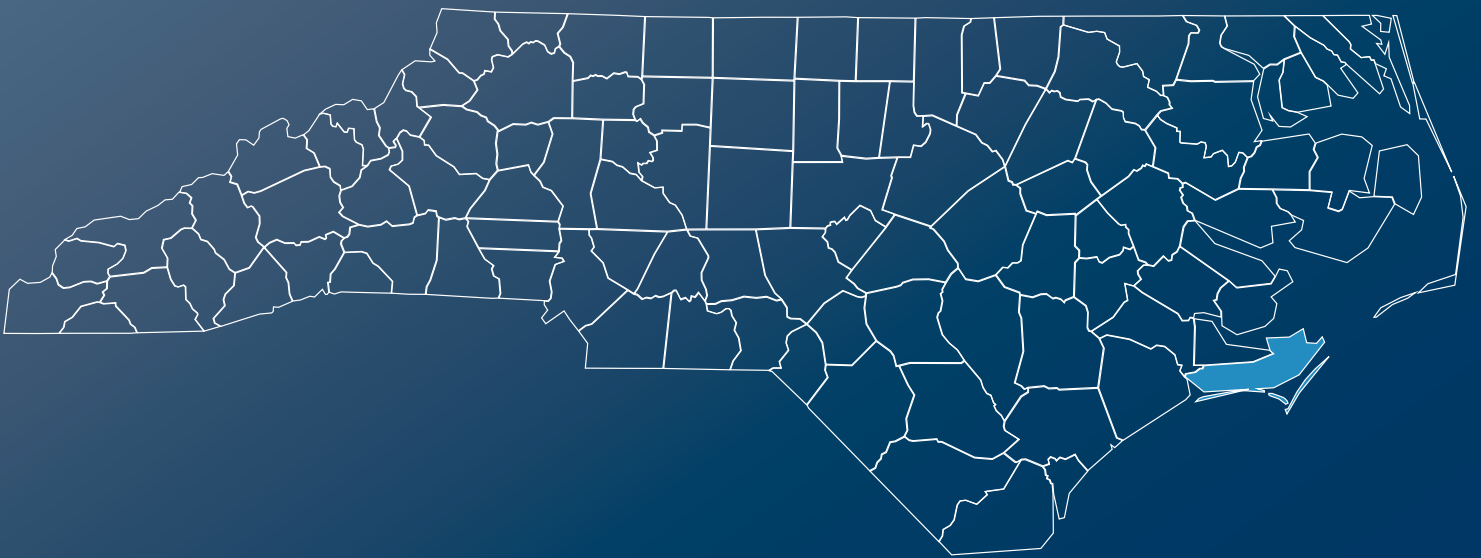


CARTERET COUNTY

COMPREHENSIVE TRANSPORTATION PLAN



APRIL 2026

ACKNOWLEDGEMENTS

Thank you to the hundreds of 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

- Carteret County
- Town of Atlantic Beach
- Town of Beaufort
- Town of Bogue
- Town of Cape Carteret
- Town of Cedar Point
- Town of Emerald Isle
- Town of Indian Beach
- Town of Morehead City
- Town of Newport
- Town of Peletier
- Town of Pine Knoll Shores
- Down East Rural Planning Organization

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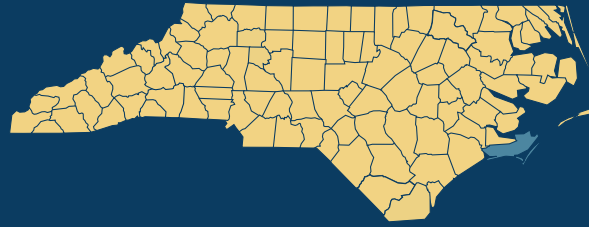
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EXECUTIVE SUMMARY

In 2020 the Transportation Planning Division of the N.C. Department of Transportation (NCDOT), Carteret County, its municipalities, and the Down East Rural Planning Organization began a Comprehensive Transportation Plan (CTP) study for Carteret County.



The Carteret County CTP includes identified transportation system needs, as well as possible solutions, to support anticipated growth and development over a 25 year timeframe. Various modes of transportation were evaluated, and recommendations made, including highway, public transportation, bicycle/pedestrian. The impact of other modes of travel, such as airports and ferries, play significant roles in moving people and freight in North Carolina and in the CTP.

The Carteret County CTP was adopted locally and by the North Carolina Board of Transportation in April, 2026.

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

“The vision for Carteret County is to have a safe, efficient, integrated, and environmentally sensitive and sustainable multi-modal transportation system for its residents, visitors, and businesses.

Provide regional connectivity and streamlined access to the area and its attractions, while aiding the economic and commercial progress of the area. To improve access for emergency services, minimize congestion, while maintaining the rural and coastal atmosphere, and protecting the area’s natural, cultural, and recreational resources.”

- Vision statement from the Carteret County CTP Steering Committee

PLAN GOALS

- 🎯 Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.
- 🎯 Create a more efficient transportation system through improved connectivity, capacity, and operations.
- 🎯 Provide an integrated transportation network that encourages use of all modes by offering travel choices that are accessible to all segments of the region's population.
- 🎯 Support regional growth through a transportation network that serves inter- and intra- regional accessibility and mobility needs for both people and goods.
- 🎯 Preserve the social and environmental character of the region through an integrated transportation and land use strategy that addresses transportation solutions.
- 🎯 Extend the life of the transportation system by fostering a sustainable and maintainable system that addresses the long-term needs of the region.
- 🎯 As it relates to the roadway system in the county, to be able to anticipate, prepare for and adapt to changing conditions to withstand, respond to and recover from floods and storms.

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:

Steering committee members

21

Total survey respondents

447

Survey comments

1,387

Public involvement comments

15

Draft plan presentations to Carteret County officials

12/15/2025

Demographics

36%
of respondents were age 65 and older.

Priorities



179
respondents ranked road condition & safety as their top priority

225
survey comments requested additional bicycle lane locations

See [Chapter 2](#) for more on this topic.

PRINCIPAL RECOMMENDATIONS

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

<p>Bridges Street Extension</p> <p>Extend Bridges Street to McCabe Road while also including widening, construction of a new location, a 4-lane median-divided facility with curb and gutter, wide outside travel lanes, and multi-use from Old Airport Rd to Bridges St.</p>	<p>U.S. 70 Improvements </p> <p>Improve US 70 from NC 101 to S.R. 1429 (Olga Road) and from 4th Street to S.R. 1175 (Radio Island Road).</p>	<p>NC 24 and NC 58 Intersection Improvement </p> <p>Improve the intersection of NC 24 and NC 58 in the Towns of Cedar Point and Cape Carteret.</p>
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PROJECT SHEETS

There are **40 Project Sheets** that feature individual project maps, recommendation details, and can be found in [Appendix - CTP Projects](#).

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, the Down East Rural Planning Organization (DERPO), with the support of the Carteret 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.

“The vision for Carteret County is to have a safe, efficient and diverse, integrated, and environmentally sensitive and sustainable multi-modal transportation system for its residents, visitors, and businesses with an emphasis on bicycle, pedestrian and waterway networks.

Provide regional connectivity and access to the area and its attractions, while aiding the economic and commercial residents, visitors, and businesses of the area. To improve access for emergency services, minimize congestion, while maintaining the rural and coastal atmosphere, safety, and protecting the area’s natural, cultural, commercial, and recreational resources.”

- *Vision statement from the Carteret County CTP Steering Committee*

The CTP vision, goals, and objectives are developed based on input of the public involvement process and help identify how residents in an area would like to develop the transportation system. The Vision Statement was developed with input from the steering committee. The Vision Statement guided the development of the CTP and was used to identify needs, deficiencies, and evaluate project recommendations.

Emerald Isle Bridge, Amanda Killian

STUDY GOALS AND OBJECTIVES

PROMOTE A SAFER AND MORE SECURE TRANSPORTATION NETWORK THROUGH CRASH REDUCTION, ENHANCED RELIABILITY AND PREDICTABILITY, AND IMPROVED EMERGENCY COORDINATION.

- Improve the safety of the transportation system for all user groups regardless of socio-economic status or physical ability.
- Increase the reliability, predictability, and efficiency of the transportation experience through system improvements and enhanced communication.

CREATE A MORE EFFICIENT TRANSPORTATION SYSTEM THROUGH IMPROVED CONNECTIVITY, CAPACITY, AND OPERATIONS.

- Promote reductions in recurring congestion through transportation capacity, and access management.
- Recognize savings (e.g., time and fuel consumption) by minimizing vehicle miles traveled (VMT) through enhanced integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation, and support measures that reduce single occupant vehicle travel during peak demand hours.

PROVIDE AND INTEGRATED TRANSPORTATION NETWORK THAT ENCOURAGES USE OF ALL MODES BY OFFERING TRAVEL CHOICES THAT ARE ACCESSIBLE TO ALL SEGMENTS OF THE REGION'S POPULATION.

- Provide desirable and user-friendly transportation options for all user groups regardless of socio-economic status or physical ability.
- Support a fully integrated multimodal network that advances the concept of complete streets.
- Expand and maintain a network of bicycle, pedestrian, and transit facilities that connects homes, activity centers, and complementary amenities.

SUPPORT REGIONAL GROWTH THROUGH A TRANSPORTATION NETWORK THAT SERVES INTER- AND INTRA- REGIONAL ACCESSIBILITY AND MOBILITY NEEDS FOR BOTH PEOPLE AND GOODS.

- Identify transportation recommendations that enable global competitiveness, productivity, and efficiency.

- Increase the accessibility and mobility of people and freight within the region and to other areas.
- Leverage gateways and aesthetics to create an atmosphere that fosters economic investment.

PRESERVE THE SOCIAL AND ENVIRONMENTAL CHARACTER OF THE REGION THROUGH AN INTEGRATED TRANSPORTATION AND LAND USE STRATEGY THAT ADDRESSES TRANSPORTATION SOLUTIONS.

- Protect and enhance the natural and social environment using context-sensitive transportation strategies.
- Minimize direct and indirect environmental impacts of the transportation system while planning and prioritizing transportation recommendations.
- Promote consistency between transportation improvements, land use decisions, and economic development patterns.
- Improve safety and security by enhancing the evacuation route network for natural events.

EXTEND THE LIFE OF THE TRANSPORTATION SYSTEM BY FOSTERING A SUSTAINABLE AND MAINTAINABLE SYSTEM THAT ADDRESSES THE LONG-TERM NEEDS OF THE REGION.

- Limit expansion of the roadway network to the most necessary projects that best address identified issues.
- Increase the lifespan of existing infrastructure and ensure transportation facilities are used optimally.
- Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as pavement management and signal system upgrades.

AS IT RELATES TO THE ROADWAY SYSTEM IN THE COUNTY, TO BE ABLE TO ANTICIPATE, PREPARE FOR AND ADAPT TO CHANGING CONDITIONS TO WITHSTAND, RESPOND TO AND RECOVER FROM FLOODS AND STORMS.

- Prepare roadways for resiliency, some options may be designing for floodways, bridges, culverts, elevate roadways, etc.
- Provide new alternative routes in case of flooding or upgrade existing routes that can be used as an alternative to a roadway that is flooded.

The Measures of Effectiveness are detailed in [Appendix X](#).

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 Carteret 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. General Statute 136-66.2](#)

[N.C. Moves 2050 Plan](#)

[Statewide Logistics Plan](#)

[Strategic Transportation Corridors](#)

[Strategic Transportation Investments](#)

[North Carolina Planning Facility Types 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 Carteret County CTP.

Please click on any item in the following list for more information:

[2021 Carteret County Land Use Plan](#)

[Atlantic Beach CAMA Land Use](#)

[Town of Beaufort Comprehensive and CAMA Land Use Plan](#)

[Town of Cape Carteret CAMA & Comprehensive Plan](#)

[Town of Cedar Point Comprehensive Plan](#)

[Town of Emerald Isle Comprehensive Land Use Plan](#)

[Town of Indian Beach CAMA Core Land Use Plan](#)

[The Morehead City Plan 2032](#)

[Newport CAMA Land Use Plan](#)

[The Town of Pine Knoll Shores Strategic Plan](#)

THIS PLAN FEATURES:



A thorough analysis of current and projected 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 Carteret County.

CTP PROCESS SUMMARY

The development of this plan was open and participatory, with area residents providing input through a detailed public survey in Summer 2023, public input meetings, committee meetings, an online input map, as well as an in person public input session. The overall process and timeline are summarized in the graphic below:

WINTER 2022

Scoping and Kickoff Meeting, collected study area data.

SPRING 2022

Began analyzing existing conditions and initiated committee meetings, developed supporting maps, completed Community Understand Report (CUR) and Title VI requirements.

SPRING 2023

Conducted public outreach, reviewed existing conditions, and reviewed survey results.

FALL 2024

Developed, evaluated, and analyzed alternatives.

SPRING 2025

Developed draft CTP and helped public workshops.

FALL 2025

Town adoptions.

WINTER 2025

County adoption.

Chapter TWO

Existing and Future Conditions

This chapter summarizes the current and future conditions of the transportation system in the Carteret 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 Carteret 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](#)

Carteret County Steering Committee. 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 summarizes 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. The public engagement efforts as part of this study process ensured appropriate outreach and opportunity for involvement from these identified groups. 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

Public Involvement Sessions

The public was involved using:

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

WHAT WE HEARD

Highway

"Accidents at 70 and old 70 in Newport"

"Hobbs road and hwy 24 bad intersection. McCabe road and hwy 70 needs a stoplight and a lane to turn right from"

Bicycle

"Complete the Bike/ Pedestrian path from Rt 58 and Taylor notion completing the loop 58/ Taylor Notion/Rt 24 loop"

Pedestrian

"See people walking on road consistently"

COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In developing this plan, the timeframe used to project travel demand was from 2019 to 2050. Growth in Carteret County is expected to occur.

2019 POPULATION	69,820
2050 PROJECTED POPULATION	114,518
2019 EMPLOYMENT	23,604
2050 PROJECTED EMPLOYMENT	38,809

More information can be found in the [Appendix - Community Understanding](#) 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 within the previous five years. The Carteret County CAMA Land Use plan, adopted in YEAR, meets that requirement.

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 network. More detail can be found elsewhere in this chapter.

Primary North-South Roadways	N.C. 58, N.C. 12
Primary East-West Roadways	U.S. 70, N.C. 24, NC. 101
Strategic Transportation Corridors	U.S. 70, N.C. 24
Public Transportation Services (Demand Response)	Carteret County Area Transportation System
Fixed Route Bus (Deviated)	None
General Aviation Airports	Michael J. Smith Field Airport
Park and Ride Lots	None
Railroads (Freight)	Norfolk Southern and Carolina Coastal Railway
Railroads (Passenger)	None
Primary Freight Movement	Maritime and Roadway Transport
Sidewalks	Most located in municipalities and MPO
Bicycle Lanes	None
Statewide Bicycle Routes	N.C. 7 – Ocracoke Option
Trail Connectivity	Northern Peaks Trail, Creeper Trail
Greenways	East Coast Greenway and Mountains-To-Sea
Ferries	Cedar Island Ferry

Each mode of travel covered by a comprehensive transportation plan has been independently analyzed and in relation to each other 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 performance.

Capacity deficiencies occur when the traffic volume approaches or exceeds the road's capacity. This CTP analysis assumes 2024-2033 State Transportation Improvement Program (STIP) projects that are in the right-of-way acquisition phase or are under construction are in place.

Key highway capacity deficiencies for the Carteret County CTP



📍 **[N.C. 58] (Peletier area)**

2019 (base year) – Near capacity
2050 – Over capacity

📍 **N.C. 24 (from N.C. 58 to Swansboro Border line)**

2019 (base year) – Over capacity
2050 – Over capacity

📍 **N.C. 58 (south of N.C. 24)**

2019 (base year) – Over capacity
2050 – Over capacity

📍 **N.C. 24 (Bogue area)**

2019 (base year) – Near capacity
2050 – Over capacity

📍 **U.S. 70 (east of N.C. 24)**

2019 (base year) – Over capacity
2050 – Over capacity

Refer to the [Appendix - Multimodal Analysis](#) for existing and future capacity deficiencies.

Planning Level Intersection Assessment

Roadway intersections in Carteret County were assessed using a high level of 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. 24 and N.C. 58 Intersection**

📍 **East Chatham Street, Railroad Boulevard and Market Street Intersection in Newport**

📍 **N.C. 101 and Live Oak Street Intersection**

📍 **Bridges Street and Barbour Road 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. The locations in Carteret County which occurred between January 2015 and December 2019 are shown in the CTP appendix. The majority of incidents in Carteret County occur along the U.S. 70 corridor through Newport and Morehead City, with N.C. 58 also experiencing a high frequency of crashes just south of the Emerald Isle bridge.

Figures 14 and 14.1 in the appendix show pedestrian and bicycle crash locations.

The Carteret County CTP includes project proposals to improve safety. One

recommendation proposes the widening of US 70, which has a Safety Risk Score ranging from 78 to 100, to provide an improved hurricane evacuation route. Proposed improvements to East Chatham Street, which has a Safety Risk Score of 78, addresses flooding concerns from local officials.

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 Generic Area CTP were shared with NCDOT Division 2 for review and consideration.

More discussion of Traffic Crashes can be found in [Appendix - Multimodal Analysis](#).

Bridge Deficiency Assessment

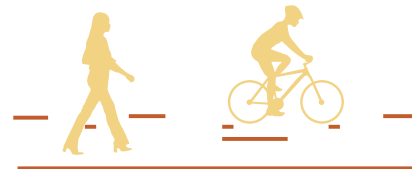
There are 15 structurally deficient and functionally obsolete bridges were identified. Of these, three are scheduled for improvements in the 2024-2033 State Transportation Improvement Program. Bridge deficiency information is considered in the development of project proposals for the CTP.

Five functionally obsolete bridges are included in project proposals in the CTP. These include the two bridges carrying US 70 over Newport River, the two bridges carrying NC 101 over Harlowe Creek and Russell Creek, and the bridge carrying East Chatham Street over Newport River.

Refer to [Appendix - Bridge Deficiency Assessment](#) 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. 7 Bike Route runs through Carteret County from Nash County to the Cedar Island end of Carteret County.

In Carteret 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 2021 Carteret County CAMA Land Use Plan was considered while developing this element of the CTP.

Refer to [Appendix - Multimodal Analysis](#) if needed.

PUBLIC TRANSPORTATION ANALYSIS SUMMARY



The Carteret County Area Transportation System (CCATS) is a demand response transit system that offers daily service to the Raleigh/Durham area with stops in the six counties on the way. CCATS also provides transportation for Carteret County residents to local shopping centers, work, non-emergency medical appointments and many other places. CCATS allows the public to schedule rides each day of the week with in-county transportation required to be scheduled by 10:00 am the previous day and out-of-county transportation required to be scheduled at least 24-hours in advance.

Current and future public transportation in Carteret County was considered during the CTP Process. No future public transportation proposals were recommended.

Refer to [Appendix - Multimodal Analysis](#) for more information.

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

AIRPORTS



The Michael J. Smith Airport is a public airport located 4.6 miles from downtown Morehead City. It is in the Beaufort area and covers 400 acres with three asphalt runways (primary runway 8/26, runway 3/21, and runway 14/32) and no control tower. It operates from 8 a.m. to dusk with after-hours service available upon request.

As part of the CTP process, it was ensured adequate transportation facilities provide access to the airports currently and in the future. A project proposal is included in the CTP for the realignment of NC 101 near Michael J. Smith Airport. This realignment would allow for a runway extension. Please refer to Appendix X.

The table below shows airports near municipalities in this CTP.

Type of Airport	Name	Location	Distance
Public General Airport	Michael J. Smith Airport	Beaufort, N.C.	4 miles
Closest Commercial Service Airport	Coastal Carolina Regional Airport	New Bern, N.C.	34 miles
Public General Airport	Albert J. Ellis Airport	Jacksonville, N.C.	55 miles
Closest International Airport	Wilmington International Airport	Wilmington, N.C.	100 miles

GOODS MOVEMENT / FREIGHT

Major generators of goods in Carteret County were identified, along with their proximity to nearby major roadways. The North Carolina Railroad Company provides rail services to the Port of Morehead City.

U.S. 70 and N.C. 24 are designated as part of the North Carolina Strategic Transportation Corridor Network. These facilities are responsible for moving high volumes of people and freight across regions of the state.

Freight and the movement of goods were considered in the analysis for the CTP. U.S 70 and N.C. 24 are shown in the CTP as part of the Priority Highway Freight Network and both have recommendations for improvement.

Refer to [Appendix - Freight](#) if needed

Chapter **THREE**

CTP Project Proposals

Each mode of travel included in the Carteret County Comprehensive Transportation Plan (Highway, Public Transportation, Bicycle / Pedestrian) have been independently analyzed for current and future conditions.



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 - Multimodal Analysis](#)

DOT PROJECT DELIVERY PROCESS

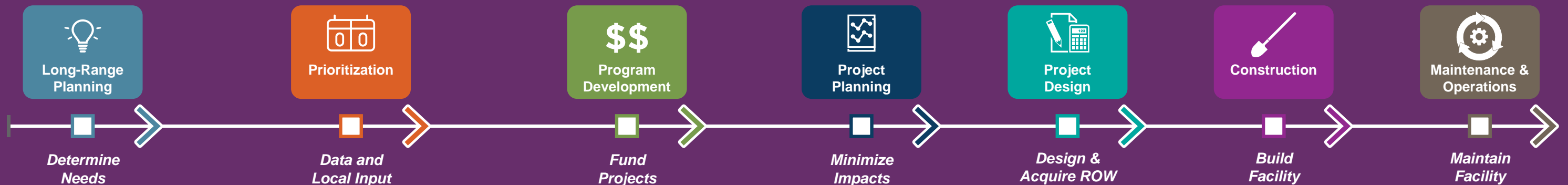
Years of extensive planning, study and work occur before NCDOT begins building a roadway. The process, known as the Project Development Process, begins with the department assisting municipalities and regions in developing Comprehensive Transportation Plans, which are long range plans that identify area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

NCDOT PROJECT DELIVERY PROCESS



CTP PROJECT RECOMMENDATIONS LIST

The recommendation lists that follow each set of maps contains information about Carteret 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 recommendations shown below are not in any priority order.

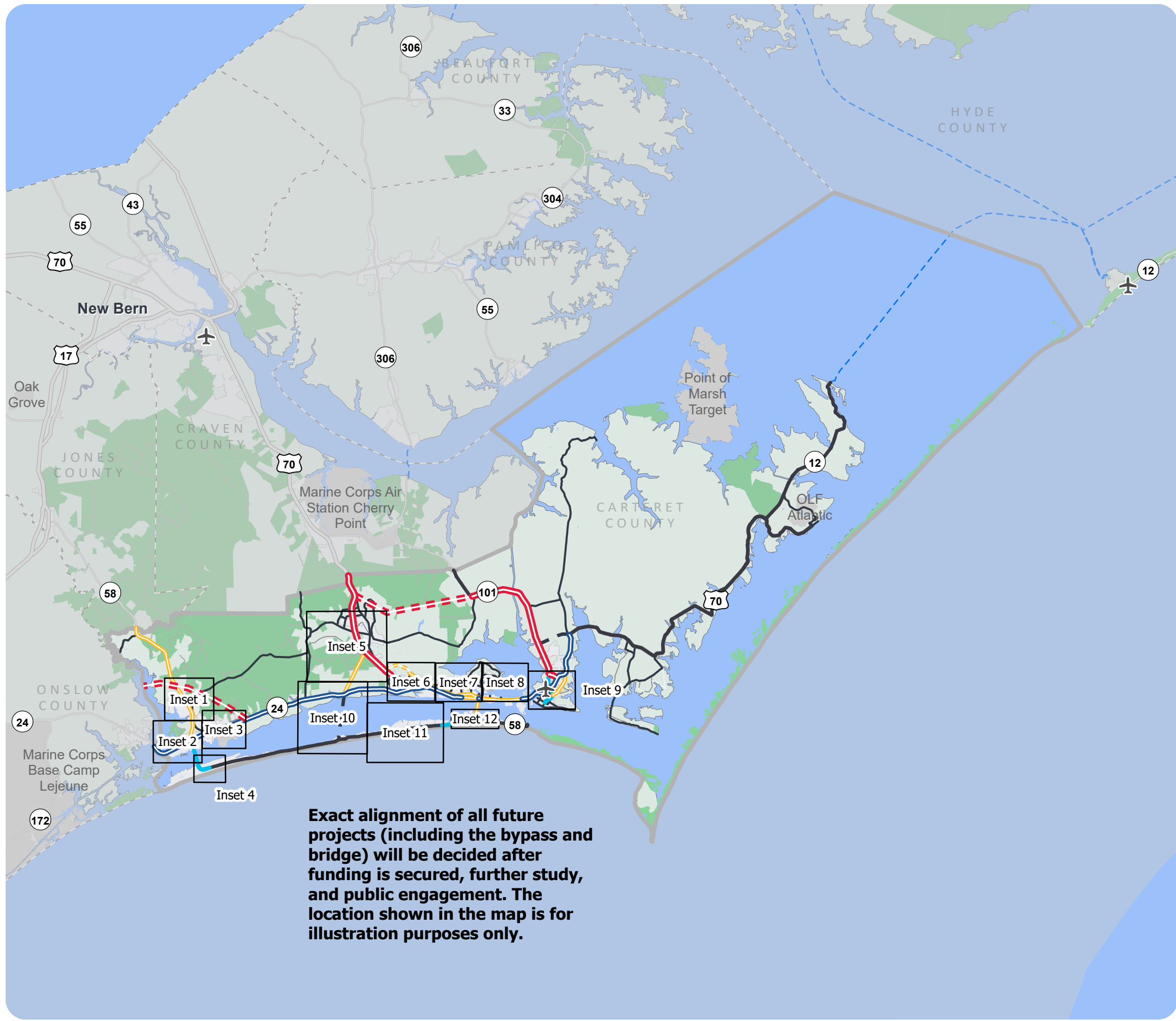


CTP MAPS

The mutually adopted Carteret County CTP Maps are found in in this report. Definitions of terms on these maps can be found in [Appendix - Definitions and Resources](#) The maps included here 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.



Exact alignment of all future projects (including the bypass and bridge) will be decided after funding is secured, further study, and public engagement. The location shown in the map is for illustration purposes only.

FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



CARTERET COUNTY

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

Carteret County

	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

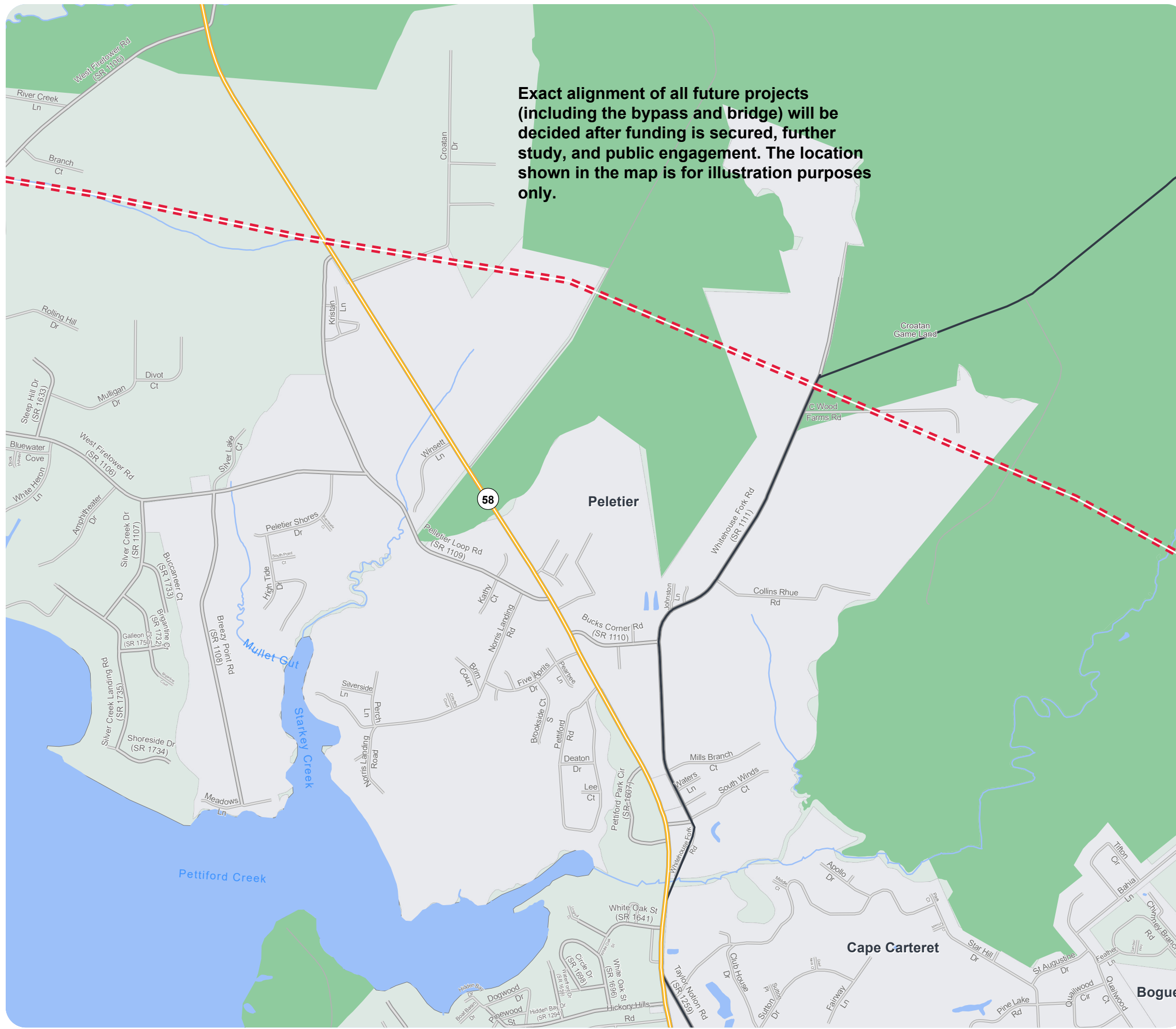


Base map date: October 02, 2019

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Adoption Date: April 2, 2026



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FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



CARTERET COUNTY

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

Inset 1 Peletier

	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

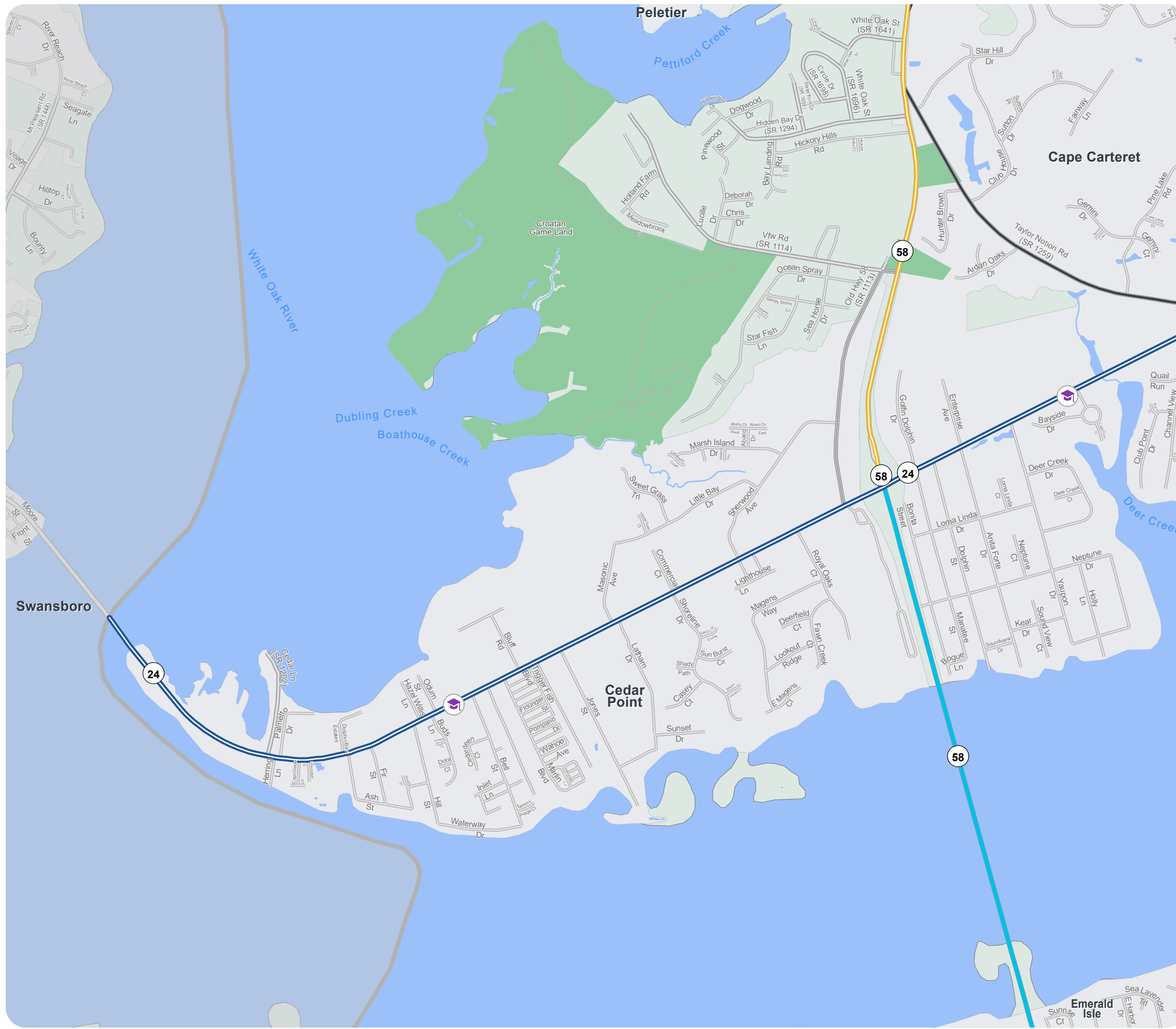


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FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



CARTERET COUNTY

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

Inset 2 Cedar Point and Cape Carteret

	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



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FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

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

Inset 3 Bogue

	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		



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FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

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

Inset 4 Emerald Isle



	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		

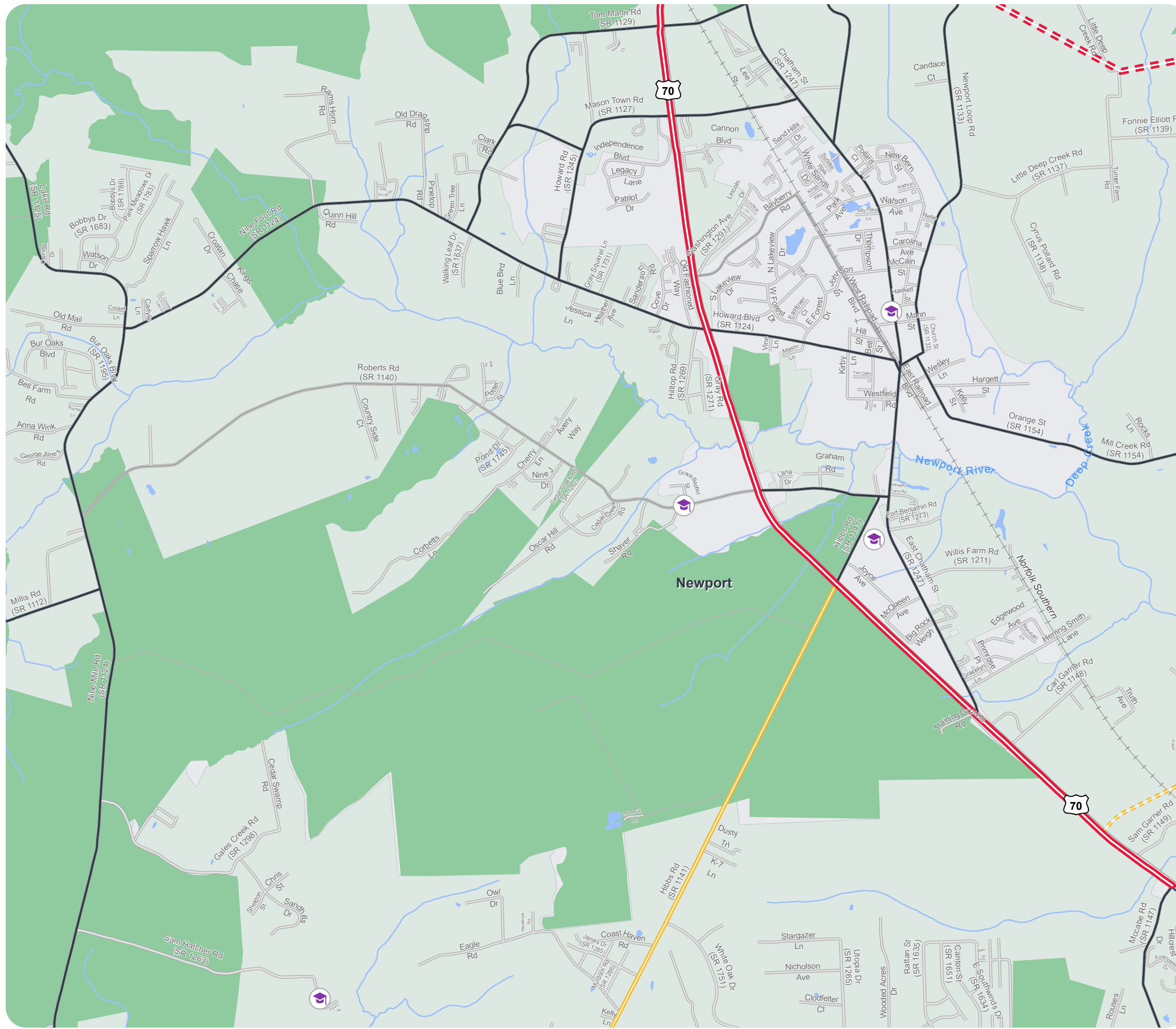


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FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



CARTERET COUNTY

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

Inset 5 Newport

	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

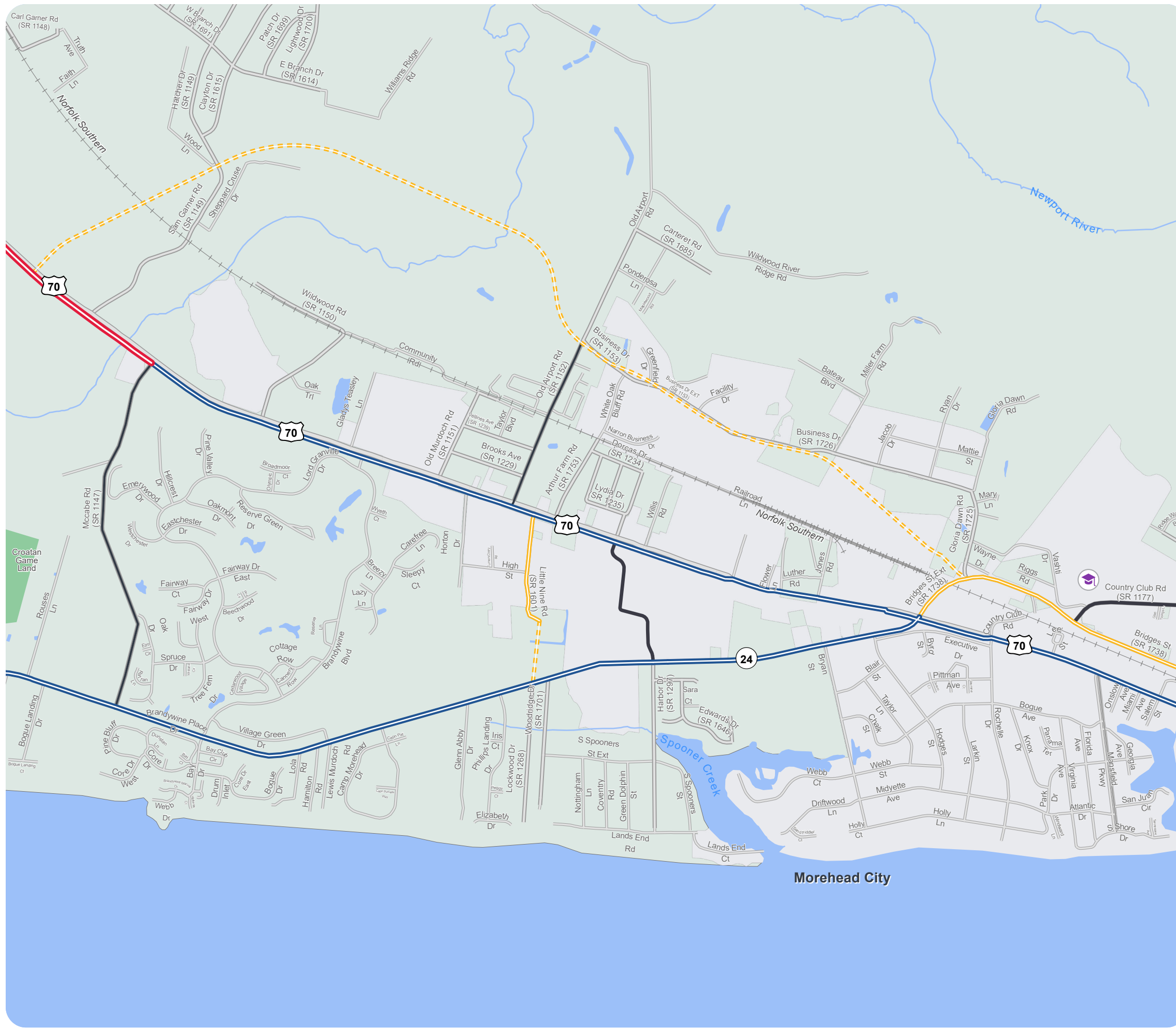


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FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



CARTERET COUNTY

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

Inset 6 Morehead City 1

	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		



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FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

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

Inset 7 Morehead City 2

	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		

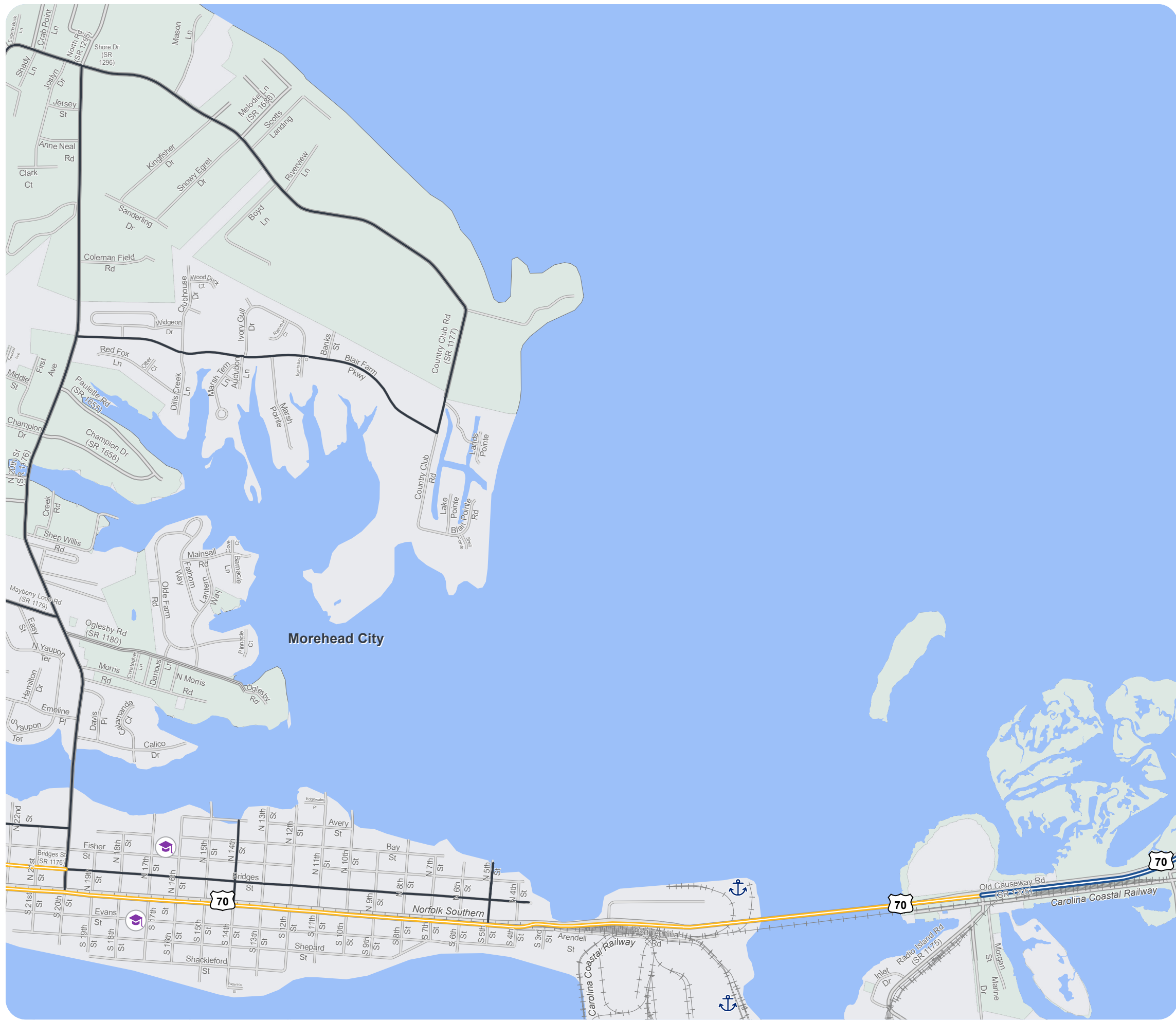


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FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

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

Inset 8 Morehead City 3

	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	



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FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

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

Inset 9 Beaufort

	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



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FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

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

Inset 11 Pine Knoll Shores

	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	

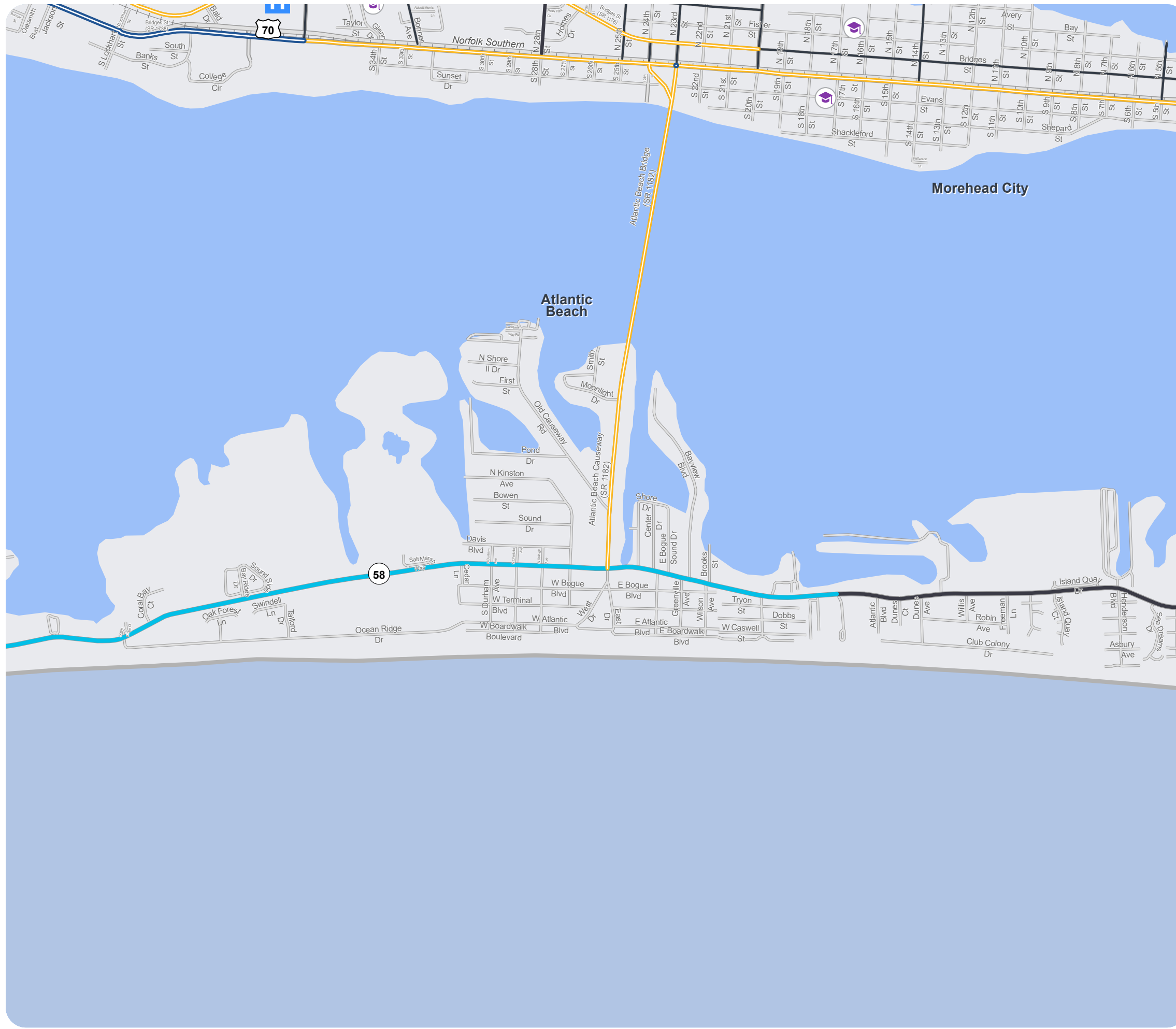


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FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

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

Inset 12 Atlantic Beach

	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		



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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Carteret County

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	#	△	▲

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

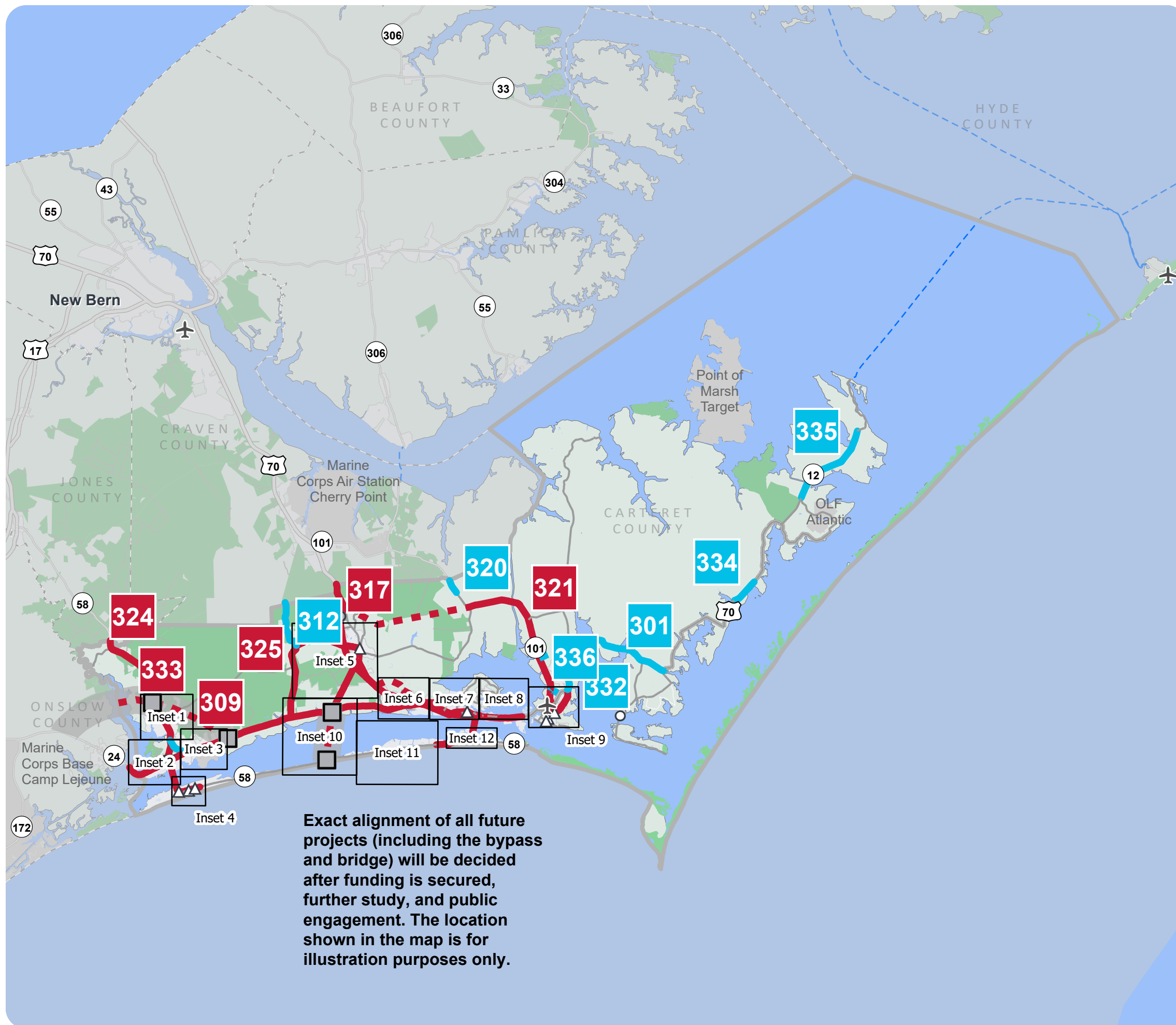


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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 1 Peletier

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	#		

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

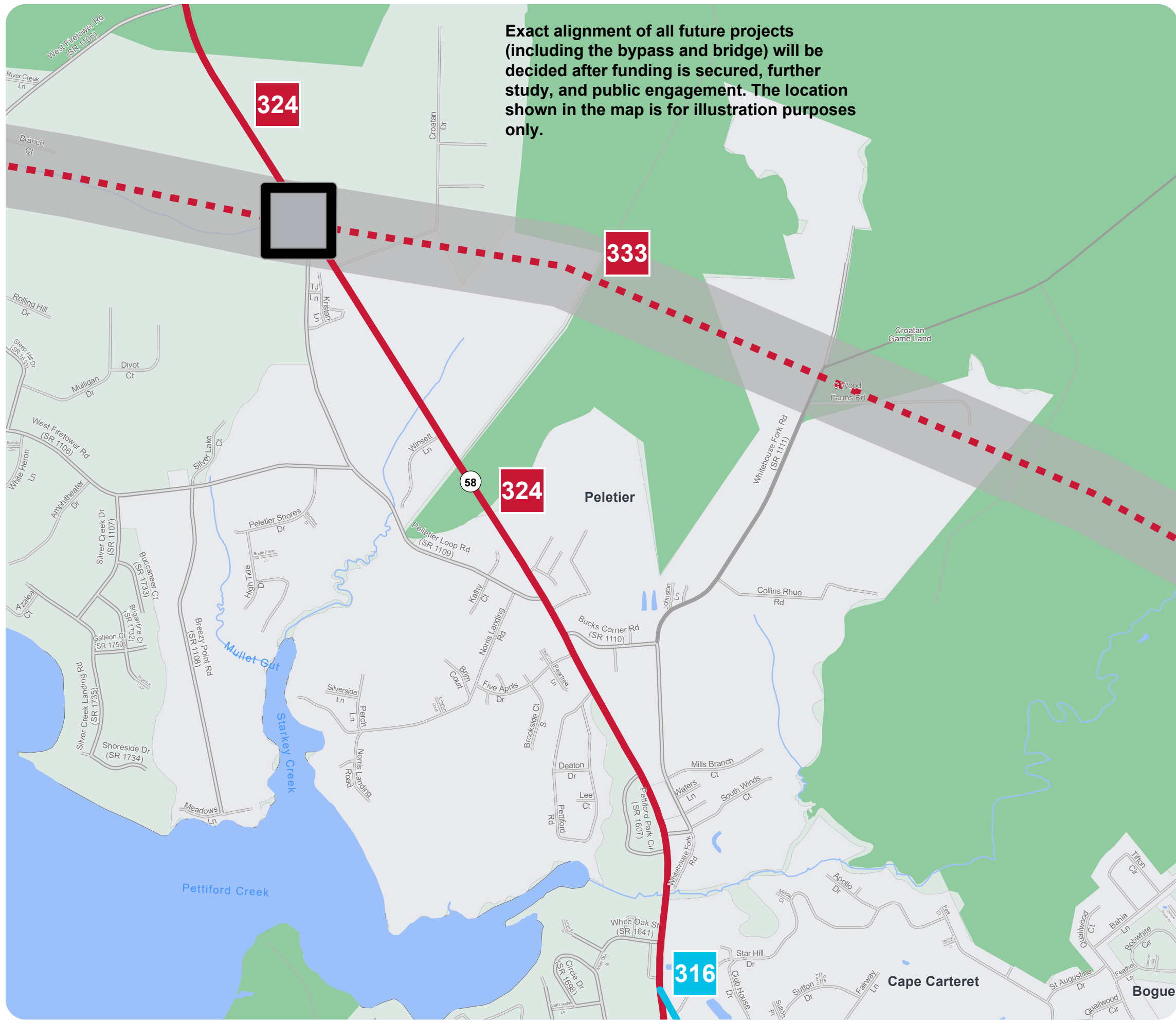


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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 2 Cedar Point and Cape Carteret

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	#		
Other Features			
			Studied Roads
			MPO Boundary
			RPO Boundary



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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 3 Bogue

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	#	△	▲
Other Features			
	—	Studied Roads	
	⊠	MPO Boundary	
	⊡	RPO Boundary	



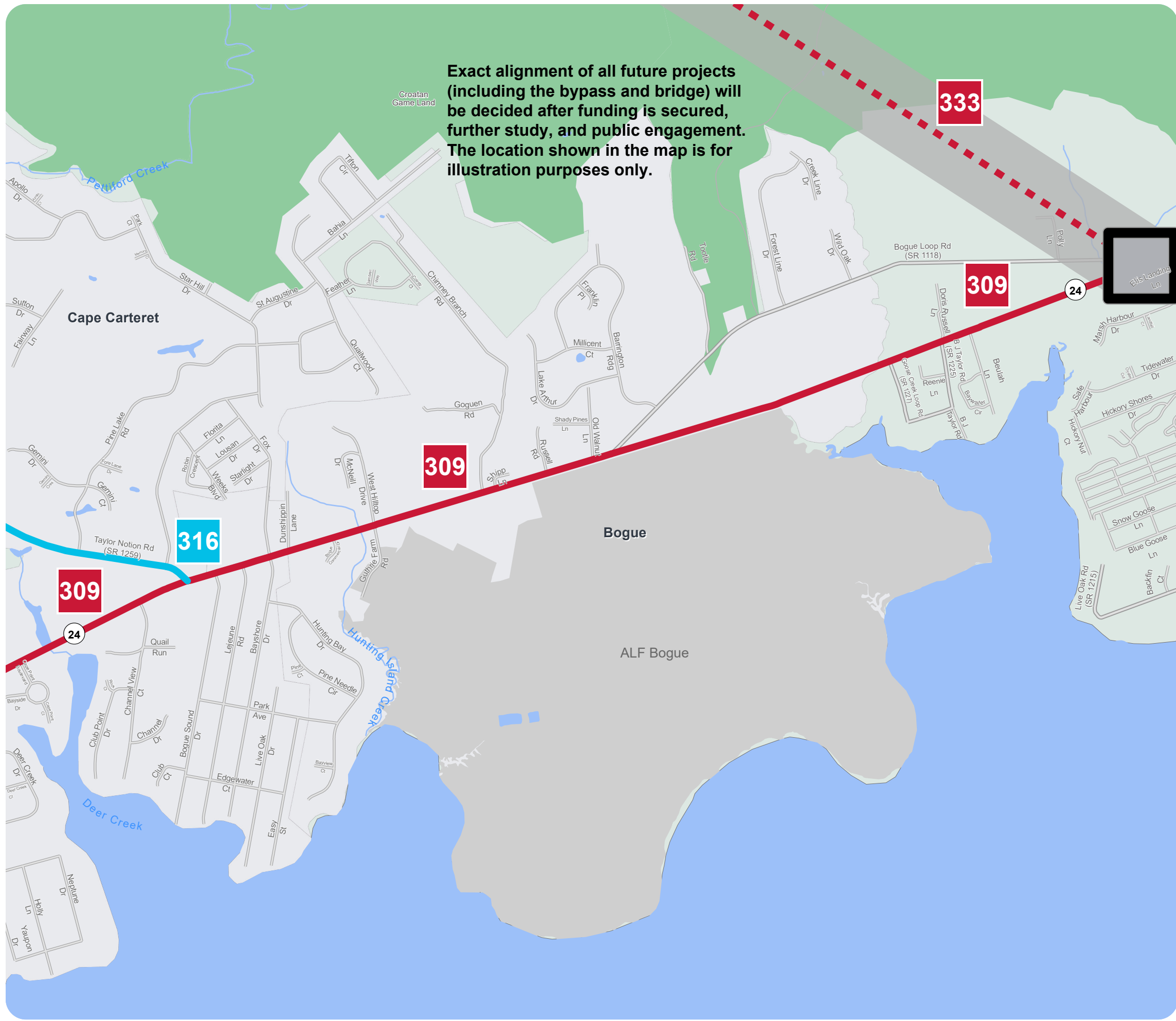
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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 4 Emerald Isle

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	#	△	▲
Other Features			
		— Studied Roads	
		--- MPO Boundary	
		--- RPO Boundary	



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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 5 Newport

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	#	△	▲
Other Features			
		—	---
		---	---
		---	---

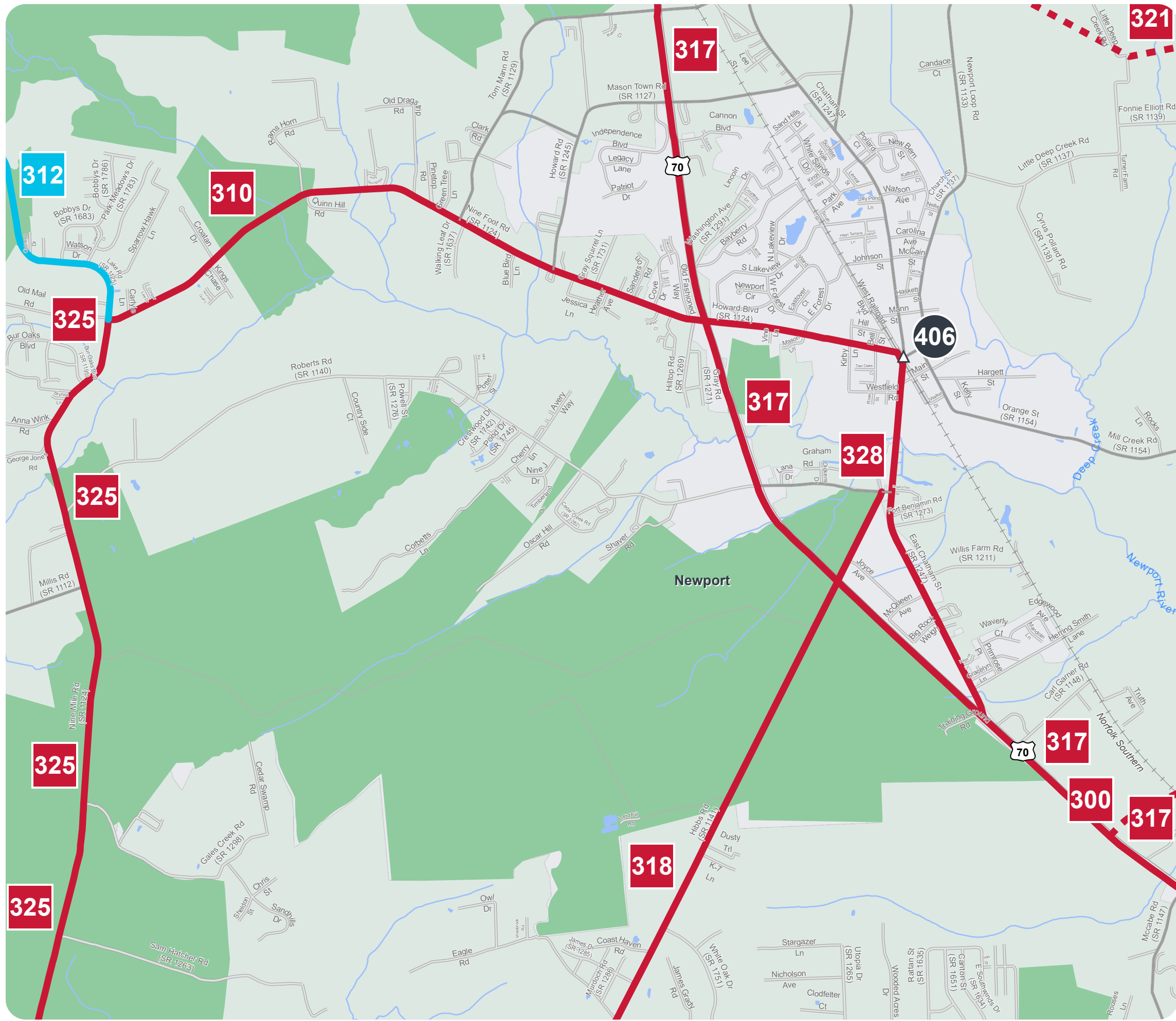


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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 6 Morehead City 1

Highway Features

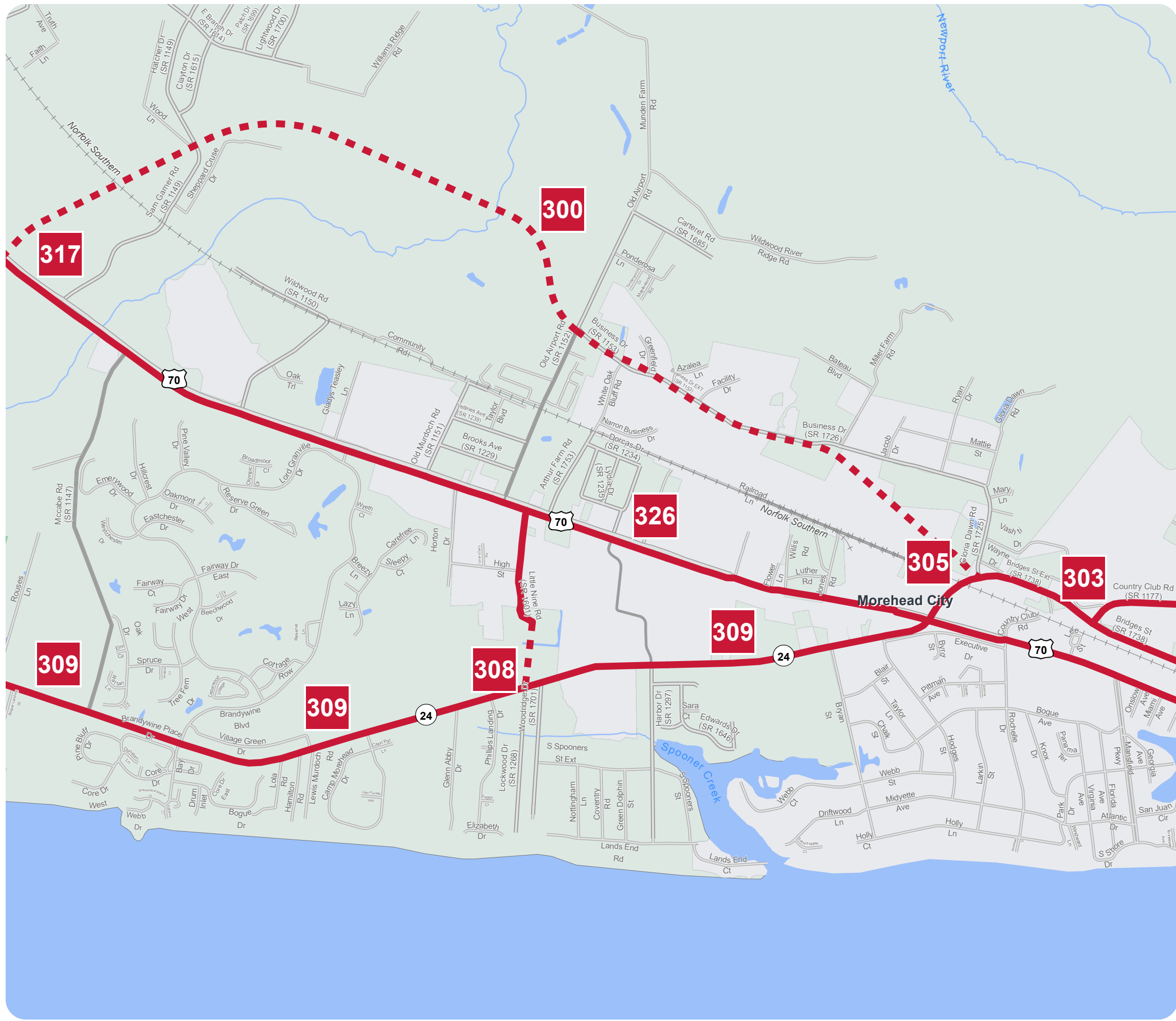
	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection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



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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 7 Morehead City 2

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	#	△	▲
Other Features			
		—	—
		⋯	⋯
		⋯	⋯

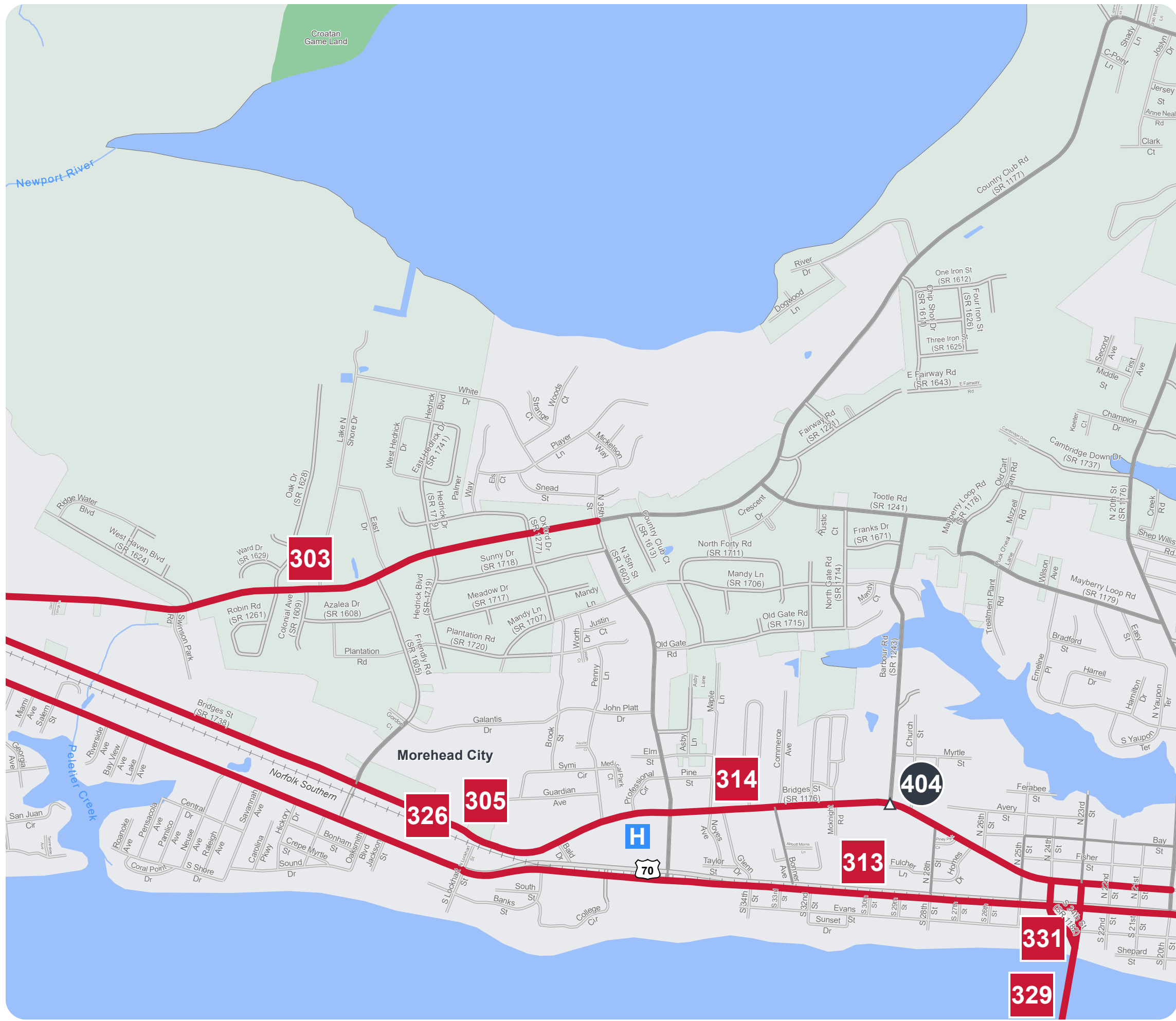


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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 8 Morehead City 3 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	#	△	▲

Other Features	
—	Studied Roads
⊞	MPO Boundary
⊞	RPO Boundary

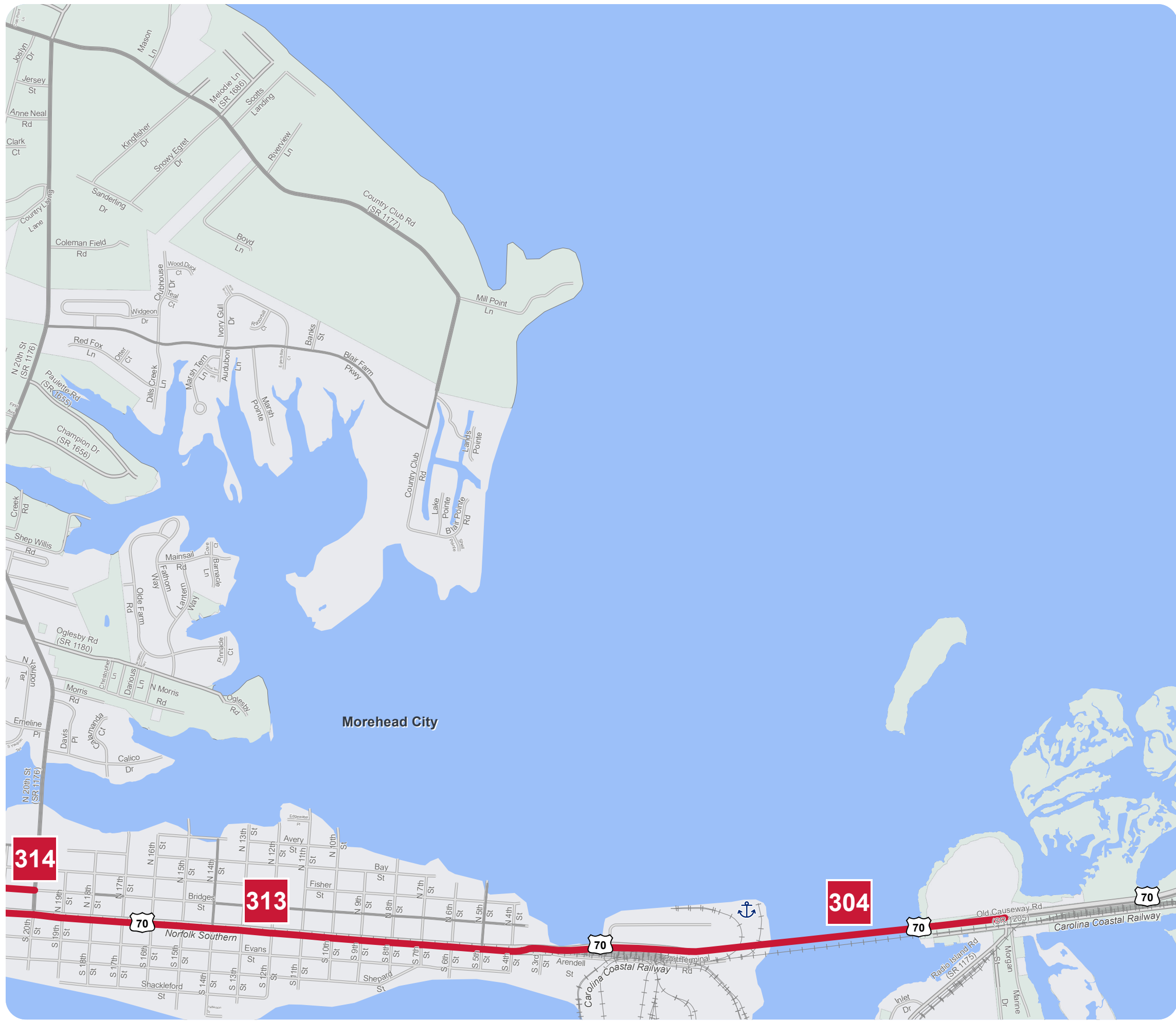


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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 9 Beaufort

Highway Features

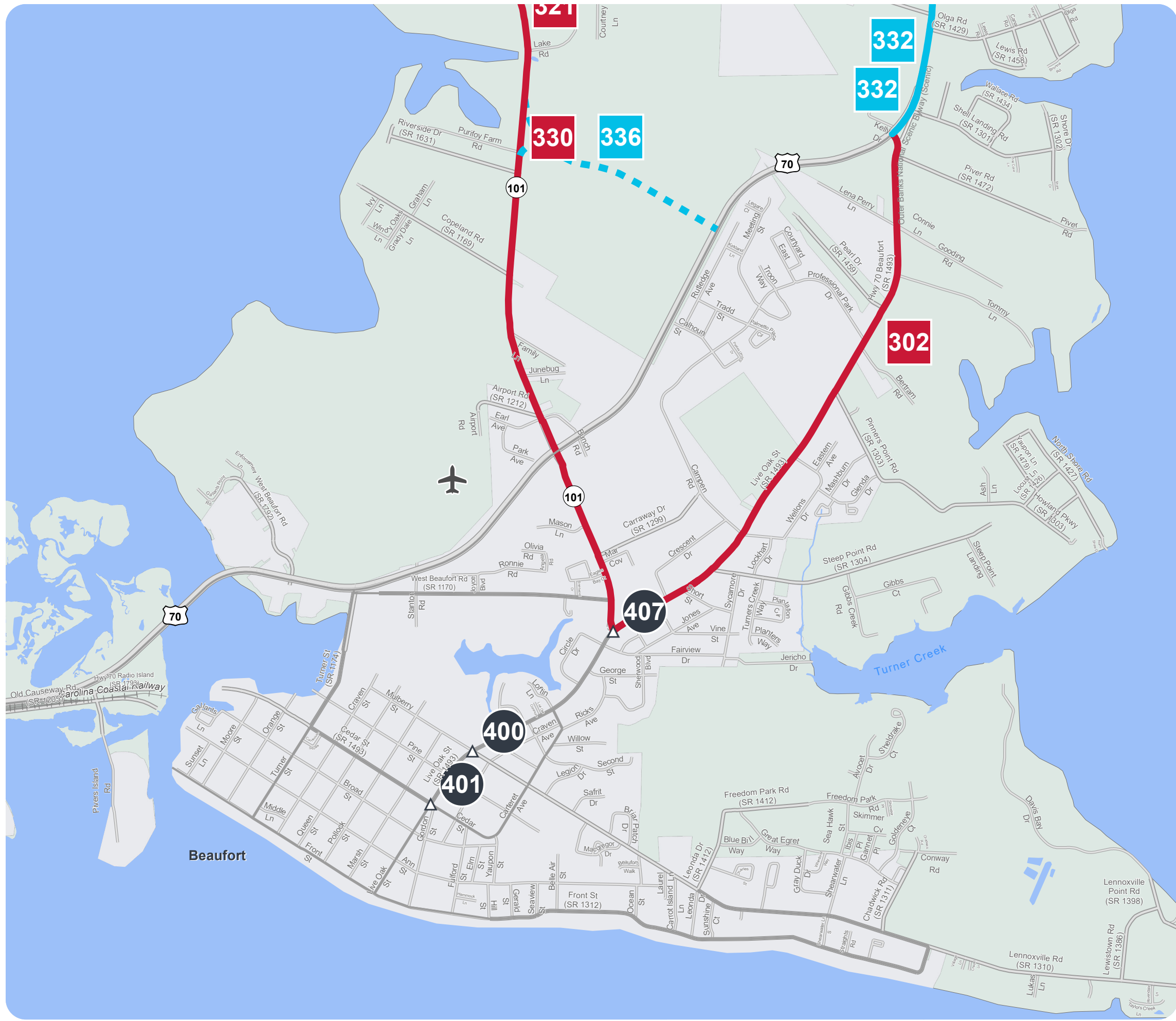
	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection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



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Adoption Date: April 2, 2026

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 10 Indian Beach

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	#	△	▲
Other Features			
		—	—
		—	—
		—	—

Studied Roads
MPO Boundary
RPO Boundary

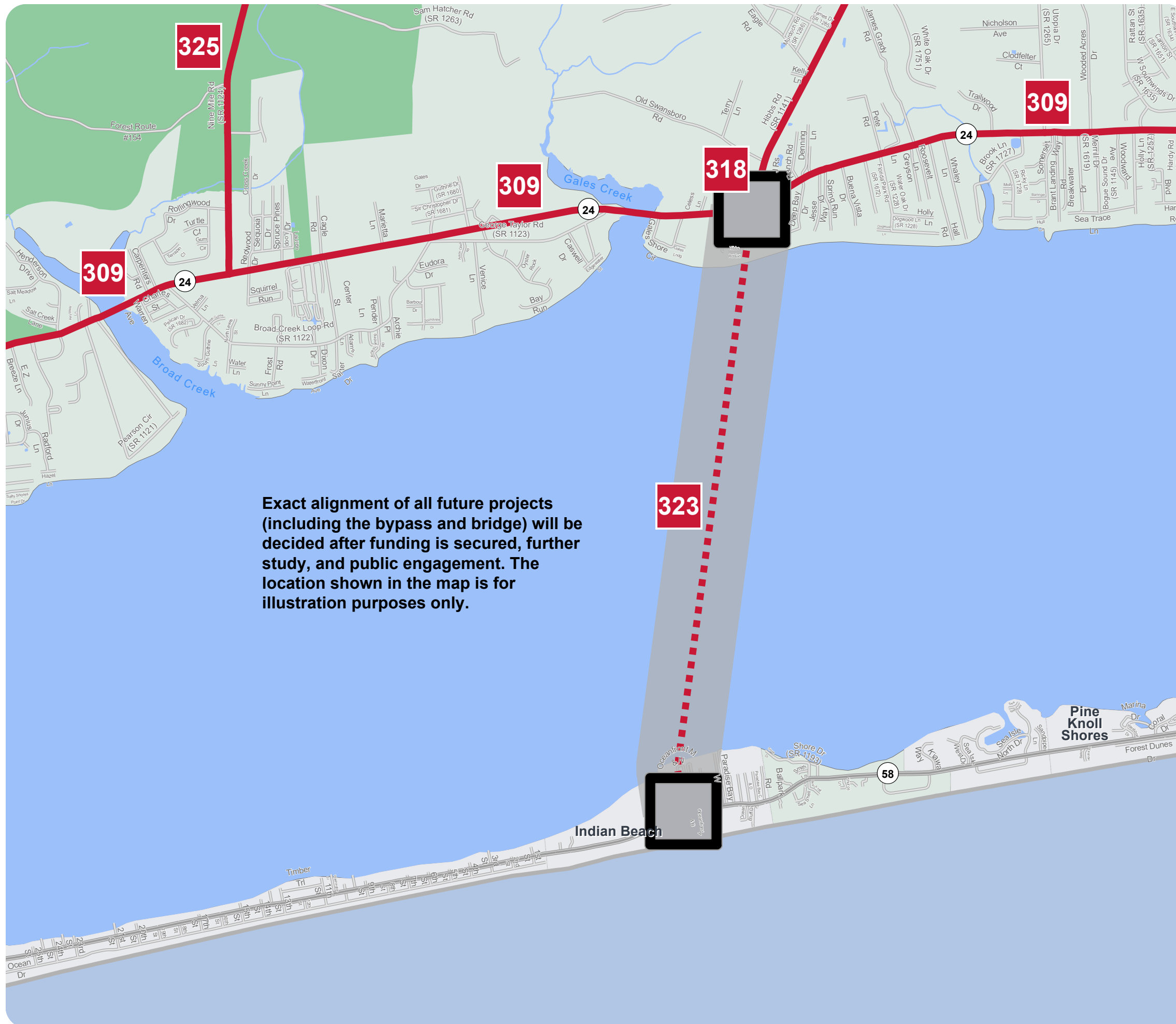


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Exact alignment of all future projects (including the bypass and bridge) will be decided after funding is secured, further study, and public engagement. The location shown in the map is for illustration purposes only.

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 11 Pine Knoll Shores

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	#	△	▲

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary



Base map date: October 02, 2019

Legal Disclaimer

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Adoption Date: April 2, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

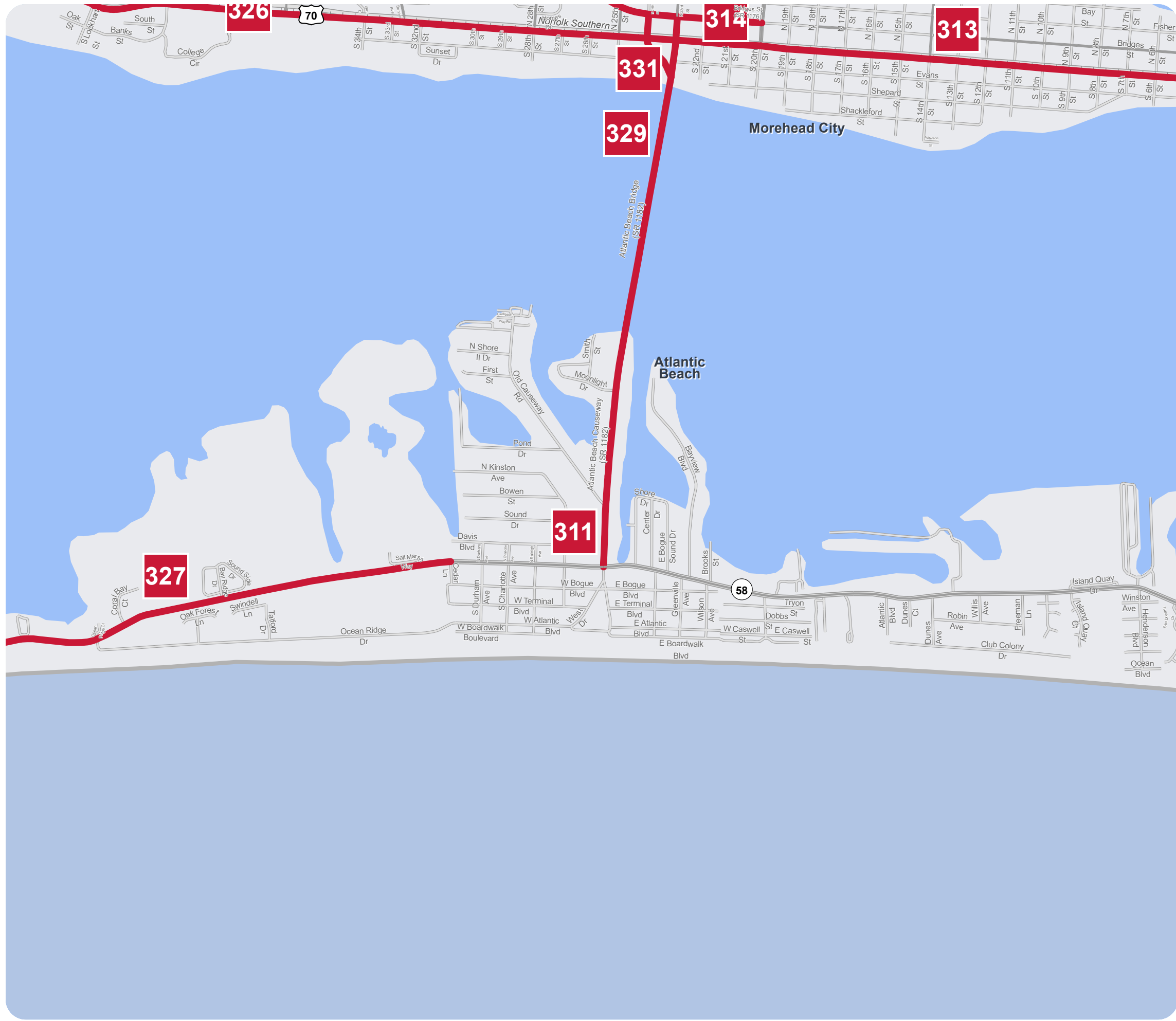


CARTERET COUNTY Comprehensive Transportation Plan

Inset 12 Atlantic Beach

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	#		
Other Features			
			Studied Roads
			MPO Boundary
			RPO Boundary




Base map date: October 02, 2019

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Adoption Date: April 2, 2026

A Carteret County Highway Recommendations


- 300 SR 1176 (Bridges Street) Extension, R-5727:** 
From SR 1738 (Bridges St) to SR 1147 (McCabe Rd) | 3.4 miles
 R-5727 proposes the extension of Bridges Street to the vicinity of Newport that also includes widening, construction on a new location, a 4-lane median-divided facility with curb and gutter, and sidewalk as well as wide outside travel lanes for bikes.

- 301 US 70 Upgrades, R-4746:**
From Outer Banks Scenic Byway to SR 1347 (Marshallberg Rd) | 6.44 miles
 R-4746 is to widen US 70 between the Outer Banks Scenic Byway to SR 1347 (Marshallberg Rd) to 12 foot travel lanes and 4-foot shoulders. Bike lanes recommended all along this segment.

- 302 US 70 (Live Oak Street) Improvements, R-5945:**
From NC 101 to SR 1429 (Olga Road) | 1.76 miles
 R-5945 includes widening Live Oak Street to a two-lane raised median divided section with curb and gutter, 12-ft wide travel lanes, 5-ft bicycle lanes, and sidewalks on both sides of the road with approximately 100 to 120 feet of right of way.

- 303 SR 1177 (Country Club Rd) Improvements, CART30026-H:** 
From SR 1738 (Bridges St) to N 35th St | 1.79 miles
 Modernize roadway to a 2 lane per side major thoroughfare. Multiuse along this segment as well.

- 304 US 70 (Arendell Street) Widening, U-5876:**
From 4th Street to SR 1175 (Radio Island Rd) | 1.35 miles
 U-5876 proposes to improve US 70 (Arendell Street) from 4th Street in Morehead City to SR 1175 through widening the roadway to four lanes. Addition of multiuse path as well.


- 305 SR 1738 (Bridges St) Improvements, CART30034-H:** 
From SR 1605 (Friendly Rd) to SR 1177 (Country Club Rd) | 2.27 miles
 This recommendation includes widening to a 4-lane median-divided facility with curb and gutter, wide outside travel lanes, and sidewalks on some segments.

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





- 306 Construct roundabout, R-5886:**
Intersection of Coast Guard Rd and Emerald Dr | 0.26 miles
 Project Number 306. R-5886 is to construct a roundabout at NC 58 (Emerald Drive) and Coast Guard Road in Emerald Isle. There is a multiuse path recommendation along NC 58.

- 307 Construct roundabout, R-5884:**
Intersection of Loon St and Emerald Dr | 0.43 miles
 Project Number 307. R-5884 is to construct a roundabout at NC 58 (Emerald Drive) and Loon Street. There is a multiuse recommendation along NC 58.

- 308 SR 1601 (Little Nine Road) Widening and New Construction, CART40010-H:** 
From US 70 to NC 24 | 0.53 miles
 The project proposal is to widen the 2 lane section of Little Nine Road to 4 lanes and construct an additional 4 lane section to connect to NC 24. Multiuse path recommendations here as well.

- 309 NC-24 Improvements, CART30011-H:**
From the Onslow County boundary to US 70 | 19.1 miles
 CART30011-H proposes upgrading the roadway from the Onslow County border to US 70 for access management and intersection improvement. This recommendation also includes multi-use path.

- 310 SR 1124 (Nine Foot Rd) Improvements, CART40012-H:**
From Nine Mile Road to SR-1247 (East Chatham St) | 4.34 miles
 CART40012-H proposes widening the existing roadway as well as adding ditches and turn lanes where needed. Buffered bike lane and sidewalk from US 70 to Holly Springs Rd and bike lane paved shoulder from the rail lines to US 70 as well as Holly Springs Rd to Lake Rd.

- 311 SR 1182 Atlantic Beach Causeway, CART40004-H:**  
From Atlantic Beach Bridge to NC 58 | 0.7 miles
 Install medians on portions of Atlantic Beach Causeway. Convert existing parking space west of the roadway into a service road. Install sidewalks or multi-use paths along both sides of the roadway from NC 58 to the beginning of the bridge.

- 312 Lake Rd (SR 1756) Improvements, CART40001-H:**
From the Craven County Boundary to SR 1124 | 3.08 miles
 Modernize roadway to 12 ft wide lanes and 4 ft wide paved shoulders.

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



313 US 70 Arendell St Multiple Intersection Improvements, CART20002-H: 

From 35th Street to 4th Street | 2.68 miles

CART20002-H is to improve the intersections along US 70 (Arendell St.). This recommendation includes sidewalks as well.

314 SR 1738 (Bridges St) Intersection Improvement, CART40013-H: 

From Friendly Rd to 20th St | 1.79 miles

This recommendation includes widening to a 4-lane median-divided facility with curb and gutter, wide outside travel lanes, and sidewalk.

315 New Route connecting Wright Farm Rd (SR 1168) to US 70, CART40032-H:  

From Wright Farm Rd (SR 1168) to US 70 | 2.18 miles

Construct a major thoroughfare roadway here. Multiuse path here as well.

316 SR 1259 Taylor Notion Road, CART40003-H:

From NC 58 to NC 24 | 1.33 miles

Project proposal is to construct a one-lane roundabout at the intersection of NC 58 and Taylor Notion Road and to add a left turn lane from eastbound NC 24 to Taylor Notion Road. Multiuse path from NC 58 to Ardan Oaks Dr.

317 I-42 (Future I-42 (Havelock to Morehead City)) Upgrade, CART20015-H:

From Future I-42/US 70 (Havelock Bypass) to SR 1147(McCabe Rd) | 7.74 miles

CART20015-H is to upgrade the current roadway to freeway standards.

318 SR 1141 (Hibbs Rd) Improvements, CART40017-H:

From US 70 to SR 1140 (Roberts Rd) | 3.68 miles

CART40017-H proposes widening the existing roadway to two 12-foot travel lanes with a median, adding four-foot paved shoulders, and improving the ditches.

319 Emerald Isle Bridge Improvements, CART30027-H:  

From NC 24 to Coast Guard Rd | 2.02 miles

The recommendation is to widen the Emerald Isle Bridge to a 4-lane boulevard cross section. The steering committee suggested to model this bridge after the Surf City Bridge using a jersey barrier for bike and pedestrian accommodations.

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

HIGHWAY RECOMMENDATIONS



320 NC-101 Intersection Improvement, CART40019-H:

From NC 306 (Ferry Rd) to SR 1700 (Adams Creek Rd) | 0.86 miles

Improve the intersections along US 70 (Adams Creek Rd).

321 Northern Carteret Bypass, R-4431:

From the Havelock Bypass to the Beaufort Bypass | 16.93 miles

R-4431 is to upgrade portions of US 70 and NC 101 to interstate standards and build a new I-42 bypass between Newport and Morehead City in order to connect Port of Morehead City to the interstate system.

322 Construct roundabout, R-5944:

Intersection of Mangrove St and Emerald Dr | 0.53 miles

Project Number 322. R-5944 is to construct a roundabout at NC 58 (Emerald Drive) and Mangrove St. There is a multiuse path recommendation along NC 58.

323 Mid Island Bridge over Bogue Sound, CART40021-H:  

From NC 24 to NC 58 | 2.99 miles

This project recommendation (after a detailed study and public outreach) is to construct a 2-lane bridge with and one bike and ped lane that can be used by vehicles in emergency situations, including hurricane evacuation. The steering committee suggested to model after the Surf City Bridge.

324 NC 58 Improvements, CART30022-H:  

From NC 24 to the County Line | 8.99 miles

Construct a boulevard with multi-use path from NC 24 to Pelletier Loop Rd and bike lanes from Pelletier Loop Rd to the county boundary. Multiuse additions here as well.

325 SR 1124 (Nine Mile Road) Improvements, CART40023-H:

From Nine Foot Road to NC 24 | 4.63 miles

The project proposal is to modernize the roadway with widened lanes, improved ditches, and turn lanes where needed. Bike lanes along the roadway as well.

326 US 70 Improvements near Morehead City, CART20031-H:  

From SR 1602 (N 35th St) to SR 1147 (McCabe Rd) | 4.98 miles

Redesign the corridor by providing reduced conflict intersections and improvements to access management, superstreet. Add separated multiuse path.


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


HIGHWAY RECOMMENDATIONS



327 NC 58 Improvements from Atlantic Beach to Pine Knoll Shores, CART40030-H:
 From Cedar Ln to Lee Dr | 1.83 miles
 Project Number 327. Increase the number of lanes where it makes sense. Add multiuse trail as well.

328 SR 1247 (East Chatham St) Improvements, CART30023-H: 
 From SR 1140 (Roberts Rd) to US 70 | 1.88 miles
 Recommendations include adding turn lanes where needed and installing multiuse trail.

329 Atlantic Beach Bridge Improvements, CART40028-H: 
 Atlantic Beach Bridge | 0.73 miles
 The recommendation is to widen the Atlantic Beach Bridge to a 4-lane boulevard cross section as well as add sidewalks with an underpass on Evans St. The steering committee suggested to model this bridge after the Surf City Bridge using a jersey barrier for bike and ped.

330 NC 101 North of Beaufort Improvements, CART40029-H: 
 From SR 1493 (Live Oak St) to Lake Rd | 1.73 miles
 CART40029-H proposes widening the existing roadway to 4 lanes with both multiuse path on some segments and bike lanes on other segments.

331 Intersection Before Atlantic Beach Bridge Improvements, CART40035-H: 
 From Bridges St to the Atlantic Beach Bridge | 0.38 miles
 The recommendation is to improve this intersection as well as add sidewalks with an underpass on Evans St.

332 US 70 Upgrades, CART20036-H:
 From SR 1493 (Hwy 70 Beaufort) to the Outer Banks Scenic Byway | 2.73 miles
 This project recommends widening US 70 between SR 1493 (Hwy 70 Beaufort) to the Outer Banks Scenic Byway from the existing 2-lane facility to a four-lane, median divided expressway. Bike lanes recommended along this segment as well.

333 NC 24 Bypass, CART10036-H:
 From NC 24 to the county boundary | 7.39 miles
 This project recommendation (after further study and public outreach) is to construct a 4-lane bypass.

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

HIGHWAY RECOMMENDATIONS




334 US 70 Improvements along the Outer Banks National Scenic Byway, CART10037-H:
 Along US 70 | 1.71 miles
 This recommendation is to widen the existing shoulders to accommodate a vehicle breakdown, rip rap the slopes, and install guardrail.

335 NC 12 Improvements, CART20038-H:
 Along NC 12 | 5.71 miles
 The recommendation is to widen the existing shoulders to accommodate a vehicle breakdown, rip rap the slopes, and install guardrail.

336 NC 101 Realignment near Michael J Smith Airport, CART30039-H:
 From NC 101 to US 70 | 0.78 miles
 Realignment of road due to runway expansion at the Michael J Smith Airport.

400 Intersection Improvement, R-5946:
 Intersection of Live Oak St and Mulberry St | 0.0 miles
 R-5946 includes an intersection upgrade listed to start in FY2028.

401 Construct roundabout, R-5962: 
 From Cedar St to Live Oak St | 0.0 miles
 R-5962 includes constructing a one-lane, 90-ft diameter roundabout at the existing intersection with a truck apron, curb and gutter and a 10-ft side path for bicyclists and pedestrians.

402 Harkers Island Rd Bridge Improvements, B-4863:
 Harkers Rd Bridge | 0.0 miles
 STIP recommendations include replacing the lift span on the bridge at Harkers Island at two different points.

403 NC 24 and NC 58 Proposed Interchange, CART30037-H:
 Intersection of NC 24 and NC 58 | 0.0 miles
 This CTP recommends a new interchange at this location. R-5858 is a funded STIP project that will improve the intersection scheduled to start construction in 2026.

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

HIGHWAY RECOMMENDATIONS



404

SR 1176 Realignment of Intersection, R-5941:*SR 1176 and Barbour Rd | 0.0 miles*

STIP recommends realignment of the intersection here.

405

US 70 Grade Separation, P-5742:*US 70 Eastbound and Westbound north of Newport | 0.0 miles*

STIP recommends construction of grade separation here at US 70 eastbound and US 70 westbound. Close existing at-grade crossing near Newport.

406

Intersection Improvement in Newport near Railroad, CART40025-H:*Intersection in downtown Newport with Railroad | 0.0 miles*

Intersection improvement in Newport at the intersection near the railroad.

407

NC 101 Roundabout, U-6058:*NC 101 and Live Oak St Intersection | 0.0 miles*

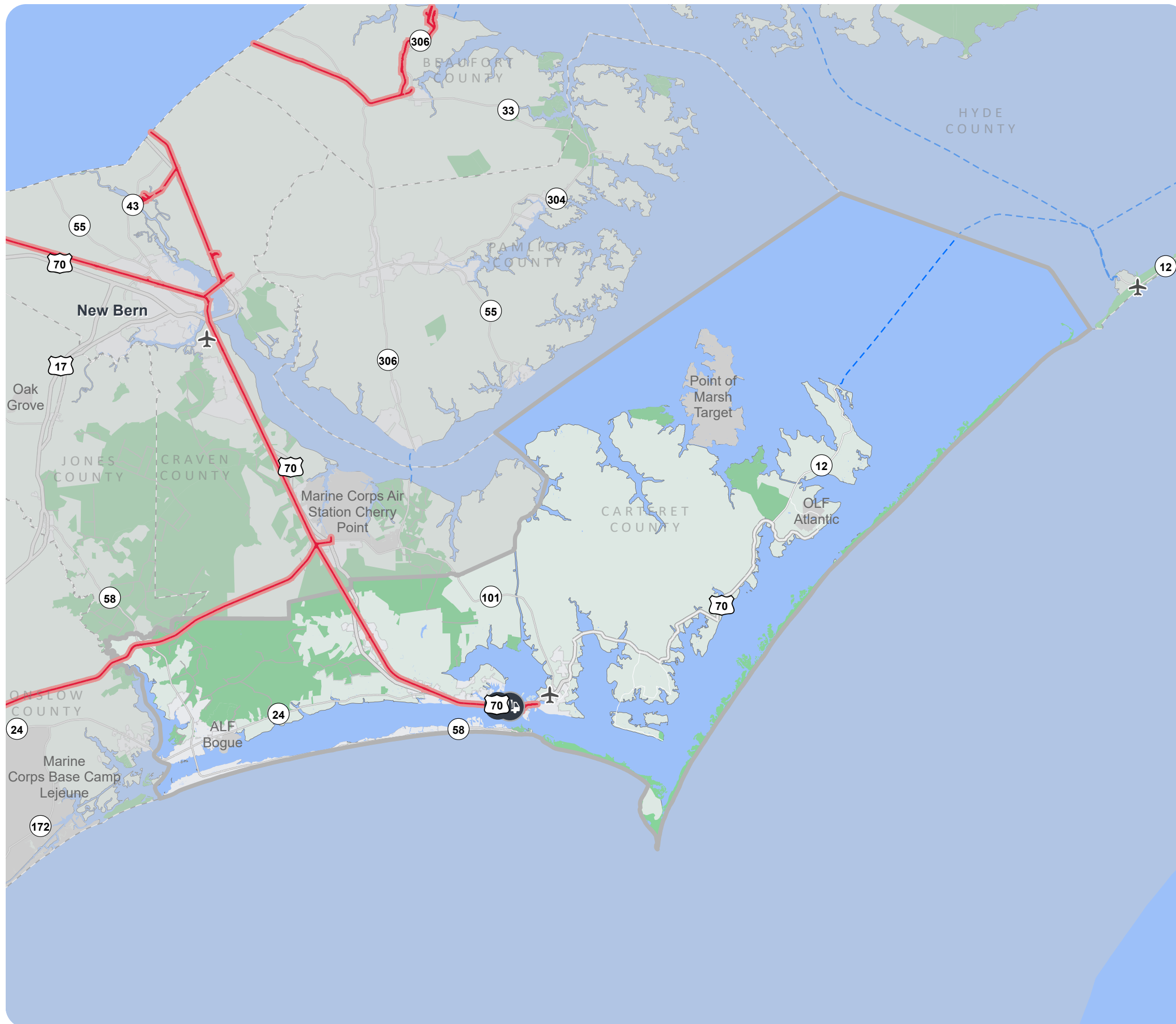
STIP recommends construction of a one-lane roundabout. Right of way in progress.

Highway Class: ■ Congestion ■ Access Management ■ Modernization ■ Other (Safety, etc.) ● Bridge/Intersection**HIGHWAY RECOMMENDATIONS**

**PUBLIC TRANSPORTATION
AND RAIL RECOMMENDATIONS**
Proposals that address identified needs through 2050



CARTERET 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 ★



Base map date: October 02, 2019

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Adoption Date: April 2, 2026

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

Carteret County

Bicycle and Pedestrian Features

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

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

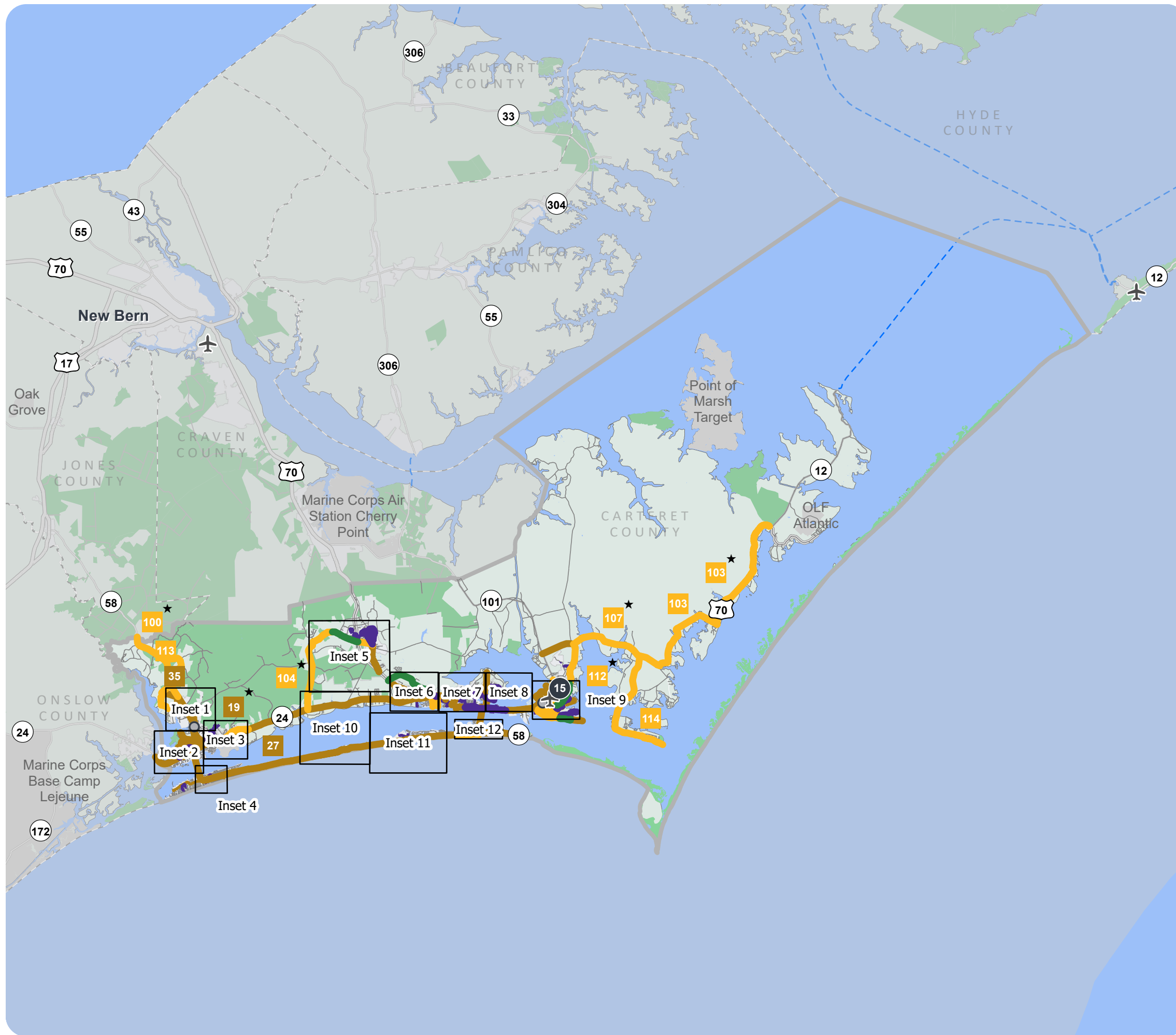


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BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

Inset 1
Peletier

Bicycle and Pedestrian Features

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

Other Features

	Studied Roads
	MPO Boundary
	RPO Boundary

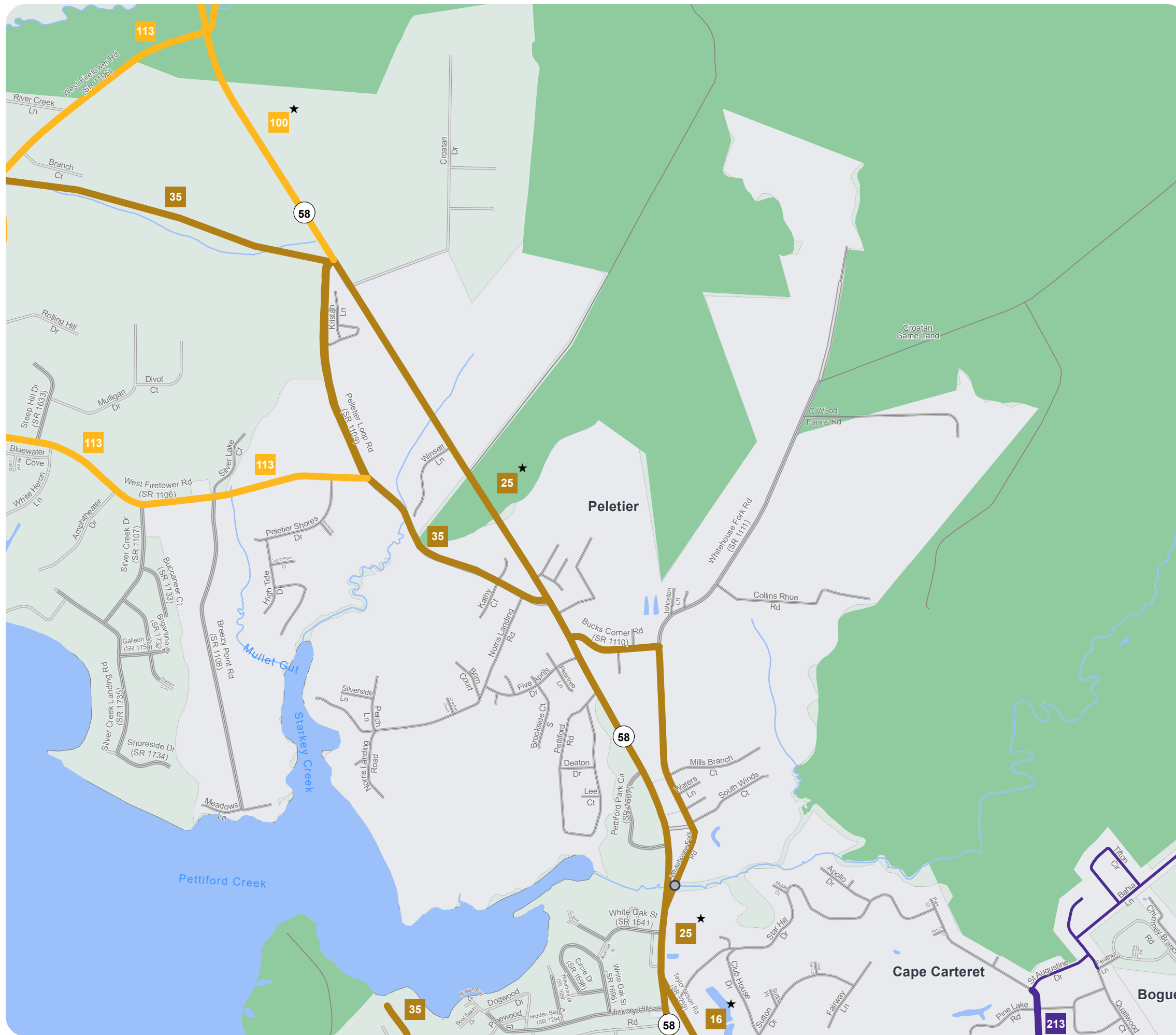


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Adoption Date: April 2, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

Inset 2 Cedar Point and Cape Carteret

Bicycle and Pedestrian Features

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

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

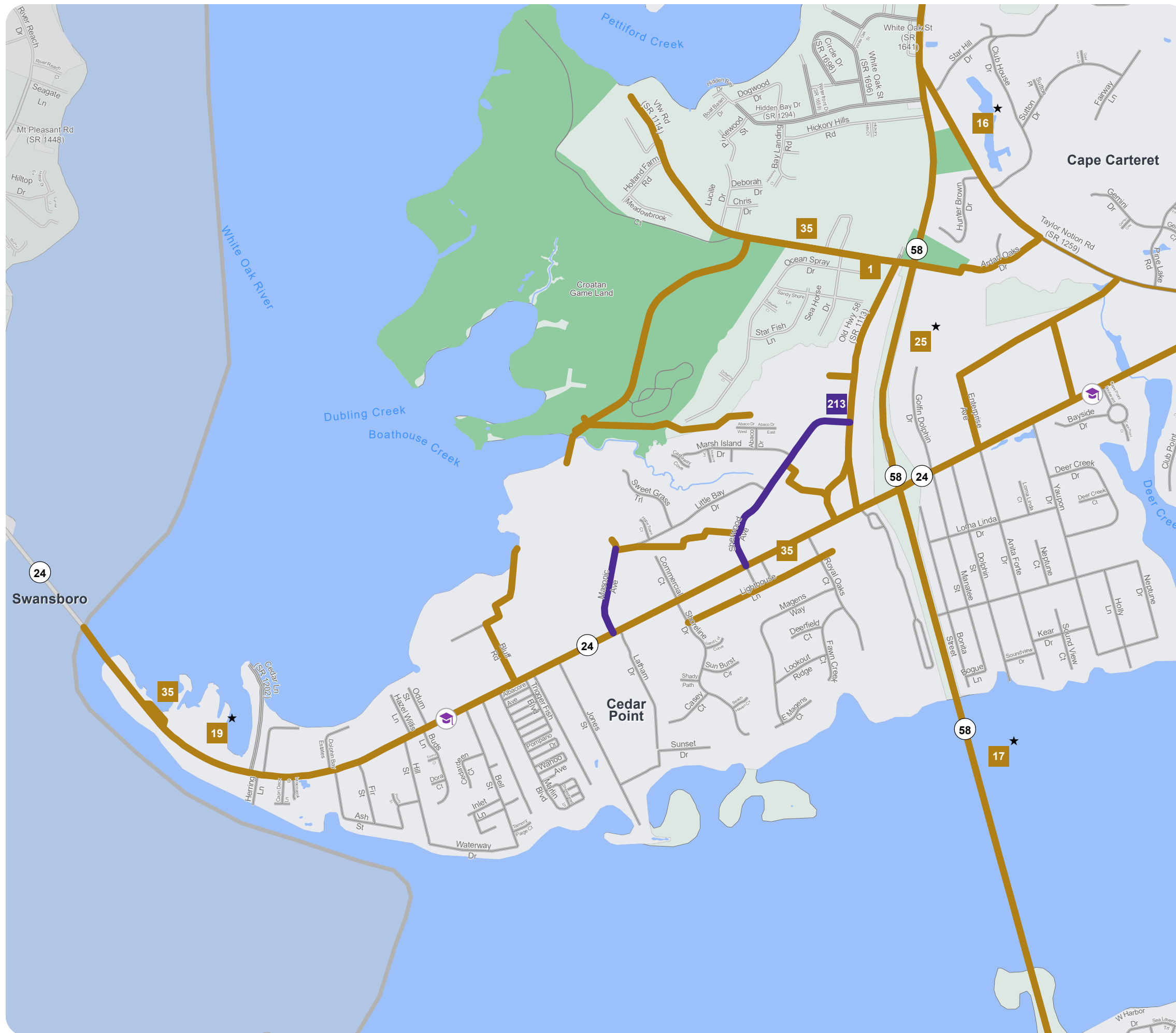


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Adoption Date: April 2, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 3 Bogue

Bicycle and Pedestrian Features

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

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary



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Adoption Date: April 2, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 4 Emerald Isle

Bicycle and Pedestrian Features

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

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary



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BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 5 Newport

Bicycle and Pedestrian Features

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

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

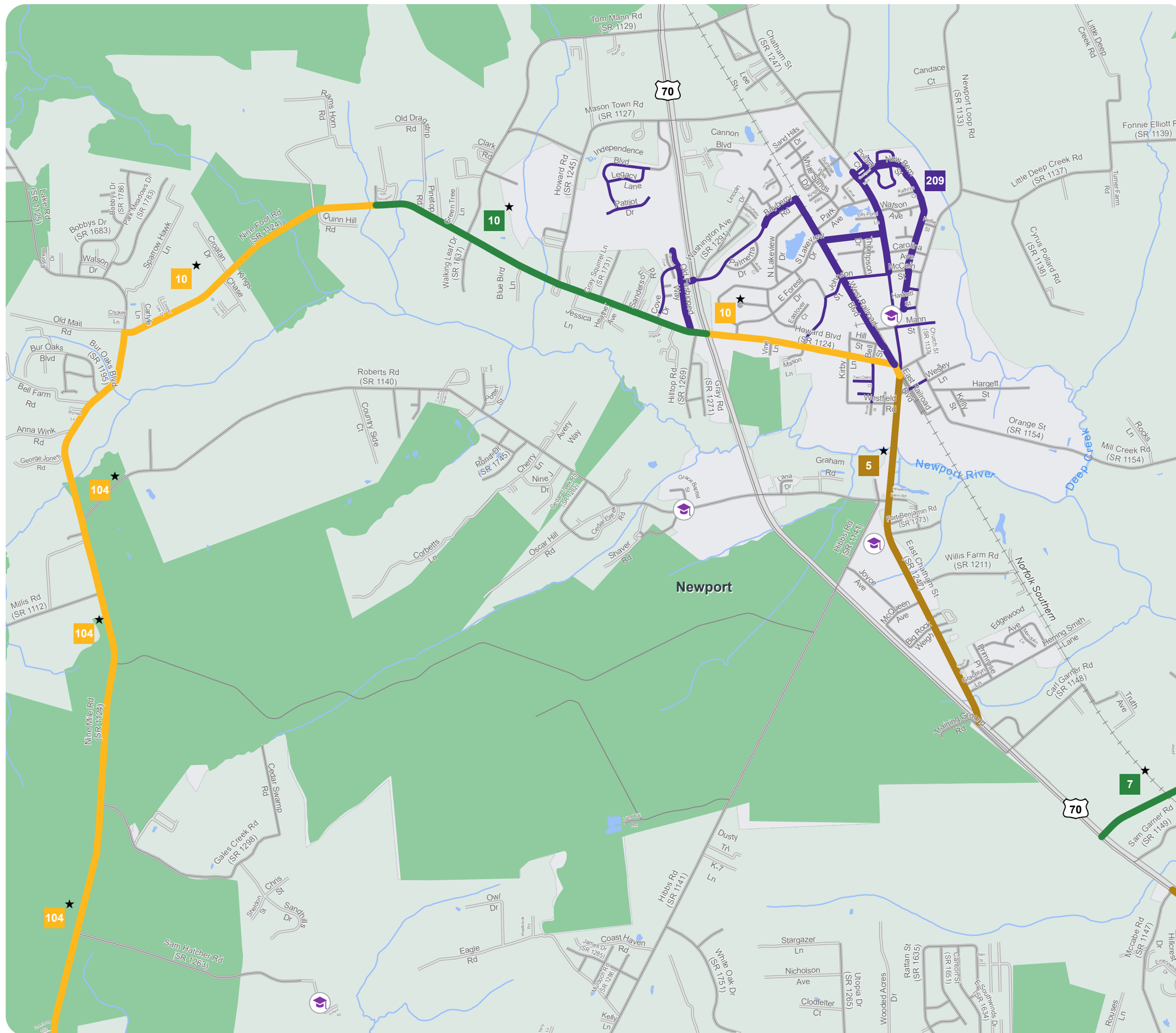


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BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

Inset 6 Morehead City 1

Bicycle and Pedestrian Features

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

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

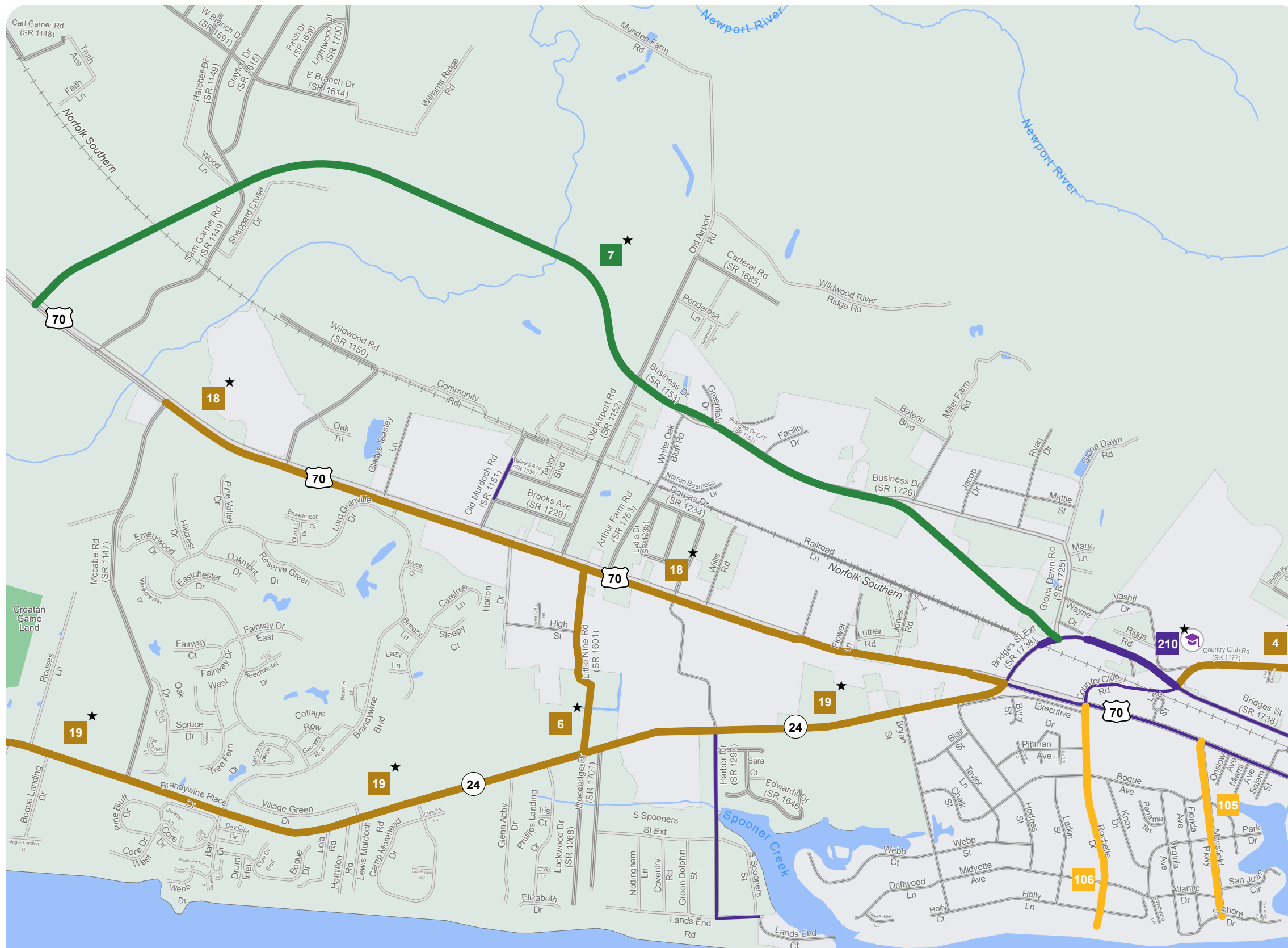


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Adoption Date: April 2, 2026



Morehead City

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

Inset 7
Morehead City 2

Bicycle and Pedestrian Features

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

Other Features

	Studied Roads
	MPO Boundary
	RPO Boundary

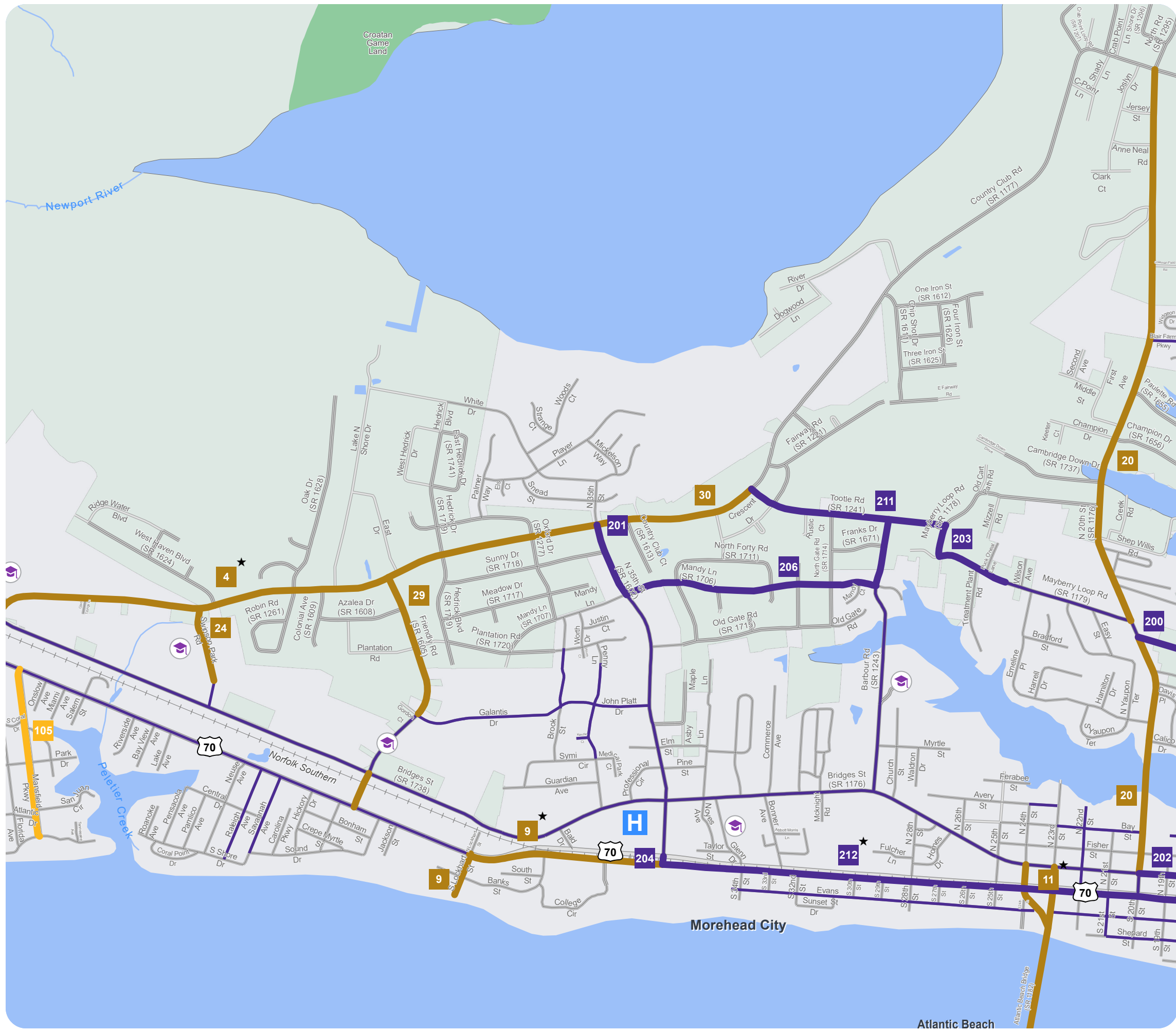


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Adoption Date: April 2, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

Inset 8 Morehead City 3

Bicycle and Pedestrian Features

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

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

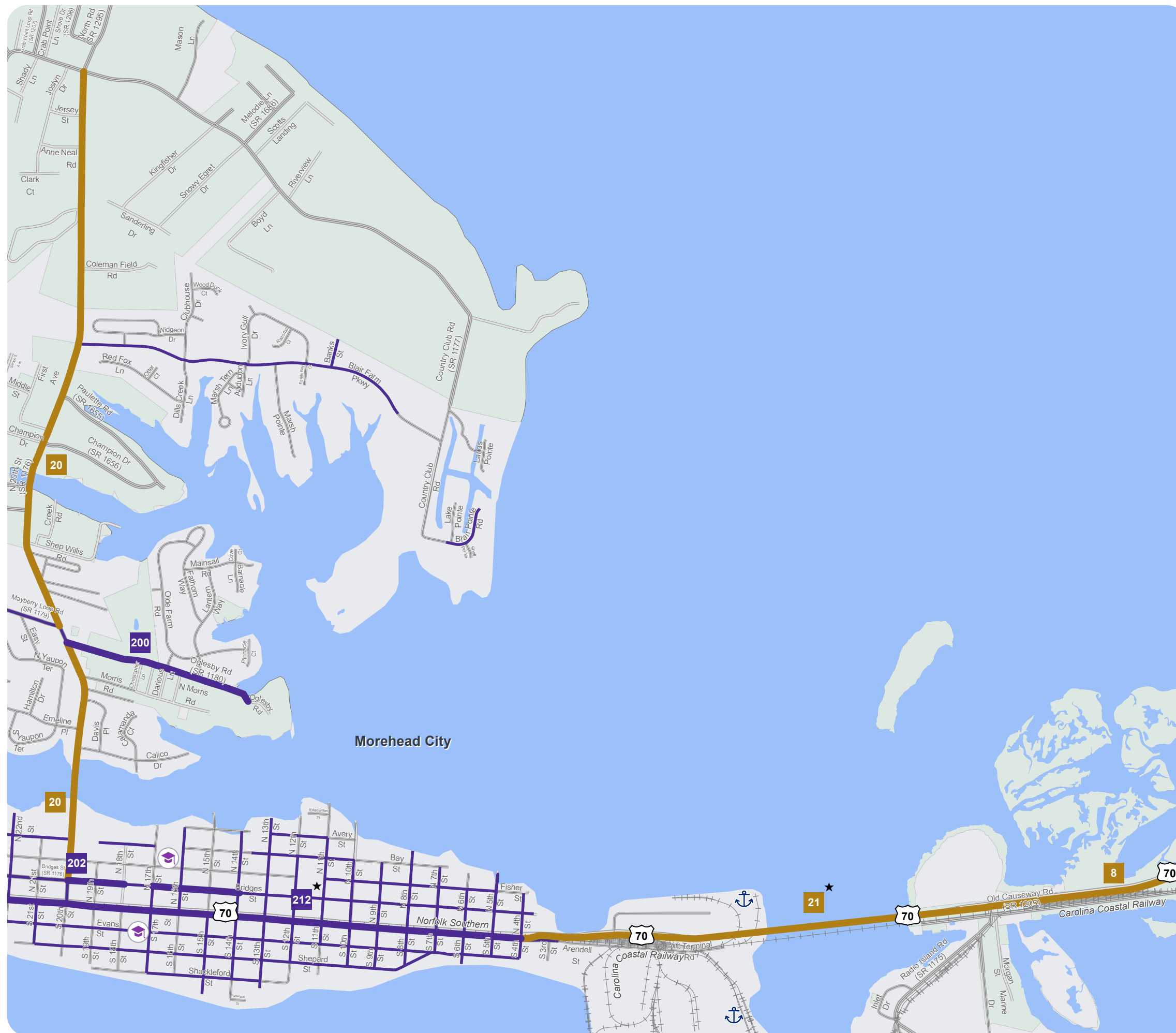


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Adoption Date: April 2, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 9 Beaufort

Bicycle and Pedestrian Features

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

Other Features

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- MPO Boundary
- RPO Boundary

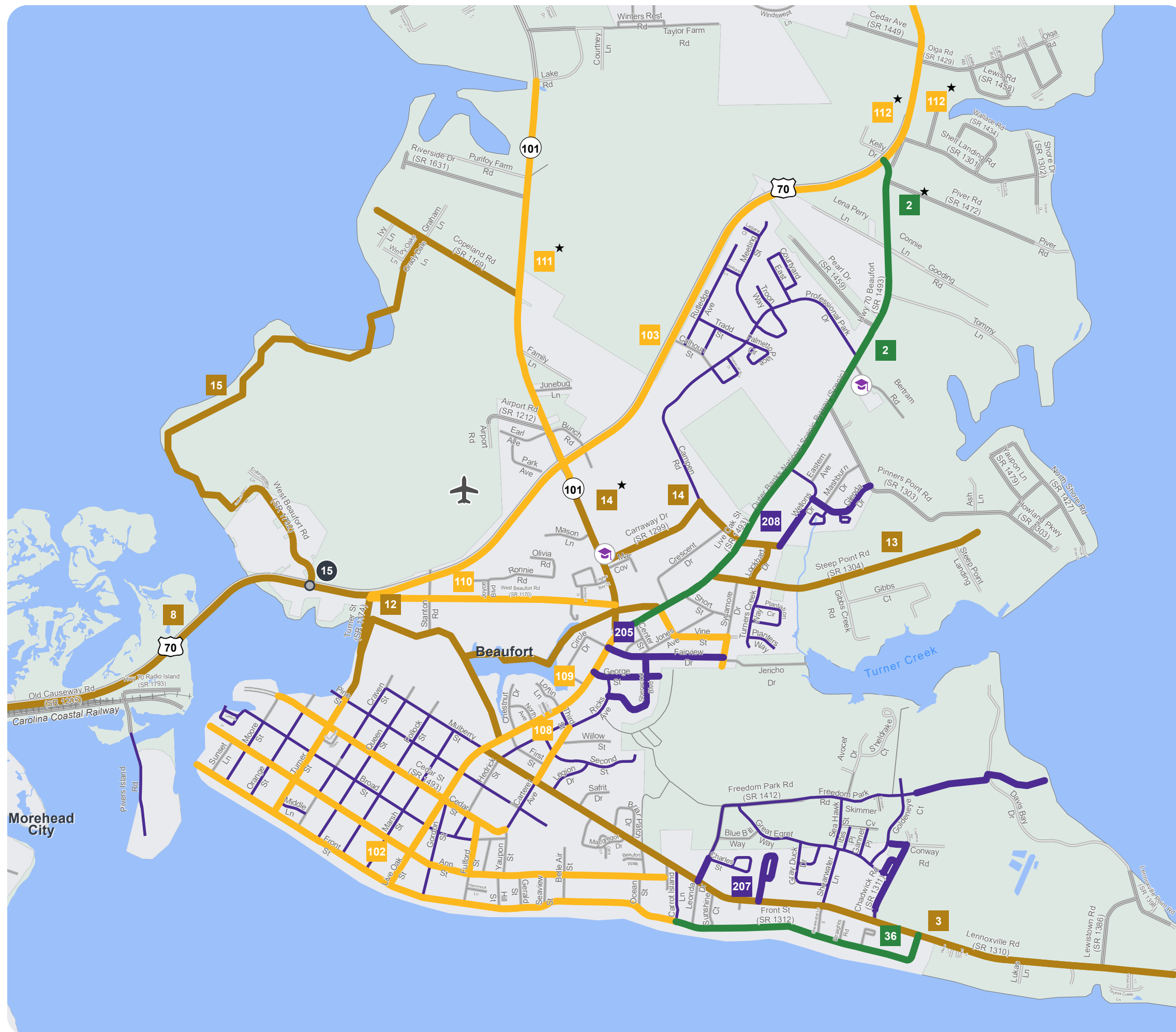


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Adoption Date: April 2, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 10 Indian Beach

Bicycle and Pedestrian Features

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

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

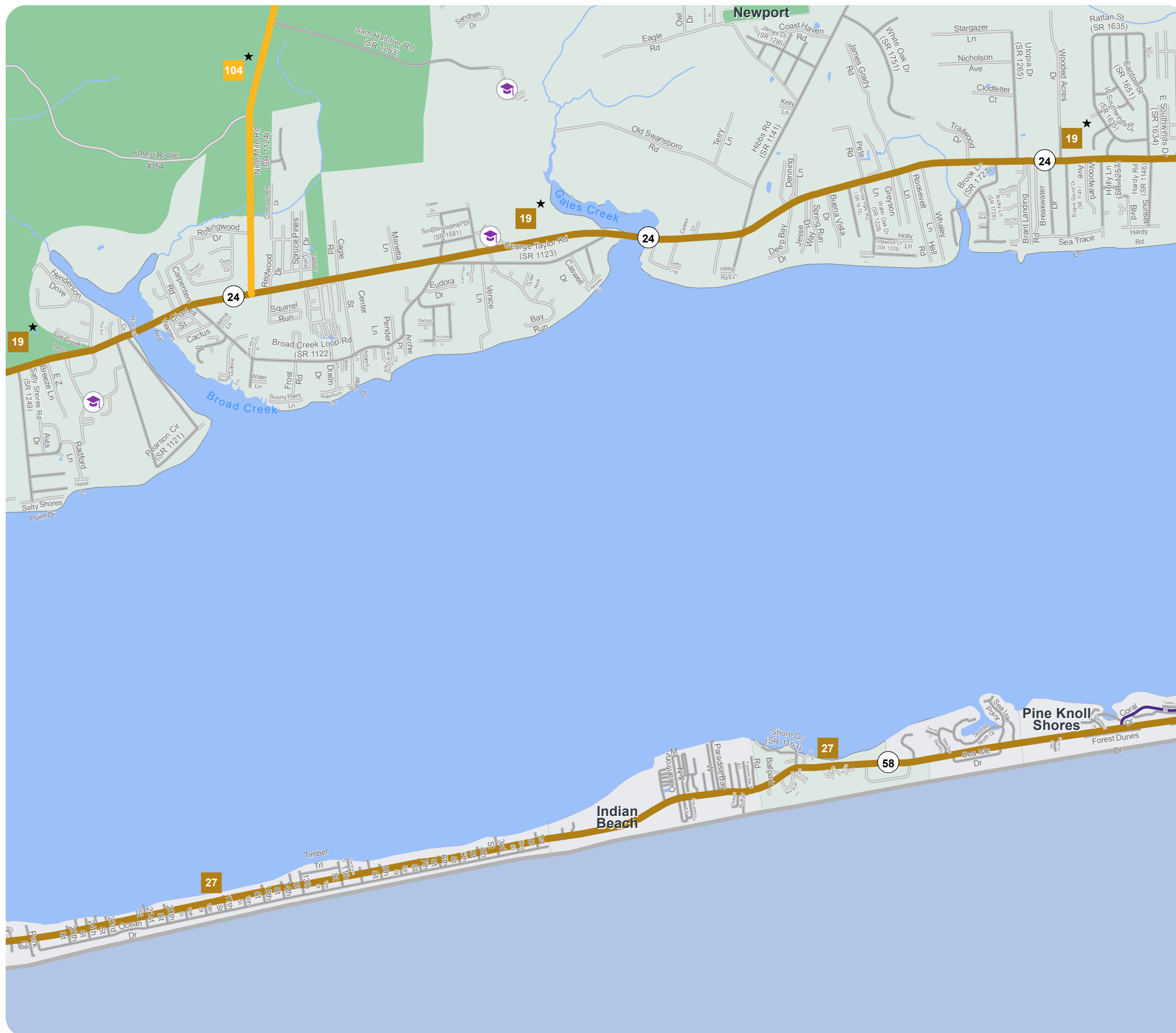


Base map date: October 02, 2019

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.

Adoption Date: April 2, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY Comprehensive Transportation Plan

Inset 11 Pine Knoll Shores

Bicycle and Pedestrian Features

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

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

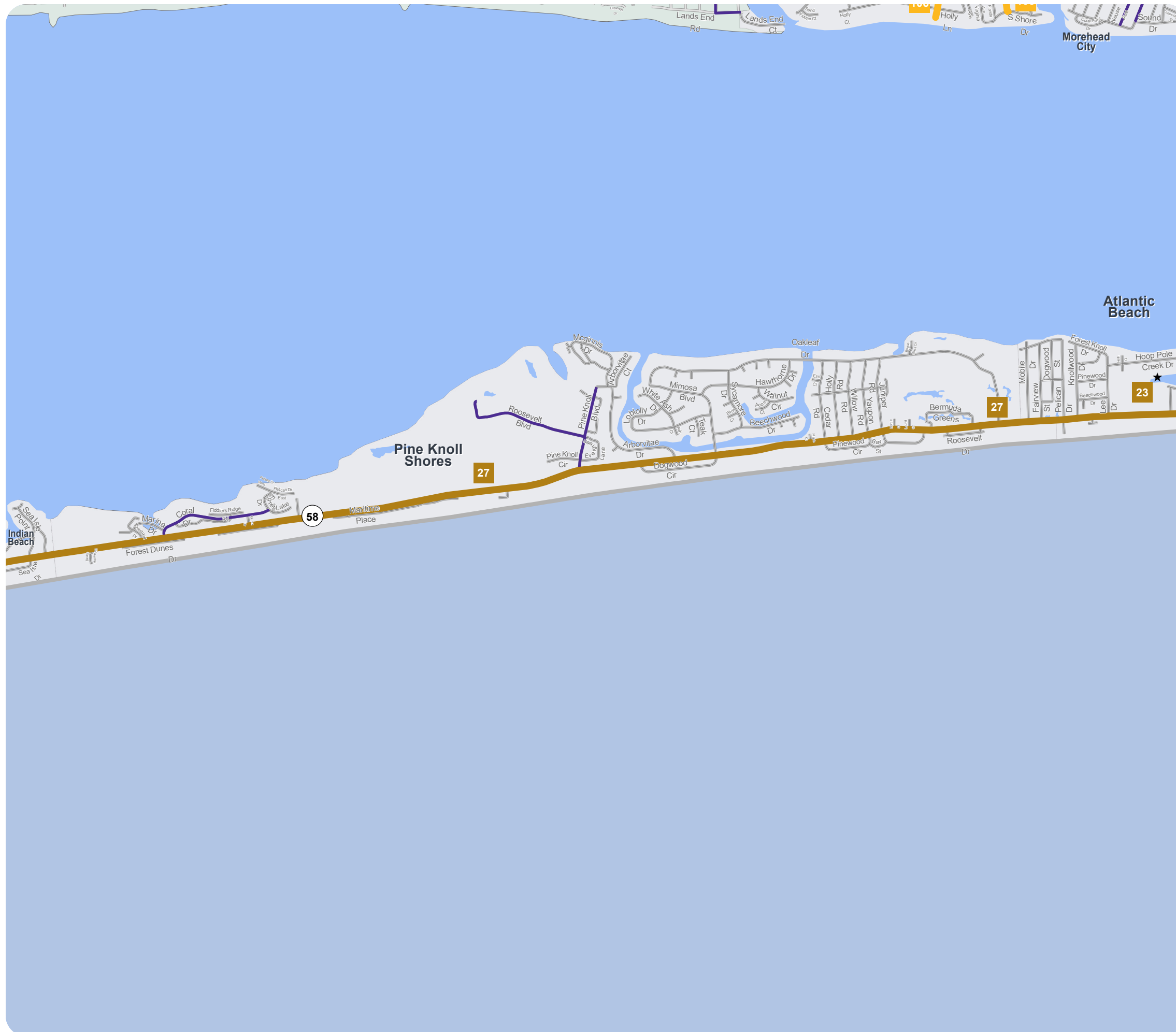


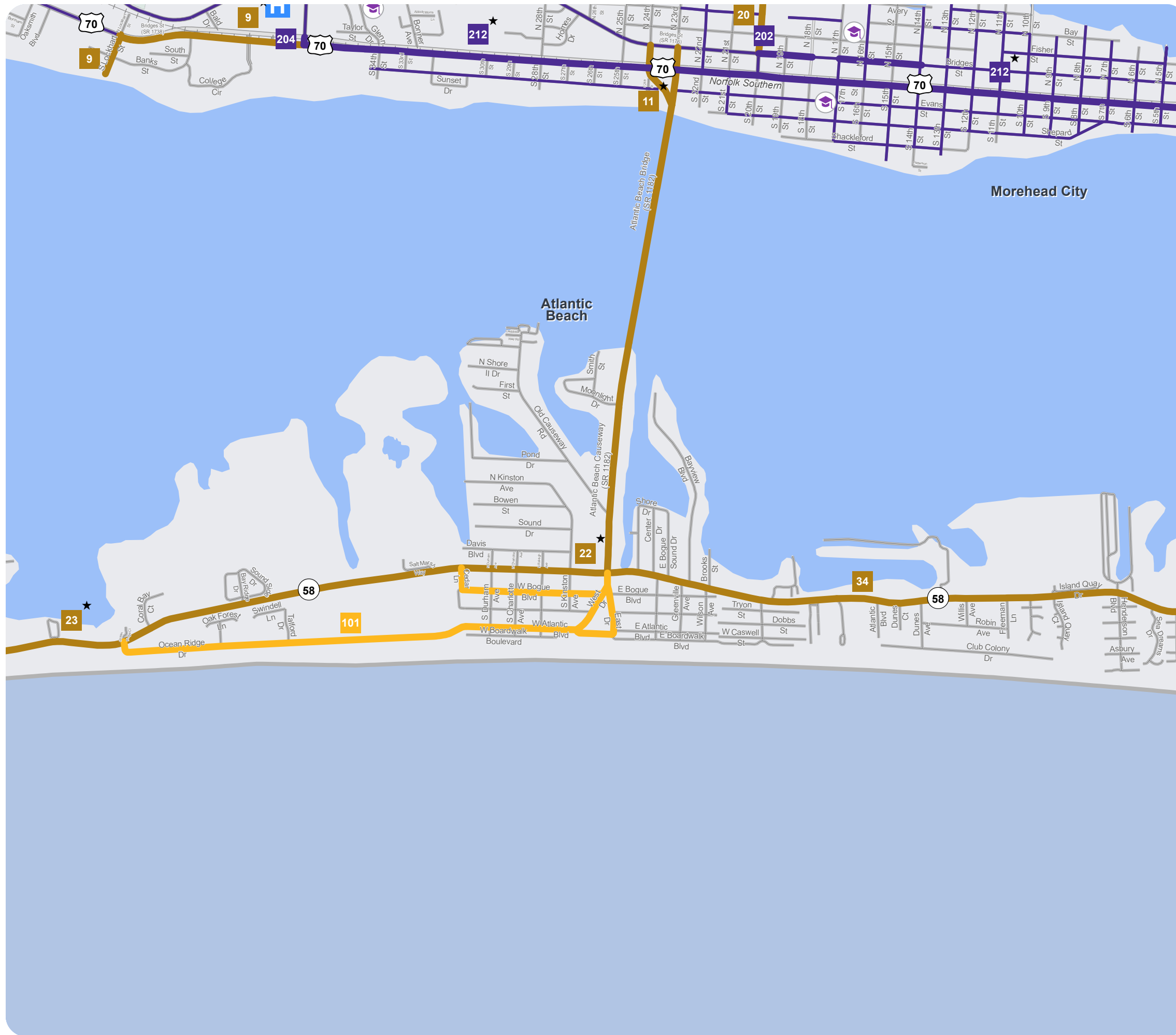
Base map date: October 02, 2019

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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.

Adoption Date: April 2, 2026





BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



CARTERET COUNTY

Comprehensive Transportation Plan

Inset 12 Atlantic Beach

Bicycle and Pedestrian Features

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

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary



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.

Adoption Date: April 2, 2026



Carteret County Bicycle and Pedestrian Recommendations

- 1** **SR 1113 (Old Highway 58), CART40001-M:**
From Sherwood Ave to NC 58 | 0.78 miles
 Construct multiuse path along Old Highway 58 in Cedar Point, Carteret County. The original submittal extended to NC 24, but private developers will be creating the portion between NC 24 and Sherwood Ave.
- 2** **US 70 (Live Oak Street) Improvements, R-5945:**
From NC 101 to SR 1429 (Olga Road) | 5.28 miles
 R-5945 includes widening Live Oak Street to a two-lane raised median divided section with curb and gutter, 12-ft wide travel lanes, 5-ft bicycle lanes, and sidewalks on both sides of the road with approximately 100 to 120 feet of right of way.
- 3** **Lennoxville Multiuse Additions, CART30057-M:**
From SR 1493 (Live Oak St) to the end of Lennoxville Rd | 2.75 miles
 Construct a multiuse path along Lennoxville Rd.
- 4** **SR 1177 (Country Club Rd) Improvements, CART30026-H:**
From SR 1738 (Bridges St) to N 35th St | 1.79 miles
 Modernize roadway to a 2 lane per side major thoroughfare. Multiuse along this segment as well.
- 5** **SR 1247 (East Chatham St) Improvements, CART30023-H:**
From SR 1140 (Roberts Rd) to US 70 | 1.88 miles
 Recommendations include adding turn lanes where needed and installing multiuse trail.
- 6** **SR 1601 (Little Nine Road) Widening and New Construction, CART40010-H:**
From US 70 to NC 24 | 1.06 miles
 The project proposal is to widen the 2 lane section of Little Nine Road to 4 lanes and construct an additional 4 lane section to connect to NC 24. Multiuse path recommendations here as well.

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

**BICYCLE AND PEDESTRIAN
RECOMMENDATIONS**



- 7** **SR 1176 (Bridges Street) Extension, R-5727:**
From SR 1738 (Bridges St) to SR 1147 (McCabe Rd) | 10.2 miles
 R-5727 proposes the extension of Bridges Street to the vicinity of Newport that also includes widening, construction on a new location, a 4-lane median-divided facility with curb and gutter, and sidewalk as well as wide outside travel lanes for bikes.
- 8** **US 70 Across Radio Island Multiuse Additions, CART40050-M:**
From SR 1175 (Radio Island Rd) up until bike lane recommendation (Project 111) | 1.42 miles
 This project proposal is to construct a multiuse path along US 70 continuing the multiuse portion of Project U-5876.
- 9** **US 70 Multiuse Additions near the hospital in Morehead City, CART40045-M:**
From S Lockhard St to N 35th St | 0.69 miles
 Construct multiuse path along US 70 near Morehead City From S Lockhard St to N 35th St.
- 10** **SR 1124 (Nine Foot Rd) Improvements, CART40012-H:**
From Nine Mile Road to SR-1247 (East Chatham St) | 10.5 miles
 CART40012-H proposes widening the existing roadway as well as adding ditches and turn lanes where needed. Buffered bike lane and sidewalk from US 70 to Holly Springs Rd and bike lane paved shoulder from the rail lines to US 70 as well as Holly Springs Rd to Lake Rd.
- 11** **Atlantic Beach Bridge Improvements, CART40028-H:**
Atlantic Beach Bridge | 0.24 miles
 The recommendation is to widen the Atlantic Beach Bridge to a 4-lane boulevard cross section as well as add sidewalks with an underpass on Evans St. The steering committee suggested to model this bridge after the Surf City Bridge using a jersey barrier for bike and ped.
- 12** **Turner St Connection to Freedom Park Multi-use Path, CART40034-M:**
Along Turner St from Front St to Pine St, and connecting over to Carteret Dr and Vine St | 1.72 miles
 Construct multiuse path connecting the downtown Beaufort area to Freedom Park.

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

**BICYCLE AND PEDESTRIAN
RECOMMENDATIONS**




13 **Lockhart Dr and Steep Point Rd Multi-Use Path, CART40035-M:**
 Along Lockhart Dr and Steep Point Rd | 0.96 miles
 Construct multiuse path connecting the downtown Beaufort area to surrounding neighborhoods and a church.


14 **NC 101, Carraway Dr, and Campen Rd Multi-Use Path, CART40036-M:**
 Along NC 101, Carraway Dr, and Campen Rd | 1.14 miles
 Construct multiuse path connecting the downtown Beaufort area to Beaufort Elementary School, restaurants, and surrounding businesses and homes.

15 **NC 58 Cedar Ln to Lee Dr Multi-Use Path, CART40030-M:**
 From Cedar Ln to Lee Dr | 2.47 miles
 Construct multiuse path connecting the water front to NC 101. Grade separation at the intersection of US 70.


16 ★ **SR 1259 Taylor Notion Road, CART40003-H:**
 From NC 58 to NC 24 | 0.7 miles
 Project proposal is to construct a one-lane roundabout at the intersection of NC 58 and Taylor Notion Road and to add a left turn lane from eastbound NC 24 to Taylor Notion Road. Multiuse path from NC 58 to Ardan Oaks Dr.

17 **Emerald Isle Causeway Multiuse Additions, CART30041-M:**
 From NC 24 to Coast Guard Road | 2.02 miles
 Construct a multiuse path along the Emerald Isle Causeway From NC 24 to Coast Guard Road.

18 **US 70 Multiuse Additions near Morehead City, CART40042-M:** 
 From McCabe Rd to Bridge St | 2.45 miles
 Construct multiuse path along US 70 from McCabe Rd to Bridge St in Morehead City.

US 70 Improvements near Morehead City, CART20031-H: 
 From SR 1602 (N 35th St) to SR 1147 (McCabe Rd) | 3.01 miles
 Redesign the corridor by providing reduced conflict intersections and improvements to access management, superstreet. Add separated multiuse path.


19 ★ **NC-24 Improvements, CART30011-H:**
 From the Onslow County boundary to US 70 | 19.1 miles
 CART30011-H proposes upgrading the roadway from the Onslow County border to US 70 for access management and intersection improvement. This recommendation also includes multi-use path.


20 **SR 1176 (N 20th St) Multiuse Additions, CART30049-M:** 
 From SR 1177 (Country Club Rd) to SR 1176 (Bridges St) | 2.32 miles
 Construct a multiuse path along SR 1176 (N 20th St) from SR 1177 (Country Club Rd) to SR 1176 (Bridges St) near Morehead City.

21 ★ **US 70 (Arendell Street) Widening, U-5876:**
 From 4th Street to SR 1175 (Radio Island Rd) | 1.35 miles
 U-5876 proposes to improve US 70 (Arendell Street) from 4th Street in Morehead City to SR 1175 through widening the roadway to four lanes. Addition of multiuse path as well.

22 ★ **SR 1182 Atlantic Beach Causeway, CART40004-H:**
 From Atlantic Beach Bridge to NC 58 | 0.7 miles
 Install medians on portions of Atlantic Beach Causeway. Convert existing parking space west of the roadway into a service road. Install sidewalks or multi-use paths along both sides of the roadway from NC 58 to the beginning of the bridge.

23 **NC 58 Improvements from Atlantic Beach to Pine Knoll Shores, CART40030-H:**
 From Cedar Ln to Lee Dr | 3.66 miles
 Project Number 327. Increase the number of lanes where it makes sense. Add multiuse trail as well.

24 **Swinson West Carteret Loop, CART40004-M:** 
 From Country Club Rd to Existing Sidewalk | 0.22 miles
 Construct multiuse path at the Swinson West Carteret Loop.

25 ★ **NC 58 Improvements, CART30022-H:** 
 From NC 24 to the County Line | 8.99 miles
 Construct a boulevard with multi-use path from NC 24 to Pelletier Loop Rd and bike lanes from Pelletier Loop Rd to the county boundary. Multiuse additions here as well.

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


BICYCLE AND PEDESTRIAN RECOMMENDATIONS





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

BICYCLE AND PEDESTRIAN RECOMMENDATIONS




34 NC 58 Multiuse Additions near Atlantic Beach, CART30053-M: 
 From Tar Landing Rd to Cedar Ln | 2.59 miles
 Construct multiuse path along NC 58 near Atlantic Beach.

35 Western Carteret Multiuse Trail, CART30054-M: 
 Cedar Point, Cape Carteret, Peletier | 12.67 miles
 Construct multiuse path near parks in Cedar Point and Cape Carteret.

36 Sidewalk and Bike Lane Additions Continuing East on Front Street, CART30062-M: 
 From Carrot Island Ln to the connection of Front St to Lennoxville Rd | 0.8 miles
 Continue the sidewalk along Front Street. Continue the bike lane as well.

37 New Route connecting Wright Farm Rd (SR 1168) to US 70, CART40032-H:
 From Wright Farm Rd (SR 1168) to US 70 | 4.36 miles
 Construct a major thoroughfare roadway here. Multiuse path here as well.

100★ NC 58 Improvements, CART30022-H:
 From NC 24 to the County Line | 8.99 miles
 Construct a boulevard with multi-use path from NC 24 to Pelletier Loop Rd and bike lanes from Pelletier Loop Rd to the county boundary. Multiuse additions here as well.


101 Ocean Ridge Dr Bike Lanes, CART20052-B: 
 From NC 58 to the Atlantic Beach Causeway and along Cedar Ln and West and East Drive | 2.34 miles
 Construct a bike lane in Atlantic City along Ocean Ridge Dr, Atlantic Blvd, and West and East Dr.

102 Bike Lanes in Downtown Beaufort, CART40023-B: 
 Various Streets: Front St, Ann St, Cedar St, Fulford St, Live Oak St, Pine St, Front St | 4.95 miles
 Bike lanes along Front St, Ann St, Cedar St, Fulford St, Live Oak St, Pine St, and Front St that connect the downtown Beaufort area.


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


BICYCLE AND PEDESTRIAN RECOMMENDATIONS




103 US 70 North of Beaufort Bike Lanes, CART40042-B: 
 From just east of Radio Island to NC 12 | 16.46 miles
 Construct a bike lane along US 70.


104★ SR 1124 (Nine Mile Road) Improvements, CART40023-H:
 From Nine Foot Road to NC 24 | 4.63 miles
 The project proposal is to modernize the roadway with widened lanes, improved ditches, and turn lanes where needed. Bike lanes along the roadway as well.


105 Mansfield Parkway Bike Lanes, CART20046-B: 
 From US 70 to S Shore Drive | 0.49 miles
 Construct a bike lane along Mansfield Parkway.

106 Rochelle Drive Bike Lanes, CART20045-B: 
 From US 70 to the end of Morehead St | 0.61 miles
 Construct a bike lane along Rochelle Drive.

107★ US 70 Upgrades, R-4746:
 From Outer Banks Scenic Byway to SR 1347 (Marshallberg Rd) | 6.44 miles
 R-4746 is to widen US 70 between the Outer Banks Scenic Byway to SR 1347 (Marshallberg Rd) to 12 foot travel lanes and 4-foot shoulders. Bike lanes recommended all along this segment.

108 Bike Lane on Carteret Avenue, CART40043-B: 
 From Lennoxville Rd to Ricks Ave | 0.19 miles
 Addition of bike lanes along Carteret Avenue to connect downtown Beaufort to the surrounding area.







109 Live Oak St (SR 1493) Bike Lanes, CART40030-B: 
 From Lennoxville St to NC 101 | 0.89 miles
 Bike lane connecting Live Oak St to NC 101.








110 West Beaufort Rd (SR 1170) Bike Lanes, CART40039-B: 
 From Turner St to NC 101 | 0.74 miles
 Bike lanes on West Beaufort Rd connecting Turner St to NC 101.

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

BICYCLE AND PEDESTRIAN RECOMMENDATIONS



- 111** **NC 101 North of Beaufort Improvements, CART40029-H:** 
From SR 1493 (Live Oak St) to Lake Rd | 2.96 miles
 CART40029-H proposes widening the existing roadway to 4 lanes with both multiuse path on some segments and bike lanes on other segments.
- 112** ★ **US 70 Upgrades, CART20036-H:**
From SR 1493 (Hwy 70 Beaufort) to the Outer Banks Scenic Byway | 2.73 miles
 This project recommends widening US 70 between SR 1493 (Hwy 70 Beaufort) to the Outer Banks Scenic Byway from the existing 2-lane facility to a four-lane, median divided expressway. Bike lanes recommended along this segment as well.
- 113** **Western Carteret Bike Lane Additions, CART30044-B:** 
Bogue and Peletier | 16.08 miles
 Construct bike lanes along Old Church Rd and near NC 24.
- 114** **Bike Lane to Harkers Island, CART30045-B:** 
From US 70 to the Harkers Island ferry | 8.78 miles
 Construct a bike lane to connect US 70 to the Harkers Island ferry.
- 200** **Oglesby Rd Sidewalk, CART40009-P:** 
From SR 1176 to the gate at the end of the public roadway | 0.55 miles
 Construct sidewalk north of Oglesby Rd along full length of street.
- 201** **35th Street Sidewalk, CART40010-P:** 
From Mandy Ln to SR 1177 (Country Club Rd) | 0.22 miles
 Construct sidewalk along one side of 35th Street between Mandy Ln and Country Club Rd.
- 202** **Bridges St Sidewalk Bundle, CART40011-P:** 
From 35th St to 4th St | 0.41 miles
 Install sidewalks along the south sides of Bridges St where there are sections currently missing.

- 203** **Barbour Rd and Mayberry Loop Sidewalk Additions, CART20049-P:** 
Connecting current sidewalk along Barbour Rd and Mayberry Loop Rd | 0.49 miles
 Construct sidewalk along Barbour Rd and Mayberry Loop Rd where there is no sidewalk currently.
- 204** **N 35th St Sidewalk Additions, CART20046-P:** 
Connecting the gap of sidewalk on N 35th St to US 70 | 0.02 miles
 Construct sidewalk connecting the gap here on N 35th St.
- 205** **Sherwood Blvd, George St, and Circle Dr Sidewalk Additions, CART40032-P:** 
Sherwood Blvd, George St, Circle Dr, and the surrounding areas | 0.83 miles
 Install sidewalks along Sherwood Blvd, George St, Circle Dr, and the surround areas noted on map.
- 206** **SR 1706 (Mandy Ln) Sidewalk Additions, CART20047-P:** 
From SR 1601 (N 35th St) to SR 1243 (Barbour Rd) | 0.73 miles
 Construct sidewalk along SR 1706 (Mandy Ln) near Morehead City.
- 207** **Lennoxville Rd, Leonda Dr, Jefferson St, Chadwick Rd, and Skimmer Ct Sidewalk Additions, CART30037-P:** 
Lennoxville Rd, Leonda Dr, Jefferson St, Chadwick Rd, and Skimmer Ct | 1.33 miles
 Construct sidewalk along Leonda Dr, Jefferson St, Chadwick Rd, and Skimmer Ct.
- 208** **Wellons Dr and Glenda Dr Sidewalk Additions, CART30038-P:** 
Wellons Dr and Glenda Dr | 0.34 miles
 Construct sidewalk along Wellons Dr and Glenda Dr.
- 209** **Newport Sidewalk Additions, CART40040-P:** 
Various Locations around Newport | 3.59 miles
 Construct sidewalk in various areas around Newport.

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

BICYCLE AND PEDESTRIAN RECOMMENDATIONS



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

BICYCLE AND PEDESTRIAN RECOMMENDATIONS



210

SR 1738 (Bridges St Ext) Sidewalk Additions, CART20044-P: *Two small segments along the western part of the Bridges St Extension | 0.33 miles*

Construct sidewalk along two segments which tie into existing sidewalk on the Bridges St Extension in Morehead City.

211

SR 1241 (Tootle Rd) Sidewalk Additions, CART20048-P: *From SR 1177 (Country Club Rd) to SR 1178 (Mayberry Loop) | 0.58 miles*

Construct sidewalk along SR 1241 (Tootle Rd).

212

★ US 70 Arendell St Multiple Intersection Improvements, CART20002-H: *From 35th Street to 4th Street | 2.68 miles*

CART20002-H is to improve the intersections along US 70 (Arendell St.). This recommendation includes sidewalks as well.

213

Western Carteret Sidewalk Additions, CART30050-P: *Cedar Point, Cape Carteret | 3.4 miles*

Construct sidewalk along Sherwood Ave, Star Hill Dr, and Masonic Ave in Cedar Point and Cape Carteret.

Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge

★ Denotes Highway Incidental

**BICYCLE AND PEDESTRIAN
RECOMMENDATIONS**

CTP MAPS AND RECOMMENDATIONS FILES

NAME OF FACILITY TYPES MAP FILE: **Carteret County CTP Core Report.pdf**

NAME OF HIGHWAY MAP FILE: **Carteret County CTP Core Report.pdf**

NAME OF HIGHWAY RECOMMENDATIONS FILE: **Carteret County CTP Core Report.pdf**

NAME OF PUBLIC TRANSPORTATION MAP FILE: **Carteret County CTP Core Report.pdf**

NAME OF PUBLIC TRANSPORTATION RECOMMENDATIONS FILE: **Carteret County CTP Core Report.pdf**

NAME OF BIKE/PED MAP FILE: **Carteret County CTP Core Report.pdf**

NAME OF BIKE/PED RECOMMENDATIONS FILE: **Carteret County CTP Core Report.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 Carteret County CTP.

Area	Dates	Type
Beaufort	9/8/2025	Adoption
Pine Knoll Shores	9/10/25	Adoption
Peletier	10/6/25	Adoption
Indian Beach	10/8/25	Adoption
Cape Carteret	10/13/25	Adoption
Emerald Isle	10/14/25	Adoption
Cedar Point	10/28/25	Adoption
Atlantic Beach	10/27/25	Adoption
Morehead City	11/12/25	Adoption
Newport	11/13/25	Adoption
Bogue	11/17/25	Adoption
Carteret County	12/15/25	Adoption
Down East RPO	2/24/26	Endorsement
N.C. Board of Transportation	4/2/26	Adoption

Adoption and endorsement resolutions are available in the [Appendix](#).

DISCLAIMER

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

The N.C. Department of Transportation and any of the adopting/endorsing organizations of Carteret 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.

