

## Data Collection

The North Carolina Department of Transportation counts traffic volumes at six locations along the NC 56 Corridor, typically every other year. Since 2002, these counts have usually ranged from 9,000 to 15,000 vehicles/day, with the overall trend remaining relatively flat despite noticeable annual fluctuations. Traffic volumes have not returned to the peak levels experienced around 2007.

Over the last three months, the project team collected traffic data at several locations. Some findings include:

- Excessive speeds were recorded in the vicinity of Lake Rogers Park and Creedmoor Elementary School.
- Volumes of 10 - 12,000 vehicles/day are typical throughout the corridor, with trucks comprising roughly 7-10% of this traffic.
- In the eastern end of the corridor, traffic volumes spike sharply in the mornings and afternoons while western portions experience more consistent volumes throughout the day, with higher lunchtime and afternoon/evening peaks.

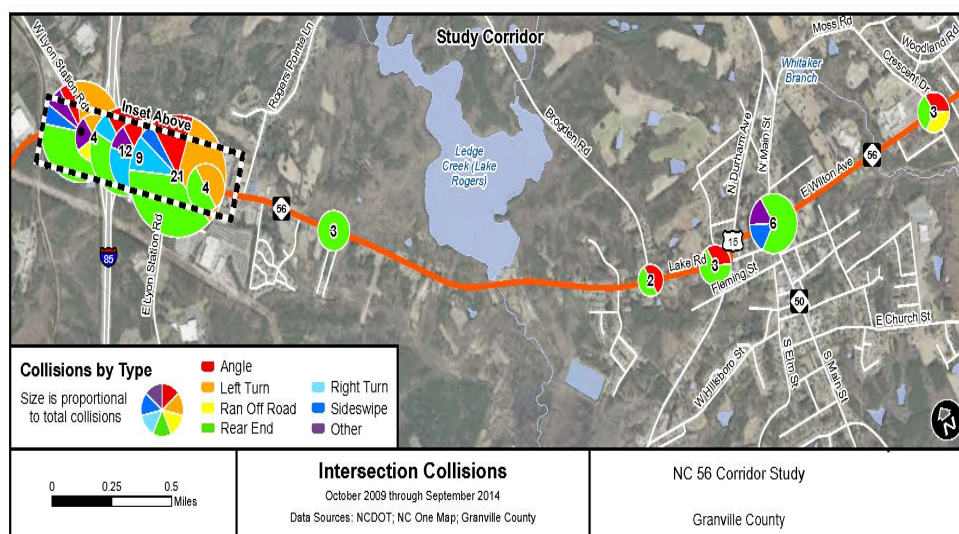
## Other Corridor Characteristics

- 9 signalized intersections
- 15 unsignalized intersections
- 2 bridges
- 1 at-grade rail crossing
- 1 park
- 1 recreation center
- High quality waters with critical watershed
- 2 schools and 1 community college
- Limited sidewalks and crosswalks
- Narrow lanes with no shoulders
- Some hills

## Corridor Crashes

Analysis of crash data from 2009 to 2014 reveals:

- 40% Rear-end crashes
- 19% Left-turn-related crashes
- 9% Animal-related crashes
- 5% Run-off-road crashes
- 53% of all crashes occur between East Lyon Station and West Lyon Station (although this is only 10% of the corridor length)



## Next Steps

The project team, Core Technical Team, and Stakeholder Oversight Team will continue to work together to analyze all of the data and information collected, including the feedback received at this meeting. Everything will be summarized and integrated into draft recommendations, which will then be presented at a second public meeting this spring.

Continue to check the project website for status updates, news, and resources.

[www.NC56CorridorStudy.com](http://www.NC56CorridorStudy.com)



# NC 56

## CORRIDOR STUDY

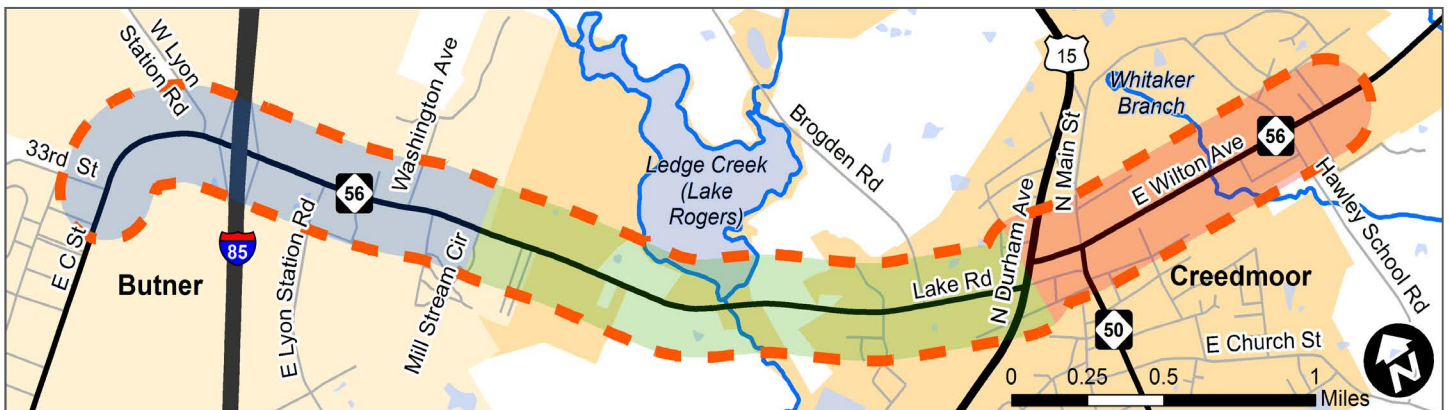


The Town of Butner, the City of Creedmoor, Granville County, NCDOT, the Kerr Tar RPO, and the Capital Area MPO are collaborating on improvements to a 4.5-mile stretch of NC 56 that runs between 33rd Street in Butner and Darden Drive in Creedmoor.

The goal of the project is to create an attractive, well-functioning road connecting the Town of Butner and the City of Creedmoor. This plan will identify a long-term vision that can be accomplished through short-term improvements. Stakeholders and community members will continue to be engaged throughout the 10-month study.

The purpose of this meeting is to:

- Collect information on the top issues experienced on the corridor
- Prioritize the top issues to be addressed in the plan
- Begin to identify possible suggestions for improving the corridor



## Study Area

The NC 56 Corridor has been divided into three study segments, based on the specific characteristics and challenges of each.

**Western Segment:** 1.4 miles from 33rd Street to Millstream Circle; Town of Butner jurisdiction

This segment features the I-85 interchange, numerous highway-oriented retail establishments, the Vance-Granville Community College, and other institutional, commercial, and light industrial development. It is primarily a 2- and 3-lane road.

**Middle Segment:** 1.85 miles from Millstream Circle to US 15/ North Durham Avenue

This hillier, 2-lane segment is more rural and residential. Lake Rogers Park is a major feature.

**Eastern Segment:** 1.2 miles from US 15 to Darden Drive; Town of Creedmoor jurisdiction

This segment intersects NC 50 and US 15, and has a mixture of commercial, institutional, and residential development, including both Creedmoor Elementary and South Granville High Schools.