



# Comprehensive Transportation Plan



## Town of Mocksville

October 2011

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# Comprehensive Transportation Plan

## Town of Mocksville

**Prepared by:**

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Transportation Planning Branch  
N.C. Department of Transportation

**In Cooperation with:**

Town of Mocksville  
Northwest Piedmont Rural Planning Organization

October 2011



Wayne C. Davis, Ph.D., P.E.  
Triad Planning Group Supervisor

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# Executive Summary

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In July of 2008, the Transportation Planning Branch of the North Carolina Department of Transportation and the Town of Mocksville initiated a study to cooperatively develop the Mocksville Comprehensive Transportation Plan (CTP). 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 routine maintenance or minor operations issues. Refer to Appendix A for contact information on these types of issues.

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

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

## **Highway**

**I-40:** Widen to 6-lanes with a median from the northeastern Planning Area Boundary at Dutchman Creek to the southwestern Planning Area Boundary at Hunting Creek.

### **US 64:**

- TIP Project R-3602A – Widen to 4-lanes with a median from the eastern Planning Area Boundary, at Joe Rd (SR 1808), to west of John Crotts Rd (SR 1602).
- TIP Project R-3111 – Construct a 4-lane bypass with a median on new location west of Mocksville, connecting US 64 from west of John Crotts Rd (SR 1602) to I-40 at the US 601 interchange. Improve the I-40/US 601 interchange to accommodate additional traffic from the bypass. Construct interchanges at US 64 west of John Crotts Rd (SR 1602), US 601, Jericho Church Rd (SR 1147), and US 64 east of Horse Shoe Trail. Grade separations are recommended at the rail crossing and at County Home Rd (SR 1140).
- Widen to 3-lanes from west of John Crotts Rd (SR 1602) at the proposed US 64 Bypass to US 158, and from US 601 to east of Horseshoe Trail at the proposed US 64 Bypass.

**US 158:** Widen to 3-lanes from the northern Planning Area Boundary, at Dutchman Creek, to US 64/US 601.

**US 601:** Widen US 601 to 5-lanes from the southern Planning Area Boundary to the northern Planning Area Boundary.

### **Public Transportation and Rail**

The Piedmont Authority for Regional Transportation (PART) has proposed a fixed-route bus service between Mocksville and the Triad Area. Within the planning area, the bus route is proposed on I-40 from the northern Planning Area Boundary to the US 601 interchange; and from the interchange to the proposed Park and Ride Lot on US 601 north of I-40.

### **Bicycle**

The recommendations for bicycle routes and the multiuse paths throughout the planning area were identified during the development of this CTP study. For detailed information on these facilities, refer to Chapter 2 of the report.

### **Pedestrian**

The recommendations for pedestrian facilities throughout the planning area were identified during the development of this CTP. For a full listing of pedestrian recommendations, refer to Chapter 2 of this report.

**Adopted by:**

**Town of Mocksville**  
Date: December, 7 2010

**NCDOT**  
Date: January 6, 2011

**Endorsed by:**

**Northwest Piedmont RPO**  
Date: November 16, 2010

**Recommended by:**

**Transportation Planning Branch**  
Date: December 9, 2010

**NOTES:**



**Town of Mocksville**

Davie County  
North Carolina

**Comprehensive  
Transportation Plan**

Plan date: November 18, 2010

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

**Legend**

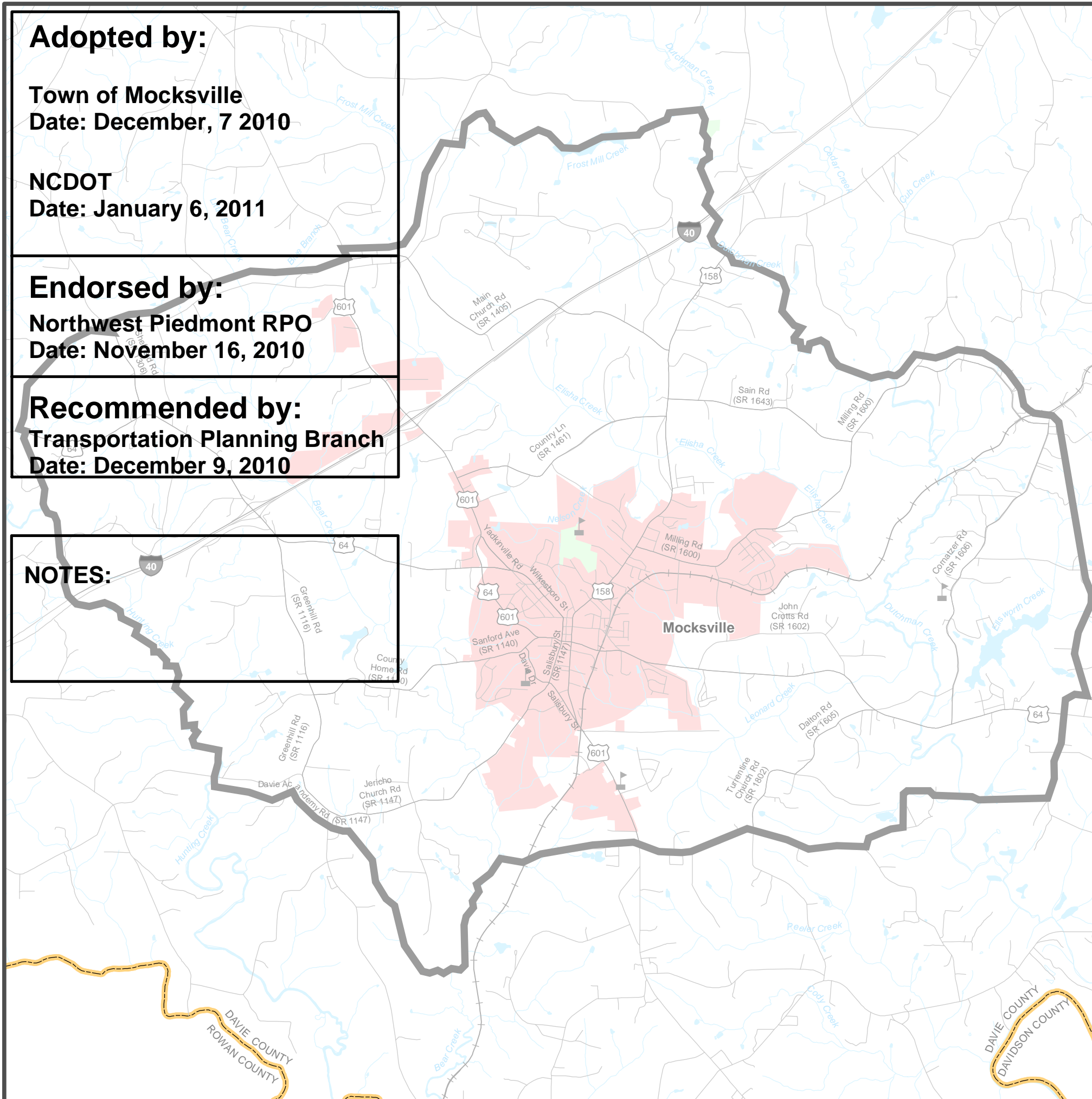
- Schools
- Roads
- Railroads
- Rivers
- Parks
- Water Bodies
- Municipal Boundary
- Planning Boundary
- County Boundary

0 0.5 1 1.5 Miles

Figure 1 - Sheet 1 of 5



Base map date: June 20, 2008  
Refer to CTP document for more details



# Highway Map



## Town of Mocksville

### Comprehensive Transportation Plan

Plan date: November 18, 2010

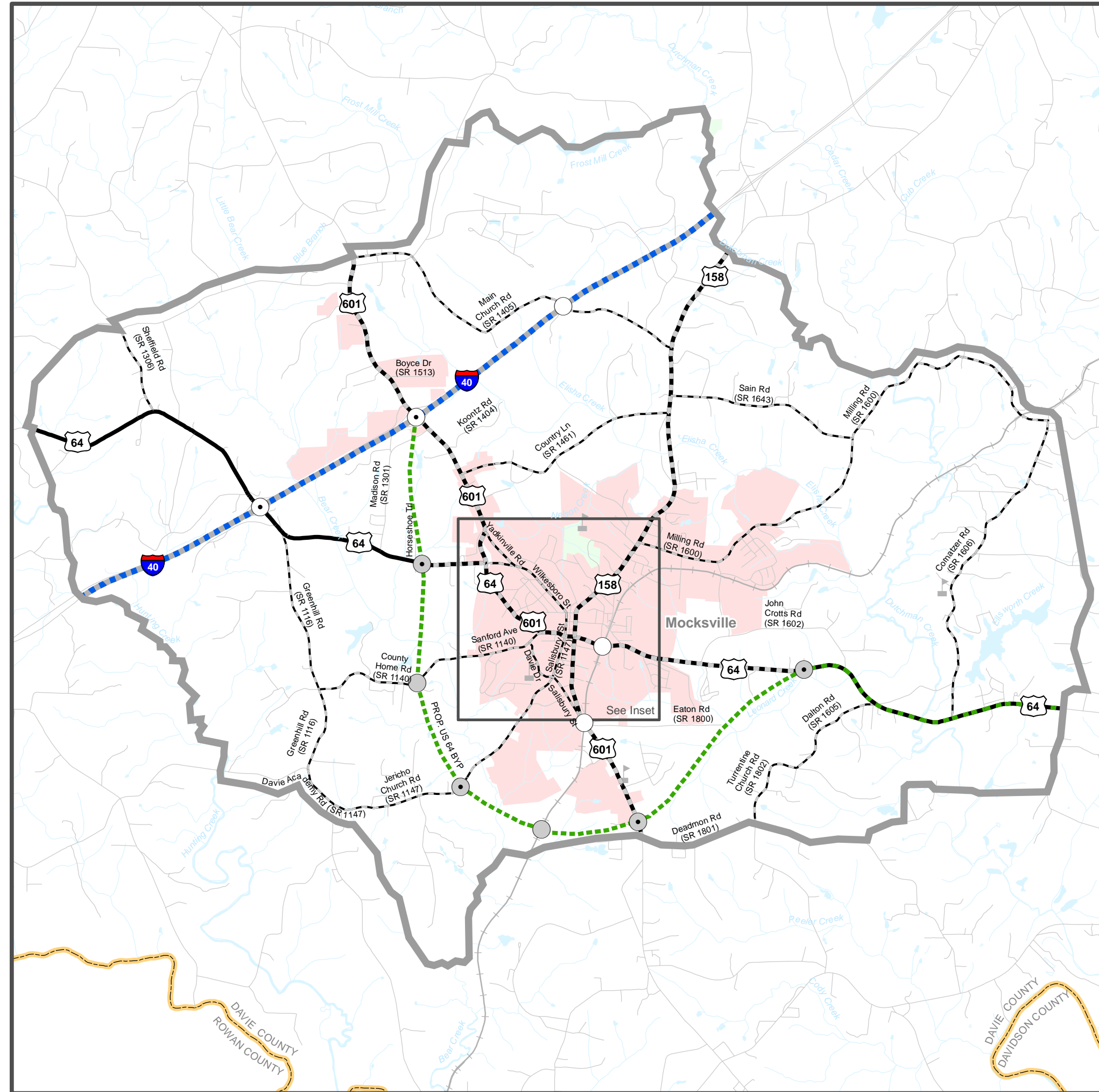
- Freeways**
  - Existing
  - Needs Improvement
  - Recommended
- Expressways**
  - Existing
  - Needs Improvement
  - Recommended
- Boulevards**
  - Existing
  - Needs Improvement
  - Recommended
- Other Major Thoroughfares**
  - Existing
  - Needs Improvement
  - Recommended
- Minor Thoroughfares**
  - Existing
  - Needs Improvement
  - Recommended
- Interchanges**
  - Existing Interchange
  - Proposed Interchange
- Grade Separations**
  - Existing Grade Separation
  - Proposed Grade Separation



Figure 1 - Sheet 2 of 5

Base map date: June 20, 2008

Refer to CTP document for more details





# Highway Map (Inset A)



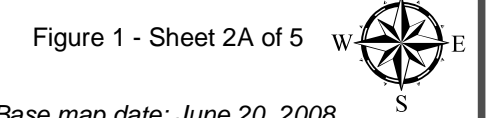
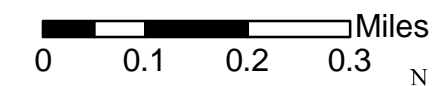
## Town of Mocksville

### Comprehensive Transportation Plan

Plan date: November 18, 2010

- 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



Base map date: June 20, 2008

Refer to CTP document for more details

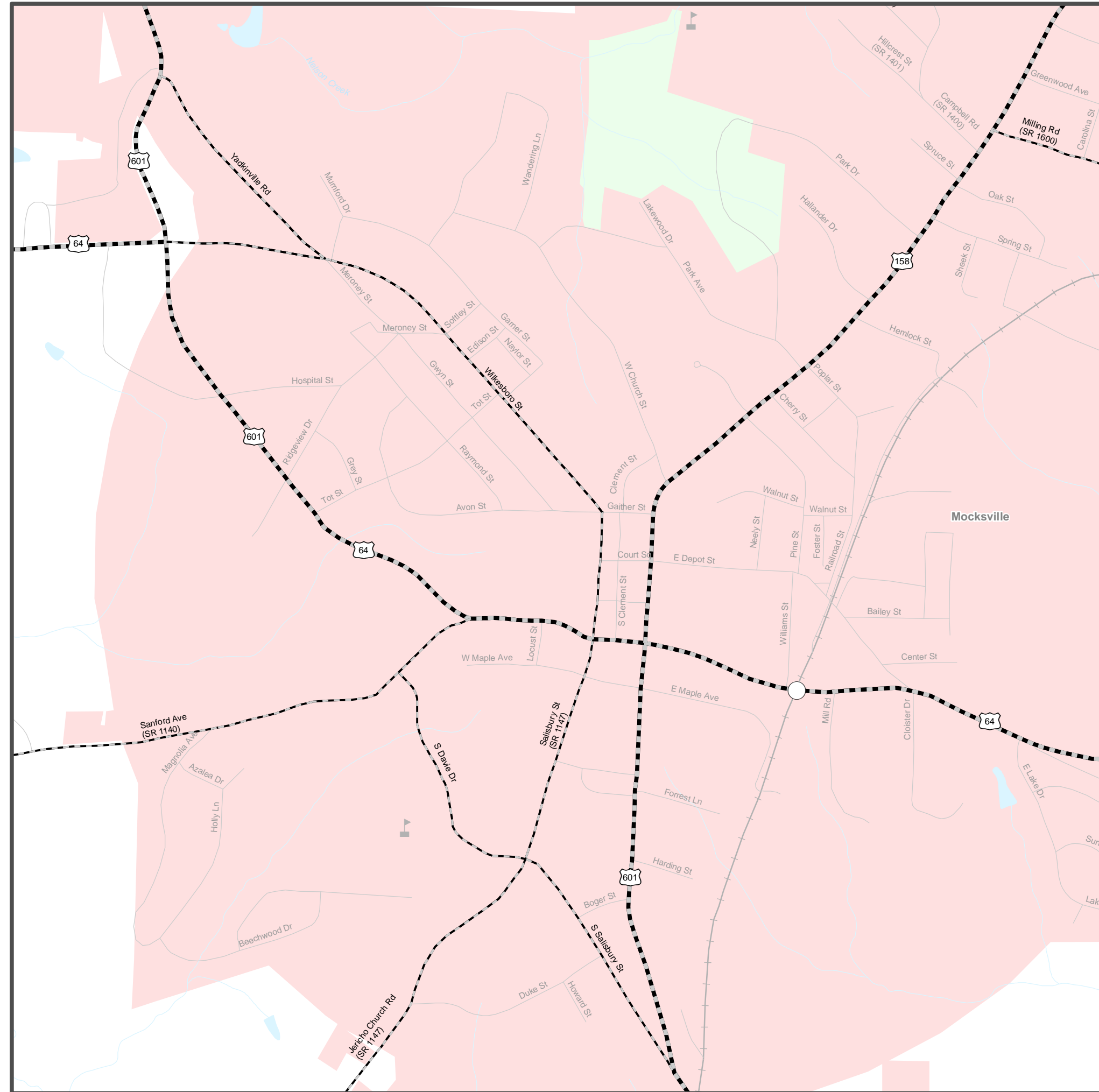


Figure 1 - Sheet 2A of 5

# Public Transportation and Rail Map



## Town of Mocksville

### Comprehensive Transportation Plan

Plan date: November 18, 2010

#### Bus Routes

- Existing
- Needs Improvement
- Recommended

#### Fixed Guideway

- Existing
- Needs Improvement
- Recommended

#### Operational Strategies

- Existing
- Needs Improvement
- Recommended

#### Rail Corridor

- Active
- Inactive
- Recommended

#### High Speed Rail Corridor

- Existing
- Recommended

#### Rail Stops

- Existing
- Recommended

#### Intermodal Connector

- Existing
- Recommended

#### Park and Ride Lot

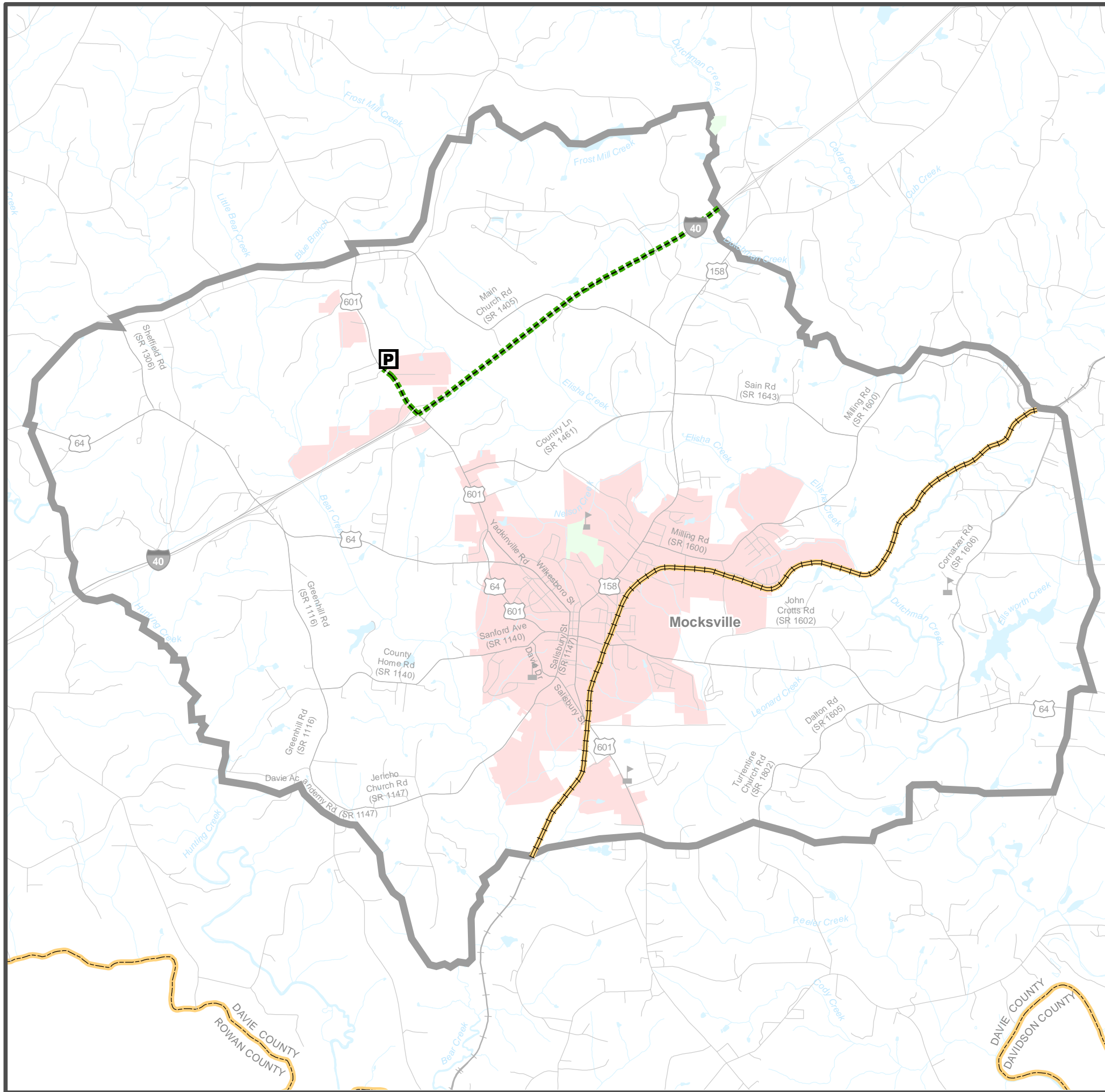
- Existing
- Recommended



Figure 1 - Sheet 3 of 5

Base map date: June 20, 2008

Refer to CTP document for more details



# Bicycle Map



## Town of Mocksville

### Comprehensive Transportation Plan

Plan date: November 18, 2010

- 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

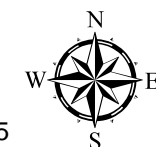
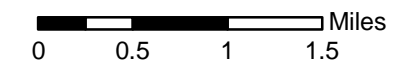
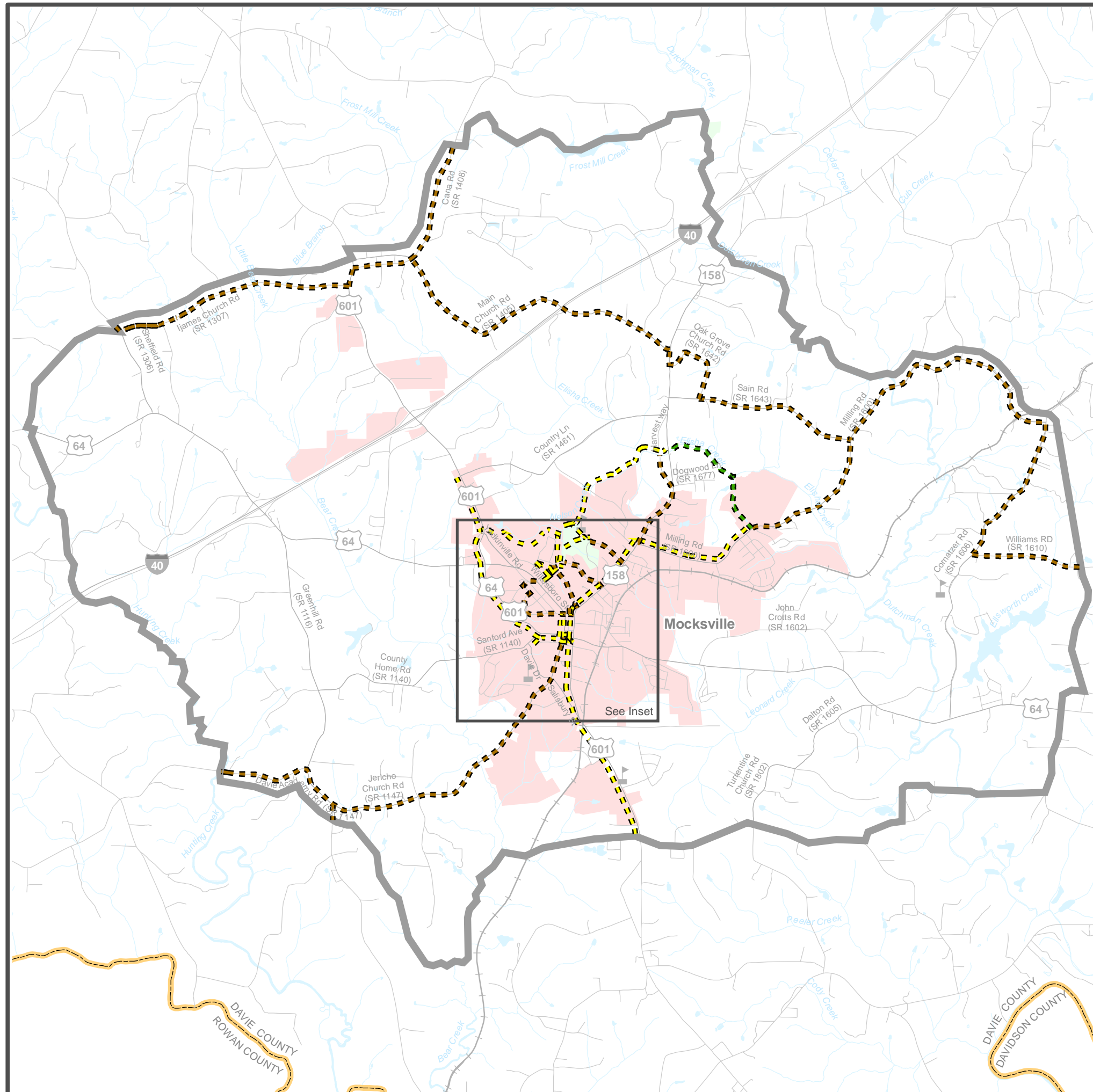


Figure 1 - Sheet 4 of 5

Base map date: June 20, 2008

Refer to CTP document for more details



# Bicycle Map (Inset A)



## Town of Mocksville

### Comprehensive Transportation Plan

Plan date: November 18, 2010

- On-road**
  - Existing: Solid black line
  - Needs Improvement: Dashed black line with yellow diagonal stripes
  - Recommended: Dashed black line with yellow diagonal stripes and a dashed black border
- Off-road**
  - Existing: Solid green line
  - Needs Improvement: Dashed green line with yellow diagonal stripes
  - Recommended: Dashed green line with yellow diagonal stripes and a dashed green border
- Multi-Use Paths**
  - Existing: Solid yellow line
  - Needs Improvement: Dashed yellow line with black diagonal stripes
  - Recommended: Dashed yellow line with black diagonal stripes and a dashed yellow border
- Existing Grade Separation: White circle
- Proposed Grade Separation: Grey circle

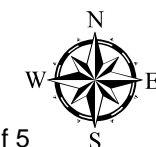
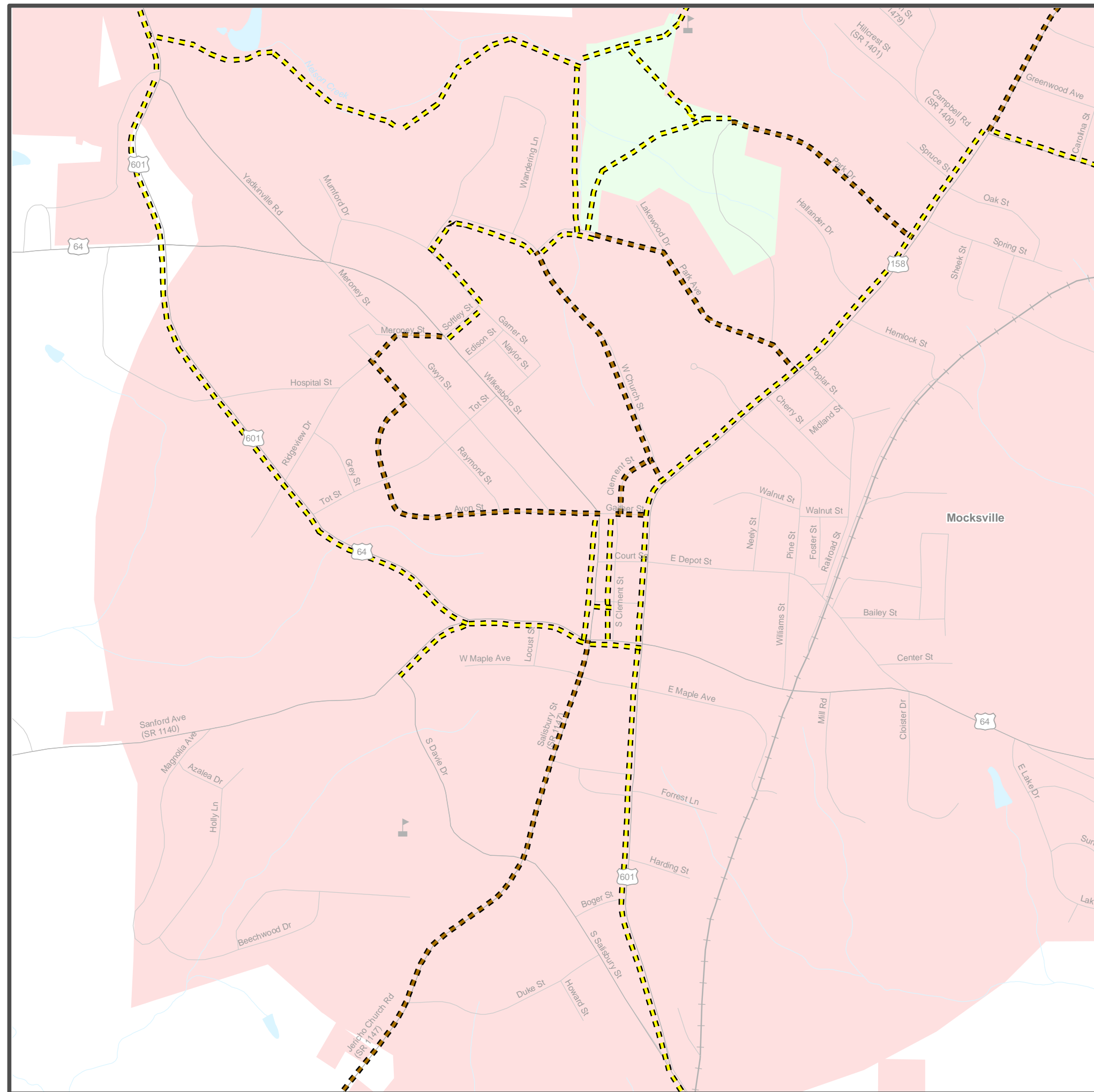
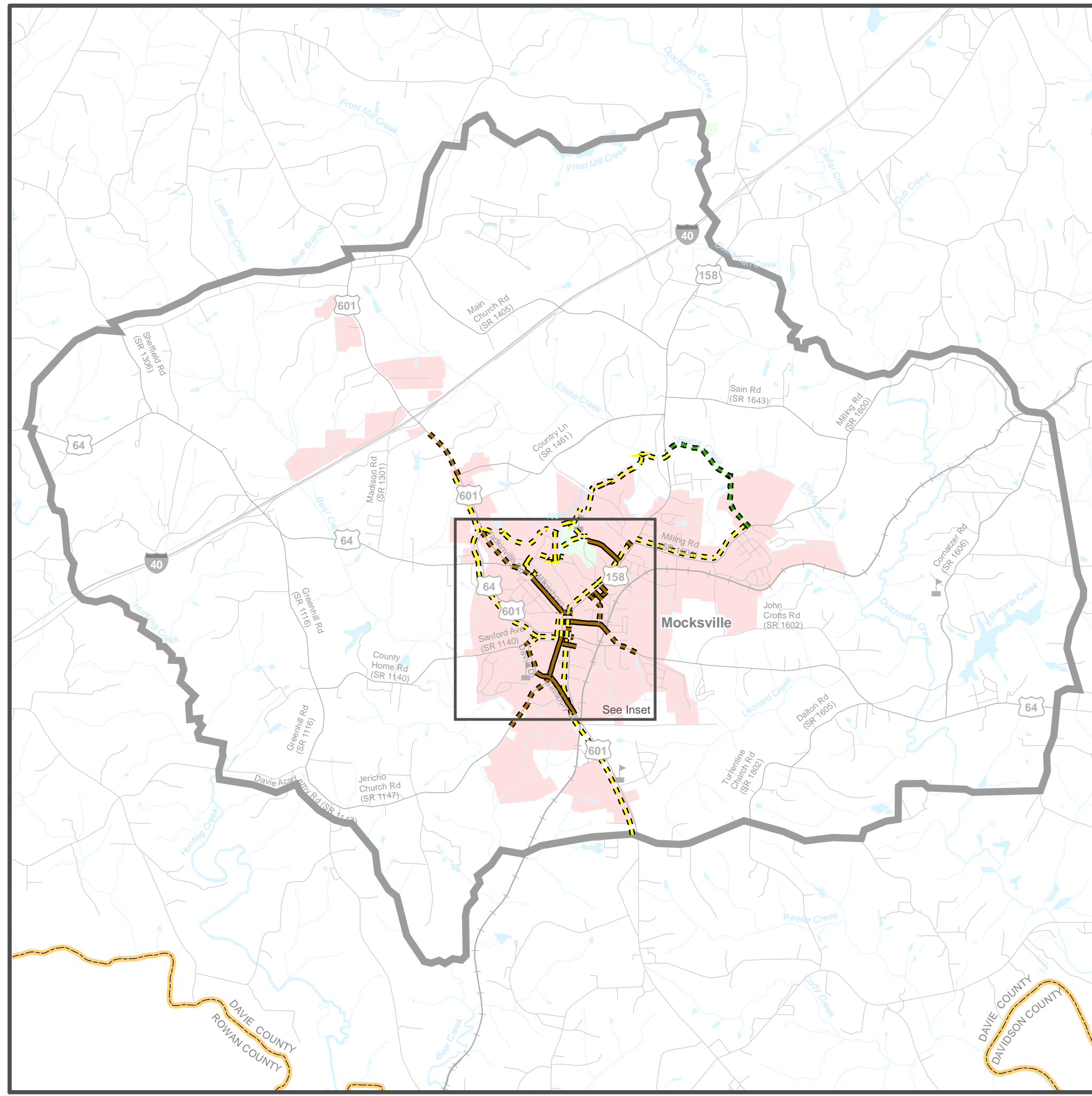


Figure 1 - Sheet 4A of 5

Base map date: June 20, 2008

Refer to CTP document for more details





# Pedestrian Map



## Town of Mocksville

### Comprehensive Transportation Plan

Plan date: November 18, 2010

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

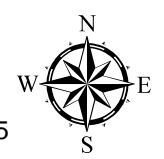


Figure 1 - Sheet 5 of 5

Base map date: June 20, 2008

Refer to CTP document for more details

# Pedestrian Map (Inset A)



## Town of Mocksville

### Comprehensive Transportation Plan

Plan date: November 18, 2010

- Sidewalk**
  - Existing: Solid brown line
  - Needs Improvement: Dashed brown line
  - Recommended: Dotted brown line
- Off-road**
  - Existing: Solid green line
  - Needs Improvement: Dashed green line
  - Recommended: Dotted green line
- Multi-Use Paths**
  - Existing: Solid yellow line
  - Needs Improvement: Dashed yellow line
  - Recommended: Dotted yellow line
- Existing Grade Separation: White circle
- Proposed Grade Separation: Grey circle

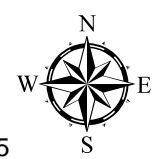
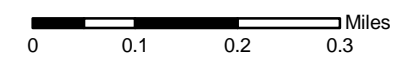
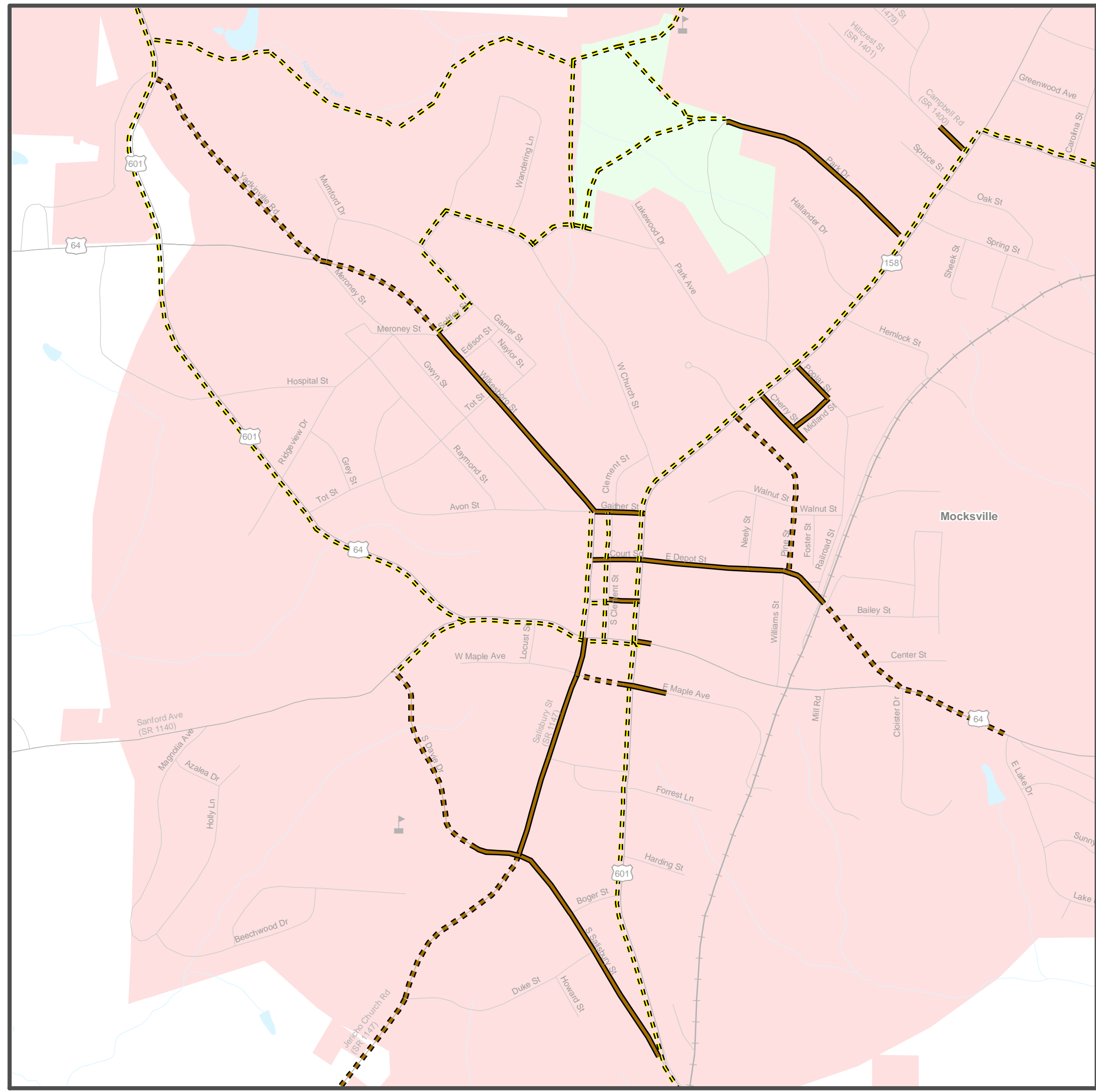


Figure 1 - Sheet 5A of 5

Base map date: June 20, 2008

Refer to CTP document for more details



# **I. Analysis of the Existing and Future Transportation System**

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

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

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

## ***Analysis Methodology and Data Requirements***

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

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

## ***Roadway System Analysis***

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

One of those statewide initiatives is the Strategic Highway Corridor (SHC) Vision Plan adopted by the Board of Transportation on September 2, 2004 and last revised on July

10, 2008. The SHC Vision Plan represents a timely initiative to protect and maximize the mobility and connectivity on a core set of highway corridors throughout North Carolina, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods.

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

In the development of this plan, travel demand was projected from 2009 to 2035 using a travel demand model. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2035. In addition, local land use plans and growth expectations were used to develop future growth rates and patterns. The established future growth rates were endorsed by the Town of Mocksville in July of 2010.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least eighty percent of the capacity. Refer to Figures 2 and 3 for existing and future capacity deficiencies.

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

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible



conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

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

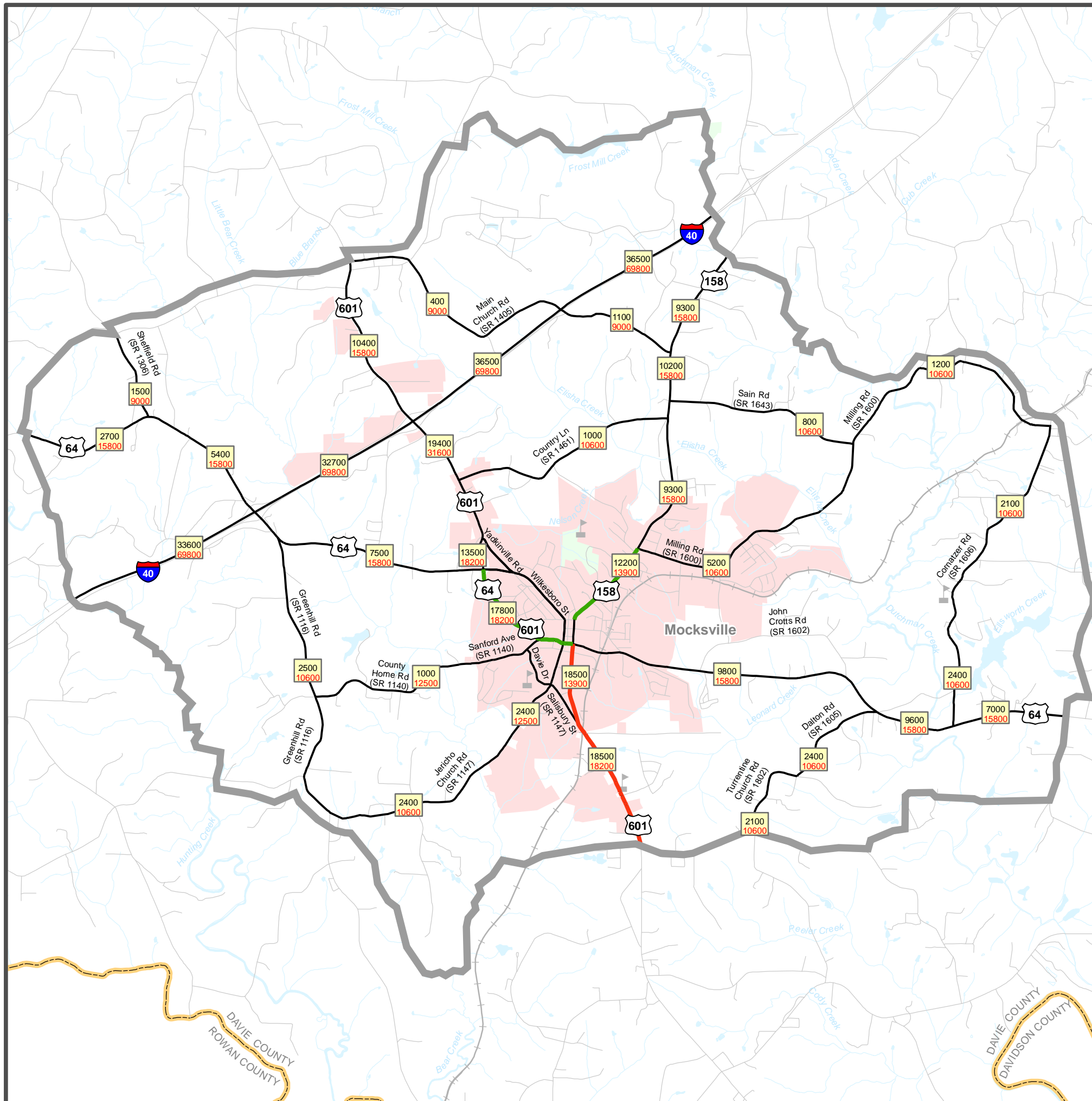
### Traffic Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. A crash analysis was performed for the Mocksville CTP for crashes occurring in the planning area between January 1, 2006 and December 31, 2008. During this period, a total of 3 intersections were identified as high having a high number of crashes as illustrated in Figure 4. Refer to Appendix F for a detailed crash analysis.

Figure 2

2009  
Volumes and Capacity  
Defficiencies

Town of Mocksville  
Comprehensive  
Transportation Plan



Legend

- Near Capacity
- Over Capacity
- 7000 2009 Volumes (AADT)
- 15800 2009 Capacity
- Schools
- Study Roads
- Roads
- Railroads
- Rivers and Streams
- Parks
- Water Bodies
- Municipal Boundary
- Planning Boundary
- County Boundary



0 0.5 1 1.5 Miles

Base map date: June 20, 2008

Figure 3

### 2035 Volumes and Capacity Defficiencies

## Town of Mocksville Comprehensive Transportation Plan

### Legend

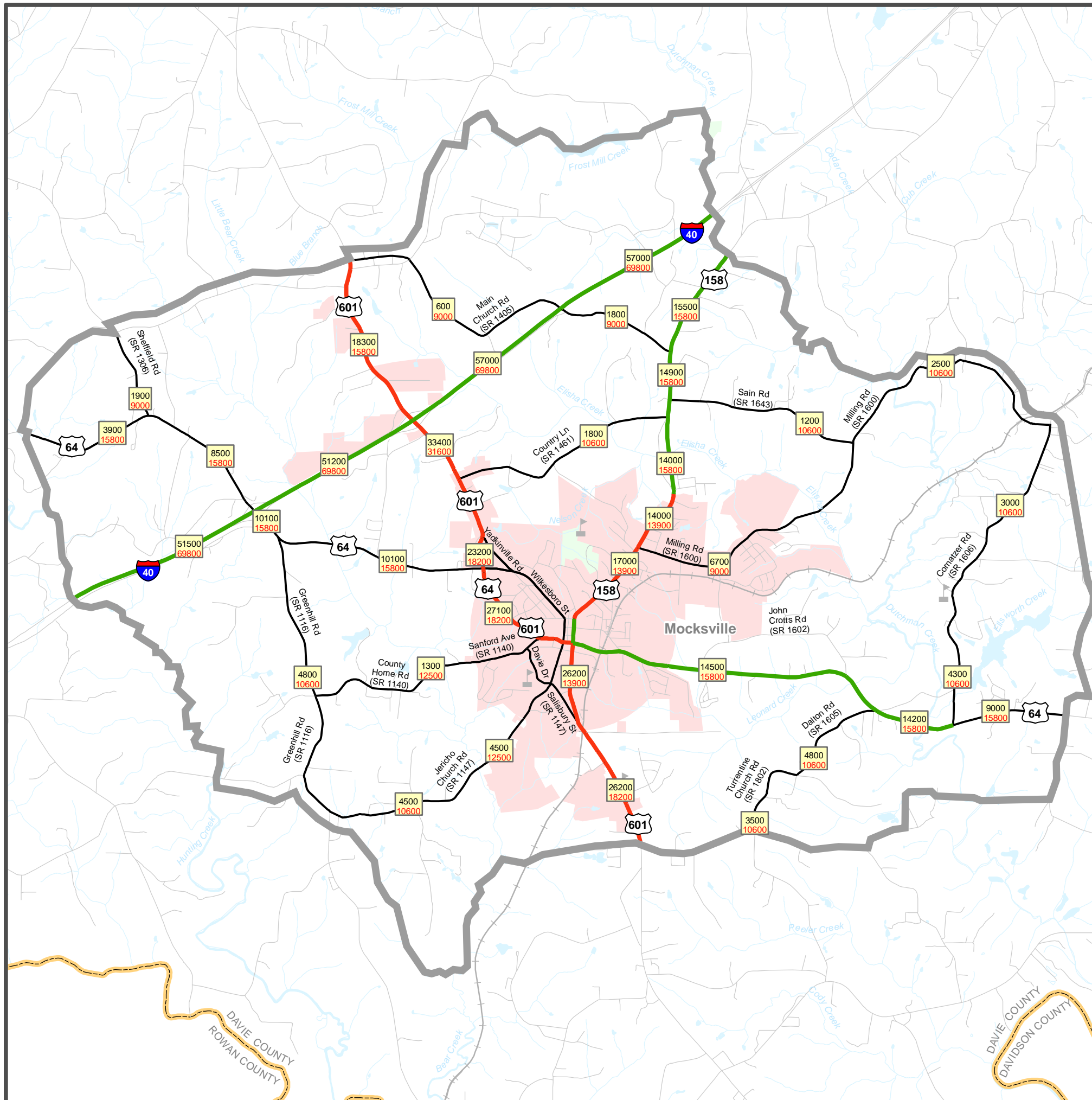
- Near Capacity
- Over Capacity
- |       |
|-------|
| 9000  |
| 15800 |

 2035 Volumes (AADT)  
2009 Capacity
- Schools
- Study Roads
- Roads
- Railroads
- Rivers and Streams
- Parks
- Water Bodies
- Municipal Boundary
- County Boundary
- Planning Boundary



0 0.5 1 1.5 Miles

Base map date: June 20, 2008





## Bridge Deficiency Assessment

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

The NCDOT Bridge Maintenance Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as Federal and State funds become available. Five deficient bridges were identified within the planning area and are illustrated in Figure 5. Refer to Appendix G for more detailed information.

## ***Public Transportation and Rail***

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

### Public Transportation

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

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

locations in neighboring states and throughout the United States and Canada. Greyhound/Carolina Trailways operates in North Carolina. However, community, urban and regional transportation systems are providing increasing intercity service in North Carolina.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. During the development of the CTP, the Piedmont Authority for Regional Transportation (PART) had a proposed fixed-route bus service between Mocksville and the Triad Area. Within the planning area, the bus route was proposed on I-40 from the northern Planning Area Boundary to US 601 interchange; and from the interchange to the proposed Park and Ride Lot on US 601 north of I-40. This proposed route has been implemented since the adoption of the CTP. It is Route 14: the Davie County Express. There are no demand response services in the County. All recommendations for public transportation were coordinated with the local governments and the Public Transportation Division of NCDOT. Refer to Appendix A for contact information.

### Rail

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

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

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

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. Norfolk Southern Corporation currently operates the rail system that serves the area. The rail system is freight only. There are no planned rail improvements within the area. All recommendations for rail were coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information.

### ***Bicycles & Pedestrians***

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

NCDOT's Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities upon and along the 77,000-mile state-maintained highway

system. The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by the NCDOT are based upon this policy.

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

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

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1. The information utilized to develop these elements was received from the Northwest Piedmont RPO in coordination with the Town of Mocksville. There are no regional or statewide facilities within the area. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information.

### ***Land Use***

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the 2005 Mocksville Land Use Plan was used to meet this requirement and is illustrated in Figures 6 and 7, respectively.

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

- **Residential**: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- **Commercial**: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast

food restaurants and service stations; all other commercial establishments would be considered retail.

- Industrial: Land devoted to the manufacturing, storage, warehousing, and transportation of products.
- Public: Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.
- Agricultural: Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.
- Mixed Use: Land devoted to a combination of any of the categories above.

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

The existing land use as depicted in Figure 6, shows that the planning area is predominantly rural residential. Commercial areas are concentrated mainly along the US 601 corridor. Industrial areas are primarily located along the Norfolk Southern Rail corridor. The town's historic district is located along US 158.

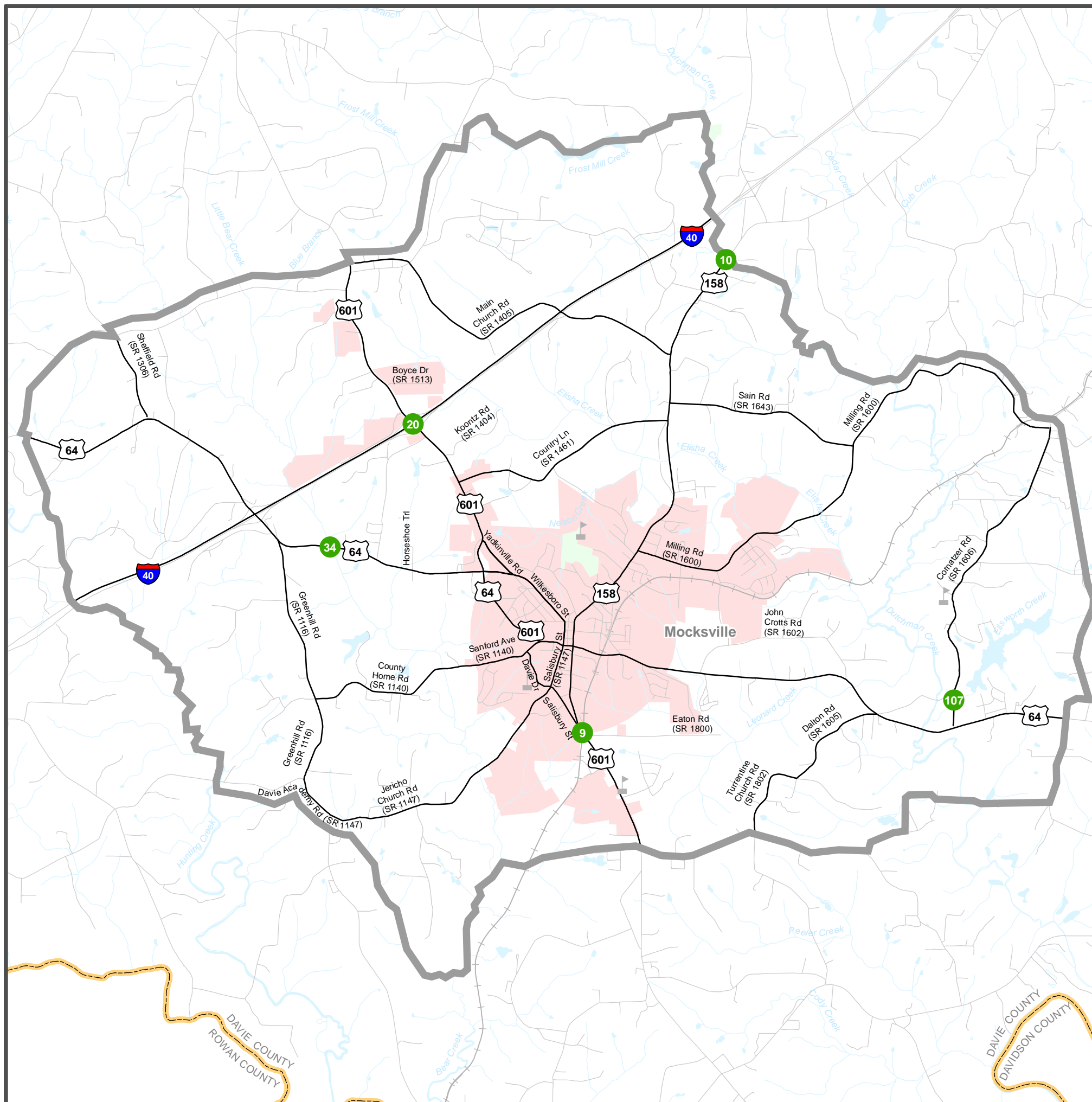
The Town of Mocksville anticipates growth primarily in areas designated as "Industrial" or "General Commercial" areas as depicted in Figure 7. Significant general commercial and industrial growth is expected along the US 601, US 64, I-40 and the Norfolk Southern Rail corridors.












# Figure 5

## Deficient Bridges

### Town of Mocksville Comprehensive Transportation Plan

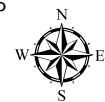


#### Legend

- # Deficient Bridges (# Bridge Number)
-  Schools
-  Roads
-  Railroads
-  Rivers
-  Parks
-  Lakes
-  Municipal Boundary
-  Planning Boundary
-  County Boundary

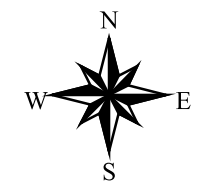
0 0.5 1 1.5 Miles

Sheet 1 of 5



Base map date: June 20, 2008  
Refer to Appendix G for more details

Figure 6



# Town of Mocksville Current Land Use

- Mocksville ETJ
- City Limits
- Streams
- Streets
- I-40
- NC Hwy
- US Hwy
- Historic Districts
- Flood Zone
- New Civic/Institutional
- New Commercial
- New Industrial
- New Residential
- Industrial sites
- Existing Land Use**
- Residential
- Commercial
- Industrial
- Civic, Institutional, Recreation
- Government/Public

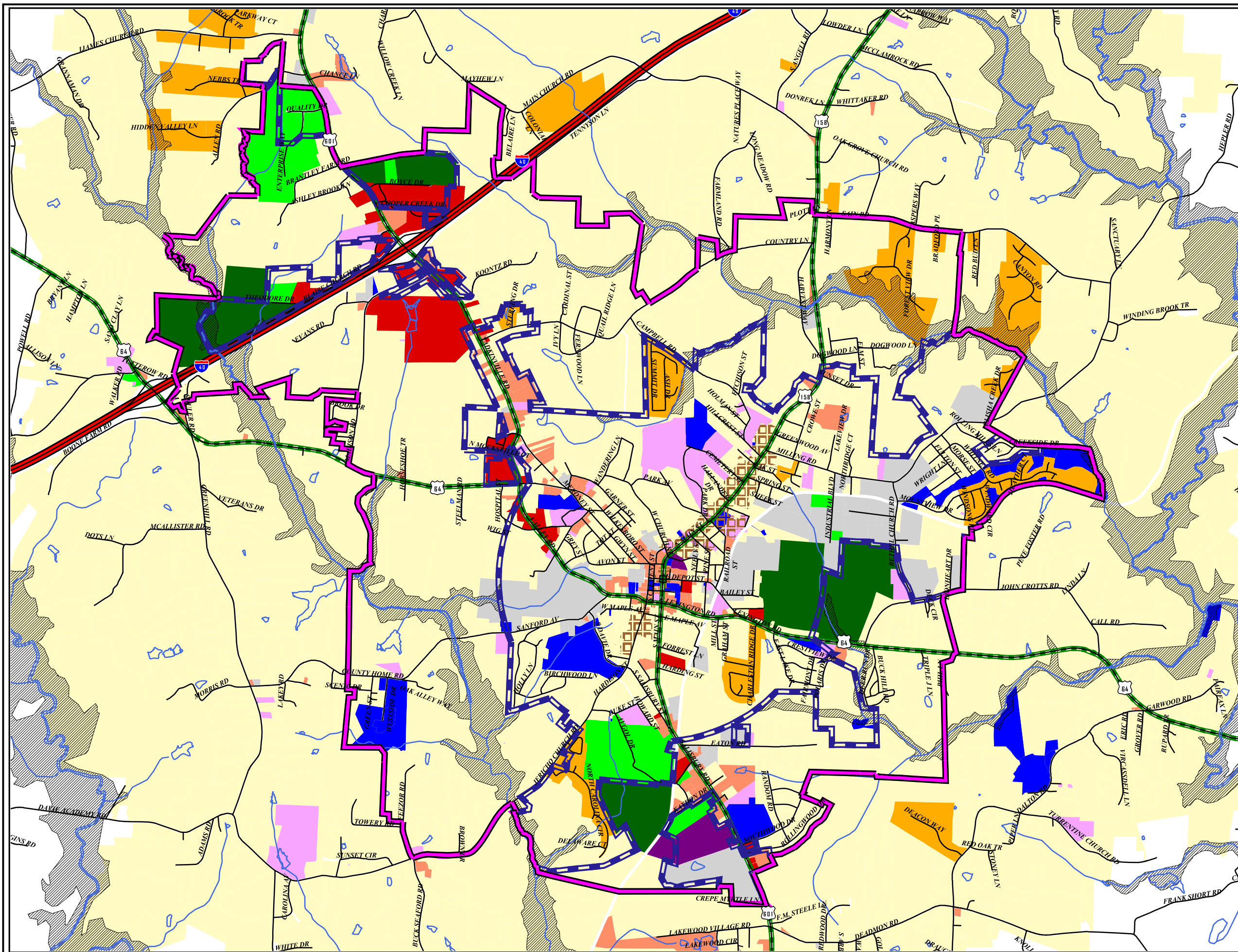


Figure 7

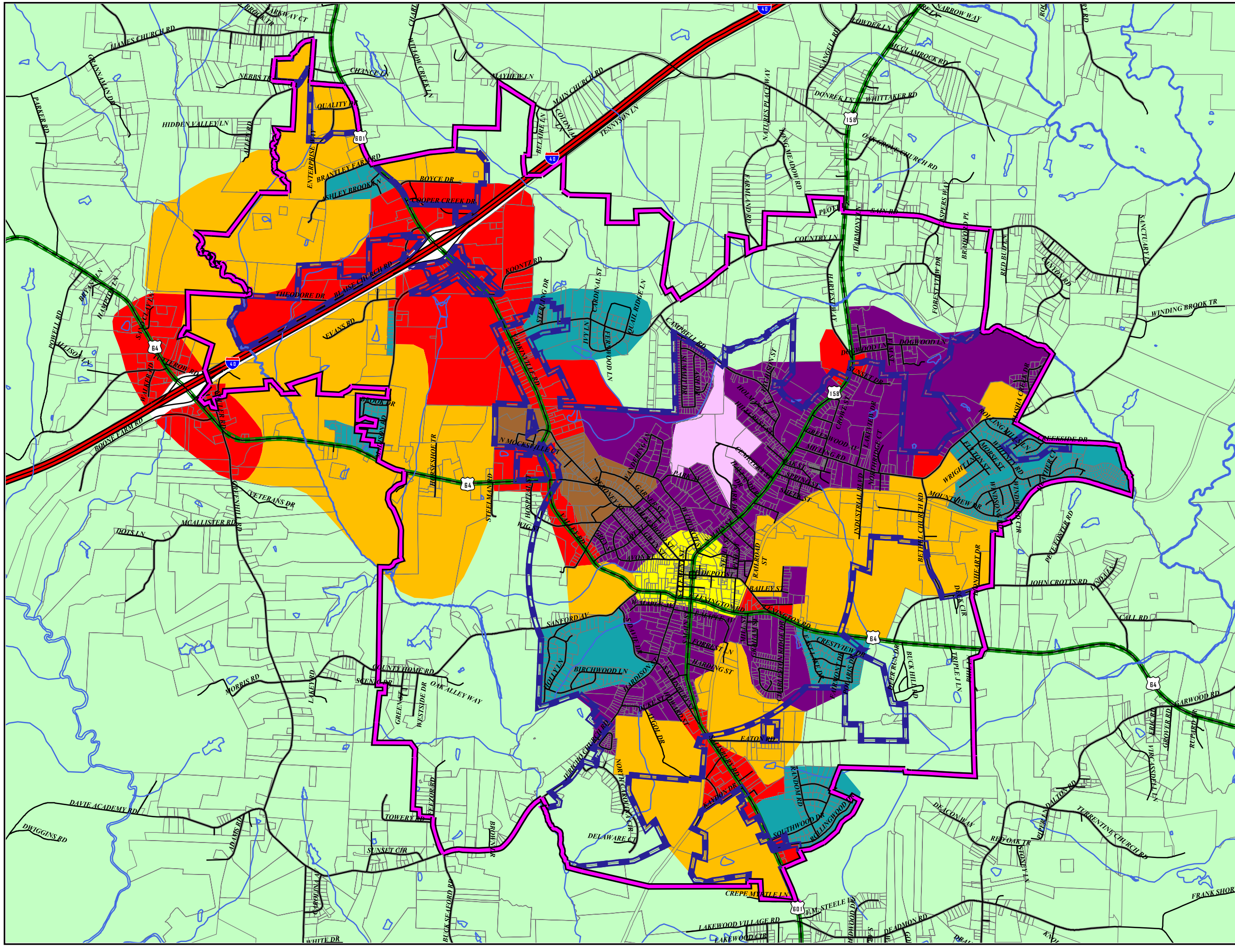
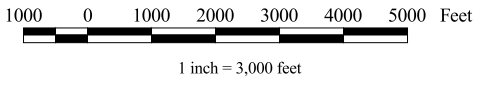
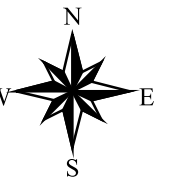


# Town of Mocksville Future Land Use Map

## Legend

- Land Use Classification
- RURAL RESIDENTIAL
  - MODERATE RESIDENTIAL
  - RESIDENTIAL
  - CENTRAL BUSINESS
  - GENERAL COMMERCIAL
  - MIXED USE
  - INDUSTRIAL
  - PARKS, RECREATION AND CONSERVATION

- Mocksville ETJ
- City Limits
- I-40
- US Hwy
- NC Hwy
- Streets
- Streams



Approved: September 6, 2005

Prepared by: John Gallimore  
Davie County GIS

**Consideration of Natural and Human Environment**

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

A full listing of environmental features that were examined as a part of this study is shown in the following tables utilizing the best available data. Environmental features occurring within the Mocksville area are shown in Figure 8.

---

**Table 1 – Environmental Features**

---

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Airport Boundaries</li> <li>• Anadromous Fish Spawning Areas</li> <li>• Beach Access Sites</li> <li>• Bike Routes (NCDOT)</li> <li>• Coastal Marinas</li> <li>• Colleges and Universities</li> <li>• Conservation Tax Credit Properties</li> <li>• Emergency Operation Centers</li> <li>• Federal Land Ownership</li> <li>• Fisheries Nursery Areas</li> <li>• Geology (including Dikes and Faults)</li> <li>• Hazardous Substance Disposal Sites</li> <li>• Hazardous Waste Facilities</li> <li>• High Quality Water and Outstanding Resource Water Management Zones</li> <li>• Hospital Locations</li> <li>• Hydrography (1:24,000 scale)</li> <li>• Land Trust Priority Areas</li> <li>• National Heritage Element Occurrences</li> <li>• National Wetlands Inventory</li> </ul> | <ul style="list-style-type: none"> <li>• North Carolina Coastal Region Evaluation of Wetland Significance (NC-CREWS)</li> <li>• Paddle Trails – Coastal Plain</li> <li>• Railroads (1:24,000 scale)</li> <li>• Recreation Projects – Land and Water Conservation Fund</li> <li>• Sanitary Sewer Systems – Discharges, Land Application Areas, Pipes, Pumps and Treatment Plants</li> <li>• Schools – Public and Non-Public</li> <li>• Shellfish Strata</li> <li>• Significant Natural Heritage Areas</li> <li>• State Parks</li> <li>• Submersed Rooted Vasculars</li> <li>• Target Local Watersheds - EEP</li> <li>• Trout Streams (DWQ)</li> <li>• Trout Waters (WRC)</li> <li>• Water Distribution Systems – Pipes, Pumps, Tanks, Treatment Plants, and Wells</li> <li>• Water Supply Watersheds</li> <li>• Wild and Scenic Rivers</li> </ul> |
|--|--|

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

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**Table 2 – Restricted Environmental Features**







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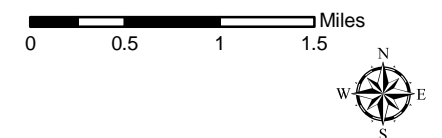
- Archaeological Sites
- Historic National Register Districts
- Historic National Register Structures
- Macrosite Boundaries
- Managed Areas
- Megasite Boundaries

# Figure 8 Environmental Features

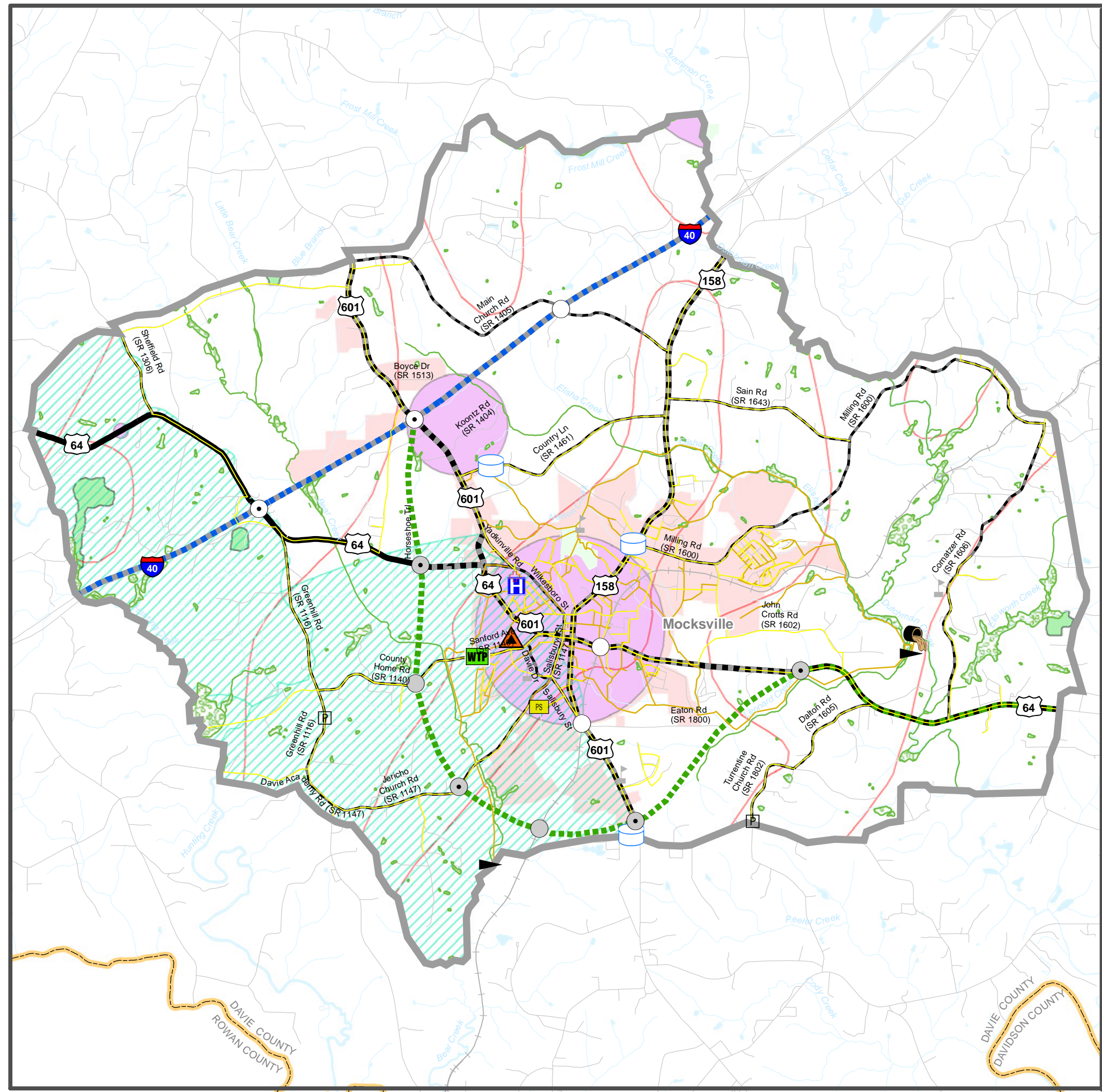
## Town of Mocksville Comprehensive Transportation Plan

### Legend

-  Emergency Operation Center
-  Hospital Location
-  Water Treatment Plant
-  Water Distribution Tank
-  Water Distribution Pump
-  Sanitary Treatment Plant
-  Sanitary Pump
-  Sanitary Discharge
-  Hazardous Waste Facility
-  Water Distribution Pipe
-  Sanitary Pipe
-  National Wetland Inventory
-  Water Supply Watershed
-  Geology
-  Significant National Heritage Areas
-  National Heritage Element Occurrences
-  Schools
-  Roads
-  Railroads
-  Rivers
-  Parks
-  Water Bodies
-  Municipal Boundary
-  Planning Boundary
-  County Boundary



Base map date: June 20, 2008



## ***Public Involvement***

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

The Northwest Piedmont RPO requested the development of a comprehensive transportation plan for the Town of Mocksville through a prioritized list of regional needs. A meeting was held with the Mocksville Board of Commissioners in September 2008 to formally initiate the study, provide an overview of the transportation planning process, and to gather input on area transportation needs.

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

The public involvement process included holding one public drop-in session in Mocksville to present the proposed CTP to the public and solicit comments. The meeting was held on July 15, 2010 at the Mocksville Town Hall. The session was publicized in the local newspaper and was held from 5pm to 7pm. No comment forms were submitted during the session.

A public hearing was held on October 14, 2010 during the Town of Mocksville Planning Board meeting. The purpose of this meeting was to discuss the location of the proposed US 64 Bypass, and select a preferred alternative resulting from a feasibility study completed by NCDOT's Project Development and Environmental Analysis Branch in April 2008. A second public hearing was held on November 2, 2010 during the Mocksville Board of Commissioners meeting. The purpose of this meeting was to review and consider the recommendations from the Planning Committee on the proposed location of US 64 Bypass. A third public hearing was held on December 9, 2010. The purpose of this meeting was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during this meeting.

The Northwest Piedmont RPO endorsed the CTP on November 16, 2010. The North Carolina Board of Transportation voted to mutually adopt the Mocksville CTP on January 6, 2011.

## II. Recommendations

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This report documents the development of the 2011 Mocksville CTP as shown in Figure 1. This chapter presents recommendations for each mode of transportation.

### ***Implementation***

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

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the Town. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Northwest Piedmont RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and the North Carolina Department of Transportation share the responsibility for access management and the planning, design and construction of the recommended projects.

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

### ***Problem Statements***

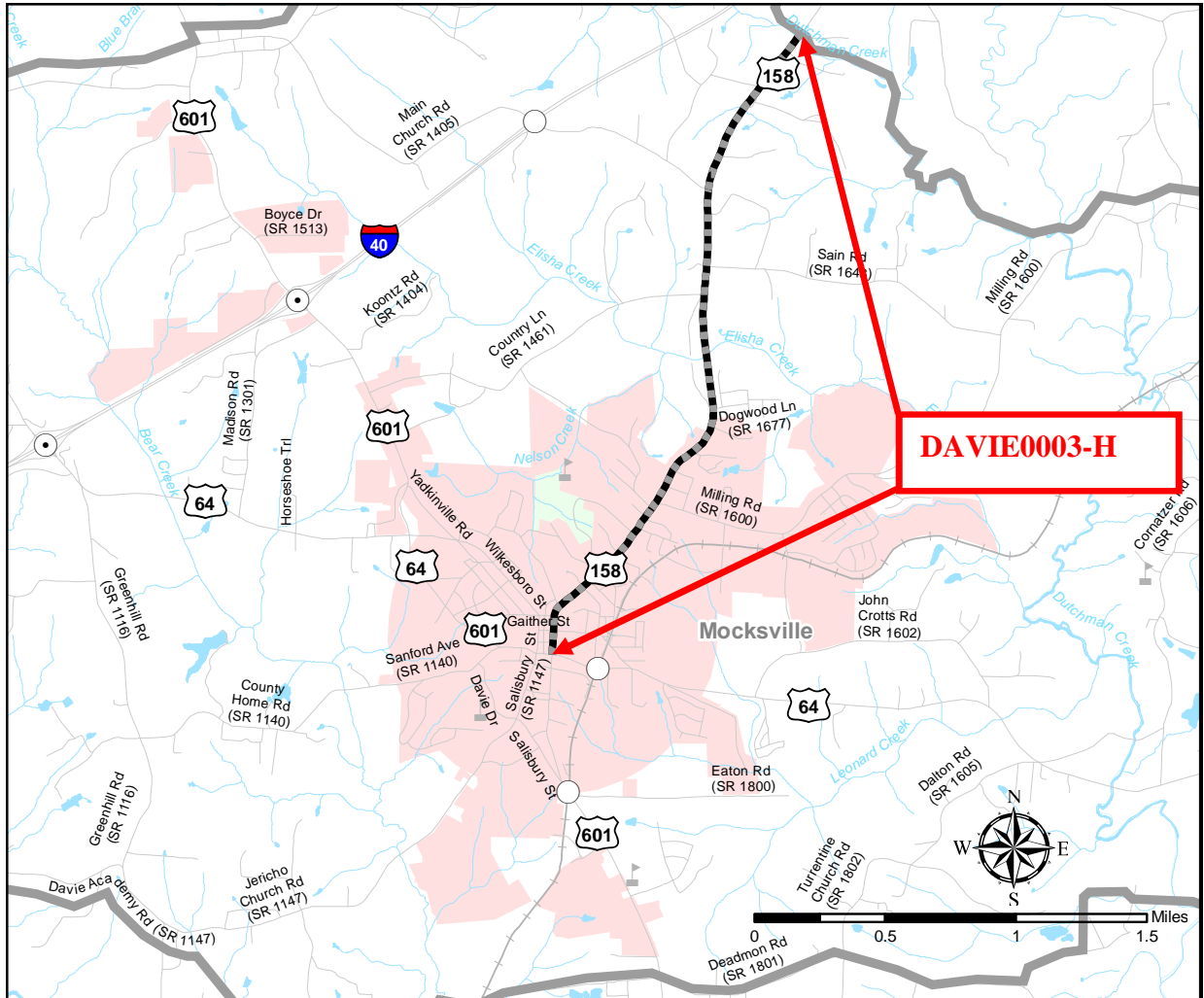
The following pages contain problem statements for each recommendation, organized by CTP modal element.



# HIGHWAY

**US 158 Proposed improvements from PAB (North)  
at Dutchman Creek to US 64/US 601**

**Local ID: DAVIE0003-H  
Last Updated: 8/11/11**



## **Identified Problem**

By 2035, US 158 is projected to be near or over capacity from the northern planning area boundary at Dutchman Creek to US 64/US 601. Improvements are needed to relieve congestion on the existing facility such that a minimum of LOS D can be achieved.

## **Justification of Need**

US 158 is a north-south corridor through Davie County, connecting Mocksville to other urban centers such as Bermuda Run and Winston-Salem.

The existing US 158 is a 2-lane minor arterial with 12 foot lanes and is on the regional tier of NC Multimodal Investment Network (NCMIN).

By 2035, the entire segment within the planning area is projected to be either near or over capacity based on providing a LOS D. From the northern planning area boundary to Dogwood Lane (SR 1677), traffic is projected to increase from a range of 9,300 - 10,200 vpd in 2009 to a range of 14,000 - 15,500 vpd in 2035, compared to a LOS D capacity of 15,800 vpd. From Dogwood Lane (SR 1677) to Gaither Street, traffic projections will increase from a range of 9,300 -12,000 vpd in 2009 to a range of 14,000 – 17,000 vpd in 2035, compared to a LOS D capacity of 13,900 vpd. From Gaither Street to US 601/US 64, traffic projection is expected to increase from 12,200 vpd in 2009 to 13,600 vpd, compared to a LOS D capacity of 13,900 vpd.

### **Community Vision and Problem History**

The US 158 corridor is parallel to I-40 between Mocksville and Winston-Salem. Area residents use this facility as an alternate route to I-40 between Mocksville, Bermuda Run and Winston-Salem. Within the planning area, land use along the US 158 corridor is predominantly rural residential. According to the 2005 Mocksville Land Use Plan, this area is envisioned to transition to high density urban residential within the municipal boundary.

This deficiency was first identified in the 1992 Mocksville Thoroughfare Plan and also in the 2002 Davie County Thoroughfare Plan.

### **CTP Project Proposal**

#### **Project Description and Overview**

The CTP project proposal (Local ID DAVIE0004-H) is to widen US 158 from a 2-lane to a 3-lane major thoroughfare with center turn lane from the northern planning area boundary at Dutchman Creek to US 64/US 601. This project also includes accommodation for bicycle and pedestrian facilities. The proposed improvements would reduce congestion and provide efficient mobility for through traffic by removing left turns from through movement.

#### **Linkages to Other Plans and Proposed Project History**

The proposed improvements for US 158 directly connects to the proposed US 64/US 601 widening as well as improvements to Main Church Road (SR 1405), Sain Road (SR 1643) Milling Road (SR 1600) and Country Lane Road (SR 1461).

The 1992 Mocksville Thoroughfare Plan recommended implementing a bypass east of Mocksville, from north of the US 158 and Milling Road (SR 1600) intersection to the US 601 and Eaton Road (SR 1800) intersection to relieve the anticipated future congestion on US 158 through downtown Mocksville. The 2002 Davie County Thoroughfare Plan recommended widening US 158 to four lanes from Farmington Road (SR 1410) to the Mocksville Planning Area Boundary north of the US 158 and Milling Road (SR 1600) intersection. An update to this plan is currently underway.

## **Land Use Patterns**

Current land use along US 158 corridor is primarily rural residential with the historic district extending from north of Milling Road (SR 1600) to the US 64. The Central Business District (CBD) extends from just south of Cherry Street to Maple Street, south of US 64. The 2005 Mocksville Land Use Plan indicates that future land use along the corridor will transition to urban residential with a small pocket of commercial development just south of Elisha Creek.

## **Natural & Human Environmental Context**

Based on a planning level environmental assessment using available GIS data, the proposed improvements to US 158 have the potential to impact the Historic District which lies within the CBD. Additionally, commercial and residential buildings with driveways on US 158 may be impacted.

The US 158 project crosses Dutchman Creek, Elisha Creek, and one unnamed stream. Bridge Number 10 at Dutchman's Creek is rated as functionally obsolete.

## **Multi-modal Considerations**

The CTP includes recommendations for bicycle and pedestrian facilities around the Mocksville area. There are recommendations to construct multi-use path adjacent to US 158 from Milling Road (SR 1600) to US 64/US 601. On-road bicycle facilities are recommended along US 158 from Main Church Road (SR 1405) to Oak Grove Church Road (SR 1642) and from Dogwood Ln (SR 1677) to Milling Road (SR1600). There are no recommendations for sidewalks or transit on the proposed project.

## **Public/ Stakeholder Involvement**

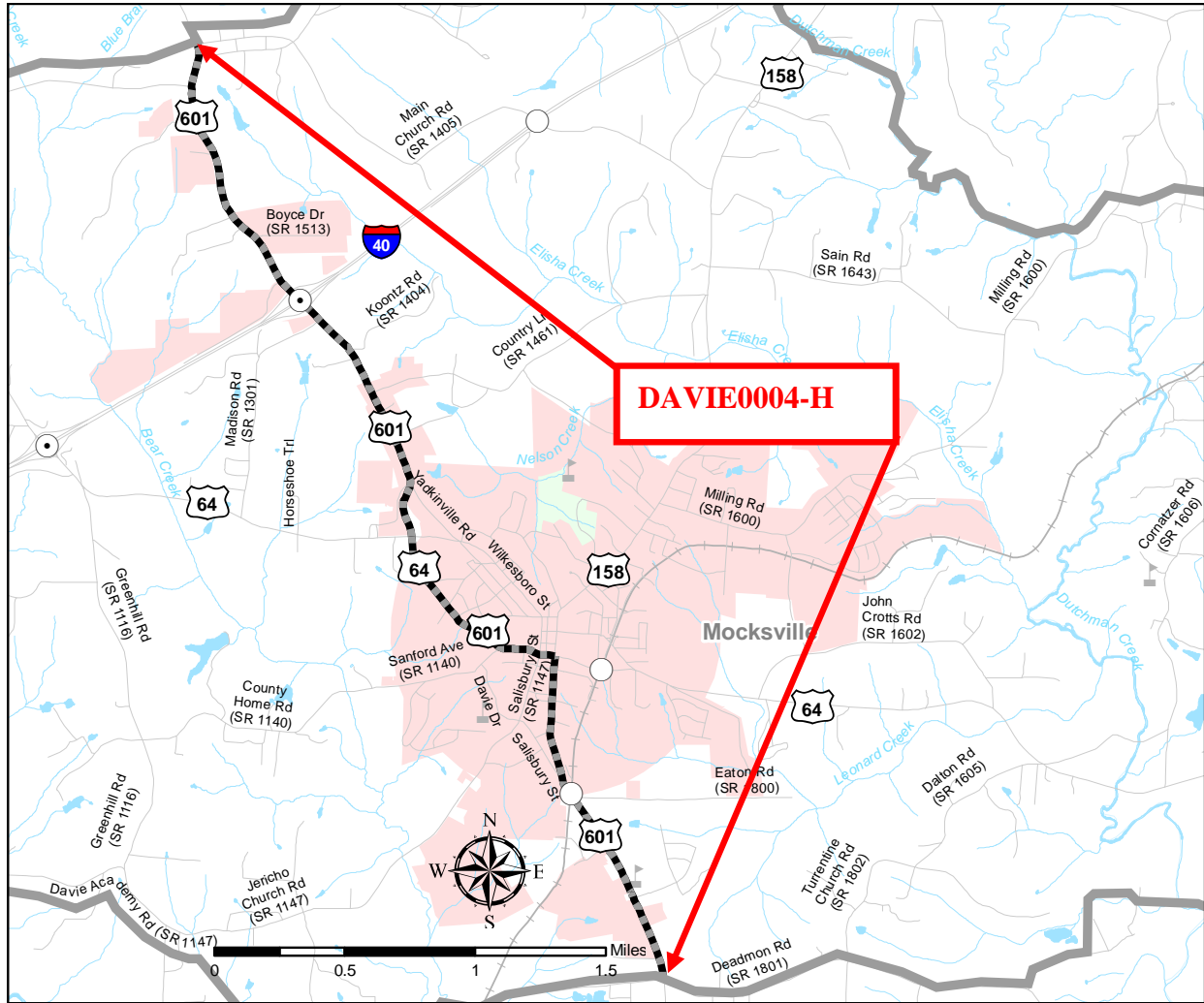
Respondents to Goals and Objectives (G&O) Survey question that asked, "What areas would the community most like to have improved access?" ranked Winston Salem at the top. Improving US 158 will improve access to Bermuda Run and Winston Salem, in addition to serving as an alternate to I-40. In the response to the question that asked, "Are you concerned with safety or crash problems at any specific locations?", US 158 was the most identified facility especially in the vicinity of Milling Road (SR 1600) intersection.

During the July 2010 public workshop on the CTP, truck traffic that passes through residential neighborhoods was identified as a concern. Trucks from US 64 east to the US 601/I-40 interchange and the truck stop north of I-40 avoid travelling through the CBD by using the following residential streets: John Crotts Rd (SR 1602), Bethel Church Rd (SR 1601), Milling Rd (SR 1600), US 158, Campbell Rd (SR 1400), and Country Ln (SR 1461). Respondents to the G&O Survey question that asked, "Is truck traffic a problem in the area?", also identified the intersection of US 158 and Milling Road (SR 1600) as one of the problem areas.

**US 601 Proposed improvements from PAB (south) at  
Deadmon Road (SR 1801) to PAB (North) at Main  
Church Road (SR 1405)**

**Local ID: DAVIE0004-H**

**Last Updated: 8/11/11**



### **Identified Problem**

Portions of US 601 are currently near or over capacity. The entire section of US 601 throughout the planning area is projected to be over capacity by 2035. The primary purpose of this project is to accommodate projected traffic volumes such that a minimum LOS D can be achieved.

### **Justification of Need**

US 601 is a major north-south corridor in Davie County, connecting Mocksville with rural areas along the central region of the county. The facility is a vital artery in moving people and goods through North Carolina, connecting major corridors such as US 74, I-85, I-40, US 421, and I-74.

US 601 is classified as a minor arterial on the Federal Functional Classification System and is on the regional tier of the North Carolina Multimodal Investment Network (NCMIN). US 601 currently has a variable cross section as follows: a three-lane cross-section with 12 foot lanes from the southern planning area boundary at Deadmon Road (SR 1801) to Eaton Road; a two-lane cross-section with 11 foot lanes from Eaton Road to US 64; a three-lane cross-section with 12 foot lanes from US 64 to Koontz Road; a five-lane cross section with 12 foot lanes from Koontz Road to I-40; a four-lane undivided cross-section with 12 foot lanes from I-40 to Boyce Drive (SR 1513); and a two-lane cross-section with 12 foot lanes from Boyce Drive (SR 1513) to the northern planning area boundary at Main Church Road (SR 1405).

By 2035 the entire segment of US 601 within the planning area is projected to be over capacity based on the capacity of providing a LOS D. The traffic projections are as follows:

- From the southern planning area boundary to Eaton Road (SR 1800), traffic is projected to increase from 18,500 vpd in 2009 to 26,200 vpd in 2035, compared to a capacity of 18,200 vpd.
- From Eaton Road (SR 1800) to US 64/US 158 intersection, traffic is projected increase from 18,500 vpd in 2009 to 26,200 vpd in 2035, compared to a capacity of 13,900 vpd.
- From US 64/US 158 intersection to Koontz Road (SR 1404), traffic is projected to increase from a range of 13,500 - 17,800 vpd in 2009 to a range of 23,200 – 27,100 vpd in 2035, compared to a capacity of 18,200 vpd.
- From Koontz Road (SR 1404) to I-40, traffic is projected to increase from 19,400 vpd in 2009 to 33,400 vpd in 2035, compared to a capacity of 32,400 vpd.
- From I-40 to Boyce Drive (SR 1513), traffic is projected to increase from 19,400 vpd in 2009 to 33,400 vpd in 2035, compared to a capacity of 31,600 vpd.
- From Boyce Drive (SR 1513) to the northern planning area boundary, traffic is projected to increase from 10,400 vpd in 2009 to 18,300 vpd in 2035, compared to a capacity of 15,800 vpd.

Improvements are needed to relieve congestion and improve mobility along this facility.

### **Community Vision and Problem History**

Due to US 601 being a major thoroughfare through the Mocksville, as well a connection to I-40, the county envisions significant growth along its corridor. Current development activities along US 601 include residential, institutional, commercial and industrial which are anticipated to expand largely to industrial and commercial enterprises. Moderate residential and mixed uses are planned along the corridor.

This route was previously identified as deficient in the 1992 Mocksville Thoroughfare plan.

## **CTP Project Proposal**

### **Project Description and Overview**

The CTP project proposal (Local ID DAVIE0004-H) is to widen US 601 to a 5-lane major thoroughfare with center turn lane from the southern planning area boundary at Deadmon Road (SR 1801) to the northern planning area boundary at Main Church Road (SR 1405). This project includes accommodation for bicycle and pedestrian facilities.

A crash data assessment for the period between 2006 and 2008 showed that 28 crashes occurred at the US 601 and I-40 interchange and 15 crashes occurred at the intersection of US 601 and Salisbury Street.

The CTP project proposal for US 601 would reduce congestion, provide efficiency and improve safety for through traffic by removing left turns from the through movement.

### **Linkages to Other Plans and Proposed Project History**

The proposed improvements for US 601 directly connect to the proposed US 64 Bypass as well as the proposed improvements for existing US 64, US 158 and I-40.

The 1992 Mocksville Thoroughfare Plan recommended implementing the US 64 Bypass around the town to relieve the anticipated future congestion on US 601 through downtown. The 2002 Davie County Thoroughfare Plan included recommendations to widen US 601 to a four lane facility north and south of the Mocksville Urban Planning Boundary. An update to this plan is currently underway.

### **Land Use Patterns**

Current land use along US 601 corridor consist of residential, industrial, government/public, institutional and pockets of commercial developments, between the southern planning area boundary and Eaton Road. Davie County High School is located on US 601 at Southwood Drive. From Eaton Road to US 64 land use in the area is primarily residential. The CBD starts from US 64 and ends at Sanford Avenue. From Sanford Avenue to the northern planning area boundary, in addition to the existing residential industrial uses, there are also new commercial, industrial, and residential developments that have moved into the area in the recent past. According to the 2005 Town of Mocksville Land Use Plan, significant future land use growth is anticipated in industrial, commercial, mixed use and residential developments.

### **Natural & Human Environmental Context**

Based on a planning level environmental assessment using available GIS data, the proposed improvements to US 601 have the potential to impact the water supply watershed which lies west of the US 601 corridor, and national heritage elements located in the CBD area and in the vicinity of US 601/I-40 interchange. Several commercial and residential buildings with driveways on US 601 may also be impacted.

The US 601 project crosses Peeler Creek and Cody Creek. Bridge Number 9 over the Southern Railroad is rated as functionally obsolete.

### **Multi-modal Considerations**

The CTP includes recommendations for bicycle and pedestrian facilities around the Mocksville area. A multi-use path is recommended adjacent to US 601 from southern planning area boundary to Country Lane Road (SR 1461). A sidewalk is recommended on US 601 from Country Lane Road (SR 1461) to Madison Road (SR 1301). A proposed bus route will utilize US 601 from I-40 to a proposed park and ride lot at US 601 and Boyce Drive (SR 1513).

### **Public/ Stakeholder Involvement**

Respondents to Goals and Objectives (G&O) Survey question that asked, "What roads would you most like to have improved access?" ranked US 601 at the top. The majority of commercial developments, some industrial enterprises, government, and recreational centers in the Mocksville area are located along US 601 corridor. Improving US 601 will improve access to these activity centers. In response to the question regarding safety or crash problems, respondents to the survey identified several locations along US 601 to have safety or crash issues. Some of the locations identified included the intersections at Rollinwood Drive, US 64, Sanford Avenue, Cemetery Street, US 158 (Main Street), Madison Road, Maple Street, Valley Road, and near the entrance of Davie High School.

In response to the question, "Is truck traffic a problem in the area?", respondents to the G&O Survey identified several locations along US 601 as having a truck traffic problem. Some of the locations identified are at the following locations along US 601: Rollingwood Drive, US 64/US 158, Boyce Drive (Truck Stop). The US 64/US 158 intersection was identified most often.

### **I-40, Local ID: DAVIE0001-H**

Existing I-40 is projected to be near capacity by 2035 in the Mocksville area, from the northeastern planning area boundary at Dutchman Creek to the southwestern planning area boundary at Hunting Creek. Improvements are needed to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

I-40 is currently a 4-lane divided interstate with 12 foot lanes from the northeastern planning area boundary at Dutchman Creek to the southwestern planning area boundary at Hunting Creek. I-40 is on the statewide tier of NC Multimodal Investment Network (NCMIN) and is designated as a freeway in NCDOT's Strategic Highway Corridor (SHC) Vision Plan.

By 2035, traffic from the northeastern to the southwestern planning area boundary is projected to increase in range from 32,700 to 36,500 vehicles per day (vpd) in 2009 to 51,200 to 57,000 vpd in 2035, compared to a LOS D capacity of 69,800 vpd.

The CTP project proposal (Local ID DAVIE0001-H) is to widen I-40 from a 4-lane to a 6-lane freeway from the northeastern planning area boundary at Dutchman Creek to the southwestern planning area boundary at Hunting Creek. The proposed improvements would reduce congestion and provide efficient mobility for through traffic across the planning area.

### **US 64, Local ID: R-3602A**

Existing US 64 is projected to be near capacity by 2035 in the Mocksville area, from Cornatzer Road (SR 1606) to west of John Crotts Road (SR 1602). Improvements are needed to relieve congestion on the existing facility such that a minimum of LOS D can be achieved.

US 64 is currently a 2-lane facility with 12 foot lanes from eastern planning area boundary to west of John Crotts Road (SR 1602). The facility is functionally classified as a minor arterial and is part of the statewide tier of NCMIN. It is also designated as an expressway in NCDOT's SHC Vision Plan.

By 2035, traffic on US 64 from Cornatzer Road (SR 1606) to west of John Crotts Road (SR 1602), is projected to range between 12,000 vpd and 14,200 vpd compared to a LOS D capacity of 15,800 vpd.

The CTP project proposal (Local ID R-3602A) is to widen US 64 from a 2-lane to a 4-lane divided expressway from the eastern planning area boundary to west of John Crotts Road (SR 1602), to address future congestion concerns.



### **US 64, Local ID: R-3111**

Existing US 64 is projected to be near or over capacity by 2035 in the Mocksville area, from west of John Crotts Road (SR 1602) to US 601/Wilkesboro Street intersection.

In order to address this problem, the US 64 Bypass is proposed to be constructed as a 4-lane divided expressway on new location. The 2008 Feasibility Study completed by NCDOT's Project Development and Environmental Analysis Branch (PDEA) evaluated five alternatives for the proposed bypass. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **US 64, Local ID: DAVIE0002-H**

Existing US 64, from west of John Crotts Road (SR 1602) to US 158, is projected to be near capacity by 2035. Improvements are needed to relieve congestion on the existing facility such that a minimum LOS D can be achieved. The segment from US 601 at Wilkesboro Street to the proposed bypass, east of Horse Trail, does not have capacity issues but is recommended to be widened to provide better mobility to the proposed US 64 Bypass.

US 64 is currently a 2-lane facility with 12 foot lanes from west of John Crotts Road (SR 1602) to US 158 and a 2-lane facility with 11 foot lanes from US 601 at Wilkesboro Street to the proposed bypass east of Horseshoe Trail. The facility is functionally classified as a minor arterial and is part of the statewide tier of NCMIN.

By 2035, traffic on US 64 from west of John Crotts Road (SR 1602) to US 158, is projected to increase from 9,800 vpd in 2009 to 14,500 vpd in 2035, compared to a LOS D capacity of 15,800 vpd.

The CTP project proposal (Local ID: DAVIE0002-H) is to widen US 64 from a 2-lane to a 3-lane major thoroughfare with center turn lane from west of John Crotts Road (SR 1602) to US 158 and from US 601 at Wilkesboro Street to the proposed bypass, east of Horse Trail. Additionally, a sidewalk is also recommended from East Lake Drive to Cloister Drive as part of this project.

### **Minor Widening Improvements**

The following routes are recommended to be upgraded to two 12-foot lanes with 2-foot paved shoulders to:

- **DAVIE0005-H:** Cornatzer Road (SR 1606), from US 64 to Milling Road (SR 1600)
- **DAVIE0006-H:** County Home Road (SR 1140), from Greenhill Road (SR 1116) to Sanford Avenue (SR 1140)
- **DAVIE0007-H:** Country Lane (SR 1461), from US 158 to US 601
- **DAVIE0008-H:** Dalton Road (SR 1605), from Turrentine Church Road (SR 1802) to US 64

- **DAVIE0009-H:** Davie Academy Road (SR 1147), from Greenhill Road (SR 1116) to Jericho Church Road (SR1147)
- **DAVIE0010-H:** Davie Dr, from Sanford Avenue (SR 1140) to Jericho Church Road (SR 1147)
- **DAVIE0011-H:** Greenhill Road (SR 1116), from Davie Academy Road (SR 1147) to US 64
- **DAVIE0012-H:** Jericho Church Road (SR 1147), from the Davie Academy Road (SR 1147) to Davie Drive
- **DAVIE0013-H:** Milling Road (SR 1600), from US 158 to Cornatzer Road (SR 1606)
- **DAVIE0014-H:** Main Church Road (SR 1405), from US 158 to US 601 at the
- **DAVIE0015-H:** Sain Road (SR 1643), from Milling Road (SR 1600) to US 158
- **DAVIE0016-H:** Salisbury Street (SR 1147), from Davie Drive to Wilkesboro Street
- **DAVIE0017-H:** Sanford Avenue (SR 1140), from County Home Road (SR 1140) to US 601
- **DAVIE0018-H:** Sheffield Road (SR 1306), from US 64 to the northern Planning Area Boundary at Ijames Church Road (SR 1307)
- **DAVIE0019-H:** Turrentine Church Road (SR 1802), from the Southern Planning Area Boundary at Deadmon Road (SR 1801) to Dalton Road (SR 1605)
- **DAVIE0020-H:** Wilkesboro Street, from Salisbury Street (SR 1147) to US 601
- **DAVIE0021-H:** Yadkinville Road, from Wilkesboro Street to US 601

## **PUBLIC TRANSPORTATION & RAIL**

Currently, there are no fixed route transit services from Mocksville to the Triad metropolitan area. Many residents of the town commute to the Triad area each day for work, shopping, higher education opportunities and medical purposes. The primary purpose for proposing transit service is to provide an alternative mode of transportation into the Triad metropolitan area.

The CTP proposal project (Local ID DAVIE0001-T) is a fixed-route bus service between Mocksville and the Triad area as recommended by the Piedmont Authority for Regional Transportation (PART). Within the planning area, the bus route is proposed on I-40 from the northern planning area boundary to the US 601 interchange; and from the interchange to the proposed park and ride lot on US 601 north of I-40 at Boyce Drive (SR 1513).

The proposed park and ride lot (Local ID DAVIE0002-T) will be located on US 601 at Boyce Drive (SR 1513).

Note: The projects have been implemented since the adoption of the CTP. It is Route 14 – The Davie County Express.

## **BICYCLE**

During the development of the CTP, the following facilities were identified as recommended bicycle routes and will need improvement. In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require at minimum 4-ft bike lanes or 14-ft wide shoulder lanes.
  - Shoulder sections require a minimum of 4-ft paved shoulder.
  - All bridges along the roadways where bike facilities are recommended shall be equipped with 54" railings.
- 
- **DAVIE0003-H:** US 158, from Milling Road (SR 1600) to Dogwood Ln (SR 1677) and from Oak Grove Church Road (SR 1642) to Main Church Road (SR 1405)
  - **DAVIE0004-H:** US 601, from Cana Road (SR 1408) to Ijames Church Road (SR 1307)
  - **DAVIE0001-B:** Avon Street, from Raymond Street to Salisbury Street
  - **DAVIE0002-B:** Cana Road (SR 1408), from US 601 to south of Frost Mill Creek
  - **DAVIE0003-B:** Clement Street, from Gaither Street to W Church Street
  - **DAVIE0005-H:** Cornatzer Road (SR 1606), from Williams Road (SR 1610) to Milling Road (SR 1600)
  - **DAVIE0004-B:** Davie Academy Road (SR 1147), from Jericho Church Road (SR 1147) to the western Planning Area Boundary at Hunting Creek
  - **DAVIE0005-B:** Gaither Street, from US 158 to Clement Street
  - **DAVIE0006-B:** Harvest Way Road (SR 1403), from US 158 to south of Elisha Creek
  - **DAVIE0007-B:** Hospital Street, from Gwyn Street to Raymond Street
  - **DAVIE0008-B:** Ijames Church Road (SR 1307), from US 601 to Sheffield Road (SR 1306)
  - **DAVIE0012-H:** Jericho Church Road (SR 1147), from Davie Academy Road (SR 1147) to Davie Drive
  - **DAVIE0014-H:** Main Church Road (SR 1405), from US 158 to Cana Road (SR 1408)
  - **DAVIE0009-B:** Meroney Street, from Wilkesboro Street to Gwyn Street
  - **DAVIE0013-H:** Milling Road (SR 1600), from Cornatzer Road (S 1606) to Elisha Creek
  - **DAVIE0010-B:** Oak Grove Church Road (SR 1642), from Sain Road (SR 1643) to US 158
  - **DAVIE0011-B:** Park Avenue, from US 158 to W Church Street
  - **DAVIE0012-B:** Park Dr, from US 158 to Rich Park III
  - **DAVIE0013-B:** Raymond Street, from Hospital Street to Avon Street

- **DAVIE0015-H:** Sain Road (SR 1643), from Milling Road (SR 1600) to Oak Grove Church Road (SR 1642)
- **DAVIE0016-H:** Salisbury Street (SR 1147), from Davie Drive to US 601
- **DAVIE0014-B:** W Church Street, from US 158 to Park Avenue
- **DAVIE0015-B:** Williams Road (SR 1610), from Eastern Planning Area Boundary to Cornatzer Road (SR 1606)

The following new multi-use paths were recommended during the development of the CTP:

- **DAVIE0001-M:** US 158, from US 64 to Milling Road (SR 1600)
- **DAVIE0004-H:** US 601, from southern planning area boundary to US 64
- **DAVIE0004-H:** US 64/US 601, from US 64 to Wilkesboro Road
- **DAVIE0004-H:** US 601, from Wilkesboro Road to Country Ln (SR 1461)
- **DAVIE0002-M:** Along Nelson Creek, from US 601 to Elisha Creek
- **DAVIE0003-M:** Along the western edge of the park (Rich Park III), from Nelson Creek to Park Avenue
- **DAVIE0004-M:** Across the park (Rich Park III), from Park Avenue to Park Dr
- **DAVIE0005-M:** Across the eastern edged of the park (Rich Park III), from Nelson Creek to Park Dr
- **DAVIE0006-M:** Garner Street, from W Church Street to Softley Street
- **DAVIE0007-M:** Park Avenue, from Park Dr to W Church Street
- **DAVIE0013-H:** Milling Road (SR 1600), from US 158 to Elisha Creek
- **DAVIE0016-H:** Salisbury Street (SR 1147), from US 64/US 601 to Avon Street
- **DAVIE0017-H:** Sanford Avenue (SR 1140), from US 64/US 601 to S Davie Dr
- **DAVIE0008-M:** S Clement Street, from US 64/US 601 to Gaither Street
- **DAVIE0009-M:** Softley Street, from Garner Street to Wilkesboro Street
- **DAVIE0010-M:** W Church Street, from Park Avenue to Garner Street
- **DAVIE0011-M:** W Water Street, from Salisbury Street (SR 1147) to S Clement Street

## **PEDESTRIAN**

The following facilities in the Mocksville are recommended to have sidewalks:

- **DAVIE0002-H:** US 64, from East Lake Dr to Cloister Dr
- **DAVIE0004-H:** US 601, from Country Ln (SR 1461) to Madison Road (SR1301)
- **DAVIE0001-P:** E Depot Street, from US 64 to Railroad Tracks
- **DAVIE0002-P:** E Maple Avenue, from Salisbury Street to west of US 601
- **DAVIE0012-H:** Jericho Church Road (SR 1147), from the southern Town Limits to Salisbury Street
- **DAVIE0003-P:** Pine Street, from E Depot Street to US 158
- **DAVIE0004-P:** S Davie Drive, from Sanford Avenue (SR 1140) to north of Salisbury Street (SR 1147)
- **DAVIE0020-H:** Wilkesboro Street, from Yadkinville Road to Softley Street
- **DAVIE0021-H:** Yadkinville Road, from US 601 to Wilkesboro Street

- **DAVIE0005-P:** Along Elisha Creek (Off-road), from US 158 to Milling Road (SR 1600)

# APPENDICES

## Appendix A Resources and Contacts

### ***North Carolina Department of Transportation***

#### *Customer Service Office*

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

1-877-DOT-4YOU

(1-877-368-4968)

<https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx>

#### *Secretary of Transportation*

Eugene A. Conti, Jr., Ph.D.

1501 Mail Service Center

Raleigh, NC 27699-1501

(919) 733-2520

[gconti@ncdot.gov](mailto:gconti@ncdot.gov)

<http://www.ncdot.org/about/leadership/secretary.html>

#### *Board of Transportation Member*

Mr. Ralph Womble

635 North Trade Street

Winston-Salem, NC 27101

(336) 777-3876

[lrwomble@ncdot.gov](mailto:lrwomble@ncdot.gov)

<http://www.ncdot.gov/about/board/default.html>

#### *Highway Division Engineer*

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

Mr. Pat Ivey, PE

375 Silas Creek Parkway

Winston-Salem, NC 27127

(336) 703-6500

[pivey@ncdot.gov](mailto:pivey@ncdot.gov)

<http://www.ncdot.gov/doh/operations/division9/>

Division Project Manager

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

Mr. Brett Abernathy, PE, PLS  
375 Silas Creek Parkway  
Winston-Salem, NC 27127  
(336) 703-6500  
[jbabernathy@ncdot.gov](mailto:jbabernathy@ncdot.gov)

Division Construction Engineer

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

Mr. J.E. Blair, PE  
375 Silas Creek Parkway  
Winston-Salem, NC 27127  
(336) 703-6500  
[kraulston@ncdot.gov](mailto:kraulston@ncdot.gov)

Division Traffic Engineer

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

Mr. J. Claude Williamson, III  
375 Silas Creek Parkway  
Winston-Salem, NC 27127  
(336) 703-6500  
[jcwilliamson@ncdot.gov](mailto:jcwilliamson@ncdot.gov)

Division Operations Engineer

Contact the Division Operations Engineer for information concerning facility operations.

Mr. Mike Shaffner, PE  
375 Silas Creek Parkway  
Winston-Salem, NC 27127  
(336) 703-6500  
[mshaffner@ncdot.gov](mailto:mshaffner@ncdot.gov)



*Division Maintenance Engineer*

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

Mr. Mike E. Miller  
375 Silas Creek Parkway  
Winston-Salem, NC 27127  
(336) 703-6500  
[memiller1@ncdot.gov](mailto:memiller1@ncdot.gov)

*District Engineer*

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

Mr. John P. Rhyne, PE  
375 Silas Creek Parkway  
Winston-Salem, NC 27127  
(336) 703-6600  
[jprhyne@ncdot.gov](mailto:jprhyne@ncdot.gov)

*Transportation Planning Branch (TPB)*

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

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

*Northwest Piedmont Rural Planning Organization (RPO)*

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

Mr. Marc Allred  
400 W. Fourth St. Suite 400  
Winston-Salem, NC 27101  
(336) 761-2111  
[mallred@nwpcog.org](mailto:mallred@nwpcog.org)  
<http://www.nwpcog.dst.nc.us/>

Strategic Planning Office

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

Mr. Don Voelker

1501 Mail Service Center

Raleigh, NC 27699-1501

(919) 715-0951

[djvoelker@ncdot.gov](mailto:djvoelker@ncdot.gov)

<https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=11054>

Project Development & Environmental Branch (PDEA)

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

1548 Mail Service Center

Raleigh, NC 27699-1548

(919) 707-6000

<http://www.ncdot.gov/doh/preconstruct/pe/>

Secondary Roads Office

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

1535 Mail Service Center

Raleigh, NC 27699-1535

(919) 733-3250

<http://www.ncdot.gov/doh/operations/secondaryroads/>

Program Development Branch

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

1534 Mail Service Center

Raleigh, NC 27699-1534

(919) 733-2039

<http://www.ncdot.org/planning/development/>

Public Transportation Division

Contact the Public Transportation Division for information public transit systems.

1550 Mail Service Center

Raleigh, NC 27699-1550

(919) 733-4713

<http://www.ncdot.org/transit/nctransit/>

### Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center  
Raleigh, NC 27699-1553  
(919) 733-7245  
<http://www.bytrain.org/>

### Division of Bicycle and Pedestrian Transportation

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

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

### Bridge Maintenance Unit

Contact the Bridge Maintenance Unit for information on bridge management throughout the state.

1565 Mail Service Center  
Raleigh, NC 27699-1565  
(919) 733-4362  
[http://www.ncdot.gov/doh/operations/dp\\_chief\\_eng/maintenance/bridge/](http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/)

### Highway Design Branch

The Highway Design Branch consists of the Roadway Design, Structure Design, Photogrammetry, Location & Surveys, Geotechnical, and Hydraulics Units. Contact the Highway Design Branch for information regarding design plans and proposals for road and bridge projects throughout the state.

1584 Mail Service Center  
Raleigh, NC 27699-1584  
(919) 250-4001  
<http://www.ncdot.gov/doh/preconstruct/highway/>

## **Other State Government Offices**

### Department of Commerce – Division of Community Assistance

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

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

## Appendix B

# Comprehensive Transportation Plan Definitions

### ***Highway Map***

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

#### Facility Type Definitions

- **Freeways**

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

- **Expressways**

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

- **Boulevards**
  - Functional purpose – moderate mobility; moderate access, moderate volume, medium speed
  - Posted speed – 30 to 55 mph
  - Cross section – two or more lanes with median (median breaks allowed for U-turns per current NCDOT *Driveway Manual*)
  - Multi-modal elements – bus stops, bike lanes (urban) or wide paved shoulders (rural), sidewalks (urban - local government option)
  - Type of access control – limited control of access, partial control of access, or no control of access
  - Access management – two lane facilities may have medians with crossovers, medians with turning pockets or turning lanes; use of acceleration/deceleration or right turning lanes is optional; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
  - Intersecting facilities – at grade intersections and driveways; interchanges at special locations with high volumes
  - Driveways – primarily right-in/right-out, some right-in/right-out in combination with median leftovers; major driveways may be full movement when access is not possible using an alternate roadway
  
- **Other Major Thoroughfares**
  - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
  - Posted speed – 25 to 55 mph
  - Cross section – four or more lanes without median (*US and NC routes may have less than four lanes*)
  - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
  - Type of access control – no control of access
  - Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
  - Intersecting facilities – intersections and driveways
  - Driveways – full movement on two lane roadway with center turn lane as permitted by the current NCDOT *Driveway Manual*
  
- **Minor Thoroughfares**
  - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
  - Posted speed – 25 to 55 mph
  - Cross section – ultimately three lanes (no more than one lane per direction) or less without median
  - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
  - ROW – no control of access

- Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – intersections and driveways
- Driveways – full movement on two lane with center turn lane as permitted by the current NCDOT *Driveway Manual*

### Other Highway Map Definitions

- **Existing** – Roadway facilities that are not recommended to be improved.
- **Needs Improvement** – Roadway facilities that need to be improved for capacity, safety, or system continuity. The improvement to the facility may be widening, other operational strategies, increasing the level of access control along the facility, or a combination of improvements and strategies. “Needs improvement” does not refer to the maintenance needs of existing facilities.
- **Recommended** – Roadway facilities on new location that are needed in the future.
- **Interchange** – Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
- **Grade Separation** – Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
- **Full Control of Access** – Connections to a facility provided only via ramps at interchanges. No private driveway connections allowed.
- **Limited Control of Access** – Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.
- **Partial Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections shall be defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. These may be combined to form a two-way driveway (most common) or separated to allow for better traffic flow through the parcel. The use of shared or consolidated connections is highly encouraged.
- **No Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways.

### **Public Transportation and Rail Map**

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

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

## ***Bicycle Map***

- **On Road-Existing** – Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- **On Road-Needs Improvement** – At the systems level, it is desirable for **an existing** highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.
- **On Road-Recommended** – At the systems level, it is desirable for **a recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.

- **Off Road-Existing** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment.
- **Off Road-Recommended** – A facility needed to accommodate only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

## ***Pedestrian Map***

- **Sidewalk-Existing** – Paved paths (including but not limited to concrete, asphalt, brick, stone, or wood) on both sides of a highway facility and within the highway right-of-way that are adequate to safely accommodate pedestrian traffic.



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

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

## Appendix C

### CTP Inventory and Recommendations

#### Assumptions/ Notes:

- **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- **Existing Cross-Section:** Listed under '(ft)' is the approximate width of the roadway from edge of pavement to edge of pavement. Listed under 'lanes' is the total number of lanes, with the letter 'D' if the facility is divided.
- **Existing ROW:** The estimated existing right-of-way is based on NCDOT GIS Roadway Characteristics layer and NCDOT Division 9 information. These right-of-way amounts are approximate and may vary.
- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed using NCLOS, as documented in Chapter I.
- **Existing and Proposed AADT (Annual Average Daily Traffic)** volumes, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2035 AADT E+C' is an estimate of the volume in 2035 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the years 2009-2015 Transportation Improvement Program (TIP). The '2035 AADT with CTP' is an estimate of the volume in 2035 with all proposed CTP improvements assumed to be in place. The '2035 AADT with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter I.
- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended as part of the CTP.
- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.
- **Tier:** Tiers are defined as part of the North Carolina Multimodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- **Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H=highway, T= public transportation, R= rail, B= bicycle, and P= pedestrian).

## TOWN OF MOCKSVILLE CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																		
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2009 Existing System					2035 Proposed System					CTP Classification	Tier	Other Modes	
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
					(ft)	lanes												
DAVIE0001-H	<b>I-40</b>	PAB (North) - SR 1405	Davie	1.8	48	4	200	70	69800	36500	57000	57000	98200	6A	300	F	Sta	T
DAVIE0001-H	<b>I-40</b>	SR 1405 - US 601	Davie/Mocksville	1.8	48	4	200	70	69800	36500	57000	64980	98200	6A	300	F	Sta	T
DAVIE0001-H	<b>I-40</b>	US 601 - US 64	Mocksville	1.8	48	4	200	70	69800	32700	51200	61440	98200	6A	300	F	Sta	
DAVIE0001-H	<b>I-40</b>	US 64 - PAB (South)	Davie	2.2	48	4	200	70	69800	33600	51500	51500	98200	6A	300	F	Sta	
R-3602A	<b>US 64</b>	PAB (East) to SR 1606	Davie	1.1	28	2	60	55	15800	7000	9000	9000	34100	4B	180	E	Sta	
R-3602A	<b>US 64</b>	SR 1606 - SR 1605	Davie	0.8	28	2	60	55	15800	9600	14200	14200	34100	4B	180	E	Sta	
R-3602A	<b>US 64</b>	SR 1605 - Prop US 64 Byp	Davie	0.9	28	2	60	55	15800	9800	12000	12000	34100	4B	180	E	Sta	
DAVIE0002-H	<b>US 64</b>	Prop US 64 Byp - US 158	Davie/Mocksville	2.3	28	2	60	55	15800	9800	14500	4800	18800	3A/3B	80	Maj	Sta	P
DAVIE0002-H	<b>US 64</b>	US 601 - Prop US 64 Byp	Mocksville	0.6	22	2	60	55	15800	7500	10100	4200	18800	3A	80	Maj	Sta	
	<b>US 64</b>	Prop US 64 Byp - SR 1116	Davie	1.4	22	2	60	55	15800	7500	10100	4200	ADQ	ADQ	ADQ	Maj	Sta	
	<b>US 64</b>	SR 1116 - I-40	Davie	0.3	48	2	60	55	15800	7500	10100	4200	ADQ	ADQ	ADQ	Maj	Sta	
	<b>US 64</b>	I-40 - SR 1306	Davie	1.5	26	2	60	55	15800	5400	8500	8500	ADQ	ADQ	ADQ	Maj	Sta	
	<b>US 64</b>	SR 1306 - PAB (West)	Davie	1.3	26	2	60	55	15800	2700	3900	3900	ADQ	ADQ	ADQ	Maj	Sta	
R-3111	<b>Prop US 64 Byp</b>	US 64 - US 601	Davie/Mocksville	2.4	-	-	-	-	-	-	-	7200	38100	4A	250	E	Sta	
R-3111	<b>Prop US 64 Byp</b>	US 601 - SR 1147	Mocksville	1.9	-	-	-	-	-	-	-	6100	38100	4A	250	E	Sta	
R-3111	<b>Prop US 64 Byp</b>	SR 1147 - US 64	Mocksville	2.3	-	-	-	-	-	-	-	6100	38100	4A	250	E	Sta	
R-3111	<b>Prop US 64 Byp</b>	US 64 - I-40	Mocksville	1.5	-	-	-	-	-	-	-	6100	38100	4A	250	E	Sta	
DAVIE0003-H	<b>US 158</b>	PAB (North) - SR 1405	Davie	1.1	24	2	120	55	15800	9300	15500	13200	18800	3A	80	Maj	Reg	
DAVIE0003-H	<b>US 158</b>	SR 1405 - SR 1643	Davie	0.5	24	2	120	55	15800	10200	14900	12700	18800	3A/3B	80	Maj	Reg	B
DAVIE0003-H	<b>US 158</b>	SR 1643 - SR 1461	Mocksville	0.2	24	2	120	55	15800	10200	14900	12700	18800	3A	80	Maj	Reg	
DAVIE0003-H	<b>US 158</b>	SR 1461 - SR 1600	Mocksville	1.4	36	2	120	35	13900	9300	14000	11900	18800	3A/3B	80	Maj	Reg	B
DAVIE0003-H	<b>US 158</b>	SR 1600 - US 64	Mocksville	1.2	36	2	60	20	13900	12200	13900	11800	18800	3B-MB	80	Maj	Reg	B, P
DAVIE0004-H	<b>US 601</b>	PAB (South) - Eaton Rd	Davie/Mocksville	1.2	24	3	60	45	18200	18500	26200	26200	32400	5A-MA	100	Maj	Reg	B, P
DAVIE0004-H	<b>US 601</b>	Eaton Rd - Salisbury St	Mocksville	0.1	22	2	60	45	13900	18500	26200	10500	32400	5A-MA	100	Maj	Reg	B, P
DAVIE0004-H	<b>US 601</b>	Salisbury St - US 158	Mocksville	0.8	22	2	60	45	18200	18500	26200	10500	32400	5A-MA	100	Maj	Reg	B, P
DAVIE0004-H	<b>US 601/US 64</b>	US 158 - SR 1147	Mocksville	0.1	52	3	60	35	18200	17800	22700	9100	32400	5A-MA	100	Maj	Reg	B, P
DAVIE0004-H	<b>US 601/US 64</b>	SR 1147 - SR 1140	Mocksville	0.2	52	3	60	35	18200	17800	22700	9100	32400	5A-MA	100	Maj	Reg	B, P
DAVIE0004-H	<b>US 601/US 64</b>	SR 1140 - Wilkesboro St	Mocksville	0.9	52	3	60	35	18200	17800	22700	9100	32400	5A-MA	100	Maj	Reg	B, P
DAVIE0004-H	<b>US 601</b>	Wilkesboro Rd - Yadkinville Rd	Mocksville	0.3	24	3	60	35	18200	13500	23200	9300	32400	5A-MA	100	Maj	Reg	B, P
DAVIE0004-H	<b>US 601</b>	Yadkinville Rd - SR 1461	Mocksville	0.6	40	3	60	35	18200	19400	33400	13400	32400	5A-MA	100	Maj	Reg	B, P
DAVIE0004-H	<b>US 601</b>	SR 1461 - Koontz Rd	Mocksville	0.3	40	3	60	35	31600	19400	33400	13400	32400	5A	100	Maj	Reg	P
DAVIE0004-H	<b>US 601</b>	Koontz Rd - I-40	Mocksville	0.5	48	5	60	35	31600	19400	33400	13400	32400	5A	100	Maj	Reg	P
DAVIE0004-H	<b>US 601</b>	I-40 - SR 1513	Mocksville	0.5	48	4	60	55	31600	19400	33400	13400	32400	5A	100	Maj	Reg	
DAVIE0004-H	<b>US 601</b>	SR 1513 - PAB (West)	Davie/Mocksville	1.4	28	2	60	55	15800	10400	18300	18300	32400	5A	100	Maj	Reg	

**HIGHWAY**

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2009 Existing System					2035 Proposed System					CTP Classification	Tier	Other Modes	
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section				ROW (ft)
					(ft)	lanes												
DAVIE0005-H	<b>Cornartzer Rd (SR 1606)</b>	PAB (North) - SR 1640	Davie	1.5	22	2	60	55	10600	2100	3000	3000	10600	2A	ADQ	Min	Sub	
DAVIE0005-H	<b>Cornartzer Rd (SR 1606)</b>	SR 1610 - US 64	Davie	1.8	22	2	60	55	10600	2400	4300	4300	10600	2A	ADQ	Min	Sub	
DAVIE0006-H	<b>County Home Rd (SR 1140)</b>	SR 1116 - Sanford Ave	Davie/Mocksville	1.9	22	2	60	55	12500	1000	1300	1400	12500	2A	ADQ	Min	Sub	
DAVIE0007-H	<b>Country Lane (SR 1461)</b>	US 158 - US 601	Mocksville	2.3	22	2	60	35	10600	1000	1800	1900	10600	2A	ADQ	Min	Sub	
DAVIE0008-H	<b>Dalton Rd (SR 1605)</b>	US 64 - SR 1802	Davie	1.1	22	2	60	55	10600	2400	4800	4800	10600	2A	ADQ	Min	Sub	
DAVIE0009-H	<b>Davie Academy Ave (SR 1147)</b>	SR 1116 - SR 1147	Davie	0.5	22	2	60	55	10600	2400	4500	4600	10600	2A	ADQ	Min	Sub	B
DAVIE0010-H	<b>Davie Dr</b>	SR 1140 - SR 1147	Mocksville	0.5		2	60	35	10600	2000	3600	3000	10600	2A	ADQ	Min	Sub	P
DAVIE0011-H	<b>Greenhill Rd (SR 1116)</b>	US 64 - SR 1140	Davie	1.6	22	2	60	55	10600	2500	4800	4100	10600	2A	ADQ	Min	Sub	
DAVIE0011-H	<b>Greenhill Rd (SR 1116)</b>	SR 1140 - SR 1147	Davie	0.8	22	2	60	55	10600	2500	4800	4100	10600	2A	ADQ	Min	Sub	
DAVIE0012-H	<b>Jericho Church Rd (SR 1147)</b>	Davie Academy - Prop US 64 Byp	Davie/Mocksville	1.3	22	2	60	55	10600	2400	4500	4700	10600	2A	ADQ	Min	Sub	B
DAVIE0012-H	<b>Jericho Church Rd (SR 1147)</b>	Prop US 64 Byp - Salisbury St	Davie/Mocksville	1.4	24	2	60	35	12500	2400	4500	3000	12500	2A	ADQ	Min	Sub	B, P
DAVIE0013-H	<b>Milling Rd (SR 1600)</b>	US 158 - SR 1643	Davie/Mocksville	2.8	18	2	60	35	10600	5200	6700	6700	10600	2A-MB	ADQ	Min	Sub	B, P
DAVIE0013-H	<b>Milling Rd (SR 1600)</b>	SR 1643 - SR 1606	Davie/Mocksville	2.7	22	2	60	55	10600	1200	2500	2500	10600	2A	ADQ	Min	Sub	B
DAVIE0014-H	<b>Main Church Rd (SR 1405)</b>	US 158 - US 601	Davie	3.8	20	2	60	55	9000	1100	1800	1800	9000	2A	ADQ	Min	Sub	B
DAVIE0015-H	<b>Sain Rd (SR 1643)</b>	SR 1600 - US 158	Davie/Mocksville	1.9	20	2	60	55	10600	800	1200	1200	10600	2A	ADQ	Min	Sub	B
DAVIE0016-H	<b>Salisbury St (SR 1147)</b>	Davie Dr - US 601	Mocksville	0.4	32	2	60	35	10600	5600	6300	5900	10600	2A-MA	ADQ	Min	Sub	B, P
DAVIE0016-H	<b>S. Salisbury St</b>	SR 1147 - US 601	Mocksville	0.5	32	2	60	35	10600	3200	5400	4500	10600	2A	ADQ			P
DAVIE0017-H	<b>Sanford Ave (SR 1140)</b>	Country Home Rd - Davie Dr	Mocksville	1.2		2	60	35	12500	1000	1300	1400	12500	2A-MA	ADQ	Min	Sub	

**HIGHWAY**

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2009 Existing System					2035 Proposed System					CTP Classification	Tier	Other Modes	
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2009 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section				ROW (ft)
					(ft)	lanes												
DAVIE0017-H	<b>Sanford Ave (SR 1140)</b>	Davie Dr - US 601	Mocksville	0.5	22	2	60	36	12500	1000	5400	4900	12500	2A	ADQ	Min	Sub	B, P
DAVIE0018-H	<b>Sheffield Rd (SR 1306)</b>	PAB (North) - US 64	Davie	0.9		2	60	55	9000	1500	1900	1900	9000	2A	ADQ	Min	Sub	
DAVIE0019-H	<b>Turrentine Church Rd (SR 1802)</b>	SR 1605 - PAB (South)	Davie	1.0	22	2	60	55	10600	2100	3500	3500	10600	2A	ADQ	Min	Sub	
DAVIE0020-H	<b>Wilkesboro St</b>	US 601 - Yadkinville Rd	Mocksville	0.3	22	2	60	35	10600	500	800	700	10600	2A	ADQ	Min	Sub	
DAVIE0020-H	<b>Wilkesboro St</b>	Yadkinville Rd - SR 1147	Mocksville	0.7	22	2	60	35	10600	4100	6900	6200	10600	2A	ADQ	Min	Sub	P
DAVIE0021-H	<b>Yadkinville Rd</b>	US 601 - Wilkesboro	Mocksville	0.5	22	2	60	35	10600	3800	5700	5100	10600	2A	ADQ	Min	Sub	P

## PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION <sup>1</sup>							
Local ID	Facility/ Route	Section (From - To)	Speed Limit (mph)	Distance (mi)	Existing System	Proposed System	Other Modes
					Type	Type	
DAVIE0001-T	<b>I-40</b>	PAB (North) - US 601	Varies	4.1	N/A	Bus	H
DAVIE0001-T	<b>US 601</b>	I-40 - Boyce Drive (SR 1513)	Varies	0.5	N/A	Bus	H
DAVIE0002-T	<b>Proposed Park &amp; Ride Lot</b>	On US 601 at Boyce Dr (SR 1513)	-	-	N/A	Bus	H

<sup>1</sup>Only major public transportation routes and proposals are shown here. For further documentation of the public transportation system, refer to Piedmont Triad Regional Transit Development Plan located at <http://www.partnc.org/rtdp.html>.

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	
	<b>Norfolk Southern Railroad</b>	Pab (North) - PAB (South)	I	5-30	7.8	Freight	100	< 1	--	--	--	--

## BICYCLE AND PEDESTRIAN

<b>BICYCLE</b>									
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes	
				Cross-Section		Type	Cross-Section		
				(ft)	lanes				
DAVIE0003-H	<b>US 158</b>	SR 1405 - SR 1677	0.6	Concurrent with US 158- see Highway Table					H
DAVIE0004-H	<b>US 601</b>	SR 1408 - SR 1307	0.2	Concurrent with US 601- see Highway Table					H
DAVIE0001-B	<b>Avon St</b>	Raymond St - SR 1147	0.6	20	2	Bicycle	2E	--	
DAVIE0002-B	<b>Cana Rd (SR 1408)</b>	US 601 - S of Frost Mill Creek	1.8	22	2	Bicycle	2E	--	
DAVIE0003-B	<b>Clement St</b>	Gaithe St - W Church St	0.1	22	2	Bicycle	2E	--	
DAVIE0005-H	<b>Cornatzer Rd</b>	SR 1610 - SR 1600	1.5	Concurrent with Cornatzer Rd- see Highway Table					H
DAVIE0004-B	<b>Davie Academy Rd (SR 1147)</b>	Jericho Church Rd - PAB (South)	1.5	22	2	Bicycle	2E	--	
DAVIE0005-B	<b>Gaither St</b>	US 158 - Clement St	0.1	22	2	Bicycle	2E	--	
DAVIE0006-B	<b>Harvest Way Rd (SR 1403)</b>	US 158 - Elisha Creek	0.3	18	2	Bicycle	2E	--	
DAVIE0007-B	<b>Hospital St</b>	Gwyn St - Raymond St	0.1	20	2	Bicycle	2E	--	
DAVIE0008-B	<b>James Church Rd (SR 1301)</b>	US 601 - SR 1306	2.4	20	2	Bicycle	2E	--	
DAVIE0012-H	<b>Jericho Church Rd (SR1147)</b>	Davie Academy - US 64/US 601	3.1	Concurrent with Jericho Church Rd- see Highway Table					H
DAVIE0014-H	<b>Main Church Rd (SR 1405)</b>	US 158 - SR 1408	3.2	Concurrent with Main Church Rd- see Highway Table					H
DAVIE0009-B	<b>Meroney St</b>	Wilkesboro - Gwyn St	0.1	20	2	Bicycle	2E	--	
DAVIE0013-H	<b>Milling Rd (SR 1600)</b>	SR 1606 - Elisha Creek	4.1	22	2	Bicycle	2E	H	



<b>BICYCLE</b>								
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Cross-Section		Type	Cross-Section	
				(ft)	lanes			
DAVIE0010-B	<b>Oak Grove Church Rd (SR 1642)</b>	SR 1643 - US 158	0.9	22	2	Bicycle	2E	--
DAVIE0011-B	<b>Park Ave</b>	US 158 - W Church St	0.5	22	2	Bicycle	2E	--
DAVIE0012-B	<b>Park Dr</b>	US 158 - Rich Park III	0.4	22		Bicycle	2E	--
DAVIE0013-B	<b>Raymond St</b>	Hospital Ave - Avon St	0.1	20	2	Bicycle	2E	--
DAVIE0015-H	<b>Sain Rd (SR 1643)</b>	SR 1600 - SR 1643	1.6	Concurrent with Sain Rd- see Highway Table				H
DAVIE0014-B	<b>W Church St</b>	US 158 - Park Ave	0.5	20	2	Bicycle	2E	--
DAVIE0015-B	<b>Williams Rd (SR 1610)</b>	PAB (East) - SR 1600	1.1	20	2	Bicycle	2E	--

**MULTI-USE PATH**

Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Side of Street	Cross-Section	Side of Street	Cross-Section	
DAVIE0001-M	<b>US 158</b>	SR 1600 - US 64	1.2	--	--	West	MB	H
DAVIE0004-H	<b>US 601</b>	PAB (South) - Eaton Rd	1.2	--	--	West	MB	H
DAVIE0004-H	<b>US 601</b>	Eaton Rd - Salisbury St	0.1	--	--	West	MB	H
DAVIE0004-H	<b>US 601</b>	Salisbury St - US 64	0.8	--	--	West	MB	H
DAVIE0004-H	<b>US 601/US 64</b>	US 158 - SR 1147	0.1	--	--	West	MB	H
DAVIE0004-H	<b>US 601/US 64</b>	SR 1147 - SR 1140	0.2	--	--	West	MB	H
DAVIE0004-H	<b>US 601/US 64</b>	SR 1140 - Wilkesboro St	0.9	--	--	West	MB	H
DAVIE0004-H	<b>US 601</b>	Wilkesboro Rd - Yadkinville Rd	0.3	--	--	West	MB	H
DAVIE0004-H	<b>US 601</b>	Yadkinville Rd - SR 1461	0.6	--	--	West	MB	H
DAVIE0002-M	<b>Along Nelson Creek</b>	US 601 - Elisha Creek	2.5	--	--	--	MA	--
DAVIE0003-M	<b>Along Western edge of Rich Park III</b>	Nelson Creek - Park Ave	0.3	--	--	--	MA	--
DAVIE0004-M	<b>Across Rich Park III</b>	Park Ave - Park Dr	0.4	--	--	--	MA	--
DAVIE0005-M	<b>Along Easter edge of Rich Park III</b>	Nelson Creek - Park Dr	0.2	--	--	--	MA	--
DAVIE0006-M	<b>Garner St</b>	West Church St - Softley St	0.1	--	--	South	MB	--
DAVIE0007-M	<b>Park Ave</b>	Park Dr - West Church St	0.1	--	--	North	MB	B
DAVIE0013-H	<b>Milling Rd (SR 1600)</b>	US 158 - SR 1643	1.3	--	--	North	MB	H
DAVIE0016-H	<b>Salisbury St (SR 1147)</b>	US 64/US 601 - Avon St	0.2	--	--	West	MB	H
DAVIE0017-H	<b>Sanford Ave (SR 1140)</b>	Davie Dr - US 601	0.2	--	--	South	MB	H
DAVIE0008-M	<b>S Clement St</b>	US 601 - Gaither St	0.2	--	--	West	MB	--
DAVIE0009-M	<b>Sofley St</b>	Garner St - Wilkesboro St	0.1	--	--	Northwest	MB	--
DAVIE0010-M	<b>W Church St</b>	Park Ave - Garner St	0.2	--	--	North	MB	--
DAVIE0011-M	<b>W Water St</b>	SR 1147 - S Clement St	0.1	--	--	South	MB	--

**PEDESTRIAN**

Local ID	Facility/ Route	Section (From - To)	Distance	Existing System		Proposed System		Other Modes
				Type	Side of	Type	Side of Street	
DAVIE0002-H	<b>US 64</b>	East Lake Dr - Cloiter Dr	0.2	--	--	Sidewalks	Both	H
	<b>US 64</b>	US 601 - E of US 601	0.1	Sidewalks	North	--	--	--
DAVIE0004-H	<b>US 601</b>	SR 1461 - SR 1301	0.6	--	--	Sidewalks	Both	H
	<b>Campbell Rd</b>	US 158 - W of US 158	0.1	Sidewalks	North	--	--	--
	<b>Cherry St</b>	US 158 - E of Midland Street	0.1	Sidewalks	North	--	--	--
DAVIE0001-P	<b>E Depot St</b>	US 64 - Railroad Tracks	0.2	--	--	Sidewalks	Both	--
	<b>E Depot St</b>	Railroad Tracks - US 158	0.4	Sidewalks	Both	--	--	--
DAVIE0002-P	<b>E Maple Ave</b>	Salisbury St - US 601	0.1	--	--	Sidewalks	Both	--
	<b>E Maple Ave</b>	US 601 - East of US 601	0.1	Sidewalks	North	--	--	--
	<b>Gaither St</b>	US 158 - Salisbury St		Sidewalks	Both	--	--	--
DAVIE0012-H	<b>Jericho Church Rd (SR 1147)</b>	Souther City Limits - S Salisbury St	0.6	--	--	Sidewalks	Both	H
	<b>Park Dr</b>	US 158 - Rich Park III	0.5	Sidewalks	North	--	--	--
DAVIE0003-P	<b>Pine St</b>	E Depot - US 158	0.3	--	--	Sidewalks	Both	H
	<b>Poplar St</b>	US 158 - Salisbury St	0.1	Sidewalks	South	--	--	--
DAVIE0004-P	<b>S Davie Dr</b>	SR 1140 - W of SR 1147	0.4	--	--	Sidewalks	Both	H
	<b>Salisbury St (SR 1147)</b>	S Davie Dr - US 601	0.4	Sidewalks	Both	--	--	--
	<b>S Salisbury St</b>	W of SR 1147 - US 601	0.6	Sidewalks	East	--	--	--
	<b>W Water St</b>	S Clement St - US 601	0.1	Sidewalks	Both	--	--	--
	<b>Wilkesboro St</b>	Softley St - SR 1147	0.4	Sidewalks	Both	--	--	--
DAVIE0020-H	<b>Wilkesboro St</b>	Yadkinville Rd - Sofley St	0.3	--	--	Sidewalks	Both	H
DAVIE0021-H	<b>Yadkinville Rd</b>	US 601 - Wilkesboro St	0.5	--	--	Sidewalks	Both	H
DAVIE0005-P	<b>Along Elisha Creek (Off Road)</b>	US 158 - SR 1600	2.4	--	--	Sidewalks		--

## **Appendix D**

### **Typical Cross Sections**

Cross section requirements for roadways vary according to the capacity and level of service to be provided. Universal standards in the design of roadways are not practical. Each roadway section must be individually analyzed and its cross section determined based on the volume and type of projected traffic, existing capacity, desired level of service, and available right-of-way. These cross sections are typical for facilities on new location and where right-of-way constraints are not critical. For widening projects and urban projects with limited right-of-way, special cross sections should be developed that meet the needs of the project.

The typical cross sections were updated on December 7, 2010 to support the Department's "Complete Streets" policy that was adopted in July 2009. This guidance established design elements that emphasize safety, mobility, and accessibility for multiple modes of travel. These "typical" cross sections should be used as preliminary guidelines for comprehensive transportation planning, project planning and project design activities. The specific and final cross section details and right of way limits for projects will be established through the preparation of the National Environmental Policy Act (NEPA) documentation and through final plan preparation.

On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following situations:

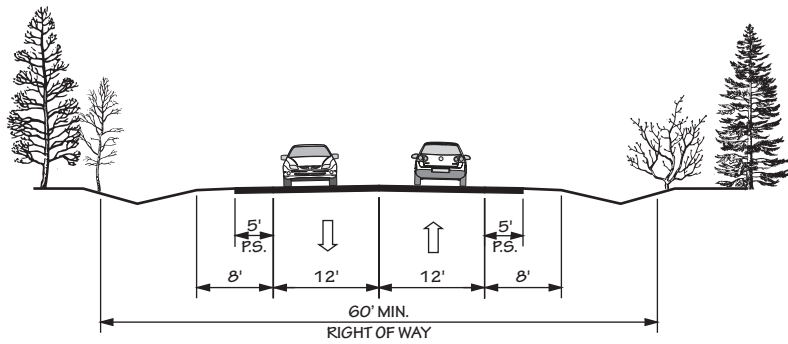
- roadways which may require widening after the current planning period,
- roadways which are borderline adequate and accelerated traffic growth could render them deficient, and
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment.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

FIGURE 9

# TYPICAL HIGHWAY CROSS SECTIONS 2 LANES

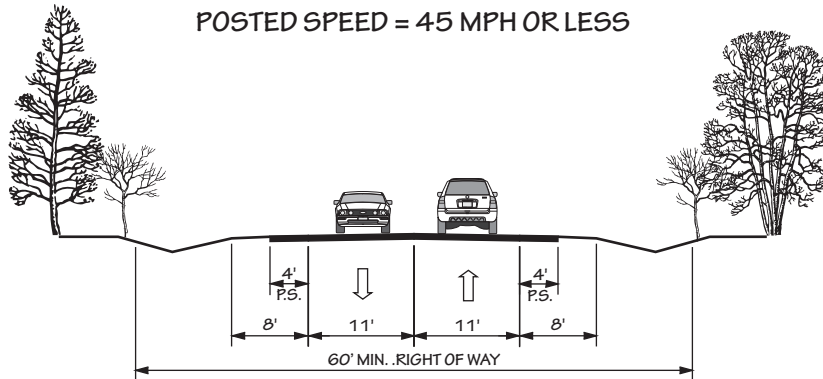
2 A

WIDE PAVED SHOULDERS  
POSTED SPEED = 55 MPH



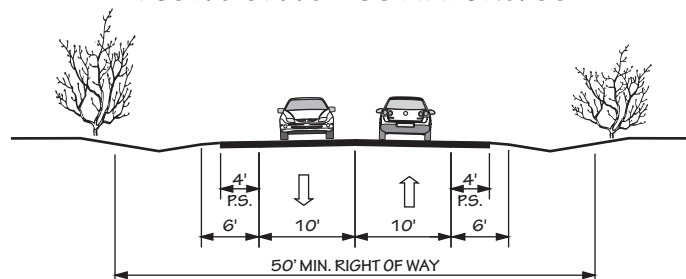
2 B

WIDE PAVED SHOULDERS  
POSTED SPEED = 45 MPH OR LESS



2 C

WIDE PAVED SHOULDERS  
POSTED SPEED = 35 MPH OR LESS

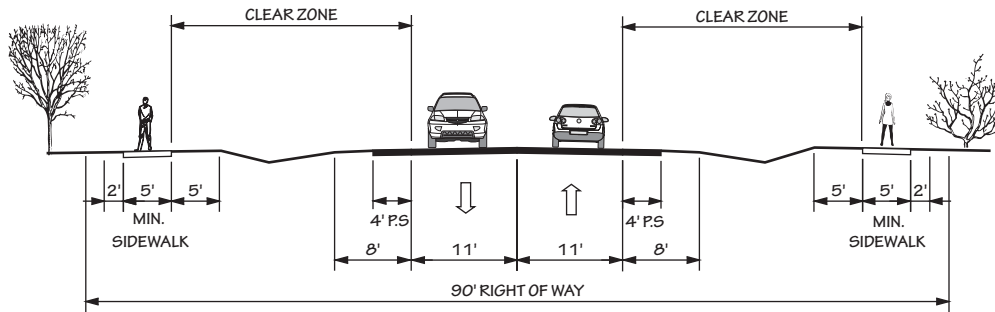


# TYPICAL HIGHWAY CROSS SECTIONS

## 2 LANES

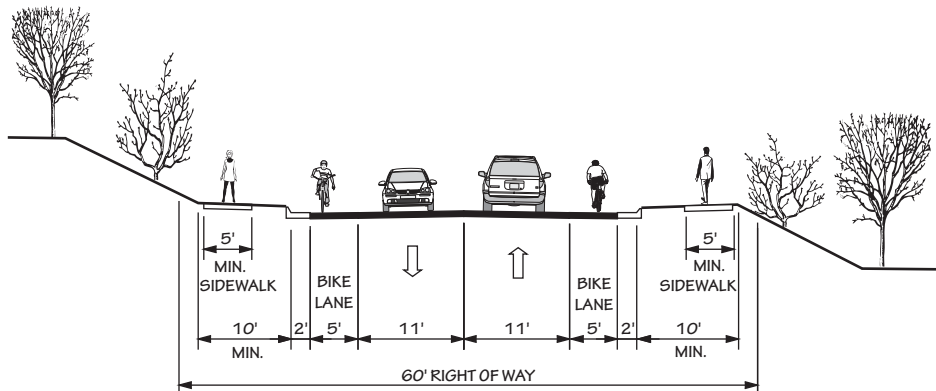
### 2 D

SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH



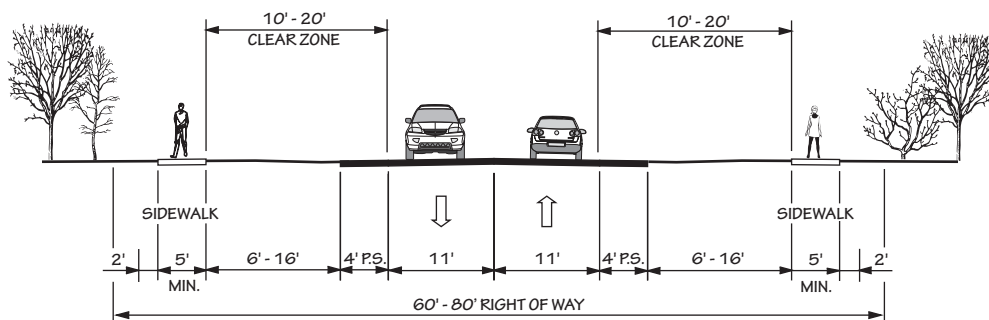
### 2 E

CURB AND GUTTER WITH BIKE LANES AND SIDEWALKS



### 2 F

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

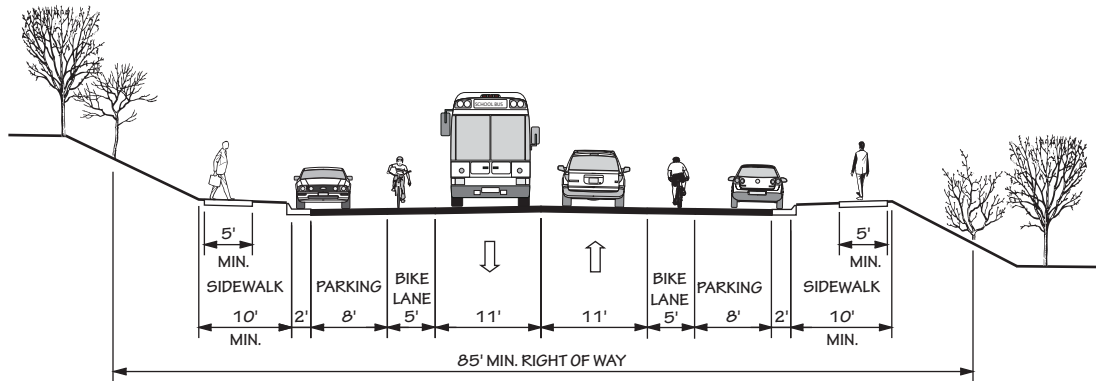


# TYPICAL HIGHWAY CROSS SECTIONS

## 2 LANES

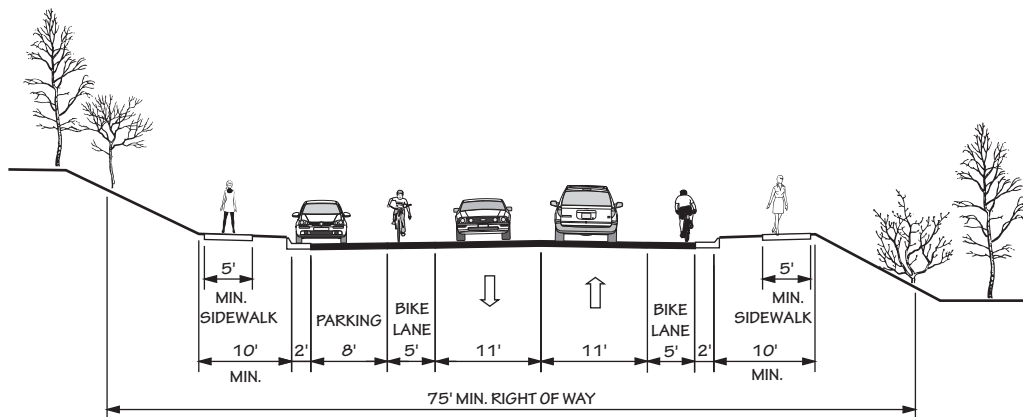
### 2 G

CURB & GUTTER - PARKING ON EACH SIDE



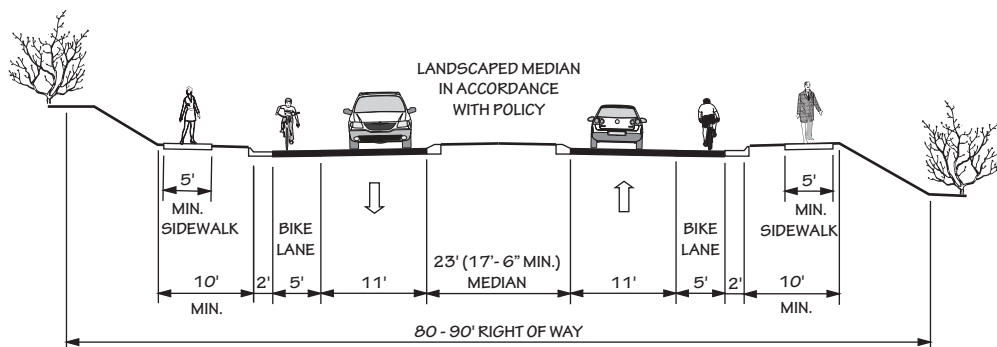
### 2 H

CURB & GUTTER - PARKING ON ONE SIDE



### 2 I

RAISED MEDIAN WITH CURB & GUTTER

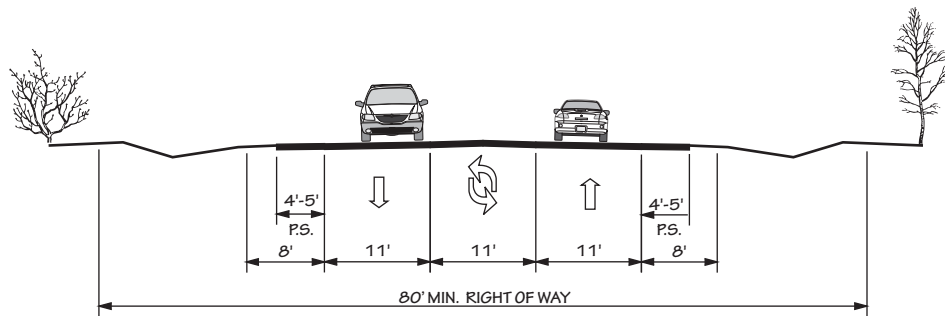


# TYPICAL HIGHWAY CROSS SECTIONS

## 3 LANES

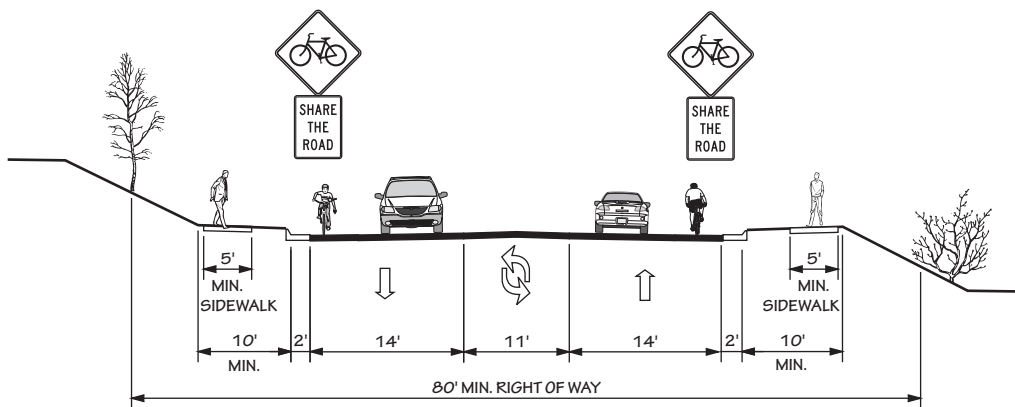
### 3 A

WIDE PAVED SHOULDERS



### 3 B

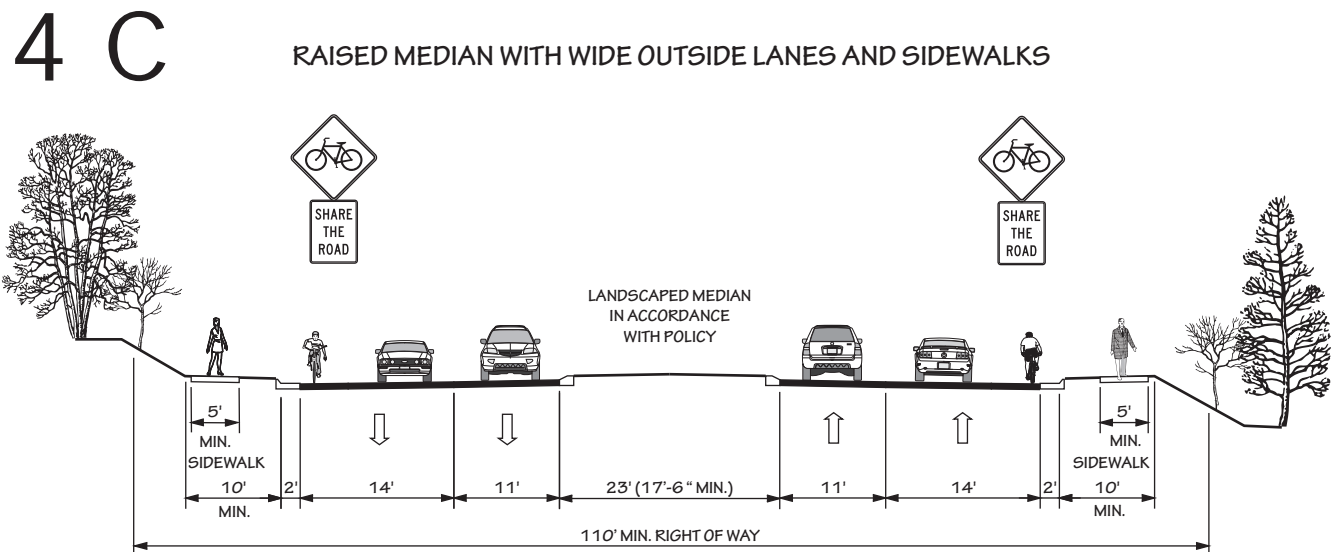
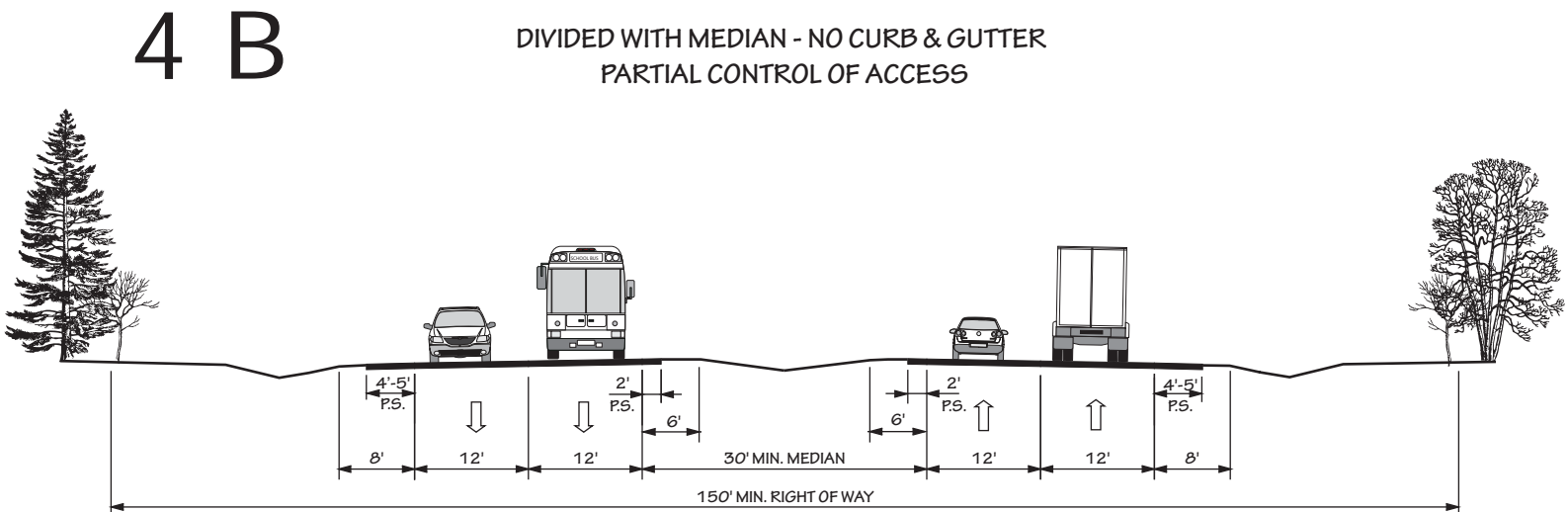
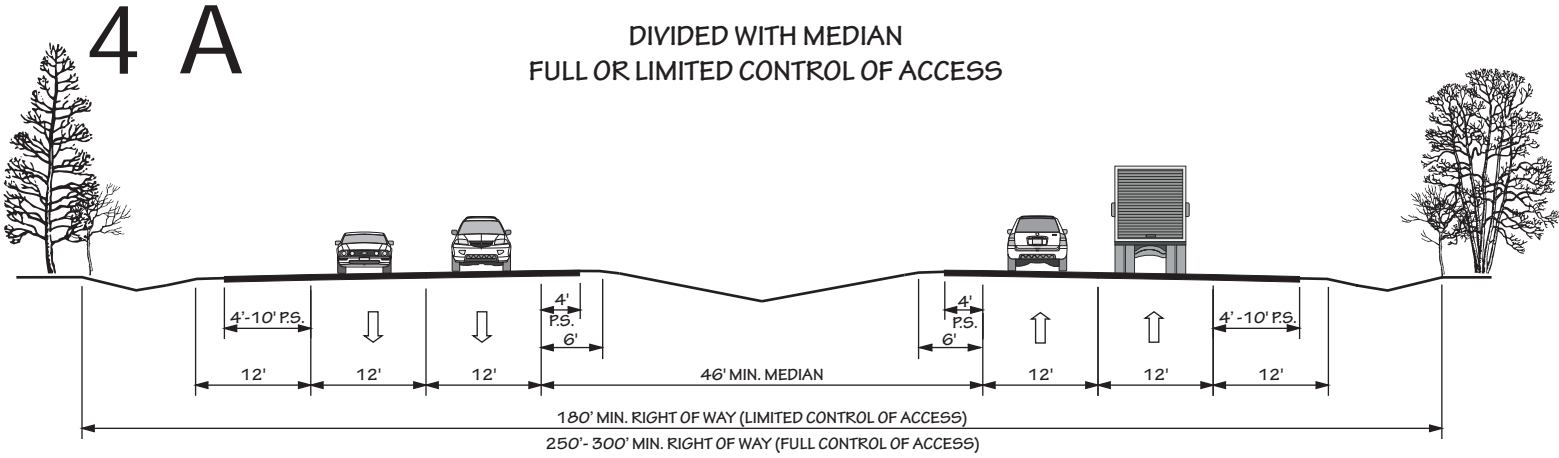
CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS





# TYPICAL HIGHWAY CROSS SECTIONS

## 4 LANES

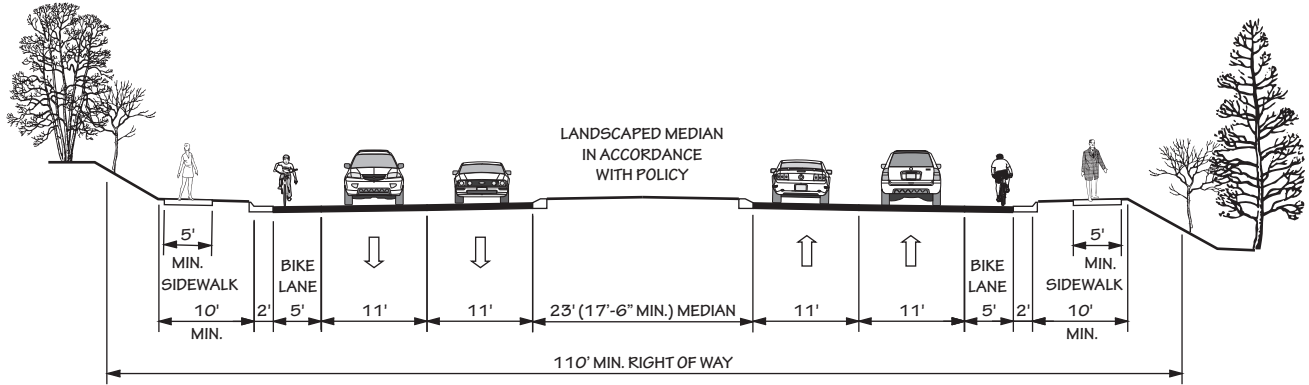


# TYPICAL HIGHWAY CROSS SECTIONS

## 4 LANES

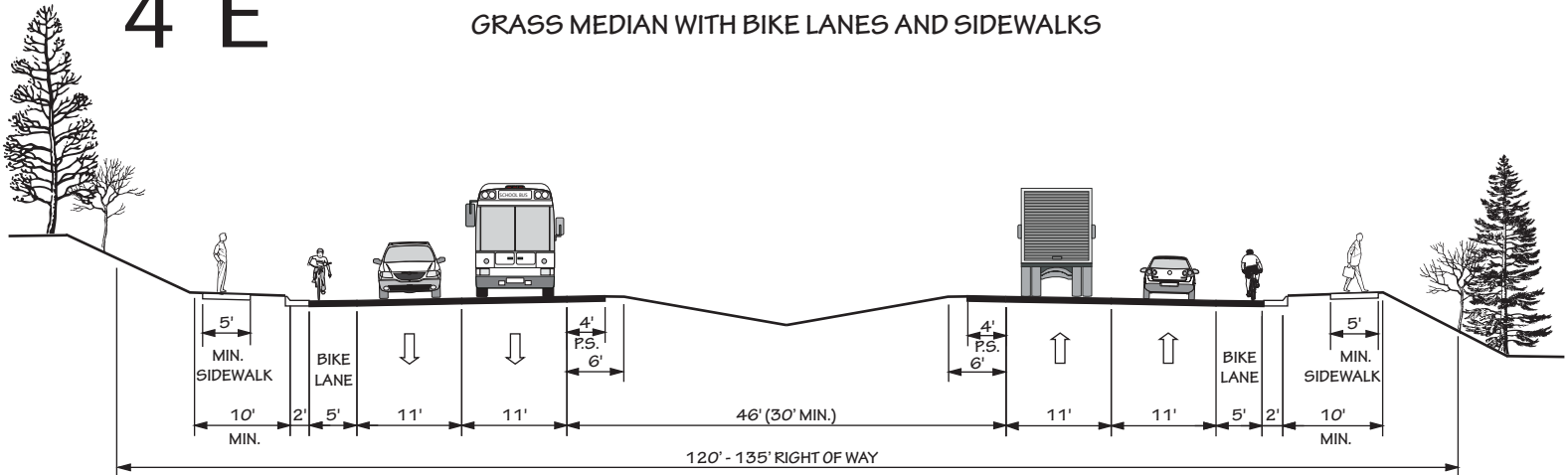
### 4 D

RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



### 4 E

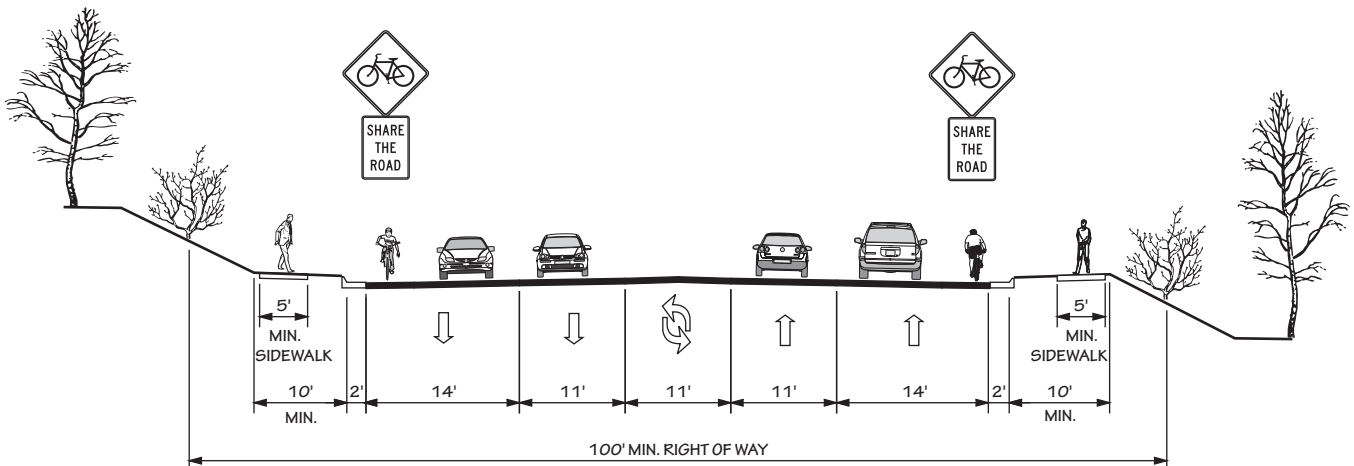
GRASS MEDIAN WITH BIKE LANES AND SIDEWALKS



## 5 LANES

### 5 A

WIDE OUTSIDE LANES

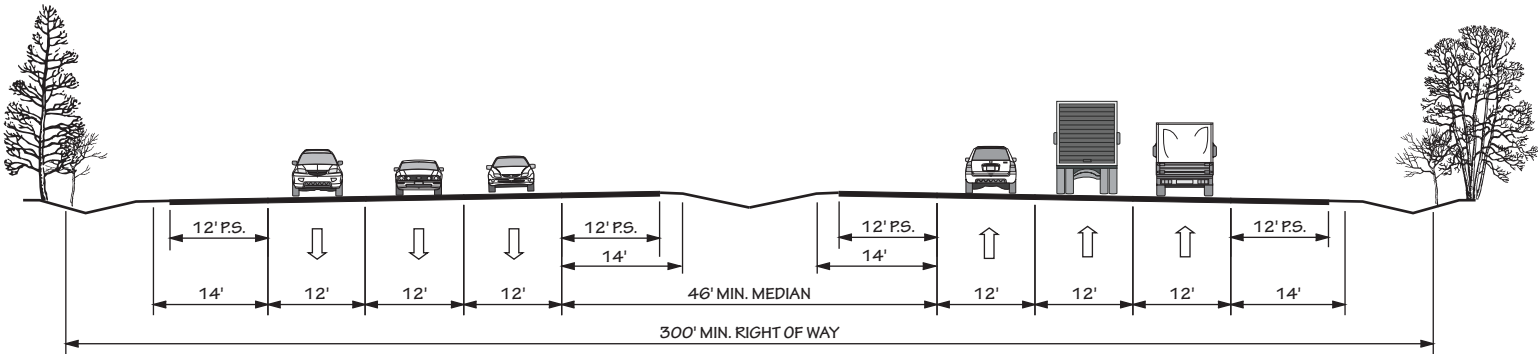


# TYPICAL HIGHWAY CROSS SECTIONS

## 6 LANES

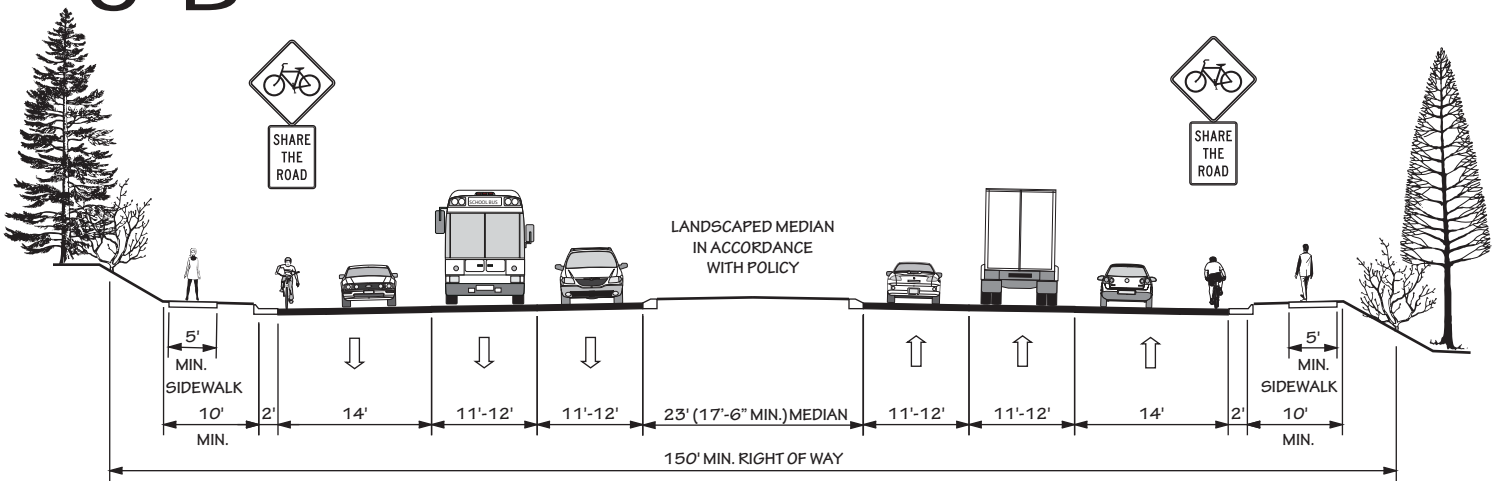
### 6 A

DIVIDED WITH GRASS MEDIAN



### 6 B

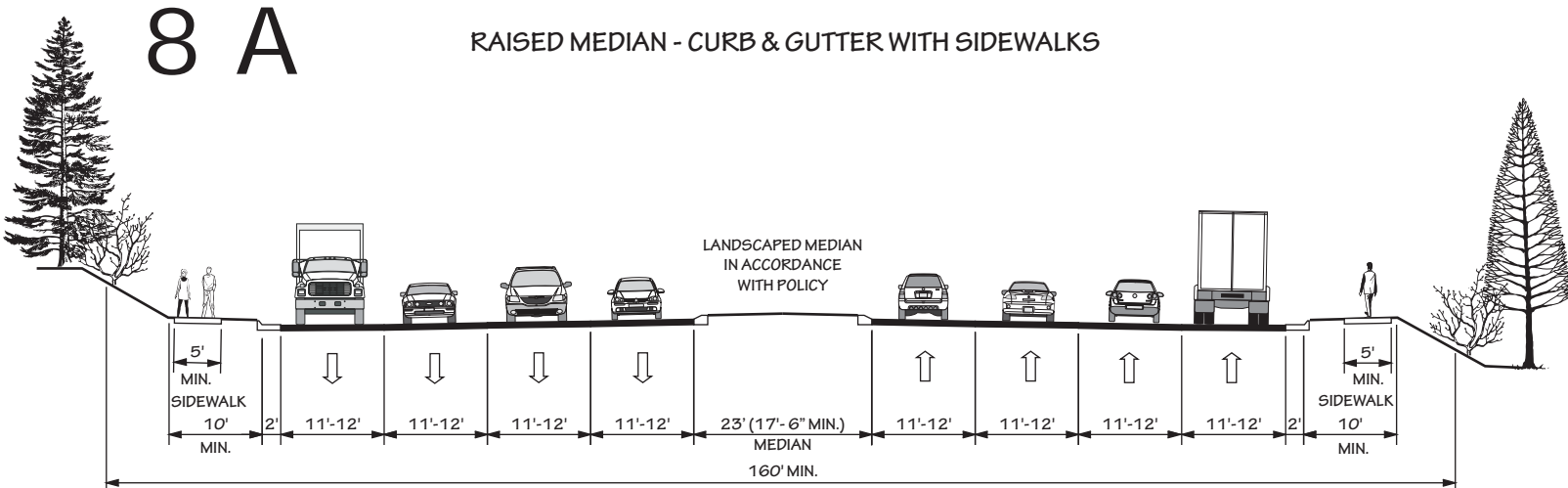
RAISED MEDIAN - CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



## 8 LANES

### 8 A

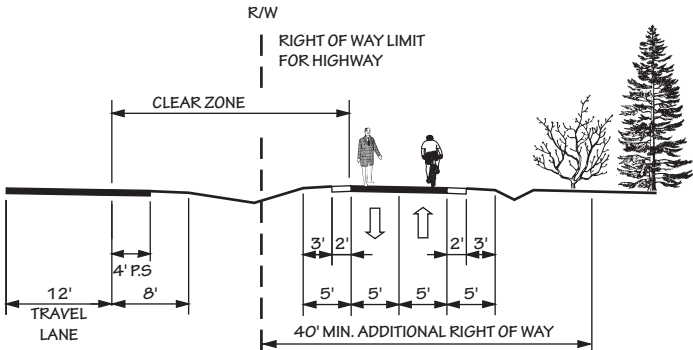
RAISED MEDIAN - CURB & GUTTER WITH SIDEWALKS



# TYPICAL MULTI - USE PATH

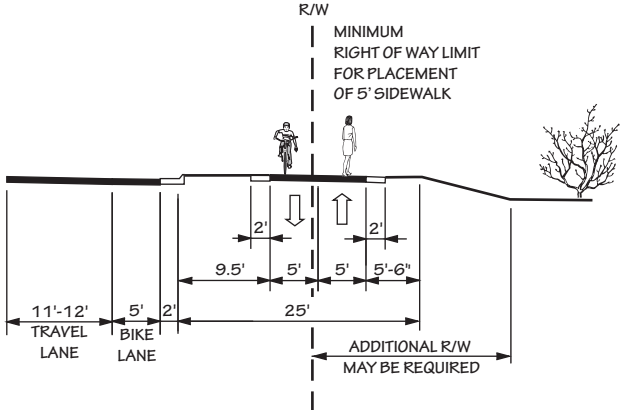
MULTI - USE PATH  
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

M A



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

M B



## Appendix E

### Level of Service Definitions

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

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates “practical capacity” of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 10.

- **LOS A**: Describes primarily free flow conditions. The motorist experiences a high level of physical and psychological comfort. The effects of minor incidents of breakdown are easily absorbed. Even at the maximum density, the average spacing between vehicles is about 528 ft, or 26 car lengths.
- **LOS B**: Represents reasonably free flow conditions. The ability to maneuver within the traffic stream is only slightly restricted. The lowest average spacing between vehicles is about 330 ft, or 18 car lengths.
- **LOS C**: Provides for stable operations, but flows approach the range in which small increases will cause substantial deterioration in service. Freedom to maneuver is noticeably restricted. Minor incidents may still be absorbed, but the local decline in service will be great. Queues may be expected to form behind any significant blockage. Minimum average spacing is in the range of 220 ft, or 11 car lengths.
- **LOS D**: Borders on unstable flow. Density begins to deteriorate somewhat more quickly with increasing flow. Small increases in flow can cause substantial deterioration in service. Freedom to maneuver is severely limited, and the driver experiences drastically reduced comfort levels. Minor incidents can be expected to create substantial queuing. At the limit, vehicles are spaced at about 165 ft, or 9 car lengths.
- **LOS E**: Describes operation at capacity. Operations at this level are extremely unstable, because there are virtually no usable gaps in the traffic stream. Any disruption to the traffic stream, such as a vehicle entering from a ramp, or changing lanes, requires the following vehicles to give way to admit the vehicle. This can establish a disruption wave that propagates through the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate any disruption. Any incident can be expected to produce a serious breakdown with extensive queuing. Vehicles are spaced at approximately 6 car lengths, leaving little room to maneuver.

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

Figure 10- Level of Service Illustrations



Source: 2000 Highway Capacity Manual

## Appendix F Traffic Crash Analysis

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

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

<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 4 depicts a summary of the crashes occurring in the planning area between January 1, 2006 and December 31, 2008. The data represents locations with 10 or more crashes and/or a severity average greater than that of the state's 4.73 index. The "Total" column indicates the total number of crashes reported within 150-ft of the intersection during the study period. The severity listed is the average crash severity for that location.

**Table 4 - Crash Locations**

Map Index	Intersection	Average Severity	Total Crashes
1	I-40 and US 601	5.82	28
2	US 601 and Salisbury St	3.96	15
3	I-40 and US 64	3.64	14

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



## **Appendix G**

### **Bridge Deficiency Assessment**

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

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

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

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

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

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**Table 5 - Deficient Bridges**

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Bridge Number	Facility	Feature	Condition	Local ID
9	US 601	Southern Railroad	Functionally Obsolete	DAVIE0004
10	US 158	Dutchman's Creek	Functionally Obsolete	DAVIE0003
20	US 601	I-40	Functionally Obsolete	DAVIE0004
34	US 64	Bear Creek	Functionally Obsolete	
107	SR 1606	Ellsworth Creek	Functionally Obsolete	DAVIE0005

## Appendix H Public Involvement

This appendix documents the public involvement process, including steering committee members, the goals and objectives survey results, and public workshops held throughout the development of the CTP.

### List of Steering Committee Members

Christine W. Bralley –Mocksville Town Manager

Andrew Meadwell – Davie County Development Services

Marc Allred – Northwest Piedmont Rural Planning Organization Coordinator

### The Mocksville CTP Goals and Objectives Statement

**Purpose:** To work with the Town of Mocksville to analyze all forms of transportation utilized within the area and develop a Comprehensive Transportation Plan to act as a guide for all future modal travel needs and recommendations.

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

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

### Goals:

1. Insure the integrity of the existing Transportation system by encouraging planned and strategic development.
2. Encourage right of way preservation to ensure expansion of the existing system and future roadway projects.
3. Coordinate transportation and improvement needs between multiple jurisdictions.
4. Provide means to identifying and prioritizing transportation system needs on a local and regional scale.
5. Enhance and expand services for alternative needs of transportation including but not limited to transit, walking and bicycling through increased funding and cooperative regional planning.
6. Acknowledge ways to improve safety and congestion as well as programs to educate the public on traffic safety.
7. Recognize a sustainable transportation infrastructure linking the Town of Mocksville with surrounding metropolitan areas including Winston Salem, Greensboro, and other areas.

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

## Goals and Objectives Survey Results

<b>The Town of Mocksville Transportation Survey</b>				
<b>1. How important are the following transportation goals?</b>				
	<b>answered question</b>			<b>191</b>
	<b>skipped question</b>			<b>2</b>
	<b>Not Important</b>	<b>Important</b>	<b>Very Important</b>	<b>Response</b>
				<b>Count</b>
Increase Public Transportation Options	36.9% (65)	36.9% (65)	26.1% (46)	176
Faster Automobile Travel Times	33.1% (59)	41.6% (74)	25.3% (45)	178
Preserve Community and Rural Character	11.2% (21)	42.6% (80)	46.3% (87)	188
Protect the Environment	5.5% (10)	37.4% (68)	57.1% (104)	182
Support Economic Growth	3.8% (7)	34.2% (63)	62.0% (114)	184
Improve Services for Special Needs	4.9% (9)	47.8% (87)	47.3% (86)	182
Increased Transportation Mode Choices. (More and/or safer opportunities to bike or walk to destinations instead of driving)	14.6% (27)	42.7% (79)	42.7% (79)	185
<b>2. Please select which of the following methods you agree with, for increasing a road's efficiency.</b>				
	<b>answered question</b>			<b>186</b>
	<b>skipped question</b>			<b>7</b>
	<b>Agree</b>	<b>Disagree</b>		<b>Response</b>
				<b>Count</b>
Building additional travel lanes	76.3% (135)	23.7% (42)		177
Making improvements to intersection such as better traffic signal timing, adding guard rails, creating roundabouts	90.6% (164)	9.4% (17)		181
Controlling the frequency and locations of driveways and cross streets that access the road	72.6% (127)	27.4% (48)		175
<b>3. Are you concerned with safety or crash problems at any specific locations?</b>				
	<b>answered question</b>			<b>188</b>
	<b>skipped question</b>			<b>5</b>
		<b>Response</b>	<b>Response</b>	
		<b>Percent</b>	<b>Count</b>	
No		41.50%	78	
<b>Yes, Please describe the location, including the road name or intersection</b>		58.50%	110	
Rollinwood Dr, Food Lion 601 S areas.				
64 & 601 intersections				
Main Street/Milling Rd.				

Stop light at Gaither Street & Wilkesboro St. you cannot see what is coming for things along street.
158 & Milling Road
Milling Rd and Main St., the fence/bush blocks view for cars going out of Milling Rd.
Intersection Highway 601 and 64. Intersection Davie High School & V.F. Jeans
At fork in road @ 601 Salisbury St. (C's BBQ)
Milling Rd. & Main St., 601 Hwy between banks up to Wal-Mart
Hwy 601
4 way intersection at Salisbury St./ Hardison St. & Salisbury St. crossing toward S. Davie Drive (4 way intersection with no light)
Milling Rd/Rute 158, South Main St intersection
Milling road & Main Street
Intersection of US 158 and Milling Rd.
Yws Hospital St. & Gwyn Ave.
Country Lane intersection at 158
Crestview Dr. at int w/E lake Dr., bushes obstruct viw to left.
Intersection of 601 & Sanford Ave.
Mocksville Elementary routes parents through Rick Park for drop off with no flagman. Instead he is by Cemetary Street for the 5 buses there is no traffic issue there, but there is a big one trying to turn onto Main Street from Park Avenue.
Main St downtown mocksville lots of traffic exceeding bouble the limit.
Davie High School
Milling Rd & Main St
Anaford and 601
158 & Milling Rd.
High School Area
Campbell St & Country Lane intersection. Campbell & Main St (158) intersection
Milling Rd. @ Hwy 158
Milling Rd at Main Street
Main St & Milling Road
801 & 601 intersection need caution light. Circle Drive needs repaving
The high school & up around Taco Bell & WalMart
Milling Rd & 158.
Intersection of Valley Rd & Yadkinville Rd. Intersection of Main St & Park Ave during school traffic times. Difficult to turn Left from Park Ave onto Main St.
Rt 64 S.
Milling Rd & 158
601 High School need more lanes, Milling Rd. sidewalks & speed monitoring, Campbell Rd, sidewalk & speed minitoring, Wal-Mart to food Lion side walks, Elementary schoo near park during school hours
Main Street
Intersection of Suntrust, Walgreens and Carolina Bank. Stoplight at County Lane
Intersection of Cemetery St. and Main Street and Davie HS
Intersections with low visibility
Left turns from Sanford Ave., onto Valley Road
From McDonald's up to the interstate
Exit from Gardner Valley onto Sanford Ave. should be a stop sign
High School
Trying to turn left leaving Sagebrush
The library & Mock Place entry's and outlits
Intersection of Milling Rd & 158 then Campbell Rd adds to the problem. A light would be great
North Main St & Milling road in Mocksville
By York Service Station

In front of the road to Mocksville Elementary School on Main Street
Milling Road
Salisbury St-South main
Madison Road & Hwy 601/entering hwy 601 w/o stop lights
Milling road onto 158
Sanford & 601 (Corner of Ingersol Rand)
Need a stop sign @ end of magnolia & sanford avenue
Yadkinville Road
at school entrance-high school & community college especially
601 S & Maple St. in Mocksville
Salisbury St. going 601 S @ C's restaurant
Milling road from N main to Bethel Church Road Lots of pedestrians,no sidewalks-very dangerous
Milling Road at Intersection of Hwy. 158(N Main Street)
Intersection of Gaither & wilkesboro st(@ Yorks Exxon) and N. Salisbury
Milling Road @ n.main
N. Main st. & Milling road
main street from Milling Road to Police Station and High School
By Ci Ci BBQ on 601 toward HS
Intersection w/Senko's/Miller/Sr. citizens Bldg
4 way stop south mocksville
Sanford Ave & Valley Road
Main St, & Milling Road
Arby's, Wendy's, Bp & gas station-weeds at light
Main and Milling Road
Milling & Main Street (158)
4 way traffic stop-Salisbury-Hardison St and Milling Rd & N. Main st. intersection
Mt. Henry Road
Milling Road-US 158
Norwood Apt. Ex. 4 I-40 & 801 Exit South
Milling Road & Main Street corner
Hwy 601 @ madison Road
Main Street Crossing
Intersection of 64-158-601
Valley Rd./601
Hwy 64 E of Mocksville
Corner of Main St. and Milling Rd.
Hwy 601 & Country Lane, US Hwy 601 North.
158 & Milling Way (Mocksville) this location needs a stoplight w/left turn signal before someone is killed.
64 & Clement St., 64 & Salisbury St., M Main St & Milling Rd.
N. Main at Milling Rd intersection
From Milling Rd. onto Hwy 158 (Main St), County Home Rd onto new Hwy 64, Davie High School onto Hwy 601.
Santurn & Valley View Dr. @ Ingersoll Rann.
Milling Rd. & N. Main St.
My street-Railroad St. people travel too fast on this street and use it as a cut through corner yb Yorks and Family Dollar.
S. Salisbury St. & Duke St. Also S. Salisbury St. Ingeneral due to kids riding bikes & playing.
Hwy 601 at I40 intersection at Sage Brush, Wendy's, Arby's too much traffic & congestion.
High School where the children Cross-need a light that they can push a button to stop traffic or Right of Way sign.
Milling Rd & N Main St

Hwy 64/601 North
Intersection of Hwy 64 & Salisbury St., intersection of Hwy 601N & Country Lane, frequent running of red lights at both & why is the new turn light never on at 601/Country Lane?
Garner St. behind Graham Funeral Home parking street. Some one needs to look at this ASAP
S. main & 64 intersection.
Main St. and Milling Rd.
Where Cysper Wondering lane merges with Church St. dIncoming Wondering land has a stop. If the incoming person assumes right away there will cause a head on.
In front of Post Office as you pull back on to 601 where by vehicles are permitted to park (on lot for sale) too close to the front of parking lot at 601.
Biking along all main roads in Mocksville, also waling with no sidewalks. Sanfore Rd/Valley Rd intersection
Milling Rd/Main St. Cemetary Rd/Main St.

<b>4. Is truck traffic a problem in the area?</b>			
		<b>answered question</b>	<b>183</b>
		<b>skipped question</b>	<b>10</b>
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
<b>No</b>		57.90%	106
<b>Yes. Please describe the location, including the road name or intersection.</b>		42.10%	77
Rollingwood 6 601			
Pulling onto 601 from Yadkinville Rd.			
US 64 (all), US 601 near turns			
It's hard for them to turn in off of 158 wiht a lot of traffic on Milling rd.			
Main St.			
Hwy 64 W & 601 S at N. Main/S. Main & Lexington Ave Crossroad			
Trucks from route 158 turn onto Milling Rd.			
N Main St.			
Milling RD & Industrial Dr.			
Avove early mornings			
158 (Main St) in & Out fo downtown proper. 601 in & out of downtown proper			
Varler Rd., Rt 64, Rt 601			
Milling Rd & Main St.			
601			
Hwy 64 crossing Main & Wilksboro (2 crossings)			
Milling Rd (from appartment complexes up to Main St.) High volume of trucks (including Shoaf's Cement Trucks & Sanitation turcks).			
They speed through area. I would estimate taht the trucks run 65 mph through this area.			
Main St & Milling Rd. Main St & Hwy 64 E.			
Milling Rd. from Industrial Blvd to 158.			
From Main St. to Valley/Yadkinville Rd. From Advance to the High School.			
Rt 64 to Amory should be 35			
Truck Stop 601 N			
Not yet but if we can get speed monitoring and bicycle lanes on Milling that would be a dream.			
Noisey & drive too fast in town			
Main street, 64 E/ 601 intersection			
On main street after business hours trucks drive very fast			
Heavy on 64 west/east			
158, 601/64			
Hwy 601, etc			
Hwy. 158-especially during work hours			
Hwy. 64 & Hwy. 601			
Truckstop area intersection hwy 601/158/64			

601 & 158 inside the city limits
hwy.601 & 64 & 158
Can't stop at night cause big trucks run up and down hwy. from town 601S
hwy. 158
601 and I-40 congested at stop lights
main
us 64
Milling Road
N. Main and Milling Road and 64 & 601
Milling Road & HS
Spring Street due to business- transfer trucks have to go through residential neighborhood
To tight in downtown area
Mt. Henry Road
Milling Road & Main Street Corner
Rt 64,158,5,12
Intersection of 64-158-601
On 64
Excessive speed of trucks on 64 E.
Large trucks usning Wilkesboro St instead of going around unless making a delivery on the street.
Same as #3
US hwy 601 N. Yadkinville Rd.
Hwy 64 Lexington & Mocksville
Same as above
64 & Salisbury St., 64 & 601 601 @DHS area
64 & N Main, 601 - S. Main -Salisbury St - 74/601, Valley Rd, Country Ln & 601 N.
601 S. & 64 to Lexington/Center
Same as above
Intersection Salisbury St. & Hardison St. People run stop signs all the time needs stop light.
Truck traffic is etremely heavy through Mocksville off 601 & 64 exits through Mocksville to 64 E to Lexington. Very congested at times.
Trucks using Duke St. to get to Avgol.
Hwy 64
Milling Rd./US 64 through town
Hwy 64 East & West
Valley Road/64 into town & 601
Corner of 64/158/601
Valley Rd - Ingersoll to S. Main.
Need by-pass around Mocksville.
Main Street
Valley Road and 601 North past businesses.
S. Main and Lexington Rd intersection; Salisbury St.; Pine St.

<b>5. When traveling in your area, do you find that you often have to go out of your way to get to your destination because: A direct route does not exist?</b>			
		<b>answered question</b>	<b>173</b>
		<b>skipped question</b>	<b>20</b>
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
<b>No</b>		87.90%	152
<b>Yes, Please give examples</b>		12.10%	21
601/ Valley Road			
To get past school traffic.			
Need North/South By-pass and East/West by pass			



Walgreens to North Ridge
To get on Milling road
coming from town to S. Main st-at barber shop almost impossible to turn back to right to get to C's and back up to Salisbury Street
Any place in Mocksville, all congested
not enough routes from 158 to 601 and east to west intown
N. Main Street
Milling road to & from Walmart
From High School area to the Junction Road Area
Milling Road
Exit 170 South to Hwy 64/601 South
School Traffic-North Main Street
When trucks get off 40
Hwy 601 & Madison Rd.
Must go through town to go anywhere.
This whole area has no direct through street.

<b>6. When traveling in your area, do you find that you often have to go out of your way to get to your destination because: The most direct route is too congested?</b>			
		<b>answered question</b>	<b>179</b>
		<b>skipped question</b>	<b>14</b>
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
<b>No</b>		58.70%	105
<b>Yes, Please give examples</b>		41.30%	74
Traffic at Rush Hour			
Having a plan, increased commerce			
601 where the high school is located.			
When Davie High School and V.F. Jeans leave at 3:30 pm intersection at 158 and 801.			
US 158 near Brock during School days			
Anytime especially on Friday's getting to bank and work.			
601 & Main St.			
Intersection listed in # 4 above makes me turn at E maple Ave. to get to Valley Rd. When traveling North on S. Main St.			
For safety I avoid the route 158/Milling Rd. intersection by traveling additional distance.			
Hwy 601 N - Yadkinville Rd.			
601 from I-40/601 to salisbury			
Workers back up on Milling Rd. & Main St.			
Traffic near high school.			
601, Valley Road & I-40			
On Mondays my sitter lives in Cooleemee, an I either take a longer route or go 30 min. early just to get through school traffic.			
I avoid left hand turns @ all cost.			
Going from Macksville to Cooleemee during school arrival and school letting out times.			
601 gets very congested during rush hour traffic			
Main St & Milling Rd at rush hour & school opening.			
I-40, 158, 801 Intersections			
Milling Road			
Increased congestion in downtown area and Hwy 64			
64-601 when school is starting/ending plus business times shift.			
HWY 601			
Want to go through town cut take Campbell Rd to go that way			
School traffic twice a day and on Friday afternoons.			
Between Mocksvile 601 and Walmart			
I-40/Hwy 158 @ Yadkin River			

From Sanford Ave, to Uptown Mocksville occassionally backs up
601 South
64 left to 601 need left turn signal all the time
601 South when HS lets out
601 south on School days N. Main St. on School Days
Sanford and 601
hwy.64 & 601 & 158
Can't make the turn from S. main to Salisbury st. cause traffic coming up from Salisbury rd making a turn
S. Main street from town to beyond scchool
Very unsafe trying to make a left turn from madison Road out 601 North at burger King
601 Walmart area
Rt.601 is getting very congested
Milling Road @ N.Main, especially in the AM
Rt. 601
Hwy 601 from Hwy 64 to Walmart area
Mocksville Elem. school traffic is terrible on hwy.158. The school should have an alternate entrance/exit that does not congest the main commuter route in and out of Mocksville
N. Main Street
158 & 801 (601)
Hwy 601 north of town
Intersection of 64-158-601 during afternoon hours when school & work let out.
Hwy 601-Intersection of Valley Rd/Hwy 64W to I-40.
601 thru Mocksville is getting worse. It took 3 light changes @ Country Ln. to get thru.
Only during school traffic.
US Hwy 601 N., Yadkinville rd. to congested to make a left turn into town.
Slisbury St to downtown
601 S.on Friday afternoon.
Having to cut thru Campbell Rd. because N. main is blocked.
Hwy 601 & 64 at Horns.
Main St. and 601 during rush hour
601 from Mocksville to I-40 exit.
(Who planned HighSchool, Commj. College, Hardee's, Lee Plant, Food Lion, ets) Around Davie High School at am & pmduring school opening & closingwe desperatly need a school bypass route for highway 601.
Only on Friay-Valley Rd section.
601 North
601/Yadkinville Rd area
All roads are through Mocksville and not around it.
64/601 through town and 601 after 64 veers off also 601 along the high school. 601.
N. Main St. and Pine St. intersection; Valley Rd and Sanford Rd town intersection.

<b>7. What are the key Transportation Issues facing Mocksville?</b>		
	<b>answered question</b>	<b>148</b>
	<b>skipped question</b>	<b>45</b>
		<b>Response</b>
		<b>Count</b>
		148
Open-Ended Response		
Increased traffic on US 64 thur Mocksville		
Public transprotation		
From Hwy 64 & 601 light all the way up to the banks and Wal-Mart.		
Too much traffic trying to go up Yadkinville Rd. since everything has moved up that way, banks, post office , eating places etc.		
Business growth on Hwy 64		
Traffic on 601		
We need public transportation		

Evil traffic signals, excessive truck traffic
Need to provide better passage for trucks, and there are a lot of people walking and ricing on Milling Road.
Public transportation Bike Lanes
Truck Traffic
City Bus
Public transportation
Too much traffic for the streets designed for less traffic in a small town. Too many islands in large parking lots like Super Wal Mart
Congestion between 7am & 9am at Milling Rd. & Route 158 intersection
Mass transportation to other cities
School buses
Fridayafternoon traffic on 601 N from Yadkinville Rd to Walmart.
601N from Food Lion to I-40 has too much traffic for a 2 lane road. The middle turn lane does not help very much.
Turck traffic to many & no speed controls,
Need 64/601 By Pass
Davie High
Lack of public transportaion
Out of town by-pass for 601
Rush hour and not much public transportation.
Too much traffic & not eonough roads.
Need more public busing and bus stops to get to work.
Trucking through town, need a By-pass safety @ Milling Rd & Hwy 158. Bike lanes are needed on all main routes.
Politics
Not enough transportation
No public transportation
Not enough options. Cost for people who do not have financial help.
Need by-pass around town
No public transportation for the young employed that can't or choose not to buy a car and the working poor.
Congested areas 601N & 601S
Too many business buildings along the Mocksville by-pass
Rerouting hwy 64 out of town
Trucks downtown
Dealing with school zones that are in High Traffic areas. Keeping historical main street intact while dealing with High traffic flow
Public transportation
Congestion on 601
64 bypassaround Mocksville
School Traffic
Support economic growth-bike lanes
Caution Lights
corner of Milling Road. hard to see when coming onto 158 the V intersection @ C's BBQ 601 south and Salisbury Street. Need traffic lights or something
maintaining a good flow of traffic as the population and business increase(but what a problem to have!)
Need more taxi service and possible bus service
Commuting and Bus Service
Moving traffic during morning hours & Friday's
Need to get trucks out of the City limits
would like to see a city bus system
Left turn lane through town. The lane is wide enough to have marked turn lanes-far left turns-through downtown & 158 E
Getting Judges to do their assigned duty to enforce speeding violations. Laws & Police do their jobs why can't Judges??
Need more lanes of travel on yadkinville rd and salisbury rd
Get kids walking or onto buses to discourage parents driving to school. Get kids out of cars driving themselves to school
601 s & 64 between High School & Maple Street
High School Traffic! What do we pay our bus for? Gas/salary road wear and tear?-"Limit it only to Seniors!!
By-pass
Too much traffic and too short distance between stop lights. Need a stop light at Madison Road and 601 at Burger king
sidewalks on Milling Road #1 Goal-Main Street and Baker Furniture

More lanes on US 601 and truck traffic on US 64
More thru streets or routes
Too many long trucks in downtown area. Traffic on 601 S@ DCHS, VF Jeans and chicken plant
Sidewalks on Milling road
Too many potholes for the taxes we pay. Not enough arrows for turning left. Ex: there is one at 601 & country lane, but half the time not used
Not enough turning lights & parking for ride. Also we need sidewalks
We have a lots of bicycle riders. It would be great to have a bike trail between Mocksville and W-S
School bus stops are ridiculous!
The taxpayers driving to work to pay for the school and useless traffic cop should be the priority and not the school traffic
Speed limit on Main Street/keep business close so travel can be accessible
Bypass around downtown Mocksville potholes in Valley Road & Salisbury Street
Turn lane at cemetary street & N. Main Turn Lane at Campbell Road & N. Main
Alt. plan 1 must be done quickly, this gets the trucks to 601N & I-40 easier. Would solve 90% of these problems(158-H. School) (and accessto 601N & S and I-40 traffic
increased traffic-need by-pass
Driveway access US routes
Traffic laws not being enforced, speeding is the only laws
Traffic Cop at Milling road rush hours
Hwy 601 South from intersection of 64/601 Main
Increasing volume to Walmart & Fast Food outlets
People don't know how to drive
Taxi or Bus needed
Need to wiiden 601 south & 64 to allow for business & trucking traffic
601 is going to be like Lewisville/Clemmon Rd., unless something is done soon. (Widen 601)
Balancing growth with maintaining small town.
People without cars, or those that can't afford gas, tags or insurance have no public transportation to Food Lion, WalMart, drug Stores, Doctors etc.
Rt 601 congestion at high peak travel times.
Congestion
Single lane traffic between Lexington & Mocksville & tractor trailer overcrowding Hwy 64
4 lanes on 158 from Cemmons to Mocksville
More parking downtown or limit parking time.
Too many vehicles in small spaces @ simular times.
We desperty need a by pass around Mocksville on Salisbury side alo W/Salem side turns in town not enough area for the large trucks.
Need signal lights at problem areas.
Divert truck & thru traffic.
Congestion 601 trying toget out of my street when school starts.
Rush hour congestion and speeding
Truck traffic going east & west thru Mocksville very congested and a lot of noise.
Speeders on S Salisbury St at school time when children are getting on & off school buses.
Too many fast food places together-too much traffic too many highways going through & around town.
Easy access to I40 from South Mocksville.
Congestion on US 64 & Us 601
Bad Rds-Traffic sign not set right at 64-601 intersection. Ned a trafic lighth Madison Rd. & 601 North.
A growing population w/o additional roads/lanes & a population that doesn't know how to drive in heavier traffic.
601 North
Truck Conjestion
No bus service (we often use Steel Taxi)
Congestion on 601 south when the high school gets out.
By-Pass
Speeding of Tractor Trailers, Misc law Enforcement vehicles.
Lack of safe places to walk/bike through out the town. We need a By-pass for
Aging Population
Need transportation to Airport

No public transportation to Winston-Salem, Advance, Clemmons.

<b>8. To what areas would you like to have improved access?</b>			
	<b>answered question</b>	<b>142</b>	
	<b>skipped question</b>	<b>51</b>	
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
<b>Winston-Salem</b>		52.10%	74
Greensboro		9.20%	13
Salisbury		51.40%	73
Statesville		27.50%	39
Charlotte		16.90%	24
<b>Other</b>		26.10%	37
Lexington			
Local			
Lexington			
Lewisville			
Yadkinville & North Wilkesboro			
Lexington			
Lexington & Yadkinville			
happy with all access			
Lexington			
North Davidson county			
Improve Davie-look in your own back yard!			
Mocksville NC 27028			
Lexington, Mocksville			
Lexington - Hwy.64			
Mocksville NC 27028 on Mill St.			
Asheboro			
Lexington			
Lexington			
Through town. Why does it have to be that people have to go thru town just getting to somewhere else.			
Lexington			
Mooresville, Lexington			
Clemmons, Advance			

<b>9. What roads would you most like to have improved access</b>			
	<b>answered question</b>	<b>128</b>	
	<b>skipped question</b>	<b>65</b>	
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
I-40		22.70%	29
<b>US 601</b>		56.30%	72
US 64		37.50%	48
Main St		30.50%	39
<b>Other (please specify)</b>		20.30%	26
Milling Rd also need sidewalks for bike and strollers			
Yadkinville Rd.			
Valley Road			

Milling Road
Milling Road
the congestion through town on 601 & cc light by the 1st Presbyterian church backs up and dangerous all the way to fire station
Davie county-rural & city
Madison Road & 601 at Burger King
Entering town North
I-40 & 801
On Mill Street Mocksville NC 27028
Milling intersecxtion to N Main St.
By-Pass

<b>10. Are there areas where you would like to see sidewalks constructed or improved?</b>			
	<b>answered question</b>	<b>174</b>	
	<b>skipped question</b>	<b>19</b>	
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
No		44.30%	77
<b>Yes. Please describe where.</b>		55.70%	97
Downtown location			
Wikesboro St., Garner St., Hospital St.			
Between Armory & Main St.			
Campbell Rd.			
Highway 601 South from Intersection 64 and 601 to Davie High School			
US 64 East of downtown			
Milling Rd.			
Through out town			
Milling Rd.			
South Main St. from maple Ave. to end of city limits on 601 south.			
S. Main St & S. Salisbury St.			
Neighborhood between downtown & Davie County Hospital			
Twin Brook			
US 601			
More in town like down Hardison St. I do not feel as if there is enough sidewalk to take my daughter strolling down.			
Milling Rd			
On Milling Rd all the way from 158 to Baker Furniture.			
North Ridge Development			
Milling Rd in the city limits location			
Mountainview Dr. area			
Milling Rd., High foot & bike traffic daily from apartment complexes.			
Milling Rd.			
Main & side streets off of Main			
Enjoy town side walks			
Valley/Yadkinville Rds			
Milling Rd.			
in town developments			
Milling Rd, Campbell Rd, Yadkinville Rd. from Wal-Mart to Dominos.			
64E(Valley Road & Main street-storehouse for jesus area) We would love to walk from Charleston Ridge to downtown			
On Mian past Milling to Sunset			
Wilkesboro st and Salisbury St			
Depot st, Wilkesboro St., 601 S			
South main			
City Wide			
Milling Road-high volume of foot traffic w/no sidewalk currently			

S Main St south of maple ave
Wilkesboro Street
Milling Road needs sidewalks
S Main Street
neighborhoods such as metabreeze lane, milling road & creekside drive
Any and all sidestreets off of main street. In conjunction with rereation dept. for marked distances
Around schools to support walking home from town to commute access and High School
Tot st/Avon St
around high school to town-watch every day at the kids who walk from Schools to town
Milling road
From town to I-40 to Wal-Mart, also S. Main Street
milling road
park ave, church st., Wilkesboro st
In many of the sub-divisions
Please keep them well maintained
Milling Road
N. Main st. very uneven also milling to main
Main Street
All along 601 & 64 so kids could walk to school and back safely
Around rich park
In town residential areas
Along Wilkesboro street
US 601 downtown-DHS
S. Main Street
Wilkesboro St to Valley Road
Milling Road (From main st to Bethel Church Road
At least town to Wal-Mart
Hardison Street
Hardison Street
300 block of S. Main
Milling Road
Downtown Mocksville-someone's going to sue when hurt.
All thru Mocksville
Thru out Mocksville
Hardison St./Hwy 601 N.
North Ridge
601 South between town and Forest Lane.
US Hwy 601 N., Yadkinville Rd.
Sidewalks for children in new street subdivisions.
Throughout Mocksville
Main St. improved, wandering lane- constructed, Park Ave. constructed, Church St. constructed.
Up Hwy 601 N.
Hardison St.
Main St. down 601 towards Food Lion, Sagebrush, Wal-Mart, etc.
Streets need to be edged to keep grass off the street. Some places on S. Salisbury St. are 60% covered with grass.
All throughout Mocksville so that sidewalks connect. Especially to South Davie & Davie High & Arch walk over Hwy 601 between Davie High & Davidson Comm. College so kids can cross safely & not slow down traffic.
Milling Rd.
Wilberber St.
601/Yadkinville road areas. South Main, Country Lane
Some Back Street, Garner all the main streets
Valley road along 601 from town to at least 40 at sagebrush.
Yadkinville Rd to I-40

<b>11. Would you use off-road trails or greenways for walking or bicycling?</b>			
		<b>answered question</b>	<b>181</b>
		<b>skipped question</b>	<b>12</b>
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
No.		43.60%	79
<b>Yes. Please describe where.</b>		56.40%	102
Downtown Area			
Rich Park			
US 64 Esast of downtown			
Lots of bikes and walkers			
Milling Rd.			
Rich Park Area			
In downtown areas			
Milling Rd.			
Main St, 64E, 601N			
Country Lane			
Bike lanes on all major roads			
Complete the Greenway from Rich Park to Elisha Creek			
If they seem save from predators			
Behind Brock Anditorium			
Safety may be an issue			
Outside city limits			
Rich park Road off Park Ave			
anywhere accessible from downtown			
Close to town			
Would also like to see a doggie park. Lots of dogs in Mocksville			
Walking-really anywhere around town			
Milling Road			
S Mocksville			
Town of Mocksville			
Can this be incorporated coming off of and including Rich park? Area behind Brock Gym			
through town			
Our town could use this. Not just at t & around YMCA, high school, teardown old buildings across from Moose and school.\			
Eye sore anyway-kids hang out & swap drugs in the old metal building			
Put trails on sewer easements in town			
Milling road			
Milling road/Bethel church Road			
All busy streets/roads			
Kids park			
Through out town/ between Mocksville and Tanglewood and on to W-S			
main st. -milling road			
Anywhere in County & Horse Trails			
Milling Road			
Near Rich Park			
Any			
Mocksville			
Anywhere			
Downtown			
Rich Park			
From Craftwood to Squire Boone Plaza.			
Park			
Anywhere safe with easy access down town Mocksville also for roller blading/jogging.			



Anywhere near downtown Mocksville.
In town
Any place okay.
Madison Rd/Hwy 64 West
Anywhere would be an improvement- see above.
A County park somewhere in the country.
Anywhere around town that lay of land would permit
US 158

<b>12. Would you use on-road bicycle facilities, such as bicycle lanes or wide shoulders?</b>			
	<b>answered question</b>	<b>175</b>	
	<b>skipped question</b>	<b>18</b>	
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
<b>No.</b>		66.30%	116
<b>Yes. Please describe where.</b>		33.70%	59
Downtown area			
Highway 601 south all of Main St. North and South			
Milling Rd.			
Main St.			
Main Roads			
Milling Rd.			
Hwy 158, Main St., Milling Rd.			
In town			
Main St, 64, 601			
Milling Rd.			
Along Valley/Yadkinville Rd.			
main Street			
Milling Rd.			
Country Lane			
Main Street			
Main Street			
Anywhere downtown			
Too old			
I wouldn't but I think its a good idea. I live 2 blocks from work			
Milling Road			
All of Mocksville			
N. Main street			
601 S in Mocksville			
exercise us better than cars and tv all the time			
Milling Road			
us 601 through town to North of I-40, us158. us64			
Throughout the town			
Mocksville			
main street, Wilkesboro Street			
milling road			
Milling Road			
Town to WalMart			
From North Ridge to Main St.			
Throughout Mocksville			
Main St.			
Mocksville city limits from Rich Park to Davie High & to South Davie.			
Madison Rd.			

Valley road 601 from town to at lease I-40.

<b>13. Would you use park-and-ride lots? (A park-and-ride lot is a parking area where you can leave your car and take public transportation or carpool to your destination.)</b>			
		<b>answered question</b>	<b>174</b>
		<b>skipped question</b>	<b>19</b>
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
Yes		33.90%	59
<b>No</b>		66.10%	115

<b>14. Please answer 'yes' or 'no' if you would use each service listed below</b>			
		<b>answered question</b>	<b>178</b>
		<b>skipped question</b>	<b>15</b>
		<b>Yes</b>	<b>No</b>
			<b>Response</b>
			<b>Count</b>
Bus Service to the Triangle (Raleigh)	20.5% (31)	79.5% (120)	151
Bus Service to the Winston-Salem	50.3% (86)	49.7% (85)	171
Bus Service to the Greensboro	24.4% (38)	75.6% (118)	156
Bus Service to the Charlotte	26.8% (42)	73.2% (115)	157

<b>15. Would you use Bus Service to another location</b>			
		<b>answered question</b>	<b>153</b>
		<b>skipped question</b>	<b>40</b>
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
Yes		15.70%	24
<b>No</b>		84.30%	129
<b>If yes, please list desired locations for service:</b>			<b>41</b>
If yes, please list desired locations for service:			
Statesville			
Salisbury, Statesville			
To Winston Salem			
Wal-Mart			
Gastonia & Statesville			
To the shopping center0 or work place.			
Salisbury, Statesville			
Statesville			
Statesville, Mt Airy			
Salisbury, Statesville			
Salisbury, Clemmons			
Winston-Salem Hanes Mall Area, Salisbury, Lake Alexander.			
Yadkinville			

Lexington
Winston Salem
maybe
Only occasionally to the airport
Around town
no response
In the town of mocksville
Ski areas of boone and Blowing Rock
around county to salisbury & w-s uf I was sure I'd get back
To airports
Most larger towns
Salisbury
Statesville - Salisbury
Salisbury
Mocksville only or Mocksville to Clemmons or Advance
Winston, Statesville, Salisbury
Around Davie Co., Wal-Mart, Hillsdale to Medical facilities, etc.
on occasion if the service is regular all of the above
Bus Boone to stop at Winston-Salem passengers in Mocksville
Statesville
I prefer trains I don't trust buses to be on time.
Salisbury; Lexington
Airport
Davidson County for Davidson Community College

<b>16. What is your age?</b>			
		<b>answered question</b>	<b>185</b>
		<b>skipped question</b>	<b>8</b>
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
Under 18		0.00%	0
18 - 24		1.10%	2
25 - 34		6.50%	12
35 - 44		7.60%	14
45 - 55		23.80%	44
55 - 64		20.00%	37
<b>65 - 74</b>		<b>29.20%</b>	<b>54</b>
Over 75		11.90%	22

<b>17. How would you classify your race?</b>			
		<b>answered question</b>	<b>178</b>
		<b>skipped question</b>	<b>15</b>
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
<b>White</b>		90.40%	161
Black		6.20%	11
Native American		0.00%	0
Hispanic		2.80%	5
Asian		0.00%	0

Other		0.60%	1
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18. How many people, including yourself, live in your household?			
		<b>answered question</b>	<b>182</b>
		<b>skipped question</b>	<b>11</b>
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
1		25.30%	46
<b>2</b>		49.50%	90
3		11.50%	21
4		6.00%	11
5		6.00%	11
6		0.50%	1
7		0.50%	1
8 or more		0.50%	1

19. What was your household income last year?			
		<b>answered question</b>	<b>154</b>
		<b>skipped question</b>	<b>39</b>
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
Less than \$19,600		11.00%	17
\$19,601 - \$39,199		18.80%	29
\$39,200 - \$ 49,999		18.80%	29
<b>\$50,000 - \$70,000</b>		26.00%	40
More than \$70,000		22.70%	35
Don't Know		2.60%	4

20. What is your Zip Code?			
		<b>answered question</b>	<b>190</b>
		<b>skipped question</b>	<b>3</b>
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
27028		100.00%	190

21. Where did you hear about this survey?			
		<b>answered question</b>	<b>175</b>
		<b>skipped question</b>	<b>18</b>
		<b>Response</b>	<b>Response</b>
		<b>Percent</b>	<b>Count</b>
Government Building		6.90%	12
Church		0.60%	1
Newsletter		13.10%	23
Private Business		1.70%	3

Newspaper		8.00%	14
<b>Other (please specify)</b>		69.70%	122
Water bill			
Town of Mocksville			
Mail			
My beautiful wife			
mailing by town			
Town of Mocksville			

### **Public Workshop at the Mocksville Town Hall**

The public workshop took place at the Mocksville Town Hall on July 15, 2010 from 5:00pm to 7:00 pm. The presentation detailed the draft recommendations of the Mocksville CTP. Fifteen citizens attended the workshop. The location of the proposed US 64 Bypass generated significant comments from the public. As part of the discussion, accident prone intersections and traffic congestion areas were discussed in addition to east-west truck traffic on existing US 64 that avoids the CBD and uses residential streets.

Two additional public hearings were held on October 14, 2010 and November 2, 2010 during the Mocksville Planning Board and the Mocksville Board of Commissioners meetings respectively. The purpose of these meetings was to discuss the location of the proposed US 64 Bypass, and select a preferred alternative resulting from a feasibility study completed by NCDOT's Project Development and Environmental Analysis Branch in April of 2008. The location of the bypass as shown on Figure 1, Sheet 2 (Highway Map) is a hybrid of Alternative 2 and Alternative 3 from the feasibility study.