



# 2014 Beaufort County Comprehensive Transportation Plan



# 2014 Beaufort County Comprehensive Transportation Plan

**Prepared by:**

Hemang M. Surti, P.E., Project Engineer  
Wayne C. Davis, PhD, P.E., Triad Group Supervisor  
Transportation Planning Branch  
N.C. Department of Transportation

**In Cooperation with:**

Beaufort County  
Town of Aurora  
Town of Bath  
Town of Belhaven  
Town of Chocowinity  
Town of Pantego  
Town of Washington Park  
City of Washington  
Mid-East Rural Planning Organization

*Published: August 2014*



A handwritten signature in black ink, appearing to read "Hemang M. Surti".

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Hemang M. Surti, P.E.  
Project Engineer

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# Executive Summary

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In July of 2011, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and Beaufort County initiated a study to cooperatively develop the Beaufort County Comprehensive Transportation Plan (CTP), which includes Aurora, Bath, Belhaven, Chocowinity, Pantego, Washington, and Washington Park. This is a long range multi-modal transportation plan that covers transportation needs through 2040. 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, which are detailed in Chapter 1. Figure 1 shows the CTP maps, which were mutually adopted by NCDOT in 2014. Descriptive information and definitions for designations depicted on the CTP maps can be found in Appendix B. Implementation of the plan is the responsibility of the county, its municipalities, and NCDOT. Refer to Chapter 2 for information on the implementation process.

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

## **HIGHWAY**

- **US 264 Bypass:** Construct a four lane freeway on new location from existing US 264, 0.8 miles east of Leggett Road (SR 1407) north around Washington to US 264 at Asbury Church Road (SR 1311).
- **US 264:** Upgrade to freeway standards from Pitt County to the proposed US 264 Bypass, 0.8 miles east of Leggett Road (SR 1407); and upgrade to a four lane boulevard from the proposed US 264 Bypass, 0.8 miles east of Leggett Road (SR 1407), to NC 92.
- **US 17:** Upgrade to freeway standards from Craven County to existing US 17 Business and from south of Cherry Run Road (SR 1001) to Martin County.
- **US 17 Business:** Convert the existing facility to a four lane boulevard with curb and gutter.

- **NC 306:** Construct a new two lane bridge with bicycle accommodations across the Pamlico River.
- **15<sup>th</sup> Street (SR 1306):** Improve facility to a four lane divided boulevard from US 17 Business to Brown Street with sidewalks on both sides.
- **12<sup>th</sup> Street:** Reconfigure the existing roadway to a four lane boulevard with sidewalks from Brown Street to US 264.

## **PUBLIC TRANSPORTATION & RAIL**

There are no public transportation or rail improvements recommended in this CTP.

## **BICYCLE**

The 2011 Washington Bicycle Plan (Adopted June 2013) identifies existing and recommended greenways and bicycle routes throughout the city. Additional bicycle recommendations were identified throughout the county during the development of the CTP. For detailed information on these recommendations, refer to Chapter 2 of this report.

## **PEDESTRIAN**

The 2006 City of Washington Master Pedestrian Plan identifies existing and recommended sidewalks for pedestrians throughout the city. Additional pedestrian recommendations were identified throughout the county during the development of the CTP. For a full listing of pedestrian recommendations, refer to Chapter 2 of this report.



# Beaufort County

North Carolina

## Comprehensive Transportation Plan

Plan date: October 17, 2013

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

- Schools
- Airports
- County Boundary
- Roads
- Railroads
- Rivers and Streams
- Municipal Boundary
- Water Bodies
- Ferry



**Figure 1**

Sheet 1 of 5

Base map date: July 2011

Refer to CTP document for more details

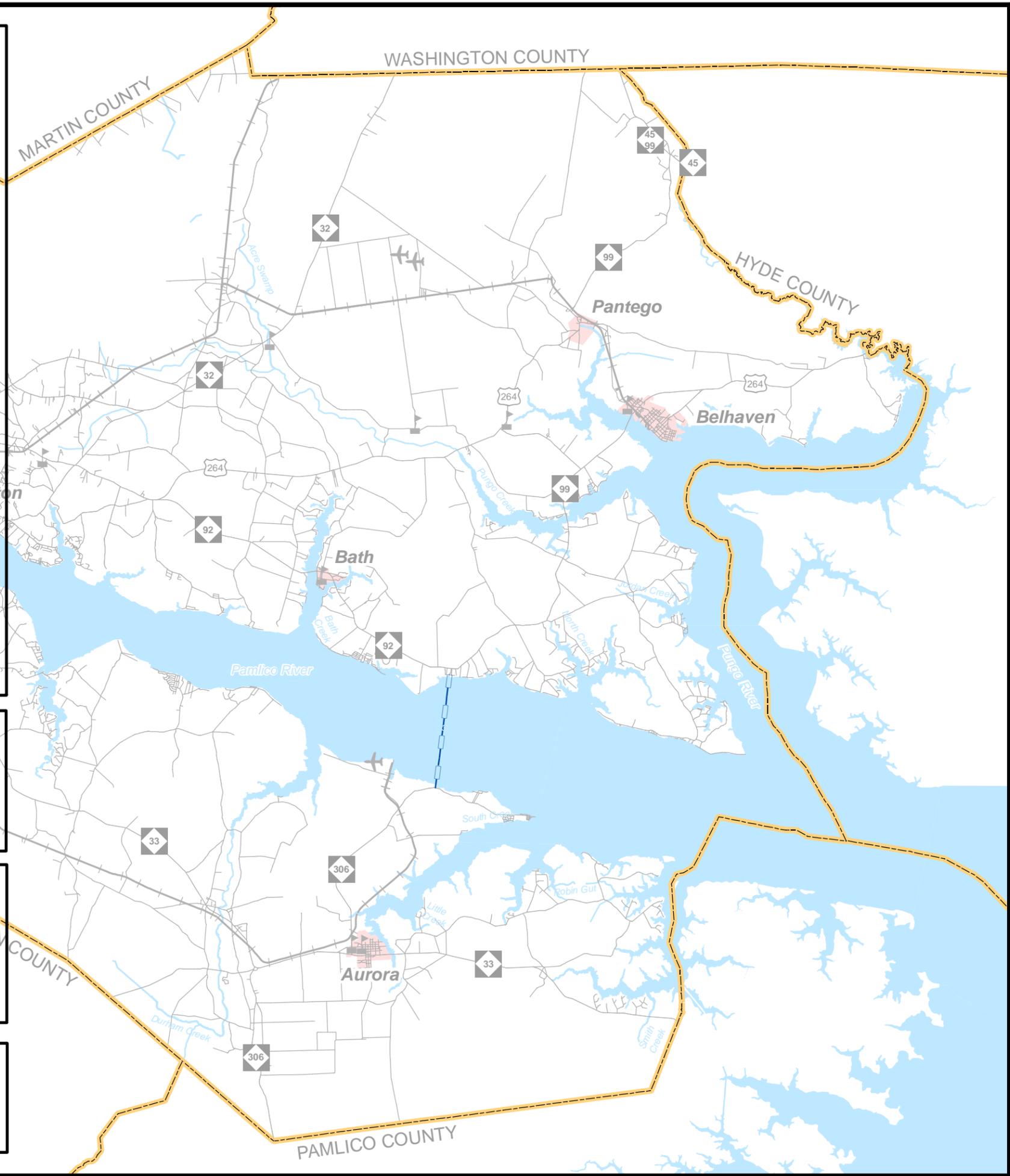


**Adopted by:**  
 Town of Aurora  
 Date: December 2, 2013  
 Town of Bath  
 Date: January 13, 2014  
 Town of Belhaven  
 Date: January 27, 2014  
 Town of Chocowinity  
 Date: January 7, 2014  
 Town of Pantego  
 Date: December 9, 2013  
 Town of Washington Park  
 Date: December 2, 2013  
 City of Washington  
 Date: December 9, 2013  
 Beaufort County  
 Date: March 10, 2014  
 NCDOT  
 Date: May 1, 2014

**Endorsed by:**  
 Mid-East RPO  
 Date: April 24, 2014

**Recommended by:**  
 Transportation Planning Branch  
 Date: April 11, 2014

**NOTES:**







# Highway Map Insets B, C, & D



## Beaufort County North Carolina

### Comprehensive Transportation Plan

Plan date: October 17, 2013

- Freeways**
  - Existing
  - Needs Improvement
  - Recommended
- Expressways**
  - Existing
  - Needs Improvement
  - Recommended
- Boulevards**
  - Existing
  - Needs Improvement
  - Recommended
- Other Major Thoroughfares**
  - Existing
  - Needs Improvement
  - Recommended
- Minor Thoroughfares**
  - Existing
  - Needs Improvement
  - Recommended

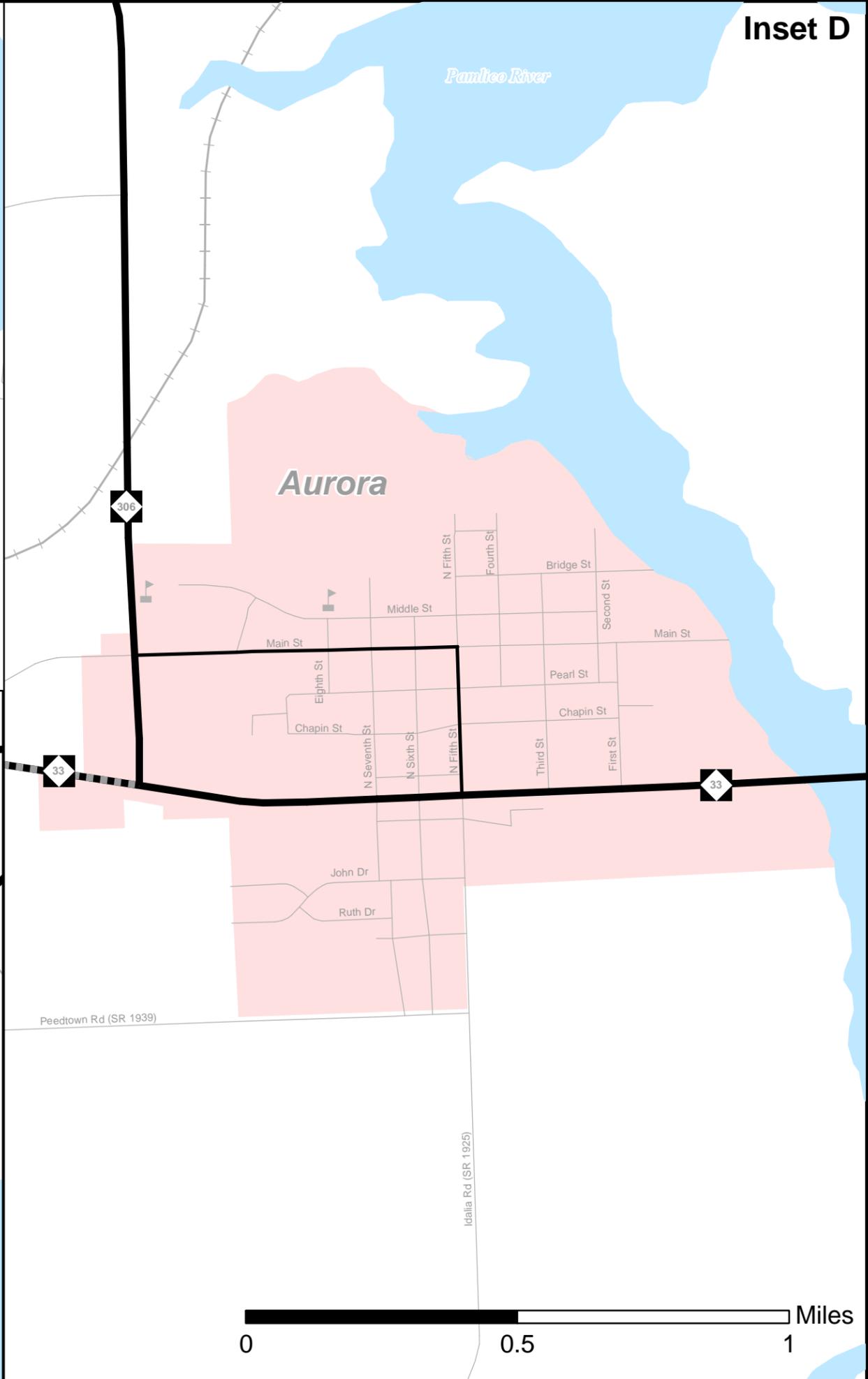
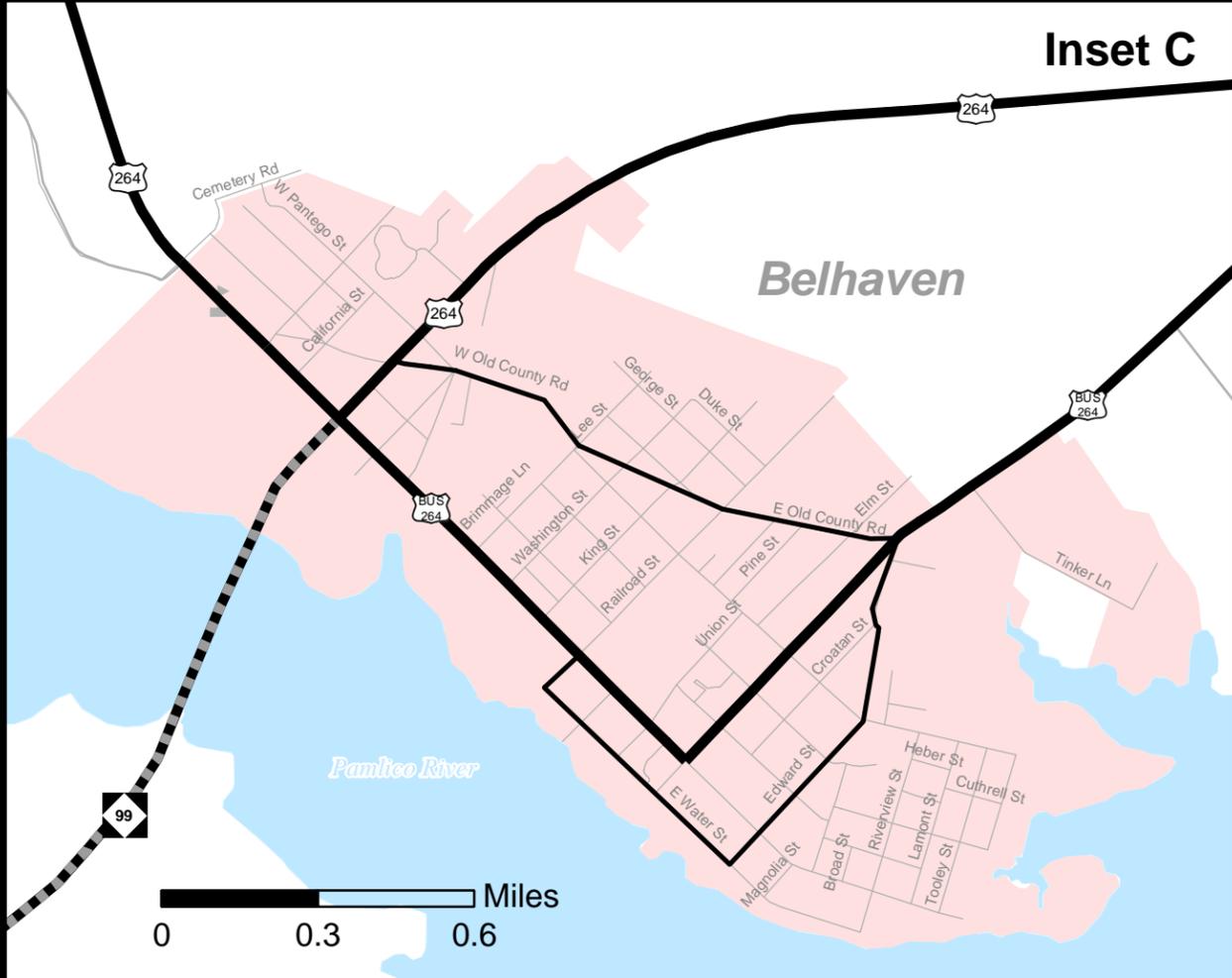
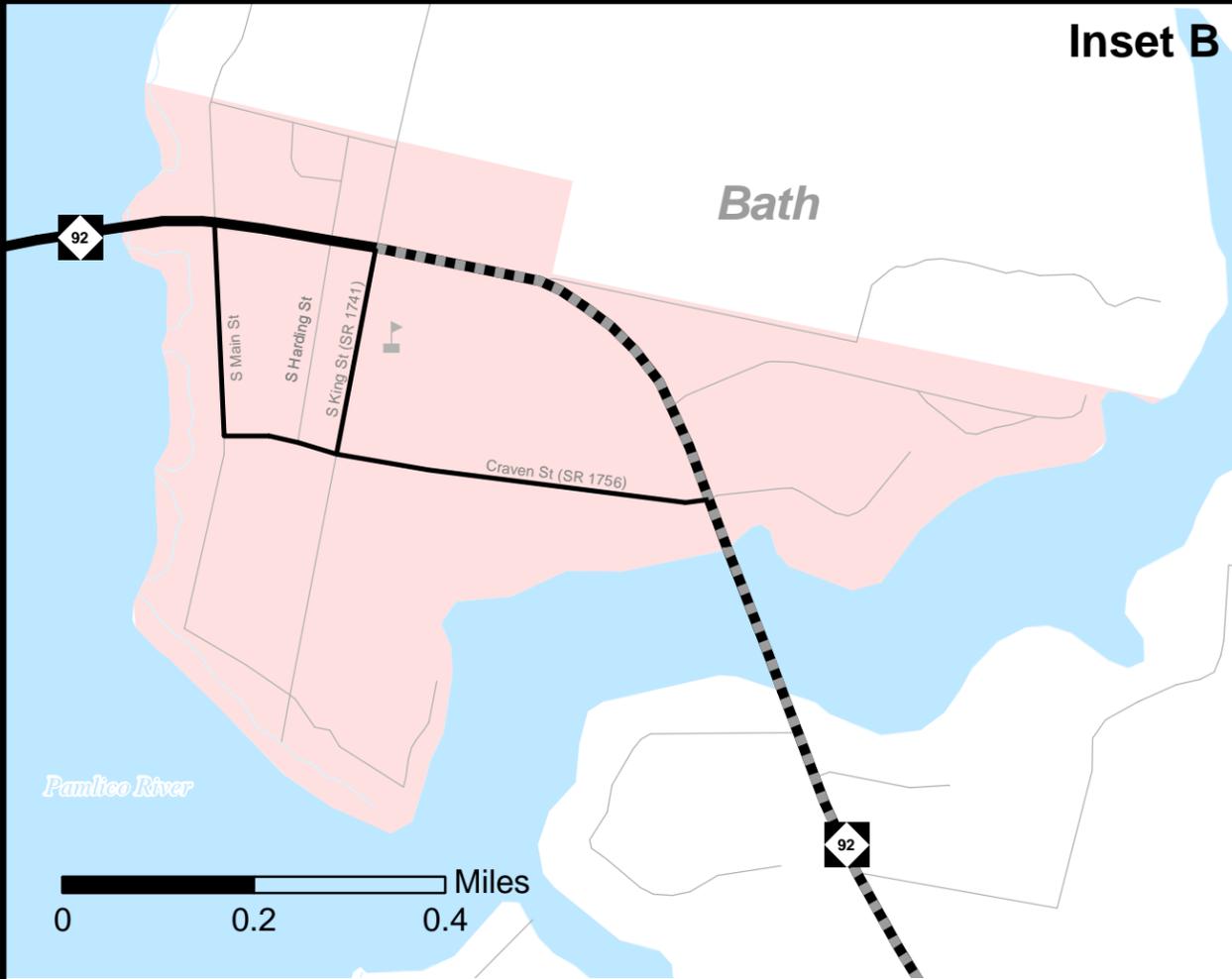
- Existing Interchange
- Proposed Interchange
- Existing Grade Separation
- Proposed Grade Separation

**Figure 1**

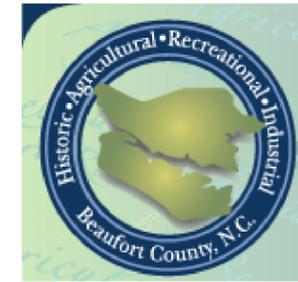
Sheet 2B of 5

Base map date: July 2011

Refer to CTP document for more details



# Public Transportation and Rail Map



## Beaufort County North Carolina

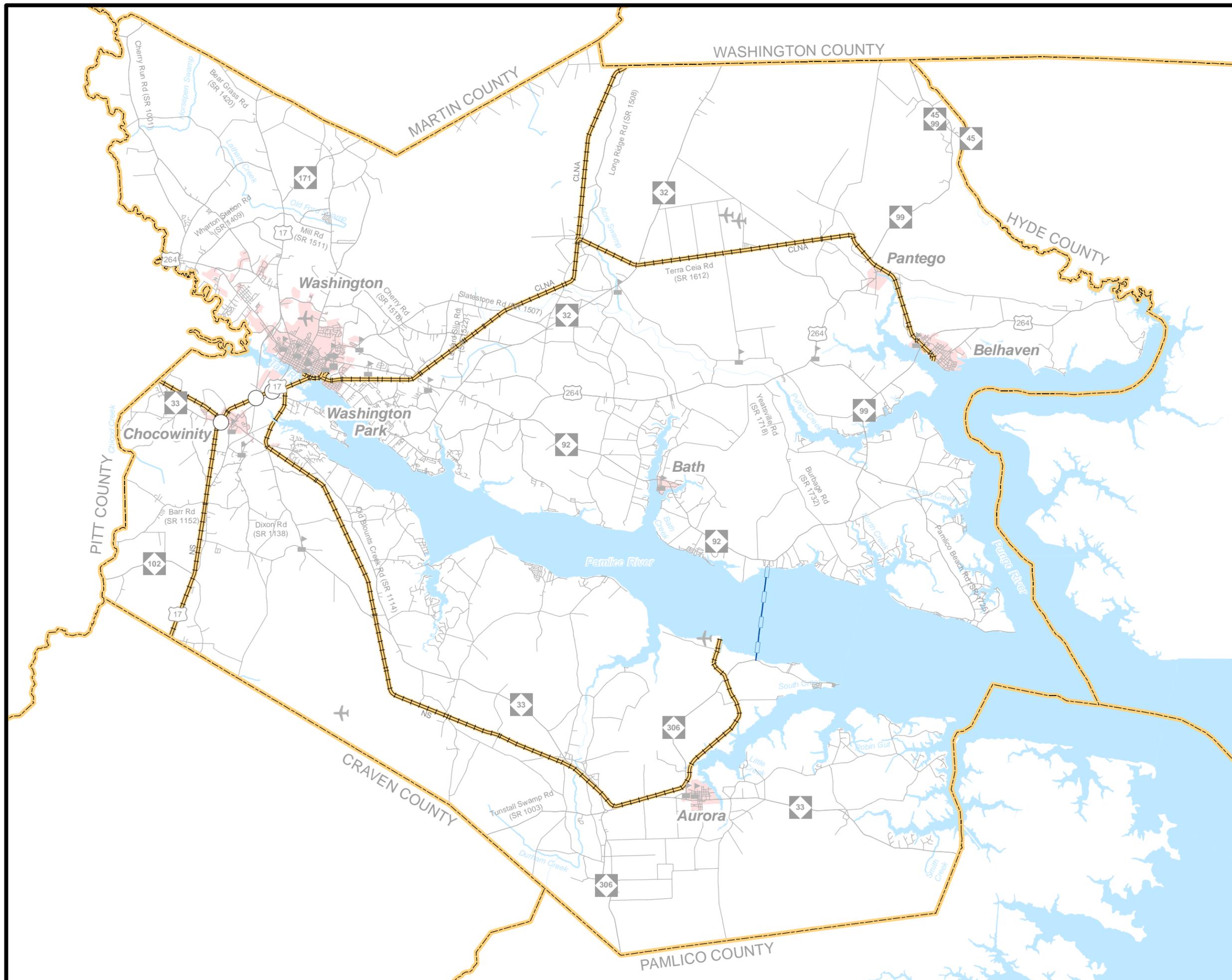
### Comprehensive Transportation Plan

Plan date: October 17, 2013

- 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
- Grade Separation**
  - Existing Grade Separation
  - Proposed Grade Separation



**Figure 1**  
Sheet 3 of 5  
Base map date: July 2011  
Refer to CTP document for more details



# Bicycle Map

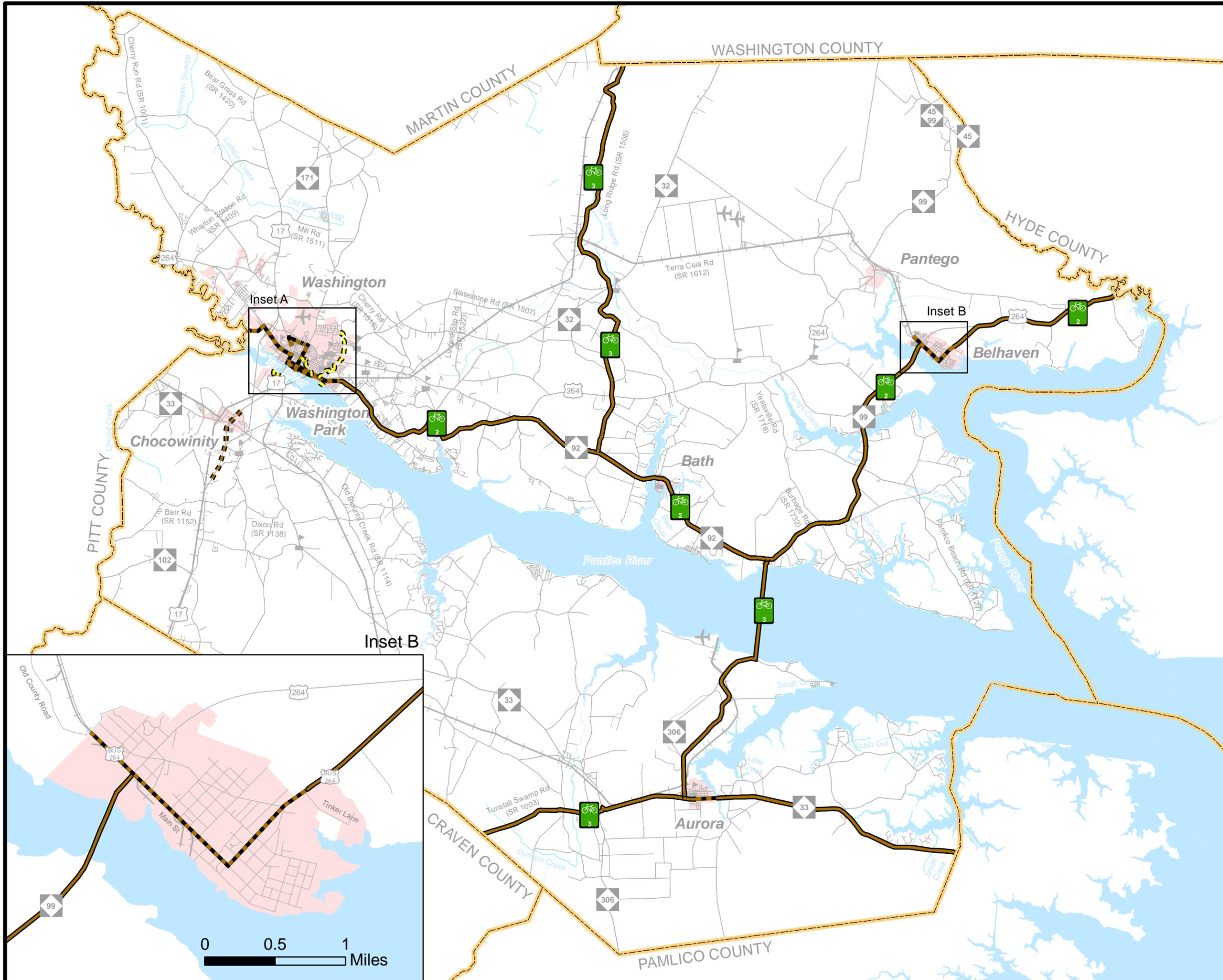


## Beaufort County

North Carolina

### Comprehensive Transportation Plan

Plan date: October 17, 2013



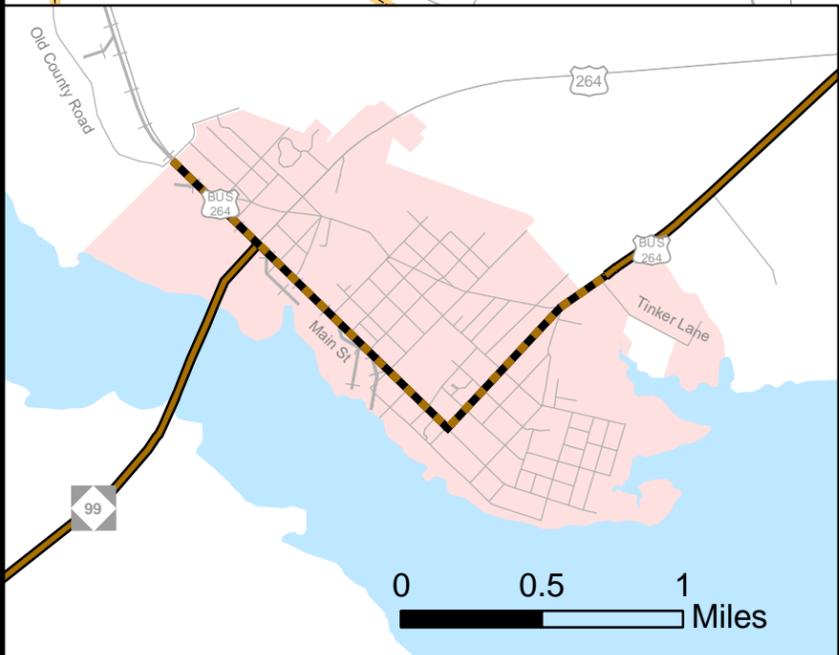
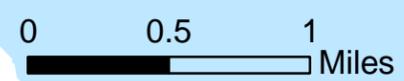
- On-road**
  - Existing
  - Needs Improvement
  - Recommended
- Off-road**
  - Existing
  - Needs Improvement
  - Recommended
- Multi-Use Paths**
  - Existing
  - Needs Improvement
  - Recommended
- Existing Grade Separation
- Proposed Grade Separation



**Figure 1**

Sheet 4 of 5

Base map date: July 2011  
Refer to CTP document for more details



# Bicycle Map Inset A



## Beaufort County North Carolina

### Comprehensive Transportation Plan

Plan date: October 17, 2013

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

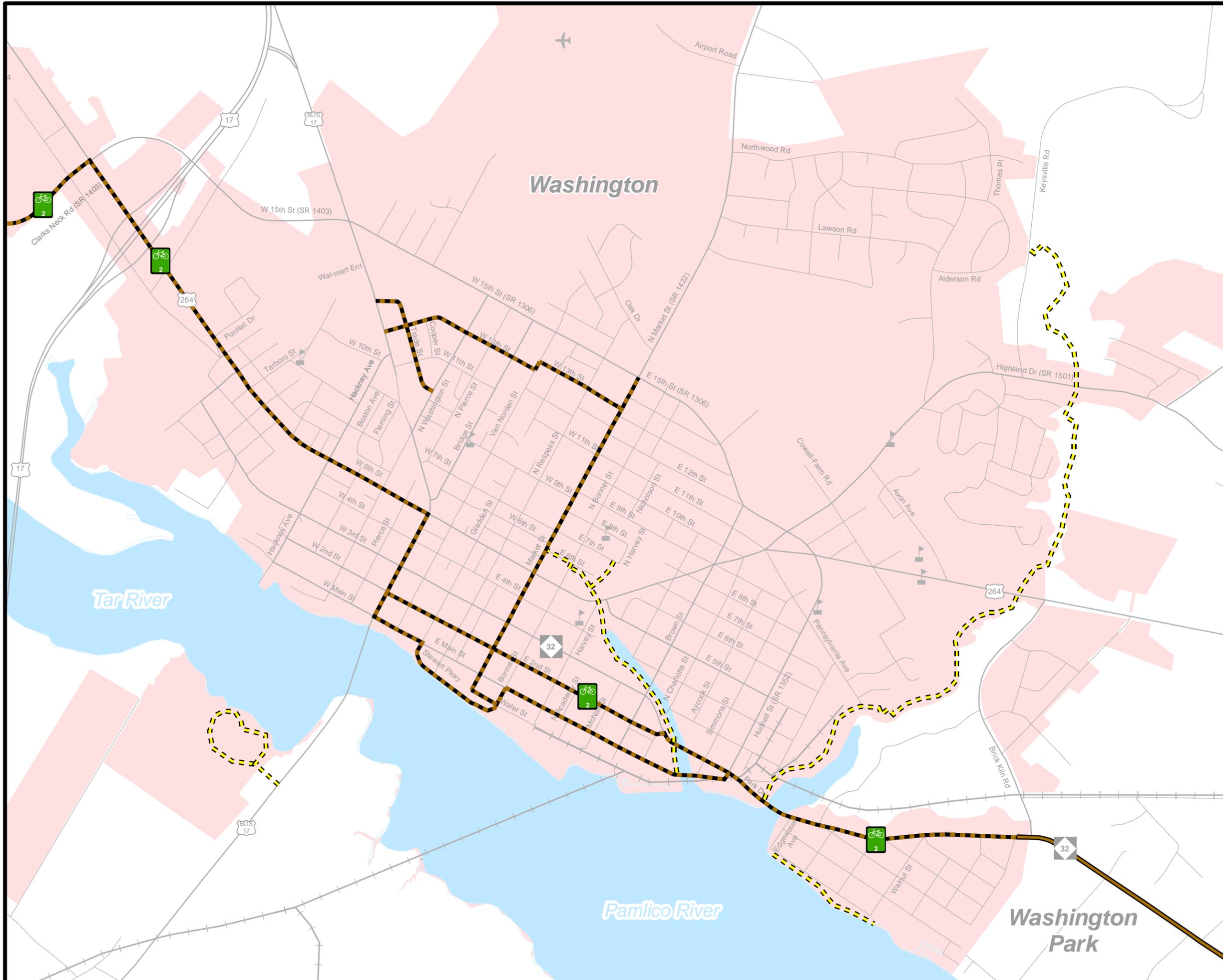


**Figure 1**

Sheet 4A of 5

Base map date: July 2011

Refer to CTP document for more details



# Pedestrian Map



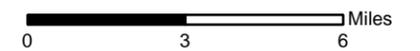
## Beaufort County

North Carolina

### Comprehensive Transportation Plan

Plan date: October 17, 2013

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

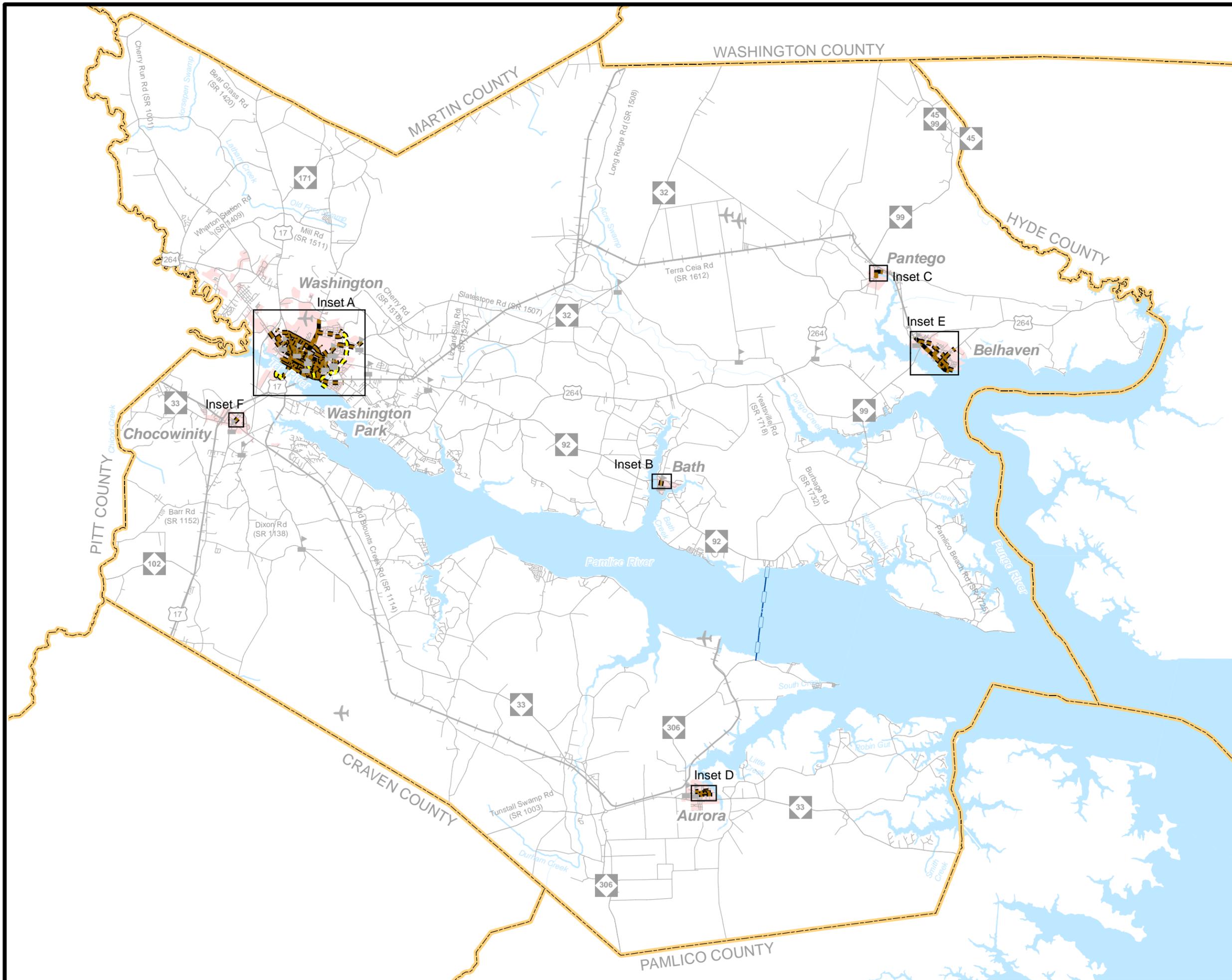


**Figure 1**

Sheet 5 of 5

Base map date: July 2011

Refer to CTP document for more details



# Pedestrian Map Inset A



## Beaufort County North Carolina

### Comprehensive Transportation Plan

Plan date: October 17, 2013

#### Sidewalks

- Existing
- Needs Improvement
- Recommended

#### Off-road

- Existing
- Needs Improvement
- Recommended

#### Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

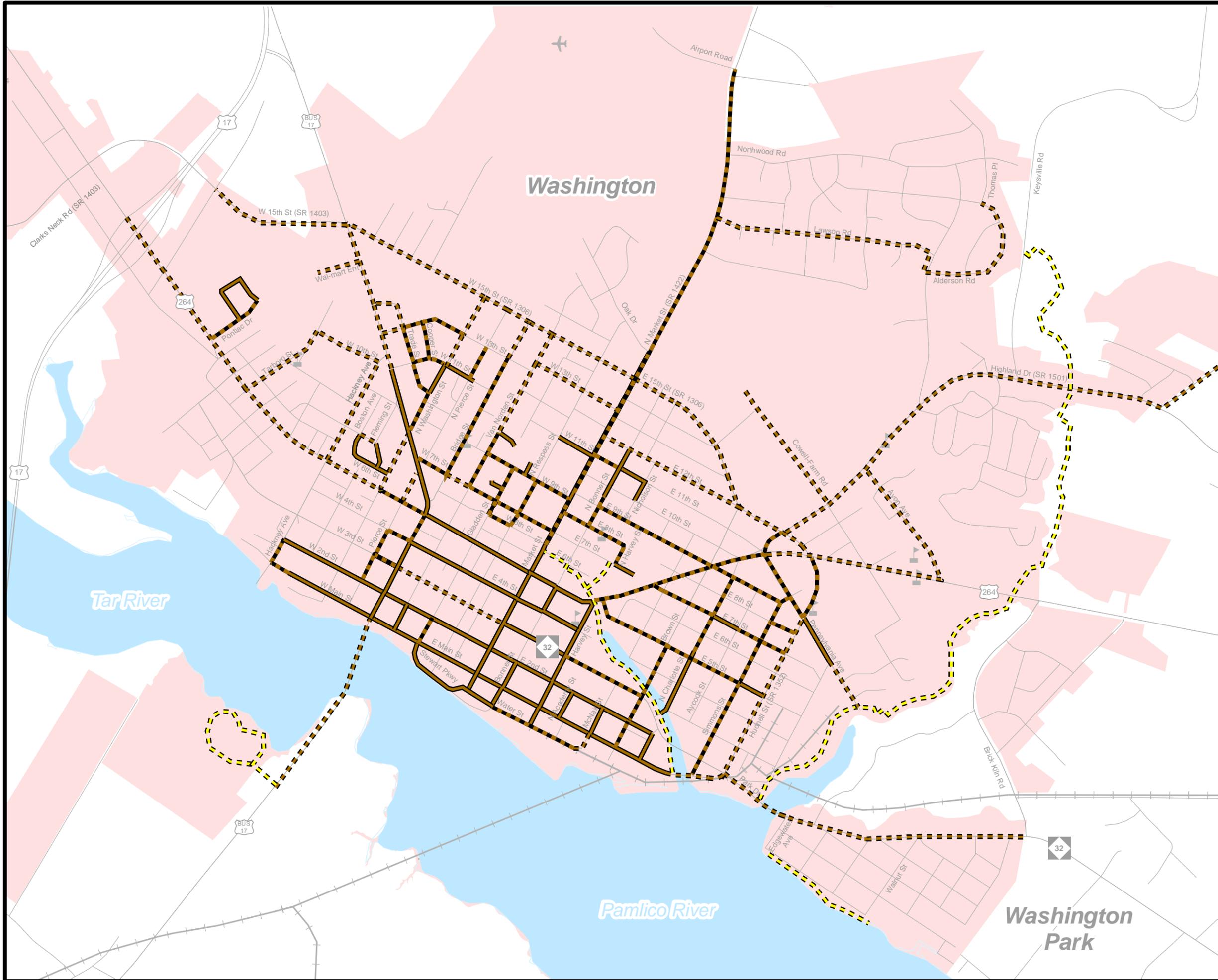


### Figure 1

Sheet 5A of 5

Base map date: July 2011

Refer to CTP document for more details



**Pedestrian Map  
Insets B, C, D, E, & F**



**Beaufort County  
North Carolina**

**Comprehensive  
Transportation Plan**

Plan date: October 17, 2013

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

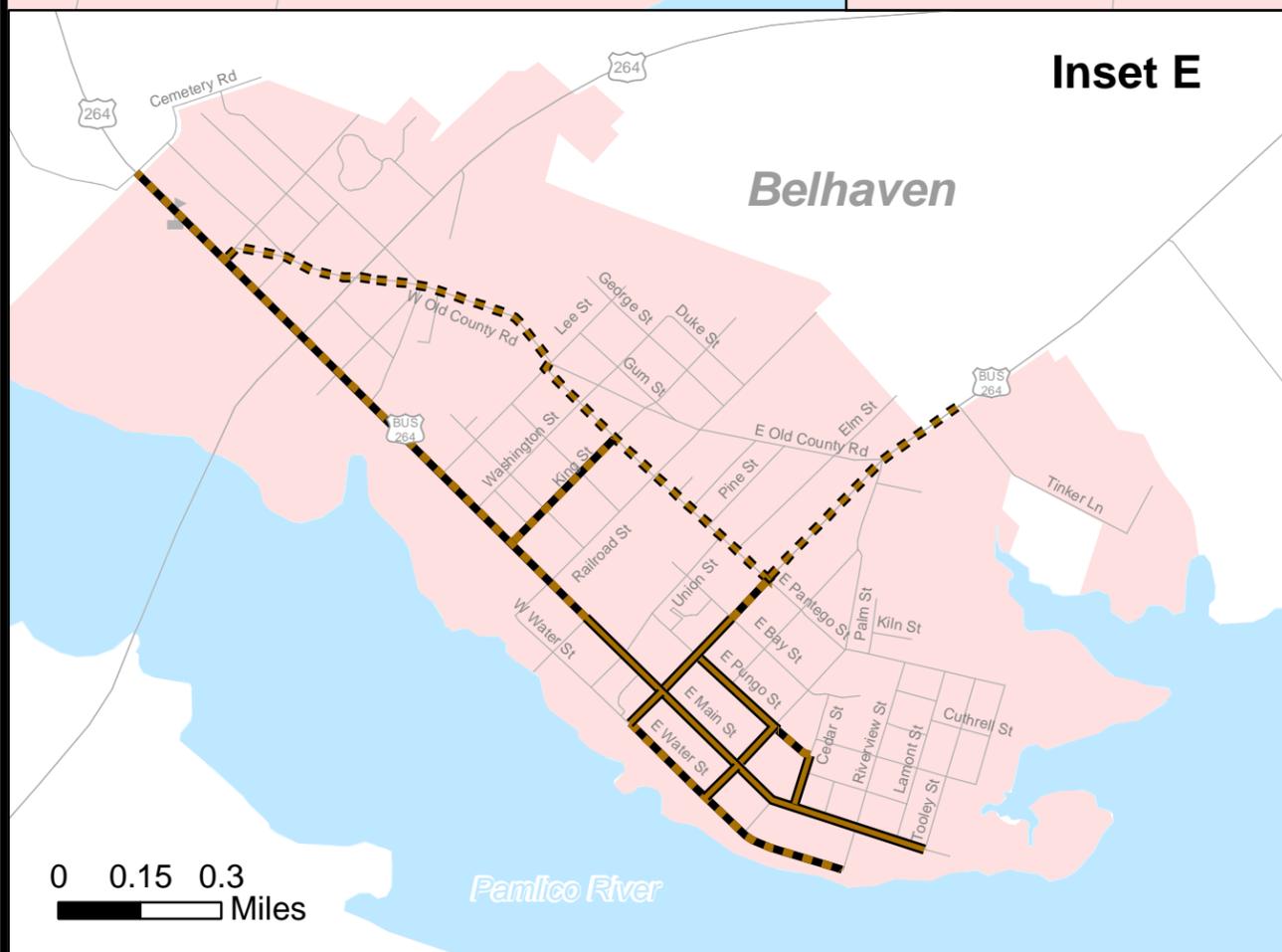
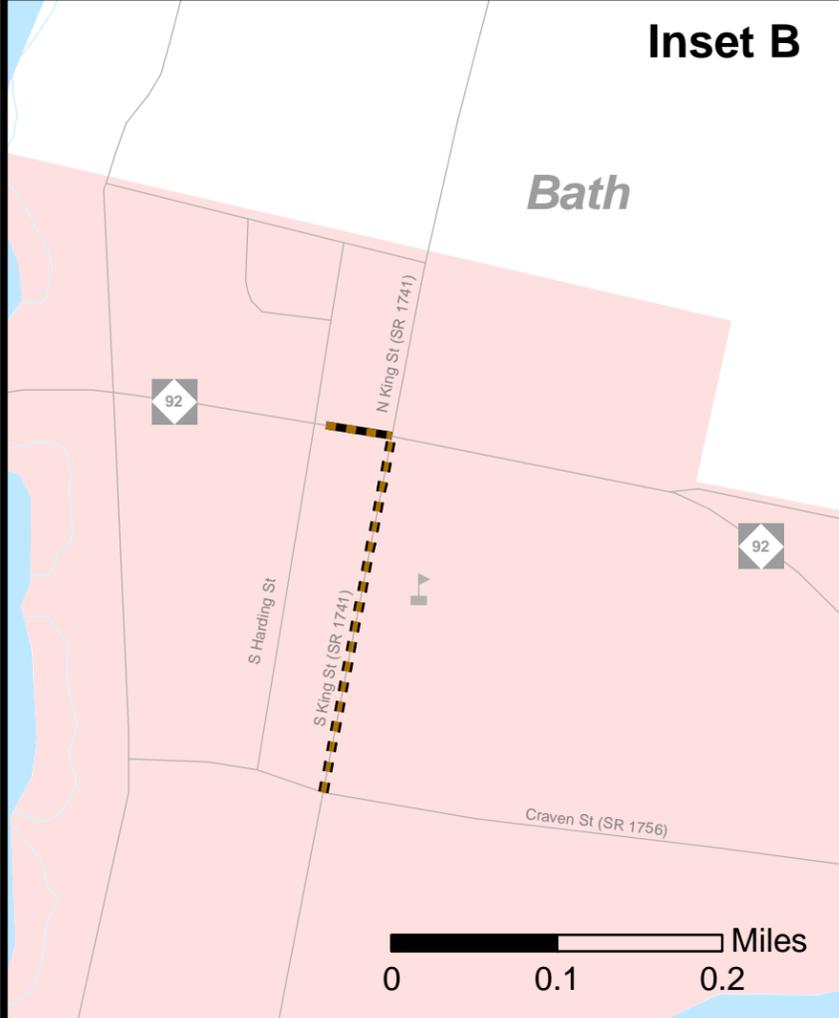


**Figure 1**

Sheet 5B of 5

Base map date: July 2011

Refer to CTP document for more details



# 1. Analysis of the Existing and Future Transportation System

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

In order to develop a CTP, the following are considered:

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

## 1.1 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 demand. 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 in pavement widths, intersection geometry, or intersection controls. System deficiencies may result from missing travel links, bypass routes, loop facilities or radial routes; or improvements needed to meet statewide initiatives.

One of those statewide initiatives is the Strategic Highway Corridor (SHC) Vision Plan<sup>1</sup> that was adopted by the Board of Transportation on September 2, 2004. The SHC Vision Plan is an initiative to protect and maximize the mobility and connectivity on a

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<sup>1</sup> For more information on SHC, go to:  
<https://connect.ncdot.gov/projects/planning/Pages/StrategicHighwayCorridors.aspx>

core set of transportation 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 CTPs shall incorporate the long-term vision of each corridor. Refer to Appendix A for contact information for the SHC Vision Plan.

In the development of this plan, travel demand was projected from 2011 to 2040 using both a travel demand model and a trend line analysis. A travel demand model for the Washington urban area was developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2040. Outside of the urban area travel demand was projected using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2009. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by the CTP steering committee on February 1, 2012. Refer to Appendix J for more detailed information on growth expectations and the socio-economic data forecasting methodology.

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. The 2040 traffic volumes in Figure 3 are an estimate of the traffic volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2012 – 2018 Transportation Improvement Program<sup>2</sup> (TIP).

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;

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<sup>2</sup> For more information on the TIP, go to: <https://connect.ncdot.gov/projects/planning/Pages/default.aspx>

- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

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

LOS D indicates “practical capacity” of a roadway, or the capacity at which the public begins to experience delay. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the North Carolina Level of Service (NCLOS) Program (version 2.1). 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 Assessment

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 assessment was performed for the Beaufort County CTP for crashes occurring in the planning area between January 1, 2009 and December 31, 2011. During this period, a total of fifteen intersections were identified as having a high number of crashes as illustrated in Figure 4. Refer to Appendix F for a detailed crash analysis.

### Bridge Deficiency Assessment

Bridges are a vital 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 Structures Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as federal and state funds become available. Twenty-three deficient bridges were identified on roads

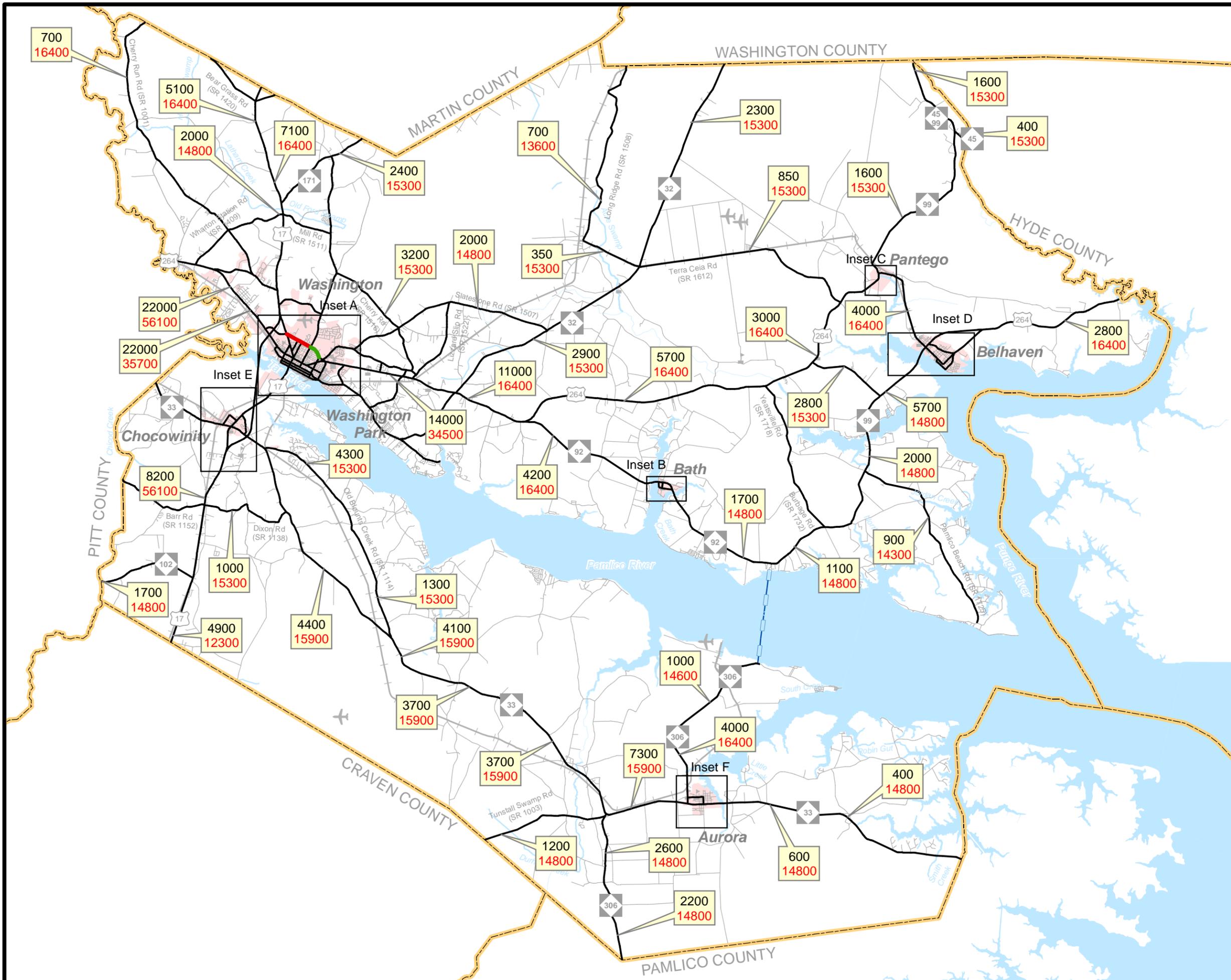
evaluated as part of the CTP and are illustrated in Figure 5. Of these, eight are scheduled for replacement in the 2012 – 2018 TIP; two projects are currently under construction; and two others have been completed since the start of the CTP. Additionally, two others occur along roadways recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendation and cross section associated with the recommendation. Table 5 in Appendix G gives a listing of the deficient bridges identified in the CTP and the ID number associated with CTP project proposal. Refer to Appendix G for more detailed bridge deficiency information.

Figure 2

2011  
Volumes and Capacity  
Deficiencies



Beaufort County  
North Carolina  
Comprehensive  
Transportation Plan



8100 2011 Volumes (AADT)  
12400 2011 Capacity

Green line: Near Capacity

Red line: Over Capacity

Flag icon: Schools

Airplane icon: Airports

Thick black line: Study Roads

Thin black line: Roads

Black line with cross-ticks: Railroads

Blue area: Water Bodies

Blue line: Rivers and Streams

Red outline: Municipal Boundary

Grey outline: Planning Boundary

Yellow dashed outline: County Boundary

Blue line with white dashes: Ferry

0 3 6 Miles

Sheet 1 of 4



Base map date: July 2011

**Figure 2  
Inset A**

**2011  
Volumes and Capacity  
Deficiencies**



**Beaufort County  
North Carolina**

**Comprehensive  
Transportation Plan**

8100 2011 Volumes (AADT)  
12400 2011 Capacity

Green line: Near Capacity  
Red line: Over Capacity

Schools (house icon)  
Airports (airplane icon)

Study Roads (thick black line)  
Roads (thin black line)  
Railroads (line with cross-ticks)

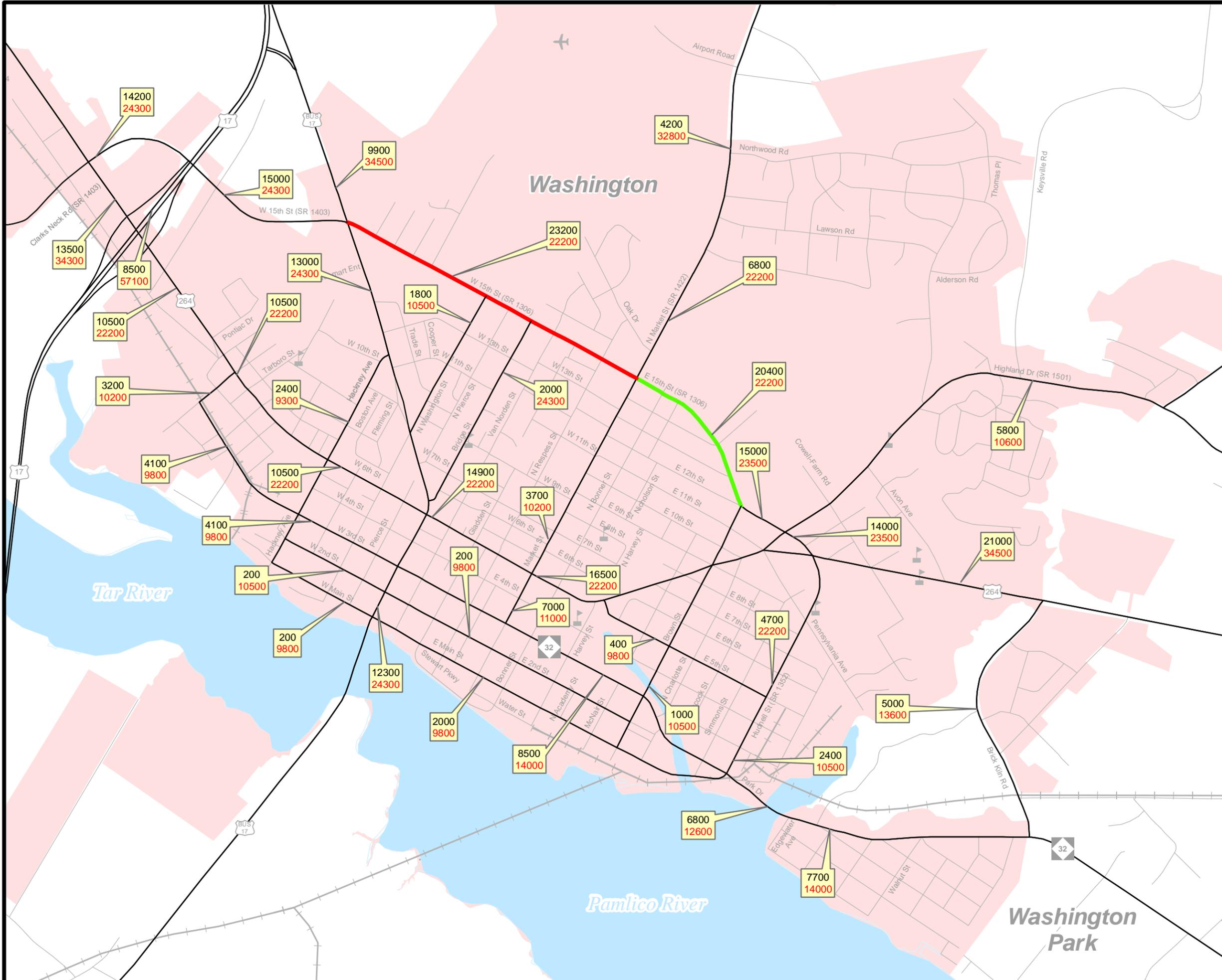
Water Bodies (blue area)  
Rivers and Streams (light blue line)

Municipal Boundary (pink shaded area)

Planning Boundary (thick grey outline)

County Boundary (dashed orange outline)

0 0.25 0.5 Miles



**Figure 2**  
**Insets B, C, & D**

**2011**  
**Volumes and Capacity**  
**Deficiencies**



**Beaufort County**  
 North Carolina

**Comprehensive**  
**Transportation Plan**

8100 2011 Volumes (AADT)  
 12400 2011 Capacity

Near Capacity

Over Capacity

Schools

Airports

Study Roads

Roads

Railroads

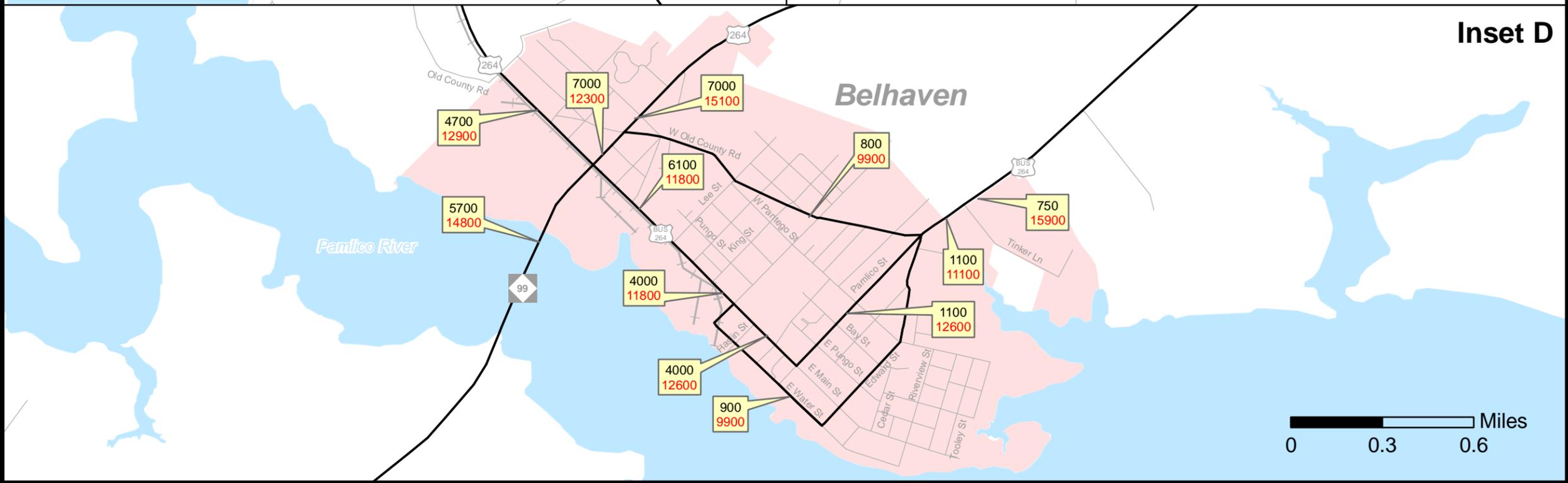
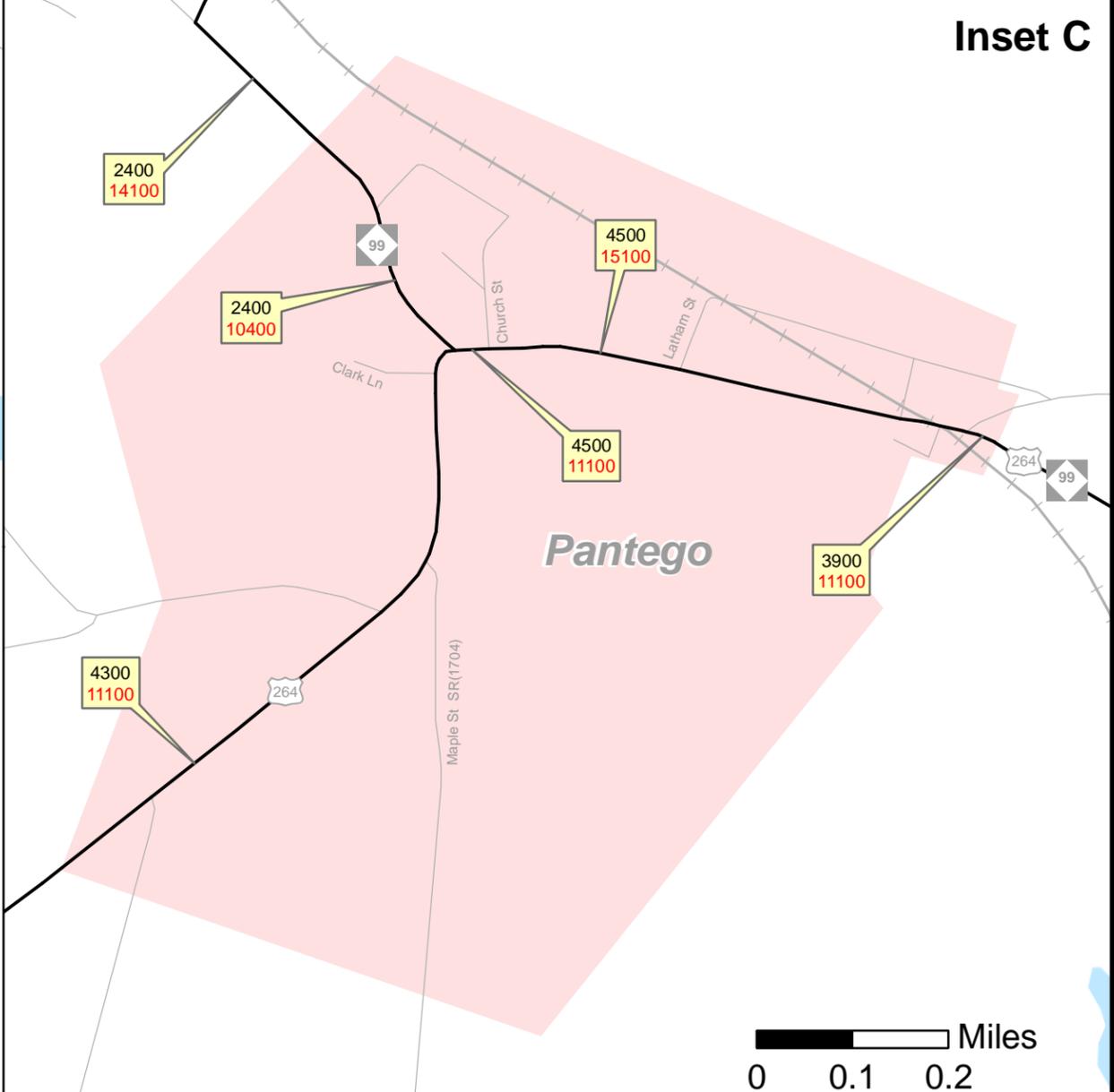
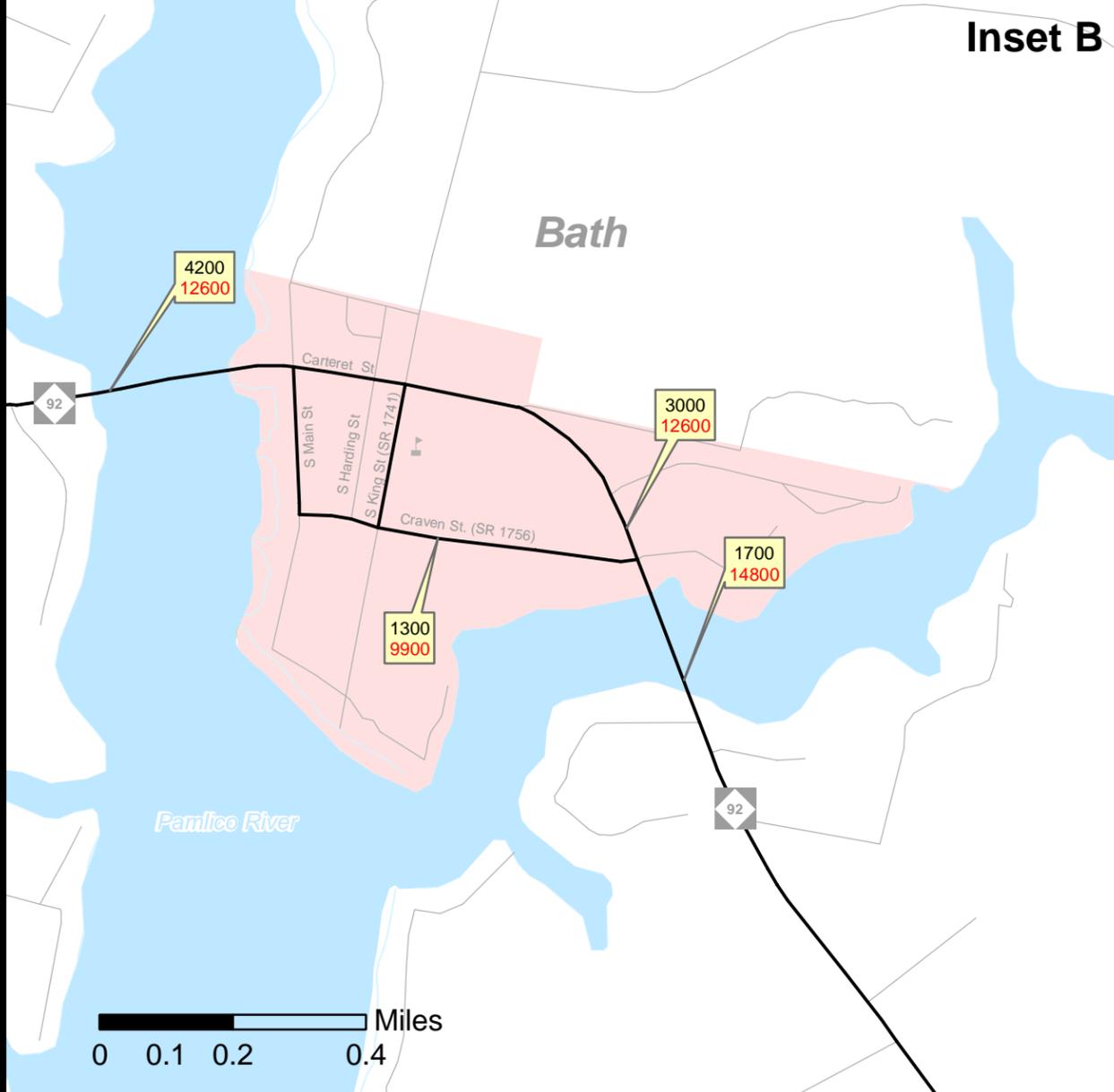
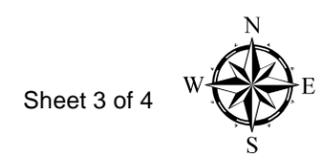
Water Bodies

Rivers and Streams

Municipal Boundary

Planning Boundary

County Boundary



**Figure 2  
Insets E & F**

**2011  
Volumes and Capacity  
Deficiencies**



**Beaufort County  
North Carolina**

**Comprehensive  
Transportation Plan**

- 8100 2011 Volumes (AADT)
- 12400 2011 Capacity
- Near Capacity
- Over Capacity
- Schools
- Airports
- Study Roads
- Roads
- Railroads
- Water Bodies
- Rivers and Streams
- Municipal Boundary
- Planning Boundary
- County Boundary

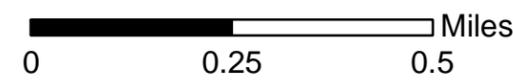
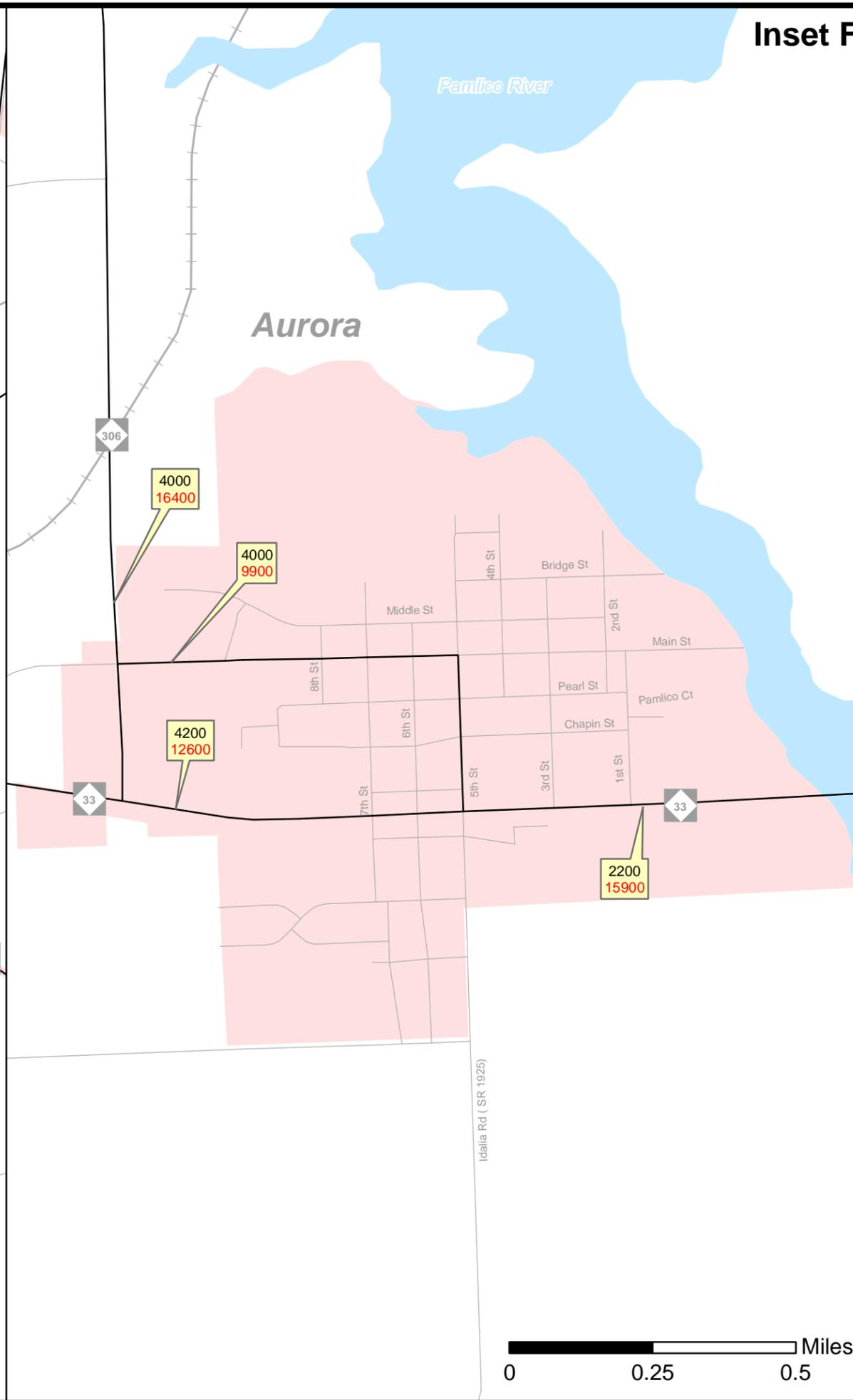
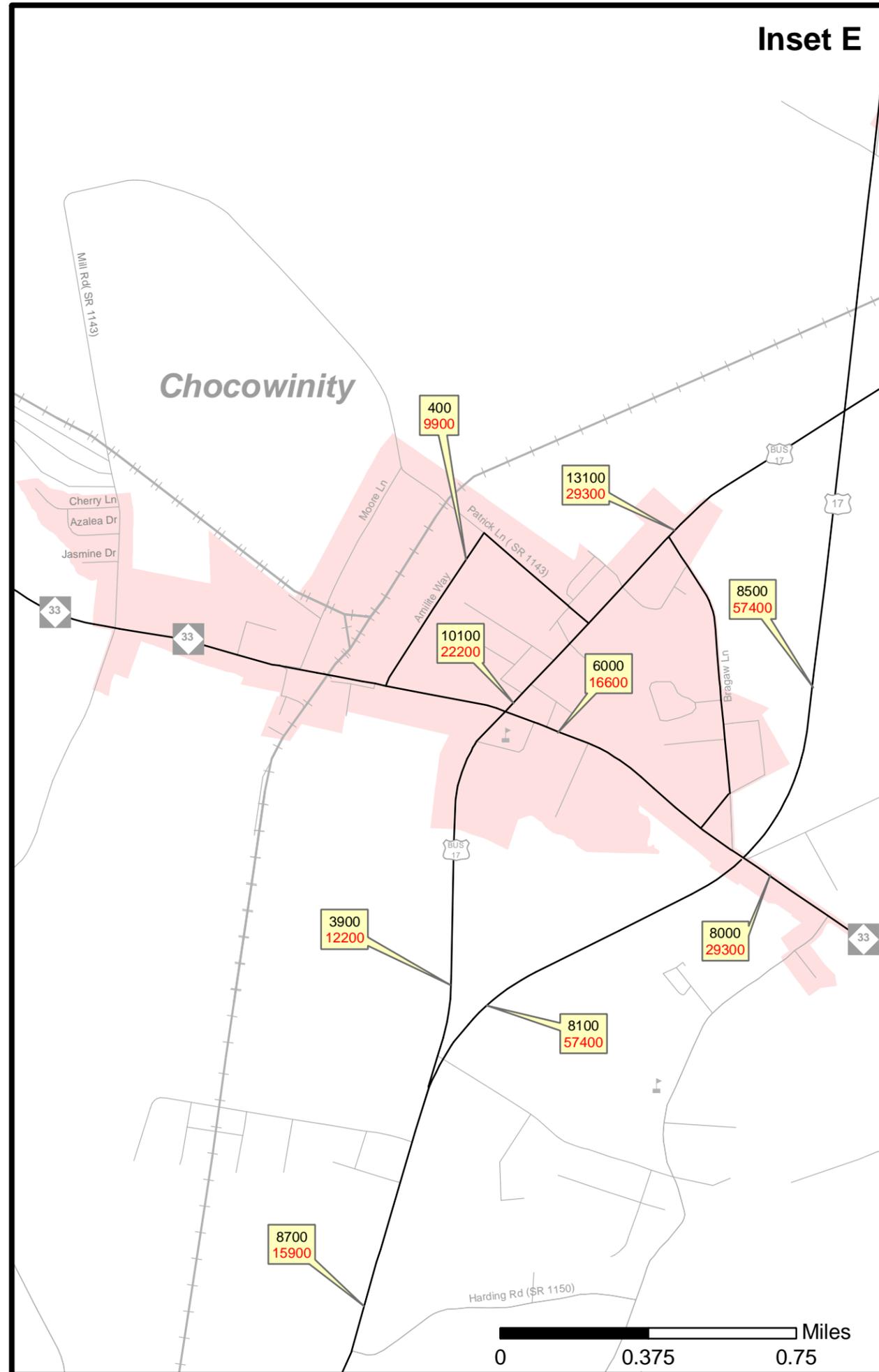


Figure 3

2040  
Volumes and Capacity  
Deficiencies



Beaufort County  
North Carolina

Comprehensive  
Transportation Plan



8100 2040 Volumes (AADT)  
12400 2011 Capacity

Green line: Near Capacity  
Red line: Over Capacity

Schools (house icon)  
Airports (plane icon)  
Study Roads (thick black line)  
Roads (thin black line)  
Railroads (line with cross-ticks)

Water Bodies (blue area)  
Rivers and Streams (light blue line)  
Municipal Boundary (pink area)  
Planning Boundary (thick grey outline)  
County Boundary (dashed orange line)  
Ferry (blue dashed line)

0 3 6 Miles

Sheet 1 of 4



Base map date: July 2011

**Figure 3  
Inset A**

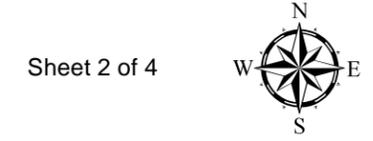
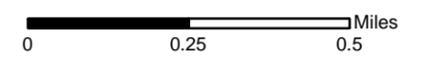
**2040  
Volumes and Capacity  
Deficiencies**



**Beaufort County  
North Carolina**

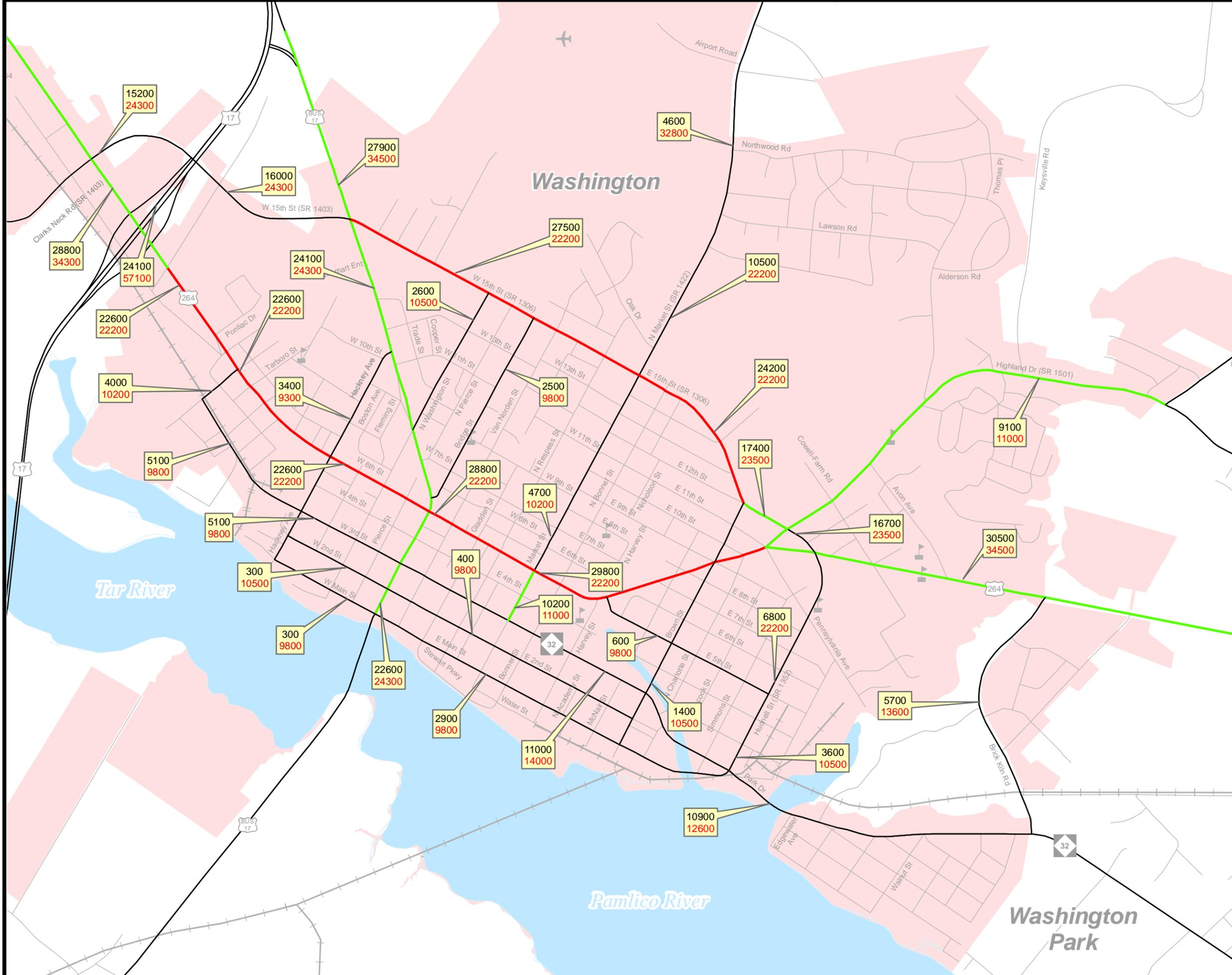
**Comprehensive  
Transportation Plan**

- 8100 2011 Volumes (AADT)
- 12400 2011 Capacity
- Near Capacity
- Over Capacity
- Schools
- Airports
- Study Roads
- Roads
- Railroads
- Water Bodies
- Rivers and Streams
- Municipal Boundary
- Planning Boundary
- County Boundary



Sheet 2 of 4

Base map date: July 2011



**Figure 3  
Insets B, C, & D**

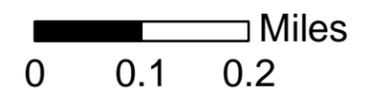
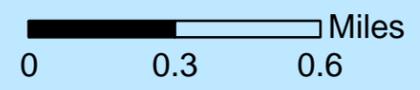
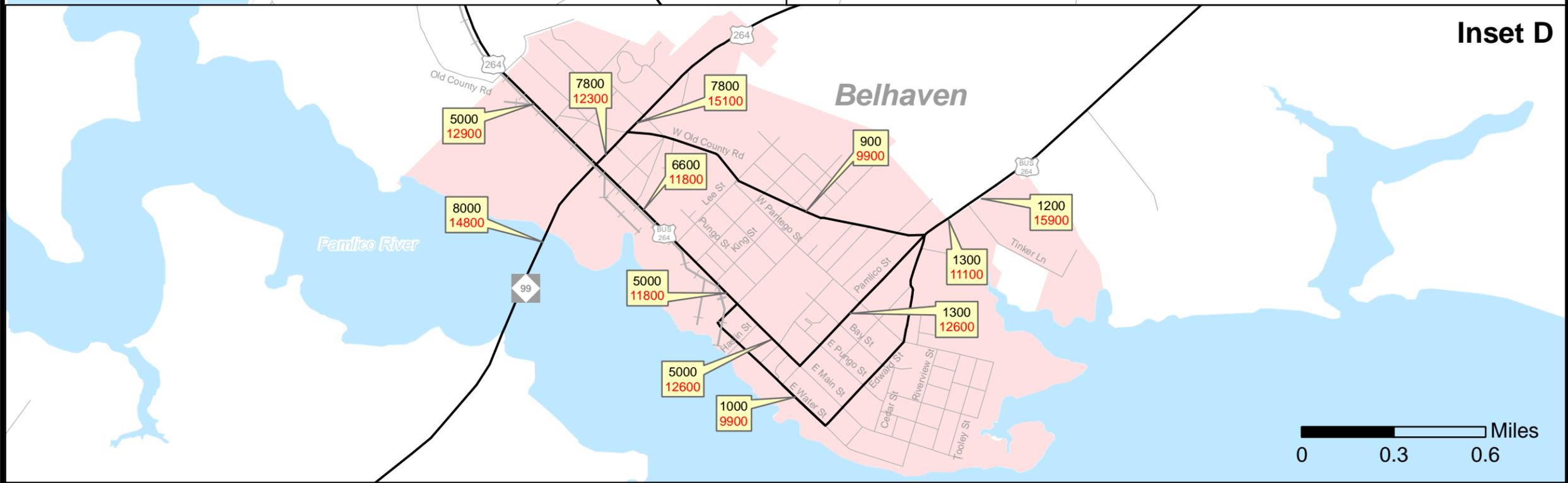
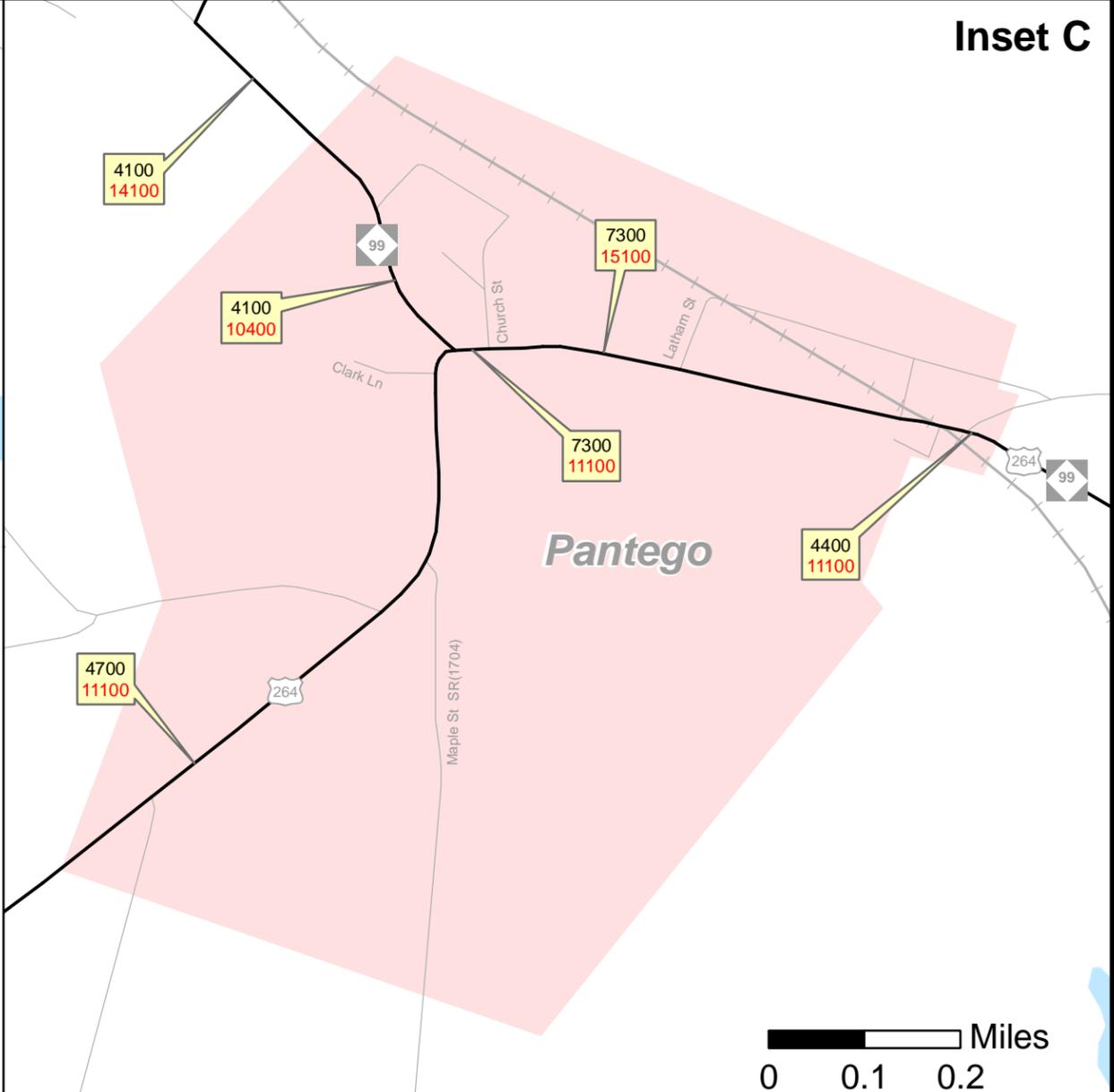
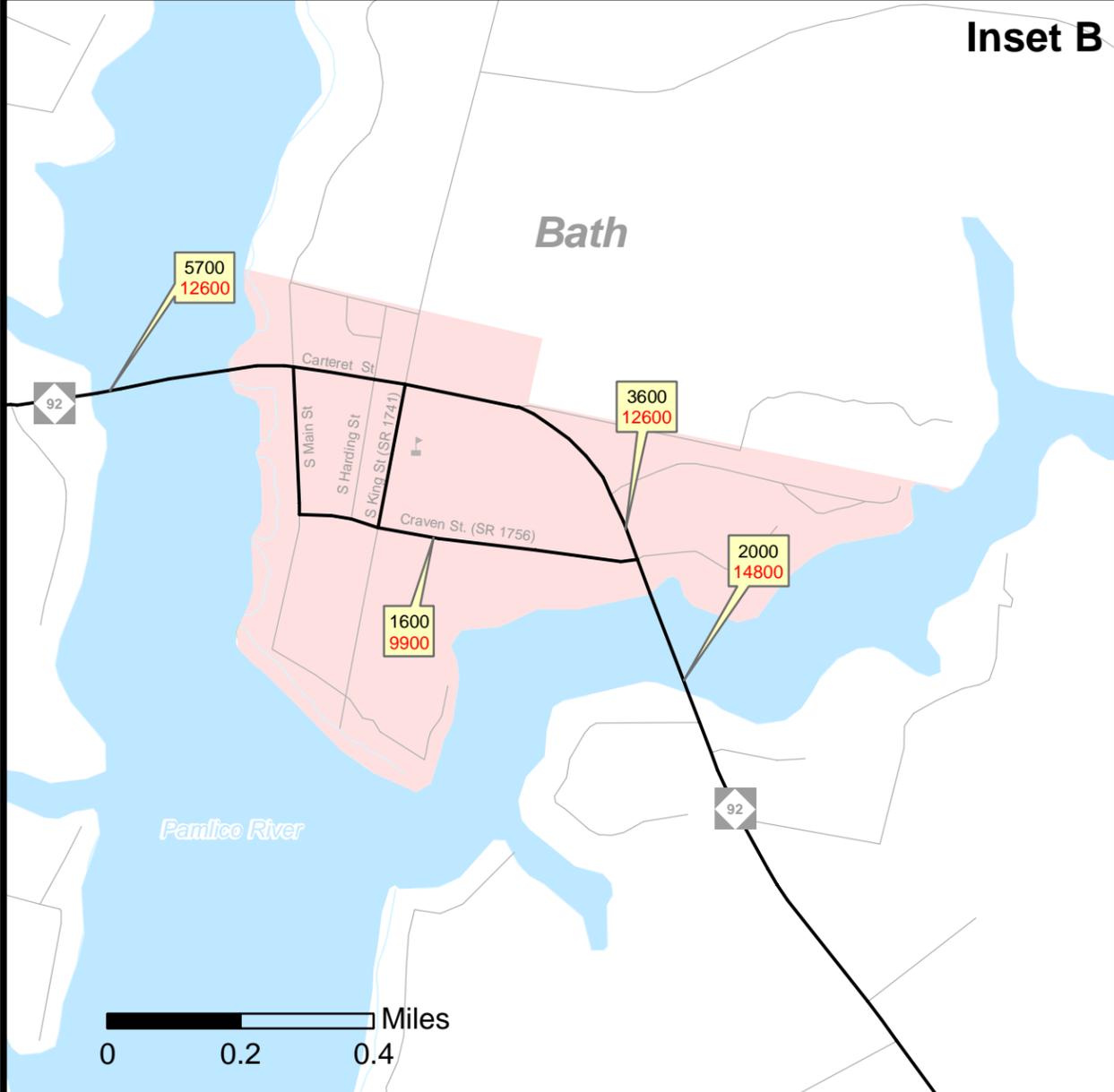
**2040  
Volumes and Capacity  
Deficiencies**



**Beaufort County  
North Carolina**

**Comprehensive  
Transportation Plan**

- 8100 2040 Volumes (AADT)
- 12400 2011 Capacity
- Near Capacity
- Over Capacity
- Schools
- Airports
- Study Roads
- Roads
- Railroads
- Water Bodies
- Rivers and Streams
- Municipal Boundary
- Planning Boundary
- County Boundary



**Figure 3  
Insets E & F**

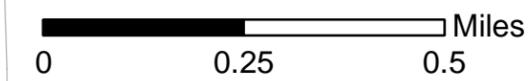
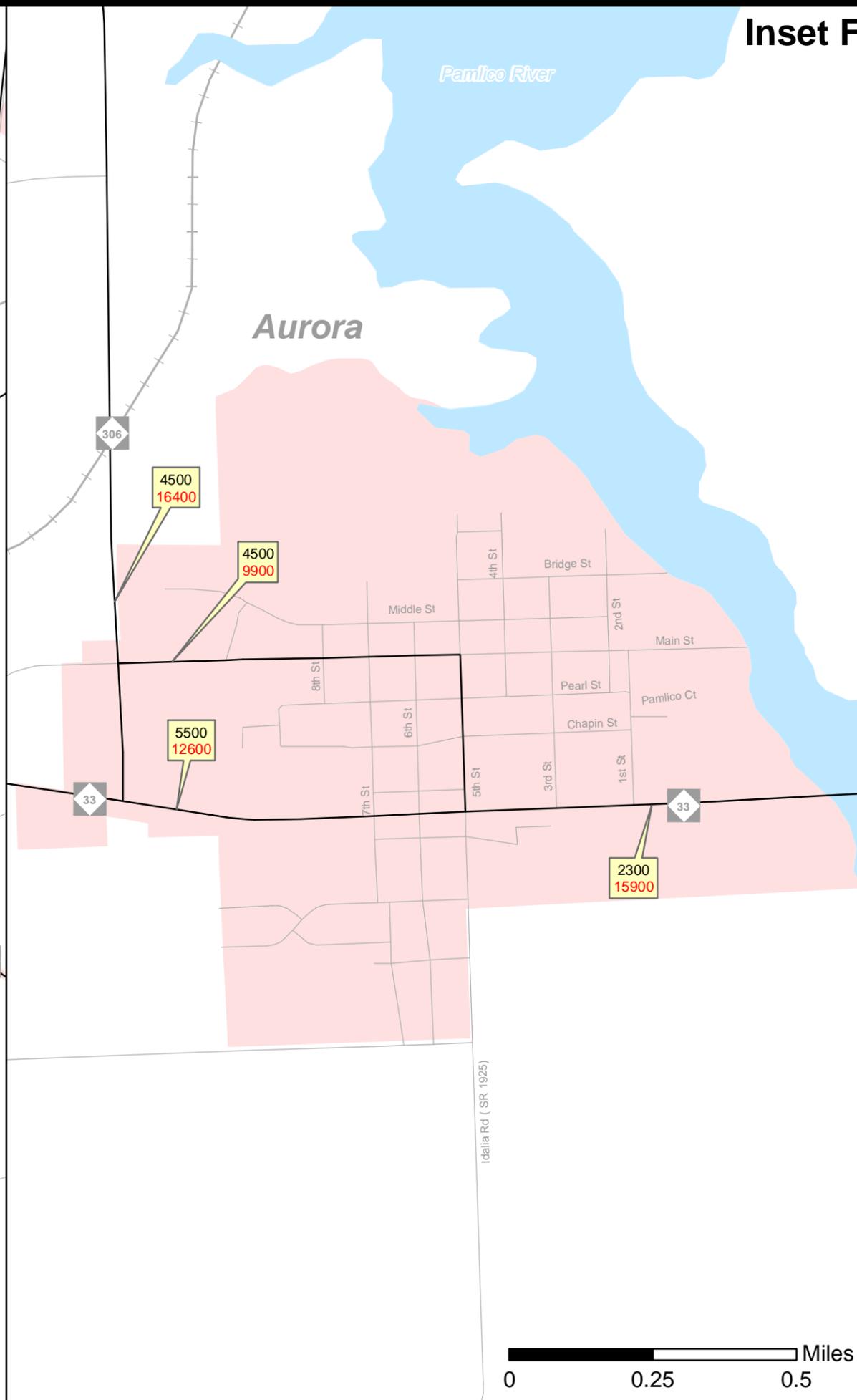
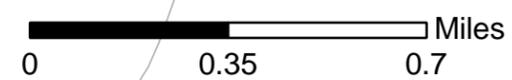
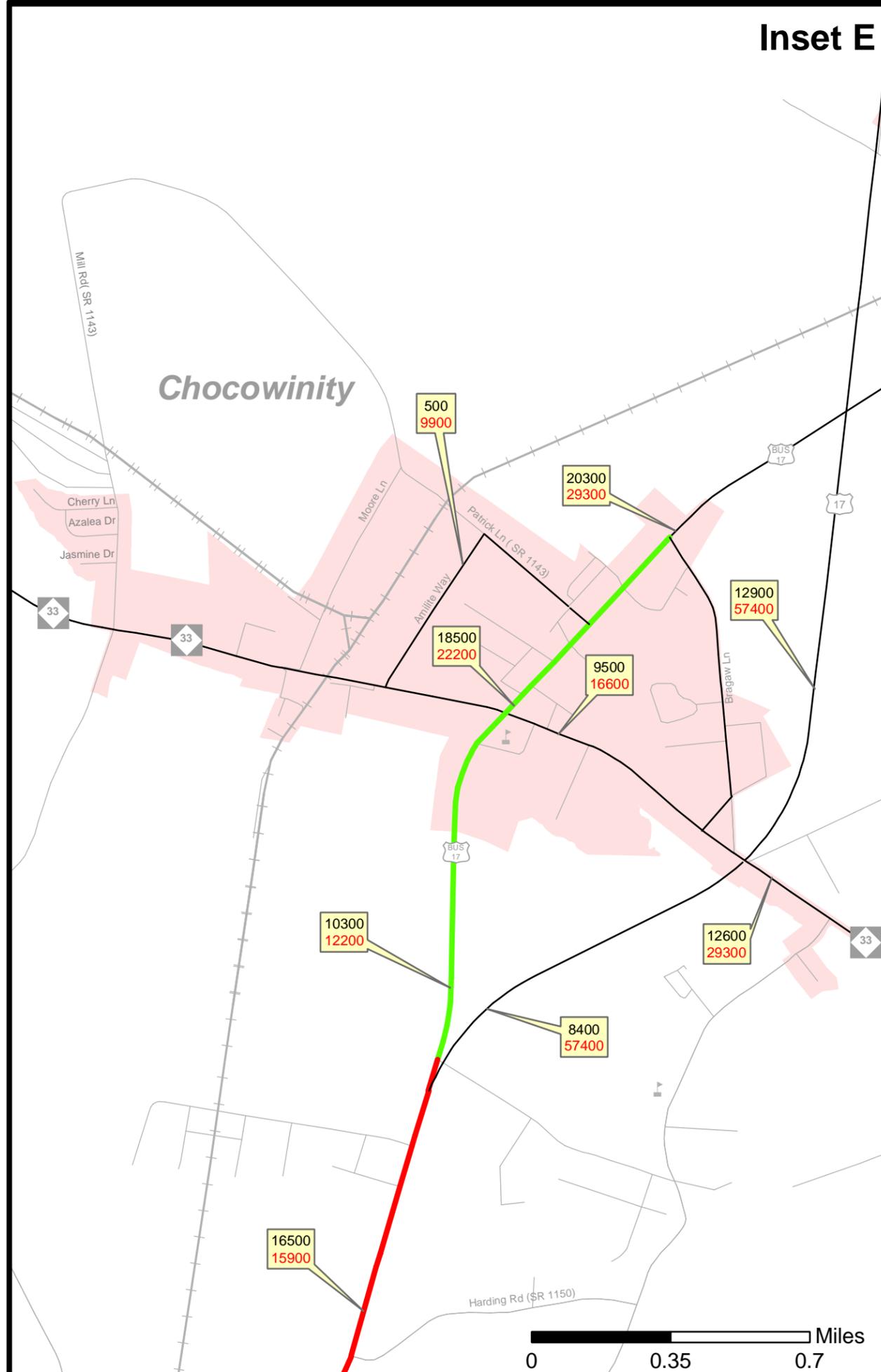
**2040  
Volumes and Capacity  
Deficiencies**



**Beaufort County  
North Carolina**

**Comprehensive  
Transportation Plan**

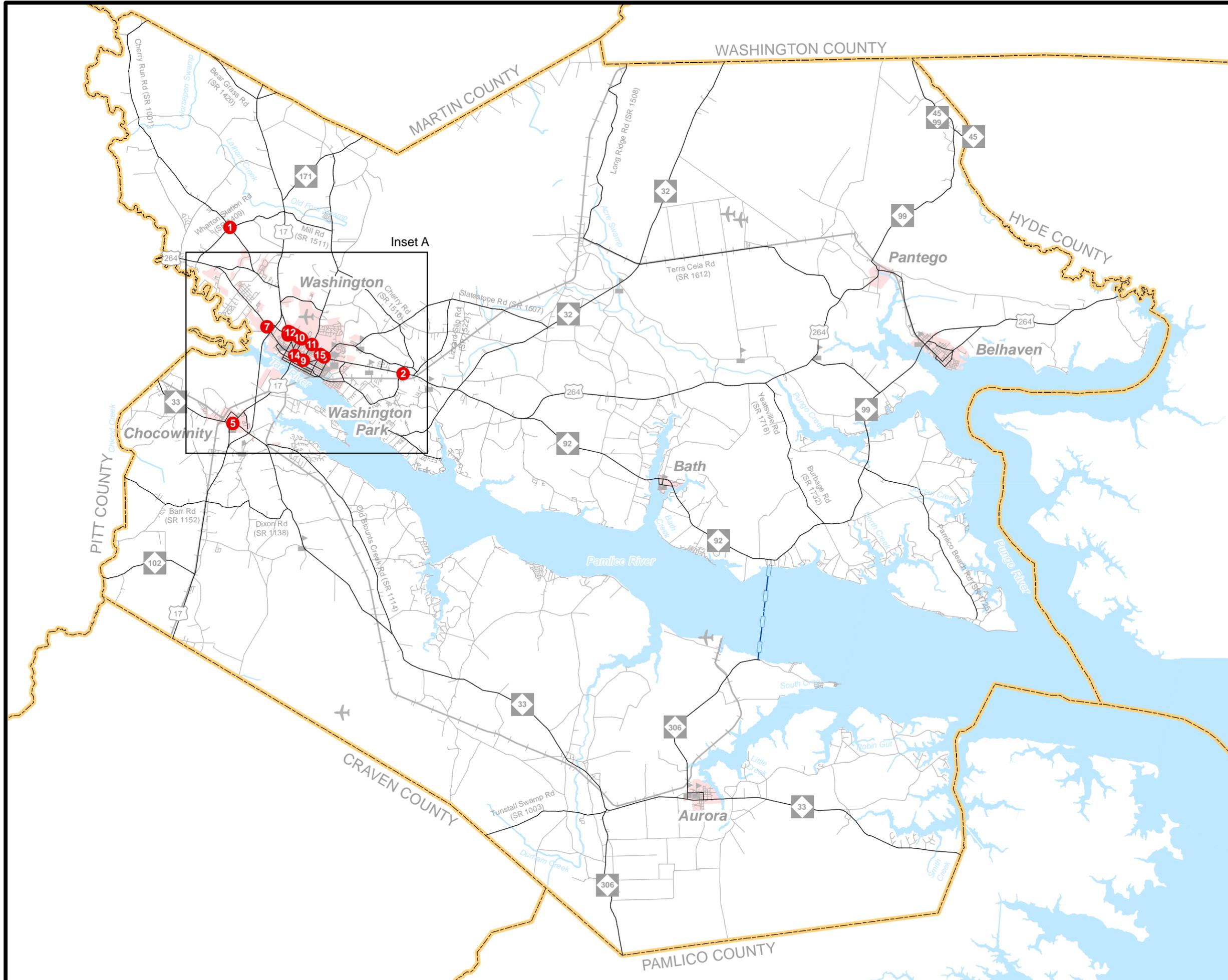
- 8100 2040 Volumes (AADT)
- 12400 2011 Capacity
- Near Capacity
- Over Capacity
- Schools
- Airports
- Study Roads
- Roads
- Railroads
- Water Bodies
- Rivers and Streams
- Municipal Boundary
- Planning Boundary
- County Boundary



**Figure 4**  
**Crash Locations**  
 January 1, 2009 to  
 December 31, 2011



**Beaufort County**  
 North Carolina  
**Comprehensive  
 Transportation Plan**



- Crash Locations (# Map Index)
- Schools
- Airports
- Study Roads
- Roads
- Railroads
- County Boundary
- Water Bodies
- Rivers and Streams
- Municipal Boundaries
- Ferry

0 3 6 Miles



Sheet 1 of 2

Base map date: July 2011

**Figure 4  
Inset A**

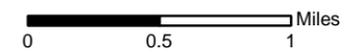
**Crash Locations  
January 1, 2009 to  
December 31, 2011**



**Beaufort County  
North Carolina**

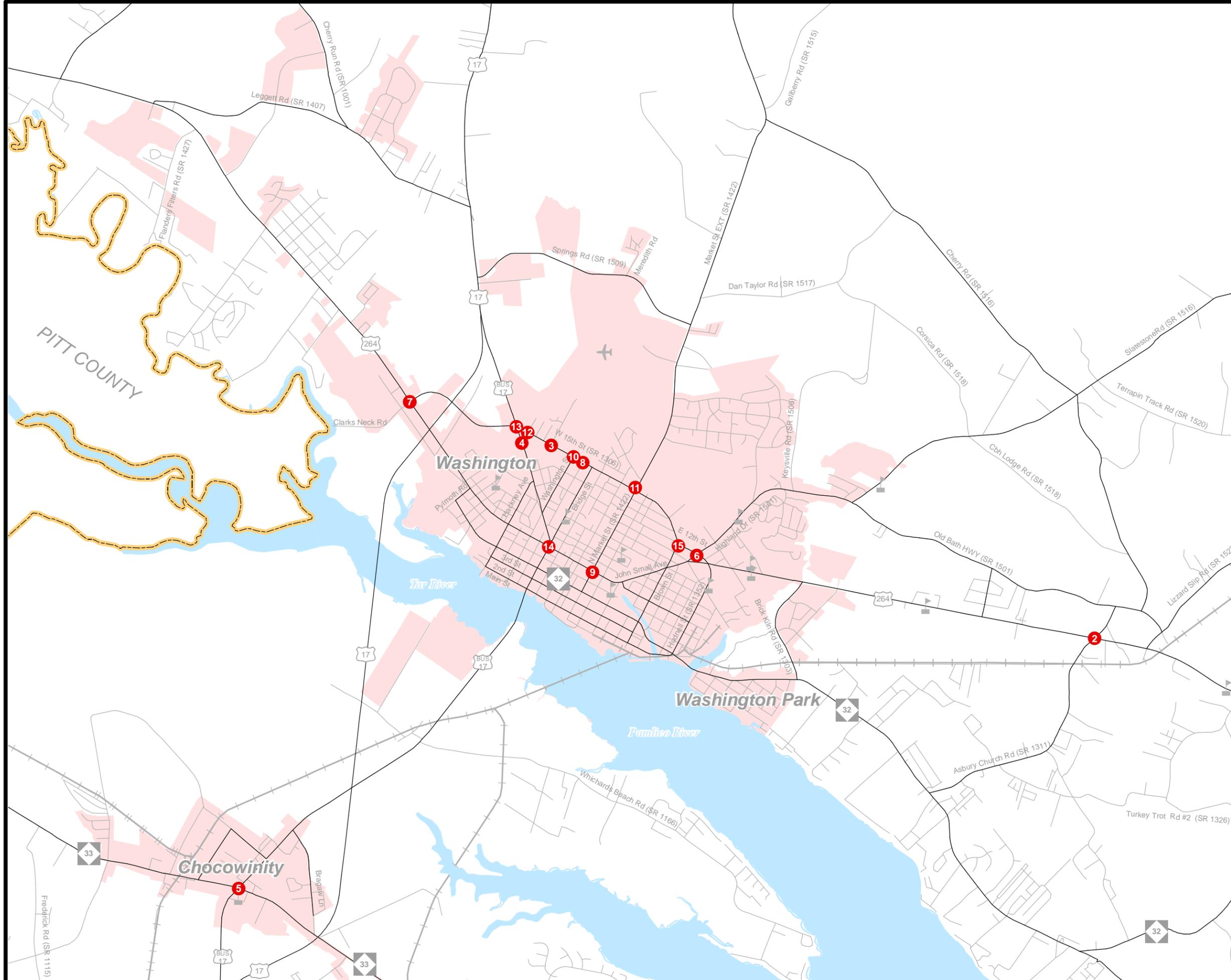
**Comprehensive  
Transportation Plan**

-  Crash Locations (# Map Index)
-  Schools
-  Airports
-  Study Roads
-  Roads
-  Railroads
-  County Boundary
-  Water Bodies
-  Rivers and Streams
-  Municipal Boundaries



Sheet 2 of 2

Base map date: July 2011

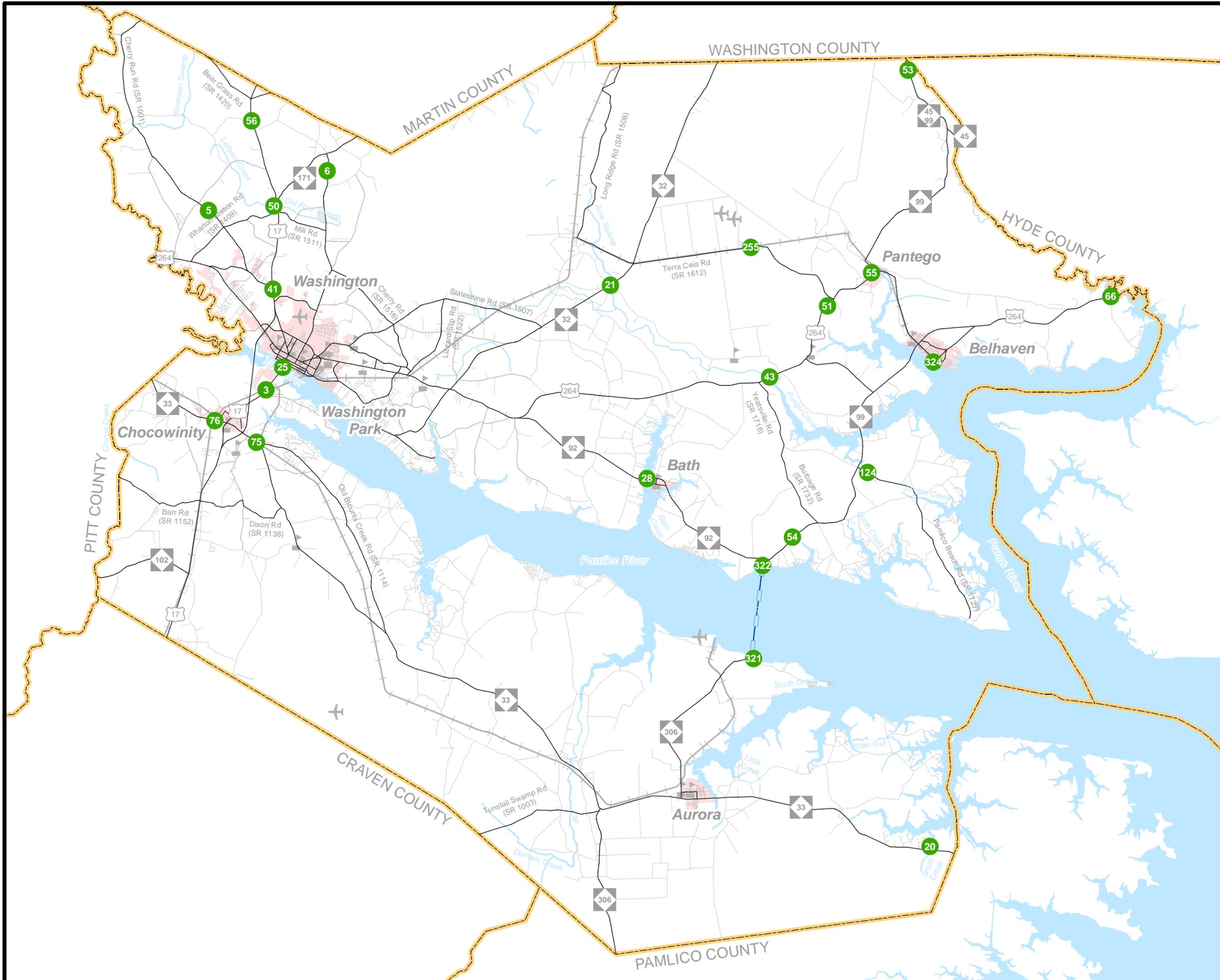


**Figure 5**  
**Deficient Bridges**



**Beaufort County**  
North Carolina

**Comprehensive  
Transportation Plan**



- # Deficient Bridge (# Bridge Number)
- Schools
- Airports
- Study Roads
- Roads
- Railroads
- County Boundary
- Water Bodies
- Rivers and Streams
- Municipal Boundaries
- Ferry



Base map date: July 2011

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

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

### Public Transportation

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

- Community Transportation - Local transportation efforts formerly centered on assisting clients of human service agencies. Today, the vast majority of rural systems serve the general public as well as those clients.
- Regional Community Transportation - Regional community transportation systems are composed of two or more contiguous counties providing coordinated / consolidated service. Although such systems are not new, single-county systems are encouraged 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 provide service 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. The Beaufort Area Transit System is a rural coordinated transportation system that provides on demand community and public services within Beaufort County. Greyhound Lines, LLC also provides intercity transportation for the county. Greyhound runs two daily schedules from Washington connecting to some of the area's most popular destinations, including Charlotte, Norfolk, New York, Raleigh and Washington, D.C. 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 for the Public Transportation Division.

## 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.

Intercity passenger service is provided by a partnership between NCDOT and Amtrak. Amtrak currently operates six passenger services daily in or through North Carolina serving 16 cities across the state. Five of the services are interstate (Crescent, Palmetto, Silver Meteor, Silver Star, and Carolinian passenger trains) and one service (Piedmont passenger train) operates exclusively within North Carolina. In addition to the six passenger services mentioned, Amtrak also operates its Auto Train service which passes through North Carolina but does not make any stops. Amtrak ridership demand has been on a rise in the state. In 2010 ridership was 840,000 and increased to 893,000 passengers in 2011.

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 every day. 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. There are several active freight lines operating in Beaufort County. The Coastal Carolina Railway (CLNA) is a short line that leases the NS-line from Norfolk Southern between Raleigh, NC and Beaufort County. The CLNA operates multiple railroad lines, including the Belhaven Branch line and the Plymouth line. Norfolk Southern operates the NB-line and the Lee Creek line. These trains operate at speeds from 10-25 mph and are intended mainly for freight service. One to five trains per day may operate over the rail lines depending on rail traffic, customer needs, and whether in a town or rural area. No passenger trains are currently operating over any of the tracks nor are any formal rail passenger or rail commuter service planned in the foreseeable future. All recommendations for rail were coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information for the Rail Division.

## ***Bicycles & Pedestrians***

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

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

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

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

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

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1. The 2006 Washington Master Pedestrian Plan<sup>3</sup> and the 2011 Washington Bicycle Plan (Adopted June 2013) were utilized in the development of these elements of the CTP. NC Bicycle Route 2 (Mountains to Sea) is a statewide route that runs east-west through central Beaufort County. NC Bicycle Route 3 (Ports of Call) is another statewide route that travels north-south through the center of county. 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 for the Division of Bicycle and Pedestrian Transportation.

### ***Aviation and Ferry***

Within Beaufort County, aviation and ferry are also essential modes of transportation that give alternatives for transporting people and goods from one place to another.

#### Ferry

Today, NCDOT's Ferry Division operates 21 boats on seven regular routes across five bodies of water: Currituck and Pamlico Sounds, and the Cape Fear, Neuse, and Pamlico Rivers. Each year, North Carolina ferries transport over 1.1 million vehicles and more than 2.5 million passengers, making it the second largest state-run ferry system in the United States. The ferries not only carry visitors, but residents, commuters, and school children as well.

There is one active ferry route in Beaufort County. The Bayview-Aurora ferry crosses the Pamlico River and runs year round with departures from 5:30am to 12:30am each day. All recommendations regarding ferry service were coordinated with the Ferry Division of NCDOT. Refer to Appendix A for contact information for the Ferry Division.

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<sup>3</sup> To view this plan, go to: <http://www.washington-nc.com/>.

## Aviation

The Warren Field Airport (OCW) located just north of the City of Washington on Airport Road supports general, corporate, and military traffic. This publicly-owned (City of Washington) airport serves the eastern region of North Carolina and beyond and is an important economic asset to the county.

Two 5000 foot runways (one concrete, one asphalt) are equipped with instrument lighted approaches. Improvements are needed to maintain an efficient airport in the future. Refer to Appendix I for contact information and the Warren Field Transportation Improvement Program (TIP) 2014-2020 project listing which highlight these recommendations.

## ***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 Beaufort County Joint CAMA Land Use Plan 2006 Update (Approved October 2009) and the 2013 City of Washington 2023 Comprehensive Plan were used to meet this requirement (refer to Appendix J). These plans identify land use for existing and future conditions by taking into account countywide population growth, employment data, and development patterns. In addition, information obtained from local officials and the various communities in the county helped develop a future vision for the area. For detailed information on how land use and growth projections were developed for and applied in the CTP, refer to Appendix J.

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.

Existing land use within the county is comprised of forestland, cropland, industrial and rural usage. Forestland maintained for commercial forestry is the major land use, of which Weyerhaeuser is the largest timber producer. Cropland is the second largest land use. The PCS Phosphate Company is the major industrial land user in the county. Land for rural development is located in the unincorporated areas and generally concentrated along roads and highways on single lots, farmsteads, and small subdivisions. In addition, the county has traditional rural communities or clusters that include residential and supporting rural retail uses. The major federal and state land ownership within the county includes the Voice of America complex located northwest of Washington; Van Swamp, which is located in the northern Beaufort County; and Goose Creek State Park on the Pamlico River. Water is a strong development attraction for the county. Four of the five municipalities within the county are located on navigable waters. Several older developments are located on the water, and current development trends favor these locations.

The future land use map (see appendix J) of the Beaufort County Joint CAMA Land Use Plan 2006 Update (Approved October 2009) allocates the county into five development categories: Conservation I, Conservation II, Agriculture-Forestry-Rural Housing, Transition, and Towns and Community Centers. The Conservation I classification is designed to provide for the protection and long-term management of the county's most important natural systems. The Conservation II classification applies policies to guide development in all of the non-conservation land classes and helps local governments in to mitigate risks to life and property associated with storm and flood hazards. The Towns and Community Centers Classification is designed to delineate areas for the continued intensive development, redevelopment, and infill development in the municipalities and the nearby-unincorporated areas. These areas have the highest levels of community services in planning area and essential services, such as public water supply, wastewater treatment, transportation, and fire and rescue services, are readily available or close-at-hand. The Transition land classification includes areas that are expected to undergo more urban-type development and may be associated with job growth in neighboring counties or with the economic development policy to encourage

water-oriented development for second home and retirement communities. The Agriculture-Forestry-Rural Housing classification provides for the preservation of the county's farming and forestry and its rural housing and hamlets, and it provides a reserve area for more intensive uses in the future.

## **1.2 Consideration of Natural and Human Environment**

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act<sup>4</sup> (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, every effort was made to minimize potential impacts to these features utilizing the best available data. Any 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 are typically examined as a part of a CTP study is shown in the following tables. Environmental features occurring within Beaufort County are shown in Figure 6 and are shown in bold text in Tables 1 and 2.

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<sup>4</sup> For more information on NEPA, go to: <http://ceq.hss.doe.gov/>.

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**Table 1 – Environmental Features**

---

- **Airport Boundaries**
- **Anadromous Fish Spawning Areas**
- Beach Access Sites
- **Bike Routes (NCDOT)**
- **Coastal Marinas**
- **Colleges and Universities**
- **Conservation Tax Credit Properties**
- **Emergency Operation Centers**
- **Federal Land Ownership**
- **Fisheries Nursery Areas**
- **Geology (including Dikes and Faults)**
- **Hazardous Substance Disposal Sites**
- Hazardous Waste Facilities
- **High Quality Water and Outstanding Resource Water Management Zones**
- **Hospital Locations**
- **Hydrography (1:24,000 scale)**
- Land Trust Priority Areas
- National Heritage Element Occurrences
- **National Wetlands Inventory**
- North Carolina Coastal Region Evaluation of Wetland Significance (NC-CREWS)
- Paddle Trails – Coastal Plain
- **Railroads (1:24,000 scale)**
- **Recreation Projects – Land and Water Conservation Fund**
- **Sanitary Sewer Systems – Discharges, Land Application Areas, Pipes, Pumps and Treatment Plants**
- **Schools – Public and Non-Public**
- Shellfish Strata
- Significant Natural Heritage Areas
- **State Parks**
- **Submersed Rooted Vasculars**
- Target Local Watersheds - EEP
- Trout Streams (DWQ)
- Trout Waters (WRC)
- **Water Distribution Systems – Pipes, Pumps, Tanks, Treatment Plants, and Wells**
- **Water Supply Watersheds**
- Wild and Scenic Rivers

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 6**  
**Environmental**  
**Features**



**Beaufort County**  
North Carolina

**Comprehensive**  
**Transportation Plan**

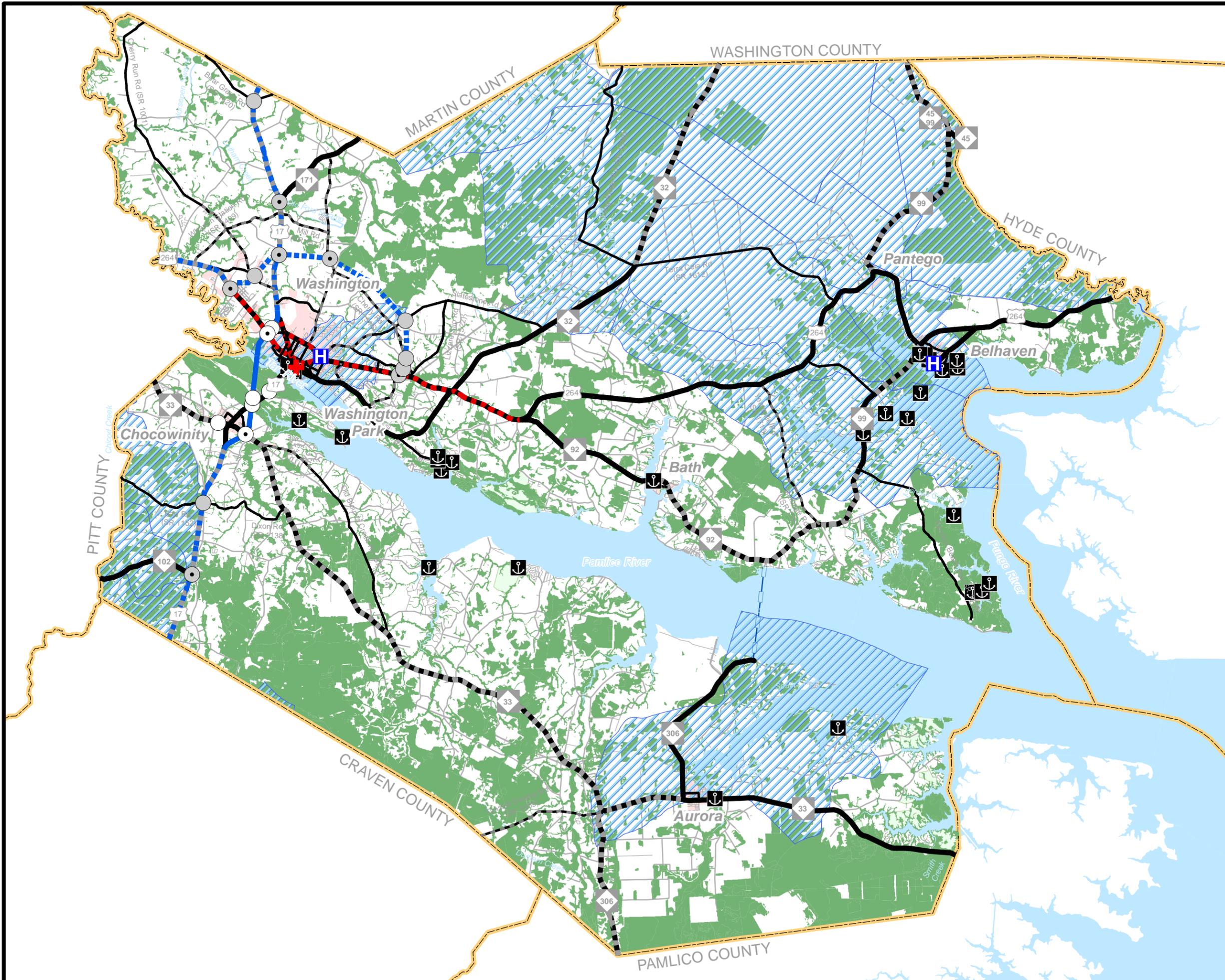
-  Hospital
-  Emergency Operation Center
-  Coastal Marinas
-  Watershed
-  Wetlands
-  County Boundary
-  Ferry

0 3 6 Miles



Sheet 1 of 3

Base map date: July 2011



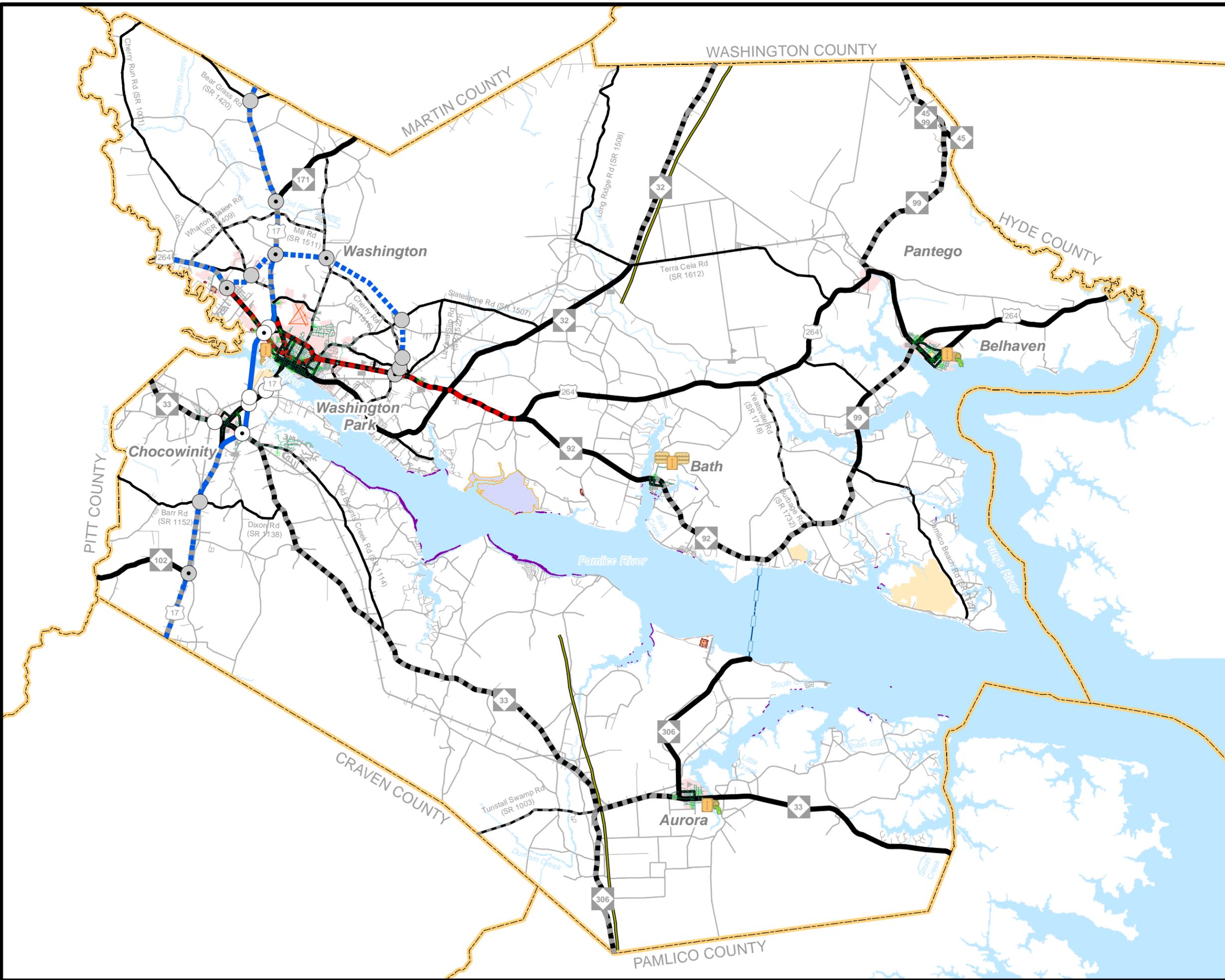
**Figure 6  
Environmental  
Features**



**Beaufort County**  
North Carolina

**Comprehensive  
Transportation Plan**

-  Schools
-  Sewer Treatment Plant
-  Sewer Land Application
-  Sewer Pump
-  Sewer Discharge
-  Sanitary Sewer Pipe
-  Submersed Rooted Vasculars
-  State Parks
-  Recreation Projects Land & Water
-  Faults
-  Hazardous Substance Disposal Sites
-  Conservation Tax Credit Properties
-  County Boundary
-  Airport
-  Ferry



**Figure 6**  
**Environmental**  
**Features**



**Beaufort County**  
North Carolina  
**Comprehensive**  
**Transportation Plan**

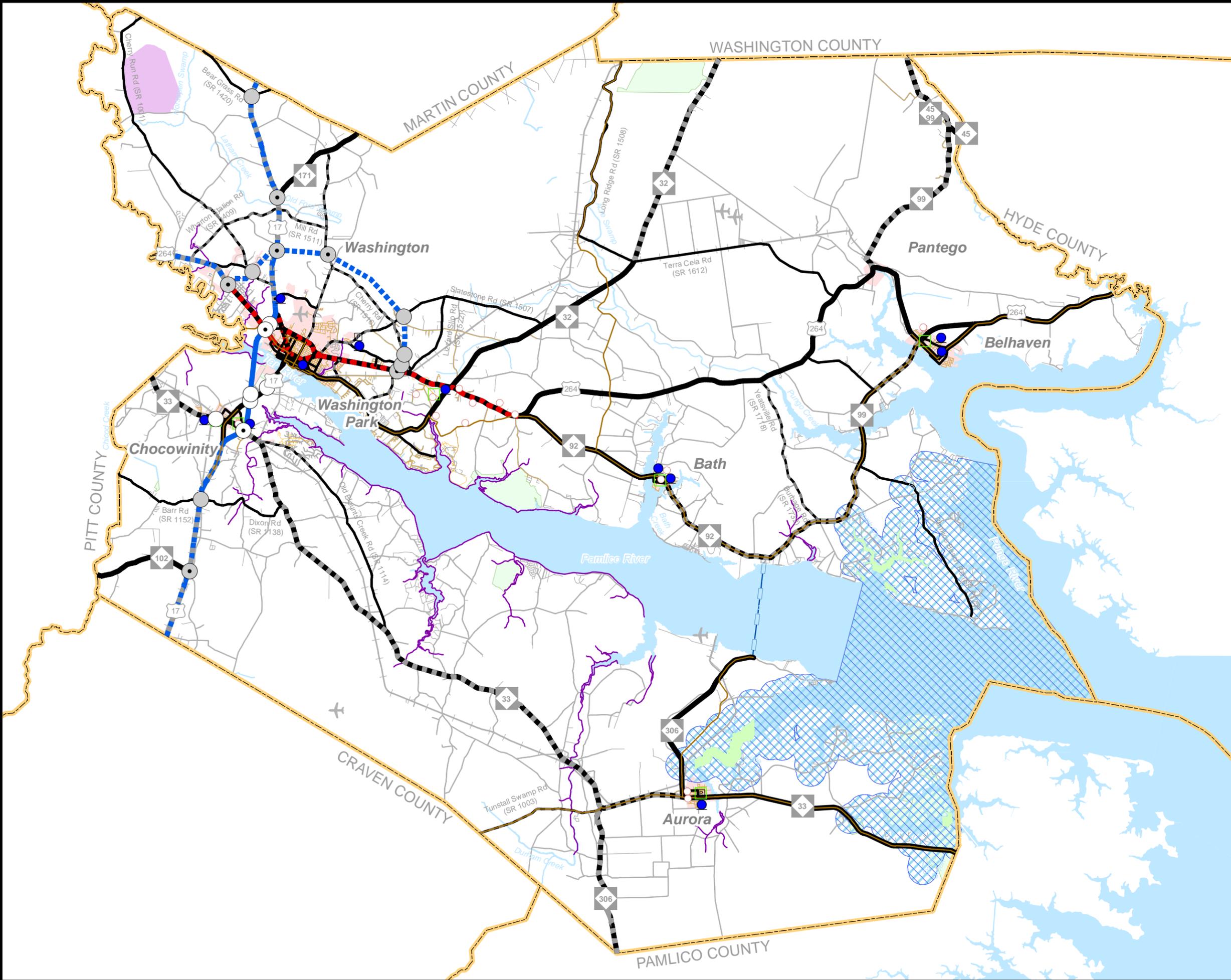
- Airports
- Bike Routes (NCDOT)
- Water Wells
- Water Treatment
- Water Tanks
- Water Pumps
- Water Pipes
- Anadromous Fish Spawning
- Fish Nursery
- High Quality Water
- Federal Land Ownership
- County Boundary
- State Parks
- Railroads
- Rivers and Streams
- Water Bodies
- Ferry

0 3 6 Miles



Sheet 3 of 3

Base map date: July 2011



### **1.3 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.

A meeting was held with the Beaufort County Board of Commissioners in August 2011 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 NCDOT Transportation Planning Branch cooperatively worked with the Beaufort County CTP Steering Committee, which included municipal representatives, county staff, the RPO and others. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and developed 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 two public drop-in sessions in Beaufort County to present the proposed CTP to the public and solicit comments. The first public workshop was held on November 7, 2012 from 4:00-7:00pm at the Beaufort County Community College; and the second public workshop was held on July 16, 2013 from 5:00-7:00pm at the Beaufort County Community College. Each session was publicized in the local newspaper. No comment forms were submitted during the first or second sessions. A few comments were submitted during the second session. Refer to Appendix H for more detailed information.

Public hearings were held throughout Beaufort County on the following dates:

<b>Locale</b>	<b>Date</b>
Aurora Board of Commissioners	December 2, 2013
Washington Park Board of Commissioners	December 2, 2013
Pantego Town Council	December 9, 2013
Washington City Council	December 9, 2013
Chocowinity Board of Commissioners	January 7, 2014
Bath Town Council	January 13, 2014
Belhaven Town Council	January 27, 2014
Beaufort County Board of Commissioners	March 10, 2014

The purpose of these meetings was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during these meetings.

The Mid-East RPO endorsed the CTP on April 24, 2014. The North Carolina Board of Transportation mutually adopted the Beaufort County CTP on May 1, 2014.

## 2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2014 Beaufort County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

The N.C. Department of Transportation adopted a "Complete Streets<sup>1</sup>" policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the Department will collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area. The benefits of this approach include:

- making it easier for travelers to get where they need to go;
- encouraging the use of alternative forms of transportation;
- building more sustainable communities;
- increasing connectivity between neighborhoods, streets, and transit systems;
- improving safety for pedestrians, cyclists, and motorists.

Complete streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists and individuals of all ages and capabilities. These streets generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths, context-based traffic speeds, and are well-integrated with surrounding land uses. The complete street policy and concepts were utilized in the development of the CTP. The CTP proposes projects that include multi-modal project recommendations as documented in the problem statements within this chapter. Refer to Appendix C for recommended cross sections for all project proposals and Appendix D for more detailed information on the typical cross sections.

### 2.1 Implementation

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

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the county and its municipalities. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Mid-East RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the

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<sup>1</sup>For more information on Complete Streets, go to: <http://www.nccompletestreets.org/>.

recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

Recommended improvements shown on the CTP map represents an agreement of identified transportation deficiencies and potential solutions to address the deficiencies. While the CTP does propose recommended solutions, it may not represent the final location or cross section associated with the improvement. All CTP recommendations are based on high level systems analyses that seek to minimize impacts to the natural and human environment. 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<sup>2</sup> (SEPA). During the NEPA/SEPA process, the specific project location and cross section will be determined based on environmental analysis and public input. This CTP may be used to support transportation decision making and provide transportation planning data in the NEPA/SEPA process.

## **2.2 Problem Statements**

The following pages contain problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, with full problem statements occurring first in each section. Full problem statements are denoted by a gray shaded box containing project information. Minimum problem statements are more concise and less detailed than full problem statements, but include all known or readily available information. Reference problem statements are developed for TIP projects where the purpose and need for the project has already been established.

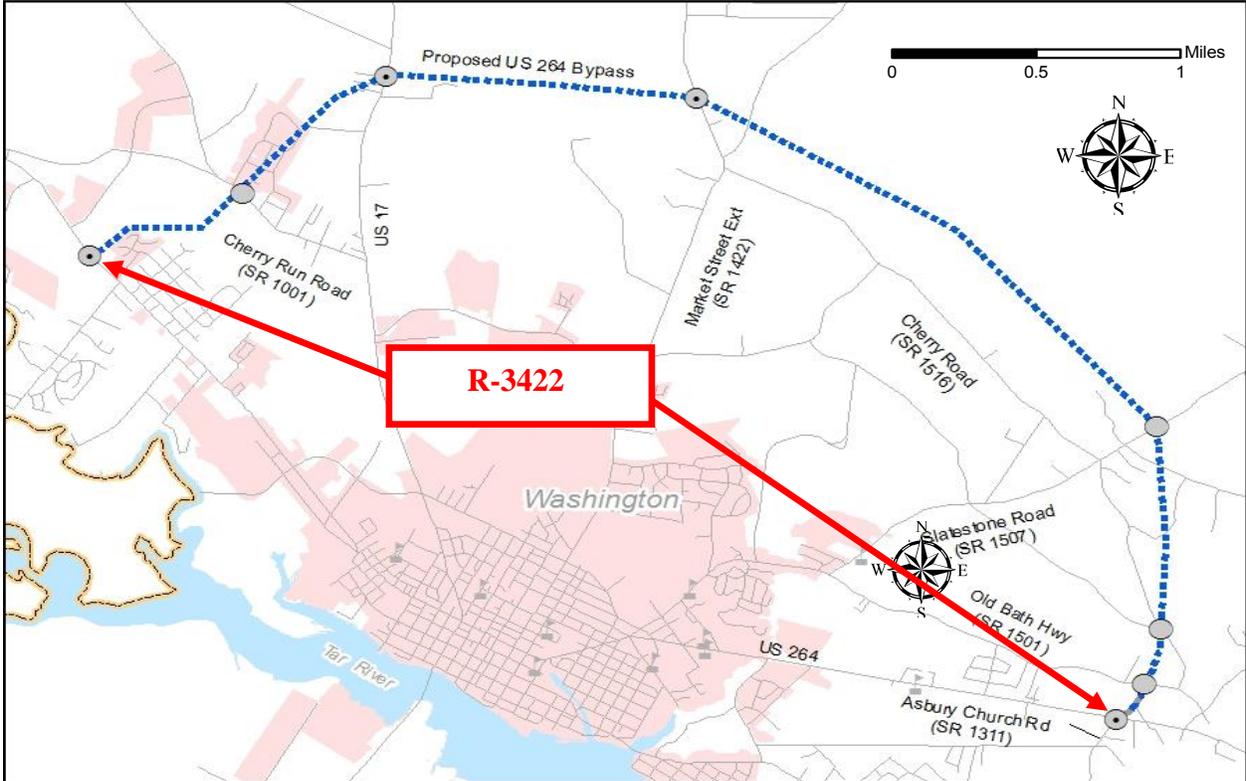
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<sup>2</sup>For more information on SEPA, go to: <http://www.doa.nc.gov/clearing/faq.aspx>.

**Problem Statements**

**HIGHWAY**

**US 264 (Washington Northern Bypass) from US 264 east of Leggett Road (SR 1407) to US 264 at Asbury Church Road (SR 1311)** **TIP No. R-3422**  
**Last Updated: 10/17/2013**



**Identified Problem**

US 264 is projected to be near or over capacity by 2040 from approximately 0.8 miles east of Leggett Road (SR 1407) to Asbury Church Road (SR 1311). Improvements are needed to accommodate projected traffic volumes and to improve mobility through Washington such that a minimum Level of Service (LOS) D can be achieved.

**Justification of Need**

US 264 is a major east-west corridor in Beaufort County, connecting to Greenville, Wilson, and Raleigh to the west and to the coastal communities of eastern North Carolina. It is also the primary east-west route through the central business district (CBD) of Washington. The majority of US 264 in Beaufort County is on the regional tier of the North Carolina Multimodal Investment Network (NCMIN)<sup>3</sup>. The section between

<sup>3</sup>For more information on NCMIN, go to: <http://www.ncdot.gov/performance/reform/NCMINmaps/>.

US 17 east to Pitt County is on the statewide tier of NCMIN. Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and mostly serve a mobility need. Regional tier facilities can serve statewide transportation, but they usually connect major population centers and provide a more localized function including land access.

This section of US 264 is currently a 4 to 5 lane undivided major thoroughfare. Traffic is projected to increase in range from 10,500 to 22,200 vehicles per day (vpd) in 2011 to 22,600 to 33,100 in 2040, compared to a LOS D capacity of 22,200 to 35,700 vpd.

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

Washington is the county seat of Beaufort County and is the center of activity for the county. Several major regional roads converge in the city bringing traffic from all directions. This facility is a highly congested business route that provides direct access to local businesses in Washington. Residents who live in and around the vicinity of Washington use this facility to access jobs, local shops, restaurants, the Vidant Beaufort Hospital, and other amenities in this urban area. This deficiency was previously identified in the 2000 Washington Thoroughfare Plan<sup>4</sup>.

### **CTP Project Proposal**

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

The proposed project (TIP No. R-3422) is to construct a four lane freeway on new location from existing US 264, 0.8 miles east of Leggett Road (SR 1407) north around Washington to US 264 at Asbury Church Road (SR 1311). The proposed bypass will utilize existing Asbury Church Road (SR 1311) which is recommended to be upgraded to a four lane freeway. Interchanges are recommended at the eastern and western termini, US 17, and Market Street Extension (SR 1422). Grade separations are recommended at Cherry Run Road (SR 1001), Slatestone Road (SR 1507), Cherry Road (SR 1516), and Old Bath Highway (SR 1501).

Additionally, during the most recent three year period, three intersections along the US 264 corridor were identified as having 10 or more crashes and/or had a severity index above the state's 4.56 average for the same period. Those intersections included: W 15<sup>th</sup> Street (SR 1306), US 17 Business, and N Market Street (SR 1422). Refer to Appendix F for more detailed information on these locations. The proposed facility will help reduce congestion and improve mobility within the Washington urban area.

#### **Relationship to Land Use Plans**

This area has a moderate to high density of population with land developed for urban purposes. Land use within this area consists of many local businesses, commercial/industrial properties, restaurants, shops, and nearby schools. US 264

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<sup>4</sup>To view this plan, go to: <http://archive.org/details/cityofwashington2000nort>.

provides access from major routes such as US 17 and NC 32. The Beaufort County Joint CAMA Land Use Plan 2006 Update (Approved October 2009) indicates primarily commercial and urban development is expected along this corridor.

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

The proposed project (Washington Northern Bypass) directly connects to proposed freeway improvements on the US 17 Bypass, and on US 264 east of Pitt County. Additionally, the portion of the project from US 264 west of Washington to US 17 north of Washington is designated as a freeway on NCDOT's Strategic Highway Corridor (SHC) Vision plan that was adopted by NCDOT on September 2, 2004.

The current project limits for the Washington Northern Bypass, TIP No. R-3422, are from Wharton Station Road (SR 1409) west of Washington to Braddy Road (SR 1600) east of Washington. The CTP recommends revising the project limits as described in the project proposal section. The CTP project proposal was included in the 2000 Washington Thoroughfare Plan.

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

Based on a planning level environmental review using available GIS data, portions of the proposed project are within the Tar-Pamlico River Basin water shed area. The proposed project may also potentially impact wetlands and water and sewer pipes.

### **Multi-modal Considerations**

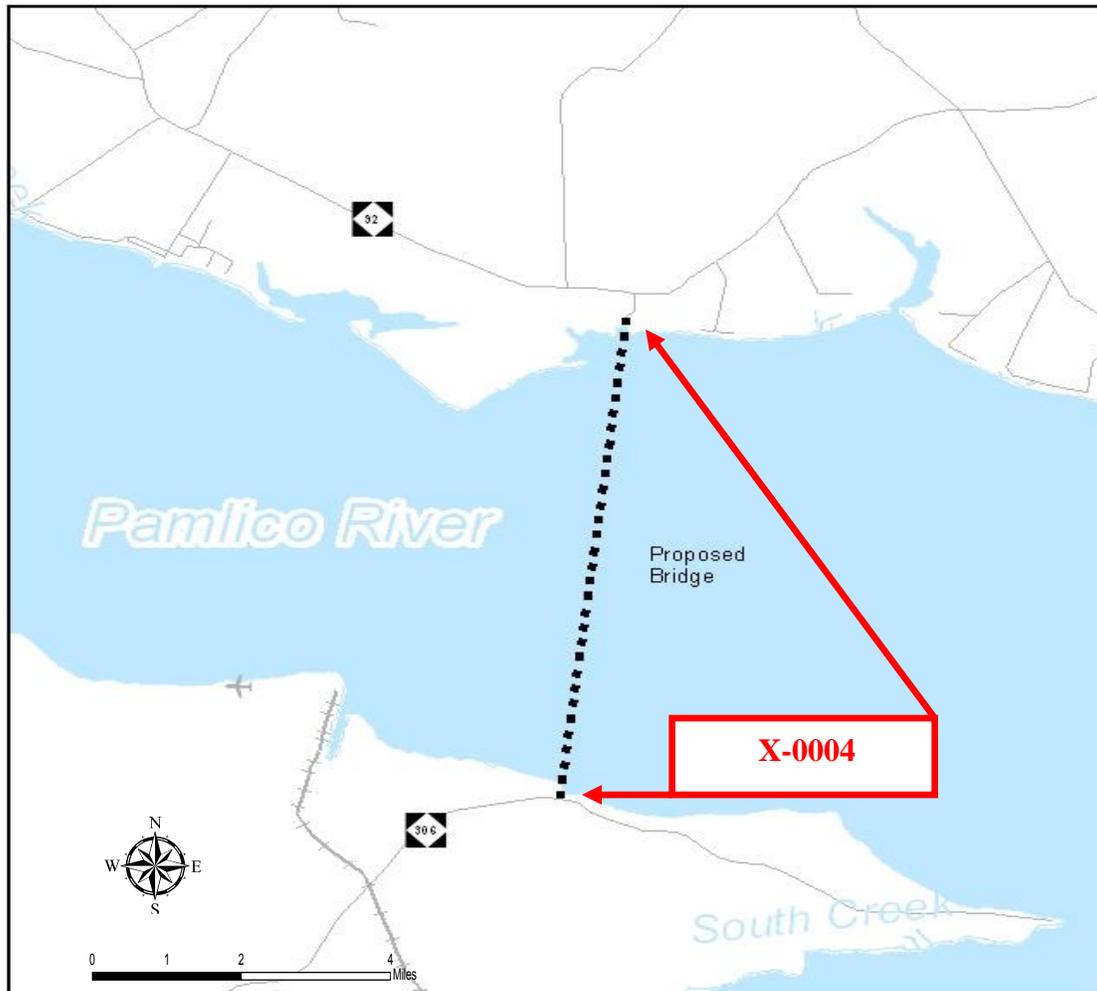
There are no other modes of transportation associated with this proposed project.

### **Public/ Stakeholder Involvement**

Respondents to the goals and objectives survey identified US 264 through Washington as a heavy traveled business route. Respondents also often identified US 264 when asked the following questions:

- 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?
- Is truck traffic a problem in the area?

From public meetings and other public comment opportunities, the primary public concern on existing US 264 was the high traffic congestion.



### **Identified Problem**

In the eastern part of the county there is currently only one north-south facility linking northern and southern Beaufort County. The Bayview-Aurora ferry connects NC 306 from the south with NC 92 to the north. Improvements are needed to enhance the transportation system linkage and improve connectivity and mobility to move people and goods in this part of the county.

### **Justification of Need**

Beaufort County is basically two land masses divided by the Pamlico River, with bridge crossings on US 17 Bypass and US 17 Business which are located close to one another on the far western end of the county. The eastern portion of Beaufort County, especially in the south side of the county, relies primarily on the ferry system for transportation to Washington and other areas on the north side of the river. The Bayview-Aurora ferry is free year round with a 30 minute ride from the Bayview Ferry Terminal to the Aurora Ferry Terminal. Departures start at 5:30am and end at 12:30am

with 22 crossings per day. A ferry toll is planned for this area possibly beginning sometime in 2014. There were 69,750 vehicles and 94,183 passengers that used the ferry from mid-year 2011 to mid-year 2012. There were 66,125 vehicles and 90,103 passengers that used the ferry from mid-year 2012 to mid-year 2013. The slight decline can be attributed to the anticipation of the ferry toll and people using an alternate route. This route is approximately 3 miles across the Pamlico River. The only alternative route for residents of southeastern Beaufort County to access NC 92 and other northern areas of the county is to travel NC 306 south to NC 33, northwest to US 17, north to US 264 and east to NC 92. The approximate distance of this “alternative” route is 60 miles.

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

Hospital, medical access, employment, shopping, and all other amenities are located in Washington which lies in the northern part of the county. Residents of southeastern Beaufort County use the ferry system as an extension of NC 306. Mobility throughout Beaufort County is restricted due to the geographical area being split by the Pamlico River, and the use of and reliance on the ferry system. Emergency evacuation and other emergency access/response time to the hospital are limited due to the lack of bridge access in the eastern part of the county. Students and faculty use the ferry to access the community college and other schools on the northern side of the county. Bridge access between Aurora and Bayview would benefit military operations and transport, economic development, tourism, employment opportunities, education, and mobility/connectivity within Beaufort County.

This deficiency was not identified in the 2000 Beaufort County Thoroughfare Plan<sup>5</sup>.

### **CTP Project Proposal**

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

The proposed project (TIP No. X-0004) is to construct a new two lane bridge with bicycle accommodations across the Pamlico River that would replace the existing Bayview-Aurora Ferry route.

The proposed project would enhance the system linkage by providing a more efficient route and improving connectivity and mobility for commuters and residents from the northern to southern portions of eastern Beaufort County.

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

The proposed project first appeared in the Transportation Improvement Program (TIP) in 1978 as an unfunded project. Since then, it has remained unfunded in subsequent program years and is currently scheduled for reprioritization through NCDOT’s strategic prioritization process. In 1980, a feasibility study was completed which concluded that a new bridge was not economically feasible. In 1988, NCDOT’s Feasibility Studies Unit reanalyzed this study to determine the feasibility of constructing a new bridge. This

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<sup>5</sup> To view this plan, go to: <http://archive.org/details/beaufortcountyth2000nort>.

update concluded that the transportation benefits, economic development benefits, and cost benefits were not great enough to clearly show that constructing the bridge would be a good use of limited transportation resources at that time. Since then, no additional studies have been conducted.

The NCDOT Ferry Division is currently in the process of finalizing their long term strategic plan for the ferry system, including this area, and anticipates releasing it within the next 6 months. Their plan relative to the Bayview-Aurora ferry is to continue to monitor the traffic data at the Pamlico River and provide the necessary level of service to keep up with ridership demands into the future. In addition to maintaining ferry services at this location, the Ferry Division has plans to upgrade vessels in the future, as necessary. The proposed project was not included in the 2000 Beaufort County Thoroughfare Plan.

### **Relationship to Land Use Plans**

This area has a low to moderate density of population with land developed for residential purposes and limited commercial use. Land use within this area consists of few local businesses and residential subdivisions. The largest employer in Beaufort County, Potash of Aurora, resides on the south side of the Pamlico River with many employees relying solely on the ferry system for access to and from work. Access to this manufacturing/mining operation is obtained by NC 33, which is currently a two-lane minor thoroughfare with 11 foot lanes. NC 33 experiences both commercial and commuter traffic. Commercial traffic has to journey from the western end of Beaufort County to access the facility and to reach its final delivery destination. Potash of Aurora was recently issued a 30 year mining permit, which will increase the existing and future commuter and commercial traffic growth. The Beaufort County Joint CAMA Land Use Plan 2006 Update (Approved October 2009) indicates primarily residential and low commercial development is expected in the project area.

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

Based on a planning level environmental review using available GIS data, the southern end of the proposed project is within the Tar-Pamlico River Basin watershed area. The proposed project crosses the Pamlico River.

### **Multi-modal Considerations**

Bicycle accommodations on both sides of the bridge are recommended along this facility.

### **Public/ Stakeholder Involvement**

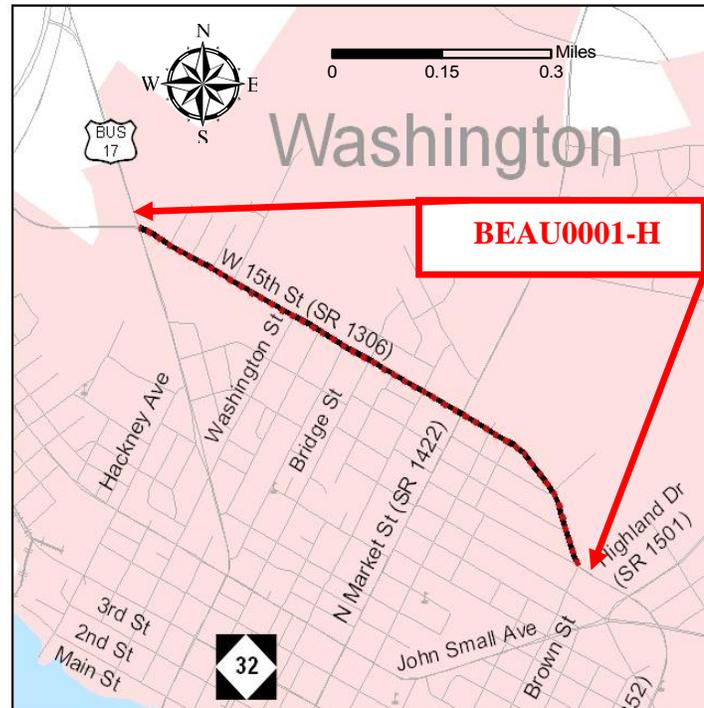
From public meetings and other public comment opportunities, the primary public concern on this part of the county is limited access between the southern or northern part of the county.

**Identified Problem**

15<sup>th</sup> Street (SR 1306) in Washington is currently near or over capacity and is projected to be over capacity by 2040 from US 17 Business to Brown Street. Improvements are needed to accommodate projected traffic volumes such that a minimum Level of Service (LOS) D can be achieved.

**Justification of Need**

15<sup>th</sup> Street (SR 1306) is a major east-west corridor in Washington and serves as an alternate route to US 264 (John Small Avenue). The facility is a vital artery in moving people and goods through downtown Washington by connecting major corridors such as US 17 Business and other state routes.



Currently, 15<sup>th</sup> Street (SR 1306) is a 4 lane major thoroughfare with 12 foot lanes from US 17 Business to Brown Street. Traffic volumes on this section of 15<sup>th</sup> Street are projected to increase in range from 20,400 to 23,200 vehicles per day (vpd) in 2011 to 24,200 to 27,500 vpd in 2040 compared to a LOS D capacity of 22,200 vpd.

**Community Vision and Problem History**

This facility is a highly congested business route that provides direct access to local businesses in Washington. Residents who live in and around Washington use this facility to access jobs, local shops, restaurants, the Vidant Beaufort Hospital, and other amenities in this urban area. Access to the businesses along this route provides an economic impact that enhances the economic vitality to the community in this area.

This problem was identified in the 2000 City of Washington Thoroughfare Plan<sup>6</sup>.

<sup>6</sup> To view this plan, go to: <http://archive.org/details/cityofwashington2000nort>.

## **CTP Project Proposal**

### **Project Description and Overview**

The proposed project (Local ID: BEAU0001-H) is to improve 15<sup>th</sup> Street (SR 1306) to a four lane divided boulevard from US 17 Business to Brown Street with sidewalks on both sides.

Additionally, during the most recent three year period, seven intersections along this corridor were identified as having 10 or more crashes and/or had a severity index above the state's 4.56 average for the same period. Those intersections included: US 17 Business (Carolina Avenue), 5<sup>th</sup> Street, Minuteman Lane, Washington Street, Pierce Street, N Market Street (SR 1422), and Brown Street. Refer to Appendix F for more detailed information on these locations. The proposed improvements would improve mobility along this section of 15<sup>th</sup> Street (SR 1306) and provide for a LOS D or better within the project area.

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

The project proposal for 15<sup>th</sup> Street (SR 1306) directly connects to proposed improvements on US 17 Business, Market Street Extension (SR 1422), and US 264.

The 2000 City of Washington Thoroughfare Plan recommended constructing a new two lane connector from Avon Avenue (SR 1504) to US 264 to accommodate projected traffic volumes and to improve mobility.

### **Relationship to Land Use Plans**

This area has a moderate to high density of population. Land use within this area consists of many local businesses, commercial/industrial properties, restaurants, shops, and nearby schools.

15<sup>th</sup> Street provides access from major routes such as US 17 and US 264 to nearby amenities such as Wal-Mart and the Beaufort County Regional Hospital. The Beaufort County Joint CAMA Land Use Plan 2006 Update (Approved October 2009) indicates primarily commercial and urban development is expected to continue along this corridor. The 2013 Washington 2023 Comprehensive Plan indicates that this section of 15<sup>th</sup> Street will be comprised of a mix of commercial and office & institutional land use in the future. The comprehensive plan also shows a residential population of medium density within this area.

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

Based on a planning level environmental review using available GIS data, the proposed project is within the Tar-Pamlico River Basin water shed area. There are also water and sewer pipes located along this facility.

### **Multi-modal Considerations**

Sidewalks on both sides of the road are recommended along this corridor from US 17 Business to Brown Street.

### **Public/ Stakeholder Involvement**

Respondents to the goals and objectives survey identified 15<sup>th</sup> Street through Washington as a heavy traveled business route. Respondents also identified 15<sup>th</sup> Street most often when asked the following questions:

- Are you concerned with safety or crash problems at any specific locations?
- 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?
- Is truck traffic a problem in the area?

From public meetings and other public comment opportunities, the primary public concern on this section of 15<sup>th</sup> Street was the high traffic congestion.

### **US 264, Local ID: BEAU0003-H**

US 264 from Pitt County to the proposed Washington Northern Bypass (R-3422) does not meet the future mobility needs in eastern North Carolina. This facility is intended to provide mobility in Beaufort County and, ultimately, connectivity between Raleigh and Washington.

This section of US 264 is designated as a freeway on NCDOT's Strategic Highway Corridor (SHC) Vision Plan that was adopted on September 2, 2004. This existing facility is currently a four lane expressway with 12 foot lanes.

This facility provides direct access to several restaurants, retail stores, and local businesses in downtown Washington. The proposed project (Local ID: BEAU0003-H) is to upgrade the existing facility to freeway standards. As development occurs along this corridor every effort should be made to limit access in order to maintain mobility.

Based on a planning level environmental review using available GIS data, the proposed project may potentially impact water shed and farmland areas. It also crosses Maple Branch which is an anadromous fish spawning area located just west of Leggett Road (SR 1407). Neither the 2000 Washington Thoroughfare Plan nor the 2000 Beaufort County Thoroughfare included improvements for this section of US 264.

### **US 264, Local ID: BEAU0004-H**

US 264 from the proposed Washington Northern Bypass, 0.8 miles east of Leggett Road (SR 1407), to NC 92 is expected to be near or over capacity by 2040. Improvements are needed to accommodate projected traffic volumes such that a minimum Level of Service (LOS) D can be achieved.

This facility provides direct access to several restaurants, retail stores, the Beaufort County Community College, and local businesses in downtown Washington. The existing facility is currently a 4 to 5 lane undivided major thoroughfare with 12 foot lanes from 0.8 miles east of Leggett Road (SR 1407) to NC 32, and a 2 lane major thoroughfare with 12 foot lanes from NC 32 to NC 92. Traffic along this section of US 264 is projected to increase in range from 10,500 to 22,000 vehicles per day (vpd) in 2011 to 19,300 to 33,100 vpd in 2040, compared to a LOS D capacity of 16,400 to 35,700 vpd. Even with the implementation of the proposed Washington Northern Bypass (R-3422), traffic volumes in 2040 are projected to range from 14,800 to 27,000 vpd. Additionally, during the most recent three year period, four intersections along this section of US 264 were identified as having 10 or more crashes and/or had a severity index above the state's 4.56 average for the same period. Those intersections included: West 15<sup>th</sup> Street (SR 1306), US 17 Business, North Market Street (SR 1422) and Asbury Church Road (SR 1311). Refer to Appendix F for more detailed information on these locations.

The proposed project (Local ID: BEAU0004-H) is to upgrade the existing facility to a four lane divided boulevard from 0.8 miles east of Leggett Road (SR 1407) to NC 92. Bicycle accommodations are recommended from W 15<sup>th</sup> Street (SR 1306) to US 17

Business. Sidewalks are recommended from US 17 Bypass to US 17 Business and from Harvey Street to Avon Avenue.

Based on a planning level environmental review using available GIS data, the proposed project is within the Tar-Pamlico River Basin water shed area which may potentially be impacted as well as farmland areas. There are also water and sewer pipes as well as sewer pumps and water wells located along this facility.

Neither the 2000 Washington Thoroughfare Plan nor the 2000 Beaufort County Thoroughfare included improvements on US 264 from 0.8 miles east of Leggett Road (SR 1407) to NC 32. The portion of this project from NC 32 to NC 92 was previously included in the 2000 Beaufort County Thoroughfare Plan as part of TIP project R-2601. TIP project R-2601 included widening US 264 to multi-lanes from NC 32 to NC 99 in Belhaven. However, during the development of this CTP, no transportation deficiency was identified on the section between NC 92 and NC 99 in Belhaven.

### **US 17, TIP No. R-2510**

Portions of US 17, from south of Possum Track Road (SR 1127) to north of NC 171, are projected to be near or over capacity by 2040. Additionally, US 17 within Beaufort County is designated as a freeway on NCDOT's SHC Vision Plan. Improvements are needed to accommodate projected traffic volumes and maintain mobility such that a minimum Level of Service (LOS) D can be achieved.

The 2012-2018 TIP includes project R-2510 that is intended to provide more efficient mobility and connectivity to the northern section of the county and will address the anticipated capacity deficiency. TIP project R-2510 includes constructing a four lane freeway, part of new location, from south of Possum Track Road (SR 1127) to north of NC 171. This project is currently in the construction phase. The majority of this project has been completed. The final section of this project, from north of NC 171 to south of Cherry Run Road (SR 1001), is anticipated to be completed in December of 2013. This final section of the project is being improved to a four lane expressway. Further improvements will be needed to meet the NCDOT SHC Vision Plan of freeway standards (see BEAU0005-H) for this section of US 17. For additional information about TIP project R-2510, please contact the NCDOT Resident Engineer's Office in Greenville at (252) 830-3495 or visit the project website<sup>7</sup>.

### **US 17, TIP No. R-2511**

US 17 from VOA Road (SR 1410) to north of NC 171 is projected to be near capacity by 2040. Additionally, US 17 within Beaufort County is designated as a freeway on NCDOT's SHC Vision Plan. Improvements are needed to accommodate projected traffic volumes and maintain mobility such that a minimum Level of Service (LOS) D can be achieved.

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<sup>7</sup> For more information on TIP project R-2510, go to: <http://www.ncdot.gov/projects/us17bypass/>.

The 2012-2018 TIP includes project R-2511 will address the anticipated capacity deficiency and will provide more efficient mobility to the northern section of the county. TIP project R-2511 includes widening US 17 to a four lane expressway from north of NC 171 to the existing four lane section south of Williamston in Martin County. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch. Further improvements will be needed along this section of US 17 to meet the NCDOT SHC Vision Plan of freeway standards (see BEAU0005-H) for this corridor.

### **US 17, BEAU0005-H**

US 17 from south of Cherry Run Road (SR 1001) to Martin County does not meet the future mobility needs in Beaufort County and eastern North Carolina. This facility is intended to serve mobility in eastern North Carolina, and ultimately, connectivity between Norfolk, Virginia and Myrtle Beach, South Carolina.

The 2012-2018 TIP includes projects R-2510 and R-2511 that will upgrade this section of US 17 to expressway standards. The proposed project (Local ID: BEAU0005-H) is to upgrade US 17 to freeway standards from south of Cherry Run Road (SR 1001) to Martin County. An interchange is recommended at NC 171 and a grade separation is recommended at Bear Grass Road (SR 1420). In conjunction with the proposed interchange, the realignment/reconfiguration of the Wharton Station Road (SR 1409) and Mill Road (SR 1511) intersection should be evaluated to maintain access to this area.

Based on a planning level environmental review using available GIS data, the proposed project may potentially impact water shed and farmland areas. This proposed project crosses over Latham Creek/ Old Ford Swamp.

### **US 17, TIP No. R-2513**

US 17 from south of Possum Track Road (SR 1127) to Craven County does not meet the future mobility needs in Beaufort County and eastern North Carolina. This facility is intended to serve mobility in eastern North Carolina, and ultimately, connectivity between Norfolk, Virginia and Myrtle Beach, South Carolina.

US 17 is designated as a freeway on NCDOT's Strategic Highway Corridor (SHC) Vision plan that was adopted on September 2, 2004. The existing facility is currently a two lane major thoroughfare with 12 foot lanes. The proposed project (TIP No. R-2513) is to widen the existing facility to a four lane freeway from south of Possum Track Road (SR 1127) in Beaufort County to Spruill Town Road (SR 1438) in Craven County. Within Beaufort County, a grade separation is recommended at Barr Road (SR 1152) and an interchange is recommended at NC 102. As development occurs along this corridor every effort should be made to limit access in order to maintain mobility.

Based on a planning level environmental review using available GIS data, the proposed project is within the Neuse River Basin water shed area. The proposed project may also potentially impact wetlands and farmland areas.

The proposed project was included in the 2000 Beaufort County Thoroughfare Plan and the 2000 Washington Thoroughfare Plan. This project is not currently funded in the State Transportation Improvement Program (TIP).

**US 17 Business, Local ID: BEAU0002-H**

US 17 Business, between Main Street and US 17, is projected to be near capacity by 2040. Improvements are needed to accommodate projected traffic volumes such that a minimum Level of Service (LOS) D can be achieved.

This section of US 17 Business is currently a five lane major thoroughfare with 12 foot lanes. Traffic volumes on this section of US 17 Business are projected to increase in range from 9,900 to 13,000 vehicles per day (vpd) in 2011 to 22,600 to 27,900 vpd in 2040, compared to a LOS D capacity of 24,300 to 34,500 vpd. Additionally, during the most recent three year period, three intersections along this section of US 17 Business were identified as having 10 or more crashes and/or had a severity index above the state's 4.56 average for the same period. Those intersections included: US 264 (John Small Avenue), the entrance to Wal-Mart, and 15<sup>th</sup> Street. Refer to Appendix F for more detailed information on these locations.

The proposed project (Local ID: BEAU0002-H) is to convert the existing facility to a four lane boulevard with curb and gutter. Bicycle accommodations are recommended from Main Street to US 264. Sidewalks are recommended from 4<sup>th</sup> Street to US 264 on the western side of the facility and recommended from 11<sup>th</sup> Street to West 15<sup>th</sup> Street (SR 1306) on both sides of the facility.

Based on a planning level environmental review using available GIS data, portions of the proposed project are within the Tar-Pamlico River Basin water shed area. There are also water and sewer lines along the proposed project.

The proposed project was not included in the 2000 Washington Thoroughfare Plan.

**12<sup>th</sup> Street, Local ID: BEAU0021-H**

12<sup>th</sup> Street between Brown Street and Highland Drive (SR 1501) is projected to be near capacity by 2040. Improvements are needed to accommodate projected traffic volumes such that a minimum Level of Service (LOS) D can be achieved.

12<sup>th</sup> Street from Brown Street to US 264 (John Small Avenue) is currently a five lane major thoroughfare with 12 foot lanes with a center turn lane. This facility provides direct access to Vidant Beaufort Hospital and numerous local businesses in downtown Washington. Traffic volumes on this section of 12<sup>th</sup> Street are projected to increase from 14,000 vehicles per day (vpd) in 2011 to 17,400 vpd in 2040, compared to a LOS D capacity of 23,500.

The proposed project (Local ID: BEAU0021-H) is to reconfigure the existing roadway to a four lane boulevard. Sidewalks are recommended from Brown Street to US 264. This project recommendation will directly connect to the boulevard recommendation on 15<sup>th</sup> Street (BEAU0001-H), thereby providing a continuous boulevard facility between US 17 Business and US 264.

Based on a planning level environmental review using available GIS data, the proposed project is within the Tar-Pamlico River Basin water shed area. There are also water and sewer lines along the proposed project. The Vidant Beaufort Hospital is located in the northeast quadrant of the Brown Street and 12<sup>th</sup> Street intersection.

### **Minor Widening Improvements**

The following routes do not have capacity issues, but are recommended to be upgraded to two 12-foot lanes with paved shoulders to improve narrow lane widths and/or to accommodate bicycles.

- **NC 32, BEAU0006-H:** Widen from 10 to 12 foot lanes from Washington County to Terra Ceia Road (SR 1612)
- **NC 33, BEAU0007-H:** Widen from 11 to 12 foot lanes from NC 306 in Aurora to Gray Road (SR 1136) in Chocowinity and from Amilite Way in Chocowinity to Pitt County
- **NC 92/NC 99, BEAU0008-H:** Widen from 10 to 12 foot lanes from S King Street (SR 1741) in Bath to Pamlico Beach Road (SR 1725) and from Seed Tick Neck Road (SR 1714) to US 264 in Belhaven. Also, widen NC 99 from 10 to 12 foot lanes from US 264 (Main Street) to Washington County
- **NC 99, BEAU0024-H:** Widen from 10 to 12 foot lanes from US 264 (Main Street) in Pantego to Washington County
- **NC 306, BEAU0009-H:** Widen from 9 to 12 foot lanes from Tunstall Swamp Road (SR 1003) to Pamlico County
- **Asbury Church Road (SR 1311), BEAU0010-H:** Widen from 9 to 12 foot lanes from US 264 to NC 32
- **Brick Kiln Road (SR 1303), BEAU0011-H:** Widen from 10 to 12 foot lanes from US 264 to NC 32
- **Burbage Road (SR 1732), BEAU0022-H:** Widen from 10 to 12 foot lanes from Peoples Road (SR 1738) to NC 99
- **Cherry Road (SR 1516), BEAU0012-H:** Add paved shoulders to the existing 12 foot lanes from Market Street Extension (SR 1422) to Old Bath Highway (SR 1501)
- **Cherry Run Road (SR 1001), BEAU0013-H:** Add paved shoulders to the existing 12 foot lanes from VOA Road (SR 1410) to US 17
- **Highland Drive (SR 1501), BEAU0014-H:** Widen 11 to 12 foot lanes from East 12<sup>th</sup> Street to Slatestone Road (SR 1507)

- **Market Street Extension (SR 1422), BEAU0015-H:** Add paved shoulders to the existing 12 foot lanes from West 15<sup>th</sup> Street (SR 1306) to NC 171
- **Mill Road (SR 1511), BEAU0016-H:** Widen from 10 to 12 foot lanes from US 17 to Market Street Extension (SR 1422)
- **Old Blounts Creek Road (SR 1123), BEAU0017-H:** Widen from 10 to 12 foot lanes from NC 33 to Hill Road (SR 1125)
- **Slatestone Road (SR 1516), BEAU0018-H:** Widen from 11 to 12 foot lanes from Highland Drive (SR 1501) to Corsica Road (SR 1518)
- **Tunstall Swamp Road (SR 1003), BEAU0019-H:** Widen from 9 to 12 foot lanes from NC 33 to Craven County
- **Wharton Station Road (SR 1409), BEAU0020-H:** Widen from 9 to 12 foot lanes from US 264 to US 17
- **Yeatsville Road (SR 1718), BEAU0023-H:** Widen from 10 to 12 foot lanes from US 264 to Peoples Road (SR 1732)

## **PUBLIC TRANSPORTATION & RAIL**

A public transportation and rail assessment was completed during the development of the CTP. There are no recommended improvements associated with these transportation modes.

## **BICYCLE**

The 2011 Washington Bicycle Plan (Adopted June 2013) identifies existing and recommended greenways and bicycle facilities throughout the city. These facilities were incorporated into the CTP. Additionally, during the development of the CTP, the following facilities were identified as recommended bicycle routes and will need improvements.

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 foot bike lanes or 14 foot wide shoulder lanes.
- Shoulder sections require a minimum of 4 foot paved shoulder.
- All bridges along the roadways where bike facilities are recommended shall be equipped with 54 inch railings.

*On-road bicycle facilities are proposed on the following roads:*

- **US 264, BEAU0001-B:** from Old County Road (SR 1706) to Tinker Lane in Belhaven

- **US 264, BEAU0004-H:** from 15<sup>th</sup> Street (SR 1306) to US 17 Business in Washington
- **US 17 Business, BEAU0002-H:** from Main Street to US 264 (5<sup>th</sup> Street) in Washington
- **US 17 Business, BEAU0002-B:** from Sunset Drive to Bragaw Lane in Chocowinity
- **NC 33, BEAU0003-B:** 7<sup>th</sup> Street to Spring Creek Road (SR 1912) in Aurora
- **NC 32, BEAU0004-B:** from Hudnell Street (SR 1352) to West of Brick Kiln Road (SR 1303) in Washington Park
- **Bonner Street, BEAU0005-B:** from Water Street to East Main Street in Washington
- **Clarks Neck Road (SR 1403), BEAU0006-B:** from Pitt County to US 264 in Washington
- **East Main Street, BEAU0007-B:** from Bonner Street to NC 32 in Washington
- **East Main Street, BEAU0008-B:** from US 17 Business to Stewart Parkway in Washington
- **Stewart Parkway, BEAU0009-B:** from East Main Street to Water Street in Washington
- **Water Street, BEAU0010-B:** from Market Street (SR 1422) to Bonner Street in Washington
- **2<sup>nd</sup> Street, BEAU0011-B:** from US 17 Business to Hudnell Street (SR 1352) in Washington

## **PEDESTRIAN**

The 2006 City of Washington Master Pedestrian Plan<sup>8</sup> identifies existing and recommended sidewalks for pedestrians throughout the city. These are shown on the Pedestrian Map as existing sidewalks, sidewalks that need improvement or proposed sidewalk. Additionally, during the development of the CTP, the following recommendations were developed.

### **Sidewalks - Recommended (Sidewalks needed on both sides of a facility)**

#### **Aurora:**

- **Middle Street, BEAU0001-P:** from 8<sup>th</sup> Street to 2<sup>nd</sup> Street
- **Main Street, BEAU0002-P:** from 3<sup>rd</sup> Street to the Pamlico River
- **1<sup>st</sup> Street, BEAU0003-P:** from Chapin Street to Main Street
- **2<sup>nd</sup> Street, BEAU0004-P:** from Main Street to Middle Street
- **5<sup>th</sup> Street, BEAU0005-P:** from Chapin Street to Middle Street

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<sup>8</sup> To view this plan, go to: <http://www.washington-nc.com/>.

Bath:

- **S King Street (SR 1741), BEAU0007-P:** from Craven Street (SR 1756) to NC 92

Belhaven:

- **US 264 Business, BEAU0008-P:** from Pantego Street to Tinker Lane
- **Old County Road (SR 1706), BEAU0013-P:** from US 264 Business (Main St) to US 264 Business/ E Pantego Street

Chocowinity:

- **US 17 Business, BEAU0015-P:** from NC 33 to Patrick Lane (SR 1143)

Washington Park:

- **NC 32, BEAU0017-P:** from Hudnell Street (SR 1352) to Brick Kiln Road (SR 1303)

Washington:

- **N Washington Street, BEAU0018-P:** from W 11<sup>th</sup> Street to W 15<sup>th</sup> Street (SR 1403)
- **Pennsylvania Avenue, BEAU0019-P:** from Havens Street to Trail
- **Van Norden Street, BEAU0020-P:** from Fort Drive to W 13<sup>th</sup> Street
- **8<sup>th</sup> Street (West), BEAU0021-P:** from Boston Avenue to Fleming Street
- **12<sup>th</sup> Street (East), BEAU00022-P,** from Market Street (SR 1422) to W 15<sup>th</sup> Street (SR 1306)

Sidewalks – Needs Improvement (Sidewalk needed on one side of a facility)

Aurora:

- **Main Street, BEAU0002-P:** from 7<sup>th</sup> Street to 5<sup>th</sup> Street

Bath:

- **NC 92, BEAU0006-P:** from S Harding Street to King Street (SR 1741)

Belhaven:

- **US 264 Business, BEAU0009-P:** from Cemetery Road to Haslin Street
- **US 264 Business, BEAU0010-P:** from E Bay Street to E Pantego Street
- **King Street, BEAU0011-P:** from US 264 Business to W Pantego Street
- **E Pungo Street, BEAU0012-P:** from Edward Street to Cedar Street
- **E Water Street, BEAU0014-P:** from Pamlico Street to Riverview Street

Pantego:

- **US 264, BEAU0016-P:** from Maple Street (SR 1704) to Latham Street

Washington:

- **US 264, BEAU0023-P:** from Harvey Street to McNair Street
- **NC 32, BEAU0024-P:** from Harvey Street to Brown Street
- **Bridge Street, BEAU0025-P:** from W 7<sup>th</sup> Street to W 13<sup>th</sup> Street
- **Brown Street, BEAU0026-P:** from E Main Street to E 5<sup>th</sup> Street
- **Cooper Street, BEAU0027-P:** from W 13<sup>th</sup> Street to W 11<sup>th</sup> Street
- **Gladden Street, BEAU0028-P:** from E Main Street to W 2<sup>nd</sup> Street
- **Gladden Street, BEAU0029-P:** from W 6<sup>th</sup> Street to W 9<sup>th</sup> Street
- **Hackney Avenue, BEAU0030-P:** from W Main Street to W 2<sup>nd</sup> Street
- **Hudnell Street (SR 1352), BEAU0031-P:** from Pennsylvania Avenue to US 264
- **N Charlotte Street, BEAU0032-P:** from E 5<sup>th</sup> Street to E 9<sup>th</sup> Street
- **N Bonner Street, BEAU0033-P:** from E 8<sup>th</sup> Street to 100 ft. north of E 9<sup>th</sup> Street
- **N Harvey Street, BEAU0034-P:** from E 7<sup>th</sup> Street to E 8<sup>th</sup> Street
- **N Pierce Street, BEAU0035-P:** from W 11<sup>th</sup> Street to W 13<sup>th</sup> Street
- **N Respass Street, BEAU0036-P:** from W 6<sup>th</sup> Street to W 9<sup>th</sup> Street
- **N Washington Street, BEAU0037-P:** from US 17 Business to Trade Street
- **Pennsylvania Avenue, BEAU0038-P:** from US 264 to Hudnell Street (SR 1352)
- **Simmons Street, BEAU0039-P:** from NC 32 to Pennsylvania Avenue
- **Trade Street, BEAU0040-P:** from W 13<sup>th</sup> Street to N Washington Street
- **Van Nordent Street, BEAU0041-P:** from W 7<sup>th</sup> Street to Fort Drive
- **3<sup>rd</sup> Street (West), BEAU0042-P:** from Pierce Street to US 17 Business
- **4<sup>th</sup> Street (West), BEAU0043-P:** from Pierce Street to US 17 Business
- **5<sup>th</sup> Street (East), BEAU0044-P:** from US 264 to Simmons Street
- **7<sup>th</sup> Street (East), BEAU0045-P:** from Aycock Street to Hudnell Street (SR 1352)
- **8<sup>th</sup> Street (East), BEAU0046-P:** from Market Street (SR 1422) to N Harvey Street
- **8<sup>th</sup> Street (East), BEAU0047-P:** from Simmons Street to Hudnell Street (SR 1352)
- **9<sup>th</sup> Street (West), BEAU0048-P:** from Van Norden Street to Market Street (SR 1422)
- **9<sup>th</sup> Street (East), BEAU0049-P:** from N Bonner Street to Simmons Street
- **11<sup>th</sup> Street (West), BEAU0050-P:** from Trade Street to N Washington Street
- **11<sup>th</sup> Street (East), BEAU0051-P:** from Market Street (SR 1422) to N Bonner Street
- **13<sup>th</sup> Street (West), BEAU0052-P:** from Trade Street to N Washington Street

Additionally, the following multi-use paths were recommended during the development of the CTP:

- **Jack's Creek Greenway, BEAU0001-M:** from East Main Street to Market Street with a link to the skateboard park near US 264 (John Small Avenue) in Washington
- **Runyon Creek Greenway, BEAU0002-M:** from Park Drive to Keysville Road (SR 1506) in Washington
- **Tar River Nature Path, BEAU0003-M:** from US 17 Business making loop back to US 17 Business in Washington
- **Washington Park Walkway, BEAU0004M:** from Edgewater Avenue to Walnut Street

# APPENDICES

## Appendix A Resources and Contacts

### **Local Planning Organization**

Mid-East Rural Planning Organization ([www.mideastcom.org](http://www.mideastcom.org))

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

1385 John Small Avenue                      Washington, NC 27889                      (252) 974-1844

### **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 directory:

1-877-DOT-4YOU (1-877-368-4968)                      <http://www.ncdot.gov/contact/>

Secretary of Transportation                      (<http://www.ncdot.org/about/leadership/secretary.html>)

1501 Mail Service Center                      Raleigh, NC 27699-1501                      (919) 707-2800

Board of Transportation                      (<http://www.ncdot.gov/about/board/>)

1501 Mail Service Center                      Raleigh, NC 27699-1501                      (919) 707-2820

Highway Division 2 (<https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx>)

105 Pictolus Hwy. (NC 33)                      Greenville, NC 27835                      (252) 439-2800

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

Contact the following NCDOT divisions and units<sup>1</sup> for:

<a href="#">Transportation Planning Branch (TPB)</a>	Information on long-range multi-modal planning services. 1554 Mail Service Center   Raleigh, NC 27699   (919) 707-0900
<a href="#">Strategic Planning Office</a>	Information concerning prioritization of transportation projects. 1501 Mail Service Center   Raleigh, NC 27699   (919) 707-4740
<a href="#">Project Development &amp; Environmental Analysis (PDEA)</a>	Information on environmental studies for projects that are included in the TIP. 1548 Mail Service Center   Raleigh, NC 27699   (919) 707-6000
<a href="#">State Asset Management Unit</a>	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   (919) 707-2500

<sup>1</sup> Unit websites are hyperlinked and can also be accessed at <https://connect.ncdot.gov/Pages/default.aspx>.

<a href="#"><u>Program Development Branch</u></a>	<i>Information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP). 1542 Mail Service Center Raleigh, NC 27699 (919) 707-4610</i>
<a href="#"><u>Public Transportation Division</u></a>	<i>Information on public transit systems. 1550 Mail Service Center Raleigh, NC 27699 (919) 707-4670</i>
<a href="#"><u>Rail Division</u></a>	<i>Rail information throughout the state. 1553 Mail Service Center Raleigh, NC 27699 (919) 707-4700</i>
<a href="#"><u>Division of Bicycle and Pedestrian Transportation</u></a>	<i>Bicycle and pedestrian transportation information throughout the state. 1552 Mail Service Center Raleigh, NC 27699 (919) 707-2600</i>
<a href="#"><u>Ferry Division</u></a>	<i>Ferry information for District 2 - Pamlico River Operations. Route 1, Box 366 Bath, NC 27808 (252) 964-4521</i>
<a href="#"><u>Structures Management Unit</u></a>	<i>Information on bridge management throughout the state. 1581 Mail Service Center Raleigh, NC 27699 (919) 707-6400</i>
<a href="#"><u>Roadway Design Unit</u></a>	<i>Information regarding design plans and proposals for road and bridge projects throughout the state. 1582 Mail Service Center Raleigh, NC 27699 (919) 707-6200</i>
<a href="#"><u>Transportation Mobility and Safety Division</u></a>	<i>Information regarding crash data throughout the state. 1561 Mail Service Center Raleigh, NC 27699 (919) 773-2800</i>

### **Other State Government Offices**

#### Department of Commerce – Division of Community Assistance

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

<http://www.nccommerce.com/cd>

## **Appendix B**

### **Comprehensive Transportation Plan Definitions**

This appendix contains descriptive information and definitions for the designations depicted on the CTP maps shown in Figure 1.

#### ***Highway Map***

The "[\*NCDOT Facility Type –Control of Access Definitions\*](#)" document provides a visual depiction of facility types for the following CTP classification.

#### 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

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### ❖ **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, operations, or system continuity. The improvement to the facility may be widening, increasing the level of access control along the facility, operational strategies (including but not limited to traffic control and enforcement, incident and emergency management, and deployment of Intelligent Transportation Systems (ITS) technologies), or a combination of improvements and strategies. “Needs improvement” does not refer to the maintenance needs of existing facilities or the replacement or rehab of structures.
- ❖ **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

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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's Road Characteristics shapefile. 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 the NC Level of Service (NCLOS) program as documented in Chapter 1.
- **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 '2040 AADT E+C' is an estimate of the volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2012 - 2018 Transportation Improvement Program (TIP). The '2040 AADT with CTP' is an estimate of the volume in 2040 with all proposed CTP improvements assumed to be in place. The '2040 AADT with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter 1.
- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended as part of the CTP.
- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.

- **Tier:** Tiers are defined as part of the North Carolina Multitmodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- **Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H=highway, T= public transportation, R= rail, B= bicycle, P= pedestrian, and M= multi-use path).

## CTP INVENTORY AND RECOMMENDATIONS

### HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2011 Existing System					2040 Proposed System					CTP Classification	Tier	Other Modes	
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2011 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section				ROW (ft)
					(ft)	lanes												
R-2513	US 17	Craven County - NC 102	Beaufort Co.	2.6	22	2	80	55	15900	5300	21200	21200	64700	4A	125-150	F	Sta	
R-2513	US 17	NC 102 - South of Possum Track Rd (SR 1127)	Beaufort Co.	2.1	22	2	80	55	15900	5400	21200	21200	64700	4A	125-150	F	Sta	
R-2510	US 17	South of Possum Track Road (SR 1127) - Frederick Rd (SR 1155)	Beaufort Co.	0.6	48	4D	80	55	56100	8200	18300	18300	64700	4A	125-150	F	Sta	
R-2510	US 17	Frederick Rd (SR 1155) - Harding Rd (SR 1150)	Beaufort Co.	0.8	48	4D	80	55	56100	8500	16800	16800	64700	4A	125-150	F	Sta	
R-2510	US 17	Harding Rd (SR 1150) - Marvin Ln	Beaufort Co.	0.4	48	4D	80	55	56100	8700	16500	16500	64700	4A	125-150	F	Sta	
R-2510	US 17	Marvin Ln - Price Rd	Beaufort Co.	0.4	48	4D	80	55	56100	8700	16500	16500	64700	4A	125-150	F	Sta	
R-2510	US 17 Bypass	Price Rd - NC 33	Chocowinity	0.9	48	4D	125-150	65	64700	5300	8400	8400	64700	4A	125-150	F	Sta	
R-2510	US 17 Bypass	NC 33 - US 264	Chocowinity	4.0	48	4D	125-150	65	64700	8700	12900	12900	64700	4A	125-150	F	Sta	
R-2510	US 17 Bypass	US 264 - South of Cherry Run Rd (SR 1001)	Washington	1.7	48	4D	125-150	65	64700	10300	24900	21100	64700	4A	125-150	F	Sta	
R-2510, BEAU0005-H	US 17	South of Cherry Run Rd (SR 1001) - Ball Rd (SR 1513)	Beaufort Co.	2.9	24	2	100	55	56100	8100	18500	16600	64700	4A	125-150	F	Sta	
R-2510, BEAU0005-H	US 17	Ball Rd (SR 1513) - Mill Rd (SR 1511)	Beaufort Co.	2.9	24	2	100	55	56100	7500	19300	19300	64700	4A	125-150	F	Sta	
R-2510, BEAU0005-H	US 17	Mill Rd (SR 1511) - North of NC 171	Beaufort Co.	0.5	24	2	100	55	16400	7100	14000	14000	64700	4A	150-180	F	Sta	
R-2511, BEAU0005-H	US 17	North of NC 171 - Voa Rd (SR 1410)	Beaufort Co.	1.2	24	2	100	55	16400	4900	11300	11300	64700	4A	150-180	F	Sta	
R-2511, BEAU0005-H	US 17	Voa Rd (SR 1410) - Martin Co.	Beaufort Co.	3.1	24	2	100	55	16400	5100	9600	9600	64700	4A	150-180	F	Sta	
	US 17 Business	Price Rd - Chocowinity Town Limit	Beaufort Co.	0.7	22	2	80	55	15900	3900	10300	10300	15900	ADQ	ADQ	Maj	Sta	B
	US 17 Business	Chocowinity Town Limit - NC 33	Chocowinity	0.3	22	2	80	35	10700	3900	10300	10300	10700	ADQ	ADQ	Maj	Sta	B
	US 17 Business	NC 33 - Bragaw Ln	Chocowinity	0.6	48	4	100	35	22200	10100	18500	18500	22200	ADQ	ADQ	Maj	Sta	B
	US 17 Business	Bragaw Ln - Washington City Limit	Beaufort Co.	2.3	48	4	100	45	29300	12100	18900	18900	29300	ADQ	ADQ	Maj	Sta	P
	US 17 Business	Washington City Limit - Main St	Washington	0.2	48	4	60	35	22200	12300	20300	20300	22200	ADQ	ADQ	Maj	Sta	P
BEAU0002-H	US 17 Business	Main St - US 264 (5th St)	Washington	0.4	50	5	80	35	24300	12300	22600	22600	28100	4C	110	B	Sta	B P
BEAU0002-H	US 17 Business	US 264 (5th St) - 15th St (SR 1306)	Washington	0.9	55	5	100	35	24300	13000	24100	24100	28100	4C	110	B	Sta	P
BEAU0002-H	US 17 Business	15th St (SR 1306) - US 17	Washington	0.7	68	5	150-160	55	34500	9900	27900	27900	43300	4C	110	B	Sta	

HIGHWAY																			
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2011 Existing System						2040 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2011 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
					(ft)	lanes													
R-3422	<b>US 264 (Washington Northern Bypass)</b>	US 264 - Asbury Church Road (SR 1311)	Beaufort Co.	10.0	--	--	--	--	--	--	--	24800	64700	4A	150-180	F	Sta		
BEAU0003-H	<b>US 264</b>	Pitt Co. - Wharton Station Rd (SR 1409)	Washington	1.1	56	4D	160	55	56100	18300	37700	37700	64700	4A	150-180	F	Sta		
BEAU0003-H	<b>US 264</b>	Wharton Station Rd (SR 1409) - Flanders Filter Rd (SR 1427)	Washington	1.2	56	4D	160	55	56100	18500	37400	37400	64700	4A	150-180	F	Sta		
BEAU0003-H	<b>US 264</b>	Flanders Filter Rd (SR 1427) - 0.8 miles east of Leggett Rd (SR 1407)	Washington	0.4	68	4D	100	55	56100	18500	31900	31900	64700	4A	150-180	F	Sta		
BEAU0004-H	<b>US 264</b>	0.8 miles east of Leggett Rd (SR 1407) - W 15th St EXT (SR 1306)	Washington	2.1	68	5	100	55	35700	22000	33100	27000	43900	4C	110	B	Reg		
BEAU0004-H	<b>US 264 / 5th St</b>	W 15th St EXT (SR 1306) - US 17	Washington	0.3	48	4	120	35	34300	13500	22800	17000	34300	4C	110	B	Reg	B	
BEAU0004-H	<b>US 264 / 5th St</b>	US 17 - Whispering Pines Rd (SR 1404)	Washington	0.1	48	4	120	35	34300	14000	27500	15000	34300	4C	110	B	Reg	B P	
BEAU0004-H	<b>US 264 / 5th St</b>	Whispering Pines Rd (SR 1404) - US 17 Business (Carolina Ave)	Washington	1.2	52	4	100	35	22200	10500	22600	14800	28100	4C	110	B	Reg	B P	
BEAU0004-H	<b>US 264 / 5th St</b>	US 17 Business (Carolina Ave) - N Market St (SR 1422)	Washington	0.4	52	4	120	35	22200	14900	28800	19300	28100	4C	110	B	Reg		
BEAU0004-H	<b>US 264 / John Small Ave</b>	N Market St (SR 1422) - Highland Dr (SR 1501)	Washington	0.7	48	4	120	35	22200	16500	29800	18700	28100	4C	110	B	Reg	P	
BEAU0004-H	<b>US 264 / John Small Ave</b>	Highland Dr (SR 1501) - 12th St (SR 1306)	Washington	0.1	60	4	120	35	22200	16500	29800	18700	28100	4C	110	B	Reg	P	
BEAU0004-H	<b>US 264 / John Small Ave</b>	12th St (SR 1306) - Brick Kiln Rd (SR 1303)	Washington	0.7	60	4	150	45	33400	21000	30500	21800	38100	4C	110	B	Reg	P	
BEAU0004-H	<b>US 264 / John Small Ave</b>	Brick Kiln Rd (SR 1303) - Asbury Church Rd (SR 1311)	Beaufort Co.	2.2	60	4	150	55	34500	17100	28200	18000	43900	4C	110	B	Reg		
BEAU0004-H	<b>US 264 / John Small Ave</b>	Asbury Church Rd (SR 1311) - NC 32 (Broad Creek Rd)	Beaufort Co.	2.1	60	4	150	55	34500	14000	23800	25400	43900	4C	110	B	Reg		
BEAU0004-H	<b>US 264</b>	NC 32 (Broad Creek Rd) - NC 92	Beaufort Co.	2.8	24	2	100	55	16400	11000	19300	19300	43900	4C	110	B	Reg		
	<b>US 264</b>	NC 92 - Seed Tick Neck Rd (SR 1714)	Beaufort Co.	11.8	24	2	100	55	16400	5700	7500	7500	16400	ADQ	ADQ	Maj	Reg		
	<b>US 264</b>	Seed Tick Neck Rd (SR 1714) - Terra Ceia Rd (SR 1612)	Beaufort Co.	2.7	24	2	100	55	16400	3000	5000	5000	16400	ADQ	ADQ	Maj	Reg		
	<b>US 264</b>	Terra Ceia Rd (SR 1612) - Slade Rd (SR 1768)	Beaufort Co.	1.5	24	2	100	55	16400	3000	5000	5000	16400	ADQ	ADQ	Maj	Reg		
	<b>US 264</b>	Slade Rd (SR 1768) - US 264 (Main St) NC 99	Beaufort Co.	0.6	24	2	60	35	12700	4300	4700	4700	12700	ADQ	ADQ	Maj	Reg		

HIGHWAY																			
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2011 Existing System						2040 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2011 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
					(ft)	lanes													
	<b>US 264 / NC 99 / Main St</b>	US 264 (Main St)/ NC 99 - Beech Ridge Rd	Pantego	0.7	24	2	60	35	12700	4500	7300	7300	12700	ADQ	ADQ	Maj	Reg	B P	
	<b>US 264 / NC 99 / Main St</b>	Beech Ridge Rd - Old County Rd (SR 1706)	Beaufort Co.	2.7	24	2	60	55	16400	4000	4500	4500	16400	ADQ	ADQ	Maj	Reg	B P	
	<b>US 264 / NC 99 / Main St</b>	Old County Rd (SR 1706) - US 264 Bypass	Belhaven	0.4	32	2	60	45	14600	4000	4500	4500	14600	ADQ	ADQ	Maj	Reg	B P	
	<b>US 264 Bus/ W Main St</b>	US 264 Bypass - King St	Belhaven	0.6	32	2	60	35	12600	6100	6600	6600	12600	ADQ	ADQ	Maj	Reg	B P	
	<b>US 264 Bus /W Main St</b>	King St - US 264 Business (Pamlico St)	Belhaven	0.4	24	2	60	35	12600	4000	5000	5000	12600	ADQ	ADQ	Maj	Reg	B P	
	<b>US 264 Bus/ Pamlico St</b>	US 264 Business (Main St) - Tinker Ln	Belhaven	0.8	24	2	50-70	35	12600	1100	1300	1300	12600	ADQ	ADQ	Maj	Reg	B P	
	<b>US 264 Bus/ Pamlico St</b>	Tinker Ln - US 264	Belhaven	1.2	24	2	70	55	15900	750	1200	1200	15900	ADQ	ADQ	Maj	Reg	B P	
	<b>US 264</b>	US 264 Business - Hyde Co.	Beaufort Co.	5.3	24	2	100	55	16400	2800	3800	3800	16400	ADQ	ADQ	Maj	Reg		
	<b>NC 32 / 3rd St</b>	US 17 Bus (Bridge St) - Hudnell St (SR 1352)	Washington	1.3	36	3	60	35	14000	8500	11000	11200	14000	ADQ	ADQ	Maj	Reg	P	
	<b>NC 32 / Park Dr</b>	Hudnell St (SR 1352) - Honey Pod Farm Rd	Washington	0.3	24	2	60	35	12600	6800	10900	11000	12600	ADQ	ADQ	Maj	Reg	B P	
	<b>NC 32 / River Rd</b>	Honey Pod Farm Rd - Brick Kiln Rd (SR 1303)	Washington Park	0.7	36	3	60	35	14000	7700	12200	12200	14000	ADQ	ADQ	Maj	Reg	B P	
	<b>NC 32 / River Rd</b>	Brick Kiln Rd (SR 1303) - Asbury Church Rd (SR 1311)	Beaufort Co.	1.4	48	4	60	45	29300	8300	11500	11500	29300	ADQ	ADQ	Maj	Reg		
	<b>NC 32 / River Rd</b>	Asbury Church Rd (SR 1311) - Illinois Ave (SR 1384)	Beaufort Co.	0.2	48	4	60	45	29300	4400	6700	6700	29300	ADQ	ADQ	Maj	Reg		
	<b>NC 32 / River Rd</b>	Illinois Ave (SR 1384) - River Rd (SR 1300)	Beaufort Co.	1.5	36	3	60	45	16000	4400	6700	6700	16000	ADQ	ADQ	Maj	Reg		
	<b>NC 32 / Broad Creek Rd</b>	River Rd (SR 1300) - US 264	Beaufort Co.	3.0	20	2	100	55	15300	1200	1600	1600	15300	ADQ	ADQ	Maj	Reg		
	<b>NC 32</b>	US 264 - Slatestone Rd (SR 1507)	Beaufort Co.	4.4	20	2	100	55	15300	2900	4000	4000	15300	ADQ	ADQ	Maj	Reg		
	<b>NC 32</b>	Slatestone Rd (SR 1507) - Terra Ceia Rd (SR 1612) -	Beaufort Co.	4.3	20	2	100	55	15300	2300	5300	5300	15300	ADQ	ADQ	Maj	Reg		
BEAU0006-H	<b>NC 32</b>	Terra Ceia Rd (SR 1612) - Washington Co.	Beaufort Co.	8.4	20	2	100	55	15300	2300	4500	4500	16400	2A	100	Maj	Reg		
BEAU0007-H	<b>NC 33</b>	Pitt Co. - Mill Rd (SR 1143)	Beaufort Co.	2.5	22	2	60	55	15900	6900	6900	11400	16400	2A	60	Maj	Reg		
BEAU0007-H	<b>NC 33</b>	Mill Rd (SR 1143) - Amilite Way	Chocowinity	0.6	22	2	60	45	14100	9400	14100	14100	16400	2A	60	Maj	Reg		
	<b>NC 33</b>	Amilite Way - US 17 Business	Chocowinity	0.6	44	4	60	35	24700	9400	14100	14100	24700	ADQ	ADQ	Maj	Reg		

HIGHWAY																			
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					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2011 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
					(ft)	lanes													
	NC 33	US 17 Business - Williamson Ln	Chocowinity	0.6	34	3	80	55	16600	6000	9500	9500	16600	ADQ	ADQ	Maj	Reg		
	NC 33	Williamson Ln - US 17 Bypass	Chocowinity	0.2	48	4	60-130	45	29300	8000	12600	12600	29300	ADQ	ADQ	Maj	Reg		
	NC 33	US 17 Bypass - Gray Rd (SR 1136)	Chocowinity	0.2	48	4	60-130	45	29300	8000	12600	12600	29300	ADQ	ADQ	Maj	Reg		
BEAU0007-H	NC 33	Gray Rd (SR 1136) - Old Blounts Creek Rd (SR 1123)	Beaufort Co.	0.6	22	2	50-160	55	15900	9800	13300	13300	16400	2A	50-160	Maj	Reg		
BEAU0007-H	NC 33	Old Blounts Creek Rd (SR 1123) - Clay Bottom School Rd (SR 1114)	Beaufort Co.	9.0	22	2	100	55	15900	4400	5400	5400	16400	2A	100	Maj	Reg		
BEAU0007-H	NC 33	Clay Bottom School Rd (SR 1114) - South Flat Swamp (SR 1100)	Beaufort Co.	3.4	22	2	100	55	15900	4100	5200	5200	16400	2A	100	Maj	Reg		
BEAU0007-H	NC 33	South Flat Swamp (SR 1100) - Stilley Town Rd (SR 1954)	Beaufort Co.	4.0	22	2	60	55	15900	3700	4500	4500	16400	2A	60	Maj	Reg		
BEAU0007-H	NC 33	Stilley Town Rd (SR 1954) - NC 306	Beaufort Co.	3.8	22	2	60	55	15900	3700	4300	4300	16400	2A	60	Maj	Reg		
BEAU0007-H	NC 33 / NC 306	NC 306 and Tunstall Swamp Road (SR 1003) - NC 306	Beaufort Co.	3.2	22	2	60	55	15900	7300	7500	7500	16400	2A	60	Maj	Reg		
	NC 33	NC 306 - 7th St	Aurora	0.4	24	2	60-100	35	12600	4200	5500	5500	12600	ADQ	ADQ	Maj	Reg	B	
	NC 33	7th - Spring Creek Rd (SR 1912)	Aurora	1.3	24	2	80-100	55	15900	2200	2300	2300	15900	ADQ	ADQ	Maj	Reg	B	
	NC 33	Spring Creek Rd (SR 1912) - Pamlico Co.	Beaufort Co.	9.3	18	2	100	55	14800	400	500	500	14800	ADQ	ADQ	Maj	Reg		
	NC 45	NC 99 - Hyde Co.	Beaufort Co.	0.4	18	2	100	55	14800	2400	4100	4100	14800	ADQ	ADQ	Maj	Reg		
	NC 92	US 264 - S King St (SR 1741)	Beaufort Co.	6.1	24	2	100	55	16400	4200	5700	5700	16400	ADQ	ADQ	Maj	Reg		
BEAU0008-H	NC 92 / Carteret St	S King St (SR 1741) - Waterside Dr (SR 1762)	Bath	0.4	24-44	2	100	35	12600	3600	4500	4500	12600	2F	60	Maj	Reg	P	
BEAU0008-H	NC 92 / Carteret St	Waterside Dr (SR 1762) - Craven St (SR 1756)	Bath	0.1	24	2	100	35	12600	3000	3600	3600	12600	2F	60	Maj	Reg		
BEAU0008-H	NC 92 / NC 99	Craven St (SR 1756) - Peoples Rd (SR 1738)	Beaufort Co.	5.1	18	2	60	55	14800	1700	2000	2000	16400	2A	60	Maj	Reg		
BEAU0008-H	NC 99 / NC 92	S King St (SR 1741) - Peoples Rd (SR 1738)	Beaufort Co.	5.5	18	2	60	55	14800	1700	2000	2000	16400	2A	60	Maj	Reg		
BEAU0008-H	NC 99	Peoples Rd (SR 1738) - Pamlico Beach Rd (SR 1725)	Beaufort Co.	5.8	18	2	60	55	14800	1100	1300	1300	16400	2A	60	Maj	Reg		
	NC 99	Pamlico Beach Rd (SR 1725) - Seed Tick Neck Rd (SR 1714)	Beaufort Co.	3.1	18	2	60	55	14800	2000	2500	2500	16400	ADQ	ADQ	Maj	Reg		
BEAU0008-H	NC 99	Seed Tick Neck Rd (SR 1714) - US 264 Bypass	Beaufort Co.	2.6	18	2	60	55	14800	5700	8000	8000	16400	2A	60	Maj	Reg		

HIGHWAY																			
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2011 Existing System						2040 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2011 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
					(ft)	lanes													
	<b>NC 99 / US 264</b>	US 264 Bypass - Old County Rd (SR 1706)	Belhaven	0.4	32	2	60	45	14600	4000	4500	4500	14600	ADQ	ADQ	Maj	Reg		
	<b>NC 99 / US 264</b>	Old County Rd (SR 1706) - Beech Ridge Rd (SR 1700)	Beaufort Co.	1.8	24	2	60	55	16400	4000	4500	4500	16400	ADQ	ADQ	Maj	Reg		
	<b>NC 99 / US 264</b>	Beech Ridge Rd (SR 1700) - US 264 (Main St)/ NC 99	Pantego	0.7	24	2	60	35	12700	4500	7300	7300	12700	ADQ	ADQ	Maj	Reg		
BEAU0024-H	<b>NC 99</b>	US 264 (Main St) - NC 45 (Grassy Ridge Rd)	Beaufort Co.	7.2	20	2	60	55	15300	1600	1800	1800	16400	2A	60	Maj	Reg		
BEAU0024-H	<b>NC 99/NC 45</b>	NC 45 (Grassy Ridge Rd) - Washington Co.	Beaufort Co.	1.7	20	2	60	55	15300	1600	1800	1800	16400	2A	60	Maj	Reg		
	<b>NC 102</b>	Pitt Co. - US 17	Beaufort Co.	3.8	18	2	100	55	14800	1700	2400	2400	14800	ADQ	ADQ	Maj	Reg		
	<b>NC 171</b>	US 17 - Martin Co.	Beaufort Co.	4.0	20	2	60	55	15300	1500	2800	2800	15300	ADQ	ADQ	Maj	Reg		
BEAU0009-H	<b>NC 306</b>	Pamlico Co. - NC 33	Beaufort Co.	5.8	18	2	60	55	14800	2200	3400	3400	16400	2A	60	Maj	Reg		
	<b>NC 306 / NC 33</b>	NC 33 - NC 306	Beaufort Co.	3.2	24	2	60	55	16400	7300	7500	7500	16400	ADQ	ADQ	Maj	Reg		
	<b>NC 306</b>	NC 33 / NC 306 - Pamlico Sound	Aurora	7.4	24	2	60	55	16400	4000	4500	4500	16400	ADQ	ADQ	Maj	Reg		
X-0004	<b>NC 306</b>	Bayview-Aurora Bridge	Beaufort Co.	3.0	--	--	--	--	--	--	--	--	16400	2E	60	Maj	Reg	B	
BEAU0021-H	<b>12th St (SR 1306)</b>	Brown St - Highland Dr (SR 1501)	Washington	0.2	55	5	100	35	23500	15000	17400	17400	28100	4C	110	B	Sub	P	
BEAU0021-H	<b>12th St (SR 1306)</b>	Highland Dr (SR 1501) - US 264 (John Small Ave)	Washington	0.1	44	5	100	35	23500	14000	16700	16700	28100	4C	110	B	Sub	P	
	<b>15th St Ext (SR 1403)</b>	US 264 (5th St) - US 17	Washington	0.4	55	4	100	35	24300	14200	15200	15200	24300	ADQ	ADQ	Min	Sub		
	<b>15th St Ext (SR 1403)</b>	US 17 - Whispering Pines Rd (SR 1404)	Washington	0.1	55	4	100	35	24300	15000	16000	16000	24300	ADQ	ADQ	Min	Sub		
	<b>15th St Ext (SR 1403)</b>	Whispering Pines Rd (SR 1404) - US 17 Business	Washington	0.4	55	4	100	35	24300	16700	17700	17700	24300	ADQ	ADQ	Min	Sub	P	
BEAU0001-H	<b>15th St (SR 1306)</b>	US 17 Business - Market St (SR 1422)	Washington	1.0	48	4	80	35	22200	23200	27500	27500	43300	4C	110	B	Sub	P	
BEAU0001-H	<b>15th St (SR 1306)</b>	Market St (SR 1422) - Brown St	Washington	0.6	48	4	80	35	22200	20400	24200	27500	43300	4C	110	B	Sub	P	
	<b>Amilite Way</b>	NC 33 - Patrick Ln (SR 1143)	Chocowinity	0.4	20	2	60	35	9900	400	500	500	9900	ADQ	ADQ	Min	Sub		
BEAU0010-H	<b>Asbury Church Rd (SR 1311)</b>	NC 32 (River Rd) - Magnolia School Rd (SR 1313)	Beaufort Co.	0.7	18	2	60	55	14800	1800	2500	2500	16400	2A	60	Min	Sub		

HIGHWAY																			
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2011 Existing System						2040 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2011 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
					(ft)	lanes													
BEAU0010-H	<b>Asbury Church Rd (SR 1311)</b>	Magnolia School Rd (SR 1313) - US 264 (John Small Ave)	Beaufort Co.	1.2	18	2	60	55	14800	3700	5000	5000	16400	2A	60	Min	Sub		
R-3422	<b>Asbury Church Rd (SR 1311)</b>	US 264 (John Small Ave) - Old Bath Highway (SR 1501)	Beaufort Co.	0.3	18	2	60	55	14800	1400	1900	1900	64700	4A	150-180	F	Sta		
	<b>Barr Rd (SR 1152)</b>	Pitt Co. - Gray Rd (SR 1136)	Beaufort Co.	5.0	20	2	60	55	15300	1000	1200	1200	15300	ADQ	ADQ	Min	Sub		
	<b>Bear Grass Rd (SR 1420)</b>	Martin Co. - US 17	Beaufort Co.	1.6	20	2	60	55	15300	400	450	450	15300	ADQ	ADQ	Min	Sub		
	<b>Bear Grass Rd (SR 1420)</b>	US 17 - Martin Co.	Beaufort Co.	0.4	20	2	60	55	15300	400	450	450	15300	ADQ	ADQ	Min	Sub		
	<b>Bragaw Ln</b>	NC 33 - US 17 Business	Chocowinity	0.4	24	2	60	30	11000	5200	6200	6200	11000	ADQ	ADQ	Min	Sub		
BEAU0011-H	<b>Brick Kiln Rd (SR 1303)</b>	NC 32 (River Rd) - US 264 (John Small Ave)	Washington	0.9	20	2	60	45	12400	5000	5700	5700	13300	2A	60	Min	Sub		
	<b>Bridge St</b>	US 17 Business - W 15th St (SR 1306)	Washington	0.63	24	2	60	30	10500	2000	2500	2500	10500	ADQ	ADQ	Min	Sub		
	<b>Brown St</b>	Main St - 12th St	Washington	0.8	24	2	60	30	10500	1000	1400	1400	10500	ADQ	ADQ	Min	Sub		
BEAU0022-H	<b>Burbage Rd (SR 1732)</b>	NC 99 - Sidney Rd (SR 1718)	Beaufort Co.	3.4	20	2	60	55	12000	700	1000	1000	12700	2A	60	Min	Sub		
BEAU0012-H	<b>Cherry Rd (SR 1516)</b>	Market St EXT (SR 1422) - Slatestone Rd (SR 1507)	Washington	4.4	20	2	60	55	15300	3200	3800	2100	16400	2A	60	Min	Sub		
BEAU0012-H	<b>Cherry Rd (SR 1516)</b>	Slatestone Rd (SR 1507) - Old Bath HWY (SR 1501)	Washington	4.4	20	2	60	55	15300	2600	3100	2800	16400	2A	60	Min	Sub		
	<b>Cherry Run Rd (SR 1001)</b>	Martin Co. - Horse Pen Swamp Rd (SR 1414)	Beaufort Co.	5.8	24	2	60	55	16400	700	1300	1300	16400	ADQ	ADQ	Min	Sub		
	<b>Cherry Run Rd (SR 1001)</b>	Horse Pen Swamp Rd (SR 1414) - Voa Rd (SR 1410)	Beaufort Co.	4.0	24	2	60	55	16400	1700	2600	2600	16400	ADQ	ADQ	Min	Sub		
BEAU0013-H	<b>Cherry Run Rd (SR 1001)</b>	Voa Rd (SR 1410) - Wharton Station Rd (SR 1409)	Beaufort Co.	1.3	24	2	60	55	16400	1600	2100	2100	16400	2A	60	Min	Sub		
BEAU0013-H	<b>Cherry Run Rd (SR 1001)</b>	Wharton Station Rd (SR 1409) - NC 17	Washington	3.0	24	2	60	55	16400	2100	3600	3600	16400	2A	60	Min	Sub		

HIGHWAY																			
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2011 Existing System						2040 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2011 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
					(ft)	lanes													
	<b>Clay Bottom School Rd (SR 1114)</b>	Ephesus Church Rd (SR 1118) - NC 33	Beaufort Co.	2.3	20	2	60	55	15300	500	600	600	15300	ADQ	ADQ	Min	Sub		
	<b>Craven St (SR 1756)</b>	S Main St - NC 92	Bath	0.7	18	2	60	35	9900	1300	1500	1500	9900	ADQ	ADQ	Min	Sub		
	<b>Dixon Rd (SR 1138)</b>	Gray Rd (SR 1136) - NC 33	Beaufort Co.	1.0	18	2	60	55	14800	2000	2500	2500	14800	ADQ	ADQ	Min	Sub		
	<b>East 2nd St</b>	Brown St - US 17 Business	Washington	0.9	20	2	60	35	9800	200	400	400	9800	ADQ	ADQ	Min	Sub		
	<b>East 5th St</b>	US 264 John Small Ave - Hudnell St (SR 1352)	Washington	0.6	20	2	60	35	9800	400	600	600	9800	ADQ	ADQ	Min	Sub		
	<b>East Main St</b>	US 17 Business - Hudnell St (SR 1352)	Washington	1.2	20	2	60	35	9800	2000	2900	2900	9800	ADQ	ADQ	Min	Sub		
	<b>Edward St</b>	Water St - US 264 Business	Belhaven	0.5	20	2	60	35	9900	900	1000	1000	9900	ADQ	ADQ	Min	Sub		
	<b>Fifth St</b>	NC 33 - Main St	Aurora	0.3	20	2	60	35	9900	1500	2000	2000	9900	ADQ	ADQ	Min	Sub		
	<b>Gray Rd (SR 1136)</b>	Barr Rd (SR 1152) to Dixon Rd (SR 1138)	Beaufort Co.	0.2	20	2	60	55	15300	300	350	350	15300	ADQ	ADQ	Min	Sub		
	<b>Hackney Ave</b>	Main St - US 17 Business	Washington	0.8	18	2	60	30	9300	2400	3400	3400	9300	ADQ	ADQ	Min	Sub		
BEAU0014-H	<b>Highland Dr (SR 1501)</b>	12th St (SR 1306) - Keysville Dr (SR 1506)	Washington	0.9	22	2	60	35	10600	7800	13100	13100	11000	2A	60	Min	Sub	p	
BEAU0014-H	<b>Highland Dr (SR 1501)</b>	Keysville Dr (SR 1506) - Slatestone Rd (SR 1507)	Washington	0.5	22	2	60	35	10600	5800	9100	9100	11000	2A	60	Min	Sub	P	
	<b>Hudnell St (SR 1352)</b>	US 264 (John Small Ave) - Pennsylvania Ave	Washington	0.2	48	4	60	35	22200	4700	6800	6800	22200	ADQ	ADQ	Min	Sub	P	
	<b>Hudnell St (SR 1352)</b>	Pennsylvania Ave - NC 32 (Park Dr)	Washington	0.5	44	2	60	35	10500	2400	3600	3600	10500	ADQ	ADQ	Min	Sub	P	

HIGHWAY																			
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2011 Existing System						2040 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2011 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
					(ft)	lanes													
	<b>S King St (SR 1741)</b>	Craven St (SR 1756) - NC 92	Bath	0.2	40	2	80	35	9900	600	700	700	9900	ADQ	ADQ	Min	Sub	P	
	<b>Leggett Rd (SR 1407)</b>	US 264 - Cherry Run Rd (SR 1001)	Washington	0.6	22	2	60	55	15300	2600	9400	9400	15300	ADQ	ADQ	Min	Sub		
	<b>Lizzard Slip Rd (SR 1522)</b>	US 264 - Slatestone Rd	Washington	3.4	20	2	60	55	15300	1500	1600	1600	15300	ADQ	ADQ	Min	Sub		
	<b>Long Ridge Rd (SR 1508)</b>	Ripp Hwy (SR 1532) - Washington Co.	Beaufort Co.	7.5	18	2	60	55	14800	700	1100	1100	14800	ADQ	ADQ	Min	Sub		
	<b>Main St</b>	NC 306 - 5th St	Aurora	0.6	18	2	60	35	9900	4000	4500	4500	9900	ADQ	ADQ	Min	Sub	P	
	<b>Main St</b>	Craven St (SR 1756) - NC 92	Bath	0.2	40	2	80	35	9900	600	700	700	9900	ADQ	ADQ	Min	Sub	P	
	<b>Market St (SR 1422)</b>	NC 32 (3rd St) - US 264 (5th St)	Washington	0.2	44	2	60	35	11000	7000	10200	10200	11000	ADQ	ADQ	Min	Sub	B	
	<b>Market St (SR 1422)</b>	US 264 (5th St) - W 15th St (SR 1306)	Washington	0.7	36	2	60	35	11000	3700	4700	4700	11000	ADQ	ADQ	Min	Sub	B	
	<b>Market St (SR 1422)</b>	W 15th St (SR 1306) - Northwood Rd	Washington	0.8	48	4	60	35	22200	6800	10500	10500	22200	ADQ	ADQ	Maj	Sub	P	
	<b>Market St (SR 1422)</b>	Northwood Rd - Springs Rd (SR 1509)	Washington	0.4	48	4	60	55	32800	4200	4600	4600	32800	ADQ	ADQ	Maj	Sub	P	
BEAU0015-H	<b>Market St Ext (SR 1422)</b>	Springs Rd (SR 1509) - Cherry Rd (SR 1516)	Beaufort Co.	1.6	24	2	60	55	16400	3800	4300	4300	16400	2A	60	Min	Sub		
BEAU0015-H	<b>Market St Ext (SR 1422)</b>	Cherry Rd (SR 1516) - Mill Rd (SR 1511)	Beaufort Co.	1.5	24	2	60	55	16400	3200	3700	3700	16400	2A	60	Min	Sub		
BEAU0015-H	<b>Market St Ext (SR 1422)</b>	Mill Rd (SR 1511) - NC 171	Beaufort Co.	2.9	24	2	60	55	16400	1500	2000	2000	16400	2A	60	Min	Sub		
BEAU0016-H	<b>Mill Rd (SR 1511)</b>	US 17 - Market St Ext (SR 1422)	Washington	2.0	20	2	60	55	15300	2600	2700	2700	16400	2A	60	Min	Sub		
	<b>North Washington St</b>	US 17 Business - W 15th St (SR 1306)	Washington	1.5	24	2	60	30	10300	3600	6900	6900	10300	ADQ	ADQ	Min	Sub		
	<b>Nottingham Rd (SR 1541)</b>	US 264 - Old Bath HWY (SR 1501)	Washington	0.4	18	2	60	35	9900	1900	2700	2700	9900	ADQ	ADQ	Min	Sub		

HIGHWAY																			
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2011 Existing System						2040 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2011 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
					(ft)	lanes													
	<b>Old Bath HWY (SR 1501)</b>	Slatestone Rd (SR 1507) - Lizzard Slip Rd (SR 1522)	Washington	2.0	18	2	60	45	13100	1300	1500	1500	13100	ADQ	ADQ	Min	Sub		
BEAU0017-H	<b>Old Blounts Creek Rd (SR 1123)</b>	NC 33 - Hill Rd (SR 1125)	Chocowinity	0.8	20	2	60	55	15300	4300	6100	6100	16400	2A	60	Min	Sub		
	<b>Old Blounts Creek Rd (SR 1114)</b>	Hill Rd (SR 1125) - Clay Bottom School Rd (SR 1114)	Beaufort Co.	6.2	20	2	60	55	15300	1300	2300	2300	15300	ADQ	ADQ	Min	Sub		
	<b>Old County Rd</b>	US 264 - US 264 Business	Belhaven	1.1	20	2	60	35	9900	800	900	900	9900	ADQ	ADQ	Min	Sub		
	<b>Pamlico Beach Rd (SR 1725)</b>	NC 99 and North Savannah Rd (SR 1718) - Old Pamlico Beach Rd (SR 1730)	Beaufort Co.	5.3	16	2	60	55	14300	900	1100	1100	14300	ADQ	ADQ	Min	Sub		
	<b>Patrick Ln (SR 1143)</b>	Amilite Way - US 17 Business	Chocowinity	0.5	20	2	60	35	10300	500	600	600	10300	ADQ	ADQ	Min	Sub		
	<b>Plymouth St (SR 1401)</b>	US 264 - Hackney Ave	Washington	0.2	22	2	60	35	10200	3200	4000	4000	10200	ADQ	ADQ	Min	Sub		
	<b>Ripp Hwy (SR 1532)</b>	Long Ridge Rd (SR 1508) - Terra Ceia Rd (SR 1612)	Beaufort Co.	2.4	20	2	60	55	15300	350	400	400	15300	ADQ	ADQ	Min	Sub		
	<b>River Rd (SR 1300)</b>	NC 32 (Broad Creek Rd) - Broad Creek	Washington	2.1	24	2	60	45	14600	3600	5000	5000	14600	ADQ	ADQ	Min	Sub		
	<b>Seed Tick Neck Rd (SR 1714)</b>	US 264 - NC 99	Pinetown	3.0	20	2	60	55	15300	2800	4300	4300	15300	ADQ	ADQ	Min	Sub		
BEAU0018-H	<b>Slatestone Rd (SR 1507)</b>	Highland Dr (SR 1501) - Corsica Rd (SR 1518)	Washington	0.9	22	2	60	45	14100	4400	5400	5400	14600	2A	60	Min	Sub		
	<b>Slatestone Rd (SR 1507)</b>	Corsica Rd (SR 1518) - Cherry Rd (SR 1516)	Washington	0.8	22	2	60	55	15900	2900	3500	3500	15900	ADQ	ADQ	Min	Sub		
	<b>Slatestone Rd (SR 1507)</b>	Cherry Rd (SR 1516) - Lizzard Slip Rd (SR 1522)	Washington	2.1	22	2	60	55	15900	2000	2100	2100	15900	ADQ	ADQ	Min	Sub		
	<b>Slatestone Rd (SR 1507)</b>	Lizzard Slip Rd (SR 1522) - NC 32	Washington	3.5	18	2	60	55	15900	1800	1900	1900	15900	ADQ	ADQ	Min	Sub		
	<b>Springs Rd (SR 1509)</b>	US 17 - Meredith Rd	Washington	0.1	32-60	2	100	35	11000	1900	3700	3700	11000	ADQ	ADQ	Min	Sub		

HIGHWAY																			
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2011 Existing System						2040 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2011 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
					(ft)	lanes													
	<b>Springs Rd (SR 1509)</b>	Meredith Rd - Market St Ext (SR 1422)	Washington	0.5	20	2	60	55	14700	2000	3900	3900	14700	ADQ	ADQ	Min	Sub		
	<b>Terra Ceia Rd (SR 1612)</b>	NC 32 - Pilley Ave	Beaufort Co.	4.9	20	2	60	55	15300	850	900	900	15300	ADQ	ADQ	Min	Sub		
	<b>Terra Ceia Rd (SR 1616)</b>	Pilley Ave - US 264	Beaufort Co.	3.8	18	2	60	55	14800	850	900	900	14800	ADQ	ADQ	Min	Sub		
BEAU0019-H	<b>Tunstall Swamp Rd (SR 1003)</b>	Craven Co. - NC 33	Beaufort Co.	4.8	18	2	60	55	14800	1200	1400	1400	16400	2A	60	Min	Sub		
	<b>E Water St</b>	US 264 Business - Edward St	Belhaven	0.4	20	2	60	35	9900	900	1000	1000	9900	ADQ	ADQ	Min	Sub		
	<b>W 3rd St</b>	Hackney Ave - US 17 Business	Washington	0.4	20	2	60	30	9800	4100	5100	5100	9800	ADQ	ADQ	Min	Sub		
	<b>W Main St</b>	Hackney Ave - US 17 Business	Washington	0.4	20	2	60	30	9800	100	200	200	9800	ADQ	ADQ	Min	Sub		
BEAU0020-H	<b>Wharton Station Rd (SR 1409)</b>	US 264 - Cherry Run Rd (SR 1001)	Washington	1.8	18	2	60	55	14800	2300	3400	3400	16400	2A	60	Min	Sub		
BEAU0020-H	<b>Wharton Station Rd (SR 1409)</b>	Cherry Run Rd (SR 1001) - US 17	Washington	2.3	18	2	60	55	14800	2000	3000	3000	16400	2A	60	Min	Sub		
BEAU0021-H	<b>Yeatsville Rd (SR 1718)</b>	Sidney Rd - US 264	Beaufort Co.	2.6	20	2	60	55	12000	700	1000	1000	12700	2A	60	Min	Sub		

## PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION (FERRY)										
Local ID	Facility/ Route	Section (From - To)	Speed Limit (mph)	Distance (mi)	Existing System		Proposed System			Other Modes
					Type	Type	Type	Type	Type	
--	North Carolina Ferry System	Bayview Terminal - Aurora Terminal	6	3	Ferry	--	--	--	--	B P

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	
--	Coastal Carolina Railway (NS Line)	Pitt County - Washington County	2	25	25	Freight	Varies	1	Freight	Varies	1	
--	Coastal Carolina Railway (Belhaven Branch)	Pinetown - Belhaven	Excepted	10	17	Freight	Varies	2-3/week	Freight	Varies	2-3/week	
--	Norfolk Southern (WL line)	Phosphate Junction - near US 17 Bus	1	25	24	Freight	Varies	3-5/week	Freight	Varies	3-5/week	
--	Norfolk Southern (NB line)	Chocowinity - Craven County	1	25	9	Freight	Varies	3 to 5	Freight	Varies	3 to 5	

## BICYCLE AND PEDESTRIAN <sup>1</sup>

BICYCLE								
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Cross-Section		Type	Cross-Section	
				(ft)	Lns			
BEAU0001-B	US 264 / Pamlico St	Old County Rd (SR 1706) - Tinker Ln	2.2	24	2	Bicycle	2H	P
BEAU0004-H	US 264 / 5th St / Bike Route 2	15th St (SR 1306) - US 17 Bus	1.3	48	4	Bicycle	2E	H P
BEAU0002-H	US 17	Main St - US 264 (5th St)	0.4	50	5	Bicycle	2E	H P
BEAU0002-B	US 17	Sunset Dr - Bragaw Ln	2.9	22-48	2-4	Bicycle	2A/5A	H P
BEAU0003-B	NC 33	7th St - Spring Creek Rd (SR 1912)	1.3	22-24	2	Bicycle	2F	
BEAU0004-B	NC 32 / Bike Route 2	Hudnell St (SR 1352) - West of Brick Kiln Rd (SR 1303)	1.0	52	4	Bicycle	2F	P
BEAU0005-B	Bonner St	Water St - East Main St	0.1	28	2	Bicycle	2H	P
BEAU0006-B	Clarks Neck Rd (SR 1403)	Pitt County - US 264	0.6	20	2	Bicycle	2F	H
BEAU0007-B	East Main St	Bonner St - NC 32	0.8	32	2	Bicycle	2E	P
BEAU0008-B	East Main St	US 17 Bus - Stewart Pkwy	0.2	32	2	Bicycle	2E	P
BEAU0009-B	Stewart Pkwy	E Main St - Water St	0.4	34	2	Bicycle	2H	P
BEAU0010-B	Water St	Market St (SR 1422) to Bonner St	0.1	22-33	2	Bicycle	2H	P
BEAU0011-B	2nd St / Park Dr / Bike Route 2	US 17 Bus - Hudnell St (SR 1352)	1.2	36	2	Bicycle	2H	P

PEDESTRIAN								
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Type	Side of St	Type	Side of St	
				<b>Town of Aurora</b>				
BEAU0001-P	Middle St	8th St - 2nd St	0.5			Sidewalk	Both	
BEAU0002-P	Main St	3rd St - Pamlico River	0.3			Sidewalk	Both	
BEAU0002-P	Main St	7th St - 5th St	0.1	Sidewalk	North	Sidewalk	Both	H
BEAU0003-P	1st St	Chapin St - Main St	0.15			Sidewalk	Both	
BEAU0004-P	2nd St	Main St - Middle St	0.06			Sidewalk	Both	
BEAU0005-P	5th St	Chapin St - Middle St	0.2			Sidewalk	Both	
<b>Town of Bath</b>								
BEAU0006-P	NC 92	S Harding St - King St (SR 1741)	0.05	Sidewalk	South	Sidewalk	Both	
BEAU0007-P	S King St (SR 1741)	Craven St (SR 1756) - NC 92	0.6			Sidewalk	Both	
<b>Town of Belhaven</b>								
BEAU0008-P	US 264 Bus	Pantego St - Tinker Ln	0.5			Sidewalk	Both	B
BEAU0009-P	US 264 Bus	Cemetery Rd - Haslin St	1.1	Sidewalk	North	Sidewalk	Both	
BEAU0010-P	US 264 Bus	E Bay St - E Pantego St	0.1	Sidewalk	West	Sidewalk	Both	
BEAU0011-P	King St	US 264 Bus - W Pantego St	0.3	Sidewalk	East	Sidewalk	Both	
BEAU0012-P	E Pungo St	Edward St - Cedar St	0.1	Sidewalk	South	Sidewalk	Both	
BEAU0013-P	Old County Rd	US 264 Bus (Main St) - US 264 Bus/E Pantego St	1.2			Sidewalk	Both	B
BEAU0014-P	E Water St	Pamlico St - Riverview St	0.3	Sidewalk	North	Sidewalk	Both	

PEDESTRIAN								
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other
				Type	Side of St	Type	Side of St	Modes
	<b>Town of Chocowinity</b>							
BEAU0015-P	US 17 Bus	NC 33 - Patrick Ln (SR 1143)	0.3			Sidewalk	Both	B
	<b>Town of Pantego</b>							
BEAU0016-P	US 264	Maple St (SR 1704) - Latham St	0.5	Sidewalk	North	Sidewalk	Both	B
	<b>Town of Washington Park</b>							
BEAU0017-P	NC 32	Hudnell St (SR 1352) - Brick Kiln Rd (SR 1303)	1			Sidewalk	Both	B
	<b>City of Washington</b>							
BEAU0023-P	US 264	Harvey St - McNair St	0.5	Sidewalk	West	Sidewalk	Both	H
BEAU0024-P	NC 32	Harvey St - Brown St	0.3	Sidewalk	South	Sidewalk	Both	H B
BEAU0025-P	Bridge St	W 7th St - W 13th St	0.4	Sidewalk	West	Sidewalk	East	
BEAU0026-P	Brown St	E Main St - E 5th St	0.3	Sidewalk	East	Sidewalk	Both	
BEAU0027-P	Cooper St	W 13th St - W 11th St	0.1	Sidewalk	West	Sidewalk	Both	
BEAU0028-P	Gladden St	E Main St - W 2nd St	0.1	Sidewalk	West	Sidewalk	Both	
BEAU0029-P	Gladden St	W 6th St - W 9th St	0.2	Sidewalk	East	Sidewalk	Both	
BEAU0030-P	Hackney Ave	W Main St - W 2nd St	0.1	Sidewalk	East	Sidewalk	Both	
BEAU0031-P	Hudnell St (SR 1352)	Pennsylvania Ave - US 264	0.2	Sidewalk	East	Sidewalk	Both	
BEAU0032-P	N Charlotte St	E 5th St - E 9th St	0.3	Sidewalk	West	Sidewalk	Both	
BEAU0033-P	N Bonner St	E 8th St - 100 ft North of E 9th St	0.1	Sidewalk	East	Sidewalk	Both	
BEAU0034-P	N Harvey St	E 7th St - E 8th St	0.1	Sidewalk	East	Sidewalk	Both	
BEAU0035-P	N Pierce St	W 11th St - W 13th St	0.1	Sidewalk	West	Sidewalk	Both	
BEAU0036-P	N Respass St	W 6th St - W 9th St	0.2	Sidewalk	East	Sidewalk	Both	
BEAU0037-P	N Washington St	US 17 Bus - Trade St	0.1	Sidewalk	East	Sidewalk	Both	
BEAU0018-P	N Washington St	W 11th St - W 15th St (SR 1403)	0.2			Sidewalk	Both	
BEAU0038-P	Pennsylvania Ave	US 264 - Hudnell St (SR 1352)	0.2	Sidewalk	South	Sidewalk	Both	
BEAU0019-P	Pennsylvania Ave	Havens St - Trail	0.1			Sidewalk	Both	
BEAU0039-P	Simmons St	NC 32 - Pennsylvania Ave	0.6	Sidewalk	East	Sidewalk	Both	
BEAU0040-P	Trade St	W 13th St - N Washington St	0.2	Sidewalk	East	Sidewalk	Both	
BEAU0041-P	Van Norden St	W 7th St - Fort Dr	0.2	Sidewalk	East	Sidewalk	Both	
BEAU0020-P	Van Norden St	Fort Dr - W 13th St	0.2			Sidewalk	Both	
BEAU0042-P	3rd St (West)	Pierce St - US 17 Bus	0.1	Sidewalk	North	Sidewalk	Both	
BEAU0043-P	4th St (West)	Pierce St - US 17 Bus	0.1	Sidewalk	North	Sidewalk	Both	
BEAU0044-P	5th St (East)	US 264 - Simmons St	0.4	Sidewalk	South	Sidewalk	Both	
BEAU0045-P	7th St (East)	Aycock St - Hudnell St (SR 1352)	0.2	Sidewalk	North	Sidewalk	Both	
BEAU0021-P	8th St (West)	Boston Ave - Fleming St	0.1			Sidewalk	Both	
BEAU0046-P	8th St (East)	Market St (SR 1422) - N Harvey St	0.2	Sidewalk	North	Sidewalk	Both	
BEAU0047-P	8th St (East)	Simmons St - Hudnell St (SR 1352)	0.1	Sidewalk	North	Sidewalk	Both	
BEAU0048-P	9th St (West)	Van Norden St - Market St (SR 1422)	0.3	Sidewalk	North	Sidewalk	Both	
BEAU0049-P	9th St (East)	N Bonner St - Simmons St	0.7	Sidewalk	North	Sidewalk	Both	
BEAU0050-P	11th St (West)	Trade St - N Washington St	0.1	Sidewalk	North	Sidewalk	Both	
BEAU0051-P	11th St (East)	Market St (SR 1422) - N Bonner St	0.1	Sidewalk	North	Sidewalk	Both	
BEAU0022-P	12th St (East)	Market St (SR 1422) - W 15th St (SR 1306)	0.6			Sidewalk	Both	

PEDESTRIAN								
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other
				Type	Side of St	Type	Side of St	Modes
BEAU0052-P	13th St (West)	Trade St - N Washington St	0.2	Sidewalk	North	Sidewalk	Both	B
MULTI-USE PATH								
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other
				Side of St	Cross-Section	Side of St	Cross-Section	Modes
BEAU0001-M	Jack's Creek Greenway	E Main St to Market St (SR 1422) w link to skateboard park near US 264 (John Small Ave)	1				M B	
BEAU0002-M	Runyon Creek Greenway	From Park Dr to Keysville Rd	2.5				M B	
BEAU0003-M	Tar River Nature Path	From US 17 Bus making loop back to US 17 Bus	0.7				M B	
BEAU0004-M	Washington Park Walkway	From Edge Water Ave to Walnut St	0.4				M B	

1 For further documentation of bicycle and pedestrian facilities and proposals, refer to the 2006 Washington Master Pedestrian Plan and the 2011 City of Washington Bicycle Plan.

## 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 comprehensive planning and design "typical" highway cross sections, as depicted on the following pages, were updated on May 5, 2014 in response to the Strategic Transportation Investments<sup>1</sup> (STI) law (House Bill 817) and are also consistent with SPOTOnline (used for project prioritization<sup>2</sup>), NCDOT's GIS-based web application for providing automated, near real-time prioritization scores and project costs. This guidance establishes design elements that emphasize safety, mobility, complete streets<sup>3</sup>, and accessibility for multiple modes of travel. These "typical" highway cross sections should be used as 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<sup>4</sup> (NEPA) documentation and through final design 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,
- ❖ roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment, and
- ❖ roadways which may need to accommodate an additional transportation mode.

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<sup>1</sup> For more information on STI, go to: <http://www.ncdot.gov/strategictransportationinvestments/>.

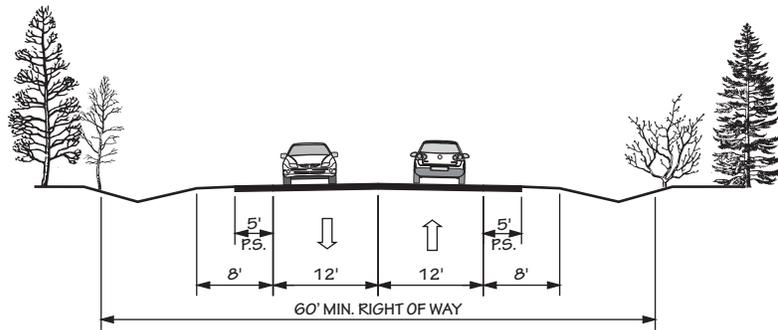
<sup>2</sup> For more information on prioritization, go to: <https://connect.ncdot.gov/projects/planning/Pages/StrategicPrioritization.aspx>.

<sup>3</sup> For more information on Complete Streets, go to: <http://www.completestreetsnc.org/>.

<sup>4</sup> For more information on NEPA, go to: <http://ceq.hss.doe.gov/>.

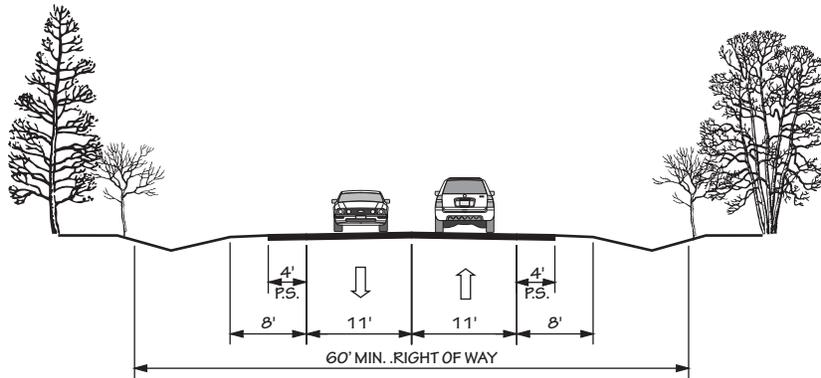
# FIGURE 7 "TYPICAL" HIGHWAY CROSS SECTIONS

2A



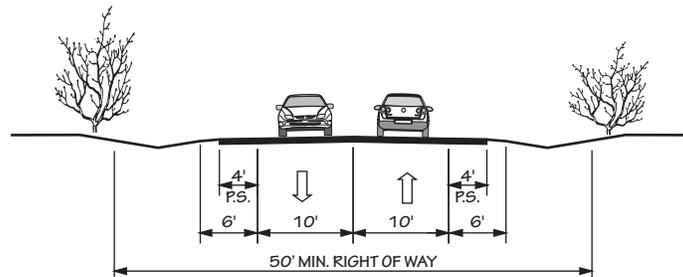
2 LANE UNDIVIDED WITH PAVED SHOULDERS  
POSTED SPEED 55 MPH

2B



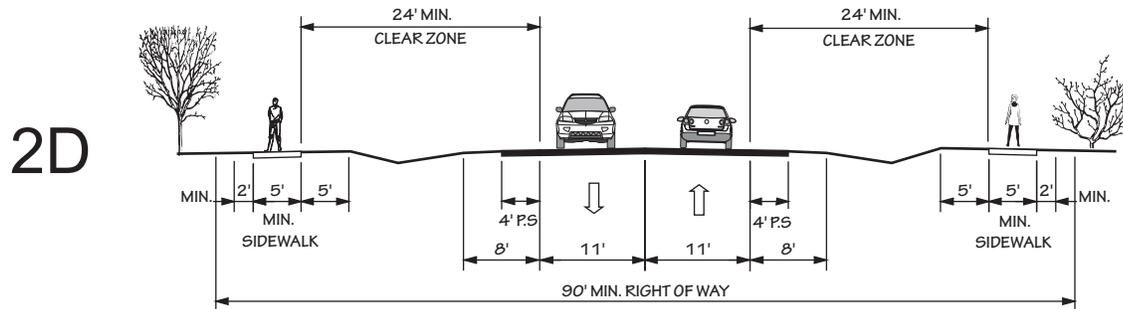
2 LANES UNDIVIDED  
POSTED SPEED 45 MPH OR LESS

2C

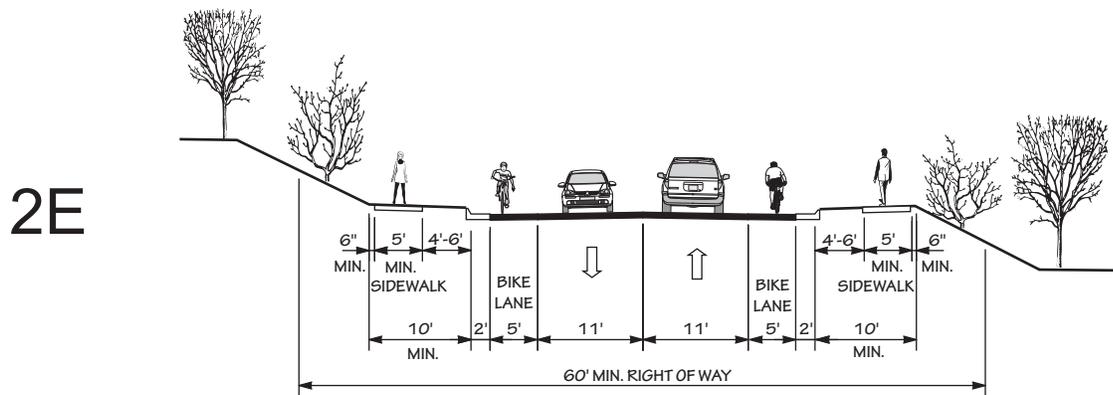


2 LANE UNDIVIDED WITH PAVED SHOULDERS  
POSTED SPEED 25 - 35 MPH

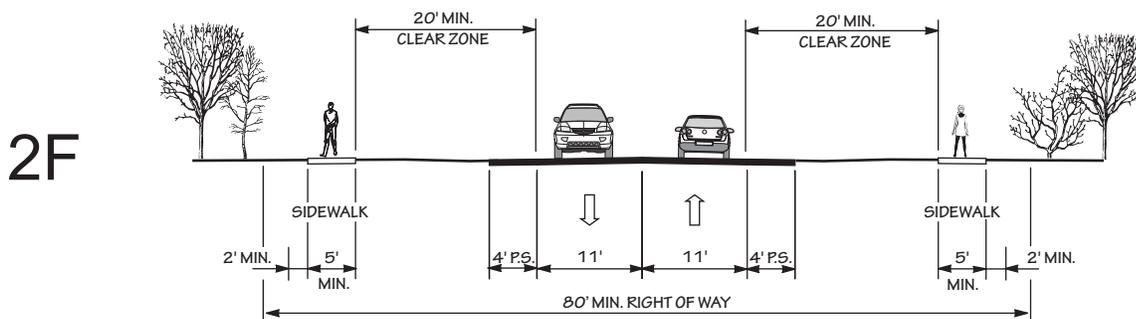
# "TYPICAL" HIGHWAY CROSS SECTIONS



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS  
POSTED SPEED 25-45 MPH

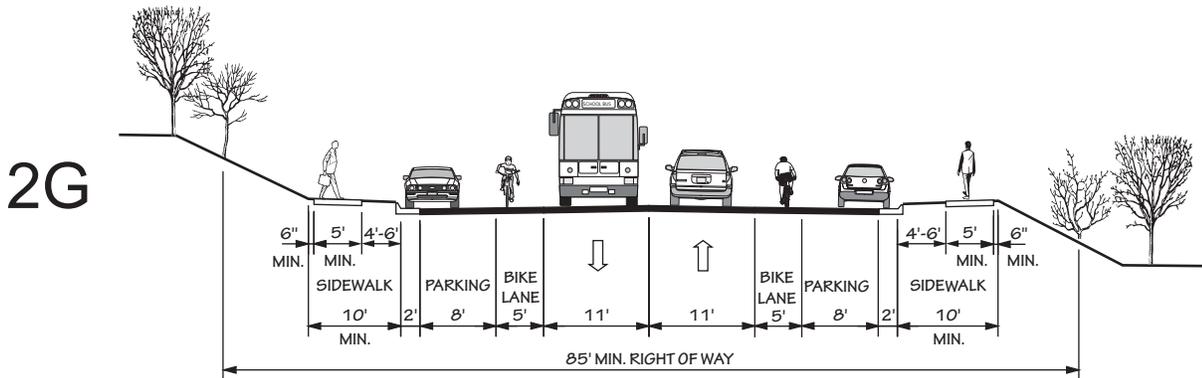


2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS  
POSTED SPEED 25-45 MPH

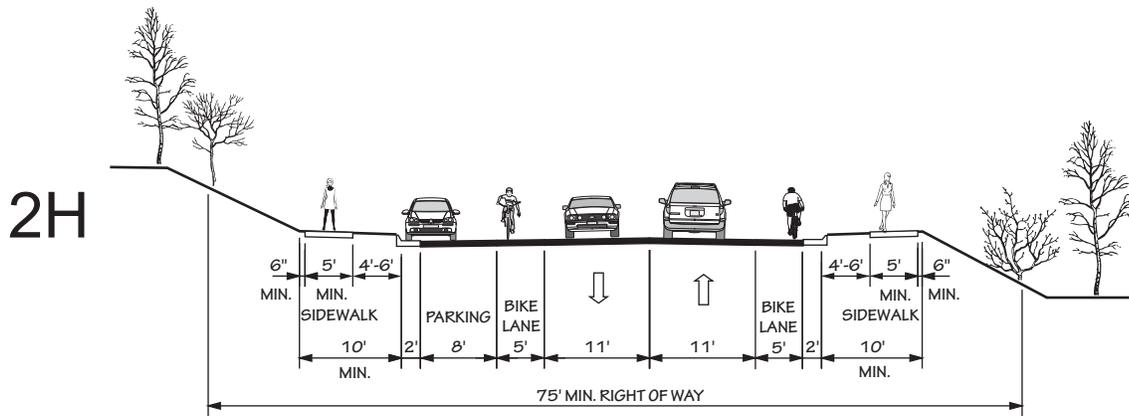


2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS  
IN CAMA COUNTIES  
POSTED SPEED 25-45 MPH

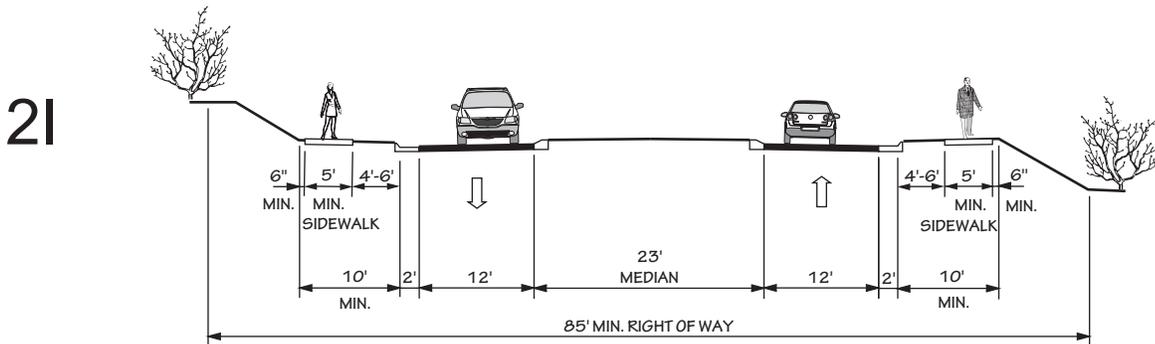
# "TYPICAL" HIGHWAY CROSS SECTIONS



2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING BOTH SIDES,  
BIKE LANES, AND SIDEWALKS  
POSTED SPEED 25-45 MPH



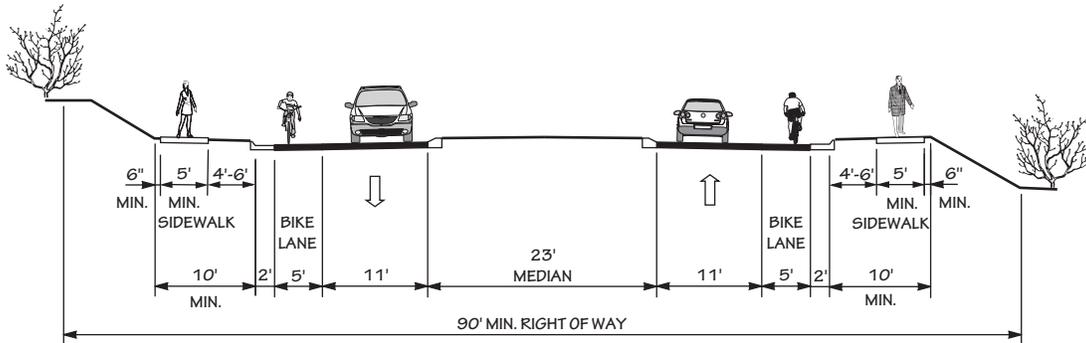
2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING ONE SIDE,  
BIKE LANES, AND SIDEWALKS  
POSTED SPEED 25-45 MPH



2 LANE DIVIDED (23' RAISED MEDIAN)  
WITH CURB & GUTTER AND SIDEWALKS  
POSTED SPEED 25-45 MPH

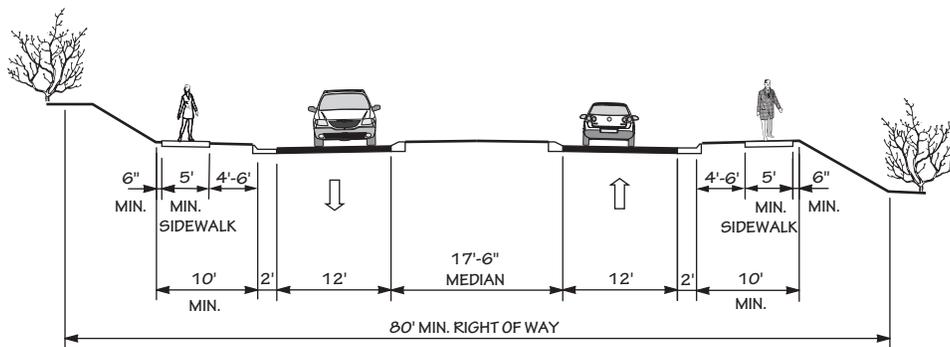
# "TYPICAL" HIGHWAY CROSS SECTIONS

2J



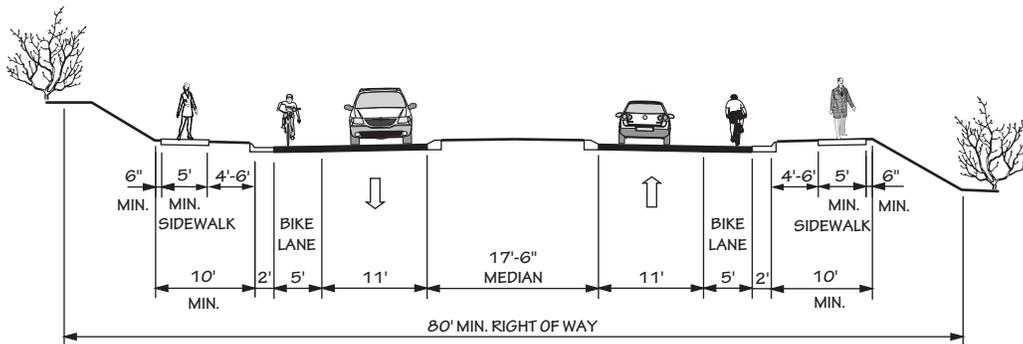
2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER,  
BIKE LANES, AND SIDEWALKS  
POSTED SPEED 25-45 MPH

2K



2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER AND SIDEWALKS  
POSTED SPEED 25-45 MPH

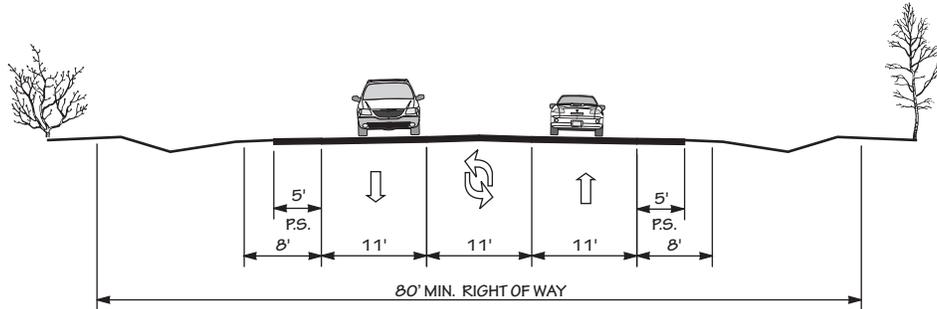
2L



2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS  
POSTED SPEED 25-45 MPH

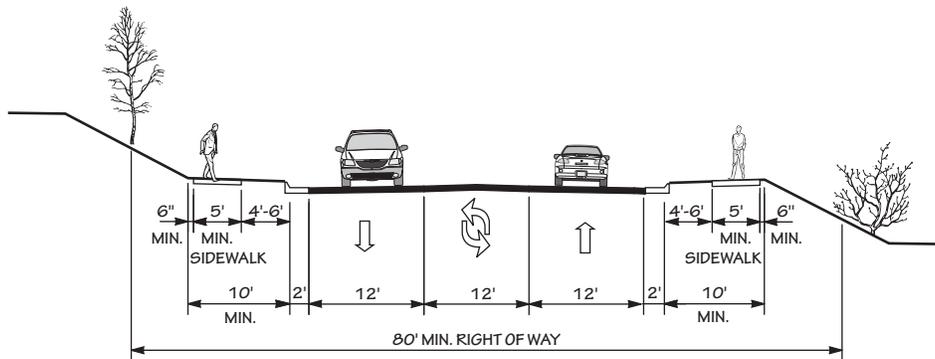
# "TYPICAL" HIGHWAY CROSS SECTIONS

3A



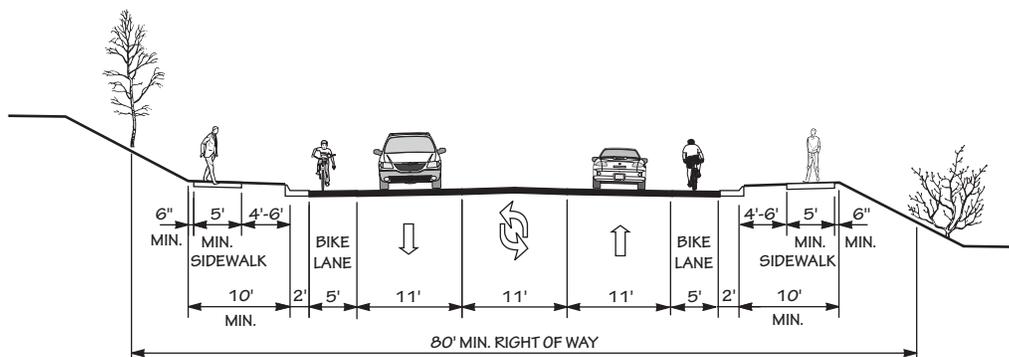
2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS  
POSTED SPEED 25-55 MPH

3B



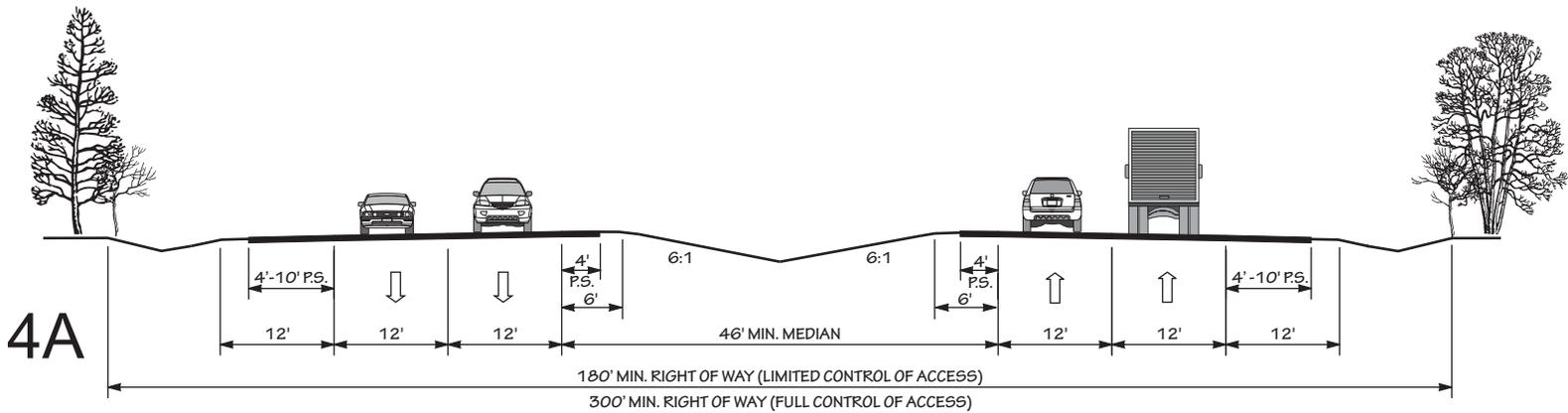
2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,  
AND SIDEWALKS  
POSTED SPEED 25-45 MPH

3C

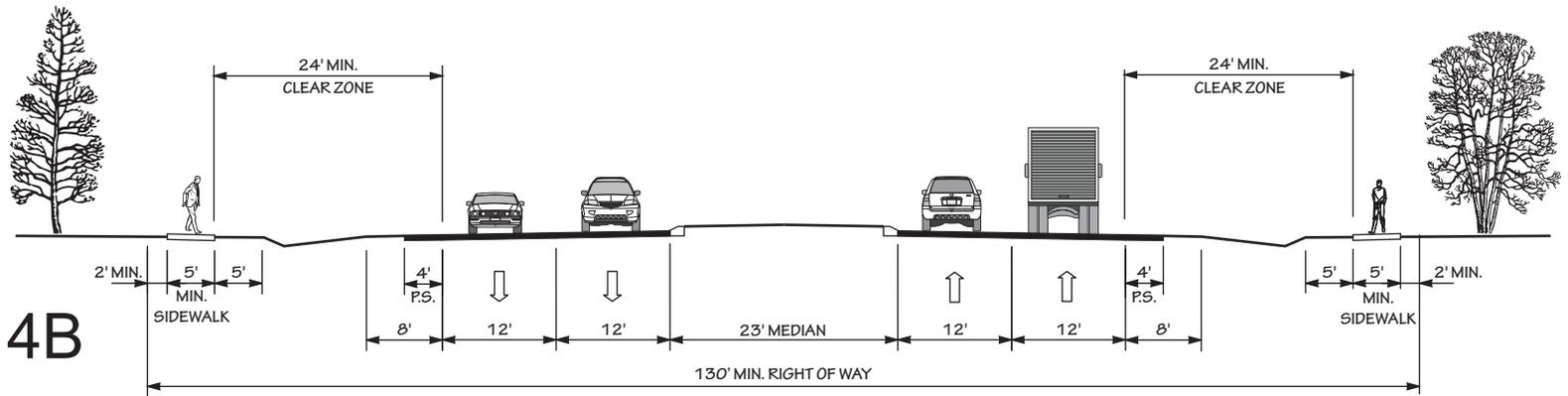


2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,  
BIKE LANES, AND SIDEWALKS  
POSTED SPEED 25-45 MPH

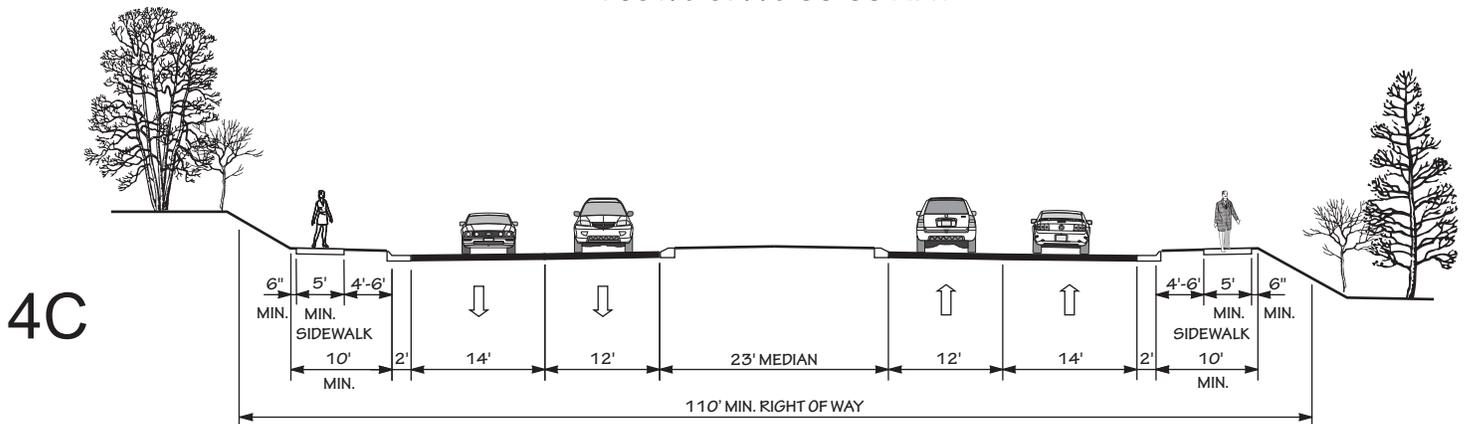
# "TYPICAL" HIGHWAY CROSS SECTIONS



4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS  
POSTED SPEED 45-70 MPH

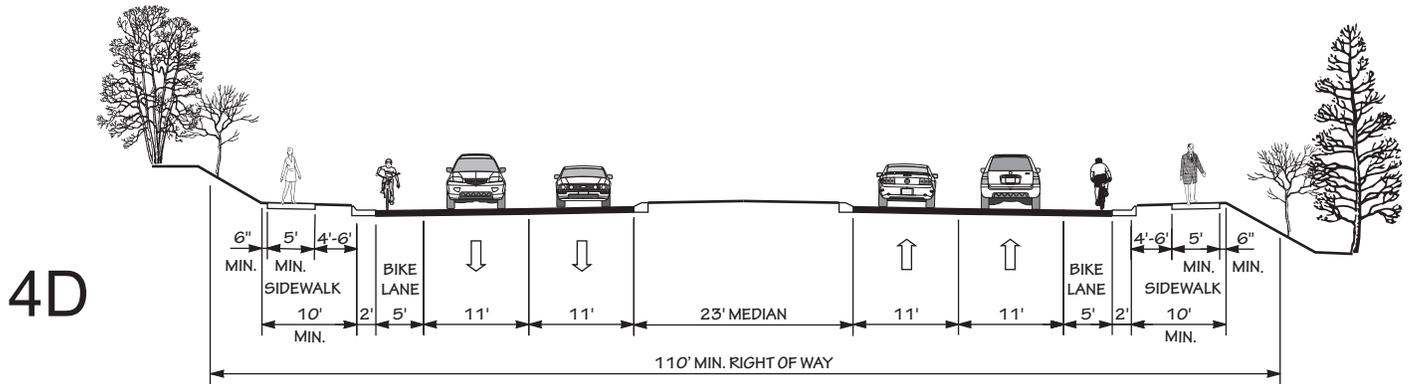


4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS  
AND SIDEWALKS  
POSTED SPEED 35-55 MPH

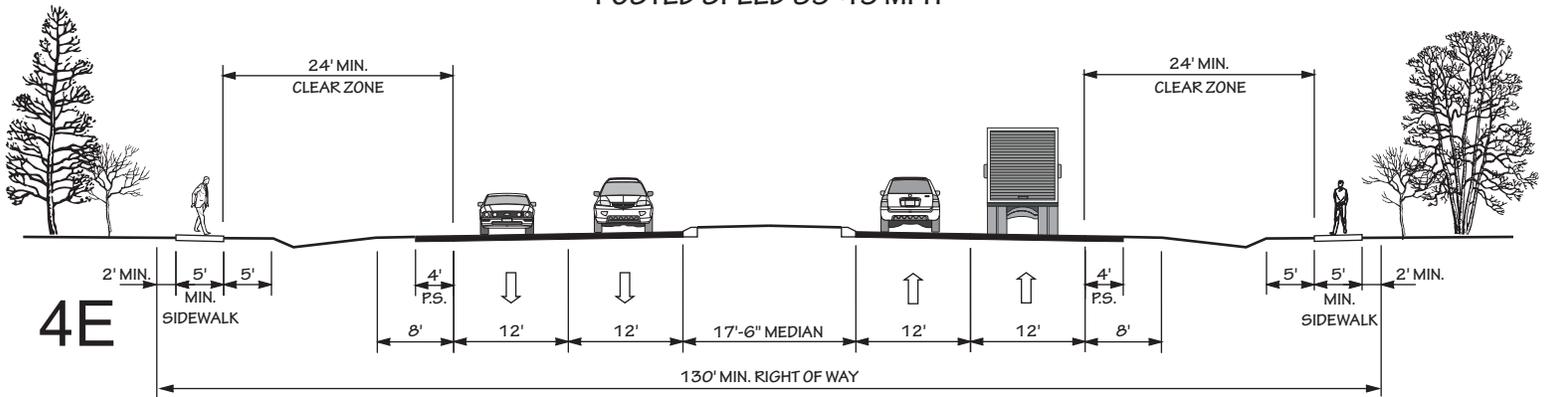


4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER,  
WIDE OUTSIDE LANES, AND SIDEWALKS  
POSTED SPEED 35-45 MPH

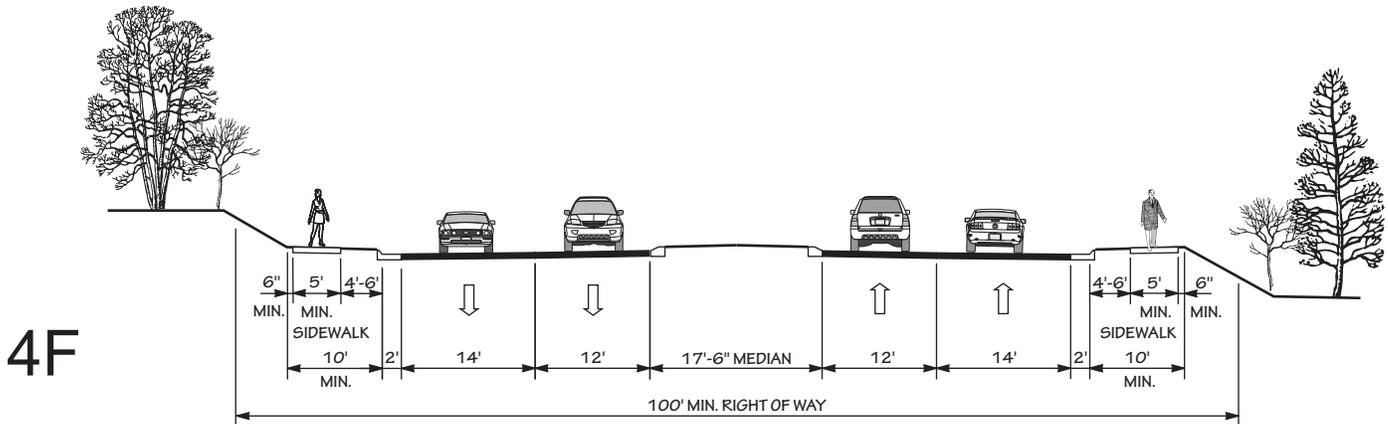
# "TYPICAL" HIGHWAY CROSS SECTIONS



**4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES AND SIDEWALKS**  
 POSTED SPEED 35-45 MPH

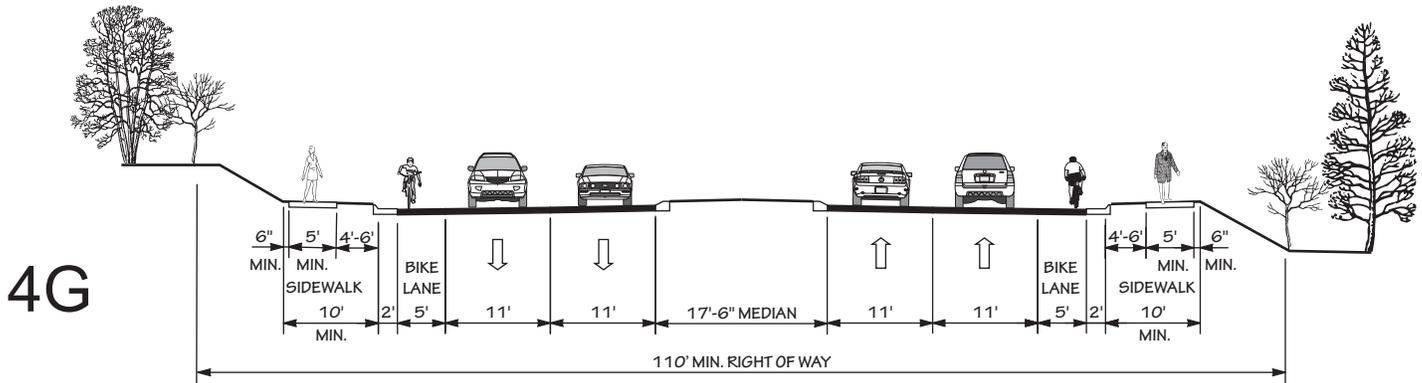


**4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS**  
 POSTED SPEED 35-55 MPH



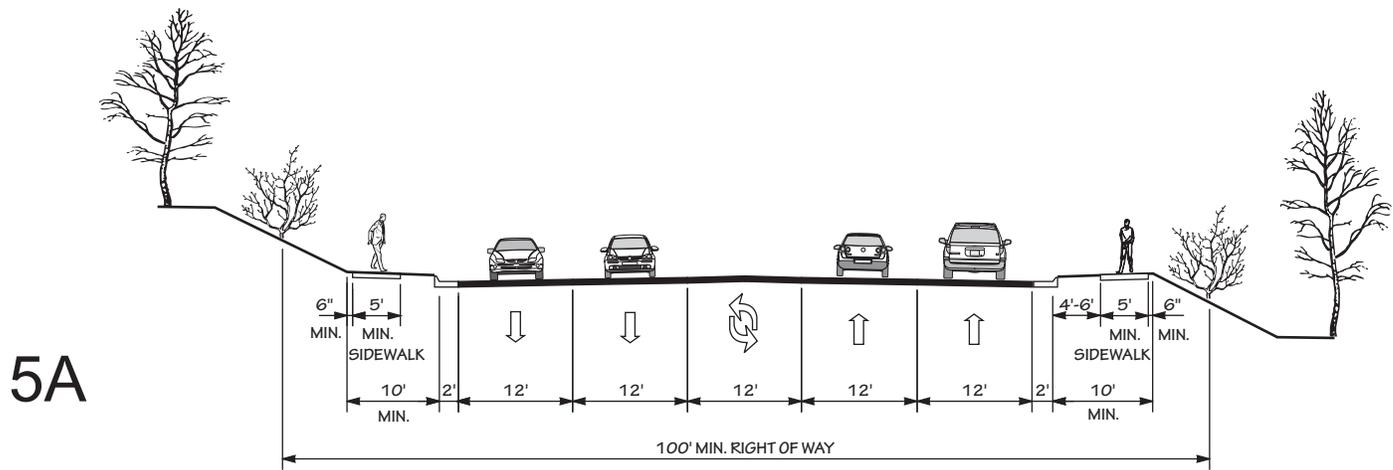
**4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES AND SIDEWALKS**  
 POSTED SPEED 35-45 MPH

# "TYPICAL" HIGHWAY CROSS SECTIONS



4G

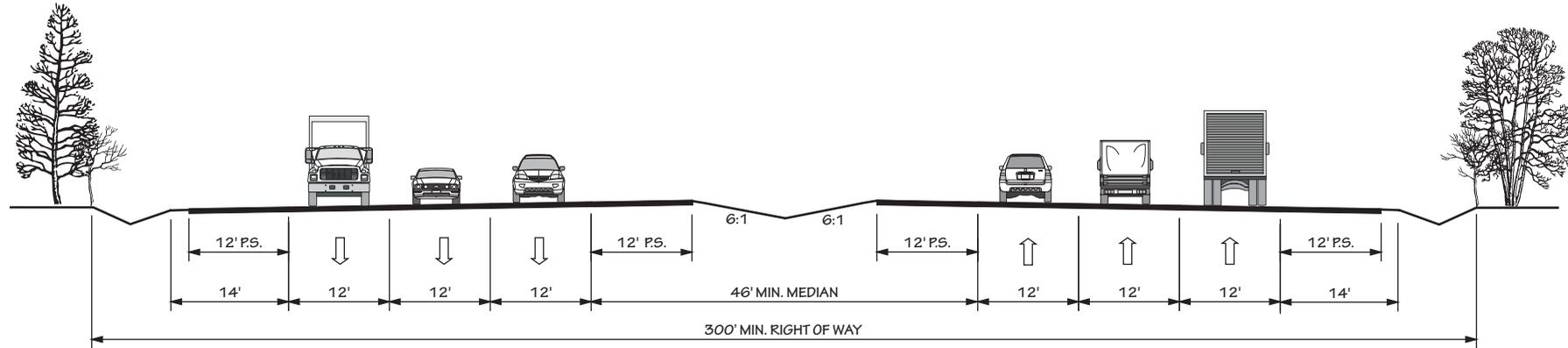
4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,  
BIKE LANES, AND SIDEWALKS  
POSTED SPEED 35-45 MPH



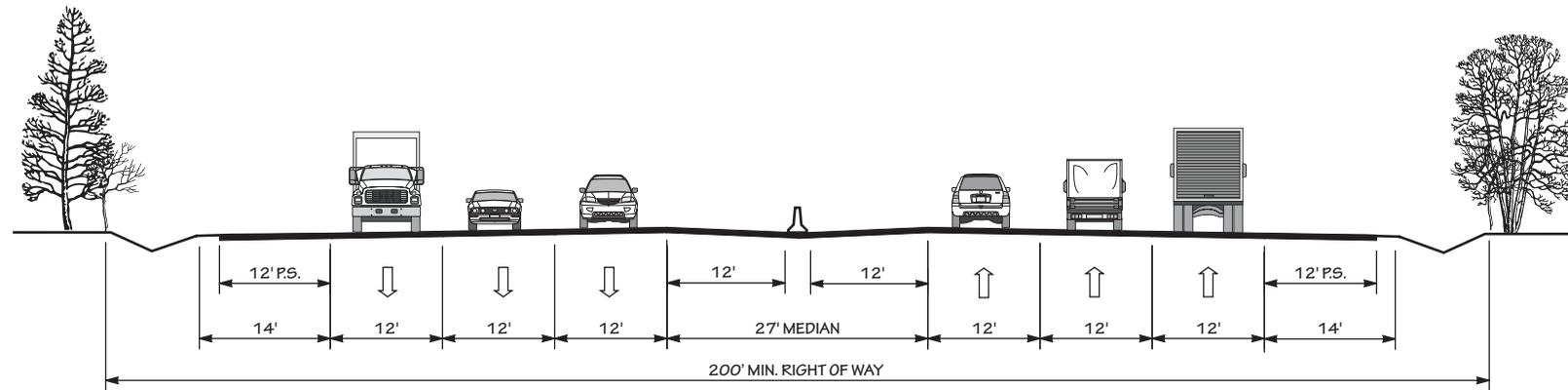
5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,  
AND SIDEWALKS  
POSTED SPEED 35-45 MPH

# "TYPICAL" HIGHWAY CROSS SECTIONS

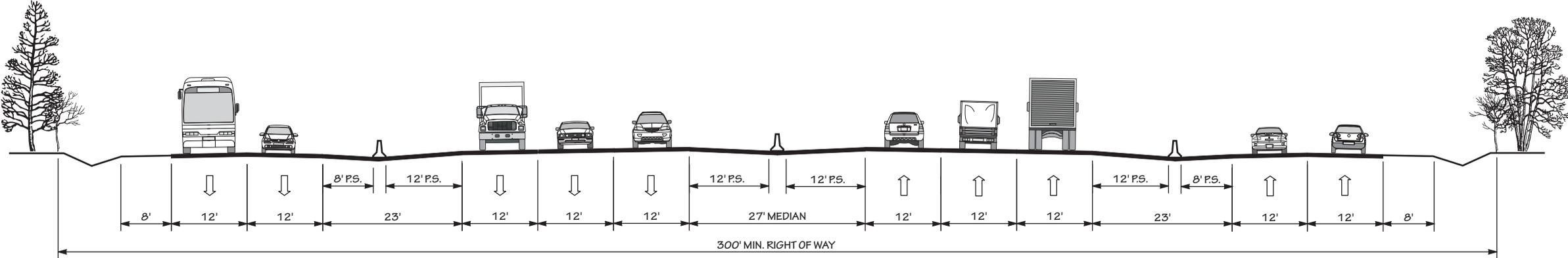


**6A** 6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS  
POSTED SPEED 45-70 MPH

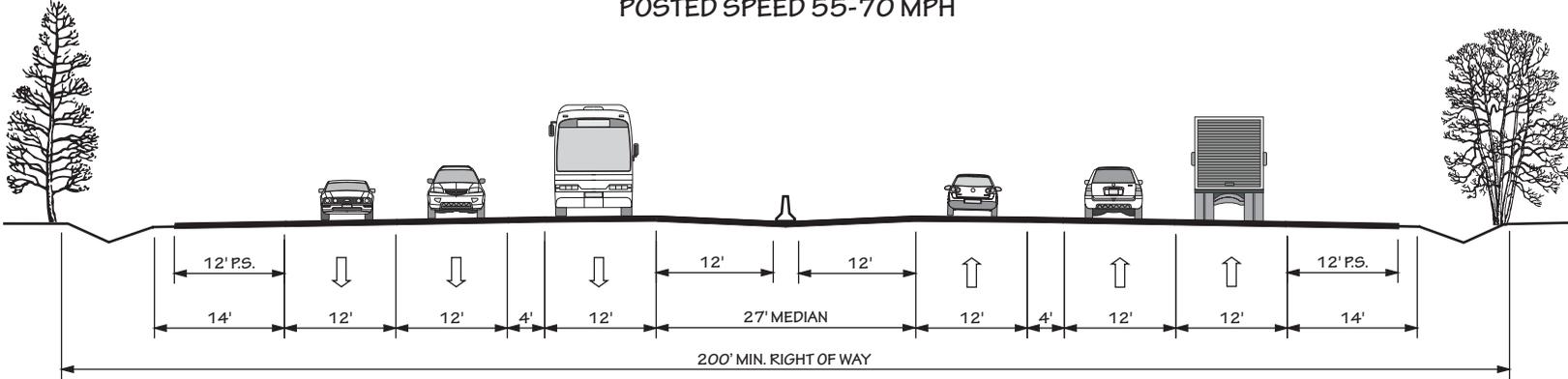


**6B** 6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER)  
WITH PAVED SHOULDERS  
POSTED SPEED 55-70 MPH

# "TYPICAL" HIGHWAY CROSS SECTIONS

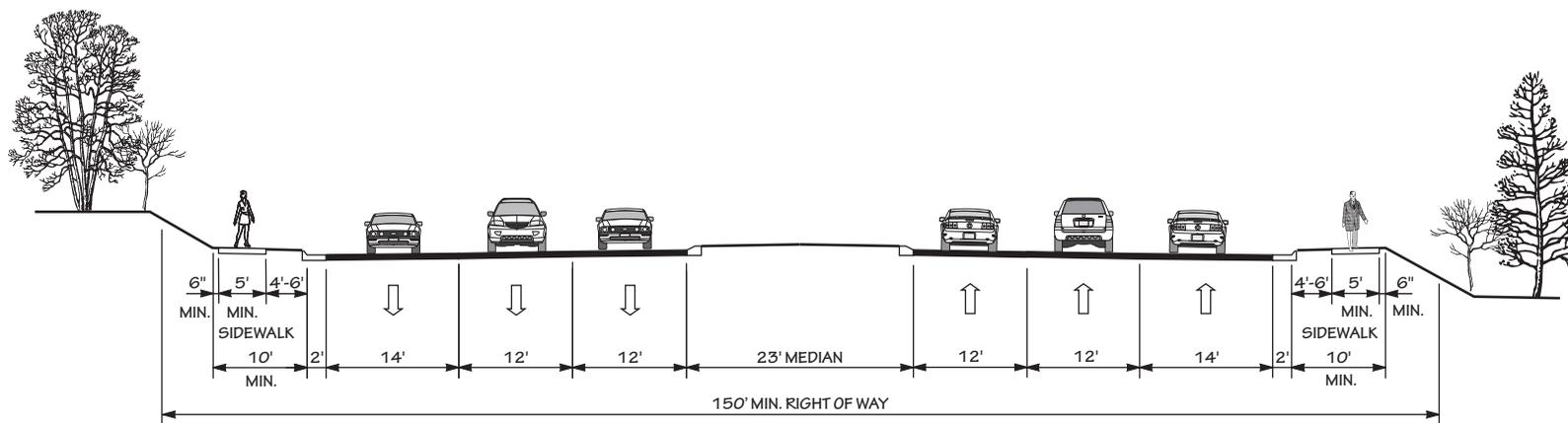


**6C** 6 LANE FREEWAY (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS AND 2 LANE ONE-WAY SERVICE ROADS EACH SIDE  
 POSTED SPEED 55-70 MPH

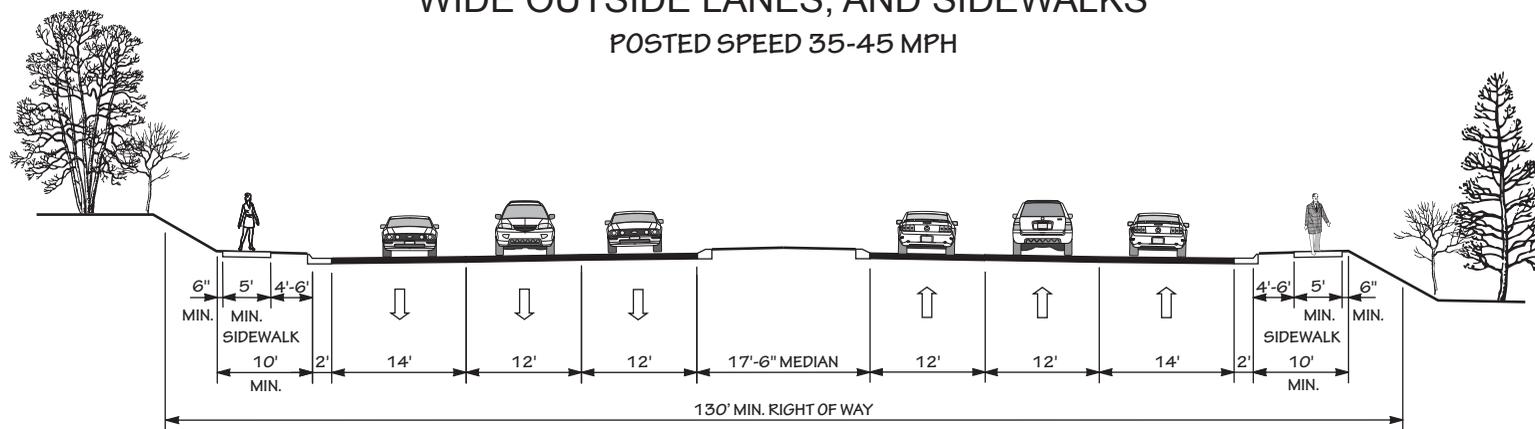


**6D** 6 LANE FREEWAY (4 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS  
 POSTED SPEED 55-70 MPH

# "TYPICAL" HIGHWAY CROSS SECTIONS

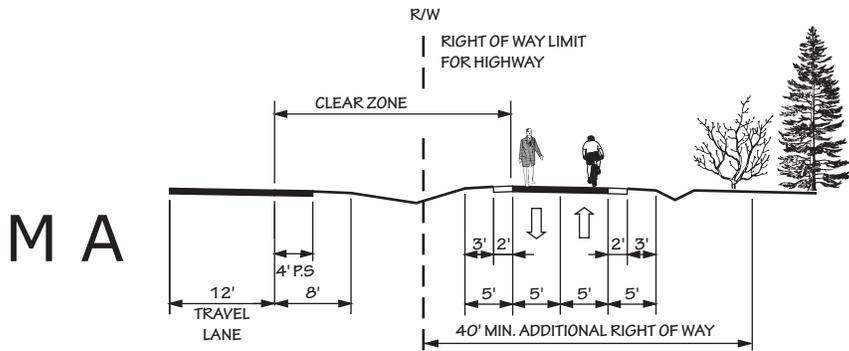


**6E** 6 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER,  
WIDE OUTSIDE LANES, AND SIDEWALKS  
POSTED SPEED 35-45 MPH

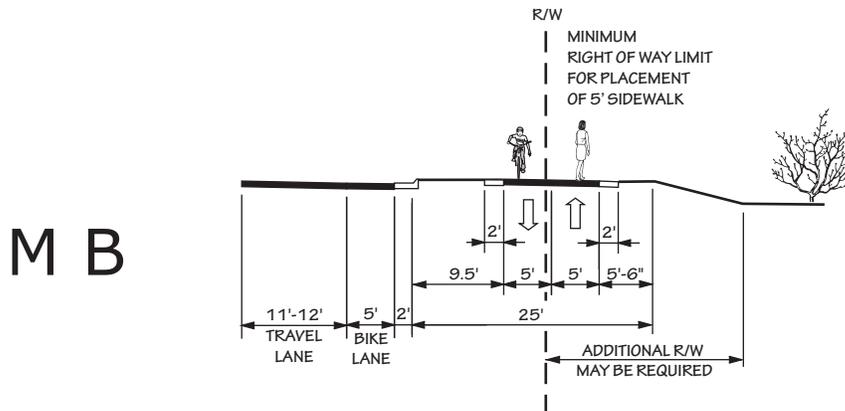


**6F** 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,  
WIDE OUTSIDE LANES, AND SIDEWALKS  
POSTED SPEED 35-45 MPH

# "TYPICAL" HIGHWAY CROSS SECTIONS



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



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

## 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 8.

- ❖ **LOS A:** Describes free-flow operations. Free Flow Speed (FFS) prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
- ❖ **LOS B:** Represents reasonably free-flow operations, and FFS is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
- ❖ **LOS C:** Provides for flow with speeds near the FFS. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
- ❖ **LOS D:** The level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
- ❖ **LOS E:** Describes operation at capacity. Operations at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.
- ❖ **LOS F:** Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks.

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Figure 8 - Level of Service Illustrations

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LOS A



LOS B



LOS C



LOS D



LOS E



LOS F

Source: 2010 Highway Capacity Manual, Exhibit 11-4

## Appendix F Traffic Crash Assessment

A crash assessment performed for the Beaufort County CTP considered 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 76.8 times more severe than one involving only property damage and a crash resulting in minor injury is 8.4 times more severe than one with only property damage. In general, a higher severity index indicates more severe crashes. 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, 2009 and December 31, 2011. The data represents locations with 10 or more crashes and/or a severity average greater than that of the state's 4.26 index. The "Total" column indicates the total number of accidents reported within 150-ft of the intersection during the study period. The severity listed is the average crash severity for that location.

---

**Table 4 - Crash Locations**

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Map Index	Intersection	Average Severity	Total Crashes
1	Cherry Run Road (SR 1001) and Wharton Station Road (SR 1409)	22.08	10
2	US 264 and Asbury Church Road (SR 1311)	6.18	10
3	15 <sup>th</sup> Street (SR 1306) and Minuteman Lane	4.95	10
4	US 17 (Carolina Avenue) and Walmart entrance	4.70	10
5	US 17 Business and NC 33	4.70	10
6	Highland Drive (SR 1501) and 12 <sup>th</sup> Street	4.48	10
7	15 <sup>th</sup> Street (SR 1306) and US 264 (5 <sup>th</sup> Street)	4.40	20
8	15 <sup>th</sup> Street (SR 1306) and Pierce Street	3.96	10
9	US 264 (5 <sup>th</sup> Street) and Market Street (SR 1422)	3.69	10
10	15 <sup>th</sup> Street (SR 1306) and Washington Street	3.35	10
11	15 <sup>th</sup> Street (SR 1306) and Market Street (SR 1422)	3.08	10
12	Bennett Street and 15 <sup>th</sup> Street (SR 1306)	2.97	10
13	US 17 Business (Carolina Avenue) and 15 <sup>th</sup> Street (SR 1306)	2.41	22
14	US 17 Business and US 264	2.59	30
15	Brown Street and 12 <sup>th</sup> Street	2.48	10

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

## **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 Structures Management Unit inspects all bridges in North Carolina at least once every two years. A sufficiency rating for each bridge is calculated and establishes the eligibility and priority for replacement. Bridges having the highest priority are replaced as federal and state funds become available.

A bridge is considered deficient if it is either structurally deficient (SD) or functionally obsolete (FO). 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 located on roads evaluated as a part of the CTP are listed in Table 5. For more details on deficient bridges within the planning area, contact the Structures Management Unit using the information in Appendix A.

**Table 5 - Deficient Bridges**

Bridge Number	Facility	Feature	Condition	Local ID
3	US 17	Norfolk Southern Railroad	SD	B-5302 <sup>1</sup>
5	Cherry Run Road (SR 1001)	Aggie Run	SD	B-4708 <sup>1</sup>
6	Market Street Extension (SR 1422)	Big Swamp	SD & FO	B-4427 <sup>1</sup>
20	NC 33	Smith Creek	SD	B-5413 <sup>1</sup>
21	NC 32	Pungo Creek	SD	B-4415 <sup>3</sup>
25	US 17	Pamlico River	SD	
28	NC 92	Bath Creek	SD	
41	US 17	Cherry Run	SD & FO	R-5210C <sup>1</sup>
43	US 264	Pungo Creek	SD	B-4414 <sup>1</sup>
50	US 17	Old Ford Swamp	FO	R-2510C <sup>1</sup>
51	US 264	Broad Creek	SD	B-4413 <sup>3</sup>
53	NC 45/99	Pungo River	SD	
54	NC 99	St Clair Creek	SD & FO	B-4418 <sup>2</sup>
55	US 264	Pantego Creek	SD & FO	B-5300 <sup>1</sup>
56	US 17	Latham Creek	SD	BEAU0005-H <sup>4</sup>
66	US 264	Pungo River	SD	
75	NC 33	Chocowinity Creek	FO	
76	NC 33	Carolina & Northwest Railroad	SD & FO	B-4416 <sup>2</sup>
124	Savannah Road (SR 1718)	Jack Creek	SD	
255	Terra Ceia Road (SR 1612)	Canal	SD	
321	NC 306 Ferry	Pamlico Sound	FO	X-0004 <sup>4</sup>
322	NC 306 Ferry	Pamlico River	FO	X-0004 <sup>4</sup>
324	Water Street	Trib. Of Pungo Creek	SD	B-4500 <sup>2</sup>

<sup>1</sup> These projects are currently funded for right of way and/or construction in the 2012 – 2018 TIP.

<sup>2</sup> These projects are currently under construction.

<sup>3</sup> These projects have been completed since the start of the CTP study.

<sup>4</sup> These projects are not currently funded for right of way or construction in the 2012 – 2018 TIP.

## **Appendix H**

### **Public Involvement**

This appendix documents the public involvement process and includes a listing of steering committee members, the goals and objectives survey results, and public meetings held throughout the development of the CTP.

#### **List of CTP Steering Committee Members**

At the start of a CTP study, a committee is formed that is comprised of individuals who represent the various needs, issues and populations of the community. These representatives are responsible for capturing the transportation needs of the community relative to all modes of transportation and for guiding the development of the CTP. A listing of steering committee members for the Beaufort County CTP is given below.

- Jackie Morris, Chairman, Beaufort County Commissioner
- Randell Woodruff, Beaufort County Manager
- Judith Lannon, Aurora Town Clerk
- Bubs Carson, Bath Town Administrator
- Guinn Leverett, Belhaven Town Manager
- Jimmy Mobley, Mayor, Chocowinity
- Joy McCroy, Chocowinity Town Clerk
- Bobbie Jo Ricks, Pantego Town Clerk
- Denise Dale, Town of Washington Park
- Matt Rauschenbach, Washington City Manager
- John Rodman, Washington Planning Director
- Bryant Buck, Mid-East RPO Coordinator
- Woody Jarvis, NCDOT District Engineer

#### **CTP Vision, Goals, Objectives and MOEs**

The CTP vision, goals and objectives are developed as part of the public involvement process and help identify how the people within an area would like to develop the transportation system (all modes). The CTP committee develops the draft vision, goals, objectives, and MOEs which are further refined with input from citizens via the CTP Goals & Objectives (G&O) survey. These products become the official guide for the CTP being developed.

The vision statement, goals and objectives reflect what is important for the area and defines any local preferences concerning the transportation system and community assets. The vision statement is the framework for the area's strategic planning. Goals and objectives document how the area plans to fulfill its vision. The goals break down the vision statement into themes, while the objectives document how the area plans to make progress towards achieving each goal. MOEs are established to enable the area to track the progress of each objective.

### Vision:

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

### Goals:

1. Establish a county-wide multi-modal transportation plan in conjunction with the county land use plan in cooperation with local and state organizations including but not limited to the Mid-East Rural Planning Organization, City of Washington, and neighboring municipalities.
2. Make informed transportation decisions that are sensitive to the environment and existing development patterns.
3. Offer policy guidance to local governments so that they can ensure the protection of corridors for future transportation use.
4. Develop recommendations that capitalize on the use of existing infrastructure across traditional jurisdictions and add capacity strategically.
5. Develop recommendations that improve and upgrade the connections between local urban areas within the county by identifying major corridors and using access management techniques.
6. Create land use and access management policy recommendations that optimize available transportation capacity for economic development activities occurring within the county and the city of Washington.
7. Develop recommendations that create opportunities for better mobility from local areas within the county to regional activity centers outside the county.

## **Goals and Objectives Survey**

A G&O survey is a public involvement technique used to help identify an area's perception of transportation-related issues, identify concerns that should be addressed during the development of a CTP, and to help develop a vision for the community. The G&O survey is most appropriately implemented at the beginning of the transportation planning study. In addition to determining up front what is important to the citizens of the planning area, initiating the G&O survey early in the planning process allows the survey to serve as an introduction to the transportation planning process. The survey usually includes a brief introduction explaining what a transportation plan is and how the area can benefit from having one. The survey also includes a wide variety of questions that is tailored to each area as appropriate. A summary of the Beaufort County G & O survey is given below.

1. How important are the following goals?

<b>GOAL:</b>	<b>Very Important</b>	<b>Slightly Important</b>	<b>Important</b>	<b>Not Important</b>	<b>No Opinion</b>
Increased Transportation Choices:	41%	11%	25%	20%	3%
Increased Public Transportation Options:	20%	10%	28%	38%	3%
Faster Automobile Travel Times:	31%	10%	27%	31%	2%
Community and Rural Culture Preservation:	51%	20%	21%	7%	2%
Environmental Protection:	40%	23%	23%	15%	0%
Economic Growth:	64%	8%	21%	7%	0%
Service of Special Needs:	28%	25%	30%	13%	5%

2. There are several strategies that can be used to increase road capacity. How important is it to use the following strategies on roads in Beaufort County?

<b>STRATEGY:</b>	<b>Very Important</b>	<b>Slightly Important</b>	<b>Important</b>	<b>Not Important</b>	<b>No Opinion</b>
Building additional traffic lanes:	34%	16%	28%	21%	0%
Controlling the frequency and locations of driveways and cross streets that access the road:	31%	25%	33%	10%	2%
Making improvements to intersections, better traffic signal timing:	62%	15%	23%	0%	0%

3. How important are the following community preservation goals?

<b>STRATEGY:</b>	<b>Very Important</b>	<b>Slightly Important</b>	<b>Important</b>	<b>Not Important</b>	<b>No Opinion</b>
Keep and attract businesses into downtown areas:	64%	11%	16%	7%	2%
Support the protection and rehabilitation of existing neighborhoods:	47%	17%	27%	8%	2%
Limit development outside City Limits:	17%	10%	23%	42%	8%
Encourage new commercial development in clusters or activity centers:	35%	25%	25%	12%	3%

4. How important are the following environmental protection goals?

<b>STRATEGY:</b>	<b>Very Important</b>	<b>Slightly Important</b>	<b>Important</b>	<b>Not Important</b>	<b>No Opinion</b>
Minimize the impact of development on wetlands, streams, and wildlife areas:	41%	15%	33%	8%	3%
Encourage the provision of open space and recreation facilities in private development:	28%	21%	26%	13%	11%
Protect farmland and highly productive agricultural lands:	56%	18%	13%	10%	3%

5. How important are the following economic growth and development goals?

<b>STRATEGY:</b>	<b>Very Important</b>	<b>Slightly Important</b>	<b>Important</b>	<b>Not Important</b>	<b>No Opinion</b>
Focus efforts on attracting new businesses and jobs to the area:	72%	7%	12%	8%	0%
Concentrate on helping existing businesses expand and grow:	73%	12%	12%	3%	0%
Extend water and sewer lines to promote economic development:	55%	17%	20%	8%	0%
Discourage industrial development in areas that would impact the quality of life for existing residents:	46%	21%	25%	8%	0%

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

*There were 59 total responses.*

Yes	49%
No	51%

If yes, please give a detailed description of the location including the road name(s) and/or intersection.

*Responses included numerous intersections along 15<sup>th</sup> Street in Washington and many other individual locations along US 264, NC 33, and NC 33 were also identified.*

7. 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?

*There were 61 total responses.*

Yes	23%
No	77%

If yes, please give examples.

*Responses included: Locations along 15th Street and US 264 in/near Washington were identified several times; US 17 between Washington and Williamston; lack of signal coordination on both 5th and 15th Streets in Washington; US 17 South to New Bern; Market Street/Dan Taylor is too congested when school is coming and going; Hospital exit and Lover's Lane on to Highland Drive when Washington HS dismisses in afternoon; and narrow roads along NC 99.*

8. Is truck traffic a problem in the area?

*There were 61 total responses.*

Yes	15%
No	85%

If yes, please give examples.

*Responses included: 15<sup>th</sup> Street in Washington was identified several times; others included US 264 through Washington, US 17 north and south of Washington, NC 33 from Aurora to Chocowinity, NC 171, Dan Taylor/Market St extensions during school hours, and roads too narrow and driving over 55 mph for 18 wheelers.*

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

Areas	# Responses
Greenville	15
Williamston	13
New Bern	22
Kinston	6
Raleigh	6
Other - Goldsboro	1

Road	# Responses
US 264	13
US 17	32
NC 33	16
NC 11	3
I-95	11

10. The new transportation plan will include recommendations for pedestrian, bicycle, and mass transit facilities. Would you use the following transportation facilities if they were built? (Please check the appropriate box and write in the locations.)

1. Sidewalks. If yes, where?

52 responses: Yes: 46% No: 54%

Responses included: River Road, Downtown, Bath, Bayview, Pantego, along 15th Street from the hospital to Piggly Wiggly, near Wal-Mart, on Highland Drive, Avon.

2. Off-road trails or greenways for walking and biking. If yes, where?

54 responses: Yes: 59% No: 41%

Responses included: City Limits, Washington, Hwy 264, Bath to Goose Creek, Bath to Bayveiw Ferry, Eastern Beaufort County, NC 92 and NC 99, Pantego, Belhaven, Hwy 99 Bath-Belhaven, 264 near bridge, 15th Street in Washington and areas east.

3. On-road bicycle facilities such as bike lanes and wide shoulders. If yes, where?

54 responses: Yes: 48% No: 52%

Responses included: To Greenville and surrounding areas, and Chocowinity.

4. Park-n-Ride lots. If yes, where?

(Parking areas at transit stations or bus stops to facilitate the use of public transportation and carpooling)

54 responses: Yes: 16% No: 84%

No open ended responses provided.

11. Rank which type of facilities are needed the most (1 is most important; 4 is least)

Rank	1	2	3	4
New Bicycle Travel Facilities	4	4	3	7
Improved access to industry and shopping areas.	12	4	4	1
Improved access to residential areas.	0	9	9	3
New sidewalks.	5	3	6	8

Do you support transit? If yes, how much additional time are you willing to add to your work trip (one way) in order to use alternate transit modes?

Total Responses: Yes: 29 No: 24

Total Responses	Response Choices
16	Less than 15 minutes
9	Between 15 and 29 minutes
3	Between 30 and 44 minutes
0	Between 45 and 59 minutes
0	1 hour or more

12. What are the key transportation issues in your area?

*Responses included: Completing improvements to US 17 and US 264; bicycle and pedestrian facilities needed; turning lanes needed at busy intersections/along heavily used roads; and narrow roads need to be widened.*

13. What is your age? (optional question)

Total Responses	Response Choices
0	Under 18
0	18 - 24
6	25 - 34
6	35 - 44
7	45 - 54
18	55 - 64
15	65 - 74
6	Over 74

14. How would you classify your race? (Please check all that apply.) (optional question)

Total Responses	Response Choices
0	Asian
2	Black
0	Hispanic
1	Native American
55	White
0	Other

15. How many people live in your household, including yourself? (optional question)

Total Responses	Response Choices
8	1
38	2
8	3
4	4
1	5
0	6
0	7+

16. What was your household income last year? (optional question)

Total Responses	Response Choices
2	Below \$30,000
11	\$30,000-\$49,999
9	\$50,000-\$69,999
8	\$70,000-\$89,999
12	\$90,000 or above
16	I choose not to answer

17. Where did you get this survey? *(optional question)*

Total Responses	Response Choices
0	Library
1	Post Office
5	Local Store or Shop
1	Government Building
3	Community Building
3	Mail
3	Church
0	Newspaper
0	Government Website
0	Social Networking Website
5	Meeting
0	Email
17	Other

18. In what part of Beaufort County do you live? *(optional question)*

Total Responses	Response Choices
0	Aurora
19	Bath
8	Belhaven
6	Chocowinity
1	Pantego
21	Washington
0	Washington Park

## Public Meetings

Brief summaries of public meetings held within the planning area are given below.

### Public Drop-in Session: November 7, 2012

Beaufort County Community College

4:00 - 7:00 pm

This meeting was held to solicit public input on the DRAFT Beaufort County CTP maps. Five (5) attendees participated in the workshop. No formal comments were received.

### Public Drop-in Session: July 16, 2013

Beaufort County Community College

5:00 - 7:00 pm

This meeting was held to solicit public input on the final DRAFT Beaufort County CTP maps. Ten (10) attendees participated. One comment was submitted regarding improvements for Burbage Road (SR 1732) and Yeatsville Road (SR 1718) to improve

mobility of vehicles exiting the Bayview Ferry Terminal and accessing NC 92 and US 264. This recommendation was incorporated into the CTP.

### **Public Hearings**

Public hearings were held throughout Beaufort County on the following dates:

<b>Locale</b>	<b>Date</b>
Aurora Board of Commissioners	December 2, 2013
Washington Park Board of Commissioners	December 2, 2013
Pantego Town Council	December 9, 2013
Washington City Council	December 9, 2013
Chocowinity Board of Commissioners	January 7, 2014
Bath Town Council	January 13, 2014
Belhaven Town Council	January 27, 2014
Beaufort County Board of Commissioners	March 10, 2014

The public hearings held on these dates were to solicit additional input on the CTP prior to local adoptions. The two primary comments received during the public hearing were:

- To provide documentation within the CTP report to include aviation projects for the Warren Field Airport. This information was incorporated into Appendix I of this report.
- To relocate the section of the proposed US 264 Bypass between Market Street (SR 1422) and Old Bath Highway (SR 1501) to avoid potential impacts to planned development. The Beaufort County Commissioners approved the relocation of this section of the proposed bypass north of Cherry Road (SR 1516).

## Appendix I Aviation

The following page contains aviation projects for Warren Field Airport<sup>2</sup> that were requested to be documented as a part of this plan. These projects were approved by the City of Washington on October 17, 2013 and requested for funding in its 2014 – 2020 TIP submission. For more information on these projects, contact:

Owner: City of Washington  
102 E. Second Street  
Washington, NC 27889  
Phone: (252) 975-9300

Airport Manager: David Daniel  
200 Airport Road  
Washington, NC 27889  
Phone: (252) 946-3900

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<sup>2</sup> For more information on the airport, go to: <http://www.washingtonnc.gov/airport>.

WARREN FIELD TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2014-2020 PROJECT LISTING			FISCAL YEAR	TOTAL EST. COST
DESCRIPTION				
<b>Division of Aviation Minimums:</b>				
1. Runway 5 RPZ Land Acquisition for Existing RPZ and Future Runway Extension RPZ	Purchase remaining portion of existing Runway 5 RPZ in fee and purchase RPZ land for future runway extension in either fee simple or avigation easement for extended runway.	2018	\$	300,000
<b>Total Cost to bring airport up to Division of Aviation minimums:</b>				
<b>Division of Aviation Recommended:</b>				
2. Runway 5-23 Pavement Rehabilitation - Overlay (Design)	Design Overlay for Runway 5-23 to rehabilitate the pavement surface and strengthen existing pavement to accommodate aircraft up to 60,000 lb.	2014	\$	150,000
3. Runway 5-23 Lighting Rehabilitation (Design and Construction)	Rehabilitation on Runway 5-23 Lighting will include new lights, conduit, cable, and signs.	2014	\$	295,000
4. Runway 5-23 Rehabilitation (Construction)	Construction of Overlay for Runway 5-23 to rehabilitate the pavement surface and strengthen existing pavement to accommodate aircraft up to 60,000 lb.	2015	\$	2,230,000
5. EA & Justification for Future Runway Extension to 5,500'	Perform Justification Study to extend Runway 5-23 to 5,500' and complete necessary Environmental Assessment for the Runway 5-23 Extension	2016	\$	150,000
6. Runway Extension & Parallel Taxiway (Design)	Includes subsurface investigation, survey and design of a 500' extension of Runway 5-23 to provide 5,500' runway length and design of a parallel taxiway between the new end of Runway 5 and Taxiway C	2017	\$	140,000
7. Runway Extension & Parallel Taxiway (Construction)	Includes construction of a 600' extension of Runway 5-23 to provide 5,500' of runway length and construction of a parallel taxiway between the new end of Runway 5 and Taxiway C	2018	\$	2,035,000
8. Taxiway Edge Lighting	New Taxiway Lighting for existing Taxiway A and C which serve Runway 5-23 and do not currently have taxiway edge lighting	2019	\$	300,375
<b>Additional Airport Requested Projects:</b>	<b>Total Cost to bring airport up to Division of Aviation recommended:</b>			
9. Sewer Line Extension to Terminal Area	Project involves installation of approximately 2,400 LF of new gravity sanitary sewer line from the intersection of Airport Road and Market Street to the terminal area to serve existing and future corporate hangar tenants and the maintenance hangar.	2016	\$	250,000
10. Maintenance Hangar	Project includes design and construction of new 100'x100' maintenance hangar. The airport requests the ability to reserve FY 14, 15 and 16 Vision 100 Funds to complete this project.	2016	\$	650,000
11. Runway 17 & 35 Land Acquisition for RPZ	Purchase Runway 17 & 35 RPZ in fee	2016	\$	150,000
12. T-Hangar	Includes Construction of new 6-Unit T-Hangar, site prep, and necessary taxiway located south of the existing T-Hangar development. The airport requests the ability to reserve FY 17, 18 and 19 Vision 100 Funds to complete this project	2019	\$	560,000
13. Cleaning on Airport Property	Project includes removal of trees on airport property within the airport perimeter fence to eliminate habitat for wildlife which could be a hazard to aircraft landing at the airport.	2019	\$	385,000
14. Approach Lights	Install an ODALS for Runway 5 to improve visibility minimums	2020	\$	500,000
<b>Total Cost for airport requested projects:</b>	<b>Total all improvements</b>		\$	8,085,375

I CERTIFY THAT THE PROJECTS REQUESTED IN THIS 2014 - 2020 TIP SUBMISSION HAVE BEEN REVIEWED BY THE GOVERNING BOARD OF THE SPONSOR RESPONSIBLE FOR FUNDING THE LOCAL SHARE OF THE PROJECT AND THAT SAID BOARD HAS FORMALLY APPROVED THE SUBMISSION OF THESE REQUESTS FOR STATE AID TO AIRPORTS (AND THE STATE BLOCK GRANT PROGRAM WHERE APPLICABLE)

Signed Brian M. Allgood Date 10/7/2013

Name & Title (print) Brian M. Allgood, City Manager

## **Appendix J**

### **Socio-Economic Data Forecasting Methodology**

In the development of the Beaufort County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns. Two analysis methods were used: one for the non-modeled/rural areas and another for the more urban area around Washington.

For the non-modeled/rural portion of Beaufort County (excludes Washington urban area), travel demand was projected from 2011 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1991 to 2011. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. For this CTP, the Beaufort County Joint CAMA Land Use Plan 2006 Update (Approved October 2009 - *map not available*) and the 2013 City of Washington 2023 Comprehensive Plan were used and are illustrated in Figures 9 and 10, respectively.

It is more difficult to predict future travel patterns in urban areas where there are more alternative route options. Therefore, for Washington and the surrounding area, travel demand was projected from 2011 to 2040 using a TransCAD 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 2040. Additionally, travel demand models require a broad range of socio-economic input data such as population and employment. These inputs are available from sources like the U.S. Census Bureau for the year 2010, but data for 2040 is also required.

The CTP Steering Committee worked with NCDOT to estimate population growth, economic development potential, and land use trends to determine the potential impacts on the future transportation system in 2040. This data was endorsed by the CTP steering committee on February 1, 2012.

Below is a description of the methodology used in the analysis.

#### **Population**

Population trends were estimated using available data from the Office of State Budget and Management (OSBM) and exponential growth. Table 6 shows current and projected population through the year 2030 which were taken from the OSBM website. The 2040 population was projected by applying the same growth rate as 2020 to 2030. For those years, an annual growth rate of 0.6% was used in Beaufort County.

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**Table 6 – Population Data**

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<b>Year</b>	<b>Beaufort County</b>	<b>Washington Area</b>
1990	42,283	25,203
2000	44,958	27,504
2010	47,929	29,994
2020	54,372	32,708
2030	60,828	35,668
2040*	64,578	38,895

\* Extrapolated by NCDOT

### **Employment**

Future employment conditions within Beaufort County were approved by the CTP Steering Committee. This included approximate locations and intensity for proposed employment centers. Any anticipated heavy demand on the future transportation system as a result of these proposals is accounted for in projected traffic volumes. Employment totals were based on US Census Bureau “Quick Facts,” and growth rates came from the Federal Deposit Insurance Corporation (FDIC). Initial distribution for the modeled area was achieved with the help of GIS data provided by Beaufort County Planning Department.

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**Table 7 – Employment Data**

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<b>Year</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>	<b>2040*</b>
<b>Beaufort County</b>	19,023	21,580	24,142	25,636
<b>Washington Area</b>	13,723	15,277	16,826	18,595

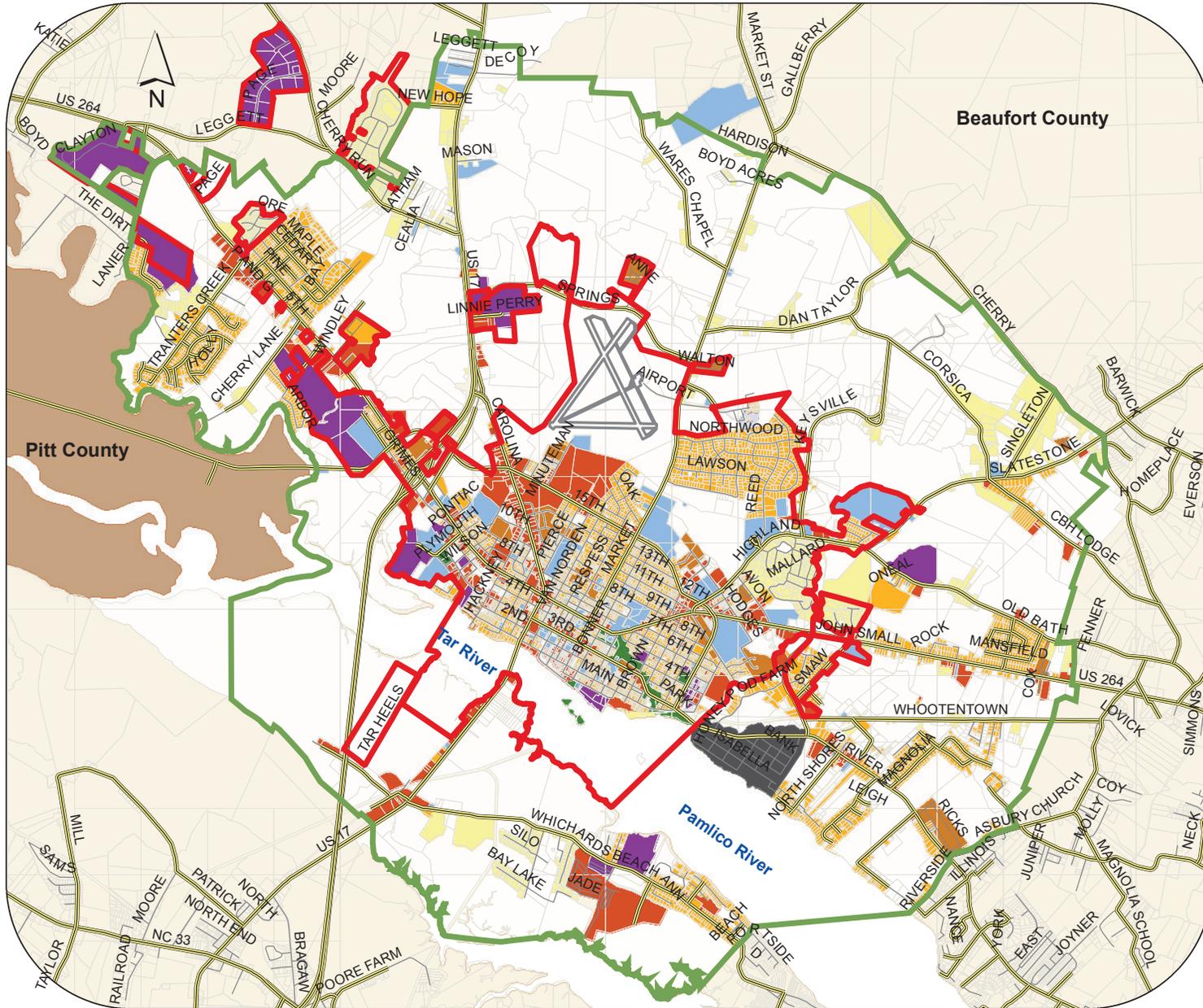
\* Estimated by NCDOT

# Figure 9

Sheet 1 of 2

## Map 4: Washington Comprehensive Plan

### Existing Land Use Planning Area

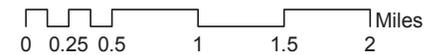


#### Legend

- Airport
- Extraterritorial Jurisdiction
- City of Washington Corporate Limits
- DOT Major Roads
- Roads
- Parcels
- Beaufort County
- Pitt County
- Town of Washinton Park Planning Area

#### Existing Land Use

- Parks-OpenSpace
- Undeveloped
- Low Density
- Medium Density
- High Density
- Commercial / Office
- Industrial
- Public-Institutional

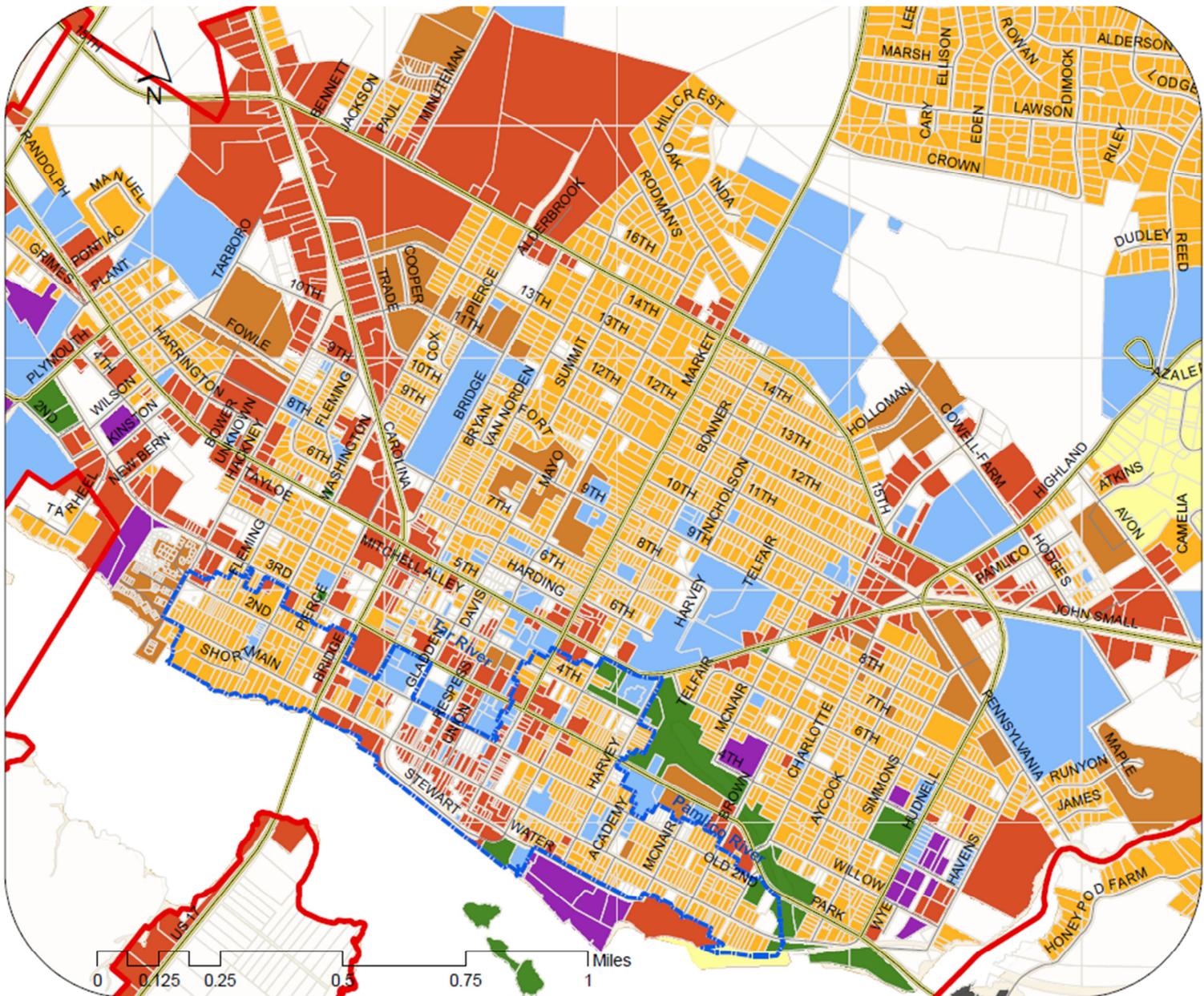


**CLARION ASSOCIATES**  
May 2012

# Map 4A

## City of Washington Comprehensive Plan

### Existing Land Use Downtown



**Legend**

- Airport
- Extraterritorial Jurisdiction
- City of Washington Corporate Limits
- DOT Major Roads
- Roads
- Parcels
- Beaufort County
- Pitt County
- Town of Washinton Park Planning Area
- Historic District

**Existing Land Use**

- Parks-OpenSpace
- Undeveloped
- Low Density
- Medium Density
- High Density
- Commercial / Office
- Industrial
- Public-Institutional

**CLARION ASSOCIATES**  
March 2012

**Figure 9**  
*Sheet 2 of 2*

# Figure 10

Sheet 1 of 2

## Map 6: City of Washington Comprehensive Plan

### Future Land Use

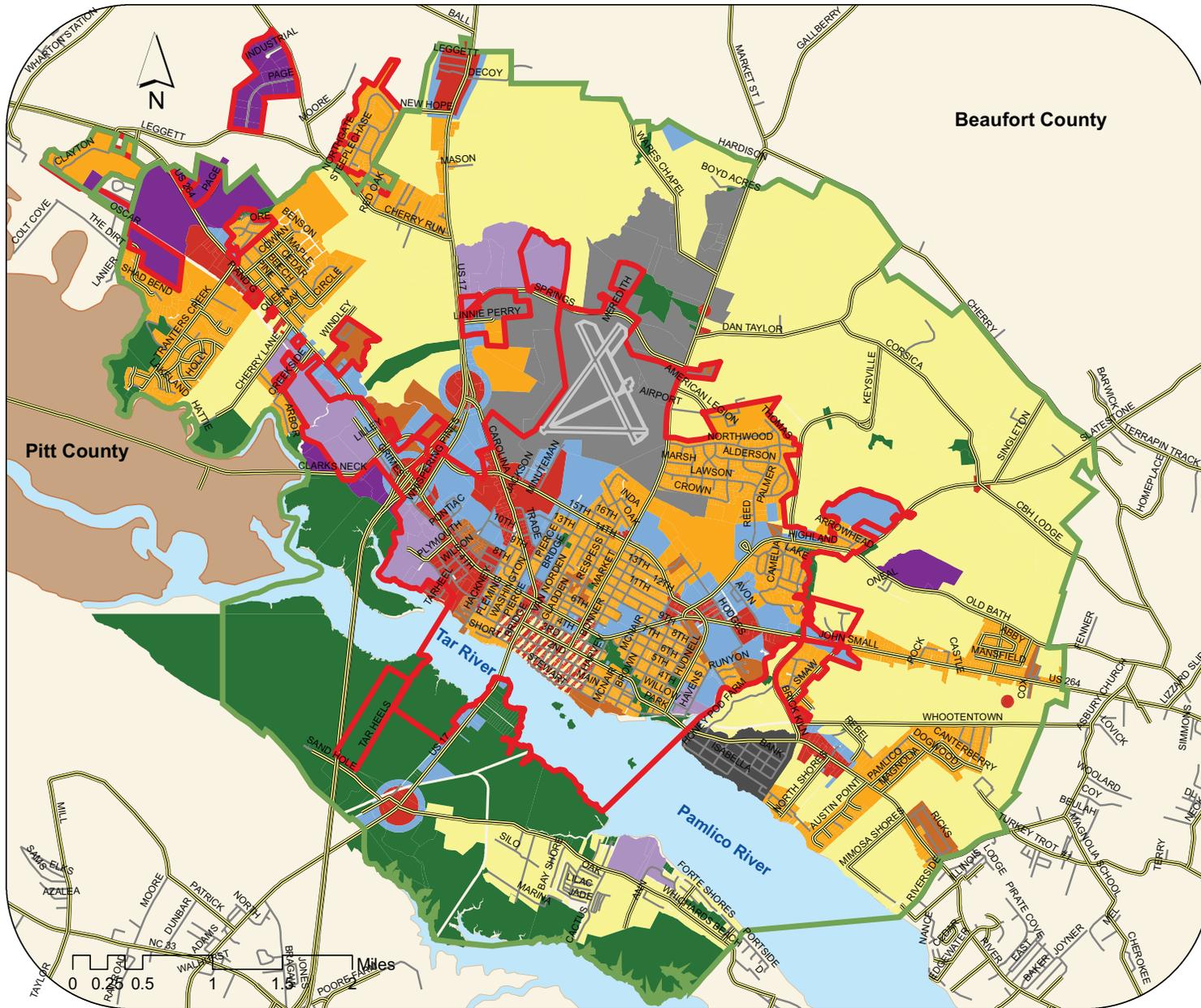
#### City-wide

#### Legend

- Airport
- Extraterritorial Jurisdiction
- City of Washington Corporate Limits
- DOT Major Roads
- Roads
- Parcels
- Beaufort County
- Pitt County
- Town of Washington Park Planning Area

#### Future Land Use

- Conservation
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Commercial
- Heavy Industrial
- Light Industrial
- Office & Institutional
- Airport
- Commercial Node
- Neighborhood Commercial Node

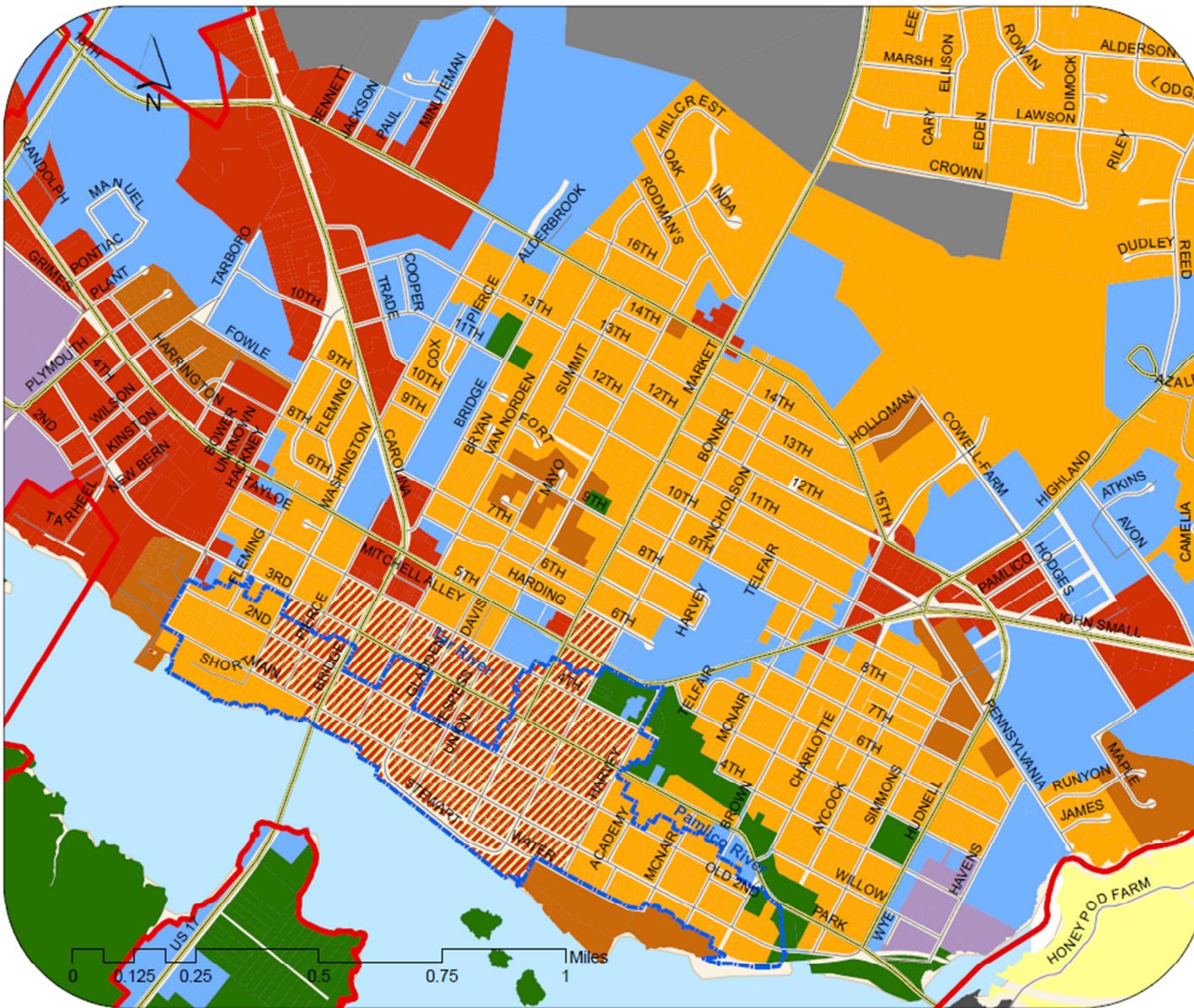


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May 2012

# Map 7

## City of Washington Comprehensive Plan

### Future Land Use Downtown



#### Legend

- Airport
- Extraterritorial Jurisdiction
- City of Washington Corporate Limits
- DOT Major Roads
- Roads
- Parcels
- Beaufort County
- Pitt County
- Town of Washinton Park Planning Area
- Historic District

#### Future Land Use

- Conservation
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Commercial
- Heavy Industrial
- Light Industrial
- Office & Institutional
- Airport
- Commercial Node
- Neighborhood Commercial Node

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May 2012

# Figure 10

Sheet 2 of 2