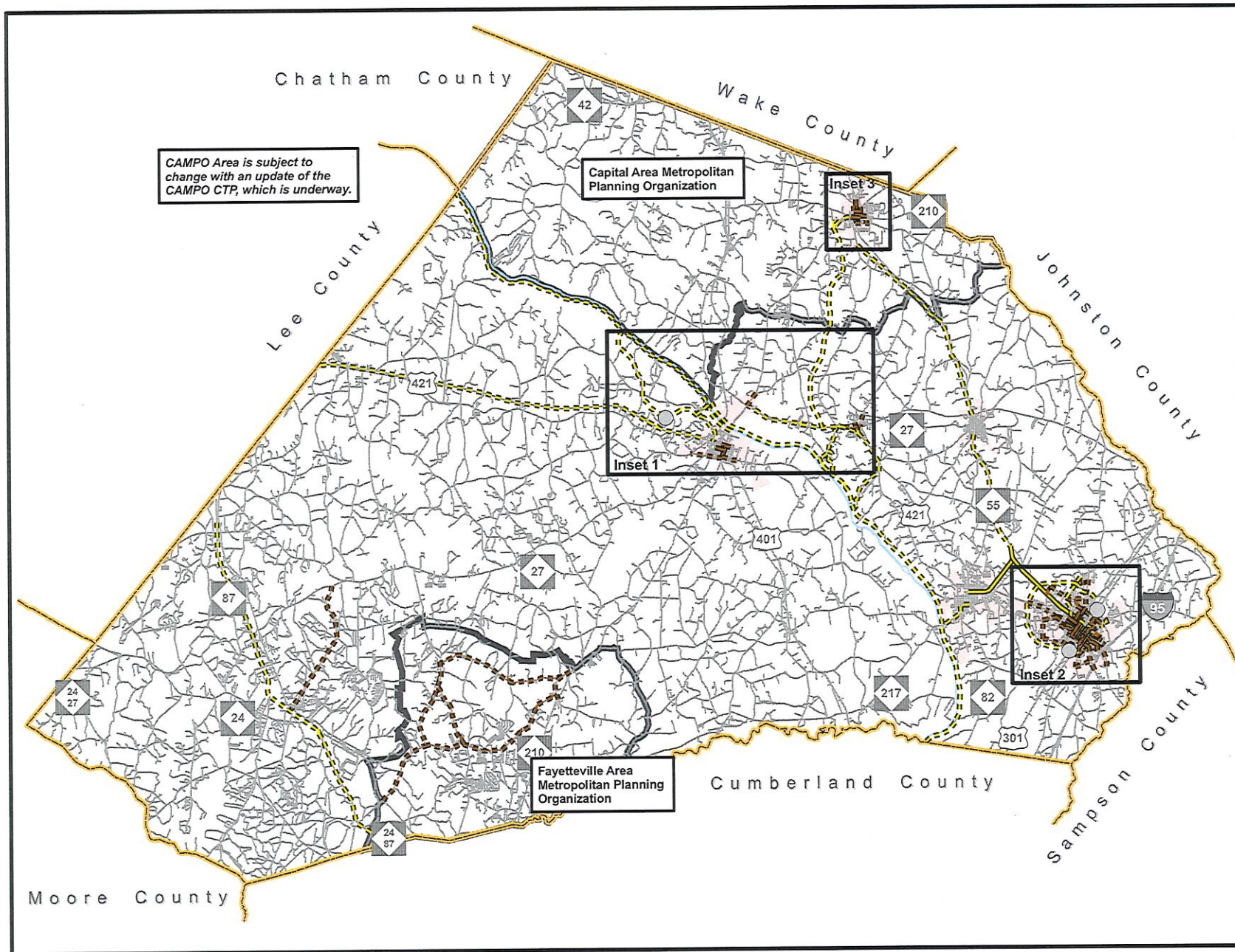
0 0.5 1 2 3 4 Miles



Figure 1 - Sheet 4 of 5

Base map date: July 13, 2009

Refer to CTP document for more details



Pedestrian Map



Harnett County Comprehensive Transportation Plan

Plan date: March 23, 2011

Sidewalks

- Existing
- Needs Improvement
- Recommended

Off-road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 0.5 1 2 3 4 Miles



Figure 1 - Sheet 5 of 5

Base map date: July 13, 2009

Refer to CTP document for more details

Pedestrian Map Inset 2 Dunn



Harnett County Comprehensive Transportation Plan

Plan date: March 23, 2011

Sidewalks
 — Existing
 — Needs Improvement
 - - - Recommended

Off-road
 — Existing
 — Needs Improvement
 - - - Recommended

Multi-Use Paths
 — Existing
 - - - Needs Improvement
 - - - Recommended

○ Existing Grade Separation
 ● Proposed Grade Separation

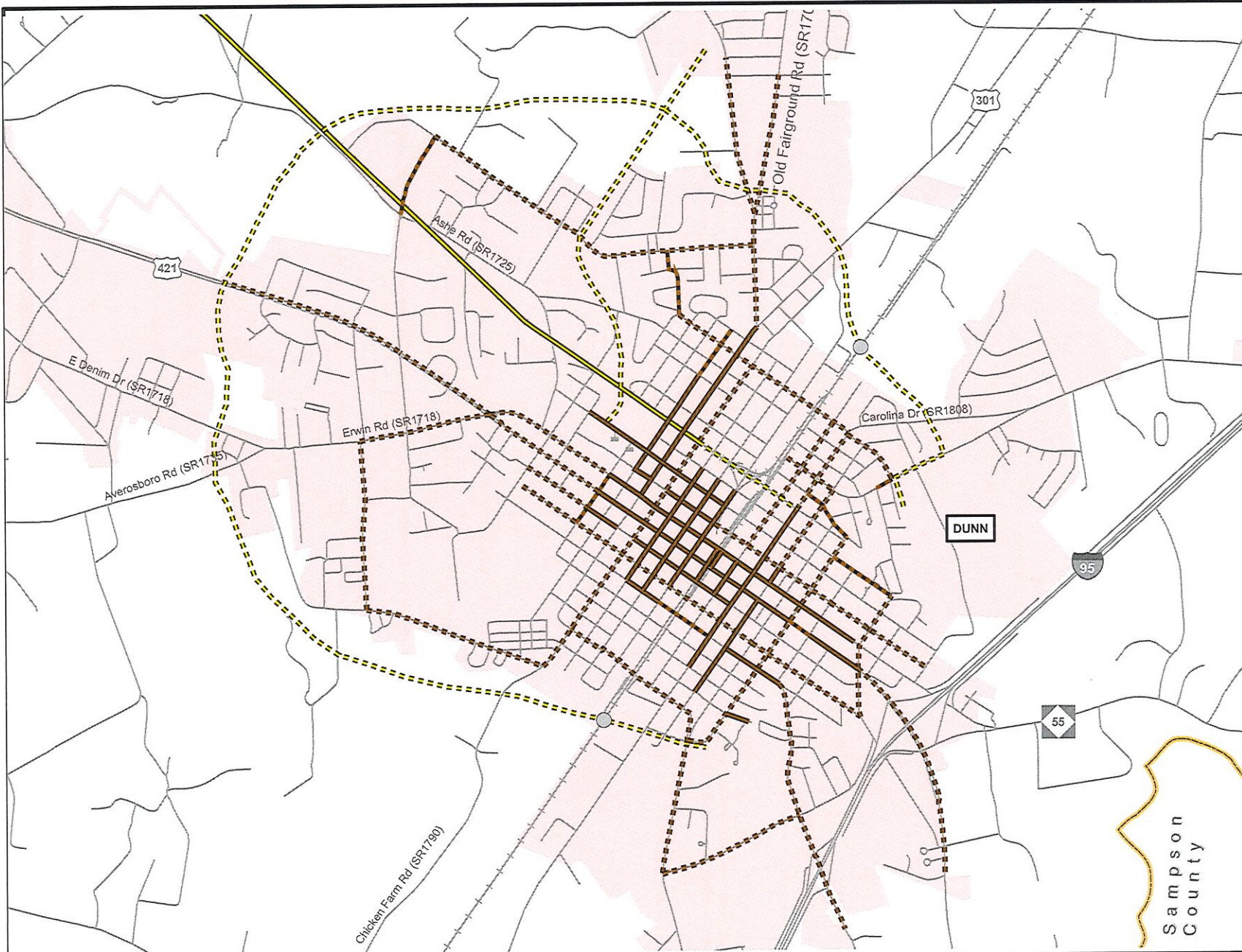


0 0.1 0.2 0.4 0.6 Miles

Figure 1 - Sheet 5B of 5

Base map date: July 13, 2009

Refer to CTP document for more details



**Capacity Deficiencies
Map
Figure 2**

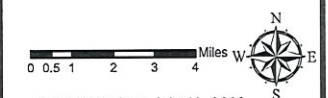
**Harnett County
Comprehensive
Transportation Plan**

Plan date: March 23, 2011

2035 V/C

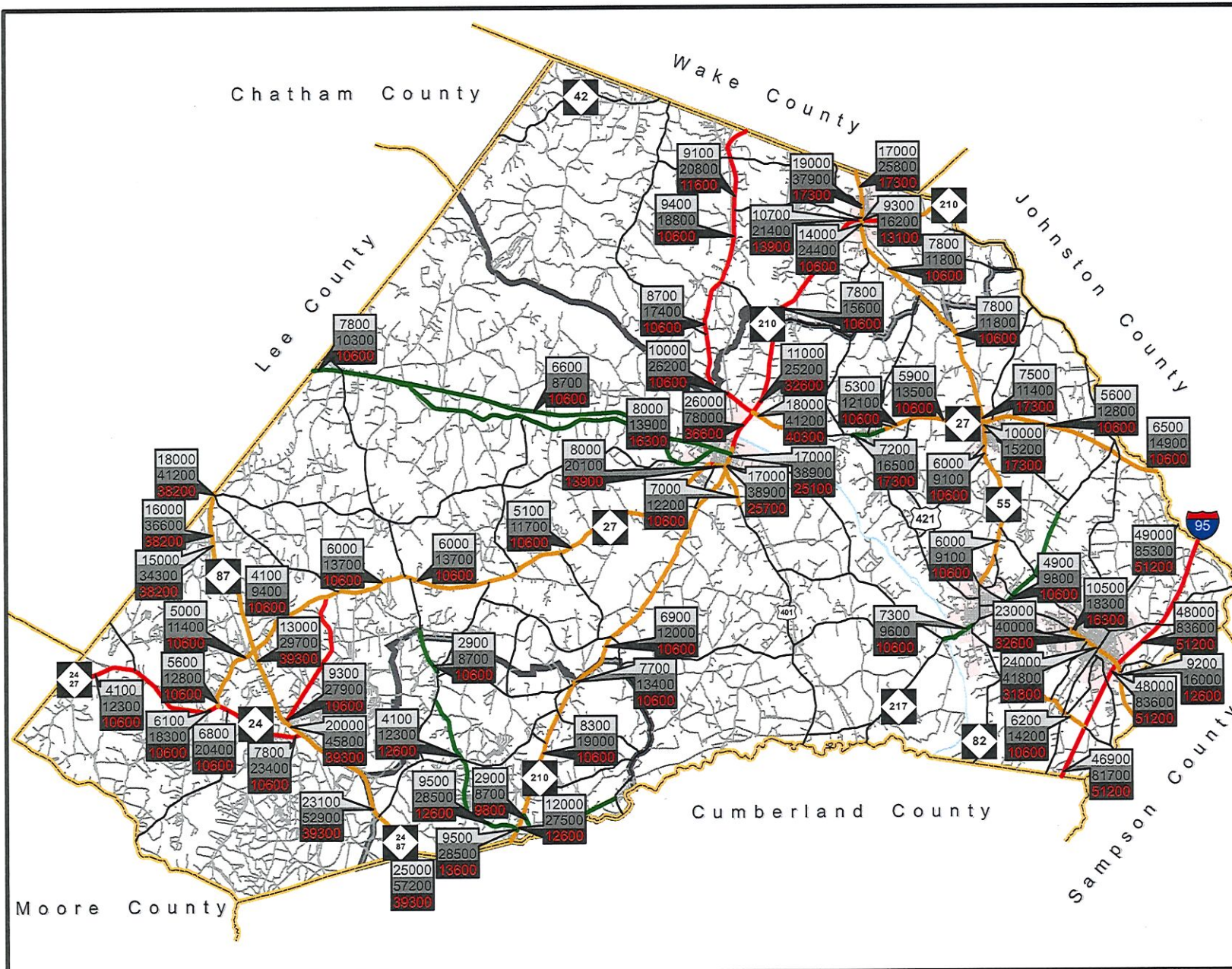
- <0.80
- 0.81 - 1.00 near capacity
- 1.01 - 1.50 over capacity
- >1.50 significantly over capacity

| |
|---------------------|
| 2007 Traffic Volume |
| 2035 Traffic Volume |



Base map date: July 13, 2009

Refer to CTP document for more details



Crash Locations Figure 3

January 1, 2004 to December 31, 2006



Harnett County
North Carolina

**Comprehensive
Transportation Plan**

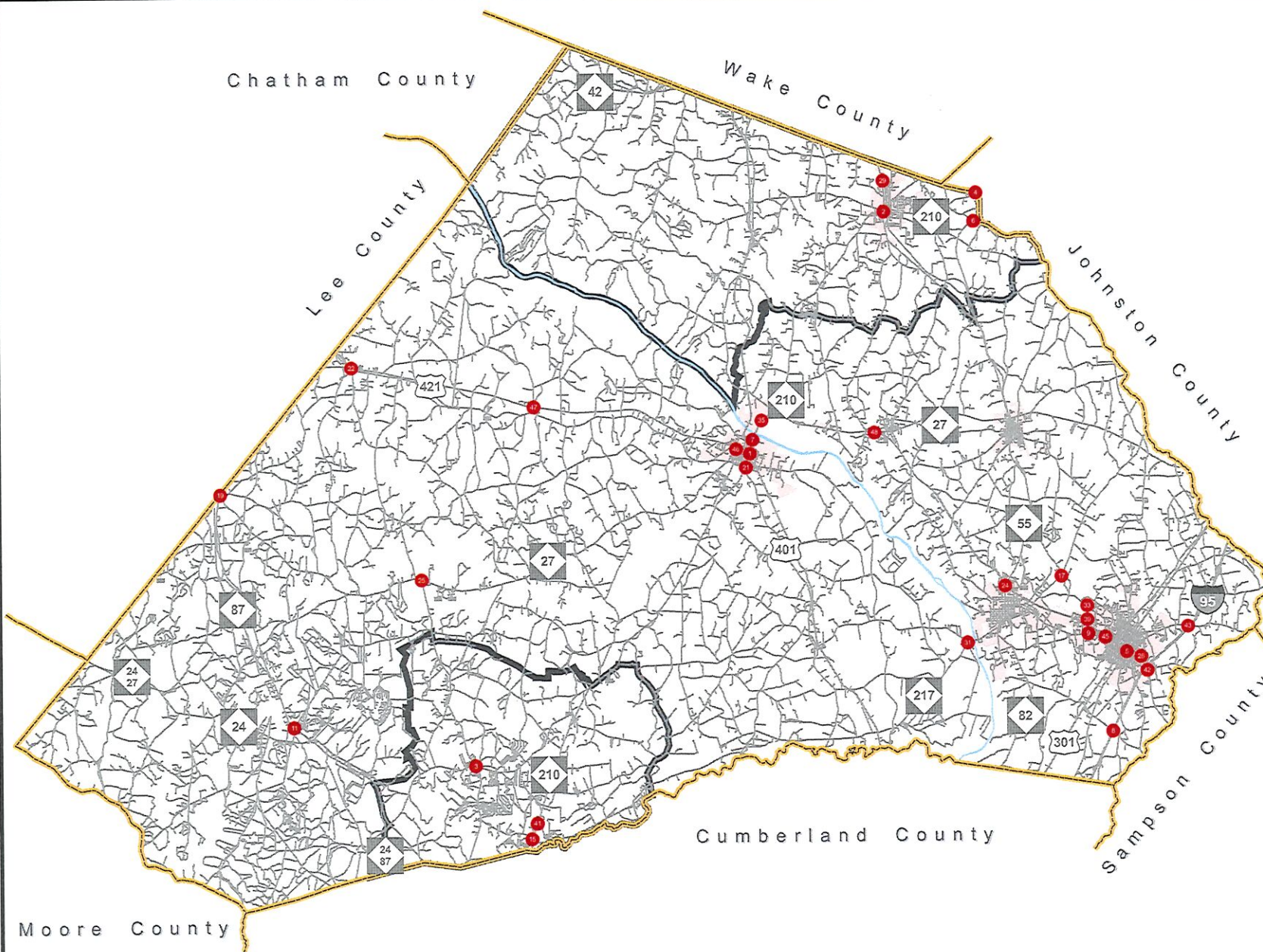
Plan date: March 23, 2011

Legend

- Crash Locations
- Schools
- Harnett County Line
- Railroads
- Roads
- Water Bodies
- Municipal Boundary
- Planning Area
MPO
CAMPO (North)
FAMPO (South)



Base map date: July 13, 2009
Refer to CTP document for more details



Deficient Bridges Figure 4



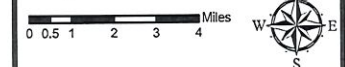
Harnett County
North Carolina

Comprehensive Transportation Plan

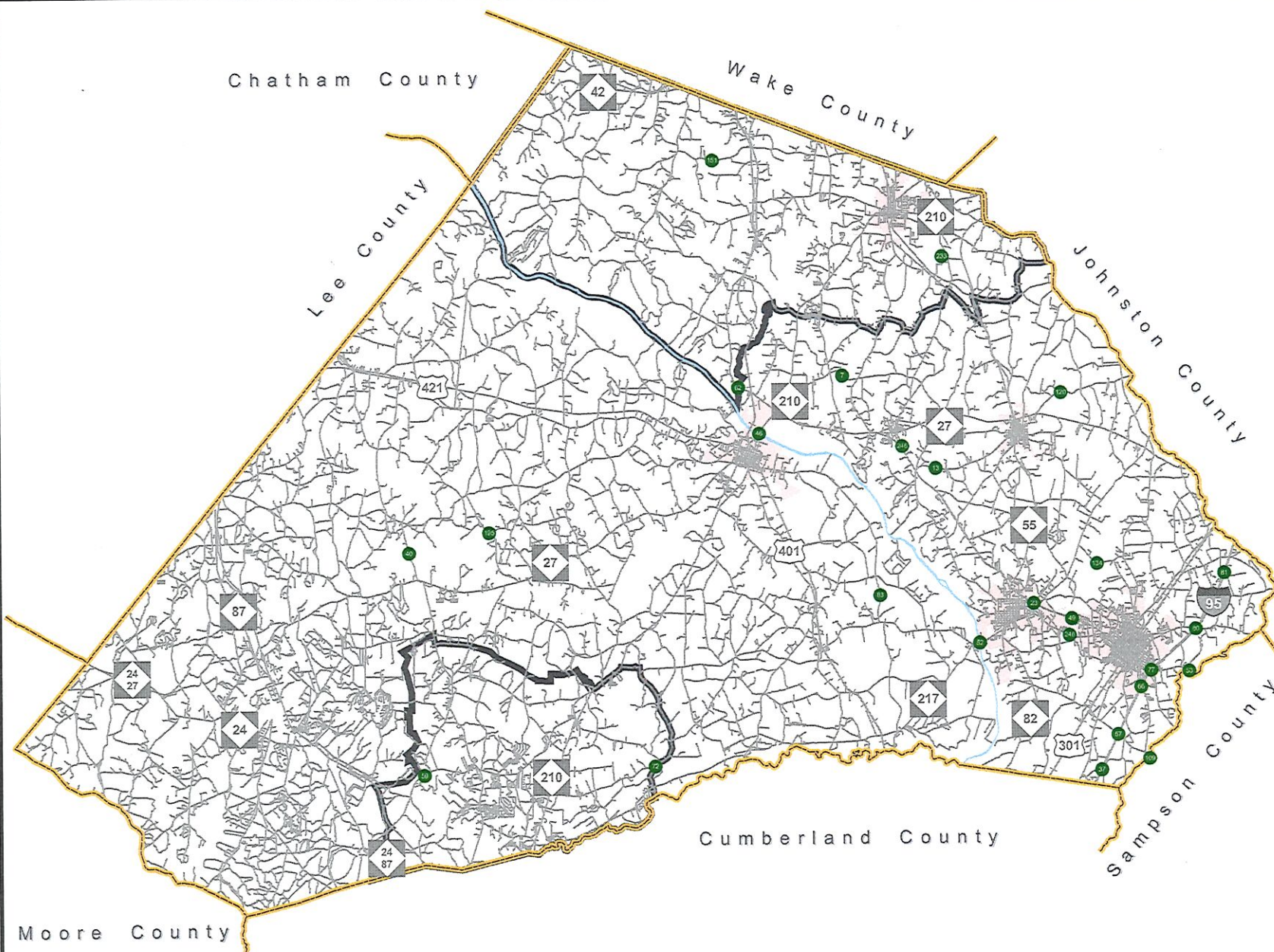
Plan date: March 23, 2011

Legend

- Deficient Bridges
- Schools
- Harnett County Line
- Railroads
- Roads
- Water Bodies
- Municipal Boundary
- MPO Planning Area
CAMPO (North)
FAMPO (South)



Base map date: July 13, 2009
Refer to CTP document for more details



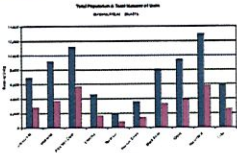


Harnett COUNTY NORTH CAROLINA

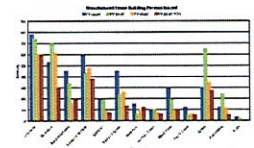
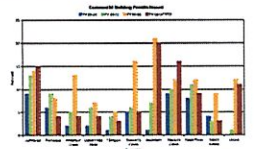
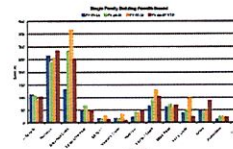
strong roots • new growth

Harnett County is a unique county located in the sandhills of North Carolina. Harnett County embraces and protects its rural character and roots in agriculture while encouraging new growth and development. There are 5 small towns located within Harnett County: Angier (population 4,107), Coats (population 2,028), Dunn (population 9,889), Erwin (population 4,752) and Lillington (population 3,162). Harnett County is located north and east of Fort Bragg, the nation's largest CONUS military installation (population 29,183). Wake County (population 786,522) and the Raleigh metropolitan area (population 341,530) is located just northeast of Harnett County. Population and development trends support the theory that primary growth and increased density occurs near these two areas. The following charts and graphs display the factual information pertaining to new growth and Harnett County's future. The map displays a physical framework of the county designating particular areas for existing towns and new residential developments along with major roads, conservation areas, schools and areas currently zoned commercial or industrial.

- Approved Commercial
- Areas Zoned Industrial
- Approved Major Subdivisions
- Parcel/Lot Lines
- Township Lines
- County Public Water Lines
- Incorporated Areas
- Conservation Areas
- Schools
- Roads / Major Roads
- Adjacent County Boundaries
- County Public Sewer Lines



The Harnett County Population has continued to grow steadily in recent years. The average projected growth rate for Harnett County is 2.4% annually. This projection is based upon growth patterns for the past decade. Population projections can not adequately take into consideration the impact of BRAC (Base Realignment and Closure) may have on Harnett County's population. Through BRAC, Fort Bragg is expected welcome thousands of soldiers. Not included in these numbers is the number of dependents that will relocate to Fort Bragg along with their soldier.



SINGLE FAMILY

As growth and development trends have spread from both Fort Bragg and Wake County, the closest areas of Harnett County have begun to grow as well. The figure shows steady high levels of single family home development in both of these two areas, Anderson Creek Club, a major

residential development, was constructed during the 2005-2006 Fiscal Year which created the large spike in number of permits.

COMMERCIAL

As residential development in various areas of Harnett County has increased it has created a need for commercial services. The figure displays a steady increase in commercial building permits over the past few years. The increased number of permits in the Fort Bragg and Wake County areas is consistent with increases of other types of development.

MANUFACTURED HOME

While manufactured homes have, in past years, been popular residential choices, single family site built homes have become dramatically more popular in recent years. The manufactured home permits in the figure are almost always for an individual property owner for personal use as no new manufactured home parks have been applied for or approved in many years.

HARNETT COUNTY
PLANNING DEPARTMENT
108 E. FRONT STREET
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LILLINGTON, NC 27546

PHONE: 910-893-7525 X4
FAX: 910-814-6459

EMAIL: SUBDIVISION@HARNETT.ORG
WEB: WWW.HARNETT.ORG/PLANNING

UPDATED: JANUARY 2009

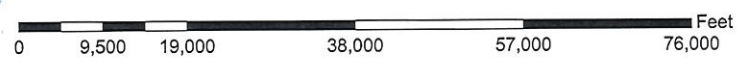








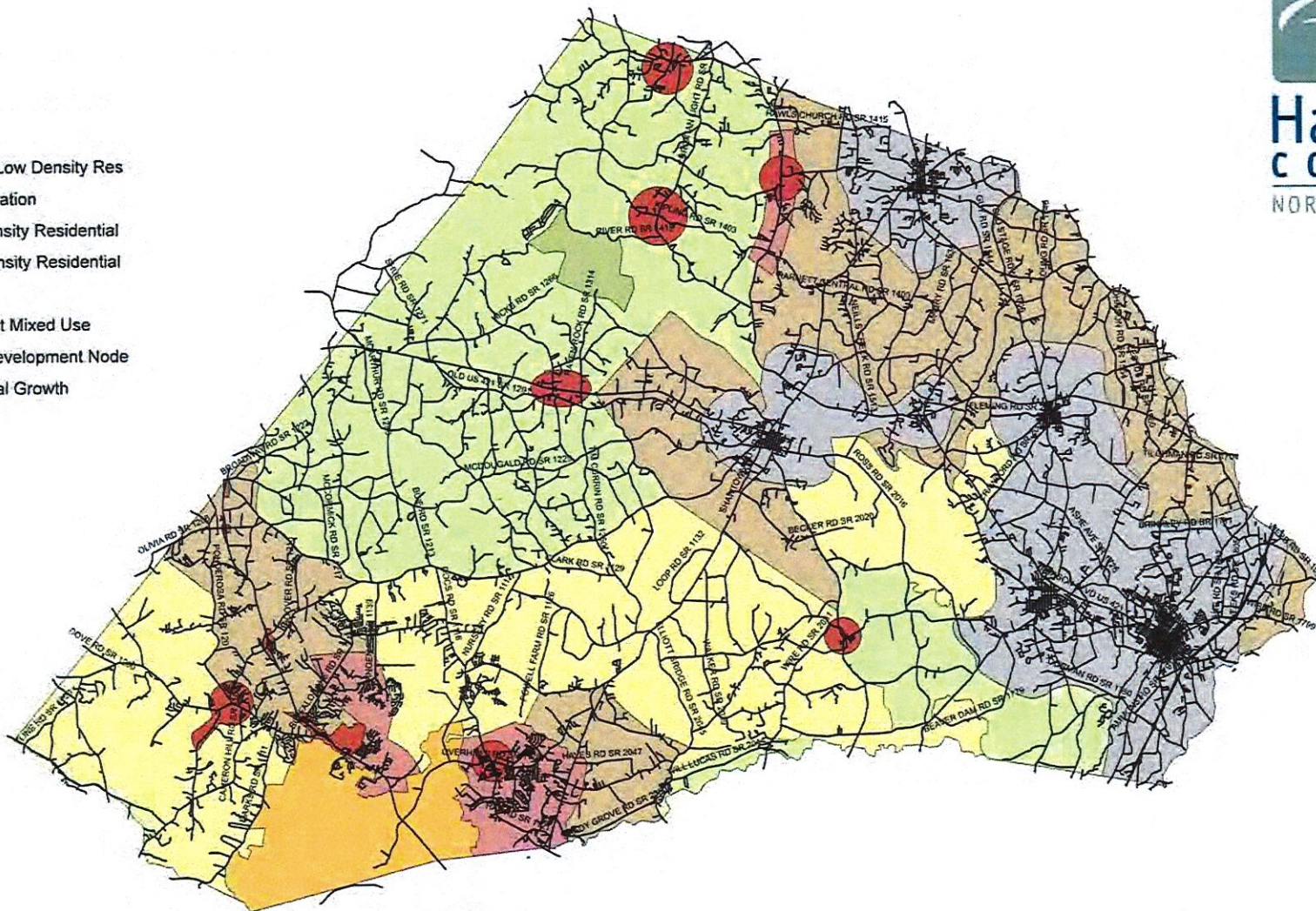


Figure 6 - Harnett County Land Use Plan

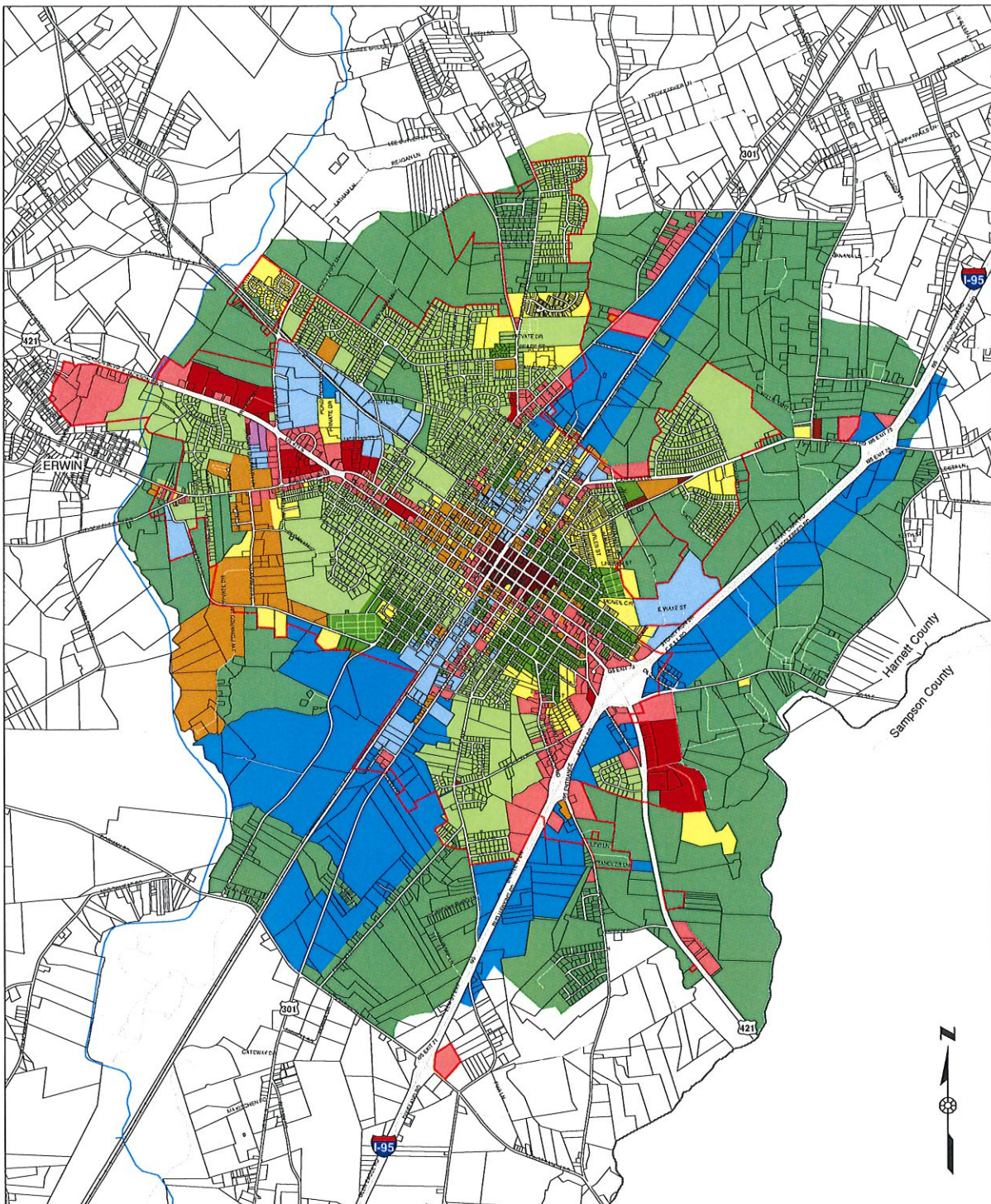


Legend

-  Ag and Low Density Res
-  Conservation
-  Low Density Residential
-  Med Density Residential
-  Military
-  Compact Mixed Use
-  Rural Development Node
-  Municipal Growth



Prepared by Harnett County Planning Department
July 2008



Adopted February 2, 2006

Information on this map is provided as a public service and the City of Dunn makes every attempt to have the files gathered from public offices as accurate and up to date as possible. However, the City of Dunn maintains no legal responsibility for the information served here.

Amended Last: April 15, 2008

0 0.25 0.5 1 1.5 Miles

Legend

- C-1
- C-2
- C-3
- C-4
- CO
- I-10
- I-100
- R-10
- R-20
- R-7
- RM
- TR-CW

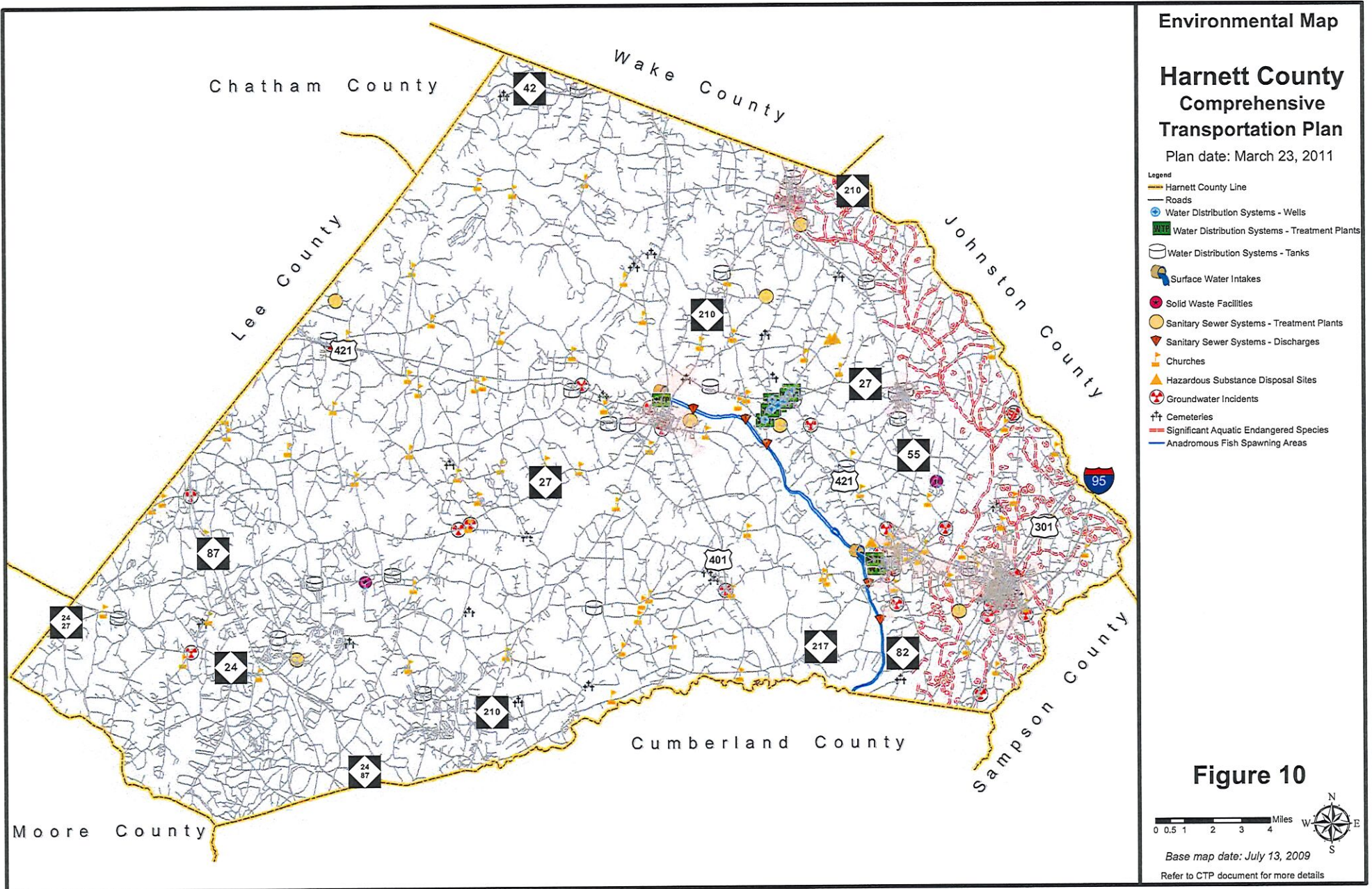
City of Dunn

Official Zoning Map

Environmental Map

Harnett County Comprehensive Transportation Plan

Plan date: March 23, 2011



Environmental Map

Harnett County Comprehensive Transportation Plan

Plan date: March 23, 2011

Legend

- Harnett County Line
- Roads
- Water Supply Watersheds
- National Wetland Inventory

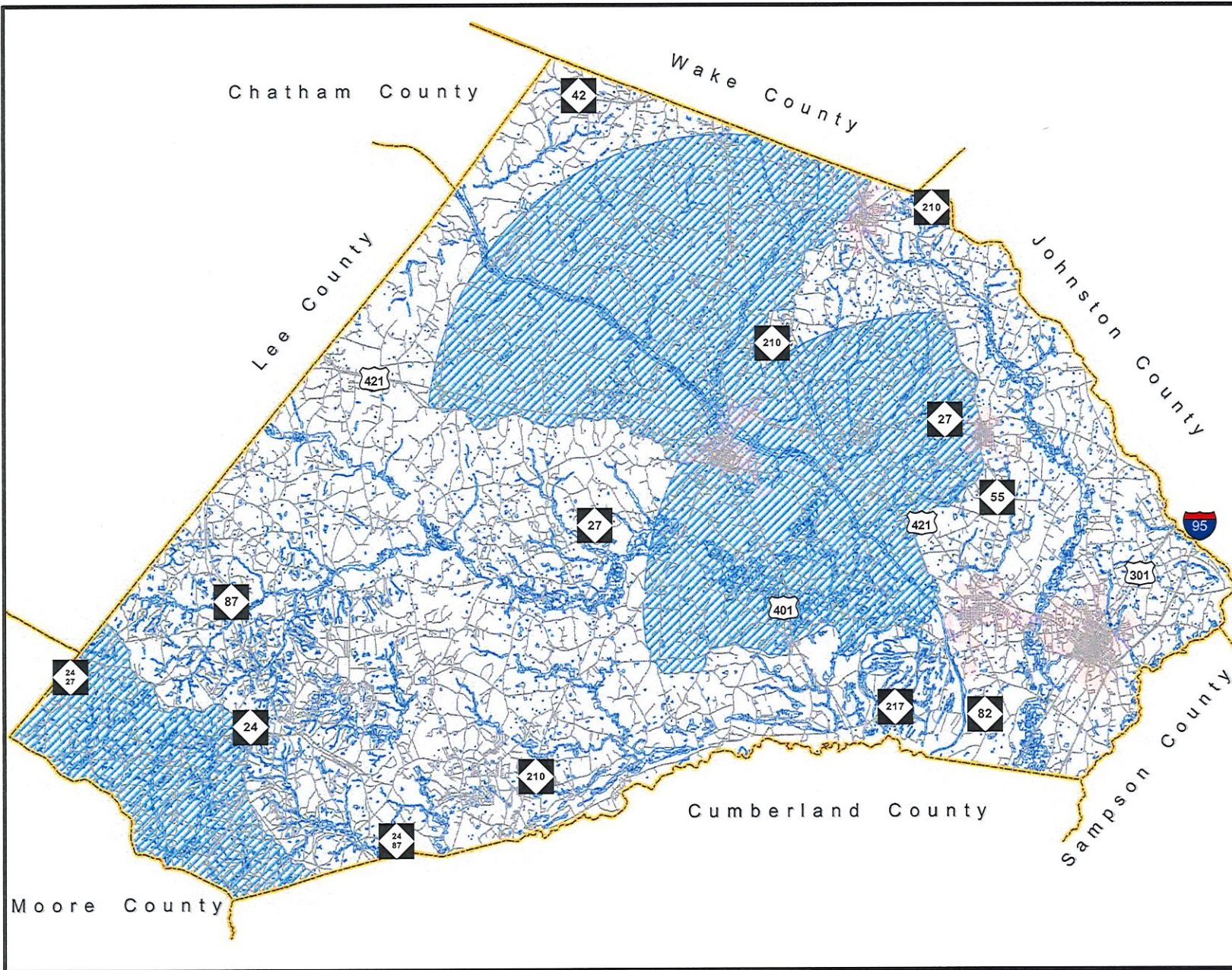


Figure 11

0 0.5 1 2 3 4 Miles

Base map date: July 13, 2009

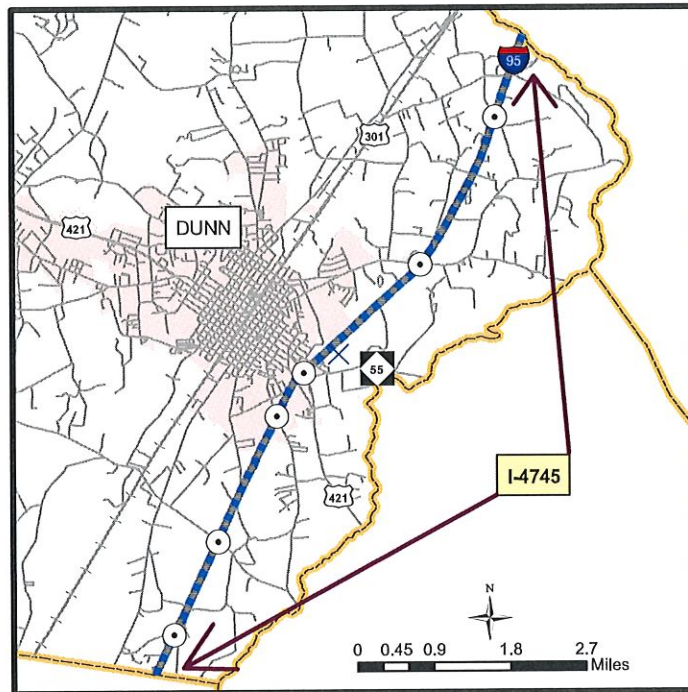
Refer to CTP document for more details

IDENTIFIED PROBLEM

Interstate 95 from the Johnston County Line to the Cumberland County Line is projected to be over capacity by 2035. The primary purpose for improving Interstate 95 (I-95) in this area is to relieve congestion on the existing facility such that a minimum of LOS D can be achieved and to rehabilitate the structures along the corridor.

Justification of Need

I-95 is vital facility that runs the entire length of the east coast of the United States. It provides a major connection through multiple states for commuters and freight traffic. The mobility, safety, and infrastructure health of the facility are some of the most important issues facing North Carolina and Harnett County.



I-95 is currently a freeway facility (4-lane cross-section) from the Johnston County Line to the Cumberland County Line. It is identified on the Strategic Highway Corridor (SHC) Vision Plan.

By 2035 the facility is projected to be over capacity based on the capacity of providing a LOS D. The traffic is projected to increase from 49,000 vehicles per day (vpd) in 2007 to 85,300 vpd in 2035, compared to a capacity of 51,200 vpd.

There are numerous bridges on I-95 that have been designated either functionally obsolete or structurally deficient. The functionally obsolete bridges are bridges 73 and 77 which are the north and south bound lanes over US 421 in Dunn and bridge number 81, which is Hodges Chapel Road (SR 1709). The structurally deficient bridges include bridges 37, 57, 66, and 80 which are the interchanges with Bud Hawkins Road (SR 1811), Long Branch Road (SR 1002), Spring Branch Road (SR 1793), and Jonesboro Road (SR 1808), respectively.

Community Vision and Problem History

The vision for I-95 in the county is to provide an efficient method of travel for commuters and to provide safe access to the interstate at all of the interchanges. Collisions at the interchanges have been a big problem for Harnett County residents and commuters accessing the businesses as they travel along the interstate.

I-95 through Harnett County was built in the 1960s. It does not meet the current design standards for the amount of automobile and truck traffic. Improvements to the facility have been a challenge mainly due to lack of funding. The cost of increasing capacity on the portion of I-95 in Harnett County is substantial and without a large investment for the entire corridor, widening of the facility will be further delayed.

CTP PROJECT PROPOSAL

Project Description and Overview

The CTP proposed project (TIP # I-4745) is to provide a 6-lane, freeway facility on existing location from the Johnston County line to the Cumberland County line. Improvements to each interchange, rehabilitation of all existing structures, and widening of the facility are all part of this recommendation.

The CTP project proposal for I-95 would reduce congestion on the facility and improve the movement of freight traffic and through traffic in the county. The CTP recommendation would provide for a LOS D or better along I-95.

There are four high accident locations along Interstate 95 that occur at interchanges within the county. The interchange with Jonesboro Road (SR 1818) had 10 crashes from January 1, 2004 to December 31, 2006. US 421 had 25 and US 301 had 22 during the same time period.

Linkages to Other Plans and Proposed Project History

The 2002 Dunn-Erwin Thoroughfare Plan recommends improvement of intersections at service roads along I-95. It specifically recommends the realigning the following service roads to eliminate their intersection with I-95 interchange ramps: SR 1833, SR 1837, SR 1838, SR 1872, SR 1840, SR 1841, and SR 1842.

There is an I-95 Corridor Planning and Finance Study (<http://www.driving95.com>) being conducted by NCDOT. The Finance study will assess the means by which the improvements described in the corridor plan will be funded. Several toll and non-toll options will be considered. Toll options may include "open" versus "closed" toll systems, managed lanes, variable pricing and high occupancy toll lanes. Non-toll options may include the Highway Fund, bonds and other financing methods.

Improvements to I-95 have been needed for a long time and those improvements are a continual priority for Harnett County and the rest of the state. Currently pavement repair is being done through STIP project # I-4906 and bridge rehabilitation is being completed as part of STIP project # B-5545. Widening of I-95 is listed in the STIP as project # I-4745, but is only funded for preliminary engineering at this time. It has been scheduled for reprioritization in Prioritization 3.0.

Land Use Patterns

Given the position of I-95 along the eastern seaboard, the access to additional major transportation facilities provides a vital link to industries looking to thrive. There are many businesses that are located along I-95 in Harnett County so that they can take advantage of this link, including: Food Lion distributors, Copart, Inc., EnviroServe, Inc., Carolina Precast and many others.

At each of the interchanges along I-95 there is primarily low density commercial land use including gas stations, restaurants, auto parts stores, and pharmacies.

Natural & Human Environmental Context

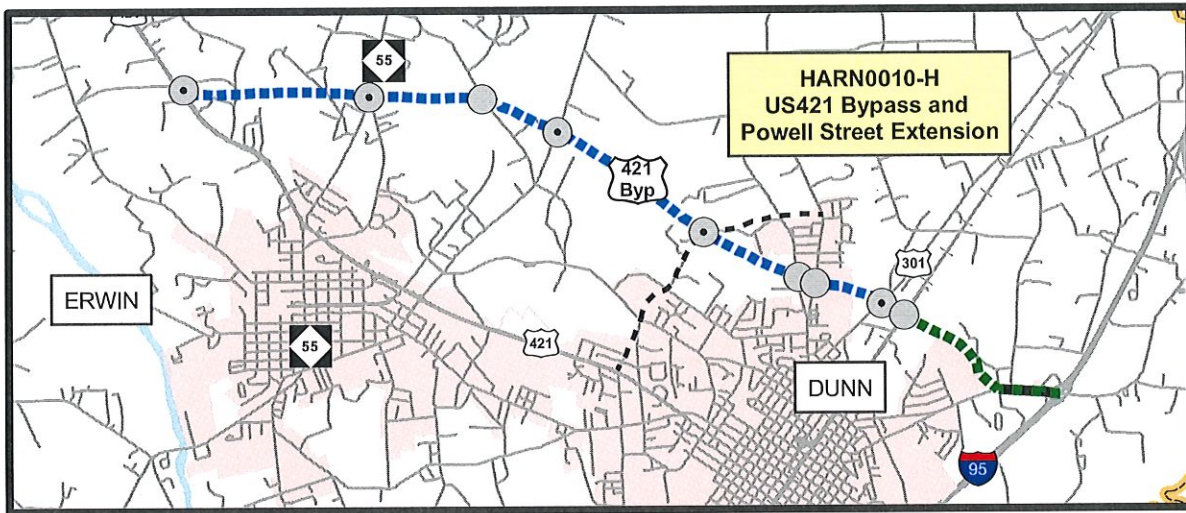
I-95 is a fully controlled facility through Harnett County which minimizes the impacts to the human and natural environment. During rehabilitation of the facility and the construction of additional lanes, care should be given to protect the environment. There are a few wetland crossings and significant aquatic endangered species along the corridor and, as bridges are expanded, minimizing impacts to these features is vital.

Multi-modal Considerations

There were no specific multi-modal improvements or considerations made with this recommendation.

Public/ Stakeholder Involvement

This project was displayed at the three public workshops held in February 2011. No comments were received regarding this specific project. For further information regarding public involvement, see Appendix H.



IDENTIFIED PROBLEM

US 421 from Avery Road (SR 1213) to Interstate 95 is projected to be near or over capacity by 2035. It is desirable to relieve congestion and provide for through freight movement through the Dunn/Erwin area.

Justification of Need

US 421 is an important east-west corridor that traverses North Carolina from Wilmington to Tennessee. In addition to regional significance, it provides access from Dunn-Erwin eastward to Wilmington and westward to Greensboro and Winston-Salem through Lillington in Harnett County. US 421 is the most significant facility that travels east-west through the county.

Existing US 421 is currently a 4-lane divided cross section through Erwin and 4-lane undivided cross-section through Dunn. It is part of the regional tier of the NC Multimodal Investment Network (NCMIN).

By 2035, existing US 421 is projected to be near or over capacity through Dunn and Erwin based on the capacity of providing a LOS D. Traffic is projected to increase from a range of 12,400 to 24,000 vehicles per day (vpd) in 2007 to a range of 28,400 to 41,800 vpd in 2035, compared to a capacity range of 32,600 to 39,300 vpd.

Community Vision and Problem History

The City of Dunn and the Town of Erwin desire to maintain the existing cross section of US 421 through their towns as much as possible. However, there is a concern with the amount of truck traffic that is currently on this facility. US 421 is used by trucks to access I-95 on the east side of Dunn. This issue has been at the forefront for both Dunn and Erwin for years.

CTP PROJECT PROPOSAL

Project Description and Overview

The CTP project proposal is to provide a US 421 bypass around Dunn and Erwin and provide a connection from the bypass to existing US 421 in between Dunn and Erwin. It is broken up into four sections. The first section of the recommendation (Local ID HARN00010A-H) is to provide a 4-lane, freeway facility on new location north of the Town of Erwin and City of Dunn, connecting US 421 at Avery Road (SR 2013) to US 301. This recommendation includes interchanges at US 421 near Avery Road, NC 55, Red Hill Church Road (SR 1703), the proposed Powell Street (SR 1719) Extension, and US 301. Grade separations are recommended at Ashe Avenue (SR 1725), Meadowlark Road (SR 1715), and Fairground Road (SR 1705). HARN0010A-H matches the recommendation alignment from the 2002 Dunn-Erwin Thoroughfare Plan.

The second section of the recommendation (Local ID HARN0010B-H) is to provide a 4-lane, expressway facility on new location from US 301 to Jonesboro Road (SR 1818) at Lane Road (SR 1802). This recommendation directly connects with HARN0010A-H continuing the proposed US 421 bypass on new location. A grade separation is recommended over the CSX rail line north of Dunn.

The third section of this recommendation (Local ID HARN0010C-H) is to improve Jonesboro Road (SR 1818) from Lane Road (SR 1802) to Interstate 95 to a 4-lane expressway facility. This recommendation connects with HARN0010B-H completing the proposed US 421 bypass.

The fourth section of the recommendation, the Powell Street extension, is a connection between Dunn and Erwin that provides additional route connecting existing US 421 with the proposed bypass and Fairground Road. The recommendation (Local ID HARN0010D-H) is to provide 2-lane, minor thoroughfare facility on new location from US 421 at Powell Street to Fairground Road. There is an interchange proposed where the Powell Street Extension would intersect the proposed US 421 bypass.

This new bypass could help to address some of the safety concerns along existing US 421 by reducing the number of vehicles along existing US 421. There were 12 high accident locations identified along US 421 in this area between January 1, 2004 and December 31, 2006 that included approximately 175 crashes.

These recommendations would provide much needed congestion relief and provide additional access points for future development planned in the area. In addition, freight traffic would have an alternate route to utilize and potentially keep trucks from using local routes.

Linkages to Other Plans and Proposed Project History

The 2002 Dunn-Erwin Thoroughfare Plan recommended a four-lane freeway on new location from US 421 east of Dunn near Sampson County to US 421 west of Erwin near Avery Road (SR 2013). Grade separations were proposed at Ashe Avenue (SR 1725),

Meadowlark Road (SR 1715), Fairground Road (SR 1705), the CSX rail line; interchanges would be at NC 55 east of Dunn, Jonesboro Road (SR 1808), US 301, Proposed Powell Avenue Extension, Red Hill Church Road (SR 1703) and NC 55 north of Erwin. Consistent with this prior recommendation, the 2011 Harnett County CTP also recommends a new location freeway north of existing US 421.

The difference between the two recommendations is the termination of the US 421 bypass in Dunn. The Harnett County CTP project proposal is slightly different after it intersects with US 301. The Harnett County CTP project proposal uses Jonesboro Road's alignment and its existing interchange with I-95 to complete the bypass whereas the Dunn-Erwin plan had a grade separation over I-95 and reconnected with US 421 east of Dunn. The reason for this change was to ensure there was a connection with I-95.

Land Use Patterns

For the majority of the proposed US 421 bypass, existing land use consists of mainly low density residential. Along the CSX rail line there are numerous industrial clusters and along Jonesboro Road (SR 1808) there is commercial development near the interchange with Interstate 95.

Once the proposed bypass is complete, low density commercial will begin to be built around the interchanges. Industrial clusters will begin to emerge because of the connection to Interstate 95. There are even possible land use changes from low density commercial to industrial along existing US 421 from Erwin to Lillington that could occur.

Natural & Human Environmental Context

In the development of the 2011 Harnett County CTP, various options were studied for US 421 new location improvements. Comparison of the different alternatives studied and their potential impacts to the human and natural environment are documented in Appendix I.

Multi-modal Considerations

The CTP includes recommendations for multi-use paths and pedestrian improvements in the City of Dunn, including all recommendations from the City of Dunn pedestrian plan (for information on pedestrian recommendations refer to the 2008 City of Dunn Pedestrian Plan). The Dunn-Erwin multi-use trail currently runs from Ashe Avenue (SR 1725) to US 301 north of US 421 in the City of Dunn along an abandoned rail line.

There are three other proposed multi-use paths around the city. The Black River trail is recommended to be constructed in the southern part of the city from Elm Avenue to US 421 and from US 421 to Meadowlark Road on the northwest side of Dunn. From there, the path continues east but is renamed Hannah's Pond Trail and terminates at Jonesboro Road (SR 1818). There is also a recommendation for a School Connector multi-use path which originates on Meadowlark Road north of Dunn and follows a wetland south until it connects with US 421 (see the 2008 City of Dunn Pedestrian Plan

for more information on these recommendations). These multi-use paths should be accommodated with the US 421 Bypass.

A CSX passenger and freight rail line parallels US 301 through Dunn and construction of a grade separation for the recommended US 421 bypass will be needed.

Public/ Stakeholder Involvement

The Harnett County CTP Steering Committee considered both new location proposals east of US 301 and selected the current recommendation differing slightly from the previous recommendation in the 2002 Dunn-Erwin Thoroughfare Plan. This project was displayed at the three public workshops held in February 2011. No comments were received regarding this specific project. For further information regarding public involvement, see Appendix H.

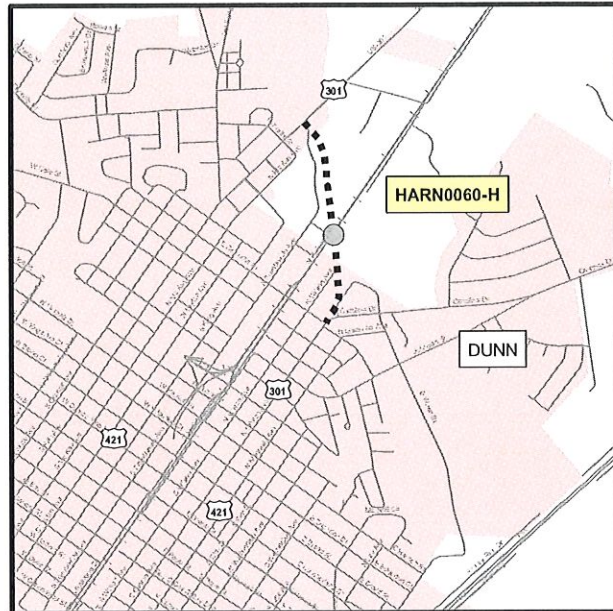
IDENTIFIED PROBLEM

Through Dunn, US 301 makes several turns making it difficult to maneuver. It also is expected to be congested in 2035.

Justification of Need

US 301 is an important north-south corridor that extends through all of North Carolina. It provides access to Smithfield, Rocky Mount and Wilson to the north and Fayetteville and Lumberton to the south. US 301 parallels Interstate 95 and provides a much needed alternative when the Interstate becomes too congested.

US 301 currently has 2-lane and 3-lane cross-section in the City of Dunn. It is part of the regional tier of the NC Multimodal Investment Network (NCMIN). US 301 in the downtown area is currently routed along Clinton Avenue and Granville Street, requiring several turns to follow the US route.



Community Vision and Problem History

There has been a need for relocating this facility for years and a desire by the locals to complete the project. Community leaders believe that the project can and should be constructed to provide safer, more efficient access for commuters using US 301.

CTP PROJECT PROPOSAL

Project Description and Overview

The CTP proposed project (Local ID HARN0060-H) is to provide a 4-lane major thoroughfare on new location from US 301 near Burnett Street to N. Clinton Avenue (existing US 301). This recommendation includes bicycle lanes and sidewalks, along with a grade separation over the CSX railroad. This grade separation over the CSX rail line eliminates the need for at grade intersection with a heavily used freight rail facility. By constructing this proposed new location, providing the grade separation of the rail line and rerouting US 301 along this new location the efficiently for this vital US route will be greatly improved in Dunn.

The CTP project proposal for the re-routing of US 301 would reduce congestion the existing route for US 301 and minimize the number of turns needed to follow the existing route. The CTP recommendation would provide for a LOS "c" or better along the proposed new location.

Linkages to Other Plans and Proposed Project History

The 2002 Dunn-Erwin Thoroughfare Plan recommended that US 301 be rerouted on a new location facility from Granville Street at Clinton Avenue to US 301 south of Candy Kitchen Road (SR 1800). This recommendation is included on the Harnett County CTP as it was on the previous plan. At the time of the Dunn-Erwin TP adoption, this recommendation was included in the STIP as Project # U-3631. It has since been dropped from the STIP.

Land Use Patterns

The existing and future land use adjacent to the proposed new location for US 301 is medium density industrial. A new location for US 301 in this area will continue to enhance the development and help to expand and improve the efficiency of the businesses. This new facility is expected to spur industrial development to the area north of Dunn.

Natural & Human Environmental Context

There is the possibility of impact to wetlands and aquatic endangered species along the northeast side of the recommended project corridor. Further study on the exact location of the improvement could minimize impacts to these natural environmental features and preserve residential development. There is one groundwater incident in the area and that should also be considered during future study. Due to substantial impacts to low income and minority communities, the proposed new location was delayed.

Multi-modal Considerations

The project proposal includes bicycle and pedestrian recommendations along the proposed facility.

Public/ Stakeholder Involvement

This project was displayed at the three public workshops held in February 2011. No comments were received regarding this specific project. For further information regarding public involvement, see Appendix H.

Other Problem Statements

US 401, Local ID: HARN0002-H

US 401 between the southern connection of the proposed US 401 Bypass (R-2609) and NC 210 is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a Level of Service D.

This section of US 401 currently has a two-lane, 30-foot cross section. The 2007 annual average daily traffic (AADT) is 7,000 vehicles per day (vpd) and by 2035 the AADT is expected to be 13,200 vpd compared to a LOS D capacity of 10,600 vpd for the existing cross section.

The CTP project proposal (Local ID HARN0002-H) is to provide a four-lane boulevard facility with a concrete median, bicycle lanes and sidewalks.

US 401, Local ID: HARN0003-H and HARN0004-H

US 401 between NC 210 and the NC 210/US 421/NC 27 intersection is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order maintain a LOS D.

There are 9 identified high accident locations along the corridor. They include the intersections with NC 27, McNeill Street (SR 2016), James Street, US 421 (Front Street), Harnett Street, Tenth Street, Duncan Road, McKinney Parkway, and NC210/US421/NC27 north of Lillington. On the southbound lanes of US 401 across the Cape Fear River, bridge number 46 has been designated structurally deficient by the NCDOT Bridge Maintenance Unit. This bridge is included on the State Transportation Improvement Program (TIP) as Project # B-4138, and improvements are slated for completion by November 2013.

This section of US 401 currently has a four-lane, 48 to 56-foot cross section for 1.6 miles and a five-lane 64-foot cross section for 0.5 miles. The 2007 AADT is 26,000 vpd and by 2035 the AADT is expected to be 78,000 vpd without the proposed US 401 Bypass compared to a LOS D capacity of 36,600 for the existing cross section.

The CTP project proposal (Local ID HARN0003/4-H) is to provide a four-lane boulevard facility with a concrete median, bicycle lanes and sidewalks.

US 421, Local ID: HARN0005-H

US 421 from the Lee County line to the proposed US 401 Bypass is expected to be near capacity by 2035. Improvements are needed to accommodate mobility along the corridor and to maintain a capacity LOS D.

There are 2 identified high accident locations along the corridor. They include intersections at Cool Springs Road (SR 1265) and Seminole Road (SR 1280).

This section of US 421 currently has a two-lane, 28-foot cross section. The 2007 AADT is 7,800 vpd and by 2035 the AADT is expected to be 10,300 vpd compared to a LOS D capacity of 10,600 for the existing cross section.

The CTP project proposal (Local ID HARN0005-H) is to provide a four-lane expressway facility with a grass median.

US 421, Local ID: HARN0006A/B-H

US 421 between the proposed US 401 Bypass and existing US 401 in Lillington is expected to be near capacity by 2035. Improvements are needed to accommodate capacity and provide access for local traffic while maintaining a capacity LOS D. There are 2 identified high accident locations along the corridor. They include intersections at Wayne Avenue and Eighth Street in Lillington.

This section of US 421 currently has a two-lane, 28-foot cross section between the proposed US 401 Bypass and Old US 421 (HARN0006A-H) and a four-lane, 64-foot cross section between Old US 421 and US 401 (HARN0006B-H). The 2007 AADT ranges from 6,600 to 9,300 vpd and by 2035 the AADT is expected to range from 8,700 to 16,200 compared to a LOS D capacity of 10,600 to 25,700. The CTP project proposal (Local ID HARN0006A-H) is a four-lane expressway facility with a concrete median, bicycle lanes and sidewalks.

The CTP project proposal (Local ID HARN0006B-H) is a two-lane boulevard facility with bicycle lanes, parking on both sides and sidewalks.

US 421, Local ID: HARN0007-H

US 421 between the NC 210/NC 27/US 421 intersection and the proposed Northern Lillington Connector is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a LOS D.

There is one identified high accident location along the corridor occurring at the intersection of NC 210/US 421/NC 27/US 401.

This section of US 421 currently has a four-lane, 48-foot cross section. The 2007 AADT is 18,000 vpd and by 2035 the AADT is expected to be 41,200 vpd compared to a LOS D capacity of 39,300 for the existing cross section.

The CTP project proposal (Local ID HARN0007-H) is to provide a four-lane boulevard facility with a concrete median, bicycle lanes and sidewalks.

US 421, Local ID: HARN0008-H

US 421 between the proposed Northern Lillington Connector and Maynard Lake Road (SR 1726) is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a LOS D.

Two high accident locations have been identified along this section of US 421, one at the intersection with Leslie Campbell Avenue (SR 2084) and the other at NC 55.

This section of US 421 currently has four-lane and five-lane cross-sections that range from 48 to 64 feet. The 2007 AADT is 18,000 vpd and by 2035 the AADT is expected to be 47,200 vpd compared to a LOS D capacity of 39,300 for the existing cross section.

The CTP project proposal (Local ID HARN0008-H) is to provide a four-lane expressway facility with a 46-foot wide grass median along the corridor.

US 421, Local ID: HARN0009A-H

US 421 between Erwin Road (SR 1718) and the eastern edge of the City of Dunn limits is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a LOS D and to address the many high accident locations located along the corridor.

The 12 high accident locations are located at the intersections with Watauga Avenue, Wayne Avenue, Ellis Avenue, Wilson Avenue, US 301, Magnolia Avenue, Washington Avenue, Sampson Avenue, Lee Avenue, both I-95 ramp terminals, and NC 55.

This section of US 421 currently has four-lane and three-lane cross-sections that range from 60 to 100 feet. The 2007 AADT is 24,000 vpd and by 2035 the AADT is expected to be 41,800 vpd with no improvements and 32,600 vpd if the proposed US 421 bypass is constructed compared to a LOS D capacity of 24,000 vpd for the existing cross section.

The CTP project proposal (Local ID HARN0009A-H) is to provide a four-lane boulevard facility with 23-foot concrete median including bicycle lanes and sidewalks.

US 421, Local ID: HARN0009B-H

US 421 between the Sampson County line and the expansion to 3 lanes just before NC 55 is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a LOS D.

This section of US 421 currently has a two-lane, 28-foot cross section. The 2007 AADT is 8,400 vpd and by 2035, the AADT is expected to be 14,600 compared to a LOS D capacity of 10,600 for the existing cross section.

The CTP project proposal (Local ID HARN0009B-H) is to provide a four-lane, boulevard facility with turn lanes where necessary.

NC 27, Local ID: HARN0012-H

NC 27 between NC 24 and the proposed US 401 Bypass is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a LOS D.

Dunn-Erwin Southern Truck Connection, Local ID: HARN0020-H; Longbranch Road (SR 1002), Local ID: HARN0021-H

Between the City of Dunn and the Town of Erwin, there is an identified need to reduce the number of large trucks using US 421 that use this facility to connect with I-95 southbound in Dunn. The Harnett County CTP recommends a Dunn-Erwin Southern Truck Connection and Longbranch Road (SR 1002) improvements that are needed to offer large trucks an alternate route to I-95 south of the City of Dunn.

There is one high accident location at the ramp terminals at the interchange of I-95 and Longbranch Road there have been 22 total crashes between January 2004 and December 2006.

Along Longbranch Road between US 301 and I-95, the 2007 AADT is 6,200 vpd; by 2035 the AADT is projected to be 14,200 vpd while the LOS D capacity is 10,600. When the Southern Truck Connection is complete the 2035 AADT in this location will be 16,000 vpd while the LOS D capacity will be improved to 29,100.

The CTP project proposals (Local ID HARN0020-H and HARN0021-H) are a 5 lane major thoroughfare with a center turn lane, bicycle lanes, curb and gutter and sidewalks.

Buffalo Lake Road (SR 1115), Local ID: HARN0025-H

Buffalo Lake Road (SR 1115) between NC 87 and NC 27 is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a LOS D.

A high accident location has been identified at the intersection with NC 87 resulting in the highest severity rate of crashes in Harnett County.

Buffalo Road currently has a two-lane, 26-foot cross section. The 2007 AADT is 9,300 vpd and by 2035 the AADT is expected to be 27,900 compared to a LOS D capacity of 10,600 vpd for the existing cross section. With the influx of military personnel to the area and the expansion of residential and commercial development, expansion of this facility is very important to the growth of the area.

The CTP project proposal (HARN0025-H) is to provide a four-lane, boulevard facility with a median.

Nursery Road (SR 1117), Local ID: HARN0027-H

Nursery Road (SR 1117) between NC 27 and NC 87 is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a LOS D.

Nursery Road has a two-lane, 26-foot cross section between NC 27 and NC 87. The 2007 AADT is 4,900 vpd and by 2035, the AADT is expected to be 14,700 vpd compared to a LOS D capacity of 10,600 vpd for the existing cross section. This area

One high accident location has been identified at the intersection with Powell Avenue (SR 1719) which included 20 crashes from January 1, 2004 to December 31, 2006. There is a functionally obsolete bridge located on Erwin Road at the crossing of the Black River.

Erwin Road and Denim Avenue currently have a two-lane, 26-foot cross section. The 2007 AADT is 13,200 vpd; by 2035, the AADT is expected to increase to 20,000 vpd compared to a LOS D capacity of 16,300 vpd. As the population in Dunn and Erwin continues to grow and industries continue to expand the need for maximizing the efficiency of the existing transportation facilities is paramount.

The CTP project proposal (Local ID HARN0045-H) is to provide a four-lane boulevard facility with a concrete median, bicycle lanes, and sidewalks.

Jonesboro Road (SR 1808), Local ID: HARN0047-H

Jonesboro Road (SR 1808) between I-95 and Wise Road (SR 1799) needs to be widened to a boulevard facility to accommodate the improvements to the interchange with I-95 that will be improved with the construction of the proposed US 421 bypass. The US 421 bypass will be partially constructed along Jonesboro Road from I-95 heading west to the intersection with Lane Road.

The I-95 bridge that passes over Jonesboro Road at this interchange, bridge number 80 has been designated structurally deficient by the NCDOT Bridge Maintenance Unit. At this same interchange, a high accident location has been identified with 10 accidents from January 2004 to December 2006.

This section of Jonesboro Road currently has a two-lane, 20-foot cross section. The 2007 AADT 3,200 vpd; by 2035 the AADT is expected to be 5,200 vpd compared to a LOS D capacity of 9,800 vpd. When the US 421 bypass is extended to connect with existing US 421 in Sampson County, additional improvements to this facility will need to be made.

The CTP project proposal (Local ID HARN0047-H) is to provide a four-lane boulevard facility with a median and turn lanes where necessary.

West Broad Street, Local ID: HARN0055-H

West Broad Street between US 421 and Ashe Avenue (SR 1725) is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a LOS D.

Broad Street currently has a two-lane, 48-foot cross section. The 2007 AADT is 10,500 vpd and by 2035, the AADT is expected to be 18,300 vpd compared to a LOS D capacity of 16,300 vpd for the existing cross section.

The CTP project proposal (Local ID HARN0055-H) is to provide a four-lane, boulevard facility.

PUBLIC TRANSPORTATION & RAIL

NC 87 – Bus Route, Local ID: HARN0001-T

NC 87 is expected to be over capacity by the year 2035. In order to reduce to the number of vehicles on the roadway, bus service connecting Fort Bragg to the Overhills area in southern Harnett County on NC 87 is recommended. The 2011 Harnett County CTP recommends adding a bus route from the Cumberland County line to the intersection with NC 24 in the Overhills area. Two Park-and-Ride lots are recommended along this corridor to provide the Overhills residents with a place to park their vehicles and access the bus service. See CTP Mapping and Appendix C for more information on HARN0001-T.

Lillington Rail Stop, Local ID: HARN0001-R

A public rail stop in the Town of Lillington is needed to provide additional access to the area. A rail stop is recommended in Lillington along Alexander Drive near McKinney Parkway. This rail stop would provide a location for travelers to access public bus service to travel around Harnett County. It would also provide close access to the hospital and neighboring businesses. See CTP Mapping and Appendix C for more information on HARN0001-R.

US 401 Freight Rail Stop, Local ID: HARN0002-R

A rail stop in the unincorporated area of Kipling is needed to provide freight transfer location for Norfolk Southern. This rail stop would provide a much needed transition point for freight that is being shipping through central North Carolina. See CTP Mapping and Appendix C for more information on HARN0002-R.

Dunn Public Rail Stop, Local ID: HARN0003-R

A public rail stop in the City of Dunn is needed to provide a transit alternative for commuters that travel from Dunn and Erwin to Raleigh and Fayetteville. A rail stop is recommended to be constructed along US 301 north of US 421. This rail stop is intended to provide access to the CSX rail line and be utilized as a future hub for public transportation connections. See CTP Mapping and Appendix C for more information on HARN0003-R.

CTP INVENTORY AND RECOMMENDATIONS

| HIGHWAY | | | | | | | | | | | | | | | | | | |
|------------|-------------------------------------|---|----------------|---------------|---------------------------|-------|-------------|-------------------------|-------------------------------|--------------|-----------------------------|-----------------------------|-------------------------------|-------------------|-------------|----------------------------|------|----------------|
| Local ID | Facility | Section (From - To) | Jurisdiction | Dist. (mi) | 2007 Existing System | | | | | | 2035 Proposed System | | | | | CTP Classifi- cation | Tier | Other Modes |
| | | | | | Cross- Section (ft) | lanes | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2007 AADT | 2035 AADT No Build | 2035 AADT with CTP | Proposed Capacity (vpd) | Cross- Section | ROW (ft) | | | |
| I-4745 | I-95 | Johnston County line - Exit 77 Parker Road (SR 1709) | Harnett County | 1.0 | 88 | 4 | 300 | 65 | 51,200 | 49,000 | 85,300 | 85,300 | 90,700 | 6A | 300 | F | Sta | -- |
| I-4745 | I-95 | Exit 77 Parker Road (SR 1709) - Exit 75 Jonesboro Road (SR 1808) | Harnett County | 2.0 | 88 | 4 | 300 | 65 | 51,200 | 48,000 | 83,600 | 83,600 | 90,700 | 6A | 300 | F | Sta | -- |
| I-4745 | I-95 | Exit 75 Jonesboro Road (SR 1808) - Exit 73 US 421 | Dunn | 1.9 | 88 | 4 | 300 | 65 | 51,200 | 48,000 | 83,600 | 72,000 | 90,700 | 6A | 300 | F | Sta | -- |
| I-4745 | I-95 | Exit 73 US 421 - Exit 72 Pope Road (SR 1793) | Dunn | 0.6 | 88 | 4 | 300 | 65 | 51,200 | 48,000 | 83,600 | 78,000 | 90,700 | 6A | 300 | F | Sta | -- |
| I-4745 | I-95 | Exit 72 Pope Rd. (SR 1793) - Exit 71 Long Branch Rd. (SR 1002) | Harnett County | 1.6 | 88 | 4 | 300 | 65 | 51,200 | 47,000 | 81,800 | 79,000 | 90,700 | 6A | 300 | F | Sta | -- |
| I-4745 | I-95 | Exit 71 Long Branch Rd. (SR 1002) - Exit 70 Bud Hawkins Rd. (SR 1811) | Harnett County | 1.6 | 88 | 4 | 300 | 65 | 51,200 | 46,000 | 80,100 | 80,100 | 90,700 | 6A | 300 | F | Sta | -- |
| I-4745 | I-95 | Exit 70 Bud Hawkins Rd. (SR 1811) - Cumberland County Line | Harnett County | 0.5 | 88 | 4 | 300 | 65 | 51,200 | 46,900 | 81,700 | 81,700 | 90,700 | 6A | 300 | F | Sta | -- |
| | US 301 | Cumberland County Line - Longbranch Rd. (SR 1002) | Harnett County | 2.1 | 24 | 2 | 60 | 55 | 10,600 | 3,700 | 4,900 | 4,900 | -- | ADQ | -- | Maj | Reg | -- |
| | US 301 | Longbranch Rd. (SR 1002) - change to 35mph | Harnett County | 1.0 | 24 | 2 | 60 | 55 | 10,600 | 2,700 | 3,600 | 3,600 | -- | ADQ | -- | Maj | Reg | P |
| | US 301 | Change to 35mph - add curb and gutter | Dunn | 0.4 | 24 | 2 | 60 | 35 | 14,400 | 6,400 | 8,500 | 8,500 | -- | ADQ | -- | Maj | Reg | P |
| | US 301 | Add curb and gutter - change to 20mph and on street parking | Dunn | 0.7 | 36 | 3 | 100 | 35 | 15,400 | 8,000 | 10,600 | 10,600 | -- | ADQ | -- | Maj | Reg | P |
| | US 301 | Change to 20mph and on street parking - E. Harnett St. | Dunn | 0.4 | 40 | 2 | 60 | 20 | 14,200 | 5,700 | 7,500 | 7,500 | -- | ADQ | -- | Maj | Reg | P |
| | US 301 | E. Harnett St. - change to 35mph | Dunn | 0.2 | 41 | 2 | 60 | 35 | 15,200 | 6,000 | 7,900 | 7,900 | -- | ADQ | -- | Maj | Reg | P |
| | US 301 | Change to 35mph - change to 3 lanes | Dunn | 0.2 | 41 | 2 | 60 | 35 | 15,200 | 4,900 | 6,500 | 6,500 | -- | ADQ | -- | Maj | Reg | P |
| | US 301 | Change to 3 lanes - change to 2 lanes | Dunn | 0.4 | 41 | 3 | 100 | 35 | 16,200 | 9,300 | 12,300 | 4,000 | -- | ADQ | -- | Min | Reg | P |
| HARN0060-H | US 301 relocation (new location) | US 301 - Jonesboro Road (SR 1808) | Dunn | 0.6 | -- | -- | -- | -- | -- | -- | -- | 9,400 | 25,500 | 4C | 110 | Maj | Reg | -- |

| HIGHWAY | | | | | | | | | | | | | | | | | | |
|----------|--|---|----------------|---------------|---------------------------|-------|-------------|-------------------------|-------------------------------|--------------|-----------------------------|-----------------------------|-------------------------------|-------------------|-------------|----------------------------|------|----------------|
| Local ID | Facility | Section (From - To) | Jurisdiction | Dist. (mi) | 2007 Existing System | | | | | | 2035 Proposed System | | | | | CTP Classifi- cation | Tier | Other Modes |
| | | | | | Cross- Section (ft) | lanes | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2007 AADT | 2035 AADT No Build | 2035 AADT with CTP | Proposed Capacity (vpd) | Cross- Section | ROW (ft) | | | |
| | US 301 | Change to 2 lanes - proposed US 421 Bypass | Dunn | 0.6 | 24 | 2 | 60 | 35 | 15,200 | 6,500 | 8,600 | 6,300 | -- | ADQ | -- | Min | Reg | -- |
| | US 301 | Proposed US 421 Bypass - Johnston County Line | Harnett County | 3.4 | 24 | 2 | 60 | 55 | 10,600 | 5,100 | 6,700 | 6,700 | -- | ADQ | -- | Maj | Reg | -- |
| R-2609 | US 401 | Cumberland County Line - Bunnlevel-Erwin Rd. (SR 1779) | Harnett County | 2.9 | 30 | 2 | 60 | 55 | 10,600 | 6,100 | 8,100 | 8,100 | 45,200 | 4B | 150 | B | Sta | -- |
| R-2609 | US 401 | Bunnlevel-Erwin Rd. (SR 1779) - change to 45mph | Harnett County | 0.5 | 30 | 2 | 60 | 45 | 12,600 | 5,900 | 7,800 | 7,800 | 36,600 | 4B | 150 | B | Sta | -- |
| R-2609 | US 401 | Change to 45mph - change to 55mph | Harnett County | 0.2 | 30 | 2 | 60 | 45 | 12,600 | 4,800 | 6,300 | 6,300 | 36,600 | 4B | 150 | B | Sta | -- |
| R-2609 | US 401 | Change to 55mph - proposed US 401 Bypass | Harnett County | 4.8 | 30 | 2 | 60 | 55 | 10,600 | 4,900 | 6,500 | 6,500 | 45,200 | 4B | 150 | B | Sta | -- |
| R-2609 | US 401 Lillington Bypass (new location) | US 401/Stockyard Rd. (SR 2035) - NC 210 | Harnett County | 1.3 | -- | -- | -- | -- | -- | -- | -- | 13,000 | 60,700 | 4A | 300 | F | Sta | -- |
| R-2609 | US 401 Lillington Bypass (new location) | NC 210 - NC 27 | Harnett County | 0.7 | -- | -- | -- | -- | -- | -- | -- | 22,000 | 60,700 | 4A | 300 | F | Sta | -- |
| R-2609 | US 401 Lillington Bypass (new location) | NC 27 - US 421 | Harnett County | 2.3 | -- | -- | -- | -- | -- | -- | -- | 25,000 | 60,700 | 4A | 300 | F | Sta | -- |
| R-2609 | US 401 Lillington Bypass (new location) | US 421 - US 401 | Harnett County | 2.9 | -- | -- | -- | -- | -- | -- | -- | 31,000 | 60,700 | 4A | 300 | F | Sta | -- |
| R-2609 | US 401 | Proposed US 401 Bypass - Lafayette Rd. (SR 1443) | Harnett County | 3.9 | 32 | 2 | 60 | 55 | 10,600 | 8,700 | 17,400 | 17,400 | 45,200 | 4B | 150 | B | Sta | -- |
| R-2609 | US 401 | Lafayette Rd. (SR 1443) - Chalybeate Springs Rd. (SR 1441) | Harnett County | 1.4 | 32 | 2 | 60 | 45 | 10,600 | 9,400 | 18,800 | 18,800 | 43,600 | 4B | 150 | B | Sta | -- |
| R-2609 | US 401 | Chalybeate Springs Rd. (SR 1441) - Rawls Church Rd. (SR 1415) | Harnett County | 1.8 | 32 | 2 | 60 | 55 | 10,600 | 10,200 | 20,400 | 20,400 | 45,200 | 4B | 150 | B | Sta | -- |
| R-2609 | US 401 | Rawls Church Rd. (SR 1415) - Rawls Club Rd. (SR 1447) | Harnett County | 0.3 | 44 | 3 | 100 | 55 | 11,600 | 9,100 | 20,800 | 20,800 | 45,200 | 4B | 150 | B | Sta | -- |
| R-2609 | US 401 Fuquay-Varina Bypass (new location) | Rawls Club Rd. (SR 1447) - Wake County Line | Harnett County | 0.8 | -- | -- | -- | -- | -- | -- | -- | 15,700 | 60,700 | 4A | 300 | F | Sta | -- |
| | US 401 | Rawls Club Rd. (SR 1447) - Wake County Line | Harnett County | 0.7 | 32 | 2 | 60 | 55 | 10,600 | 8,700 | 26,100 | 10,400 | -- | ADQ | | Maj | Sta | -- |

| HIGHWAY | | | | | | | | | | | | | | | | | | |
|-------------|---------------------------------|---|----------------|---------------|---------------------------|-------|-------------|-------------------------|-------------------------------|--------------|-----------------------------|-----------------------------|-------------------------------|-------------------|-------------|----------------------------|------|----------------|
| Local ID | Facility | Section (From - To) | Jurisdiction | Dist. (mi) | 2007 Existing System | | | | | | 2035 Proposed System | | | | | CTP Classifi- cation | Tier | Other Modes |
| | | | | | Cross- Section (ft) | lanes | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2007 AADT | 2035 AADT No Build | 2035 AADT with CTP | Proposed Capacity (vpd) | Cross- Section | ROW (ft) | | | |
| HARN0008-H | US 421 | Proposed Northern Lillington Connector - change to 45mph/start of curb and gutter | Harnett County | 0.4 | 48 | 4 | 150 | 55 | 39,300 | 18,000 | 41,200 | 41,200 | 57,400 | 4A | 180 | E | Reg | M |
| HARN0008-H | US 421 | Change to 45mph/start of curb and gutter - Harmon Rd. (SR 2068) | Harnett County | 0.9 | 64 | 5 | 150 | 45 | 50,300 | 18,000 | 47,200 | 47,200 | 57,400 | 4A | 180 | E | Reg | M |
| HARN0008-H | US 421 | Harmon Rd. (SR 2068) - change to 55mph | Harnett County | 0.3 | 64 | 5 | 150 | 45 | 50,300 | 12,000 | 31,400 | 31,400 | 57,400 | 4A | 180 | E | Reg | M |
| HARN0008-H | US 421 | Change to 55mph - NC 27/change to 45mph | Harnett County | 0.8 | 64 | 5 | 150 | 55 | 50,300 | 12,000 | 31,400 | 31,400 | 57,400 | 4A | 180 | E | Reg | M |
| HARN0008-H | US 421 | NC 27/change to 45mph - change to 55mph | Harnett County | 1.1 | 52 | 4 | 150 | 45 | 48,000 | 13,000 | 29,700 | 29,700 | 57,400 | 4A | 180 | E | Reg | M |
| HARN0008-H | US 421 | Change to 55 mph - proposed US 421 Bypass | Harnett County | 1.7 | 52 | 4 | 150 | 55 | 39,300 | 12,400 | 28,400 | 28,400 | 57,400 | 4A | 180 | E | Reg | M |
| HARN0010A-H | US 421 Bypass (new location) | Avery Road (SR 2013) - NC 55 | Harnett County | 1.2 | -- | -- | -- | -- | -- | -- | -- | 12,000 | 59,900 | 4A | 300 | F | Reg | -- |
| HARN0010A-H | US 421 Bypass (new location) | NC 55 - Red Hill Church Road (SR 1703) | Harnett County | 1.5 | -- | -- | -- | -- | -- | -- | -- | 14,000 | 59,900 | 4A | 301 | F | Reg | -- |
| HARN0010A-H | US 421 Bypass (new location) | Red Hill Church Road (SR 1703) - proposed Powell Street Extension | Harnett County | 1.3 | -- | -- | -- | -- | -- | -- | -- | 15,000 | 59,900 | 4A | 302 | F | Reg | -- |
| HARN0010A-H | US 421 Bypass (new location) | Proposed Powell Street Extension - US 301 | Harnett County | 1.6 | -- | -- | -- | -- | -- | -- | -- | 15,000 | 59,900 | 4A | 303 | F | Reg | -- |
| HARN0010B-H | US 421 Bypass (new location) | US 301 - Jonesboro Road (SR 1808) | Harnett County | 1.2 | -- | -- | -- | -- | -- | -- | -- | 17,000 | 57,400 | 4A | 180 | E | Reg | -- |
| HARN0008-H | US 421 | Proposed US 421 Bypass - change to 45mph @ NC55 | Harnett County | 1.8 | 52 | 4 | 150 | 55 | 39,300 | 12,400 | 28,400 | 16,400 | 57,400 | 4A | 180 | E | Reg | |
| HARN0008-H | US 421 | Change to 45mph @ NC 55 - Maynard Lake Rd. (SR 1726) | Erwin | 0.2 | 52 | 4 | 150 | 45 | 48,000 | 13,000 | 29,700 | 22,700 | 57,400 | 4A | 180 | B | Reg | |
| | US 421 | Maynard Lake Rd. (SR 1726) - Red Hill Church Rd. (SR 1703) | Erwin | 0.8 | 52 | 4 | 150 | 45 | 48,000 | 14,000 | 24,400 | 19,300 | -- | ADQ | - | B | Reg | -- |
| | US 421 | Red Hill Church Rd. (SR 1703) - change to 45mph | Erwin | 1.2 | 52 | 4 | 150 | 45 | 48,000 | 21,000 | 37,500 | 28,500 | -- | ADQ | - | B | Reg | -- |
| | US 421 | Change to 45mph - Erwin Rd. | Erwin | 1.1 | 52 | 4 | 150 | 45 | 48,000 | 22,000 | 38,300 | 29,200 | -- | ADQ | - | B | Reg | P |
| HARN0009A-H | US 421 | Erwin Rd. - change to 20mph | Dunn | 1.0 | 48 | 4 | 60 | 35 | 32,600 | 23,000 | 40,000 | 31,500 | 31,600 | 4D | 110 | B | Reg | P |
| HARN0009A-H | US 421 | Change to 20mph - change to 35mph | Dunn | 0.3 | 48 | 4 | 60 | 20 | 31,800 | 24,000 | 41,800 | 32,600 | 31,600 | 4D | 110 | B | Reg | P |
| HARN0009A-H | US 421 | Change to 35mph - change to 45mph and 3 lanes @ NC 55 | Dunn | 0.9 | 48 | 4 | 100 | 35 | 32,600 | 20,000 | 34,800 | 27,200 | 31,600 | 4D | 110 | B | Reg | P |

| HIGHWAY | | | | | | | | | | | | | | | | | | |
|-------------|--|---|------------------------------------|---------------|---------------------------------|----|-------------|-------------------------|-------------------------------|--------------|-----------------------------|-----------------------------|-------------------------------|-------------------|-------------|----------------------------|------|----------------|
| Local ID | Facility | Section (From - To) | Jurisdiction | Dist. (mi) | 2007 Existing System | | | | | | 2035 Proposed System | | | | | CTP Classifi- cation | Tier | Other Modes |
| | | | | | Cross- Section (ft) lanes | | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2007 AADT | 2035 AADT No Build | 2035 AADT with CTP | Proposed Capacity (vpd) | Cross- Section | ROW (ft) | | | |
| HARN0009A-H | US 421 | Change to 45mph and 3 lanes @ NC 55 - change to 2 lanes and 55mph | Dunn | 0.5 | 38 | 3 | 100 | 45 | 12,600 | 9,200 | 16,000 | 16,000 | 36,600 | 4D | 110 | B | Reg | P |
| HARN0009B-H | US 421 | Change to 2 lanes and 55mph - Sampson County line | Harnett County | 1.5 | 28 | 2 | 60 | 55 | 10,600 | 8,400 | 14,600 | 14,600 | 40,500 | 4B | 150 | B | Reg | -- |
| HARN0010D-H | Powell Street Extension (new location) | US 421 - Ashe Ave (SR 1725) | Dunn | 0.4 | -- | -- | -- | -- | -- | -- | -- | 8,900 | 11,800 | 2B | 60 | Min | Sub | -- |
| HARN0010D-H | Powell Street Extension (new location) | Ashe Ave (1725) - proposed US 421 Bypass | Dunn | 0.8 | -- | -- | -- | -- | -- | -- | -- | 8,400 | 11,800 | 2B | 61 | Min | Sub | -- |
| HARN0010D-H | Powell Street Extension (new location) | Proposed US 421 Bypass - Fairground Road (SR 1705) | Dunn | 0.9 | -- | -- | -- | -- | -- | -- | -- | 7,200 | 11,800 | 2B | 62 | Min | Sub | -- |
| R-2529 | NC 24 | Moore County Line - Claude White Rd. (SR 1001) | Harnett County | 2.5 | 24 | 2 | 60 | 55 | 10,600 | 4,100 | 12,300 | 12,300 | 57,400 | 4A | 180 | E | Sta | -- |
| R-2529 | NC 24 | Claude White Rd. (SR 1001) - NC 27 | Harnett County | 3.0 | 24 | 2 | 60 | 55 | 10,600 | 6,100 | 18,300 | 18,300 | 57,400 | 4A | 180 | E | Sta | -- |
| R-2529 | NC 24 | NC 27 - Marks Rd. (SR 1111) | Harnett County | 1.7 | 24 | 2 | 60 | 55 | 10,600 | 6,800 | 20,400 | 20,400 | 57,400 | 4A | 180 | E | Sta | -- |
| R-2529 | NC 24 | Marks Rd. (SR 1111) - NC 87 | Harnett County | 1.8 | 24 | 2 | 60 | 55 | 10,600 | 7,800 | 23,400 | 23,400 | 57,400 | 4A | 180 | E | Sta | -- |
| | NC 24 | NC 87 - Cumberland County Line | See NC 87 for futher information | | | | | | | | | | | | | | | |
| | NC 27 | Moore County Line - NC 27 | See NC 24 for further information | | | | | | | | | | | | | | | |
| HARN0012-H | NC 27 | NC 24 - Johnsonville School Rd. (SR 1202) | Harnett County | 1.0 | 26 | 2 | 60 | 55 | 10,600 | 5,600 | 12,800 | 12,800 | 45,200 | 4B | 150 | B | Reg | -- |
| HARN0012-H | NC 27 | Johnsonville School Rd. (SR 1202) - NC 87 | Harnett County | 0.9 | 26 | 2 | 60 | 55 | 10,600 | 5,000 | 11,400 | 11,400 | 45,200 | 4B | 150 | B | Reg | -- |
| HARN0012-H | NC 27 | NC 87 - Hoover Rd. (SR 1210) | Harnett County | 1.5 | 26 | 2 | 60 | 55 | 10,600 | 4,100 | 9,400 | 9,400 | 45,200 | 4B | 150 | B | Reg | -- |
| HARN0012-H | NC 27 | Hoover Rd. (SR 1210) - Buie Rd. (SR 1213) | Harnett County | 4.4 | 26 | 2 | 60 | 55 | 10,600 | 6,000 | 13,700 | 13,700 | 45,200 | 4B | 150 | B | Reg | -- |
| HARN0012-H | NC 27 | Buie Rd. (SR 1213) - Norrington Rd. (SR 1230) | Harnett County | 5.4 | 26 | 2 | 60 | 55 | 10,600 | 6,000 | 13,700 | 13,700 | 45,200 | 4B | 150 | B | Reg | -- |
| HARN0012-H | NC 27 | Norrington Rd. (SR 1230) - proposed US 401 Bypass | Harnett County | 5.4 | 26 | 2 | 60 | 55 | 10,600 | 5,100 | 11,700 | 11,700 | 45,200 | 4B | 150 | B | Reg | -- |
| | NC 27 | Proposed US 401 Bypass - Shawtown Rd. (SR 1133) | Harnett County | 1.6 | 26 | 2 | 60 | 55 | 10,600 | 5,100 | 11,700 | 5,900 | -- | ADQ | - | Maj | Reg | -- |
| | NC 27 | Shawtown Rd. (SR 1133) - NC 210 | Harnett County | 0.4 | 22 | 2 | 60 | 35 | 13,900 | 8,000 | 20,100 | 8,900 | -- | ADQ | - | Maj | Reg | -- |
| | NC 27 | NC 210 - NC 210/US 421/NC 27 Intersection | See US 401 for further information | | | | | | | | | | | | | | | |

| HIGHWAY | | | | | | | | | | | | | | | | | | |
|-------------|---|--|----------------|------------|----------------------|-------------|-------------------|-------------------------|-----------|--------------------|----------------------|-------------------------|---------------|----------|-----|--------------------|------|-------------|
| Local ID | Facility | Section (From - To) | Jurisdiction | Dist. (mi) | 2007 Existing System | | | | | | 2035 Proposed System | | | | | CTP Classification | Tier | Other Modes |
| | | | | | Cross-Section (ft) | ROW (lanes) | Speed Limit (mph) | Existing Capacity (vpd) | 2007 AADT | 2035 AADT No Build | 2035 AADT with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | | | | |
| HARN0019D-H | Eastern Angier Bypass (existing) improvements | Along Guy Road (SR 1544) from NC 55 to Benson Road (SR 1500); Along Lipscomb Road (SR 1504) from Wimberly Street (SR 1502) to NC 210; Along O'Stephenson Road (SR 1503) from Wimberly Street (SR 1502) to Wake County line | Angier | 3.2 | -- | -- | -- | -- | -- | -- | -- | 15,000 | 45,200 | 4B | 150 | B | Sub | -- |
| HARN0020-H | Dunn-Erwin Southern Truck Connection | US 421 to US 301; on new location and existing portions of St. Matthews Road, Wilson Stree, Old Hamilton Road and Arrowhead Road | Dunn/Erwin | 3.0 | -- | -- | -- | -- | -- | -- | -- | 11,200 | 29,100 | 5A | 100 | Maj | Sub | -- |
| | Claude White Rd. (SR 1001) | Lee County Line - NC 24 | Harnett County | 1.6 | 22 | 2 | 60 | 55 | 10,600 | 1,600 | 2,800 | 2,800 | -- | ADQ | - | Maj | Sub | -- |
| HARN0021-H | Longbranch Rd. (SR 1002) | US 301 - I-95 | Harnett County | 1.2 | 22 | 2 | 60 | 55 | 10,600 | 6,200 | 14,200 | 16,000 | 29,100 | 5A | 100 | Maj | Sub | -- |
| | Longbranch Rd. (SR 1002) | I-95 - Pope Rd. (SR 1793) | Harnett County | 0.7 | 22 | 2 | 60 | 55 | 10,600 | 2,600 | 5,900 | 5,900 | -- | ADQ | - | Maj | Sub | -- |
| HARN0022-H | North Old Stage Rd. (SR 1006) | NC 210 - Benson Rd. (SR 1500) | Harnett County | 1.7 | 20 | 2 | 60 | 55 | 9,800 | 2,900 | 5,800 | 5,800 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0022-H | North Old Stage Rd. (SR 1006) | Benson Rd. (SR 1500) - Langdon Rd. (SR 1532) | Harnett County | 1.8 | 20 | 2 | 60 | 55 | 9,800 | 2,000 | 2,600 | 2,600 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0022-H | North Old Stage Rd. (SR 1006) | Langdon Rd. (SR 1532) - NC 55 | Harnett County | 0.8 | 20 | 2 | 60 | 55 | 9,800 | 1,700 | 3,000 | 3,000 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0022-H | North Old Stage Rd. (SR 1006) | NC 55 - NC 27 | Harnett County | 3.4 | 20 | 2 | 60 | 55 | 9,800 | 1,700 | 3,000 | 3,000 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0023-H | Hillmon Grove Rd. (SR 1106) | Moore County Line - Flynn-McPherson Road (SR 1109) | Harnett County | 2.1 | 18 | 2 | 60 | 55 | 8,400 | 950 | 1,700 | 1,700 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0024-H | Cameron Hill Rd. (SR 1108) | Hillmon Grove Rd. (SR 1106) - NC 24 | Harnett County | 3.6 | 20 | 2 | 60 | 55 | 9,800 | 1,200 | 2,700 | 2,700 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0025-H | Buffalo Lake Rd. (SR 1115) | NC 87 - NC 27 | Harnett County | 4.5 | 26 | 2 | 60 | 55 | 10,600 | 9,300 | 27,900 | 27,900 | 45,200 | 4B | 150 | B | Sub | P |
| HARN0026-H | Doc's Rd. (SR 1116) | NC 27 - FAMPO Planning Area Boundary | Harnett County | 1.5 | 22 | 2 | 60 | 55 | 10,600 | 1,600 | 2,100 | 2,100 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0026-H | Doc's Rd. (SR 1116) | FAMPO Planning Area Boundary - Nursery Rd. (SR 1117) | Harnett County | 1.7 | 22 | 2 | 60 | 55 | 10,600 | 2,900 | 8,700 | 8,700 | 15,100 | 2A | 60 | Min | Sub | -- |

| HIGHWAY | | | | | | | | | | | | | | | | | | |
|------------|-----------------------------------|--|----------------|---------------|---------------------------|-------------|-------------------------|-------------------------------|--------------|-----------------------------|-----------------------------|-------------------------------|-------------------|-------------|-----|-------------------------|------|----------------|
| | | | | | 2007 Existing System | | | | | | 2035 Proposed System | | | | | CTP Classi- fication | Tier | Other Modes |
| | | | | | Cross- Section (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2007 AADT | 2035 AADT No Build | 2035 AADT with CTP | Proposed Capacity (vpd) | Cross- Section | ROW (ft) | | | | |
| Local ID | Facility | Section (From - To) | Jurisdiction | Dist. (mi) | | | | | | | | | | | | | | |
| | Bailey's Crossroads Rd. (SR 1581) | Ebenezer Church Rd. (SR 1558) - NC 27 | Harnett County | 2.5 | 24 | 2 | 60 | 55 | 10,600 | 2,100 | 3,700 | 3,700 | -- | ADQ | - | Min | Sub | -- |
| | Cane Mill Rd. (SR 1700) | Red Hill Church Rd. (SR 1703) - change to 45mph | Harnett County | 2.1 | 22 | 2 | 60 | 55 | 10,600 | 1,500 | 2,600 | 2,600 | -- | ADQ | - | Min | Sub | -- |
| | Cane Mill Rd. (SR 1700) | Change to 45mph - change to 35mph | Harnett County | 1.0 | 22 | 2 | 60 | 45 | 10,600 | 1,500 | 2,600 | 2,600 | -- | ADQ | - | Min | Sub | -- |
| | Cane Mill Rd. (SR 1700) | Change to 35mph - add curb and gutter | Harnett County | 0.4 | 22 | 2 | 60 | 35 | 16,300 | 1,500 | 2,600 | 2,600 | -- | ADQ | - | Min | Sub | -- |
| | Cane Mill Rd. (SR 1700) | Add curb and gutter - NC 55 | Harnett County | 0.3 | 40 | 2 | 60 | 35 | 16,300 | 1,800 | 2,400 | 2,400 | -- | ADQ | - | Min | Sub | -- |
| | Red Hill Church Rd. (SR 1703) | Bailey's Crossroads Rd. (SR 1581) - Turlington Rd. (SR 1723) | Harnett County | 2.6 | 22 | 2 | 60 | 55 | 10,600 | 4,200 | 7,300 | 7,300 | -- | ADQ | - | Min | Sub | -- |
| | Red Hill Church Rd. (SR 1703) | Turlington Rd. (SR 1723) - Bryant Rd. (SR 1720) | Harnett County | 3.0 | 22 | 2 | 60 | 55 | 10,600 | 4,100 | 9,400 | 8,000 | -- | ADQ | - | Min | Sub | -- |
| | Red Hill Church Rd. (SR 1703) | Bryant Rd. (SR 1720) - US 421 | Harnett County | 0.4 | 22 | 2 | 60 | 55 | 10,600 | 4,900 | 9,800 | 8,200 | -- | ADQ | - | Min | Sub | -- |
| | Masonic Rd. (SR 1703) | US 421 - Denim Ave. | Erwin | 0.3 | 22 | 2 | 60 | 35 | 16,300 | 4,600 | 8,000 | 8,000 | -- | ADQ | - | Min | Sub | -- |
| HARN0044-H | Fairground Rd. (SR 1705) | NC 27 - change to 45mph | Harnett County | 2.8 | 22 | 2 | 60 | 55 | 10,600 | 1,300 | 3,000 | 3,000 | 15,100 | 2A | 60 | Min | Sub | P |
| HARN0044-H | Fairground Rd. (SR 1705) | Change to 45mph - change to 35mph | Harnett County | 1.4 | 22 | 2 | 60 | 45 | 10,600 | 1,200 | 1,600 | 1,600 | 12,200 | 2A | 60 | Min | Sub | P |
| HARN0044-H | Fairground Rd. (SR 1705) | Change to 35mph - Meadowlark Rd. (SR 1715) | Dunn | 1.3 | 20 | 2 | 60 | 35 | 16,300 | 4,000 | 7,000 | 5,000 | 10,200 | 2A | 60 | Min | Sub | P |
| HARN0044-H | Fairground Rd. (SR 1705) | Meadowlark Rd. (SR 1715) - US 301 | Dunn | 0.4 | 20 | 2 | 60 | 35 | 16,300 | 5,700 | 13,000 | 10,000 | 10,200 | 2A | 60 | Min | Sub | P |
| HARN0045-H | Erwin Rd. (SR 1718) | US 421 - no curb and gutter/change to 3 lanes | Dunn | 0.4 | 48 | 4 | 60 | 35 | 25,700 | 13,200 | 20,000 | 20,000 | 31,600 | 4D | 110 | B | Sub | P |
| HARN0045-H | Erwin Rd. (SR 1718) | No curb and gutter/change to 3 lanes - change to 2 lanes | Dunn | 0.3 | 38 | 3 | 100 | 35 | 17,300 | 13,200 | 20,000 | 20,000 | 31,600 | 4D | 110 | B | Sub | P |
| HARN0045-H | Erwin Rd. (SR 1718) | Change to 2 lanes - Denim Ave. | Dunn | 0.2 | 26 | 2 | 60 | 35 | 16,300 | 9,000 | 13,700 | 13,700 | 31,600 | 4D | 110 | B | Sub | P |
| | Bryant Rd. (1720) | Red Hill church Rd. (SR 1703) - Ashe Rd. (SR 1725) | Harnett County | 1.0 | 22 | 2 | 60 | 55 | 10,600 | 2,200 | 4,400 | 4,400 | -- | ADQ | - | Min | Sub | -- |
| | Ashe Rd. (SR 1725) | NC 55 - Red Hill Church Rd. (SR 1703) | Harnett County | 1.9 | 20 | 2 | 60 | 55 | 9,800 | 1,900 | 2,500 | 2,500 | -- | ADQ | - | Min | Sub | -- |
| | Ashe Rd. (SR 1725) | Red Hill Church Rd. (SR 1703) - Bryant Rd. (SR 1720) | Harnett County | 0.8 | 20 | 2 | 60 | 55 | 9,800 | 3,000 | 4,000 | 4,000 | -- | ADQ | - | Min | Sub | -- |

| HIGHWAY | | | | | | | | | | | | | | | | | | |
|----------|-------------------------------|--|----------------|---------------|---------------------------|-------|-------------|-------------------------|-------------------------------|--------------|-----------------------------|-----------------------------|-------------------------------|-------------------|-------------|----------------------------|------|----------------|
| Local ID | Facility | Section (From - To) | Jurisdiction | Dist. (mi) | 2007 Existing System | | | | | | 2035 Proposed System | | | | | CTP Classifi- cation | Tier | Other Modes |
| | | | | | Cross- Section (ft) | lanes | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2007 AADT | 2035 AADT No Build | 2035 AADT with CTP | Proposed Capacity (vpd) | Cross- Section | ROW (ft) | | | |
| | Ashe Rd. (SR 1725) | Bryant Rd. (SR 1720) - change to 35mph | Harnett County | 1.2 | 20 | 2 | 60 | 55 | 9,800 | 4,600 | 6,100 | 6,100 | -- | ADQ | - | Min | Sub | -- |
| | Ashe Rd. (SR 1725) | Change to 35mph - W. Broad St. | Harnett County | 0.5 | 20 | 2 | 60 | 35 | 16,300 | 2,000 | 2,600 | 2,600 | -- | ADQ | - | Min | Sub | -- |
| | Maynard Lake Rd. (SR 1726) | NC 55 - change to 35mph | Harnett County | 1.0 | 22 | 2 | 60 | 55 | 10,600 | 2,800 | 3,700 | 3,700 | -- | ADQ | - | Min | Sub | -- |
| | Maynard Lake Rd. (SR 1726) | Change to 35mph - US 421 | Erwin | 0.3 | 22 | 2 | 60 | 35 | 16,300 | 2,800 | 3,700 | 3,700 | -- | ADQ | - | Min | Sub | -- |
| | Antioch Church Rd. (SR 1735) | Erwin Rd. - Lucas Rd. (SR 1815) | Harnett County | 0.6 | 22 | 2 | 60 | 45 | 16,600 | 4,800 | 6,300 | 6,300 | -- | ADQ | - | Min | Sub | -- |
| | Antioch Church Rd. (SR 1735) | Lucas Rd. (SR 1815) - NC 82 | Harnett County | 1.4 | 22 | 2 | 60 | 45 | 16,600 | 4,200 | 5,500 | 5,500 | -- | ADQ | - | Min | Sub | -- |
| | Old Post Rd. (SR 1746) | NC 82/NC 217 - East Denim Ave. | Erwin | 0.8 | 24 | 2 | 60 | 35 | 16,300 | 4,900 | 6,500 | 6,500 | -- | ADQ | - | Min | Sub | -- |
| | South Old Stage Rd. (SR 1769) | US 421 - change to 50mph | Harnett County | 0.6 | 20 | 2 | 60 | 55 | 9,800 | 1,000 | 1,300 | 1,300 | -- | ADQ | - | Min | Sub | -- |
| | South Old Stage Rd. (SR 1769) | Change to 50mph - change to 35mph | Harnett County | 3.1 | 20 | 2 | 60 | 50 | 9,800 | 1,300 | 1,700 | 1,700 | -- | ADQ | - | Min | Sub | -- |
| | South Old Stage Rd. (SR 1769) | Change to 35mph - change to 20mph | Erwin | 0.8 | 20 | 2 | 60 | 35 | 16,300 | 1,300 | 1,700 | 1,700 | -- | ADQ | - | Min | Sub | -- |
| | West St. (SR 1769) | Change to 20mph - N. 13th St. | Erwin | 0.2 | 20 | 2 | 60 | 25 | 13,100 | 1,600 | 2,100 | 2,100 | -- | ADQ | - | Min | Sub | -- |
| | Dorman Rd. (SR 1777) | NC 82 - Arrowhead Rd. (SR 1780) | Harnett County | 1.5 | 22 | 2 | 60 | 55 | 10,600 | 2,500 | 3,300 | 3,300 | -- | ADQ | - | Min | Sub | -- |
| | Bunnlevel-Erwin Rd. (SR 1779) | NC 217 - change to 45mph | Harnett County | 0.5 | 24 | 2 | 60 | 55 | 10,600 | 4,600 | 6,100 | 6,100 | -- | ADQ | - | Min | Sub | -- |
| | Bunnlevel-Erwin Rd. (SR 1779) | Change to 45mph - change to 55mph | Harnett County | 1.1 | 24 | 2 | 60 | 45 | 10,600 | 1,900 | 2,500 | 2,500 | -- | ADQ | - | Min | Sub | -- |
| | Bunnlevel-Erwin Rd. (SR 1779) | Change to 55mph - change to 35mph | Harnett County | 3.3 | 24 | 2 | 60 | 55 | 10,600 | 1,800 | 2,400 | 2,400 | -- | ADQ | - | Min | Sub | -- |
| | Bunnlevel-Erwin Rd. (SR 1779) | Change to 35mph - US 401 | Harnett County | 0.4 | 24 | 2 | 60 | 35 | 16,300 | 1,700 | 2,200 | 2,200 | -- | ADQ | - | Min | Sub | -- |
| | Arrowhead Rd. (SR 1780) | Dorman Rd. (SR 1777) - US 301/change to Longbranch Rd. (SR 1002) | Harnett County | 0.9 | 22 | 2 | 60 | 55 | 10,600 | 3,800 | 5,000 | 6,000 | -- | ADQ | - | Maj | Sub | -- |
| | Elm Ave. (SR 1785) | Pope Rd. (SR 1793) - Ammons Rd. (SR 1791) | Dunn | 1.0 | 20 | 2 | 60 | 35 | 9,400 | 700 | 900 | 900 | -- | ADQ | - | Min | Sub | -- |
| | Chicken Farm Rd. (SR 1790) | Longbranch Rd. (SR 1002) - Dunn city limits/change to 35mph | Harnett County | 1.4 | 20 | 2 | 60 | 55 | 9,800 | 2,100 | 2,800 | 2,800 | -- | ADQ | - | Min | Sub | -- |

| HIGHWAY | | | | | | | | | | | | | | | | | | |
|-------------|-----------------------------|--|----------------|------------|----------------------|-------|----------|-------------------|-------------------------|-----------|----------------------|--------------------|-------------------------|---------------|----------|--------------------|------|-------------|
| Local ID | Facility | Section (From - To) | Jurisdiction | Dist. (mi) | 2007 Existing System | | | | | | 2035 Proposed System | | | | | CTP Classification | Tier | Other Modes |
| | | | | | Cross-Section | | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2007 AADT | 2035 AADT No Build | 2035 AADT with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | | | |
| | | | | | (ft) | lanes | | | | | | | | | | | | |
| | McKay Ave. (SR 1790) | Dunn city limits/change to 35mph - US 421 | Dunn | 0.9 | 20 | 2 | 60 | 35 | 16,300 | 3,000 | 6,900 | 6,900 | -- | ADQ | - | Min | Sub | -- |
| | Ammons Rd. (SR 1791) | Elm Ave. - Longbranch Rd. (SR 1002) | Harnett County | 1.1 | 18 | 2 | 60 | 55 | 8,400 | 500 | 700 | 700 | -- | ADQ | - | Min | Sub | -- |
| | Pope Rd. (SR 1793) | Sampson County line - Longbranch Rd. (SR 1002) | Harnett County | 0.3 | 24 | 2 | 60 | 55 | 10,600 | 3,200 | 4,200 | 4,200 | -- | ADQ | - | Min | Sub | -- |
| | Pope Rd. (SR 1793) | Longbranch Rd. (SR 1002) - Fairview Hill Rd. (SR 1851) | Harnett County | 1.5 | 24 | 2 | 60 | 55 | 10,600 | 3,200 | 4,200 | 4,200 | -- | ADQ | - | Min | Sub | -- |
| | Pope Rd. (SR 1793) | Fairview Hill Rd. (SR 1851) - I-95 | Harnett County | 0.7 | 24 | 2 | 60 | 45 | 10,600 | 3,900 | 5,200 | 5,200 | -- | ADQ | - | Min | Sub | -- |
| | Pope Rd. (SR 1793) | I-95 - US 301 | Harnett County | 0.9 | 44 | 4 | 60 | 35 | 16,300 | 4,500 | 5,900 | 5,900 | -- | ADQ | - | Min | Sub | -- |
| HARN0010C-H | Jonesboro Rd. (SR 1808) | Proposed US 421 Bypass - I-95 | Harnett County | 0.8 | 20 | 2 | 60 | 45 | 10,600 | 4,300 | 5,700 | 20,000 | 57,100 | 4A | 180 | E | Reg | -- |
| HARN0047-H | Jonesboro Rd. (SR 1808) | I-95 - Wise Rd. (SR 1799) | Harnett County | 0.7 | 20 | 2 | 60 | 55 | 9,800 | 3,200 | 4,200 | 5,200 | 45,200 | 4D | 110 | B | Sub | -- |
| | Jonesboro Rd. (SR 1808) | Wise Rd. (SR 1799) - Johnston County line | Harnett County | 4.3 | 20 | 2 | 60 | 55 | 9,800 | 1,200 | 1,600 | 1,600 | -- | ADQ | - | Min | Sub | -- |
| | Tobacco Barn Ln. (SR 1907) | Maynard Lake Rd. (SR 1726) - Red Hill Church Rd. (SR 1703) | Dunn | 0.8 | 22 | 2 | 60 | 55 | 10,600 | 2,000 | 2,600 | 2,600 | -- | ADQ | - | Min | Sub | -- |
| HARN0048-H | Kivett Rd. (SR 2002) | Leslie Campbell Ave. (SR 2084) - Main St. (SR 1532) | Harnett County | 0.6 | 18 | 2 | 60 | 35 | 16,300 | 1,300 | 3,000 | 3,000 | 10,200 | 2A | 60 | Min | Sub | B |
| | Crawford Rd. (SR 2006) | NC 55 - change to 55mph | Coats | 0.7 | 18 | 2 | 60 | 35 | 9,400 | 1,200 | 1,600 | 1,600 | -- | ADQ | - | Min | Sub | -- |
| | Crawford Rd. (SR 2006) | Change to 55mph - US 421 | Harnett County | 2.3 | 18 | 2 | 60 | 55 | 8,400 | 400 | 500 | 500 | -- | ADQ | - | Min | Sub | -- |
| | Crawford Rd. (SR 2006) | US 421 - Old Stage Rd. (SR 1769) | Harnett County | 0.7 | 18 | 2 | 60 | 55 | 8,400 | 200 | 300 | 300 | -- | ADQ | - | Min | Sub | -- |
| | Ross Rd. (SR 2016) | US 401 - change to 2 lanes | Harnett County | 1.0 | 44 | 4 | 100 | 35 | 32,600 | 5,800 | 7,700 | 7,700 | -- | ADQ | - | Maj | Sub | -- |
| | Ross Rd. (SR 2016) | Change to 2 lanes - change to 55mph | Harnett County | 0.4 | 22 | 2 | 60 | 35 | 16,300 | 1,600 | 2,100 | 2,100 | -- | ADQ | - | Min | Sub | -- |
| | Ross Rd. (SR 2016) | Change to 55mph - Titan Roberts Rd. (SR 2021) | Harnett County | 4.7 | 22 | 2 | 60 | 55 | 10,600 | 1,600 | 2,100 | 2,100 | -- | ADQ | - | Min | Sub | -- |
| | Titan Roberts Rd. (SR 2021) | Bunn-level Erwin Rd. (SR 1779) - Ross Rd. (SR 2016) | Harnett County | 2.5 | 22 | 2 | 60 | 55 | 10,600 | 2,000 | 2,600 | 2,600 | -- | ADQ | - | Min | Sub | -- |
| | Titan Roberts Rd. (SR 2021) | Ross Rd. (SR 2016) - US 401 | Harnett County | 2.4 | 22 | 2 | 60 | 55 | 10,600 | 870 | 1,100 | 1,100 | -- | ADQ | - | Min | Sub | -- |
| | Horshoe Bend Rd. (SR 2027) | US 401 - NC 217 | Harnett County | 2.1 | 22 | 2 | 60 | 55 | 10,600 | 2,600 | 3,400 | 3,400 | -- | ADQ | - | Min | Sub | -- |

| HIGHWAY | | | | | | | | | | | | | | | | | | |
|------------|-------------------------------------|---|----------------|------------|----------------------|-------|----------|-------------------|-------------------------|----------------------|--------------------|--------------------|-------------------------|---------------|--------------------|------|-------------|----------|
| Local ID | Facility | Section (From - To) | Jurisdiction | Dist. (mi) | 2007 Existing System | | | | | 2035 Proposed System | | | | | CTP Classification | Tier | Other Modes | |
| | | | | | Cross-Section (ft) | lanes | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2007 AADT | 2035 AADT No Build | 2035 AADT with CTP | Proposed Capacity (vpd) | Cross-Section | | | | ROW (ft) |
| HARN0049-H | McLean Chapel Church Rd. (SR 2030) | Elliot Bridge Rd. (SR 2045) - Sandefer Rd. (SR 2030) | Harnett County | 2.0 | 18 | 2 | 60 | 55 | 8,400 | 1,400 | 1,800 | 1,800 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0049-H | McLean Chapel Church Rd. (SR 2030) | Sandefer Rd. (SR 2030) - US 401 | Harnett County | 3.7 | 18 | 2 | 60 | 55 | 8,400 | 1,300 | 1,700 | 1,700 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0050-H | Elliot Bridge Rd. (SR 2045) | Cumberland County line - Shady Grove Rd. (SR 2050) | Harnett County | 0.6 | 22 | 2 | 60 | 55 | 10,600 | 2,400 | 7,200 | 7,200 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0050-H | Elliot Bridge Rd. (SR 2045) | Shady Grove Rd. (SR 2050) - Bethel Baptist Rd. 9SR 2048) | Harnett County | 1.4 | 22 | 2 | 60 | 55 | 10,600 | 2,000 | 6,000 | 6,000 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0050-H | Elliot Bridge Rd. (SR 2045) | Bethel Baptist Rd. (SR 2048) - McLean Chapel Church Rd. (SR 2030) | Harnett County | 3.6 | 22 | 2 | 60 | 55 | 10,600 | 700 | 2,100 | 2,100 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0050-H | Elliot Bridge Rd. (SR 2045) | McLean Chapel Church Rd. (SR 2030) - NC 210 | Harnett County | 1.1 | 22 | 2 | 60 | 55 | 10,600 | 1,200 | 2,100 | 2,100 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0051-H | Bethel Baptist Rd. (SR 2048) | Elliot Bridge Rd. (SR 2045) - NC 210 | Harnett County | 3.4 | 18 | 2 | 60 | 55 | 8,400 | 1,200 | 3,600 | 3,600 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0052-H | Shady Grove Rd. (SR 2050) | NC 210 - Elliot Bridge Rd. (SR 2045) | Harnett County | 3.5 | 20 | 2 | 60 | 55 | 9,800 | 2,900 | 8,700 | 8,700 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0053-H | Anderson Creek School Rd. (SR 2064) | Overhills Rd. (SR 1120) - NC 210 | Harnett County | 1.5 | 20 | 2 | 60 | 55 | 9,800 | 2,200 | 6,600 | 6,600 | 15,100 | 2A | 60 | Min | Sub | P |
| HARN0054-H | Leslie Campbell Ave. (SR 2084) | NC 27 - change to 35mph and curb and gutter | Harnett County | 0.9 | 22 | 2 | 60 | 55 | 10,600 | 5,300 | 12,100 | 12,100 | 15,100 | 2A | 60 | Min | Sub | B |
| HARN0054-H | Leslie Campbell Ave. (SR 2084) | Change to 35mph and curb and gutter - US 421 | Harnett County | 1.0 | 33 | 3 | 100 | 35 | 17,300 | 7,200 | 16,500 | 16,500 | 17,300 | 3A | 60 | Min | Sub | B |
| HARN0056-H | Harnett Central Rd. (SR 2215) | US 401 - change to 55mph | Harnett County | 0.4 | 22 | 2 | 60 | 35 | 9,800 | 1,600 | 3,200 | 3,200 | 10,200 | 2A | 60 | Min | Sub | -- |
| HARN0056-H | Harnett Central Rd. (SR 2215) | Change to 55mph - NC 210 | Harnett County | 2.0 | 22 | 2 | 60 | 55 | 10,600 | 1,900 | 3,800 | 3,800 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0056-H | Harnett Central Rd. (SR 2215) | NC 210 - Matthews Mill Pond Rd. | Harnett County | 1.8 | 20 | 2 | 60 | 55 | 16,300 | 2,200 | 5,800 | 5,800 | 15,100 | 2A | 60 | Min | Sub | -- |
| HARN0045-H | Denim Ave. | Erwin Rd. - change to 35mph | Erwin | 1.0 | 26 | 2 | 60 | 45 | 10,600 | 5,700 | 7,500 | 7,500 | 36,600 | 4D | 110 | B | Sub | P |
| HARN0045-H | Denim Ave. | Change to 35mph - change to 4 lanes/curb and gutter | Erwin | 0.3 | 26 | 2 | 60 | 35 | 16,300 | 7,600 | 10,000 | 10,000 | 31,600 | 4D | 110 | B | Sub | P |
| HARN0045-H | Denim Ave. | Change to 4 lanes/curb and gutter - NC 217/NC 82 | Erwin | 0.8 | 48 | 4 | 60 | 35 | 32,600 | 4,000 | 5,300 | 5,300 | 31,600 | 4D | 110 | B | Sub | P |
| HARN0055-H | W. Broad St. | Ashe Ave. (SR 1725) - US 421 | Dunn | 0.2 | 48 | 2 | 60 | 35 | 16,300 | 10,500 | 18,300 | 18,300 | 22,700 | 4D | 110 | B | Sub | P |

| PUBLIC TRANSPORTATION ¹ | | | | | | | |
|------------------------------------|------------------------------------|-------------------------------------|-------------------|---------------|-----------------|--|-------------|
| Local ID | Facility/ Route | Section (From - To) | Speed Limit (mph) | Distance (mi) | Existing System | Proposed System | Other Modes |
| | | | | | Type | Type | |
| HARN0001-T | NC 87 - Fort Bragg Bus Route | Cumberland County Line to Overhills | 55 | 4.5 | -- | Bus route from Fayetteville to Fort Bragg | HB |
| HARN0001-T | NC 87 - Park and Ride Stops | Cumberland County Line to Overhills | -- | -- | -- | Add two park and ride stops on Fort Bragg | -- |
| HARN0001-R | Alexander Drive - Public Rail Stop | Near McKinney Parkway in Lillington | -- | -- | -- | Public Rail Stop for connection with HARTS on Norfolk Southern rail line | -- |
| HARN0002-R | US 401 - Freight Rail Stop | In Kipling | -- | -- | -- | Rail stop for freight transfer on Norfolk Southern | -- |
| HARN0003-R | US 301 - Public Rail Stop | In Dunn | -- | -- | -- | Public Rail stop proposed in Dunn on CSX rail line | -- |

¹ Only major public transportation routes and proposals are shown here. For further documentation of the public transportation system, refer to *Harnett Area Rural Transit System*.

| RAIL | | | | | | | | | | | | |
|----------|---------------------------|---|-------|-------------------|---------------|----------------------|----------|----------------|-----------------|----------|----------------|-------------|
| Local ID | Facility/ Route | Section (From - To) | Class | Speed Limit (mph) | Distance (mi) | Existing System | | | Proposed System | | | Other Modes |
| | | | | | | Type | ROW (ft) | Trains per day | Type | ROW (ft) | Trains per day | |
| | Norfolk Southern - NC 42 | Chatham County Line - Wake County Line | 2 | 25 | 4.5 | Freight | 25-100 | 2 | — | — | -- | — |
| | Norfolk Southern - US 401 | Cumberland County Line - Wake County Line | 3 | 35 | 21.6 | Freight | 25-100 | 8 | — | -- | — | -- |
| | CSX - US 301 | Cumberland County Line - Johnston County Line | 4 | 80 | 9.5 | Freight Passanger | 25-100 | 50 | -- | — | — | -- |

Appendix F Traffic Crash Analysis

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

The severity of every crash is measured with a series of weighting factors developed by the NCDOT Division of Highways (DOH). These factors define a fatal or incapacitating crash as 47.7 times more severe as 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.

| <u>Severity</u> | <u>Severity Index</u> |
|-----------------|-----------------------|
| 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 3 depicts a summary of the crashes occurring in the planning area between January 1, 2004 and December 31, 2006. The data represents locations with 10 or more crashes and/or a severity average greater than that of the state's index, 4.96. The "Total" column indicates the total number of accidents reported within 150-ft of the intersection during the study period. The severity listed is the average crash severity for that location.

Table 4 - Crash Locations

| Map Index | Intersection | Average Severity | Total Collisions |
|-----------|---|------------------|------------------|
| 1 | US 421(Front St.) and US 401 (Main St.) | 2.48 | 34 |
| 2 | NC 210 (Depot St.) and NC 55 (S. Raleigh St.) | 4.21 | 30 |
| 3 | SR 1120 (Overhills Rd.) and SR 1121 (Ray Rd.) | 7.44 | 28 |
| 4 | NC 210 and SR 1006 (Old Stage Rd.) | 5.11 | 26 |

Table 4 - Crash Locations - Continued

| Map Index | Intersection | Average Severity | Total Collisions |
|-----------|---|------------------|------------------|
| 5 | US 301 (Clinton Ave.) and US 421 (Cumberland Ave.) | 4.55 | 25 |
| 6 | SR 1006 (Old Stage Rd.) and SR 1505 (Pearidge Rd.) | 4.55 | 25 |
| 7 | US 401 (Main St.) and (Tenth St.) | 4.70 | 24 |
| 8 | I-95 and SR 1002 (Long Branch Rd.) | 8.48 | 22 |
| 9 | SR 1718 (Erwin Rd.) and SR 1719 (Powell Ave.) | 4.33 | 20 |
| 10 | US 401(Main St.) and NC 210 (north or Lillington) | 3.11 | 19 |
| 11 | NC 87 and SR 1115 (Buffalo Lake Rd.) | 12.87 | 19 |
| 12 | US 401 (Main St.) and NC 27 (W. Old Rd.) | 6.44 | 18 |
| 13 | US 421(Cumberland Ave.) and Washington Ave. | 4.70 | 18 |
| 14 | Commerce Dr. and US 421 (Cumberland Ave.) | 2.95 | 18 |
| 15 | NC 210 and SR 1121 (Ray Rd.) | 11.22 | 17 |
| 16 | US 421 (Cumberland Ave.) and Sampson Ave. | 2.74 | 17 |
| 17 | SR 1703 (Red Hill Church Rd.) and SR 1725 (Ashe Ave.) | 10.68 | 17 |
| 18 | NC 55 (S. Raleigh St.) and Williams St. | 1.44 | 17 |
| 19 | NC 87 and SR 1222 (Broadway Rd.) | 10.36 | 17 |
| 20 | Duncan Road and US 401 (Main St.) | 4.70 | 16 |
| 21 | NC 210 (Main St.) and SR 2016 (McNeil St.) | 4.70 | 16 |
| 22 | US 421 and SR 1280 (Seminole Rd.) | 9.90 | 16 |
| 23 | US 421 and Ellis Ave. | 4.45 | 15 |
| 24 | NC 55 and US 421 (Cumberland Ave.) | 9.01 | 15 |
| 25 | NC 27 and SR 1116 (Doc's Rd.) | 3.47 | 15 |
| 26 | US 421 (Cumberland Ave.) and Lee Ave. | 3.47 | 14 |
| 27 | US 401 (Main St.) and James St. | 1.53 | 14 |
| 28 | I-95 and US 421 (Cumberland Ave.) | 2.97 | 14 |
| 29 | NC 55 (N. Raleigh St.) and N. Broad St. | 3.28 | 13 |
| 30 | Broad St. and US 301 (Clinton Ave.) | 2.14 | 13 |
| 31 | NC 217 and SR 1779 (Bunnlevel Erwin Rd.) | 10.82 | 13 |
| 32 | Harnett St. and US 401 (Main St.) | 4.42 | 13 |
| 33 | Ashe Ave. and Powell Ave. | 5.55 | 13 |

Table 4 - Crash Locations - Continued

| Map Index | Intersection | Average Severity | Total Collisions |
|-----------|--|------------------|------------------|
| 34 | US 421 and NC 55 (east of Dunn) | 3.28 | 13 |
| 35 | US 401 (Main St.) and McKinney Pkwy. | 7.93 | 12 |
| 36 | US 421 (Cumberland Ave.) and Wilson Ave. | 5.32 | 12 |
| 37 | US 421 (Cumberland Ave.) and Watauga Ave. | 4.70 | 11 |
| 38 | Eighth St. and US 421 (Front St.) | 2.35 | 11 |
| 39 | US 421 (Cumberland Ave.) and Powell Ave. | 3.69 | 11 |
| 40 | Broad St. and McIver St. (in Angier) | 4.36 | 11 |
| 41 | NC 210 and SR 2050 (Shady Grove Rd.) | 11.93 | 11 |
| 42 | I-95 and US 421 | 3.47 | 11 |
| 43 | I-95 and SR 1808 (Jonesboro Rd.) | 3.96 | 10 |
| 44 | US 421 (Cumberland Ave.) and Magnolia Ave. | 4.70 | 10 |
| 45 | US 421 (Cumberland Ave.) and Wayne Ave.) | 4.36 | 10 |
| 46 | US 421 (Front St.) and Tenth Ave. | 2.35 | 10 |
| 47 | US 421 and SR 1265 (Cool Springs Rd.) | 11.54 | 10 |
| 48 | US 421 and SR 2084 (Leslie Campbell Ave.) | 5.44 | 10 |

The NCDOT is actively involved with investigating and improving many of these locations. To request a more detailed analysis for any of the locations listed in Table 3, or other intersections of concern, contact the Division Traffic Engineer. Contact information for the Division Traffic Engineer is included in Appendix A.

Appendix I

Additional Transportation Alternatives & Scenarios Studied

This appendix includes documentation for alternatives and scenarios that were studied but were not selected as the CTP project proposal.

US 401

TIP Project R-2609 identifies the need for US 401 to provide additional capacity and mobility improvements throughout Harnett County. In coordination with this need, the Harnett County CTP began identifying improvements for US 401 in the Lillington area. Improving existing US 401 to relieve congestion was eliminated from consideration due to right of way restrictions and potential impacts to homes and businesses.

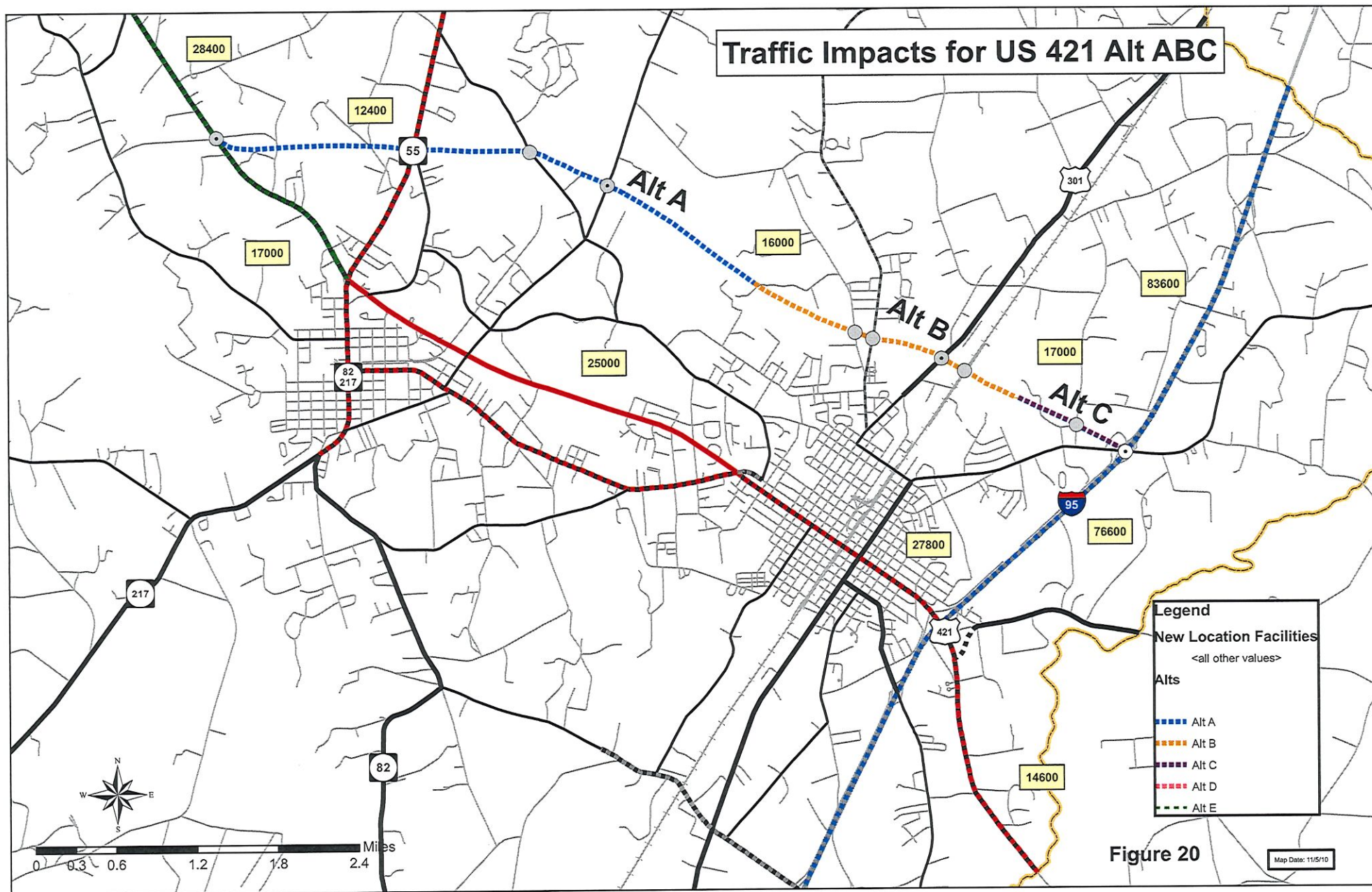
The CTP Steering Committee decided that alternatives would be developed for this new location facility and a US 401 sub-committee would be created to evaluate these alternatives and make a decision on the corridor for US 401 to be shown on the Harnett County CTP. This sub-committee met three times to analyze alternatives. The first meeting looked at the alternatives shown in Figure 16 and the subsequent potential environmental impacts shown in Table 6. Those alternatives were narrowed down and slightly altered and presented at the second meeting along with their potential environmental impacts in Figure 17 and Table 7.

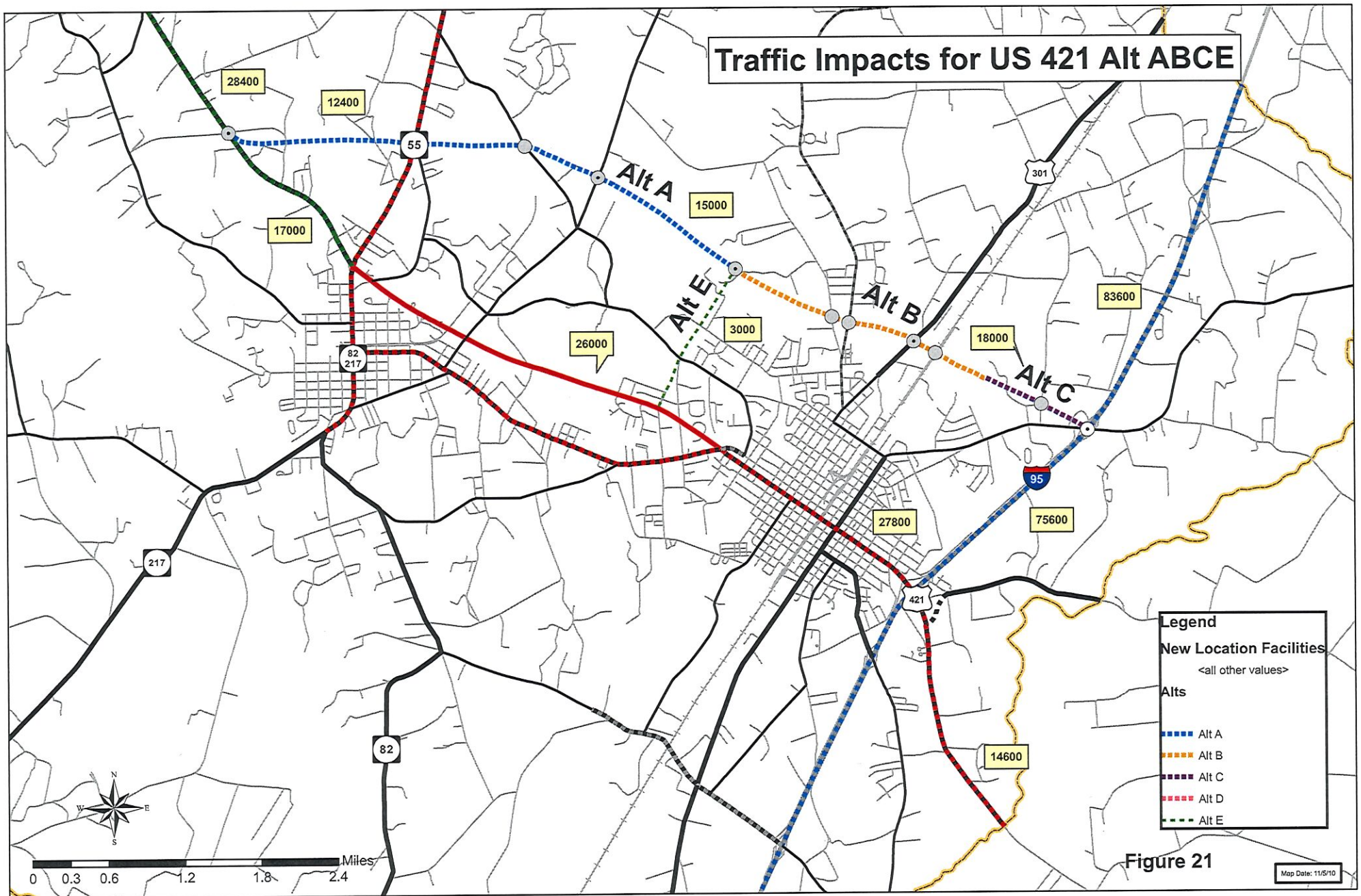
The group narrowed down those alternatives to two corridors (A and B, shown in Figure 18) and presented them to the CTP Team along with Table 8 showing the potential environmental impacts. The CTP Team selected Corridor A as the CTP project proposal, shown in Figure 19 and after some small refinements the recommendation was finalized and included on the CTP.

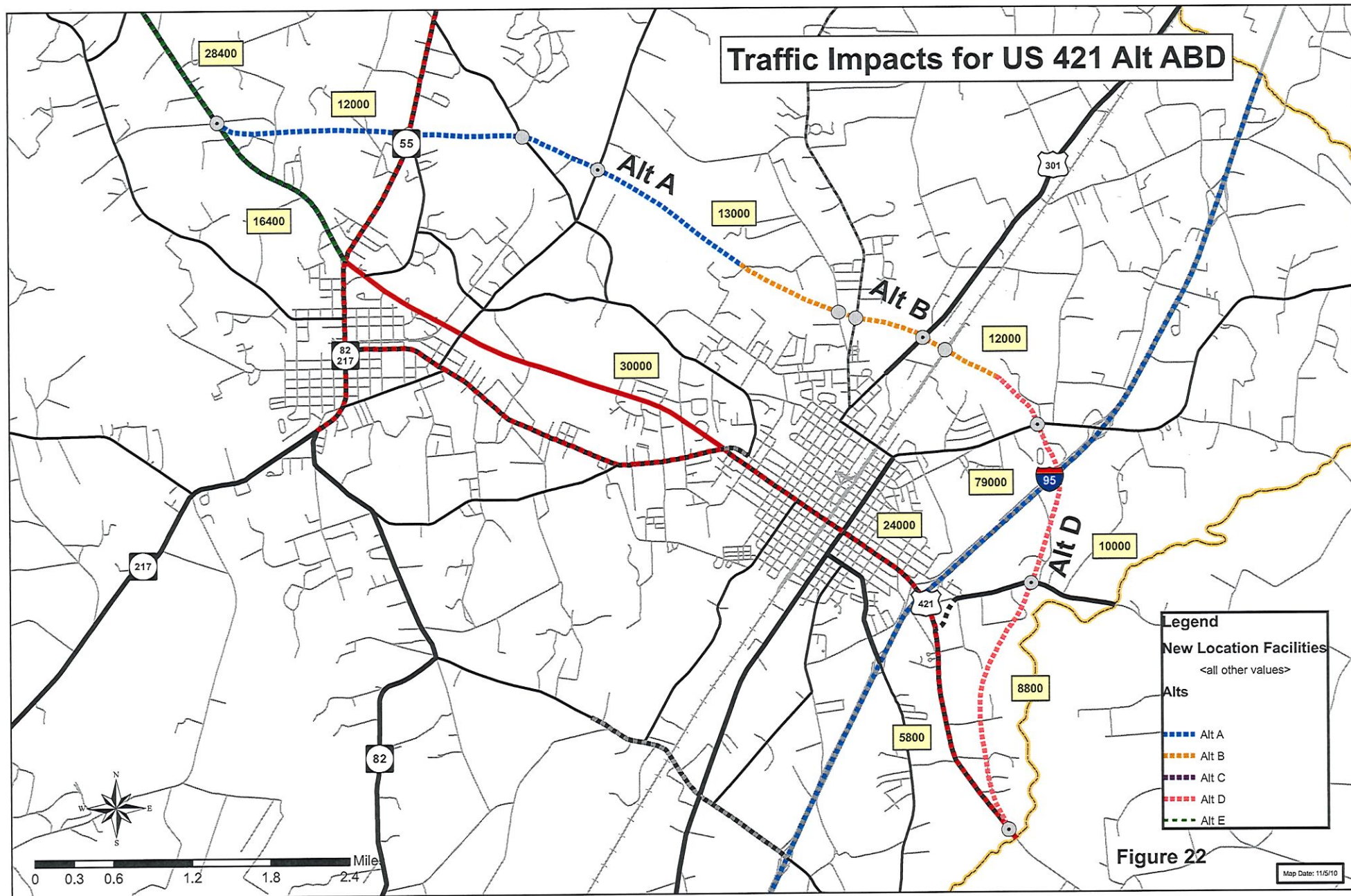
US 421

A US 421 Bypass was recommended on the Dunn-Erwin Thoroughfare Plan from 2002 and that recommendation was included on the Harnett County CTP as well. The old bypass recommendation and additional bypass alternatives were analyzed for the Harnett County CTP. The CTP Steering Committee analyzed multiple bypass alternatives, Figures 20-23, traffic projections and potential environmental impacts (Table 9) to help guide the selection of the final recommendation.

The final recommendation for the bypass was different from the Dunn-Erwin Thoroughfare Plan. Alternative ABCE was selected, but refined to use existing Jonesboro Road (SR 1808) and its interchange connection with Interstate 95. It includes a termination at Jonesboro Road and an additional connection to existing US 421 called the Powell Street Extension. Additional information on this is located in Chapter 2.







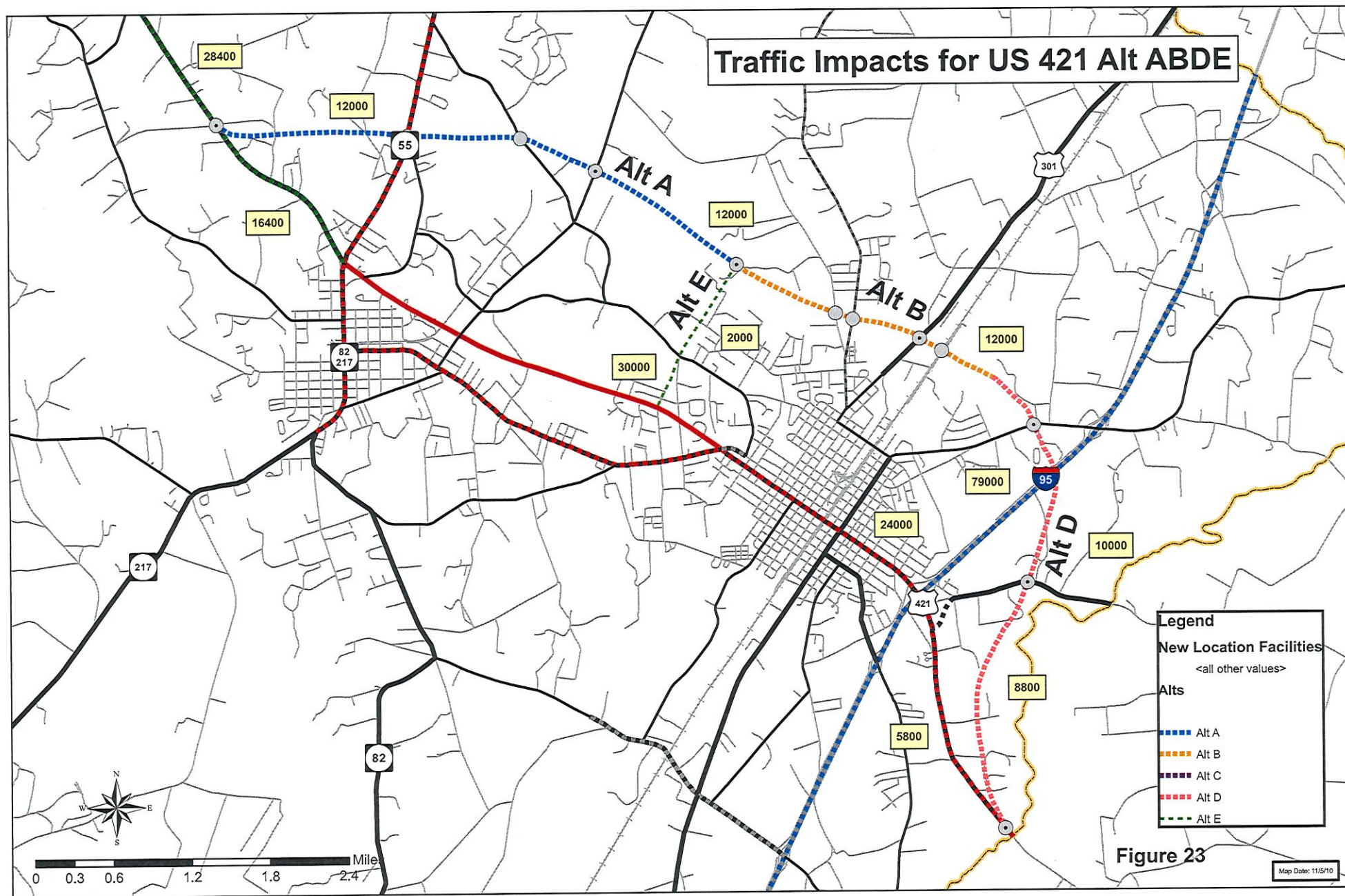


Table 9

| IMPACT TABLE FOR US421 ALTERNATIVES | | | | | |
|---|-------|-------|-------|-------|-------|
| | ALT A | ALT B | ALT C | ALT D | ALT E |
| PROJECT FACTORS | | | | | |
| Mainline New Location Length - miles ¹ | 4.29 | 2.18 | 0.89 | 3.78 | 1.26 |
| Number of new interchanges | 4 | 1 | 0 | 3 | 0 |
| Number of grade separations (roadway) | 1 | 3 | 1 | 1 | 0 |
| Railroad Crossings Grade Separated | 0 | 1 | 0 | 0 | 0 |
| SOCIOECONOMIC FACTORS | | | | | |
| Businesses Impacted | 1 | 2 | 3 | 2 | 2 |
| Churches and Cemeteries | 0 | 0 | 0 | 0 | 0 |
| Employees Impacted | 10 | 20 | 30 | 20 | 20 |
| Houses Impacted | 15 | 14 | 7 | 6 | 6 |
| Parks Impacted | 0 | 0 | 0 | 0 | 0 |
| Receptors Impacted by Noise ⁶ | 60 | 25 | 15 | 25 | 0 |
| Schools Impacted | 0 | 0 | 0 | 0 | 0 |
| ENVIRONMENTAL FACTORS | | | | | |
| Conservation Tax Credit Property ⁵ | 0 | 0 | 0 | 0 | 0 |
| Federal Land Ownership ⁵ | 0 | 0 | 0 | 0 | 0 |
| Fish Spawning Areas | 0 | 0 | 0 | 0 | 0 |
| Gamelands ⁵ | 0 | 0 | 0 | 0 | 0 |
| Groundwater Incidents | 0 | 0 | 0 | 0 | 0 |
| Hazardous Disposal Sites ⁴ | 0 | 0 | 0 | 0 | 0 |
| High Quality Outstanding Water Resources ⁵ | 0 | 0 | 0 | 0 | 0 |
| Lands Managed Conservation Open Space ⁵ | 0 | 0 | 0 | 0 | 0.37 |
| Land Trust Priority Areas | 0 | 0 | 0 | 0 | 0 |
| Recreation Projects Land Water Conservation Fund ⁵ | 0 | 0 | 0 | 0 | 0 |
| River Crossings ⁷ | 1 | 0 | 0 | 0 | 0 |
| Sanitary Sewer Discharges | 0 | 0 | 0 | 0 | 0 |
| Sanitary Sewer Treatment Plants | 0 | 0 | 0 | 0 | 0 |
| Significant Aquatic Endangered Species Habitats | 1 | 5 | 0 | 4 | 0 |
| Solid Waste Facilities | 0 | 0 | 0 | 0 | 0 |
| State Parks | 0 | 0 | 0 | 0 | 0 |
| Surface Waters Intakes | 0 | 0 | 0 | 0 | 0 |
| Total Wetlands Impacted ⁵ | 18.63 | 4.75 | 0.82 | 13.11 | 1.52 |
| Watershed ⁵ | 0 | 0 | 0 | 0 | 0 |
| Water Storage Tanks | 0 | 0 | 0 | 0 | 0 |
| Water Treatment Plants | 0 | 0 | 0 | 0 | 0 |
| Wells Groundwater Intakes | 0 | 0 | 0 | 0 | 0 |
| RESTRICTED FACTORS | | | | | |
| Dedicated and Registered Areas | 0 | 0 | 0 | 0 | 0 |
| Historic National Register Districts | 0 | 0 | 0 | 0 | 0 |
| Historic National Register Structures | 0 | 0 | 0 | 0 | 0 |
| Historic Study List Districts | 0 | 0 | 0 | 0 | 0 |
| Managed Area | 0 | 0 | 0 | 0 | 0 |
| Natural Heritage Element Occurrence, points | 0 | 0 | 0 | 1 | 0 |
| Natural Heritage Element Occurrence, lines | 0 | 0 | 0 | 1 | 0 |
| Natural Heritage Element Occurrence, areas | 0 | 0 | 0 | 0 | 0 |
| Significant Natural Heritage Areas ⁷ | 0 | 0 | 0 | 0 | 0 |

Notes: Unless otherwise noted, estimates of impacts based on 300 foot corridor (estimated right of way limits)

¹ Lengths are approximate. Mainline lengths include all new location corridors in the alternative

² Rebuilt interchanges are those that would need to be reconstructed to accommodate a new or additional traffic

³ Includes ponds and lakes, includes entire pond acreage if pond is anticipated to be drained

⁴ Impacts include superfund points and sites, groundwater incidents, and hazardous waste facilities

⁵ Area Impacts are given in acres

⁶ Recepters are assumed to be 350 feet from roadway centerline; includes all homes and businesses

⁷ From the Cape Fear River