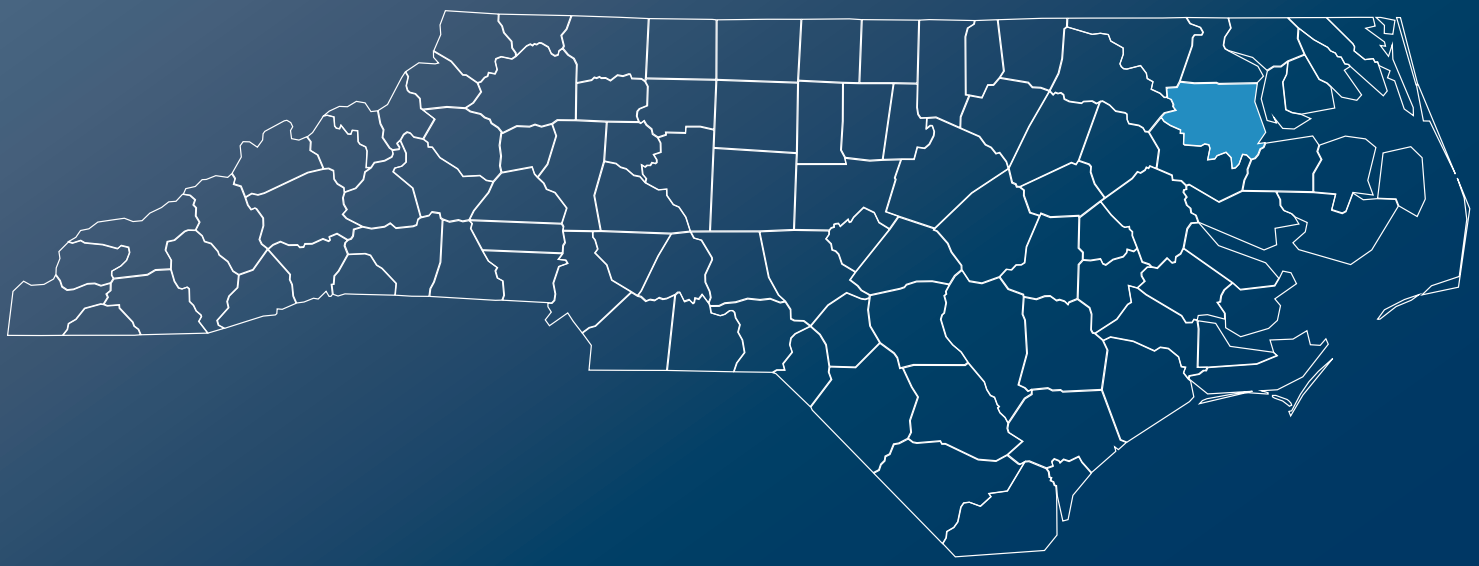
BERTIE COUNTY

COMPREHENSIVE TRANSPORTATION PLAN



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

FEBRUARY 2026

ACKNOWLEDGEMENTS

Thank you to all of the residents, business owners, community leaders, special interest groups, and governmental staff who participated in the development of this plan through meetings, events, comment forms, and plan review.

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IN COOPERATION WITH

Bertie County
Peanut Belt Rural Planning Organization
Town of Askewville
Town of Aulander
Town of Colerain
Town of Kelford
Town of Lewiston Woodville
Town of Powellsville
Town of Roxobel
Town of Windsor

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Traci White, Town of Windsor

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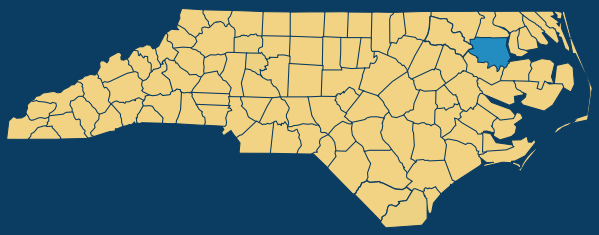
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EXECUTIVE SUMMARY



In 2023 the Transportation Planning Division of the N.C. Department of Transportation (NCDOT), Bertie County, its municipalities, and the Peanut Belt Rural Planning Organization began a Comprehensive Transportation Plan (CTP) study for Bertie County.

The Bertie County CTP includes identified transportation system needs, as well as possible solutions, to support anticipated growth and development from 2023 to 2050 over a 25-30 year timeframe. Various modes of transportation were evaluated, and recommendations made, including highway, public transportation, bicycle/pedestrian. Bertie County is an area that has significant flooding and this CTP incorporates resiliency planning as well.

The Bertie County CTP was adopted locally and by the North Carolina Board of Transportation in MONTH, YEAR.

This plan does not cover routine maintenance or minor operations issues. Refer to the Appendix - Contact Information for contact information on these types of issues.

VISION

"Bertie County envisions a safe and reliable multimodal transportation network that accommodates all users and connects our people with the goods and services they need to thrive.

This transportation system supports economic development opportunities, promotes healthy communities, and adapts to changing technologies while also preserving the natural beauty and rural character of our county."

- Vision statement from the Bertie County CTP Steering Committee

PLAN GOALS

- Provide an efficient transportation system
- Provide an accommodating multi-modal transportation system
- Provide a transportation system that supports economic vitality
- Provide a safe transportation system that includes resiliency for flooding events
- Enhance the union of the built and natural environment to improve citizen health through the use of open space and recreational opportunities
- Provide information and seek citizen participation
- Accommodate a variety of housing types and commuting styles

STUDY APPROACH

1. Development of goals and objectives
2. Public involvement and community understanding
3. Data compilation and collection
4. Data analysis
5. Identification of multimodal transportation deficiencies and CTP project proposals
6. Local and NCDOT adoption

ANALYSIS AND PUBLIC INPUT KEY TYPES OF MEETINGS AND PUBLIC INPUT:

Total survey respondents	Survey comments	Public involvement comments	Draft and final plan presentations to Bertie County officials:
56	**See below**	**9**	**July 10, 2025**

39%

of survey respondents live in Windsor

Economic Growth was ranked as the most important transportation goal

78%

of survey respondents agree that traffic safety in Bertie County is average or above average

See Chapter 2 for more on this topic.

PRINCIPAL RECOMMENDATIONS

These are some of the principal CTP Recommendations of the Bertie County CTP. They are not listed in any priority order and more information can be found in Chapter 3 and in Appendix - CTP Projects.

Future I-97 Improvements to U.S. 17

17

Upgrade existing U.S. 17 from a 4-lane divided roadway to interstate standards and designate as I-87 from the Chowan County Line to the Martin County Line.

View Project Map

U.S. 13 Upgrade to a Freeway

13

Widen roadway to a 4-lane freeway from north of Windsor to N.C. 42.

View Project Map

N.C. 11 Widening to a 4-Lane Divided Facility

11

Widen sections around Lewiston Woodville and Aulander for easier flow of traffic from N.C. 903 in Martin County to the U.S. 13 Bypass north of Ahoskie in Hertford County.

View Project Map

N.C. 45 Road Widening

45

Upgrade N.C. 45 through the widening of the existing lanes and shoulders from the Washington County Line to the city limits of Colerain.

View Project Map

PROJECT SHEETS

There are 7 Project Sheets that feature individual project maps, recommendation details, and can be found in Appendix - CTP Projects.

APPROVALS

☑ This information will be added after mutual adoption.

Chapter ONE
Introductions and Overview

The Comprehensive Transportation Plan (CTP) is North Carolina's multimodal long range transportation plan. The CTP is mutually adopted and identifies transportation system needs, as well as solutions, to support anticipated growth and development over a 25-30-year timeframe.

PURPOSE AND OVERVIEW

This plan is developed by NCDOT, as well as the Peanut Belt Rural Planning Organization (PBRPO), with the support of Bertie County Steering Committee.

The CTP supports the community's adopted vision and goals by integrating land use and transportation planning. This should be used by 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. The CTP process is designed to provide useful information into the project development process.

When starting a CTP study, officials form a steering committee of individuals who represent the various stakeholders of the community. NCDOT and other local planning staff also participate. The committee develops the draft vision, goals, objectives, and performance measures. These are further refined with input from residents and then used to guide the development and evaluation of the CTP.

VISION

The CTP vision, goals, and objectives are developed based on input of the public involvement process, local staff, and officials to help identify how residents in an area would like to develop the transportation system.

"Bertie County envisions a safe and reliable multimodal transportation network that accommodates all users and connects our people with the goods and services they need to thrive.

This transportation system supports economic development opportunities, promotes healthy communities, and adapts to changing technologies while also preserving the natural beauty and rural character of our county."

- Vision statement from the Bertie County CTP Steering Committee

Bertie County

The Vision Statement was developed by the steering committee during the monthly meetings. The 2016 Bertie County CAMA Land Use Plan was also taken into account.

STUDY GOALS AND OBJECTIVES

- PROVIDE AN EFFICIENT TRANSPORTATION SYSTEM.
- PROVIDE AN ACCOMMODATING MULTI-MODAL TRANSPORTATION SYSTEM.
- PROVIDE A TRANSPORTATION SYSTEM THAT SUPPORTS ECONOMIC VITALITY.
- PROVIDE A SAFE TRANSPORTATION SYSTEM THAT INCLUDES RESILIENCY FOR FLOODING EVENTS.
- ENHANCE THE UNION OF THE BUILT AND NATURAL ENVIRONMENT TO IMPROVE CITIZEN HEALTH THROUGH THE USE OF OPEN SPACE AND RECREATIONAL OPPORTUNITIES.
- PROVIDE INFORMATION AND SEEK CITIZEN PARTICIPATION.
- ACCOMMODATE A VARIETY OF HOUSING TYPES AND COMMUTING STYLES.

CTP PROCESS SUMMARY

The development of this plan was open and participatory, with area residents providing input through public input meetings, steering committee meetings, and an online survey and public input map. The overall process and timeline are summarized in the graphic below:

WINTER 2023
Analyzed existing conditions and initiated committee meetings.

SUMMER 2023
Conducted public outreach through the public input survey.

STATE AND FEDERAL POLICIES AND PLANS

This section outlines some of the important state and federal policies and plans that were considered while developing the Bertie County CTP. See the Appendices for an outline of the CTP requirements, and how they are accounted for and followed. Please click on any item in the following list for more information:

Complete Streets

Multimodal Statewide Freight Plan

N.C. Planning Facility Types

N.C. General Statute §136-66.2

N.C. Moves 2050 Plan

Statewide Logistics Plan

Strategic Transportation Corridors

Strategic Transportation Investments

Title VI in Public Involvement

LOCAL POLICIES AND PLANS

This section outlines some of the important local policies and plans that were considered while developing the Bertie County CTP. Please click on any item in the following list for more information:

Town of Windsor Comprehensive CAMA Land Use Plan

2016 Bertie County CAMA Land Use Plan

Destination Bertie Action Plan

Bertie County 2018-2028 Comprehensive Recreation Plan

Town of Windsor, NC: Comprehensive Bicycle & Pedestrian Plan

THIS PLAN FEATURES:

- ☑ **A thorough analysis of current and future conditions and public feedback regarding various modes of transportation.**
- ☑ **A list of recommendations.**
- ☑ **Supporting documentation of the plan, study process, and recommendations.**
- ☑ **A recommended comprehensive transportation network for Bertie County.**

FALL 2023
Reviewed existing conditions and reviewed survey results, began developing alternatives.

WINTER 2024
Held public meetings on recommended plan

SPRING 2025
Local adoptions



Bertie County

Chapter TWO
Existing and Future Conditions

This chapter summarizes the current and future conditions of the transportation system in the Bertie County CTP with consideration of public involvement.

To meet future travel demand, reliable forecasts of future travel patterns are needed to estimate congestion.

For highways, this is usually accomplished through mainly a capacity deficiency analysis (which is a measure of how the facility is operating based on existing and projected traffic) and a traffic crash analysis.

For multimodal uses, the distance between destinations, and roadway characteristics, are key components in the 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.

PUBLIC, COMMUNITY, STAKEHOLDER INVOLVEMENT SUMMARY

Public involvement is a key element in the transportation planning process.

Public input was an overarching component of this plan, collected through multiple avenues and methods. This plan will affect those who live, work, own a business, play, and/or enjoy leisure activities in Bertie County. Feedback from the public guided the creation of this plan's project recommendations. A full summary of public outreach can be found in Appendix - Public Involvement.

Throughout the course of the study, the NCDOT Transportation Planning Division cooperatively worked with the Bertie County Steering Committee along with RPO staff. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and put forth CTP project recommendations.

COMMUNITY UNDERSTANDING

A Community Understanding Report (CUR) was created which summarized local information about population, employment, expected growth areas, schools, and transportation methods. This report can be found in Appendix - Community Understanding.

TYPES OF PUBLIC INVOLVEMENT USED

The project team set a goal to reach as many residents as possible and hear from diverse communities and stakeholders. Equal opportunities regardless of race, color, national origin, limited English proficiency, income, sex, age, or disability were provided during the development of the CTP. More information can be found in Appendix - Public Involvement.

The steering committee was involved during the process using:

☑ Committee meetings
☑ E-mail and phone
☑ Surveys

The public was involved using:

☑ Study website
☑ Facebook notices
☑ Surveys (English and Spanish, online, paper)
☑ Coverage in local newspapers
☑ Public Meetings
☑ Draft and final plan presentations

More information can be found in Appendix - Public Involvement

WHAT WE HEARD

Highway

"The 4 way stop [in Colerain] is a great concern to me"

"Crashes"

"Many traffic accidents. Needs overpass"

"General Highway 45"

"US 13 and NC 42"

COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In developing this plan, the timeframe used to project travel demand was from 2019 to 2050.

2019 POPULATION	18,947
2050 PROJECTED POPULATION	13,527
2019 EMPLOYMENT	7,420
2050 PROJECTED EMPLOYMENT	5,300
2019 NORTH CAROLINA POPULATION	10,381,670
2050 NORTH CAROLINA PROJECTED POPULATION	14,012,819

More information can be found in Appendix - Socioeconomic Data about the methodology that was used to project the population and employment to 2050.

NC State Statute §136-66.2 specifically states that NCDOT may participate in the development and adoption of a CTP when all governments within the area covered by the plan have adopted land development plans adopted within the previous five years. The 2016 Bertie County CAMA Land Use plan and The Destination Bertie Action Plan were used in the development of the Bertie County CTP.

TRANSPORTATION NETWORK SUMMARY

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.

The following table shows specific highlights, and not a comprehensive list, of the transportation net-work. More detail, if applicable, can be found elsewhere in this chapter.

Primary North-South Roadways	Future I-87, U.S. 13/, U.S. 17, N.C. 11, N.C. 45
Primary East-West Roadways	N.C. 42, N.C. 308
Strategic Transportation Corridors	U.S. 13, U.S. 17
Public Transportation Services (Demand Response)	Choanoke Public Transportation Authority (CPTA)
Fixed Route Bus (Deviated)	N/A
General Aviation Airports	N/A
Park and Ride Lots	N/A
Railroads (Freight)	North Carolina & Virginia Railroad
Railroads (Passenger)	N/A
Primary Freight Movement	U.S. 13, U.S. 17
Sidewalks	Most located in and near downtown. Aulander and Windsor. Some are also located in Roxobel, Kelford, Lewiston Woodville, and Colerain.
Bicycle Lanes	N/A
Statewide Bicycle Routes	N.C. 3 (Ports of Call Route) from Chowan County to Washington County.
Greenways	Roanoke River State Trail.
Ferries	Sans Souci Ferry

Each mode of travel covered by a comprehensive transportation plan – has been independently analyzed for both current and forecast conditions.

HIGHWAY ANALYSIS SUMMARY

Roadway System Capacity Deficiencies

Comparing roadway demand (vehicle volumes) to roadway supply (carrying capacity) is one of the primary measures of roadway expected performance.

Capacity deficiencies occur when the traffic volume approaches or exceeds the road's capacity. The analysis assumes 2024-2030 State Transportation Improvement Program (STIP) projects that are in the right-of-way acquisition phase or are in place.

Key highway capacity deficiencies for the Bertie County CTP

Traffic volumes were studied in Bertie County for the base year and for 30 years out from this (future year). There were no capacity deficiencies based on the volumes of traffic predicted in the future.

Refer to Figure 9 in the Appendix for existing and future capacity deficiencies.

Planning Level Intersection Assessment

Roadway intersections in Bertie County were assessed using high level analysis, including the type of facility and current delay. The recommendations identify a possible solution to a problem or "identified need." The improvement types can be interchanges, overpasses, limited movement and all movement intersections. Refer to Appendix - Definitions and Resources for definitions of any terms.

The major intersections identified for improvement in the CTP are:

N.C. 11 and N.C. 308 Intersection

Planning Level Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Safety is at the core of the NCDOT's mission of connecting people, products, and places; and therefore, there are several ongoing programs and initiatives within NCDOT that specifically address safety. Traffic crashes in Bertie County, which occurred between January 1, 2015 and December 31, 2019, are shown in Figure 2 in the Appendix.

Bertie County has a low crash history for most locations. NC 11 showed a crash history with a number of incidents and the improvements proposed for this facility are expected to help improve safety (Project R-2900).

Since safety concerns often need more immediate addressing than long range projects identified during a CTP, all public comments concerning safety received during the development of the Bertie County CTP were shared with NCDOT Division XX for review and consideration.

More discussion of Traffic Crashes can be found in Figure 2 in the Appendix.

Bridge Deficiency Assessment

There are four structurally deficient and functionally obsolete bridges were identified. Of these, none are scheduled for improvements in the 2024-2033 State Transportation Improvement Program or in this plan.

Refer to Figure 1 in the Appendix for more detailed bridge deficiency information.



BICYCLE AND PEDESTRIAN ANALYSIS SUMMARY



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

The N.C. 3 Bike Route runs through Bertie County from Chowan County to Washington County.

In Bertie County, existing sidewalks are concentrated in the downtown areas. There are a few gaps in between sidewalk segments and other segments do not extend all the way to desired destinations. The Destination Bertie Action Plan was considered (Specifically in projects BERT20010-M (7), BERT20012-P (13), BERT30007-P (10), BERT30013-P (14), BERT40011-P (11), and BERT40012-P (12)), while developing this element of the CTP. The Destination Bertie plan purpose is to create a community-led, 15 year map ensuring strategic decision making is done that will help bolster the economy. More information about this plan can be found here: https://www.destinationbertie.com/

PUBLIC TRANSPORTATION ANALYSIS SUMMARY

The Choanoke Public Transportation Authority (CPTA) serves the citizens of Bertie, Halifax, Hertford and Northampton Counties. CPTA provides transportation for any person in the four-county area to local community colleges, shopping centers, medical offices, senior centers, day cares, etc. Requests for transportation must be made by 10:00 am the day before transportation is needed.

Carolina Trailways also serves Bertie County via a terminal located in Windsor.

Urban Transportation (provide both rural and urban transportation)	**None**
Rural Transportation (provide both local and rural transportation)	**Demand-response services**
Regional Transportation (Operate in multiple areas of the state and connect multiple municipalities and counties)	**Demand-response service available with advanced coordination**
Intercity Transportation (Greyhound and Amtrak)	**None**

RAIL

The North Carolina & Virginia Railroad (NCVA) is a short-line railroad owned and operated by Genesee & Wyoming Inc. and consists of 60 miles of rail in North Carolina along with 3 miles in Virginia. The company primarily hauls steel, peanuts, grain, and chemicals. NCVA enters Bertie County from Northampton County and exits through Hertford County. Within Bertie County, the railroad runs through Roxobel, Kelford, and Aulander better connecting these towns. The existing rail line was examined when creating highway project recommendations such as R-2900 (7).

Refer to Figure 15 in the Appendix if needed.

FERRY

The Sans Souci Ferry is a NCDOT operated cable ferry that provides access across the Cashie River in Bertie County. The San Souci Ferry is located southeast of Windsor along SR 1500. The ferry carries a maximum of two cars across the river at one time and does not operate during high water conditions or storms. The trip by ferry takes roughly 5 minutes and saves a drive of about 20 miles. There are no project recommendations near this ferry but the ferry is shown on the highway maps.

AIRPORTS

The Tri-County Airport (ASJ) is a public airport located 30 miles from downtown Windsor. It is in the Aulander area and covers 250 acres with one runway (runway 1/19) and no control tower. It operates Monday through Saturday from 9 a.m. to dusk. The table below shows airports near municipalities in this CTP. This airport lies outside of the study area.

Type of Airport	Name	Location	Distance
Public General Airport	**Tri-County Airport (ASJ)**	Aulander, N.C.	30 miles
Closest Passenger Service Airport	**Pitt-Greenville Airport (PGV)**	Greenville, N.C.	40 miles
Closest International Airport	**Raleigh-Durham International Airport (RDU)**	Raleigh, N.C.	130 miles



Bertie County

GOODS MOVEMENT / FREIGHT

Major generators of goods in Bertie County were identified, along with their proximity to nearby major roadways. The North Carolina & Virginia Railroad provides movement of freight through Bertie County from Boykins, Virginia to Cofield, North Carolina.

U.S. 17 is part of the Primary Highway Freight System (PHFS). These facilities are based on freight tonnage and value, truck traffic, access factors and network connectivity.

Refer to Figure 15 in the Appendix if needed.



Bertie County

Chapter **THREE**

CTP Project Proposals

Each mode of travel included in the Bertie County Comprehensive Transportation Plan (Highway, Public Transportation, Bicycle / Pedestrian) have been independently analyzed for current and future conditions, as well as being considered in relation to each other.



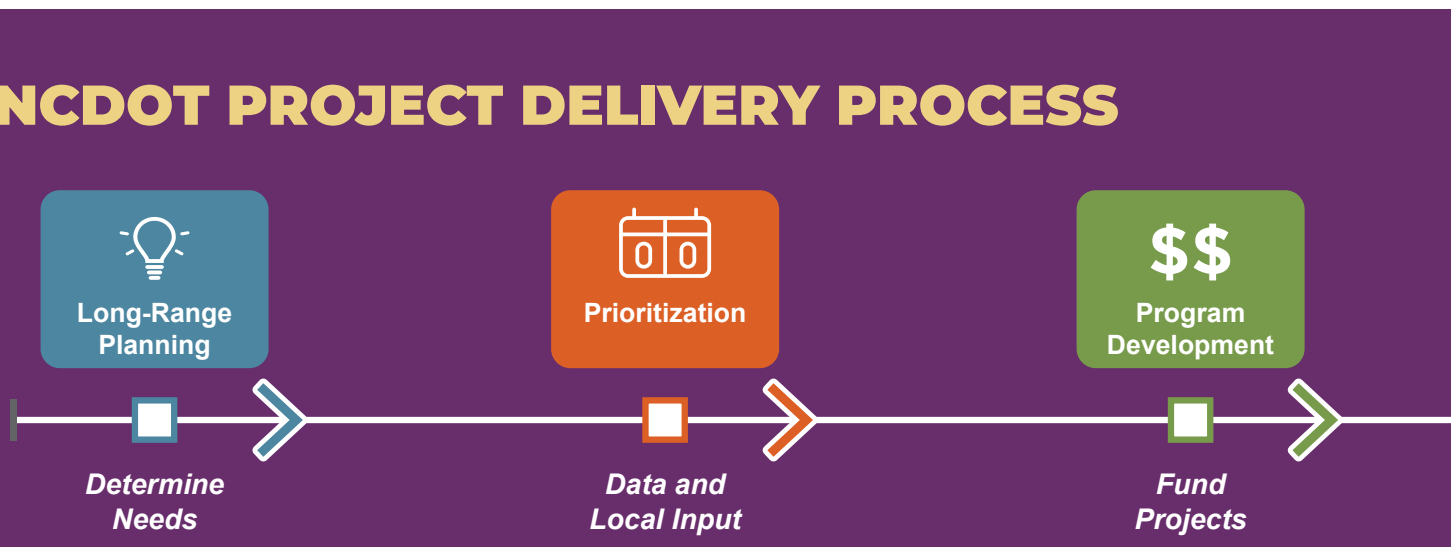
Projected 2050 needs for each mode of transportation were analyzed and project recommendations developed through consideration of benefits and potential impacts including an extensive public engagement process. The results of this analysis are found in Appendix - Public Involvement

NCDOT PROJECT DELIVERY PROCESS

Years of extensive planning, study and work occur before NCDOT begins building a roadway. The process, known as the Project Development Process, begins with the department assisting municipalities and regions in developing Comprehensive Transportation Plans, which are long range plans that identify area transportation needs and priorities.

Once a project is programmed for funding, NCDOT initiates studies and the project enters into the environmental analysis and development phase. As part of this process, further studies are conducted to get additional public input on how the proposed project might affect people living and working in the area, as well as assessing the potential environmental impact and how to meet the transportation need.
Once the final design location has been determined and NCDOT acquires necessary property to accommodate the project and awards a construction contract ("Let"). Then, construction begins.

The typical NCDOT Project Delivery Process is shown in the figure below.



CTP PROJECT RECOMMENDATIONS

The following maps and recommendation lists contain information about Bertie County Comprehensive Transportation Plan recommendations. These recommendations represent an agreement (between NCDOT and adopting planning partners) of an identified transportation deficiency and a potential solution.

While the CTP does recommend possible solutions, called project recommendations, it may not represent the final location or cross-section and features associated with the improvement and may change over time due to further and more detailed studies. It is the responsibility of local communities to help protect transportation corridors for new location facilities.

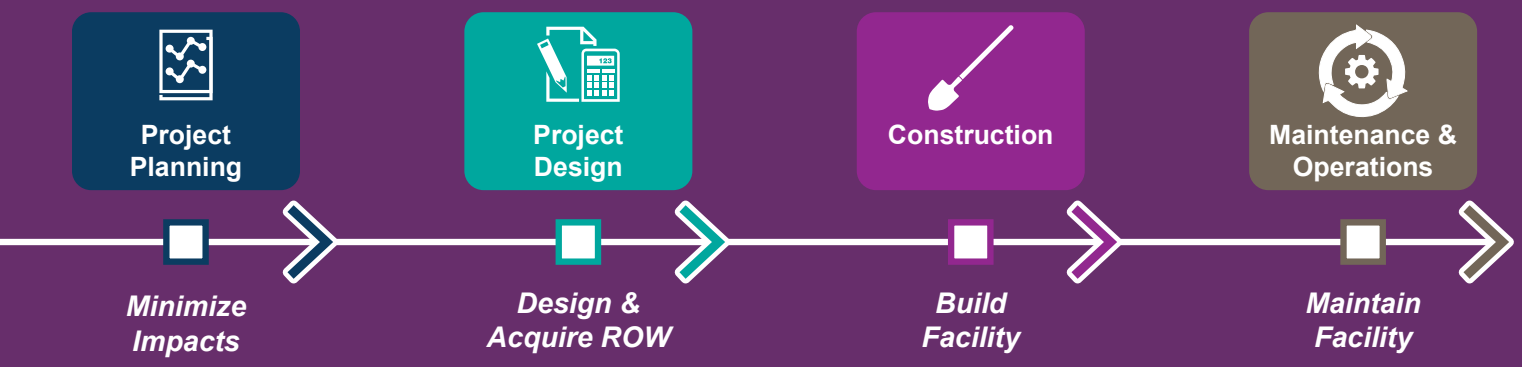
The following maps and recommendation list shown below are not in any priority order.

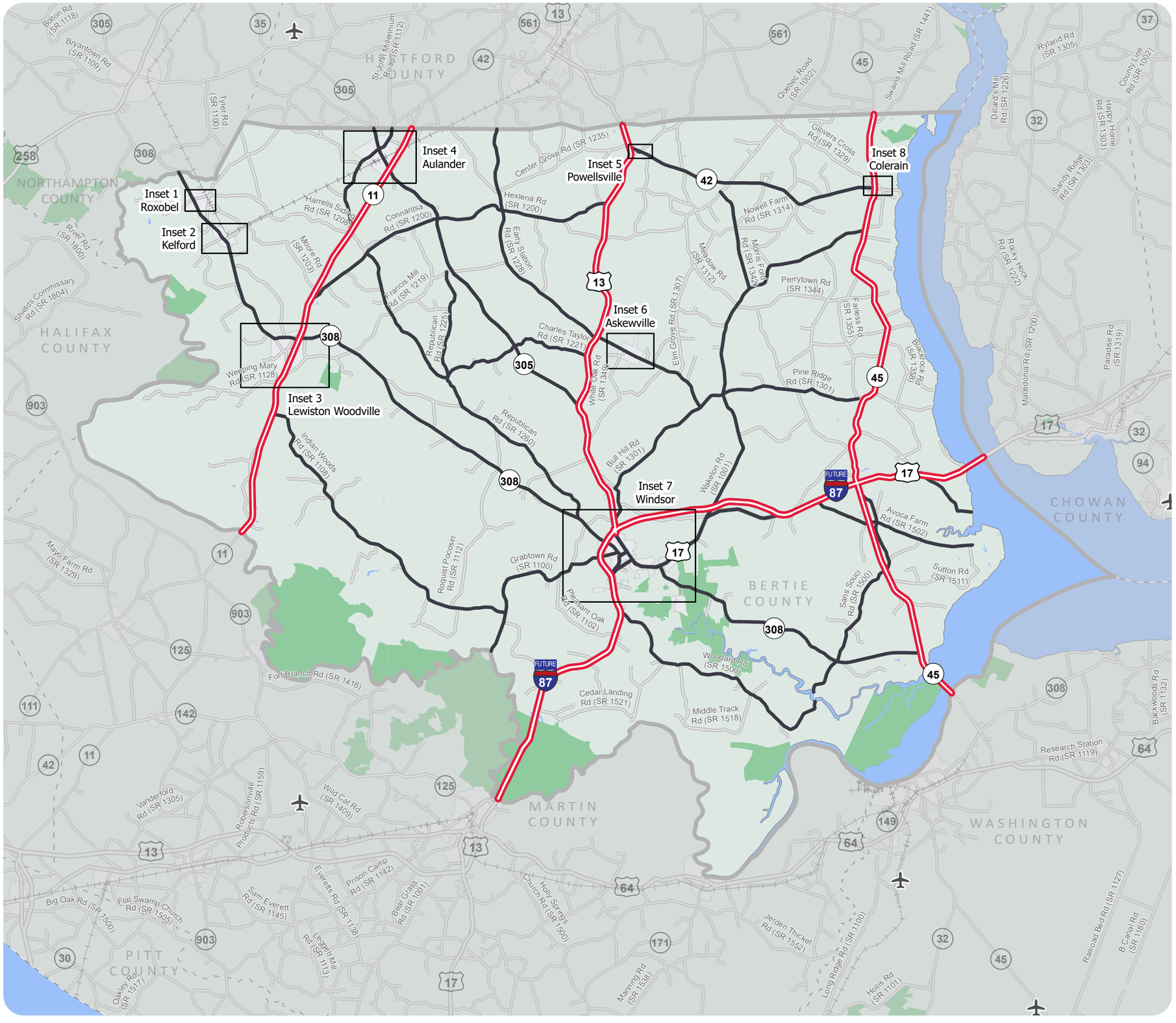
CTP MAPS

The mutually adopted Bertie County CTP Maps are found in this document. Definitions of terms on these maps can be found in Appendix - Definitions and Resources. The maps included are:

1 **Facility Types and Control of Access**
2 **Highway Recommendations**
3 **Public Transportation Recommendations**
4 **Bicycle / Pedestrian Recommendations**

The Facility Type and Control of Access map is important for planning, design, and operations. The various Recommendations Maps show agreement on the future potential transportation proposals to meet identified needs.





FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Bertie County

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

N

0 1 2 4 6 8 Miles

Base map date: October 02, 2019

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

ADOPTED FEBRUARY 2026



FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 1
Roxobel

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

Studied Roads

MPO Boundary

RPO Boundary

N

0 0.03 0.07 0.13 0.2 0.26
Miles

Base map date: October 02, 2019

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

ADOPTED FEBRUARY 2026



FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 2
Kelford

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

N

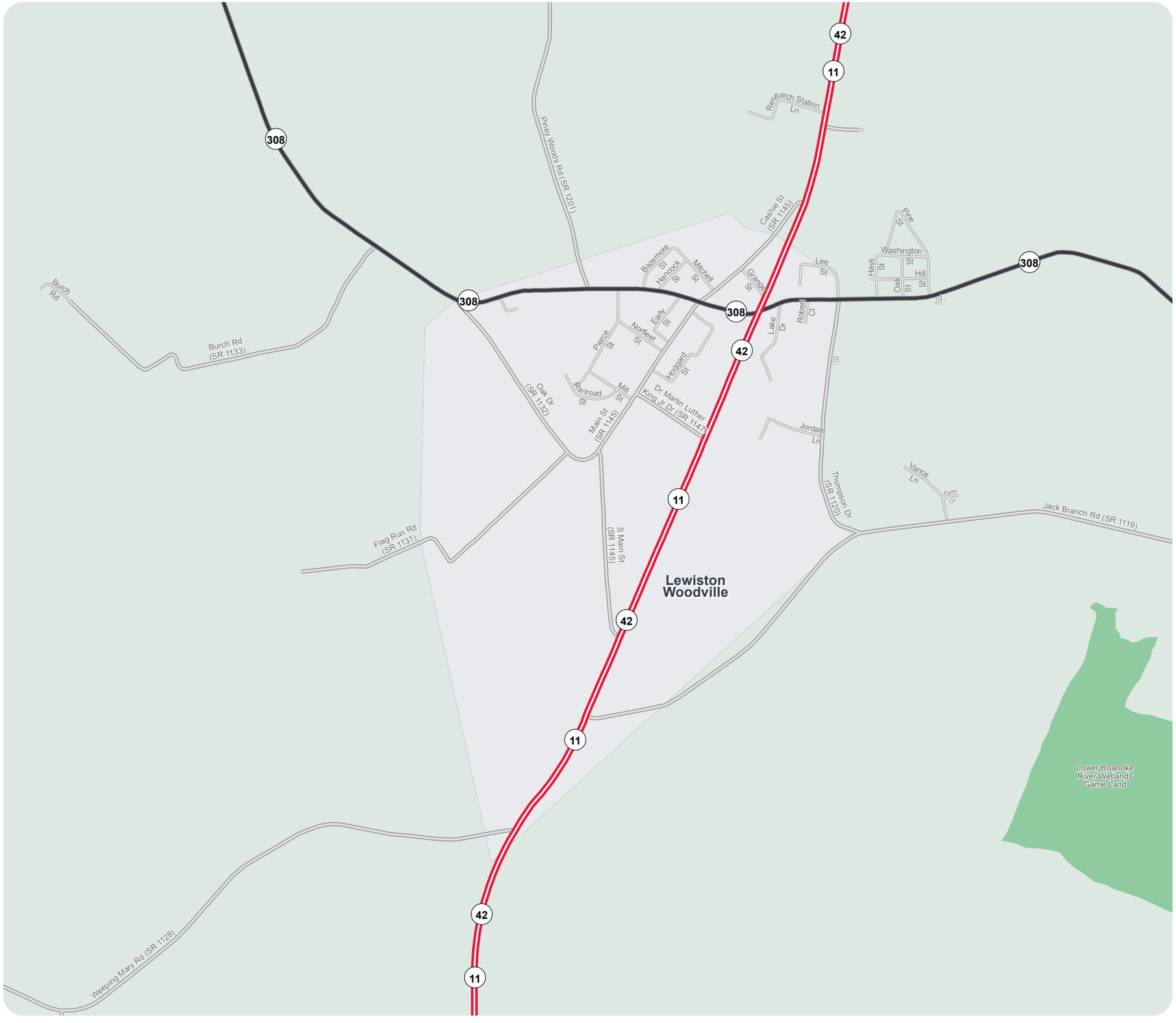
0 0.05 0.1 0.19 0.29 0.38 Miles

Base map date: October 02, 2019

Legal Disclaimer

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ADOPTED FEBRUARY 2026



FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 3
Lewiston Woodville

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

N

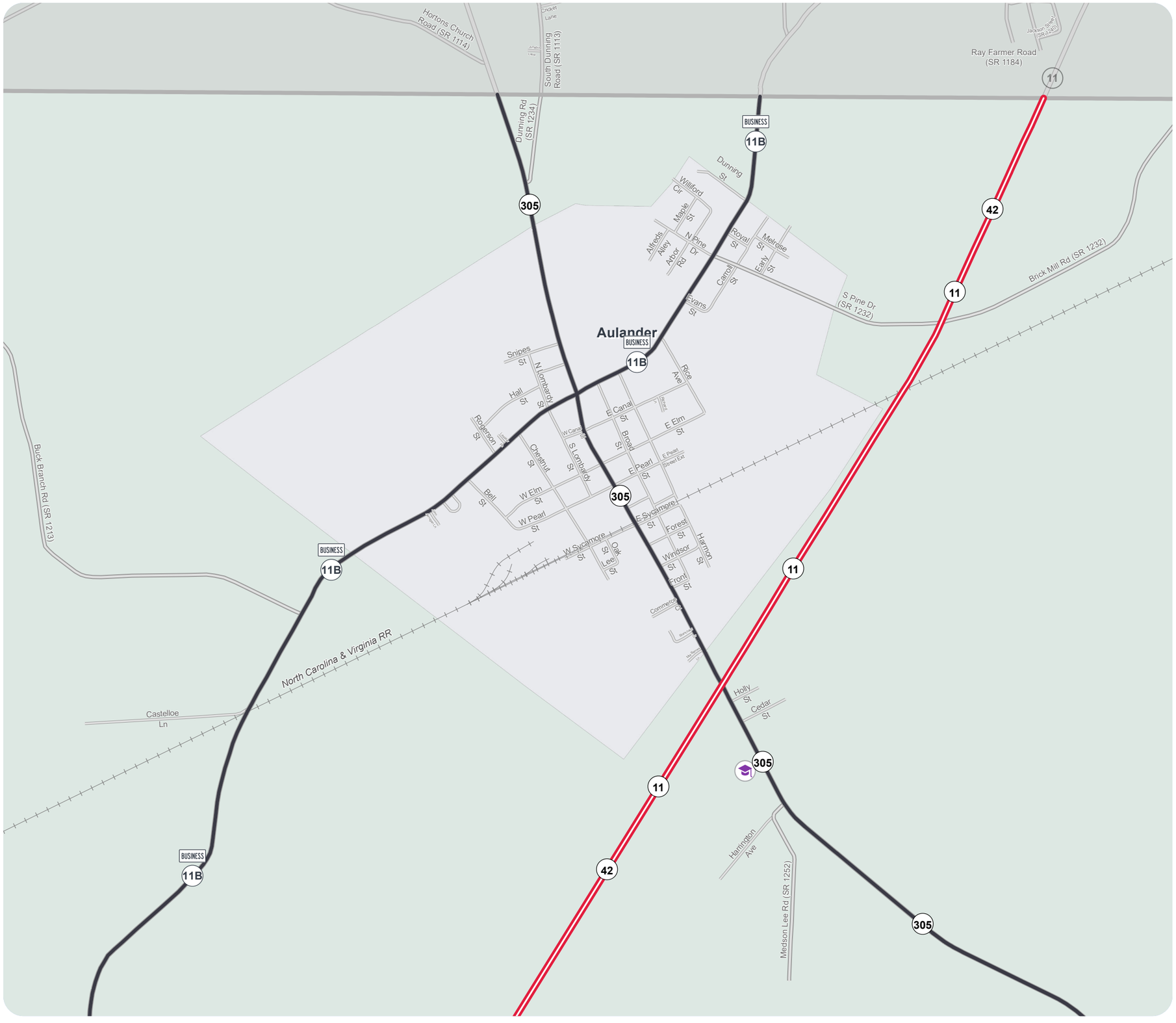
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Miles

Base map date: October 02, 2019

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

ADOPTED FEBRUARY 2026



FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 4
Aulander

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

Studied Roads

MPO Boundary

RPO Boundary

N

0 0.07 0.15 0.3 0.45 0.6 Miles

Base map date: October 02, 2019

Legal Disclaimer

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ADOPTED FEBRUARY 2026



FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 5
Powellsville

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

N

0 0.02 0.04 0.09 0.14 0.18 Miles

Base map date: October 02, 2019

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ADOPTED FEBRUARY 2026



FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 6
Askewville

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

Studied Roads

MPO Boundary

RPO Boundary

N

0 0.05 0.1 0.2 0.3 0.4 Miles

Base map date: October 02, 2019

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ADOPTED FEBRUARY 2026

FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 7
Windsor

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

N

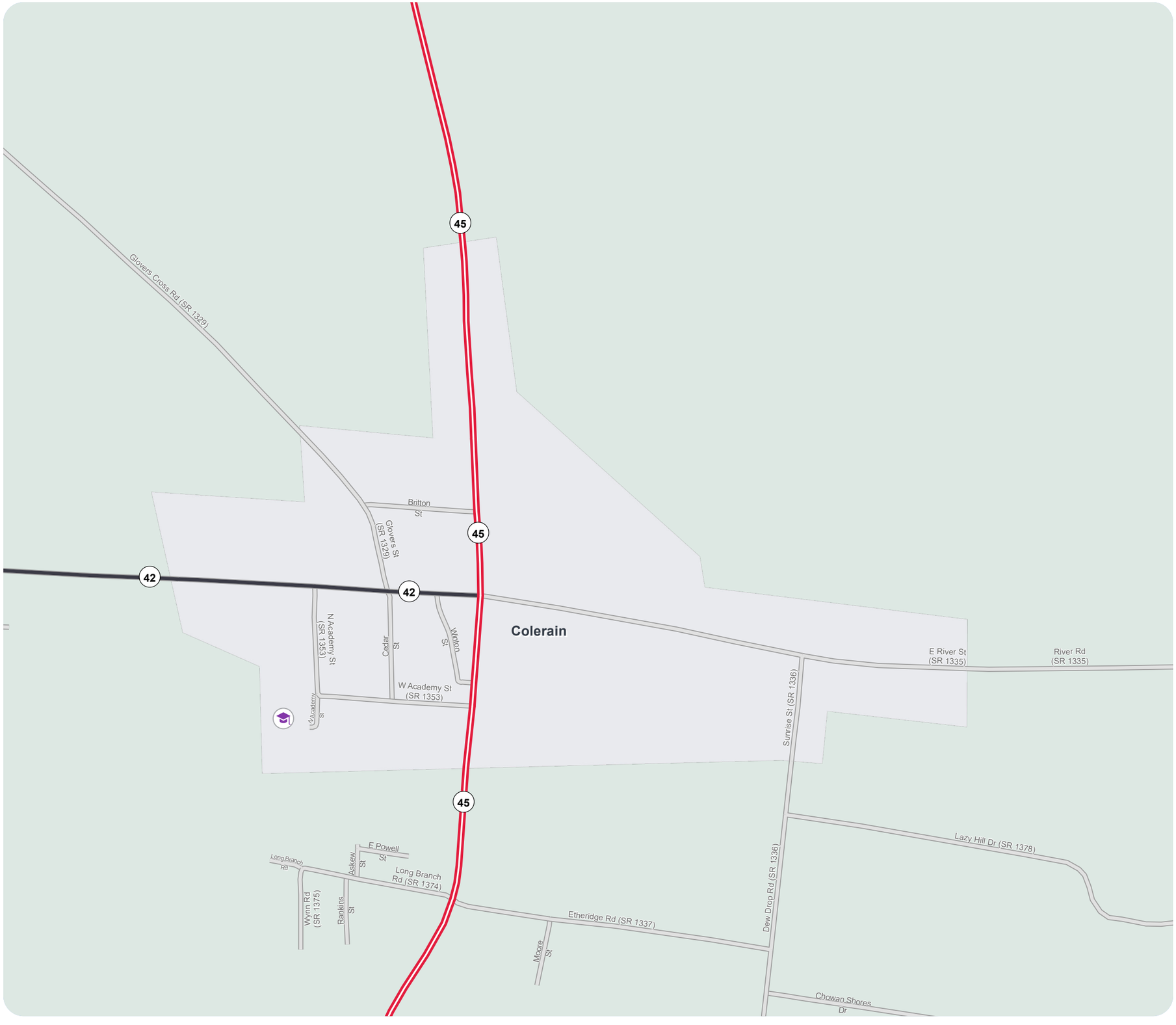
0 0.13 0.25 0.5 0.75 1 Miles

Base map date: October 02, 2019

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ADOPTED FEBRUARY 2026



FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 8
Colerain

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

N

0 0.03 0.07 0.13 0.2 0.26 Miles

Base map date: October 02, 2019

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ADOPTED FEBRUARY 2026

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Bertie County

Inset 1 Roxobel
Inset 2 Kelford
Inset 3 Lewiston Woodville
Inset 4 Aulander
Inset 5 Powellsville
Inset 6 Askewville
Inset 7 Windsor
Inset 8 Colerain

HERTFORD COUNTY
NORTHAMPTON COUNTY
HALIFAX COUNTY
MARTIN COUNTY
BERTIE COUNTY
CHOWAN COUNTY
WASHINGTON COUNTY
PITT COUNTY

Bolton Rd (SR 1118)
Bryantown Rd (SR 1109)
St John Millennium Road (SR 1112)
Tyler Rd (SR 1100)
Quebec Road (SR 1002)
Swains Mill Road (SR 1441)
Ryland Rd (SR 1305)
Dillard's Mill Rd (SR 1226)
County Line Rd (SR 1002)
Happy Home Rd (SR 1303)
Sandy Ridge Rd (SR 1303)
Glovers Cross Rd (SR 1329)
Center Grove Rd (SR 1235)
Hexlena Rd (SR 1200)
Nowell Farm Rd (SR 1314)
Harrells Siding Rd (SR 1206)
Connaritsa Rd (SR 1200)
Rivet Rd (SR 1800)
Moore Rd (SR 1203)
Early Station Rd (SR 1226)
Meadow Rd (SR 1312)
Morris Ford Rd (SR 1342)
Perrytown Rd (SR 1344)
Rocky Hock Rd (SR 1222)
Shields Commissary Rd (SR 1804)
Francis Mill Rd (SR 1219)
Republican Rd (SR 1225)
Charles Taylor Rd (SR 1221)
Elm Grove Rd (SR 1307)
Farless Rd (SR 1355)
Paradise Rd (SR 1319)
Weeping Mary Rd (SR 1128)
White Oak Rd (SR 1349)
Pine Ridge Rd (SR 1301)
Blackrock Rd (SR 1358)
Macedonia Rd (SR 1200)
Indian Woods Rd (SR 1108)
Republican Rd (SR 1260)
Bull Hill Rd (SR 1301)
Wakelon Rd (SR 1001)
Avoca Farm Rd (SR 1502)
Mayo Farm Rd (SR 1329)
Roquist Pocosin Rd (SR 1112)
Grabtown Rd (SR 1100)
Pleasant Oak Rd (SR 1102)
Sans Souci Rd (SR 1500)
Sutton Rd (SR 1511)
Woodard Rd (SR 1500)
Fort Branch Rd (SR 1416)
Cedar Landing Rd (SR 1521)
Middle Track Rd (SR 1518)
Backwoods Rd (SR 1132)
Research Station Rd (SR 1119)
Vanderford Rd (SR 1305)
Robersonville Products Rd (SR 1159)
Wild Cat Rd (SR 1409)
Big Oak Rd (SR 1500)
Flat Swamp Church Rd (SR 1505)
Sam Everett Rd (SR 1145)
Everetts Rd (SR 1138)
Prison Camp Rd (SR 1142)
Bear Grass Rd (SR 1001)
Holly Springs Church Rd (SR 1500)
Leggett Mill Rd (SR 1113)
Oakley Rd (SR 1517)
Manning Rd (SR 1538)
Jerden Thicket Rd (SR 1552)
Long Ridge Rd (SR 1100)
Hollis Rd (SR 1101)
Railroad Bed Rd (SR 1127)
B Canal Rd (SR 1180)

FUTURE I-87

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲
Ferry	#		

Other Features

Studied Roads
MPO Boundary
RPO Boundary

0 1 2 4 6 8 Miles

N

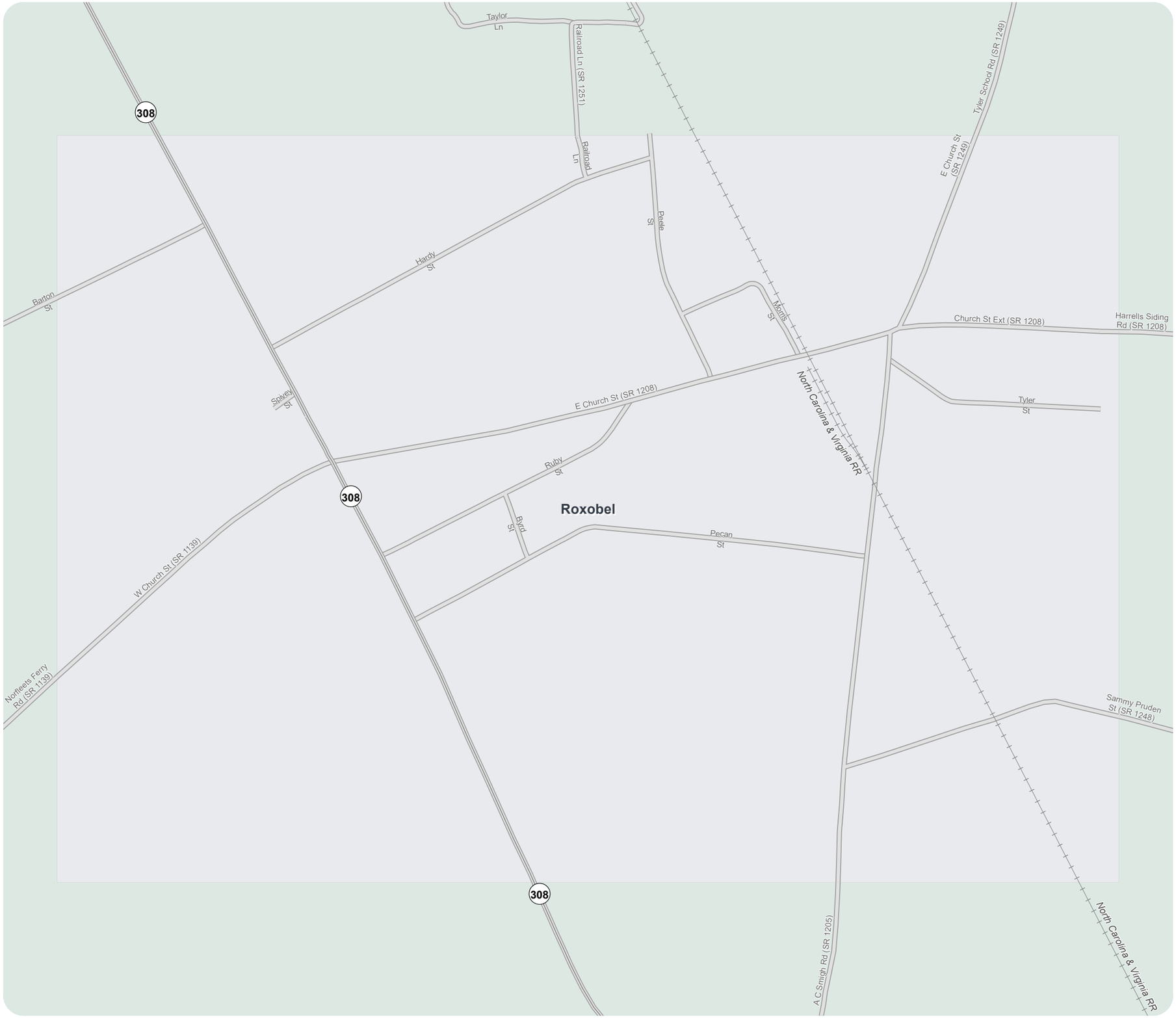
Sheet 1 of 9

Base map date: October 02, 2019

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ADOPTED FEBRUARY 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 1
Roxobel

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#	▬	▬
Access Management / Operations (e.g., add median)	#	▬	▬
Modernization (e.g., widen lanes, add turn lanes)	#	▬	▬
Other (e.g., safety, economic development)	#	▬	▬
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲
Ferry	#		

Other Features

Studied Roads

MPO Boundary

RPO Boundary

N

0 0.03 0.07 0.13 0.2 0.26 Miles

Sheet 2 of 9

Base map date: October 02, 2019

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ADOPTED FEBRUARY 2026

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 2
Kelford

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection	#		
Ferry			

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

0 0.05 0.1 0.19 0.29 0.38 Miles

N

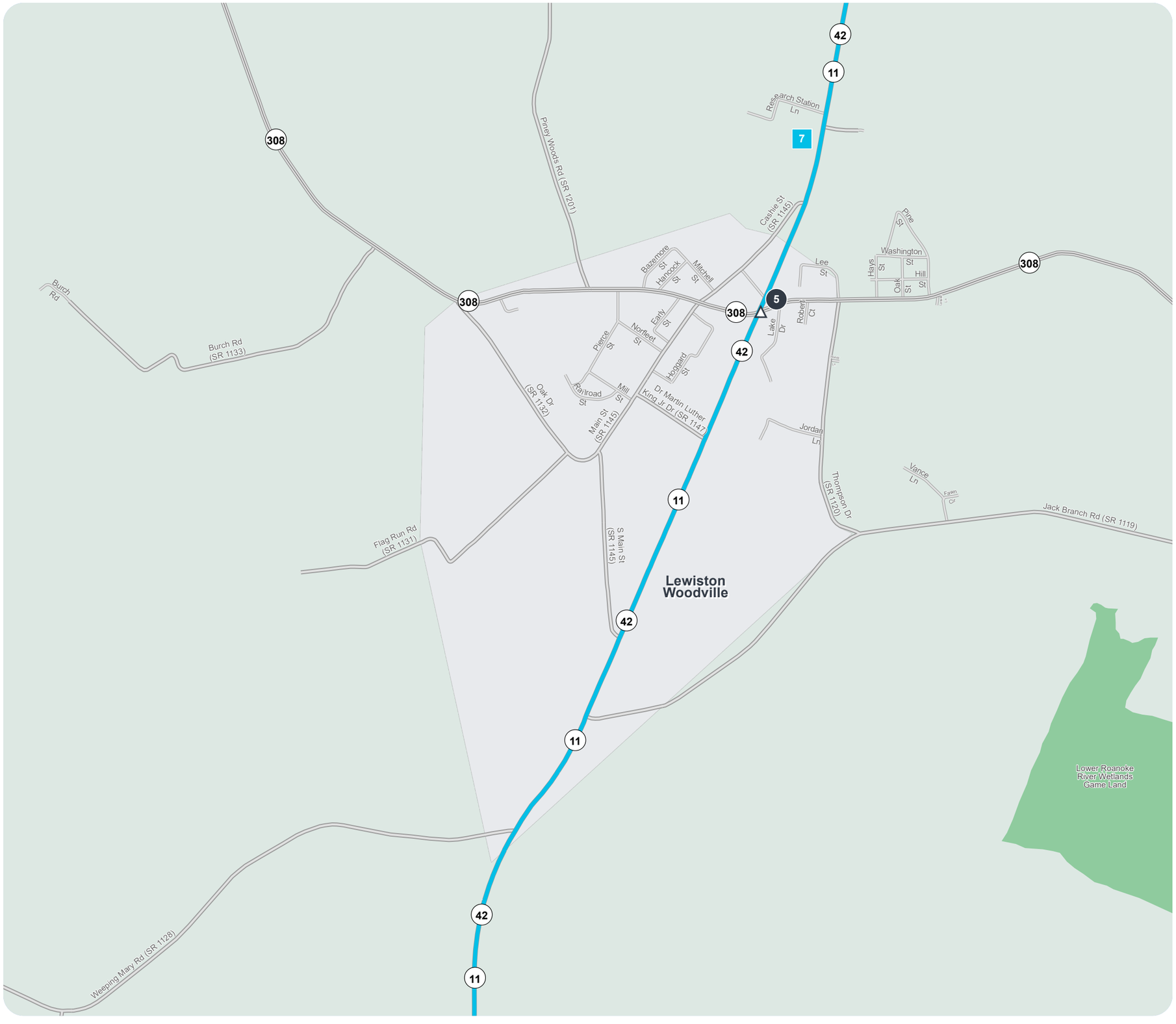
Sheet 3 of 9

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ADOPTED FEBRUARY 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 3
Lewiston Woodville

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#	▬	▬
Access Management / Operations (e.g., add median)	#	▬	▬
Modernization (e.g., widen lanes, add turn lanes)	#	▬	▬
Other (e.g., safety, economic development)	#	▬	▬
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲
Ferry	#		

Other Features

Studied Roads

MPO Boundary

RPO Boundary

N

0 0.07 0.15 0.3 0.45 0.6 Miles

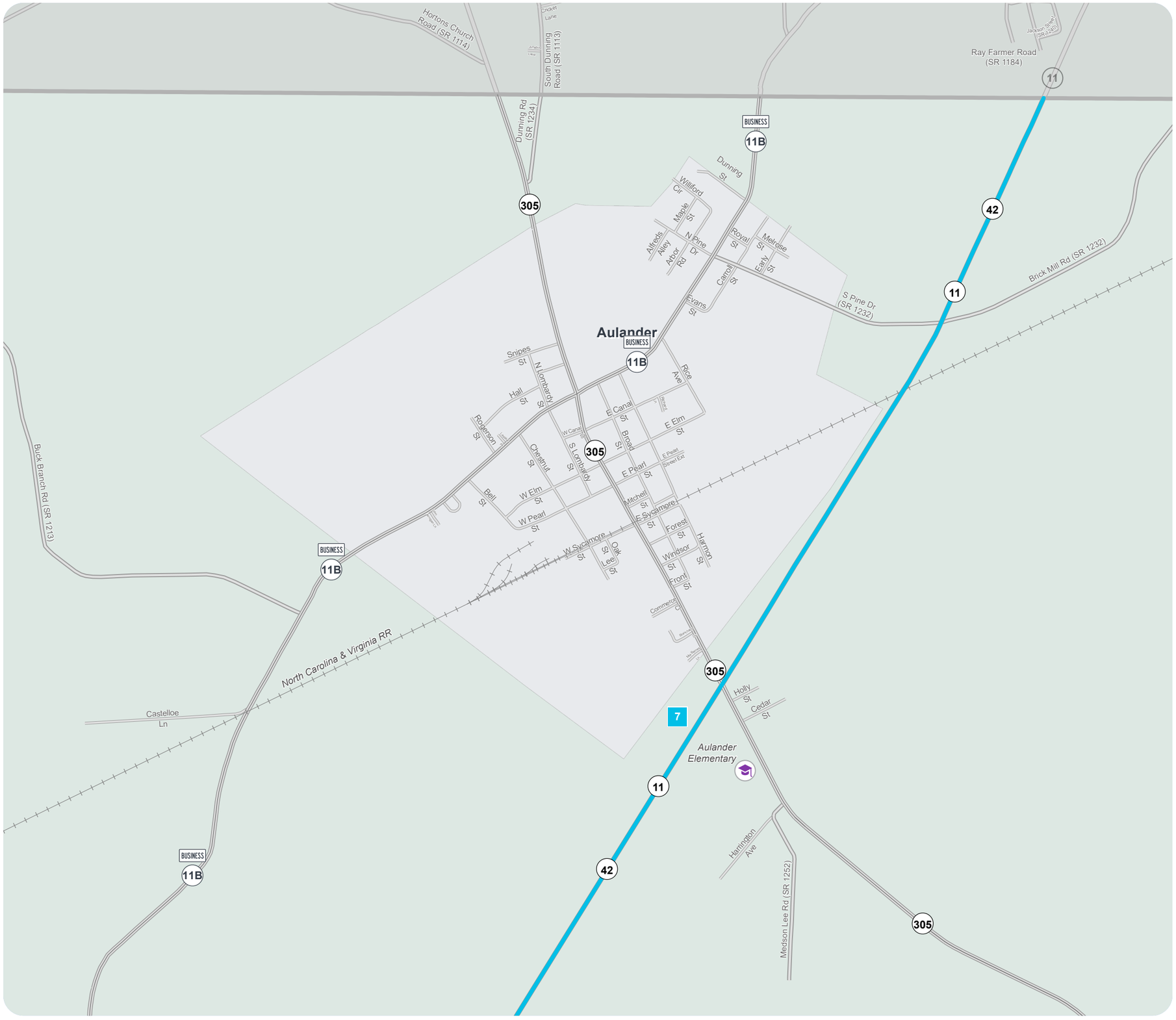
Sheet 4 of 9

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ADOPTED FEBRUARY 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 4
Aulander

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲
Ferry	#		

Other Features

Studied Roads

MPO Boundary

RPO Boundary

0 0.07 0.15 0.3 0.45 0.6 Miles

N

Sheet 5 of 9

Base map date: October 02, 2019

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ADOPTED FEBRUARY 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 5
Powellsville

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection	#		
Ferry	#		

Other Features

Studied Roads

MPO Boundary

RPO Boundary

N

0 0.02 0.04 0.09 0.14 0.18 Miles

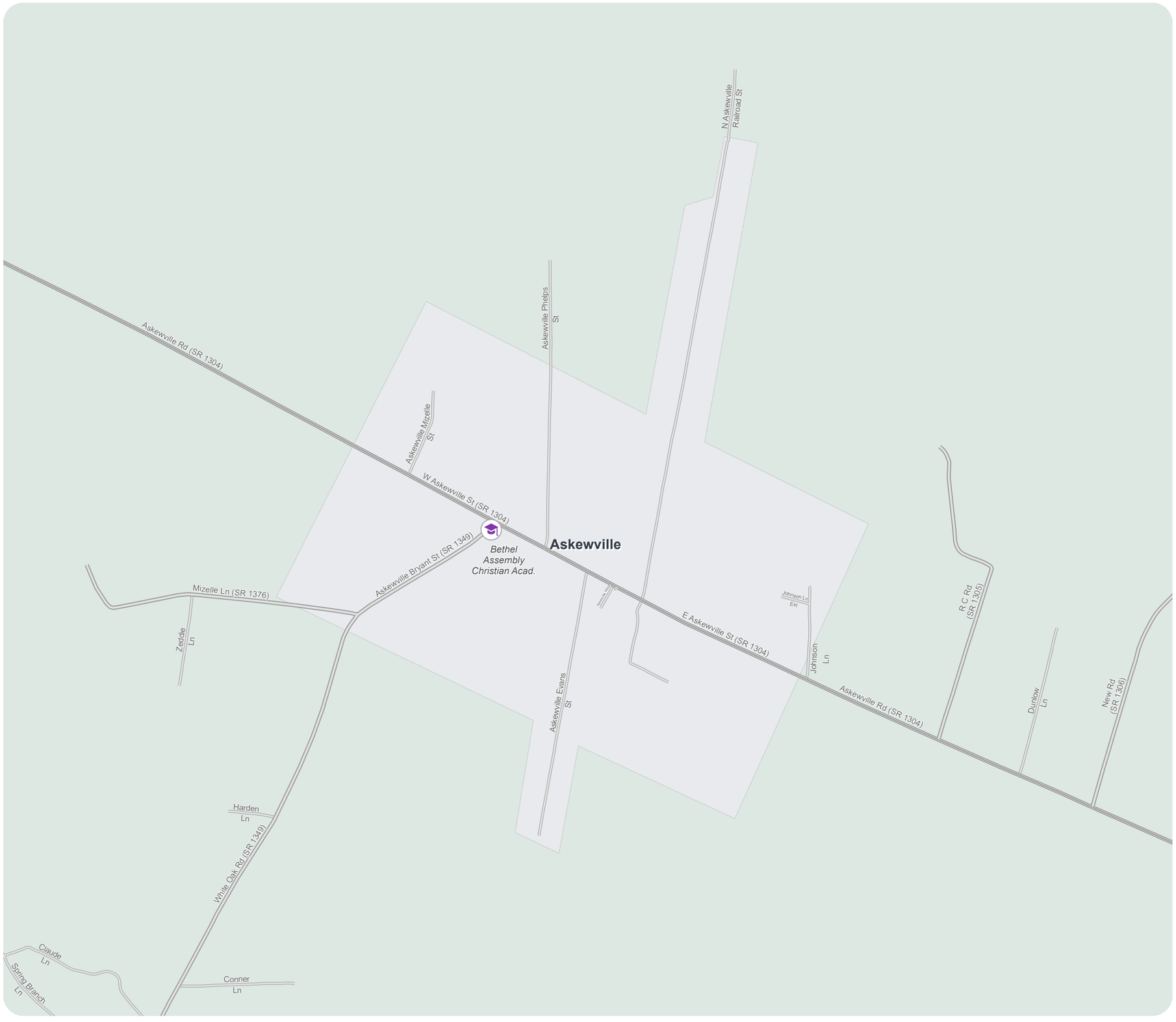
Sheet 6 of 9

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ADOPTED FEBRUARY 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 6
Askewville

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection	#		
Ferry			

Other Features

Studied Roads

MPO Boundary

RPO Boundary

N

0 0.05 0.1 0.2 0.3 0.4 Miles

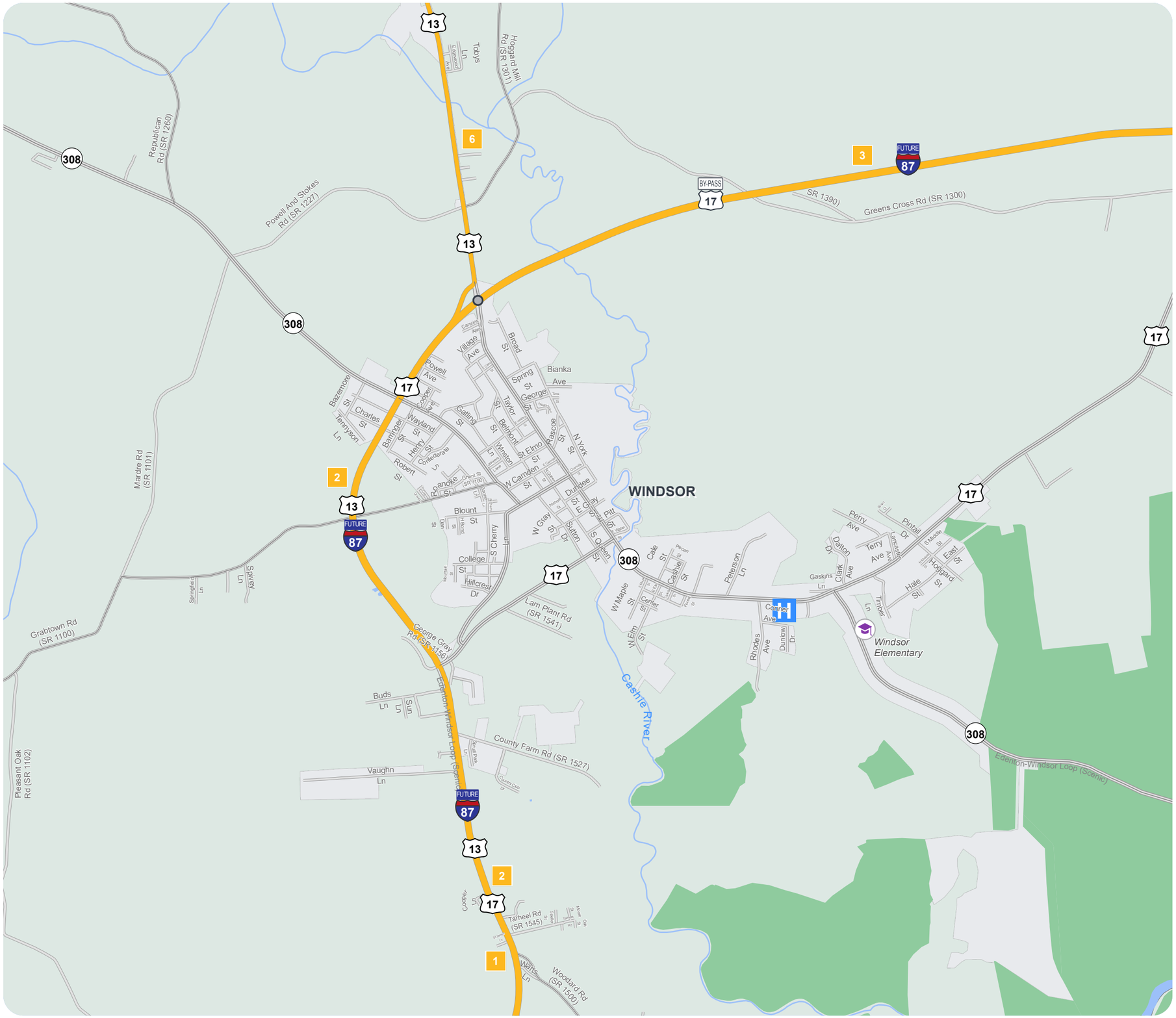
Sheet 7 of 9

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ADOPTED FEBRUARY 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 7
Windsor

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#	☐	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲
Ferry	⛴		

Other Features

Studied Roads

MPO Boundary

RPO Boundary

0 0.13 0.25 0.5 0.75 1 Miles

N

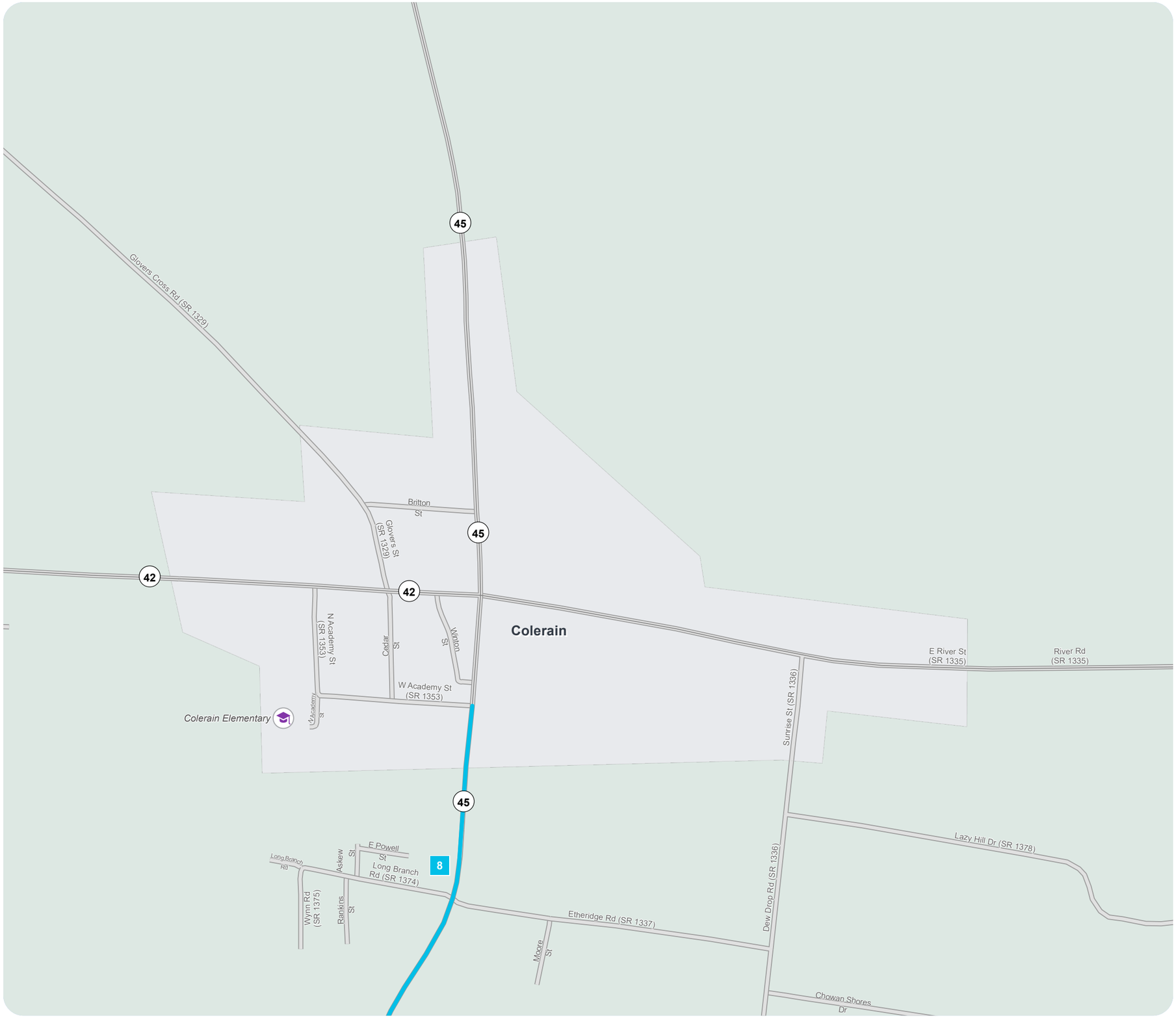
Sheet 8 of 9

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ADOPTED FEBRUARY 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 8
Colerain

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection	#		
Ferry			

Other Features

Studied Roads

MPO Boundary

RPO Boundary

N

0 0.03 0.07 0.13 0.2 0.26 Miles

Sheet 9 of 9

Base map date: October 02, 2019

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ADOPTED FEBRUARY 2026

BERTIE COUNTY COMPREHENSIVE TRANSPORTATION PLAN

Bertie County
Highway Recommendations

1

Future I-87 Improvements to US 17, BERT20001-H:

From the Edenton-Windsor Loop to the Martin County line | 19.88 miles

Upgrade existing US 17 from a 4-lane divided roadway to interstate standards and designate as I-87.

2

Future I-87 Improvements to US 17, BERT20005-H:

From the Town of Windsor limits to the Edenton-Windsor Loop connecting both US 17 projects together | 7.15 miles

Upgrade existing US 17 from a 4-lane divided roadway to interstate standards and designate as I-87.

3

Future I-87 Improvements to US 17, BERT20003-H:

From US 17 to US 13 | 13.2 miles

Upgrade existing US 17 from a 4-lane divided roadway to interstate standards and designate as I-87. This connects to US 13 which is a strategic transportation corridor, and runs from Interstate 95 near Fayetteville, NC to north of US 1 in Morrisville, Pennsylvania.

4

Future I-87 Improvements to US 17, BERT20002-H:

From the Chowan County line to the US 17 Bypass | 13.07 miles

Upgrade existing US 17 from a 4-lane divided roadway to interstate standards and designate as I-87.

5

Intersection Improvement at NC 11 and NC 308, BERT20004-H:

Intersection of US 17 and NC 308 | 0.0 miles

Intersection improvement

6

US 13 Upgrade to a Freeway, R-2506:

From north of Windsor to NC 42 | 16.86 miles

Widen roadway to multilanes.

7

NC 11 Widening to a 4-Lane Divided Facility, R-2900:

From NC 903 in Martin County to the US 13 Bypass North of Ahoskie in Hertford County | 17.44 miles

Widen sections around Lewiston Woodville and Aulander for easier flow of traffic. Resiliency needs at the southern part of NC 11 headed into Martin County. Intersection needs at NC 308 and NC 11 and major intersections to ease the flow of traffic.

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

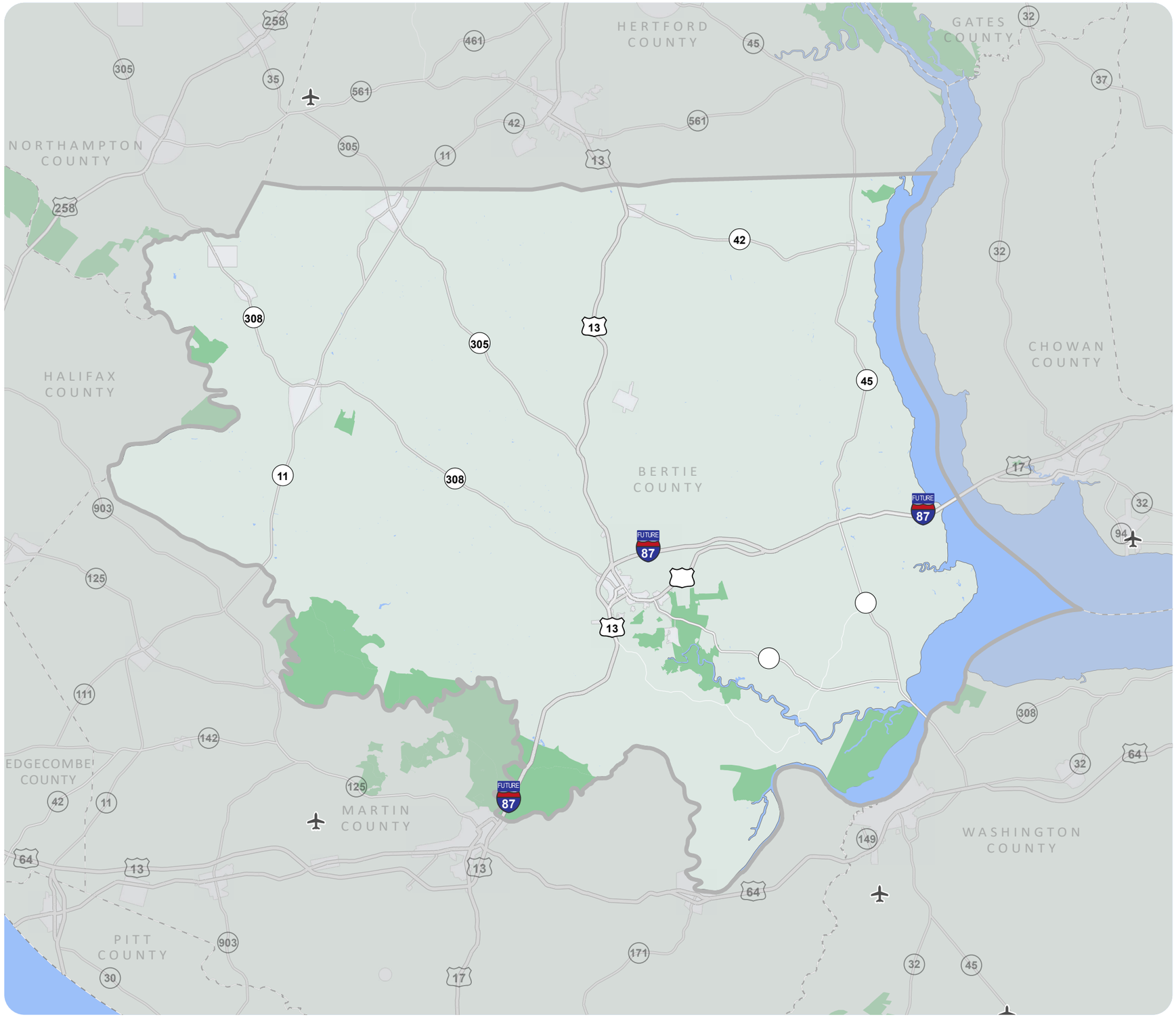
BERTIE COUNTY COMPREHENSIVE TRANSPORTATION PLAN

8

NC 45 Road Widening, R-5809:

R-5809A Washington County line to US 17 at Midway and R-5809B US 17 at Midway to the city limits of Colerain I 21.75 miles

Upgrade NC 45 through the widening of the existing lanes and shoulders. This project has three segments, A, B, and C.



PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Recommended New Location
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		

MPO Boundary

RPO Boundary

Studied Roads

Denotes Highway Incidental ★

N

0 1.25 2.5 5 7.5 10 Miles

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ADOPTED FEBRUARY 2026

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Bertie County

Inset 1 Roxobel
Inset 2 Kelford
Inset 3 Lewiston Woodville
Inset 4 Aulander
Inset 5 Powellsville
Inset 6 Askewville
Inset 7 Windsor
Inset 8 Colerain

HERTFORD COUNTY
NORTHAMPTON COUNTY
HALIFAX COUNTY
CHOWAN COUNTY
MARTIN COUNTY
BERTIE COUNTY
WASHINGTON COUNTY
PITT COUNTY

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		
Ferry			

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

N

0 1 2 4 6 8 Miles

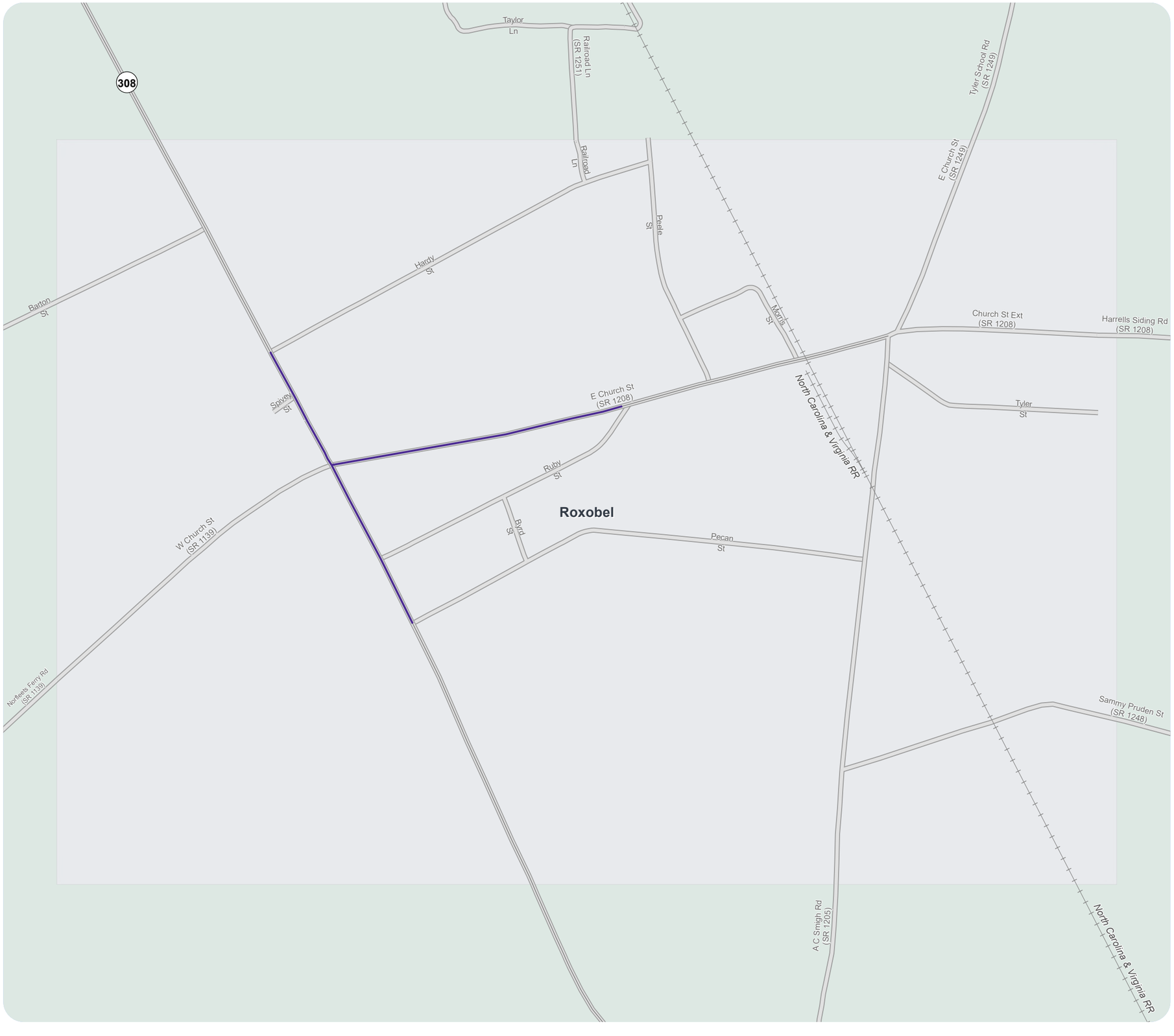
Sheet 1 of 9

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ADOPTED FEBRUARY 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 1

Roxobel

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		
Ferry			

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

N

0 0.03 0.07 0.13 0.2 0.26 Miles

Sheet 2 of 9

Base map date: October 02, 2019

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

ADOPTED FEBRUARY 2026

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 2

Kelford

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		
Ferry			

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

0 0.05 0.1 0.2 0.3 0.4 Miles

N

Sheet 3 of 9

Base map date: October 02, 2019

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ADOPTED FEBRUARY 2026

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 3

Lewiston Woodville

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	○
Denotes Highway Incidental	★		
Ferry			

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

0 0.1 0.2 0.4 0.6 0.8 Miles

N

Sheet 4 of 9

Base map date: October 02, 2019

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ADOPTED FEBRUARY 2026

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 4

Aulander

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		
Ferry			

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

N

0 0.07 0.15 0.3 0.45 0.6 Miles

Sheet 5 of 9

Base map date: October 02, 2019

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ADOPTED FEBRUARY 2026

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 5

Powellsville

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		
Ferry			

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

0 0.03 0.06 0.11 0.17 0.22 Miles

N

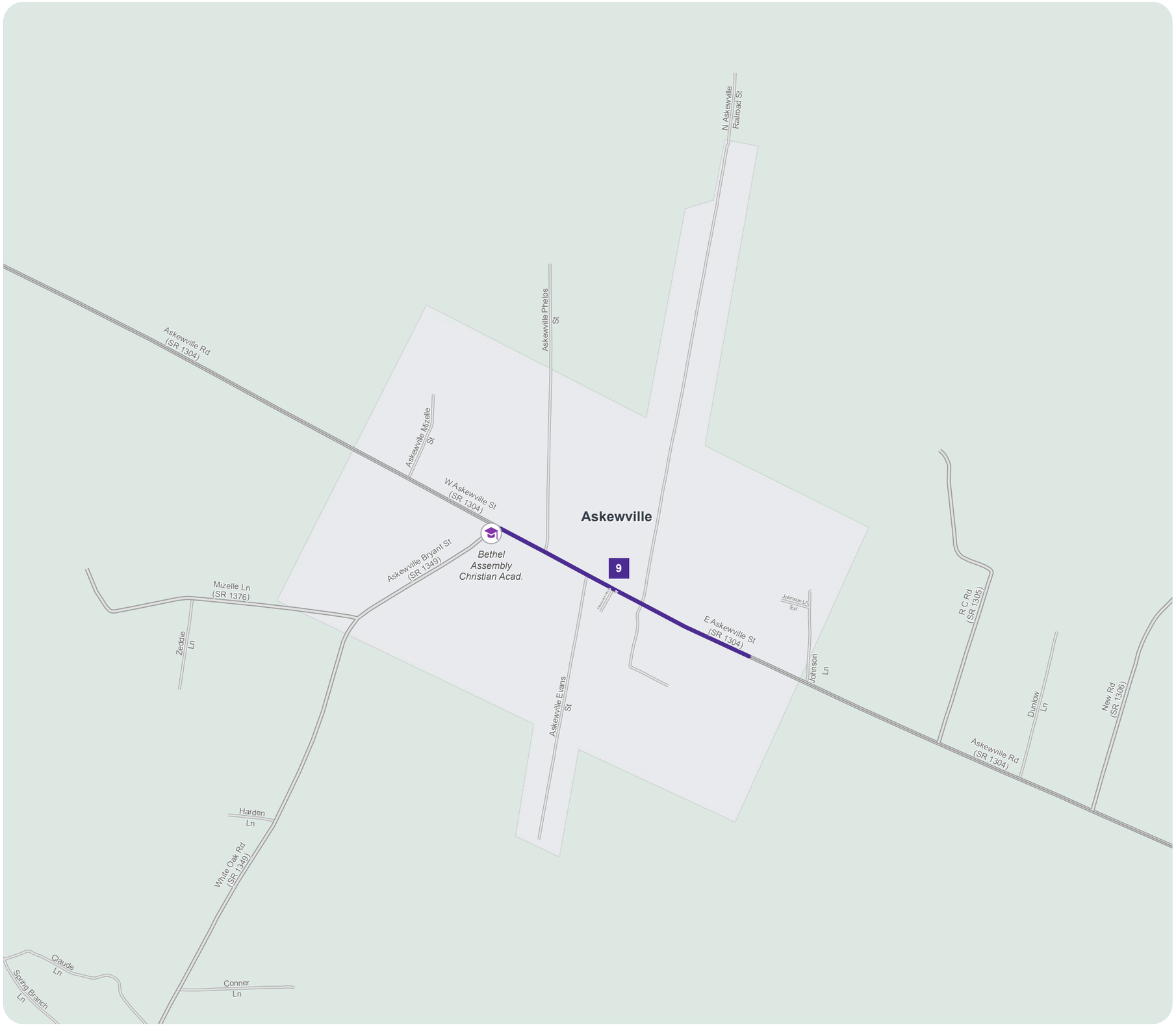
Sheet 6 of 9

Base map date: October 02, 2019

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ADOPTED FEBRUARY 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 6

Askewville

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		
Ferry			

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

N

0 0.05 0.1 0.2 0.3 0.4 Miles

Sheet 7 of 9

Base map date: October 02, 2019

Legal Disclaimer

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ADOPTED FEBRUARY 2026

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 7

Windsor

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		
Ferry			

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

N

0 0.13 0.25 0.5 0.75 1 Miles

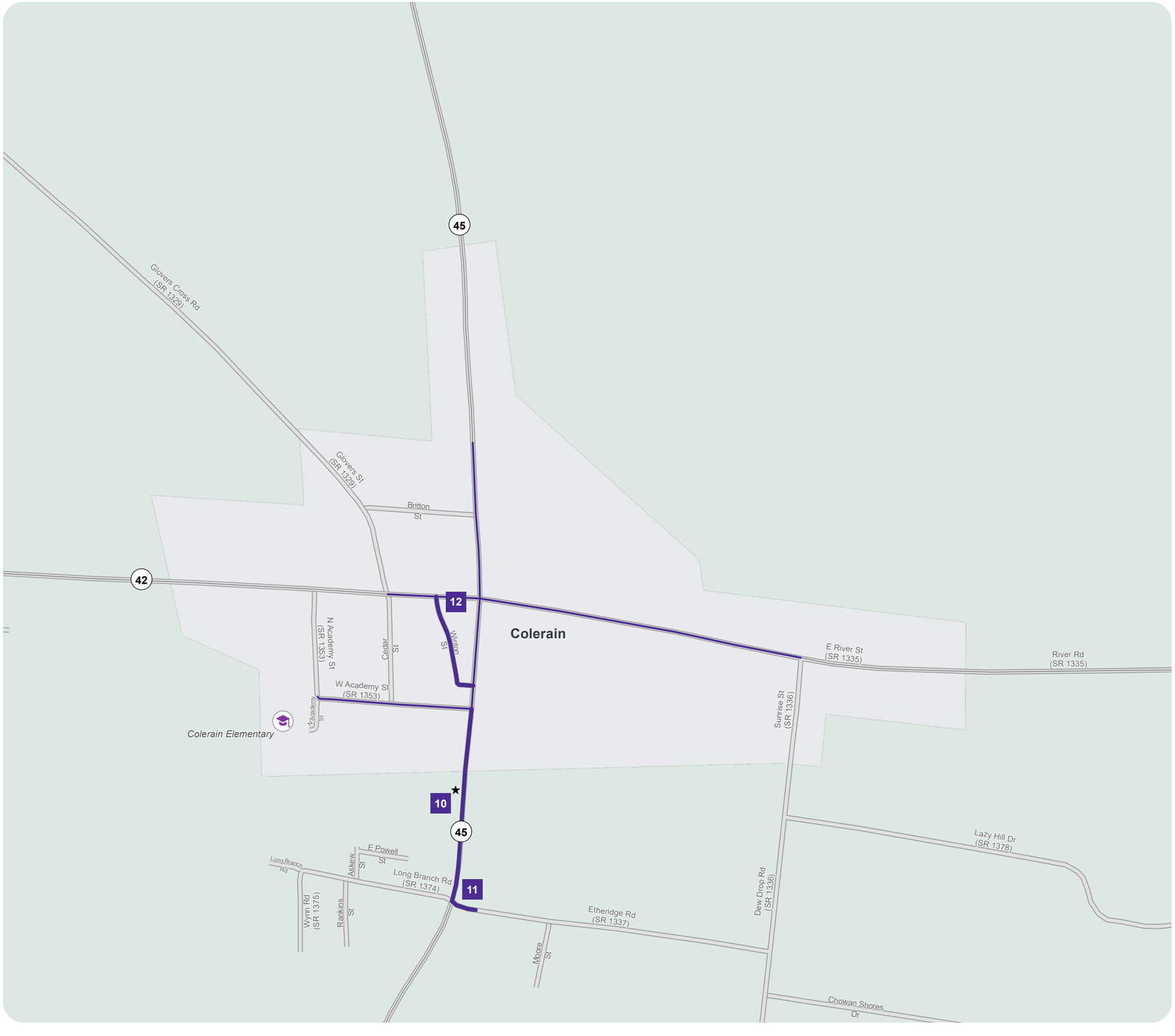
Sheet 8 of 9

Base map date: October 02, 2019

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

ADOPTED FEBRUARY 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

BERTIE COUNTY

Comprehensive Transportation Plan

Inset 8
Colerain

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	○
Denotes Highway Incidental	★		
Ferry			

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

N

0 0.03 0.07 0.13 0.2 0.26 Miles

Sheet 9 of 9

Base map date: October 02, 2019

Legal Disclaimer

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ADOPTED FEBRUARY 2026

BERTIE COUNTY COMPREHENSIVE TRANSPORTATION PLAN

Bertie County
Bicycle and Pedestrian Recommendations

1

US 17 in Windsor Sidewalk Additions, BERT20001-P:

From where the sidewalk ends just east of Rhodes Ave to just east of Pintail Drive | 0.85 miles

Adding sidewalk where the current sidewalk ends to the recreation center.

2

US 17 in Windsor near Windsor Oaks Sidewalk Additions, BERT20002-P:

From US 17 near Edenton-Windsor Loop to Windsor Oaks | 0.35 miles

Adding sidewalk, connecting the gap between the current sidewalk along US 17 to the Windsor Oaks neighborhood.

3

NC 308 in Windsor Sidewalk Additions, BERT40003-P:

From US 17 to Ghent Street | 0.78 miles

Addition of sidewalk connecting where there is currently sidewalk at Edenton-Windsor Loop to US 17.

4

N York Street in Windsor Sidewalk Additions, BERT40004-P:

From Rascoe St to E Granville St | 0.22 miles

Addition of sidewalk connecting into current sidewalk areas near the Livermon Park and Mini Zoo.

5

Carsons Alley in Windsor Sidewalk Addition, BERT40005-P:

Along Carsons Alley in Windsor | 0.1 miles

Addition of sidewalk along Carsons Alley to connect into the shopping center.

6

NC 308 in Windsor Sidewalk Additions, BERT30009-P:

From US 17 to the Windsor Elementary on NC 308 | 0.19 miles

Addition of sidewalk connecting US 17 to Windsor Elementary on NC 308.

7

Windsor Greenway Connectivity, BERT20010-M:

Various areas within the Town of Windsor | 1.89 miles

Addition of multi-use in various areas of downtown Windsor. Connects Livermon Recreational Park & Mini Zoo, Roanoke/Cashie River Center, and the Cashie River Walk. The Destination Bertie Action Plan was taken into consideration.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

BERTIE COUNTY COMPREHENSIVE TRANSPORTATION PLAN

8

NC 308 in Lewiston Woodville Sidewalk Addition, BERT30008-P:

From NC 42 to the eastern Lewiston Woodville city limits I 0.67 miles

Addition of sidewalk extending the sidewalks along Church St and Main St to provide homes within city limits access to the downtown area.

9

W Askewville St Sidewalk Addition, BERT30006-P:

From White Oak Rd to Askewville Preschool I 0.49 miles

Addition of sidewalk on the main street in downtown Askewville, connecting the Bethel Assembly Christian Academy (where many public events are held) to the Askewville Preschool.

10

NC 45 in Colerain Sidewalk Addition, BERT30007-P:

From Academy St to Etheridge Rd (SR 1337) I 0.22 miles

Addition of sidewalk extending the current sidewalk to provide access to the dollar store and the proposed Colerain walking loop. The Destination Bertie Action Plan was taken into consideration.

11

Colerain Sidewalk Additions on Etheridge Rd, BERT40011-P:

NC 45 to Proposed Park I 0.03 miles

Sidewalk addition in the Town of Colerain connecting NC 45 to the proposed park. The Destination Bertie Action Plan was taken into consideration.

12

Colerain Sidewalk Additions on Winston St, BERT40012-P:

From NC 42 to NC 45 I 0.53 miles

Addition of sidewalk in the Town of Colerain connecting the downtown area to the proposed community building as well as to extend to the town limits on NC 42. The Destination Bertie Action Plan was taken into consideration.

13

Aulander Sidewalk Additions, BERT20012-P:

From NC 11 to NC 305 I 0.3 miles

Multiple sidewalk additions in the Town of Aulander connecting to the tennis courts, community building, church, and library. The Destination Bertie Action Plan was taken into consideration.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

BERTIE COUNTY COMPREHENSIVE TRANSPORTATION PLAN May 2025

14

Powellsville Sidewalk Additions, BERT30013-P:

Along NC 42, S Commerce St (SR 1321), Curtis St, Wynns St, and Snow Ave. I 0.39 miles

Sidewalk additions in the Town of Powellsville connecting the downtown area to the community building, town hall, outdoor dining, and a proposed park and public artwork. The Destination Bertie Action Plan was taken into consideration.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

CTP MAPS AND RECOMMENDATIONS FILES

Name of Facility Types Map File: **01_HighwayFacilityTypes.pdf**

Name of Highway Map File: **02_HighwayRecommendations.pdf**

Name of Highway Recommendations File: **RecommendationList.pdf**

Name Public Transportation Map File: **03_PublicTransportationAndRail.pdf**

Name Public Transportation Recommendations File: **10_PublicTransportationAnalysis.pdf**

Name of Bike/Ped Map File: **04_BicycleAndPedestrian.pdf**

Name of Bike/Ped Recommendations File: **RecommendationList.pdf**

CTP APPROVALS

Based on state statute §136-66.2, Comprehensive Transportation Plans must be adopted locally and by the North Carolina Board of Transportation.

The below table shows all the areas that adopted or endorsed the Bertie County CTP.

Area	Dates	Type
Municipality Name(s) Askewville Aulander Colerain Kelford Lewiston-Woodville Powellsville Roxobel Windsor	Askewville - June 2, 2025 Aulander – March 10, 2025 Colerain – March 18, 2025 Kelford – March 3, 2025 Lewiston Woodville Powellsville – March 4, 2025 Roxobel – March 11, 2025 Windsor – April 10, 2025	Adoption
Bertie County	July 10, 2025	Adoption
Peanut Belt Rural Planning Organization	September 18, 2025	Endorsement
N.C. Board of Transportation	February 5, 2026	Adoption

Adoption and endorsement resolutions are available in Appendix - Approvals/Resolutions

DISCLAIMER

This report documents the work of the Bertie County Comprehensive Transportation Plan study.

The N.C. Department of Transportation and any of the adopting/endorsing organizations of Bertie County Comprehensive Transportation Plan:

1. Shall not be held liable for any errors in the data in this report or any accompanying documentation. This includes errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data.
2. Do not represent, warrant or guarantee that the guidance in this report will lead to any particular outcome or result.
3. Will not be held liable in respect to any losses, including without limitation: loss of profits or income, revenue, use, production, anticipated savings, business, contracts, commercial opportunities, or goodwill based on the information in this report or other supporting documentation.

Primary sources from which this data was compiled must be consulted for verification of information contained in this report.


STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION