



ZOOM LINK: [HTTPS://US02WEB.ZOOM.US/J/82773917700](https://us02web.zoom.us/j/82773917700)

AGENDA: TECHNICAL ADVISORY COMMITTEE

1. Ethics Statement

Jarvis Woodburn, Chairperson

2. Amend/Adopt Agenda.....(ACTION NEEDED)

Jarvis Woodburn, Chairperson

3. Approval of Minutes from March, 2022.....(ACTION NEEDED)

Jarvis Woodburn, Chairperson

4. FY23 PWP Final.....(ACTION NEEDED)

Lee Snuggs, RRRPO

5. NCDOT Intersection Safety Analysis: Understanding the Data.....(INFORMATION)

Pate Butler, NCDOT

6. NCDOT Updates

- a. County Updates.....Division Staff
- b. Mobility & Safety Division.....Regional Traffic Staff
- c. NCDOT Corridor Development Engineers.....Scott Miller
- d. Transportation Planning Division.....Roger I. Castillo

7. Old Business

8. New Business

9. Public Comment

10. Adjourn

Next Meeting:
Thursday, July 21, 2022



Technical Advisory Committee Meeting Minutes

Members Present: Jarvis Woodburn (Chairman – Anson County), Gary Lowder (Vice-Chair - Badin), Richard Allen (Peachland), Chris Whitley (Albemarle), Bill Peak (New London), Peter Ascitutto (Stanly County), Wes Hartsell (Norwood), Stony Rushing (Union County), John Ballard (Wadesboro), and Michael Herron (Misenheimer).

Members Absent: Tony Lanthrop (NCBOT), Lanny Hathcock (Oakboro), and Joey Estridge (Ansonville).

Others Present: Roger Castillo (NCDOT-TPD)-Zoom, Stewart Basham (NCDOT), Scott Miller (NCDOT), Pate Butler (NCDOT), Jeff Littlefield (NCDOT)-Zoom, Larry Milano (Badin-Alt.), Alex Rotenberry (NCDOT)-Zoom, Lee Snuggs (RRRPO) and Lisa Park (RRRPO).

Welcome

The meeting convened at 6:05 pm. Quorum was established.

1. Ethics Statement

The Ethics Statement was read to members by Chairman Jarvis Woodburn.

2. Approval of Agenda (Approved)

A motion was made by Michael Herron to approve the agenda and was seconded by Richard Allen. The motion was unanimously approved.

3. Approval of Minutes from May, 2021 (Approved)

A motion was made by Gary Lowder to approve the May 2021 minutes and was seconded by Michael Herron. The motion was unanimously approved.

4. Funding & Planning Opportunities (Informative)

Alex Rotenberry, AICP

The members were presented information on the Integrated Mobility Division(IMD), the planning grant initiative and other grant opportunities for their communities.

5. FY23 PWP DRAFT (Informative)

Lee Snuggs, RRRPO

Members were provided a draft of the RRRPO FY23 PWP for their consideration. The plan will be discussed and voted on during the May, 2022 meeting. The FY23 PWP must be submitted to NCDOT no later than mid May.

6. Misenheimer Solar LLC (Informative)

Lee Snuggs, RRRPO

Lee discussed the recent request that was presented to the RRRPO for support from the Misenheimer Solar LLC in regards to the Misenheimer Bypass project. He also discussed what verbage the RRRPO/NCDOT was willing and/or not willing to approve in order to endorse the letter/request.

7. Connect Beyond (Approved) Peter Ascitutto & John Ballard

Lee Snuggs, RRRPO

We are being asked to endorse the Connect Beyond plan and recommendations. The Connect Beyond plan is focused on long-range future transportation planning.

A motion to acknowledge and support was made by Peter Ascitutto.

It was seconded by John Ballard and approved by the majority.

8. NCDOT Updates:

a. County: Division Staff

- **NC 24/27 Widening Project (R-2530B)** - The widening of NC 24/27 from Albemarle to Lake Tillery. Work is underway on the project with utility crews making good progress. Currently working on grading, sewer line work, culvert construction, storm drains, and temporary walls. Project is currently shown as being 59% complete. It is scheduled to be complete at the end of 2023.
- **Bethany Road Bridge Replacement in Albemarle** – The Bethany Road bridge replacement project in northern Albemarle was held up in the late Fall due to relocation of an existing waterline. The project was approximately 23% complete and was scheduled to be completed in the Spring of this year. The contractor has defaulted and NCDOT has terminated his contract. The bonding company will now select another contractor to complete the bridge replacement. Work has been stopped on the project until the bonding company selects another contractor to complete the project. A revised completion date will not be available until a new contractor is selected and able to begin work.
- **NC 24/27 Bridge Replacement (B-5810)** – The replacement of the eastbound bridge on NC 24/27 over the Rocky River between Locust and Midland has been moved up in the program. This bridge was originally scheduled to be replaced in the summer of 2023. The plans are complete and we have been able to move this project up in the schedule. It will now be let for bid sometime between May and September of this year. The exact date is dependent on receipt of pending permit approvals.

9. Old Business: None

10. New Business:

- **SEI/RED Reminder**
- **New location TBD for May, 2022 meeting**

11. Public Comment: None

12. Adjourned at 7:25 pm

Adopted: This the 19th day of May, 2022.

Jarvis, Woodburn, TAC Chairman

Lee Snuggs, Secretary

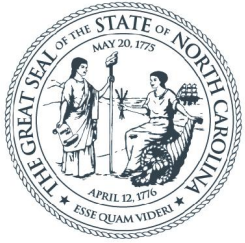
FY 2023 (July 1, 2022-June 30, 2023)
 PLANNING WORK PROGRAM
 ANNUAL FUNDING SOURCES TABLE
 Rocky River RPO

TASK CODE	WORK CATEGORY	RPO PROGRAM FUNDS			
		LOCAL 20%	State 0%	FEDERAL 80%	TOTAL
I. DATA COLLECTION AND ASSESSMENT					
I-1	DATA COLLECTION AND ASSESSMENT	\$ 4,100	\$ -	\$ 16,400	\$ 20,500
I-1.1	Highway				
I-1.2	Other Modes				
I-1.3	Socioeconomic				
I-1.4	Title VI				
II. TRANSPORTATION PLANNING					
II-1	COMPREHENSIVE TRANSPORTATION PLAN (CTP)	\$ 4,700	\$ -	\$ 18,800	\$ 23,500
II-1.1	Develop CTP Vision				
II-1.2	Conduct CTP Needs Assessment				
II-1.3	Analyze Alternatives and Environmental Screening				
II-1.4	Develop Final Plan				
II-1.5	Adopt Plan				
II-2	PRIORITIZATION	\$ 2,000	\$ -	\$ 8,000	\$ 10,000
II-2.1	Project Prioritization				
II-3	PROGRAM AND PROJECT DEVELOPMENT	\$ 3,154	\$ -	\$ 12,615	\$ 15,769
II-3.1	STIP Participation				
II-3.2	Merger / Project Development				
II-4	GENERAL TRANSPORTATION PLANNING	\$ 5,500	\$ -	\$ 22,000	\$ 27,500
II-4.1	Regional and Statewide Planning				
II-4.2	Special Studies, Projects and Other Trainings				
III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES					
III-1	ADMINISTRATIVE ACTIVITIES	\$ 3,800	\$ -	\$ 15,200	\$ 19,000
III-1.1	Administrative Documents				
III-1.2	TCC / TAC Work Facilitation; Ethics Compliance				
III-1.3	Program Administration				
IV. DIRECT COSTS					
IV-1	PROGRAMMATIC DIRECT CHARGES	\$ 2,000	\$ -	\$ 8,000	\$ 10,000
IV-1.1	Program-wide Direct Costs				
IV-2	ADVERTISING	\$ 100	\$ -	\$ 400	\$ 500
IV-2.1	News Media Ads				
IV-3	LODGING, MEALS, INCIDENTALS	\$ 400	\$ -	\$ 1,600	\$ 2,000
IV-3.1	Hotel Costs				
IV-3.2	Meal Costs				
IV-3.3	Incidentals				
IV-4	POSTAGE	\$ 40	\$ -	\$ 160	\$ 200
IV-4.1	Mailings				
IV-5	REGISTRATION / TRAINING	\$ 300	\$ -	\$ 1,200	\$ 1,500
IV-5.1	Conference Registration				
IV-5.2	Meeting / Workshop / Training Fees				
IV-6	TRAVEL	\$ 500	\$ -	\$ 2,000	\$ 2,500
IV-6.1	Mileage Reimbursement				
IV-6.2	Car Rental Costs				
IV-6.3	Other Travel Expenses				
V. INDIRECT COSTS					
V-1	INDIRECT COSTS	\$ -	\$ -	\$ -	\$ -
V-1.1	Incurred Indirect Costs				
RPO OPERATIONAL EXPENSE TOTAL		\$ 26,594	\$ -	\$ 106,375	\$ 132,969

Approved by the TAC on: _____ 20__

 Signature, TAC Chairman

 Signature, RPO Secretary



NORTH CAROLINA

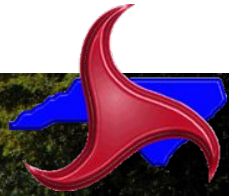
Department of Transportation



NCDOT Intersection Safety Analysis: Understanding the Data

May 10, 2022

- Pate Butler, PE, Regional Traffic Engineer



Highway Safety Improvement Program

HSIP Program



The purpose of the North Carolina Highway Safety Improvement Program (HSIP) is to provide a continuous and systematic process that identifies, reviews, and addresses specific traffic safety concerns throughout the state. The program is structured in several distinct phases:

A system of safety warrants is developed to identify locations that are possibly deficient.

- Locations that meet warrant criteria are categorized as potentially hazardous (PH) locations.
- Detailed crash analyses are performed on the PH locations with the more severe and correctable crash patterns.
- The Regional Traffic Engineering staff performs engineering field investigations.
- The Regional Traffic Engineering staff utilizes Benefit: Cost studies and other tools to develop safety recommendations.
- Depending on the cost and nature of the countermeasures, the investigations may result in requesting Division maintenance forces to make adjustments or repairs, developing Spot Safety projects, developing Hazard Elimination projects, making adjustments to current TIP project plans or utilizing other funding sources to initiate countermeasures.
- Selected projects are evaluated, after implementation, to determine the effectiveness of those countermeasures.

The ultimate goal of the HSIP is to reduce the number of traffic crashes, injuries and fatalities by reducing the potential for and the severity of these incidents on public roadways.

[Highway Safety Programs and Projects \(ncdot.gov\)](http://ncdot.gov)



2022 HSIP OVERVIEW

One change was made to the 2022 HSIP cycle. The minimum crash number was lowered from 5 to 4 for the Bicycle/Pedestrian warrant.

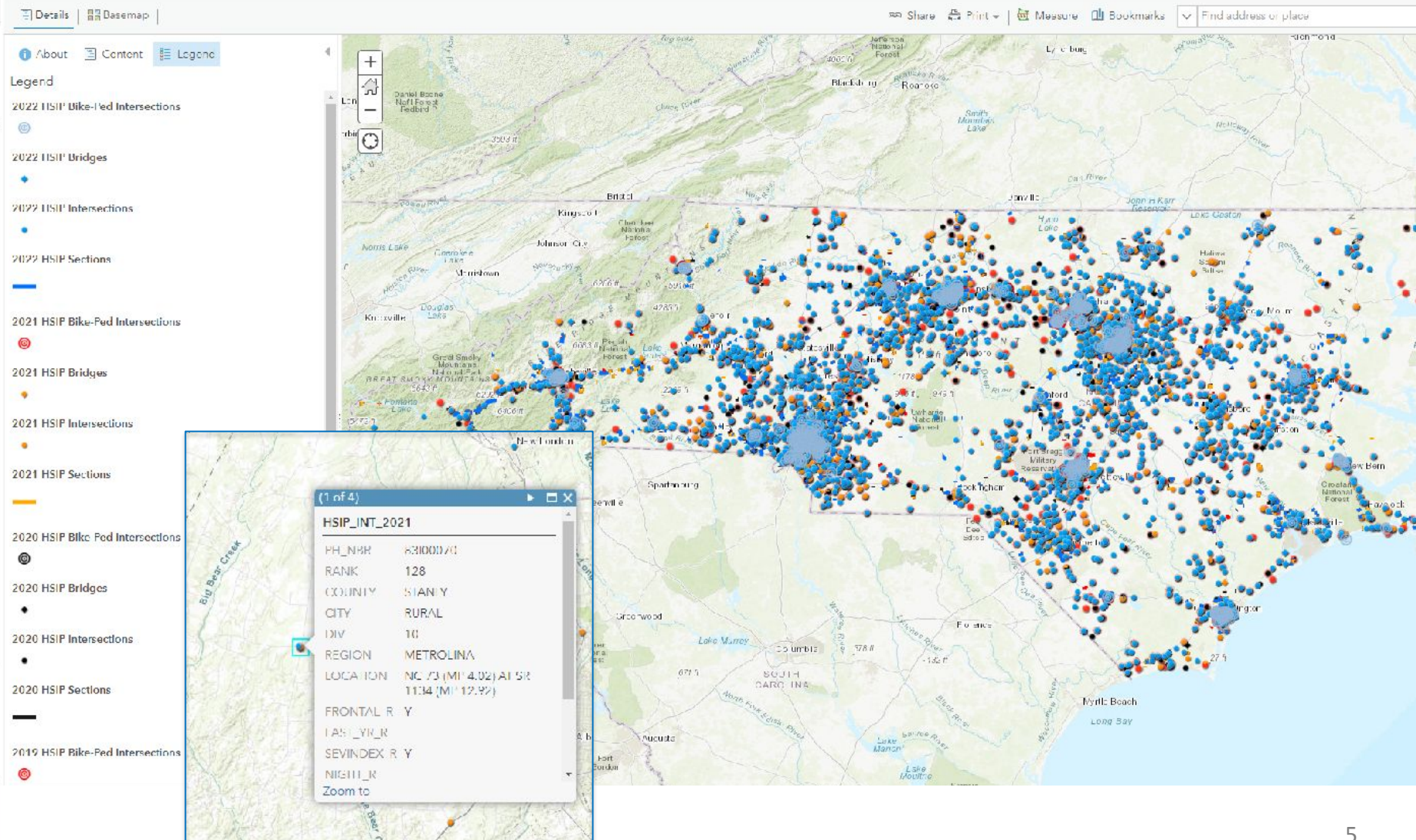
Total potentially hazardous locations identified:

- 3,316 potentially hazardous intersection locations were identified.
- 909 potentially hazardous section locations were identified.
- 391 potentially hazardous bicycle/pedestrian intersection locations were identified.
- 73 potentially hazardous bridge locations

HSIP Locations Map (arcgis.com)

Home ▾ HSIP Locations Map

Open in new Map Viewer Modify Ma





SAFETY WARRANTS

The safety warrant criteria for the 2022 HSIP is based on non-PVA reportable crashes occurring between 2017 and 2021 for 5-year warrants and 2012 through 2021 for 10-year warrants. The following warrants are intended to identify a specific crash type, pattern, or condition and the warrant name is typically used as the identifying moniker. All safety warrants are based on either five or ten years of crash data.

Intersection Warrants

For the purposes of this warrant, a frontal impact crash is considered to be one of the following crash types:

- Angle
- Left Turn (same or different roads)
- Right Turn (same or different roads)
- Head On

Warrant I-1u: Frontal Impact Urban – 5 Years

Locations with 25% of the total crashes having occurred in the last 2 years AND at least one of the following conditions:

(a) A minimum of 12 frontal impact crashes AND a minimum of 55% of all crashes were frontal impact crashes.

-OR-

(b) A minimum of 35 total crashes AND a minimum of 35% of all crashes were frontal impact crashes AND a minimum severity index of 6.0 for the frontal impact crashes.

Warrant I-1r: Frontal Impact Rural – 10 Years

Locations with a minimum of 9 frontal impact crashes, AND 20% of all crashes having occurred in the last 3 years AND a minimum of 60% of all crashes were frontal impact crashes.

Warrant I-2u: Last Year Increase Urban – 5 Years

Locations with a minimum of 25 total crashes AND a minimum of 38% of the total crashes occurred in the last year.

Warrant I-2r: Last Year Increase Rural – 10 Years

Locations with a minimum of 20 total crashes AND a minimum of 32% of the total crashes occurred in the last year.

Warrant I-3u: Frequency with a Severity Index Minimum Urban – 5 Years

Locations with a minimum of 25 total crashes AND a minimum severity index of 6.0 AND a minimum of 40% of the total crashes occurred in the last 2 years.

Warrant I-3r: Frequency with a Severity Index Minimum Rural – 10 Years

Locations with a minimum of 20 total crashes AND a minimum severity index of 9.0 AND a minimum of 30% of the total crashes occurred in the last 3 years.

Warrant I-4u: Night Location Urban – 5 Years

Locations with a minimum of 25% of the total crashes occurring in the last 2 years AND a minimum of 12 crashes occurring at night AND a minimum of 40% of the total crashes occurred at night.

Warrant I-4r: Night Location Rural – 10 Years

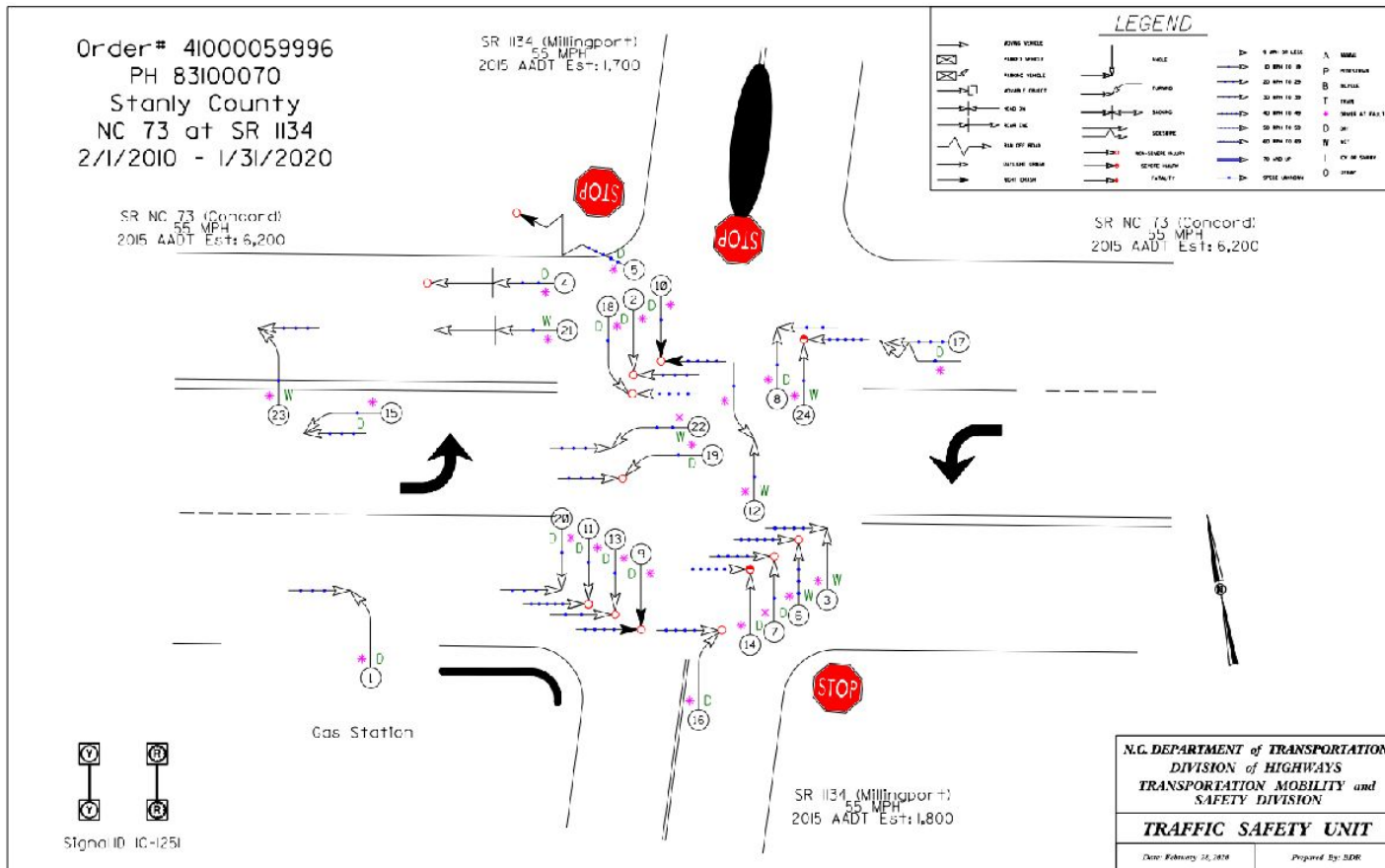
Locations with a minimum of 20% of the total crashes occurring in the last 3 years AND a minimum of 10 crashes occurring at night AND a minimum of 46% of the total crashes occurred at night.

Intersection Reports



North Carolina Highway Safety Improvement Program
 Potentially Hazardous Intersection Locations in STANLY County
 2022 Cycle

PH Number		Division	Region	Location	Overall Crashes	Severity Index	WARRANT INFORMATION				
State Rank	Total Weight						SHP Troop	Crashes	Percent	Severity	Weight
8300070	139	10	METROLINA	STANLY (RURAL) NC 73 (MP 4.02) AT SR 1134 (MP 12.92)	23	11.46	Warrant	Crashes	Percent	Severity	Weight
Excluded: <input type="checkbox"/> Comments:							I-1r	22	0.98	11.83	1.89
							I-2r	10	0.435	11.45	0.85
8300072	251	10	METROLINA	STANLY (RICHFIELD) NC 48 (MP 4.77) AT SR 1005 (MP 1.98)	22	10.92	Warrant	Crashes	Percent	Severity	Weight
Excluded: <input type="checkbox"/> Comments:							I-1r	17	0.77	13.4	1.63
							I-3r	7	0.316	10.82	0.56
8300082	343	10	METROLINA	STANLY (RURAL) SR 1115 (MP 4.92) AT SR 1117 (MP 0.98)	11	25.04	Warrant	Crashes	Percent	Severity	Weight
Excluded: <input type="checkbox"/> Comments:							I-1r	11	1	25.04	1.97
8300039	645	10	METROLINA	STANLY (ALBEMARLE) NC 24 (MP 18.43) AT SR 1783 (MP 0.01)	83	3.23	Warrant	Crashes	Percent	Severity	Weight
Excluded: <input type="checkbox"/> Comments:							I-1r	48	0.578	3.78	1.44
8300036	860	10	METROLINA	STANLY (RICHFIELD) US 52 (MP 23.62) AT NC 48 (MP 3.37)	50	4.88	Warrant	Crashes	Percent	Severity	Weight
Excluded: <input type="checkbox"/> Comments:							I-1r	33	0.66	5.89	1.42
8300079	821	10	METROLINA	STANLY (RURAL) NC 73 (MP 5.38) AT SR 1214 (MP 10.54)	15	15.09	Warrant	Crashes	Percent	Severity	Weight
Excluded: <input type="checkbox"/> Comments:							I-1r	10	0.67	17.84	1.27
8300044	852	10	METROLINA	STANLY (ALBEMARLE) US 52 BUS (MP 1.05) AT SR 1484 (MP 0.33)	30	5.75	Warrant	Crashes	Percent	Severity	Weight
Excluded: <input type="checkbox"/> Comments:							I-1r	20	0.657	7.75	1.24
8300089	1221	10	METROLINA	STANLY (LOCUST) US 52 AT CENTRAL * POSSIBLE LOOP *	93	2.27	Warrant	Crashes	Percent	Severity	Weight
Excluded: <input type="checkbox"/> Comments:							I-1r	57	0.61	2.43	0.99
8300096	1221	10	METROLINA	STANLY (LOCUST) NC 24 AT NC 200 * POSSIBLE LOOP *	96	2.23	Warrant	Crashes	Percent	Severity	Weight
Excluded: <input type="checkbox"/> Comments:							I-1r	58	0.6	2.4	0.99

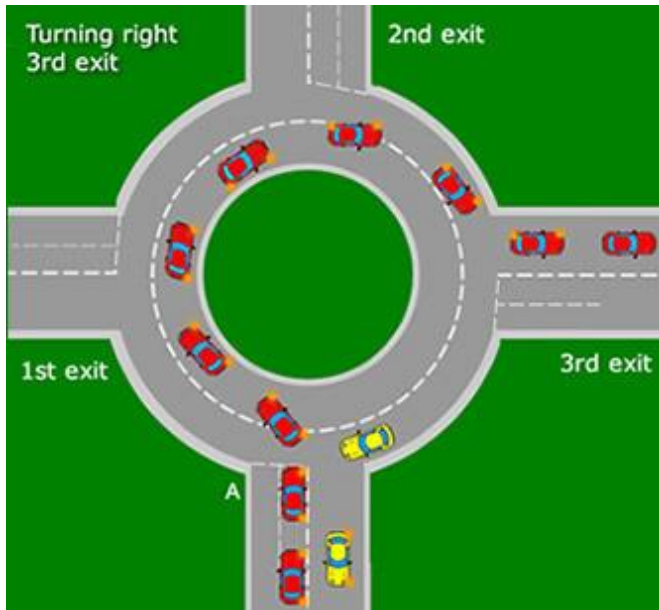


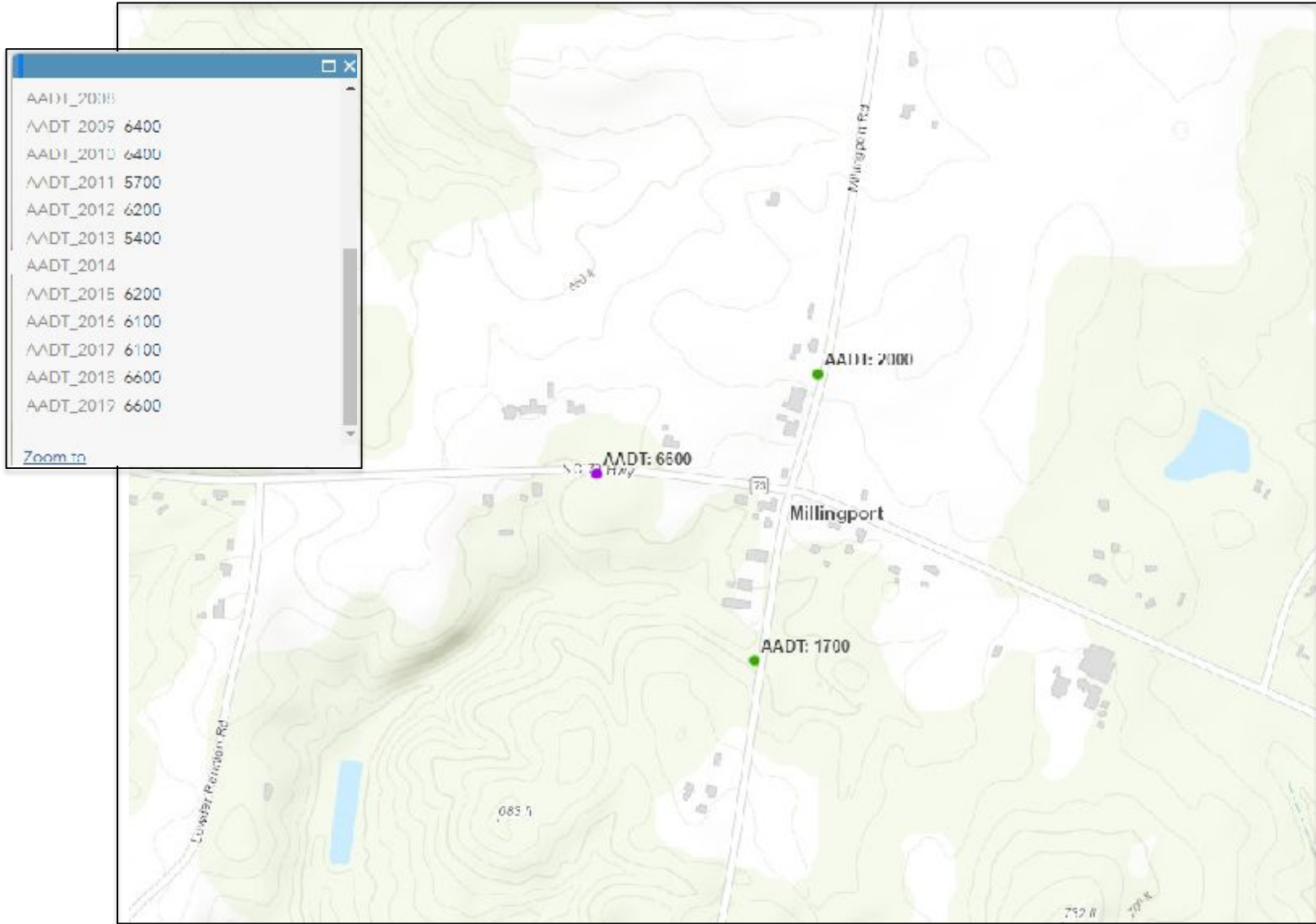
NC 73 meets and exceeds all of the criteria used to identify it as an AWS location. Data at the time of evaluation included 24 total crashes. Of those 24, there were 17 angle crashes, 3 LTSR crashes, 2 Rearend crashes, 1 RTSR crash, and 1 ROR crash. In other words, 21 or the 24 involved frontal impact crashes.

The 24 crashes included 2 “A”, 3 “B”, 9 “C”, and 10 PDO crashes. that resulted in 2 “A”, 5 “B”, and 14 “C” injuries.



- Traffic Signal
- All Way Stop
- Roundabout





[NCDOT AADT Stations \(arcgis.com\)](https://arcgis.com)



Traffic Safety Unit has developed some special initiatives such as for vehicles running off the roadway in curves, ran off road crashes, and frontal impact crashes at rural locations. Each having their own set of warrants to be met.

AWS Warrants

Rural intersections

6 or more frontal impact crashes in a five-year period.

Less than 35% of crashes were reported as not related to signal control. (This is used to weed out signalized locations).

3-leg, 4-leg or no intersection type listed in TEAAS tables.

Less than 7,500 ADT for each route.

Undivided and less than 4 lanes on each route.

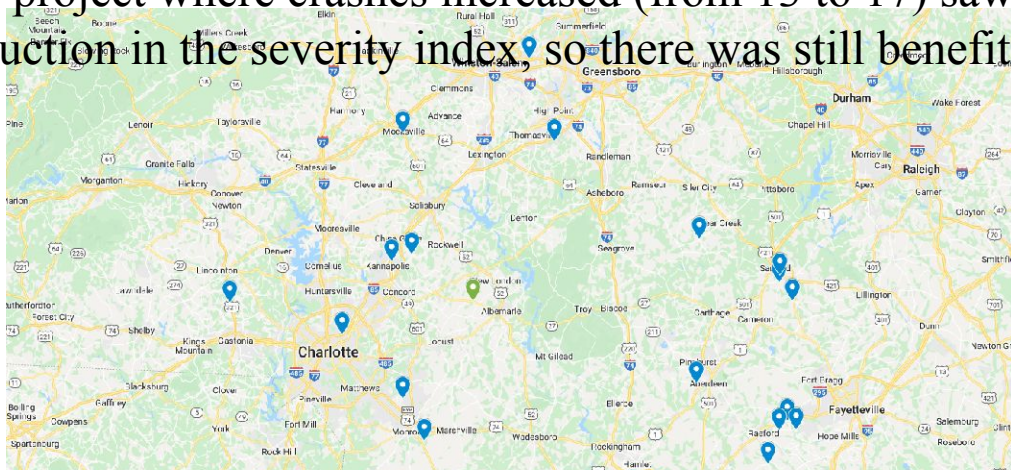
This criteria set requires each route to be on the state system since route characteristics are not readily available for non-system roads. Locations were screened to remove intersections that were on frontage roads, signalized, roundabouts, or existing AWS locations.

NC 73 meets and exceeds all of the criteria used to identify it as an AWS location. Data at the time of evaluation included: 24 total crashes. 21 or the 24 involved frontal impact crashes.

LOCAL EXAMPLES OF AWS INSTALLATIONS



- The Evaluation Section searched for all spot safety evaluations completed on AWS in **Division 10 and surrounding Divisions (8, 9 and 12)**. There were 18 evaluations completed to date. Refer to this [MAP LINK](#) showing the evaluation locations and how they relate to the NC 73 @ Millingport Rd intersection.
 - 17 of 18 sites showed a reduction in crashes after the AWS.
 - The sites **averaged 13 fewer crashes** in the after period.
 - **There was an overall 65% reduction in total crashes and a 78% reduction in injury crashes.**
 - **There were 2 fatalities and 5 Class-A injury crashes prior to AWS and NONE after the AWS.**
 - The sole project where crashes increased (from 13 to 17) saw an over 60% reduction in the severity index, so there was still benefit to the project.





SPOT SAFETY EVALUATION REPORTS

Here are 8 examples of AWS in Divisions 8, 9, 10 and 12 that we've evaluated in the last 10 years and where the speeds limits are **45 mph+ on all approaches.**

- The first three are newer and no diagram is provided:
- [10-16-214](#) – Union County (**86%** crash reduction)
 - [08-14-1251](#) – Hoke County (**32%** crash reduction)
 - [08-15-8059](#) – Hoke County (**83%** crash reduction)

The remaining are older and before/after diagrams are provided:

- [08-11-4840](#) – Lee County (**73%** crash reduction)
- [10-09-202](#) – Union County (**88%** crash reduction)
- [09-07-217](#) – Rowan County (**77%** crash reduction)
- [08-07-201](#) – Lee County (**80%** crash reduction)
- [08-07-205](#) – Chatham County (**43%** crash reduction)

Safety Project Evaluation

Order ID:	4100055512		
Project ID:	SS-4910C.G. 10-16-214		
Signal ID:	0-0751		
Location:	SR 1367 (Unionville/Leona Blvd R/W) at SR 1504 (Ridge Rd), near Unionville		
GPS Coordinates:	35.084723, 80.566154		
County:	Union		
City:	Unionville		
Division:	10		
Construction(s):	Convert intersection to all-way stop control, revise existing overhead flashers and edge line pavement markings, and install "STOP" and "STOP AHEAD" pavement markings on all approaches.		
Estimated Project Cost:	\$11,000		
Completion Date:	9/27/2016		
	Start Date	End Date	Length
Before Period:	7/1/2011	5/30/2016	5y, 3m
Construction Period:	7/1/2016	9/30/2016	0y, 3m
After Period:	10/1/2016	9/30/2021	5y, 3m
Analysis Criteria:	Treatment area considered to fall crashes within 150' of the subject intersection.		
Target Crashes:	Frontal Impact Crashes (Left turn same roadway, Left turn different roadway, Right turn same roadway, Right turn different roadway, Head on, and Angle Crashes within the intersection.		

Treatment Information	Before	After	Percent Reduction (-) Percent Increase (+)
Total Crashes	29	4	-86.21%
Total Severity Index	2.79	1.00	-64.11%
Target Crashes	26	4	-84.62%
Target Crash Severity Index	2.79	1.00	-64.52%
Volume (2016, 2019)	7,400	7,500	0.00%

Injury Crash Summary	Before	After	Percent Reduction (-) Percent Increase (+)
Fatal Injury Crashes	0	0	na
Class A Injury Crashes	0	0	na
Class B Injury Crashes	1	0	-100.00%
Class C Injury Crashes	6	0	-100.00%
Property Damage Only	22	4	-81.82%

Target Injury Crash Summary	Before	After	Percent Reduction (-) Percent Increase (+)
Fatal Injury Crashes	0	0	na
Class A Injury Crashes	0	0	na
Class B Injury Crashes	1	0	-100.00%
Class C Injury Crashes	6	0	-100.00%
Property Damage Only	19	4	-78.9%

Additional Information	Before	After	Percent Reduction (-) Percent Increase (+)
Target Crashes w/ SR at-fault veh	18	0	-100.00%
Target Crashes w/ NB at-fault veh	7	1	-85.71%
Angle Crashes	18	2	-88.89%
Non-Angle Frontal Impact Crashes	8	2	-75.00%

Map/Satellite Views

Project Development Comparison			
Crashes Per Year by Project Time Period	Project Development	Before Period	After Period
Years	5 years	5 years	5 years
Start Date	12/1/2010	7/1/2011	10/1/2016
End Date	11/30/2015	6/30/2016	9/30/2021
Total	4.00	5.30	3.00
Fatal Injury	0.00	0.30	0.00
Class A Injury	0.00	0.30	0.00
Class B Injury	0.00	0.30	0.00
Class C Injury	1.00	1.30	0.00
Property Damage Only	3.00	4.00	3.00

Items for Discussion

Of the 18 target crashes in the before period that involved the at-fault vehicle traveling from SR SR 1504 approach, 17 (94%) struck a vehicle traveling WB on SR 1367.

Of the 7 target crashes in the before period that involved the at-fault vehicle traveling from NB SR 1504 approach, 6 (86%) struck a vehicle traveling EB on SR 1367.

The intersection design is likely a contributing factor for both of these patterns, as there is less sight distance for each scenario compared to the counterparty.

There was one stop sign removed in the after period from the newly stop-controlled WB SR 1367 approach.

Data Prepared For:
The Traffic Safety Unit of the
Transportation Mobility and Safety Division of the
Division of Highways of the
North Carolina Department of Transportation.

Data Prepared By:
Principal Investigator: Tyler J. Fowler, PE
Work Group/Consultant: HNTB
Date: 12/19/2021



AWS – TREATMENT INFORMATION

- The links below are the documentation that reside on our website and covers the overall AWS treatment information.
- [5-Page AWS Document](#) created in 2020. Here are a few of the highlights:
 - At the time of this document (2 years ago), there were 150 AWS projects funded. There are now **over 400 AWS projects funded** across the State.
 - The overall safety findings for North Carolina are a **68% reduction in Total Crashes, a 77% reduction in Fatal and Injury Crashes, and a 75% reduction in Frontal Impact Crashes.**
 - Half of the AWS intersections have **unbalanced volumes**, and safety performance at intersections with **unbalanced volumes** has been good. Many AWS have been implemented on **primary routes**, and the safety performance has been good.



Funded Locations to be installed in Division 10:

- NC 218 and SR 1001 (Love Mill Road)
- SR 1518 (Faith Church Road) and SR 1520 (Indian Trail Fairview Road)
- SR 1921 (State Line Road) and SR 1922 (Philadelphia Church Road)
- SR 1137 (Potter Road) and SR 1140/ R 1146 (Parkwood School Road)
- SR 1003 (White Store Road) and SR 1937 (Old Pageland Marshville Road)
- SR 1631 (McIntyre Road) and SR 1751 (Monroe Ansonville Road)
- NC 205 and SR 1115 (Big Lick Road/ Liberty Hill Church Road)
- NC 205 and SR 1002 (Ansonville Road)
- SR 1754 (Forest Hills School Road) and SR 1740 (Old Highway 74)
- SR 1153 (Zion Church Road) and sr 1156 (Central Heights Drive)
- SR 2019 (Peachtree Road) and SR 2050 (Capps Hill Mine Road)
- NC 218 and SR 1002 (Michum Road/ New Home Church Road)
- NC 73 and SR 1134 (Millingport Road)
- NC 75 and SR 1157 (Fletcher Broome Road)
- SR 2136 (Macedonia Church Road)) and SR 2115 (Stack Road)
- SR 1153 (Zion Church Road E) and SR 1155 (Zion Church Road)
- SR 1140 (Renee Ford Road) and SR 1145 (River Road)
- SR 1006 (Olive Branch Road) and SR 1631 (McIntyre Road)
- SR 1632 (Lawyers Road) and SR 1645 (Mills Harris Road)
- SR 1158 (Corinth Church Road and Sr 1157 (Fletcher Broome Road)
- SR 3453 (CPCC Lane) and SR 5704 (Matthews Indian Trail Road)
- SR 1366 (Smith Road) and SR 3814 (Matthews Indian Trail Road)
- SR 1005 (Landsford Rd) and SR 1937 (Old Pageland Marshville Road)



Questions?

Pate Butler, PE
Regional Traffic Engineer
mpbutler@ncdot.gov

