

## 2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2017 Duplin County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

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

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

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

### 2.1 Unaddressed Deficiencies

The following deficiencies were identified during the development of the CTP, but remain unaddressed.

#### **Intersection NC 24 Business/ NC 50 (Memorial Drive)/ SR 1300 (Wards Bridge Road) in Warsaw**

This intersection of NC 24 Business and NC 50 is currently a two-way stop at a skew of 42 degrees, which limits sight distance. Accident data was studied for a five year period between September 1, 2011 and August 31, 2016, and there were no fatalities at this intersection.

In that improvements are needed at this intersection, the committee brainstormed 3 possible solutions.

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

Option # 1 presented 7/22/2010: A stop light - Realign skew.

Option # 2 presented 7/22/2010: Convert to 3-leg intersection.

Option # 3 presented 5/10/2012: Possible roundabout.

No recommendations were made to address the capacity and further study is deemed to be necessary.

### **NC 24 Business/ NC 50/ NC 11**

Existing NC 24 Bus/ NC 50/ NC 11 is currently near capacity from the intersection of NC 24 Bus/NC 50 (Mallard Street) and NC 11 to NC 24 Bus/ NC 50 (Limestone Road). NC 24 Bus/NC 50/ NC 11 is currently a 2-lane section with a center turn lane. The Town of Kenansville does not support the widening of this section of roadway and understand that the roadway will be over capacity in 2045. This facility is the main facility through the Town of Kenansville. There are many historic landmarks, historic buildings, county offices, and the courthouse is along this corridor.

In that improvements are needed along this section of the facility, the committee brainstormed 2 possible solutions.

Option # 1 presented 3/27/2017: A stop light at NC 24 Bus/ NC 50/ NC 11 and Stokes Street

Option # 2 presented 3/27/2017: Deceleration lanes

No recommendations were made on any options and further study is deemed to be necessary.

### **NC 24 (Kenansville Bypass) Intersections**

The intersections along NC 24 (Kenansville Bypass) outside of the Kenansville municipal boundary are all signalized. The steering committee identified the following intersections as needing improvements: NC 24 (Kenansville Bypass) and NC 24 Business (Routledge Road); NC 24 (Kenansville Bypass) and NC 50; NC 24 (Kenansville Bypass) and D.S. Williamson Road (SR 1959); and NC 24 (Kenansville Bypass) and NC 11. NCDOT Congestion Management did a study on the four intersections along NC 24 (Kenansville Bypass). The study determined that the four intersections do not warrant additional turn lanes, based on the annual average daily traffic. It is recommended that a signal timing study be completed for the intersections along NC 24 (Kenansville Bypass).

## ***2.2 Implementation***

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary

to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of Duplin County, Town of Beulaville, Town of Calyspo, Town of Faison, Town of Greenevers, Town of Kenansville, Town of Magnolia, Town of Rose Hill, Town of Teachey, Town of Wallace, and Town of Warsaw. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Eastern Carolina RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

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

## **2.3 Problem Statements**

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

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

## **HIGHWAY**

### **US 117 Connector, TIP No. FS-1304A**

I-795/ US 117 is a major north-south highway facility for the state connecting I-95 and I-40. 1.4 miles of US 117 reside in Duplin County, from the Sampson County Line to the Wayne County Line. US 117 from the I-95 interchange in the city of Wilson to the US 70 interchange in the city of Goldsboro was renamed "I-795" in 2007. The feasibility study proposal is to upgrade US 117 to interstate standards and rename it to "I-795." The upgrade would start at the I-795/ US 70 interchange in Wayne County and end at the I-40 in Sampson County. Feasibility study FS-1304A is currently identified in the 2018-2027 State Transportation Improvement Program (STIP). I-795/US 117 is identified as a Strategic Transportation Corridor (STC).

### **NC 11/NC 903, TIP No. R-2204**

NC 11 is currently a 2-lane section with 12-foot lanes from the intersection of NC 11 and NC 903 (Kenansville Bypass) to the Lenoir County Line. The feasibility study proposal is to widen the existing roadway to 4-lane median divided facility from Pink Hill in Lenoir County to I-40. The Town of Kenansville supports widening the current 2-lane facility to include a center turn lane median and/ or alternating turn lanes where applicable in the interim. TIP Project R-2204 is currently unfunded and not identified in the 2018-2027 State Transportation Improvement Program (STIP).

### **NC 24 Bypass, TIP No. R-2303**

NC 24 is a major east-west corridor that begins in Morehead City and ends in Charlotte. The portion of NC 24 from Fayetteville, eastward, is designated as Strategic Transportation Corridor (STC). It is also part of the Strategic Highway Network (STRAHNET). STRAHNET sets to establish a system of public highways providing access, continuity, emergency transportation of personnel and equipment in times of peace and war.

TIP No. R-2303 is a three county project that is split into six segments (A-F) with segment F, NC 24 Bypass, partially in Duplin County. The project begins west of Maxwell Road (SR 1006) in Cumberland County and end at I-40 in Duplin County. The project proposes to upgrade NC 24 from a two lane major facility to a four lane divided boulevard with part of the project on new location. Segments A-E of the proposed project are identified in 2018-2027 STIP with segments A-D currently under construction. Segment F, NC 24 Bypass, is currently unfunded.

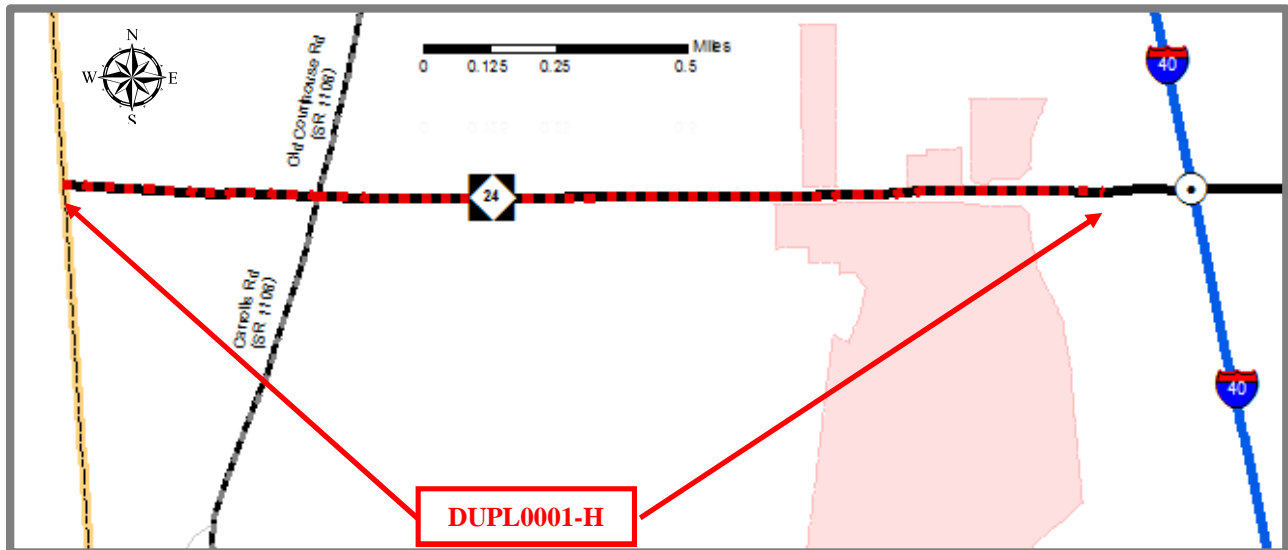
For additional information about NC 24 (TIP No. R-2303), including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis (PDEA) Branch.

**NC 41, TIP No. R-2531**

NC 41 is currently a 2-lane facility with 12-foot lanes and a center turn lane from NC 11 to just east of Murray Lane, 2-lane section from east of Murray Lane to 0.5 miles west of I-40 interchange, and a 2-lane section with 12-foot lanes and a center turn lane from 0.5 miles west of I-40 interchange to 0.5 miles east of River Landing Country Club Road.

The project proposal is to install a 4-lane median facility with sidewalks from NC 11 to Jack Dale Road (SR 1945) with appropriate median breaks and traffic signals. TIP Project R-2531 is currently unfunded and not identified in the 2018-2027 State Transportation Improvement Program (STIP).





### **Identified Problem**

Existing NC 24 is projected to be over capacity by 2045 from 0.5 miles west of I-40 to I-40. The intersection of NC 24 and I-40 is a high frequency crash location. Additionally, mobility along this facility is hampered by the lack of access control. The primary purpose of this project is to relieve congestion on the existing facility such that a minimum of LOS D can be achieved.

### **Justification of Need**

NC 24 is currently a 2-lane facility from the Sampson County line to 0.5 miles west of I-40 and a 3-lane section with 12-foot lanes and a center turn lane from 0.5 miles west of I-40 to I-40. NC 24 is classified as a Strategic Transportation Corridor. With the proposed relocation of NC 24 to the south of existing NC 24, it is likely that this designation will be transferred to the new facility. There are many businesses serving the needs of the motoring public on this section of NC 24.

By 2045 the facility is projected to be over capacity from the Sampson County line to I-40. Volumes are expected to increase from 9,500 vehicles per day (vpd) in 2015 to 17,000 vpd in 2045 compared to LOS D capacity of 12,400 vpd.

The interchange of I-40 and NC 24 is a high frequency crash location with a moderate severity index of 4.26 for the period of September 1, 2011 through August 31, 2016. There were a total of 80 crashes and one fatality during this time period. These crashes are due to congestion on NC 24. In order to improve mobility, the congestion at this interchange necessitates a town of Warsaw police officer to direct traffic on certain days

during the peak beach going season and holiday weekends for motorists traveling to the North Carolina and South Carolina coasts.

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

Amenities and services that are not available in Warsaw are found in Clinton in Sampson County. NC 24 is the direct connection between Warsaw and Clinton in Sampson County.

### **CTP Project Proposal**

The proposed project (DUPL0001-H) is to install a 2 lane roadway with a raised median with curb and gutter with 12-foot travel lanes, and 5-foot on road bike lanes with sidewalks from the Sampson County line to I-40 with appropriate median breaks and traffic signals.

The proposed improvement to NC 24 will help reduce congestion and improve mobility in this area of Warsaw.

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

Since the upgrade of the roadway is predominantly on the existing right-of-way (ROW), the natural environmental impact would be minimal. According to the North Carolina Department of Environment and Natural Resources (NCDENR), Duplin County is designated as a target local watershed (Figure 6).

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

The town of Warsaw Zoning Map shows this area as highway business and it consists of fast-food restaurants, gas stations, hotels and other service based establishments. Most of the commercial and strip development in Warsaw is located on NC 24 near the I-40 interchange. At the intersection of NC 24 and Old Courthouse Road (SR 1108) is the headquarters of a livestock production company that is the world's largest producer of pork products. This area along NC 24 is expected to grow and will continue to be an employment center for Warsaw. A 0.65% increase in employment is expected over the next 30 years and 85 new jobs are predicted to be created within this time frame along the NC 24 corridor from Sampson County to I-40.

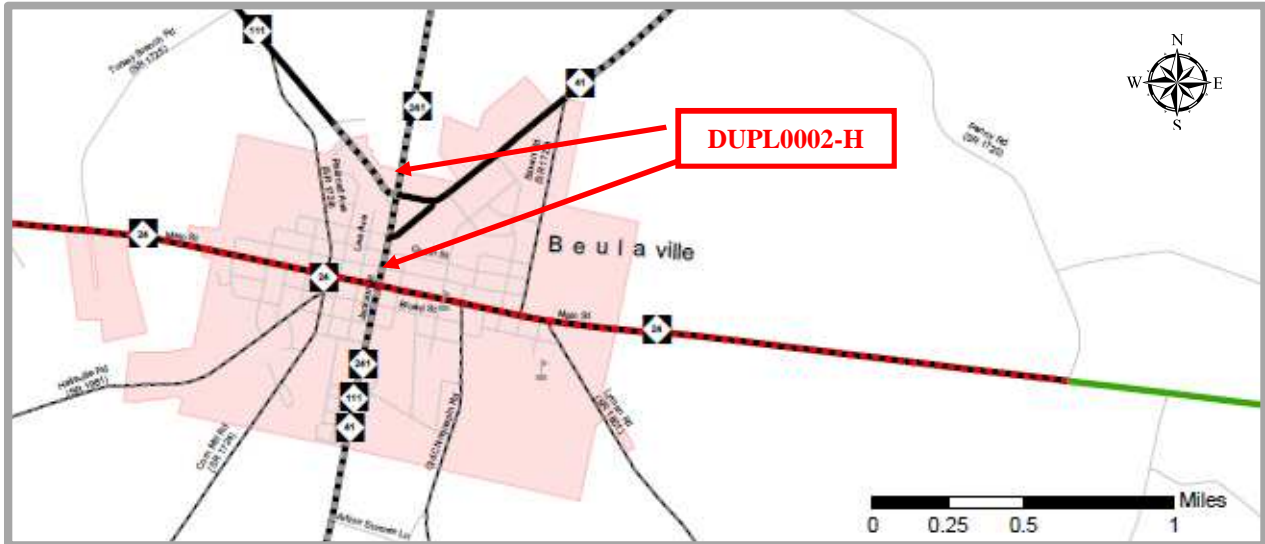
### **Linkages to Other Plans**

This recommendation was included in the Town of Warsaw 2012 Comprehensive Transportation Plan.



## **Multi-modal Considerations**

The town of Warsaw proposes pedestrian and bicycle accommodations for NC 24. There are several businesses and a rest area facility along this corridor. Sidewalks and bicycle lanes are proposed on both sides of the roadway from Duplin/Sampson County Line to just before the I-40 interchange.



### **Identified Problem**

Existing 241 is currently over capacity from NC 24 to NC 41. The primary purpose of this project is to relieve congestion on the existing facility such that a minimum LOS D capacity can be achieved.

### **Justification of Need**

NC 241 is currently a 2-lane section with 12-foot lanes and a center turn lane from NC 24 to NC 41.

By 2045 the facility is projected to be over capacity from NC 24 to NC 111. Volumes are expected to increase from 13,000 vehicles per day (vpd) in 2015 to 17,000 vpd in 2045 compared to LOS D capacity of 12,700 vpd.

NC 241 is a high frequency crash location with a moderate severity index of 2.15 for the period of September 1, 2011 through August 31, 2016. There were a total of 84 crashes and no fatality during this time period. These crashes are due to congestion on NC 241.

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

Due to Beulaville's close proximity to Camp Lejeune, it is expected to experience moderate growth in the future. Being in the southeastern part of Duplin County, overflow growth from the base, as it expands, is expected to impact Beulaville. The military base's proximity does influence traffic in the area due to military's movement of goods and personnel by convoy. This section of NC 24 also experiences much through traffic as it provides access regionally to ports, beaches, towns and cities.

### **CTP Project Proposal**

The proposed project (DUPL0002-H) is to install a 4-lane median divided boulevard from NC 24 to Beulaville Town Limits with appropriate median breaks and traffic signals.

The proposed improvement to NC 241 will help reduce congestion and improve mobility in this area of Beulaville.

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

NC 241 has several businesses with driveway access located directly on the facility. It is one of the major roadways in the town and provides access to East Duplin High School.

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity of target local watershed (Figure 6).

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

The town of Beulaville Future Land Use Plan shows this area as core commercial, regional commercial, community business, agriculture, and conservation.

### **Linkages to Other Plans**

This project proposal is supported by the 2011 Town of Beulaville Comprehensive Transportation Plan.

### **Multi-modal Considerations**

This plan proposes to add sidewalk to both sides of the roadway from NC 24 to the town of Beulaville Town Limits.

### **Intersection of US 117 and Bruce Costin Road (SR 1387), Local ID No. DUPL0003-H (Warsaw)**

The intersection of US 117 and Bruce Costin Road (SR 1387) in Warsaw is a non-signalized intersection with two sets of railroad tracks with crossing gates and a stop bar on Bruce Costin Road (SR 1387) approximately 90 feet from US 117. The setback of the stop bar from US 117 limits sight distance. Approximately 31% of the vehicles on Bruce Costin Road (SR 1387) are trucks according to classification counts taken in 2010 (8% dual axels and 23% tractor trailers).

### **NC 11, Local ID No. DUPL0004-H**

NC 11 from NC 24 Bypass/NC 903 to D.S. Williamson Road (SR 1959) and from Middleton Cemetery Line to NC 50/ NC 24 Business does not meet the current mobility needs in Kenansville. This facility provides mobility to the only hospital in Duplin County, NCDOT Duplin County Maintenance Yard, James Sprunt Community College, Barnwell Asphalt facility, and Duplin County Event Center. The facility is currently 2 lanes from NC 24 Bypass/NC 903 to D.S. Williamson Road (SR 1959) and from Middleton Cemetery Line to NC 50/ NC 24 Business. NC 11 is a 2 lane facility with a center turn lane median from D.S. Williamson Road (SR 1959) to Middleton Cemetery Lane. It is proposed for the facility to include a center turn lane and sidewalk for both sides. The town of Kenansville signed a resolution on April 4<sup>th</sup>, 2016 in support of improvements being made to the corridor to relieve congestion, bottlenecks, and improve safety.

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity of hydrography area, national wetland inventory, and NC Coastal Regional Evaluation of Wetland Significance (Figure 6).

The 2008 Duplin County CTP recommended widening the two and three lane facility to a four lane undivided facility and access management strategies implemented.

### **NC 24 (Main Street), Local ID No. DUPL0005-H**

NC 24 from Sandlin Road (SR 1962) to Penny Road (SR 1720) is expected to operate near capacity by year 2045. The primary purpose of this project is to relieve congestion on the existing facility such that a minimum LOS D capacity can be achieved.

NC 24 is a Major Arterial within Beulaville, Duplin County, and eastern North Carolina. It is heavily used by commuters travelling to Camp Lejeune, Jacksonville, Kinston, Kenansville, and North Carolina beaches. This corridor is also a vital link between the coastal regions of North Carolina and Interstate 40.

NC 24 is currently a 4-lane divided Boulevard facility from the Kenansville Bypass to east of Miller Road (SR 1726) and also from east of Lyman Road (SR 1801) to the Duplin/ Onslow County Line. NC 24 is currently a 5-lane Major Thoroughfare from

east of Miller Road (SR 1726) to east of Lyman Road (SR 1801). The facility's main purpose is to safely improve regional and statewide mobility and connectivity.

In addition to NC 24 being a STC, the facility is expected to be near capacity by the year 2045 within the Beulaville municipal limits. Current traffic volumes along the corridor within the municipal limits are approximately 15,000 vehicles per day (vpd). The capacity of the existing facility is 28,100 vpd. By 2045, traffic is projected to increase 26,400 vpd.

In the 2011 Town of Beulaville CTP, there was a recommendation to have a bypass around Beulaville. On February 5, 2018, the town of Beulaville voted to remove the Beulaville Bypass from the Duplin County CTP. The town of Beulaville is not in support of the Beulaville Bypass. The recommendation was removed from the Duplin County CTP. On May 7, 2018, the town of Beulaville was presented information about the removal Beulaville Bypass and the recommendation of a concrete median. The town expressed that they would like to be involved in the funding and design process of this recommendation in the future.

The project is intended to provide a 4-lane divided Boulevard. This Boulevard will be from near the intersection of NC 24 and Sandlin Road (SR 1962) to near the intersection of NC 24 and Penny Road (SR 1720).

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity of target local watershed, North Carolina Coastal Regional Evaluation of Wetland Significances (NC-Crews), Landscape Habitat Indicator Guilds, and Natural Wetland Inventory (Figure 6).

### **Realignment of Best Road (SR 1380), Local ID No. DUPL0006-H**

The 2007 Duplin County Airport Master Plan identified Best Road (SR 1380) as being in the Runway Protection Zone (RPZ) on the airport layout drawing that was approved by North Carolina Department of Transportation Division of Aviation on February 18, 2008. The RPZ is a trapezoid shaped plane symmetrically center along the extended runway centerline, flaring outwards from a point 200 feet beyond east runway end. The perimeter of this zone as shown on the Duplin County Airport Land Use Ordinance Map figure X requires that Best Road (SR 1380) be relocated in the vicinity.

### **Blackmore Road Extension (SR 1340), Local ID No. DUPL0007-H (Warsaw)**

The town of Warsaw updated their Land Use Plan in 2017 to annex an industrial park area. The proposed project is to extend Blackmore Road (SR 1340) from Penny Branch Road (SR 1341) to NC 24 Business (College Street). The extension of Blackmore Road (SR 1340) will create better access to the industrial park area. It will reduce the amount of trucks driving through downtown Warsaw and the number of turns that the trucks are required to make. The travel time for the trucks getting to the industrial park will be reduced as well.

### **Stokes Road Extension, Local ID No. DUPL0008-H (Kenansville)**

The 2007 Town of Kenansville Land Use Plan identifies the increase of their residential land use. The proposal is to extend Stokes Road from the dead end in Kenan Park to NC 50 (Limestone Road). Stokes Road is currently a 2-lane facility from NC 11/NC 24 BUS/NC 50 to Kenan Park. This extension would serve the neighborhood and reduce congestion along NC 11/NC 24 Bus/ NC 50. Duplin County School buses could use this as a more efficient route to get to Kenansville Elementary School.

### **Minor Widening Improvements**

The following routes are recommended to be upgraded to two 12-foot lanes with paved shoulders to improve narrow lane widths and / or to accommodate bicycles.

- **NC 11, LOCAL ID:DUPL0009- H:** from NC 41 to River Road (SR 1941).
- **NC 11, LOCAL ID:DUPL0010- H:** from Hill Street to NC 903 (Kenansville Bypass).
- **NC 24 BUS/ NC 50, LOCAL ID:DUPL0011-H:** from NC 24 BUS (College Street)/Wards Bridge Road to Lanefield Road (SR 1900).
- **NC 24 BUS, LOCAL ID:DUPL0012- H:** from Pine Street (US 117) to NC 50.
- **NC 41 (Main Street), LOCAL ID:DUPL0013-H:** from US 117 to Southerland Street (SR 1173).
- **NC 41/111, LOCAL ID:DUPL0014- H:** from NC 111 to NC 24 in Beulaville.
- **NC 41, LOCAL ID:DUPL0015- H:** from Brown Road (SR 1722) to Duplin/ Jones County Line.
- **NC 50, LOCAL ID:DUPL0016- H:** from Duplin/ Sampson County Line to NC 403.
- **NC 50 (Memorial Drive), LOCAL ID:DUPL0017-H:** from Pine Street (US 117) to NC 24 BUS/Wards Bridge Road (SR 1300).
- **NC 50 (Limestone Road), LOCAL ID:DUPL0018- H:** from NC 50/NC 11/ NC 903 (Main Street) to NC 24 Bypass.

- **NC 111, LOCAL ID:DUPL0019- H:** from NC 41 to Macon Drive.
- **NC 241, LOCAL ID:DUPL0020- H:** from Duplin/ Lenoir County Line to Beulaville Bypass.
- **NC 403, LOCAL ID:DUPL0021- H:** from Duplin/ Sampson County Line to US 117.
- **NC 903 (Main Street), LOCAL ID:DUPL0022- H:** from Beasleys Road (SR 1104) to Magnolia Town Limits.
- **NC 903 (Main Street), LOCAL ID:DUPL0023- H:** from Magnolia Town Limits to Brooks Quinn Road (SR 1911).
- **Bay Road (SR 1162), LOCAL ID:DUPL0024- H:** from East Avenue (SR 1172) to NC 11.
- **Best Street, LOCAL ID:DUPL0025-H:** from Pine Street (US 117) to Lanefield Road (SR 1900).
- **Bill Sutton Road (SR 1546), LOCAL ID:DUPL0026- H:** from NC 903/ 111 to Duplin/ Lenoir County Line.
- **Blackmore Road (SR 1340), LOCAL ID:DUPL0027-H:** from Penny Branch Road (SR 1341) to Jim Saul Road (SR 1338).
- **Boney Street (SR 1149), LOCAL ID:DUPL0028- H:** from Teachey Town Limits to West Avenue (SR 1149).
- **Bostic Street, LOCAL ID:DUPL0029- H:** from NC 24 to Brown Road (SR 1722).
- **Bowden Road (SR 1301), LOCAL ID:DUPL0030- H:** from US 117 to Kenansville Town Limits.
- **Brown Road (SR 1722), LOCAL ID:DUPL0031- H;** from NC 41 to NC 24.

- **Bruce Costlin Road (SR 1387), LOCAL ID:DUPL0032-H:** from Blackmore Road (SR 1340) to US 117.
- **Calico Bay Road (SR 1149), LOCAL ID:DUPL0033- H:** from Teachey Town Limits to NC 41.
- **Carlton Chapel Church Road (SR 1105), LOCAL ID:DUPL0034-H:** from Buck Hall Creek Road (SR 1112) to Henry Best Road (SR 1110).
- **Carrolls Road (SR 1108), LOCAL ID:DUPL0035-H:** from Sampson County Line to NC 24.
- **Carter Street (SR 1939), LOCAL ID:DUPL0036-H:** from US 117 to Old Wilmington Road (SR 1939).
- **Cavanaugh Street, LOCAL ID:DUPL0037- H:** from Cottle Street to Lee Avenue.
- **Charity Road (SR 1102), LOCAL ID:DUPL0038- H:** from South Street (SR 1102) to US 117.
- **Charity Road (SR 1102), LOCAL ID:DUPL0039- H:** from NC 11 to Pasture Branch Road (SR 1953).
- **Charlie Frederick Road (SR 1113), LOCAL ID:DUPL0040-H:** from Carlton Chapel Church Road (SR 1105) to Perry Rivenbark Road (SR 1107).
- **Claude Scott Road (SR 1903), LOCAL ID: DUPL0041-H:** Lanefield Road (SR 1900) to Johnson Church Road (SR 1107).
- **Corn Mill Road (SR 1724), LOCAL ID:DUPL0042- H:** from Jackson Store Road (SR 1800) to Beulaville Town Limits.
- **Cornwallis Road (SR 1101), LOCAL ID:DUPL0043- H:** from NC 903 to NC 41.
- **Cottle St, LOCAL ID:DUPL0044- H:** from Cavanaugh Street to Lanier Street.



- **Cross Street (SR 1106), LOCAL ID:DUPL0045-H:** from NC 24 BUS (College Street) to Warsaw Town Limits.
- **Deep Bottom Road (SR 1827), LOCAL ID:DUPL0046- H:** from NC 41 to NC 50.
- **East Avenue (SR 1172), LOCAL ID:DUPL0047- H:** from John Deere Road (SR 1172) to Wallace Town Limits.
- **Fire Tower Road (SR 1141), LOCAL ID:DUPL0048- H:** from Rose Hill Town Limits to I-40.
- **Frank Cottle Road (SR 1149), LOCAL ID:DUPL0049- H:** from Wellstown Road (SR 1146) to Teachey Town Limits.
- **Garner Chapel Road (SR 1501), LOCAL ID:DUPL0050- H:** from NC 403 to Woodland Church Road (SR 1501).
- **Hallsville Road (SR 1961), LOCAL ID:DUPL0051- H:** from NC 50 to Corn Mill Road (SR 1724).
- **High School Road (SR 1150), LOCAL ID:DUPL0052- H:** from US 117 to NC 11.
- **Jackson Store Road (SR 1800), LOCAL ID:DUPL0053- H:** from Hallsville Road (SR 1961) to NC 111.
- **John Deere Road (SR 1172), LOCAL ID:DUPL0054- H:** from East Avenue (SR 1172) to US 117.
- **Johnson Church Road (SR 1107), LOCAL ID:DUPL0055-H:** from US 117 to NC 24 BUS/NC 50.
- **Lanefield Road (SR 1900), LOCAL ID: DUPL0056-H:** from NC 24/50 to Warsaw Town Limits.
- **Lanier Street, LOCAL ID:DUPL0057- H:** from Cottle Street to NC 41/111.

- **Lee Avenue, LOCAL ID:DUPL0058- H:** from NC 111 to NC 24.
- **Log Cabin Road (SR 1150), LOCAL ID:DUPL0059- H:** from Cornwallis Road (SR 1101) to Teachey Town Limits.
- **Lodge Street (SR 1150), LOCAL ID:DUPL0060- H:** from West Avenue (SR 1149) to US 117.
- **Lyman Road (SR 1801), LOCAL ID:DUPL0061- H:** from NC 24 to NC 111.
- **McMillan Street (SR 1150), LOCAL ID:DUPL0062- H:** from Cornwallis Road (SR 1101) to West Avenue (SR 1149).
- **Old Chinquapin Road (SR 1802), LOCAL ID:DUPL0063- H:** from NC 24 to NC 41/111.
- **Old Courthouse Road (SR 1108), LOCAL ID:DUPL0064-H:** from NC 24 to Sampson County.
- **Old Wilmington Road (SR 1939), LOCAL ID:DUPL0065-H:** from Carter Street (SR 1939) to NC 11.
- **Pasture Branch Road (SR 1153), LOCAL ID:DUPL0066- H:** from Greenevers Town Limits to NC 50.
- **Penny Branch Road (SR 1341), LOCAL ID:DUPL0067-H:** from Old Courthouse Road (SR 1108) to West Hill Street (Town Limit).
- **Perry Rivenbark Road (SR 1106), LOCAL ID:DUPL0068-H:** from Warsaw Town Limit to US 117.
- **Railroad Street (SR 1152), LOCAL ID:DUPL0069-H:** from Wallace Town Limits to Duplin/ Pender County Line.
- **Railroad Avenue (SR 1724), LOCAL ID:DUPL0070- H:** from NC 24 to NC 111.

- **Raleigh Road (SR 1173), LOCAL ID:DUPL0071-H:** from NC 41 to Rockfish Street.
- **Revelle Road (SR 1305), LOCAL ID:DUPL0072-H:** from Hill Street (Warsaw Town Limit) to Bowdens Road (SR 1301).
- **Ridge Street (SR 1141), LOCAL ID:DUPL0073- H:** from Brices Store Road (SR 1102) to Fire Tower Road (SR 1141).
- **River Road (SR 1941), LOCAL ID:DUPL0074-H:** from NC 11 to east of Mail Route Road (SR 1940).
- **Rockfish Street (SR 1165), LOCAL ID: DUPL0075-H:** from NC 41 to Duplin/Pender County Line.
- **Sam Miller Road (SR 1105), LOCAL ID:DUPL0076-H:** from Henry Best Road (SR 1110) to Stella Street (WarsawTown Limit).
- **South Street (SR 1102), LOCAL ID:DUPL0077- H;** from Rose Hill Town Limits/ Brices Store Road (SR 1102) to Charity Road (SR 1102).
- **Southerland Street (SR 1173), LOCAL ID:DUPL0078-H:** from Rockfish Street to Teachey Road (SR 1163).
- **Stella Street (SR 1105), LOCAL ID:DUPL0079-H:** from NC (College Street) to Warsaw Town Limits.
- **Strokes Street (SR 1301), LOCAL ID:DUPL0080- H:** from Kenansville Town Limits to NC 11/50.
- **Teachey Road (SR 1163), LOCAL ID:DUPL0081-H:** from Railroad Street (SR 1152) to NC 41.
- **Trade Street (SR 1317), LOCAL ID:DUPL0082- H:** from US 117 to NC 403.

- **Tram Road (SR 1500), LOCAL ID:DUPL0083- H:** from Summerlins Crossroads Road (SR 1004) to Woodland Church Road (SR 1501).
- **Wards Bridge Road (SR 1300), LOCAL ID:DUPL0084- H:** from NC 50 to NC 11/ NC 903.
- **Warren Road (SR 1301), LOCAL ID:DUPL0085- H:** from NC 403 to US 117.
- **Wellstown Road (SR 1146), LOCAL ID:DUPL0086- H:** from South Street (SR 1102) to Cornwallis Road (SR 1101).
- **West Avenue (SR 1149), LOCAL ID: DUPL0087- H:** from Boney Street (SR 1149) to Teachey Town Limits.
- **Works Farm Road (SR 1346), LOCAL ID: DUPL0088-H:** from Water Tank Road (SR 1396) to Bowdens Road (SR 1301).
- **Woodland Church Road (SR 1501), LOCAL ID: DUPL0089- H:** from Garner Chapel Road (SR 1501) to NC 903.

## **PUBLIC TRANSPORTATION & RAIL**

A public transportation and rail assessment was completed during the development of the CTP.

Duplin County Public Transportation (D.C.P.T.) provides public transportation for trips to local agencies, medical appointments, individual shopping trips, James Sprunt Community College, senior centers, and other specific locations, Monday through Friday 5:00AM to 5:00PM. D.C.P.T has on demand response services and typical operates nine to ten routes Monday through Thursday and seven routes on Friday. D.C.P.T. has 3 deviated fixed bus throughout Duplin County. The blue line picks up and drops off riders in Chinquapin at the old Chinquapin School, Beulaville National Guard, and Komegay Friendly Mart. The Yellow Line picks up and drops off riders at Piggly Wiggly in Faison and Piggly Wiggly in Warsaw. The Orange Line picks up and drops off riders at the Walmart in Wallace and IGA in Rose Hill.

During the development of the CTP, a new route was identified as strategic new expansions for D.C.P.T. as detailed below.

- **LOCAL ID: DUPL0001- T**: Along US 117 to serve the town of Calypso.

In April 2015, NCDOT released results of a feasibility study that indicated there is interest in a new transit facility to house administration and operations functions. D.C.P.T. has a fleet of 14 handicap accessible vehicles and currently operates from a small office building that is shared with the County's Maintenance Department. The Assistant Director's office serves as a conference room because there is no other meeting space available in the facility. The staff recognizes that it is difficult to hold group meetings, training sessions or confidential meetings with human resources in their current office building. There is limited parking at D.C.P.T. Employees can park in the neighboring lot and risk being towed or park around the corner in on street parking. Knowing where to park is especially confusing for visitors. Due to the space limitations in their current location and no ability to expand, the radio equipment is stored in the basement of the Courthouse. D.C.P.T. local server is located at the Duplin County Department of Water. RouteMatch (trip scheduling software) is run off of a regional server that is located at Eastern Council of Government in New Bern. No space within the D.C.P.T. administrative offices is available to accommodate this equipment. Transit vehicles are stored in an unsecured parking lot behind the Department of Social Services. The vehicles are backed into the standard parking spots. Security is a concern since the parking area is not well-lit, has no fence, and is adjacent to a wooded area. For more information, see the Duplin County Public Transportation Facility Feasibility Study.

Greyhound has a route that goes through Duplin County and makes 3 stops a day in Wallace. Greyhound provides transportation to Wilmington, Goldsboro, and Raleigh daily from Wallace.

CSX Transportation is a Class I railroad operating throughout the eastern United States and specifically within the Warsaw area. It serves approximately two industries; livestock production, and cold food storage. Approximately 90 rail carloads per day enter the Warsaw area with feed to be distributed by truck to the livestock industries. Approximately one to two rail carloads per month are shipped from the cold food storage facility.

The current number of freight trains operating within Duplin County is 22 per day. There are no passenger train operations within Duplin County. There are two proposed Rail Crossings.

In May 2001, NCDOT released results of a feasibility study that indicated there is interest in passenger rail service to and from Wilmington. In July 2005, the department released the results of more detailed studies that identified costs and some needed improvements for re-establishing service to Southeastern North Carolina. The study recommended implementing passenger rail service from Raleigh to Wilmington via Fayetteville and Goldsboro in phases as funding becomes available. Other recommendations included investigating the possibility of commuter service between Selma and Raleigh and working with the State Ports to definite benefits and investments needed to re-establish freight

service between Goldsboro and Wilmington. In order to re-establish freight service between Goldsboro and Wilmington, tracks would need to be replaced between Wallace in Duplin County and Castle Hayne in New Hanover County. The final route for re-establishing passenger rail service to Southeastern North Carolina is not yet determined.

## **BICYCLE**

According to the WalkBikeNC North Carolina Statewide Pedestrian and Bike Plan, bicycling has been part of transportation in North Carolina for more than 100 years. Bicyclists helped champion North Carolina's "Good Roads" movement in the early 1900's. Formal planning for bicycle accommodation in North Carolina began with passage of the Bicycle and Bikeway Act in 1974. The Duplin County CTP will help continue bicycling as an alternative form of transportation.

During the development of the CTP, the bicycle facilities listed below were identified as recommended bicycle routes by the Duplin County CTP Steering Committee. The recommended bicycle map includes several improvements needed to provide adequate, safe, and desirable facilities for use by bicyclists. The bicycle facilities provide connectivity and access to key places in and around the county and municipalities such as schools, park and recreation facilities, retail, grocery, and others.

In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require a minimum 5 foot bike lanes or 14 foot wide shoulder lanes.
- Shoulder sections require a minimum of 4 foot paved shoulder.
- All bridges along the roadways where bike facilities are recommended shall be equipped with 54 inch railings.

It should be noted that the recommended improvements to on-road facilities can include several potential solutions. The improvements can be as minor as installing "Share-the-Road" signs and pavement markings to more major projects such as constructing wide shoulders or bicycle lanes. The following is the list of facilities identified for on-road bicycle improvements, grouped by municipalities. Some recommendations are concurrent with highway and/or pedestrian projects. Refer to CTP mapping (Figure 1, Sheet 4) and Appendix C for more information.

### **NC 24 from Sampson County to I-40, Local ID: DUPL0001-H**

#### **CTP Project Proposal**

On-road bicycle lanes are recommended to be built as part of this recommendation which includes a raised median, 11 foot travel lanes, 5 foot outside bicycle lanes, and sidewalks. This area around the I-40 interchange has several gas stations and restaurants and is a popular destination for residents within the Warsaw planning area as well as people traveling through the planning area. The businesses within the area around the I-40

interchange provide employment, and the addition of bicycle lanes would provide connectivity from the town of Warsaw to this area of employment.

**NC 24 Bus from NC 50 (Memorial Drive) to Lanefield Road (SR 1900), Local ID: DUPL0011-H**

**CTP Project Proposal**

On-road bicycle lanes are recommended to be built as part of the recommendation for (DUPL0013-H) which includes 14 foot travel lanes (to accommodate bicycles), 11 foot middle turn lane, and sidewalks. Bicycle lanes on NC 24 Business would connect to recommended on-road bicycle lanes on NC 50 and subsequently a recommended multi-use path.

**NC 50(Memorial Drive) from Pine Street (US 117) to NC 24 BUS (Wards Bridge Road SR 1300), Local ID: DUPL0017-H**

**CTP Project Proposal**

On-road bicycle lanes are recommended to be built as part of the recommendation for (DUPL0019-H) which includes 11 foot travel lanes, 5 foot outside bicycle lanes, and sidewalks. Bicycle lanes on NC 50 would connect to recommended on-road bicycle lanes on NC 24 Business and subsequently a recommended multi-use path.

**Duplin County**

- **US 117, LOCAL ID: DUPL0001-B:** from US 117 ALT to Warsaw Town Limits.
- **US 117, LOCAL ID: DUPL0002-B:** from West Garfield Street to Southerland Street (SR 1173).
- **US 117 ALT, LOCAL ID: DUPL0003-B:** from US 117 to Rose Hill Town Limits.
- **NC 11/903, LOCAL ID: DUPL0004-B:** from NC 24 to Kenansville Town Limits.
- **NC 11/903, LOCAL ID: R-2204:** from Kenansville Town Limits to Sarecta Road (SR 1700).
- **NC 11/903, LOCAL ID: R-2204:** from NC 111 to Woodland Church Road (SR 1501).
- **NC 24, LOCAL ID: DUPL0005-B:** from I-40 to Routledge Road (NC11/50/903).
- **NC 24, LOCAL ID: DUPL0006-B:** from NC 24 Bypass (Kenansville Bypass) to Sandlin Road.

- **NC 24, LOCAL ID: DUPL0007-B:** from Penny Road (SR 1720) to the Onslow County Boundary.
- **NC 41, LOCAL ID: R-2531:** from Southerland Road (SR 1173) to NC 50.
- **NC 50, LOCAL ID: DUPL0008:** from Routledge Road (NC 11/50/903) to NC 111.
- **NC 111, LOCAL ID: DUPL0009-B:** from Kens Lane to Northern County Boundary.
- **NC 111, LOCAL ID: DUPL0010-B:** from NC 41 to Eastern County Boundary.
- **NC 403, LOCAL ID: DUPL0011-B:** from Faison Town Limits to Summerlins Crossroad (SR 1004).
- **Albritton Street (SR 1316), LOCAL ID: DUPL0012-B:** from Calypso Town Limits to Beautancus Road (SR 1306).
- **Beautancus Road (SR 1306), LOCAL ID: DUPL0013-B:** from Albritton Road (SR 1316) to Short Cut Road (SR 1370).
- **Blizzardtown Road (SR 1702), LOCAL ID: DUPL0014-B:** from Hallsville Road (SR 1961) to NC 11.
- **Bowdens Road (SR 1301), LOCAL ID: DUPL0015-B:** from Herman Taylor Road (SR 1353) to Stokes Street (SR 1301).
- **Fire Tower Road (SR 1141), LOCAL ID: DUPL0048-H:** from Rose Hill Town Limits to Sheffield Road (SR 1915).
- **Fountaintown Road (SR 1715), LOCAL ID: DUPL0016-B:** from NC 111 to NC 24.
- **Hallsville Road (SR 1961), LOCAL ID: DUPL0051-H:** from NC 50 to Jackson Store Road (SR 1800).
- **Herman Taylor Road (SR 1353), LOCAL ID: DUPL0017-B:** from Taylor Town Road (SR 1354) to Bowdens Road (SR 1301).
- **Jackson Store Road (SR 1800), LOCAL ID: DUPL0053-H:** from NC 111 to Hallsville Road (SR 1961).
- **John Rich Road (SR 1908), LOCAL ID: DUPL0018-B:** from US 117 to John Williams Evans Road (SR 1909).
- **John Williams Evans Road (SR 1909), LOCAL ID: DUPL0019-B:** from John Rich Road (SR 1908) to NC 903.



- **Johnson Church Road (SR 1107), LOCAL ID: DUPL0055-H:** from US 117 to Lanefield Road (SR 1900).
- **Lanefield Road (SR 1900), LOCAL ID: DUPL0020-B:** from Johnson Church Road (SR 1107) to Warsaw Town Limits.
- **Lanefield Road (SR 1900), LOCAL ID: DUPL0056-H:** from NC 50 to Warsaw Town Limits.
- **Lyman Road (SR 1801), LOCAL ID: DUPL0021-B:** from Beulaville Town Limits to Edwards Road (SR 1835).
- **Murphy Store Road (SR 1148), LOCAL ID: DUPL0022-B:** from Bay Street (SR 1162) to NC 11.
- **Old Courthouse Road (SR 1108), LOCAL ID: DUPL0064-H:** from County Boundary to Penny Branch Road (SR 1341).
- **Outlaws Bridge Road (SR 1306), LOCAL ID: DUPL0024-B:** from NC 111 to Red Hill Road (SR 1306).
- **Pasture Branch Road (SR 1953), LOCAL ID: DUPL0025-B:** from NC 11 to Greenevers Town Limits.
- **Pasture Branch Road (SR 1953), LOCAL ID: DUPL0066-H:** from Greenevers Town Limits to NC 50.
- **Penny Branch Road (SR 1341), LOCAL ID: DUPL0067-H:** from Old Courthouse Road (SR 1108) to Warsaw Town Limits.
- **Red Hill Road (SR 1306), LOCAL ID: DUPL0026-B:** from Scotts Store Road (SR 1521) to Outlaws Bridge Road (SR 1306).
- **Rosemary Road (SR 1148), LOCAL ID: DUPL0027-B:** from US 117 to Bay Street (SR 1162).
- **Sarecta Road (SR 1700), LOCAL ID: DUPL0028-B:** from NC 11/903 to NC 111.
- **Scotts Store Road (SR 1521), LOCAL ID: DUPL0029-B:** from Scotts Store Road (SR 1521) to Outlaws Bridge Road (SR 1306).
- **Sheffield Road (SR 1915), LOCAL ID: DUPL0030-B:** from US 117 to Fire Tower Road (SR 1141).

- **Short Cut Road (SR 1370), LOCAL ID: DUPL0031-B:** from Beautancus Road (SR 1306) to NC 403.
- **Southerland Road (SR 1173), LOCAL ID: DUPL0032-B:** from Graham Street to Norwood Street (US 117).
- **Summerlins Crossroad (SR 1004), LOCAL ID: DUPL0033-B:** from NC 403 to Tram Road (SR 1500).
- **Taylor Town Road (SR 1354), LOCAL ID: DUPL0034-B:** from US 117 to Herman Taylor Road (SR 1353).
- **Tram Road (SR 1500), LOCAL ID: DUPL0083-H:** from Summerlins Crossroad (SR 1004) to NC 11.
- **W Wards Bridge Road (SR 1300), LOCAL ID: DUPL0084-H:** from NC 50 to Bowdens Road (SR 1301).
- **Williams Road (SR 1701), LOCAL ID: DUPL0035-B:** from Blizzardtown Road (SR 1720) to Sarecta Road (SR 1700).
- **Woodland Church Road (SR 1501), LOCAL ID: DUPL0089-H:** from Tram Road (SR 1500) to NC 11.

#### Town of Beulaville

- **NC 24, LOCAL ID:DUPL0036-B:** from Sandlin Road (SR 1962) to Johnson Street.
- **NC 24, LOCAL ID:DUPL0037-B:** from Brown Road (SR 1722) to Penny Road (SR 1720).
- **NC 41, LOCAL ID:DUPL0038-B:** from NC 241 to Brown Road (SR 1722).
- **NC 41/ NC 111, LOCAL ID:DUPL0014-H:** from Beulaville Town Limits to Quinn Store Road (SR 1804).
- **NC111, LOCAL ID:DUPL0019-H:** from NC 241 to Kens Lane.
- **Bostic Street, LOCAL ID:DUPL0029-H:** from Johnson Street to Brown Road (SR 1722).
- **Brown Road (SR 1722), LOCAL ID:DUPL0031-H:** from NC 41 to NC 24.
- **Cavanaugh Street, LOCAL ID:DUPL0037-H:** from Lee Street 241 to off road facility DUPL0015-B.
- **Cottle Street, LOCAL ID:DUPL0044-H:** from off road facility DUPL0015-B to Lanier Street.

- **Johnson Street, LOCAL ID:DUPL0039-B**: from NC 24 (Main Street) to Bostic Street.
- **Lanier Street, LOCAL ID:DUPL0057-H**: from Cottle Street to NC 41/ NC 111 (Jackson Street).
- **Lee Avenue, LOCAL ID:DUPL0058-H**: from NC 111 to Cavenaugh Street.
- **Lyman Road (SR 1801), LOCAL ID:DUPL0061-H**: from NC 24 to Edwards Road (SR 1835).
- **Old Chinquapin Road (SR 1802), LOCAL ID:DUPL0063-H** from Bostic Avenue to Roland Batchelor Road (SR 1832).
- **New Off Road Facility, LOCAL ID:DUPL0040-B**: from Cavenaugh Street to Cottle Street.

### **Town of Faison**

- **NC 50/ NC 403 (Main Street), LOCAL ID:DUPL0016-H**: from Warren Road (SR 1301) to Fletcher Street.
- **Center Street, LOCAL ID:DUPL0041-B**: from NC 50/ NC 403 (Main Street) to Solomon Street (SR 1329).
- **Solomon Street (SR 1329), LOCAL ID:DUPL0042-B**: from Warren (SR 1301) to Williams Street.
- **Solomon Street (SR 1329), LOCAL ID: DUPL0043-B**: from Faison Town Limits to SW Center Street.
- **Warren Street (SR 1301), LOCAL ID:DUPL0085-H**: from NC 50/ NC 403 (Main Street) to Solomon Street (SR 1329).

### **Town of Greenevers**

- **Pasture Branch Road (SR 1953), LOCAL ID: DUPL0066-H**: from Greenevers Town Limits to Greenevers Town Limits.

### **Town of Kenansville**

- **NC 11/903, LOCAL ID: DUPL0004-H**: from Stokes Street (SR 1301) to Kenansville Town Limits.
- **NC 11/903, LOCAL ID: DUPL0004-H**: from Kenansville Town Limits to Stokes Street (SR 1301).

- **Stokes Street (SR 1301), LOCAL ID: DUPL0080-H:** from NC 903 to Kenansville Town Limits.

#### **Town of Rose Hill**

- **Ridge Street (SR 1141), LOCAL ID: DUPL0073-H:** from US 117 to Rose Hill Town Limits.

#### **Town of Warsaw**

- **NC 24 BUS, LOCAL ID:DUPL0044-B:** from I-40 to Gaston Street (SR 1416).
- **Brighton Street, LOCAL ID:DUPL0045-B:** from NC 50 to East North Street.
- **Chelly Street, LOCAL ID:DUPL0046-B:** from Front Street to North Brighton Street.
- **Cross Street, LOCAL ID:DUPL0047-B:** from Prospect Street to West Hill Street (SR 1340).
- **Dudley Street, LOCAL ID:DUPL0048-B:** from Yancey Street to Gum Street (SR 1346).
- **Front Street (SR 1348), LOCAL ID:DUPL0049-B:** from West Garfield Street to Bruce Costin Road (SR 1387).
- **West Garfield Street, LOCAL ID:DUPL0050-B:** from Front Street (SR 1348) to US 117.
- **Gaston Street (SR 1416), LOCAL ID:DUPL0051-B:** from NC 24 BUS to Prospect Street.
- **Gum Street (SR 1346), LOCAL ID:DUPL0052-B:** from NC 50 to Dudley Street.
- **Hill Street (SR 1340), LOCAL ID:DUPL0053-B:** from Cross Street to Front Street (SR 1348).
- **North Street, LOCAL ID:DUPL0054-B:**from NC 50 to Brighton Street.
- **Prospect Street, LOCAL ID:DUPL0055-B:** from Gaston Street (SR 1416) to Cross Street.
- **Yancey Street, LOCAL ID:DUPL0056-B:** from Hill Street (SR 1340) to Dudley Street.

## **PEDESTRIAN**

In the Statewide Bicycle and Pedestrian Plan, states that North Carolina's vision for walking and biking. "North Carolina is a place that incorporates walking and bicycling into daily life, promoting safe access to destinations, physical activity opportunities for improved health, increased mobility for better transportation efficiency, retention and attraction of economic development, and resource conservation for better environmental stewardship of our state."

The recommended projects on the Duplin County pedestrian map identifies pedestrian improvements such as new sidewalks, improving existing sidewalk facilities by either adding a sidewalk to the other side or filling in gaps, and off-road facilities. The recommended pedestrian projects for Duplin County will aid in meeting North Carolina's vision for pedestrians.

The following is the list of facilities, grouped by municipality, identified for sidewalk improvements. Some recommendations are concurrent with highway and/or bicycle projects. Refer to CTP mapping (Figure 1, Sheet 5) and Appendix C for more information.

### **Town of Beulaville**

- **NC 24, Local ID:DUPL0036-B:** from Turkey Branch (SR 1726) to Beulaville Town Limit.
- **NC 24, Local ID:DUPL0037-B:** add sidewalk to the south side of NC 24 (Main Street) from Beulaville Town Limit to Kennedy Street.
- **NC 24, Local ID:DUPL00037-B:** from Kennedy Street to Wilson Avenue.
- **NC 24, Local ID:DUPL00037-B:** add sidewalk to the south side of NC 24 (Main Street) from Wilson Avenue to Brown Street (SR 1722).
- **NC 24, Local ID:DUPL0037-B:** from Brown Street (SR 1722) to Lyman Road (SR 1801).
- **NC 41, LOCAL ID:DUPL0038-B:** from NC 41/NC 111 (Jackson Street) to Brown Street (SR 1722).
- **NC 41/ NC 111 (Jackson Street), LOCAL ID:DUPL0014-H:** from Rhonda Court to Quinn Street.
- **NC 41/ NC 111 (Jackson Street), LOCAL ID:DUPL0014-H:** add sidewalk to the west side of NC 41/NC 111 (Jackson Street) from Quinn Street to NC 24 (Main Street).

- **NC 41/ NC 111 (Jackson Street), LOCAL ID:DUPL0003-H:** from NC 24 (Main Street) to Church Street.
- **NC 41/ NC 111 (Jackson Street), LOCAL ID:DUPL0003-H:** add sidewalk to the west side of NC 41/NC 111(Jackson Street) from Church Street to Turner Street.
- **NC 111, LOCAL ID:DUPL0019-H:** from Tommy Henderson Lane to NC 41.
- **Bostic Street, Local ID:DUPL0029-H:** from Johnson Street to Brown Street (SR 1722).
- **Broad Street, LOCAL ID: DUPL0001-P:** add sidewalk to the north side of Broad Street from NC 41/ NC 111 (Jackson Street) to Smith Street.
- **Broad Street, LOCAL ID: DUPL0002-P:** from Smith Street to Lyman Road (SR 1801).
- **Brown Road (SR 1722), LOCAL ID: DUPL0031-H:** from NC 24 (Main Street) to NC 41.
- **Crossover Road, Local ID: DUPL0003-P:** from NC 241 to NC 41.
- **Lyman Road (SR 1801), Local ID: DUPL0059-H:** from NC 24 (Main Street) to Beulaville Town Limit.
- **Old Chinquapin Road (SR 1802), Local ID: DUPL0063-H:** from Broad Street to Roland Batchelor Road (SR 1832).
- **Turkey Branch Road (SR 1725), LOCAL ID: DUPL0004-P:** from NC 111 to NC 24.
- **Johnson Street, Local ID: DUPL0039-B:** from Bostic Street to NC 24 (Main Street).
- **Turner Street, Local ID: DUPL0005-P:** from NC 41/ NC 111 (Jackson Street) to Church Street.

#### **Town of Calypso**

- **Trade Street (SR 1317), Local ID: DUPL0006-P:** from US 117 to First Street.

#### **Town of Kenansville**

- **NC 11, Local ID: DUPL00004-H:** from Kenansville Town Limit to Cooper Street.
- **NC 11, Local ID: DUPL0004-H:** add sidewalk to the south side of NC 11 from Stokes Street to Lodge Street.

- **NC 50/ NC 24 Bus (Mallard Street), LOCAL ID: DUPL0007-P:** from Kenansville Town Limits to Moore Street.
- **NC 50/ NC 24 Bus (Mallard Street), LOCAL ID: DUPL0008-P:** add sidewalk to the south side of NC 50/ NC 24 (Mallard Street) from Moore Street to NC 11.
- **NC 50 (Limestone Road), LOCAL ID: DUPL0018-H:** add sidewalk to the west side of NC 50/ NC 24 Bus (Limestone Road) from NC 11 to Kenansville Elementary School driveway.
- **NC 50 (Limestone Road), LOCAL ID: DUPL0018-H:** from Kenansville Elementary School driveway to Kenansville Town Limits.
- **Church Street, Local ID: DUPL0009-P:** from NC 50/ NC 24 (Mallard Street) to NC 11.
- **Seminary Street, LOCAL ID: DUPL0010-P:** add sidewalk to the south side of Seminary Street from Duplin County Health Department driveway to east of Lodge Street.

#### **Town of Magnolia**

- **NC 903 (Main Street), Local ID: DUPL0023-H:** from 0.1 miles east of Treatment Street to Merriman Street.

#### **Town of Greenevers**

- **Charity Road (SR 1102), Local ID:DUPL0011-P:** from Turkey Branch (SR 1726) to Beulaville Town Limit.

#### **Town of Rose Hill**

- **Charity Road (SR 1102), Local ID: DUPL0038-H:** from South Street (SR 1102) to US 117 (Sycamore Street).
- **Jimmy Jerome Park Road, LOCAL ID:DUPL0012-P:** from Lake Tut Road (SR 1146) to end of road.
- **Mallard Alley, LOCAL ID:DUPL0013-P:** from East Main Street to East Church Street.
- **Railroad Street, LOCAL ID:DUPL0014-P:** from Ridge Street (SR 1141) to East Center Street.
- **Railroad Street, LOCAL ID:DUPL0015-P:** from 0.1 miles south of East Church Street to Charity Road (SR 1102).
- **Ridge Street (SR 1141), LOCAL ID:DUPL0073-H:** from North Railroad Street to US 117 (Sycamore Street).

- **South Street (SR 1102), LOCAL ID:DUPL0077-H:** from Lake Tut Road (SR 1146) to Charity Road (SR 1102).
- **Wellstown Road (SR 1146), Local ID: DUPL0086-H:** from South Street (SR 1102) to Rose Hill Town Limits.

#### **Town of Teachey**

- **US 117 (Ramsey Street), Local ID: DUPL0016-P:** from Lodge Street (SR 1150) to Bay Street (SR 1162).
- **Bay Street (SR 1162), Local ID: DUPL0024-H:** from East Avenue (SR 1172) to US 117 (Ramsey Street).
- **East Avenue (SR 1172), Local ID: DUPL0047-H:** from Bay Street (SR 1179) to Lodge Street (SR 1150).
- **High School Road (SR 1150), Local ID: DUPL0052-H:** from US 117 (Ramsey Street)/ Lodge Street (SR 1150) to Annie Faye Norris Lane.
- **Lodge Street (SR 1150), Local ID: DUPL0060-H:** from North East Avenue (SR 1172) to US 117 (Ramsey Street)/High School Road (SR 1150).

#### **Town of Wallace**

- **NC 11, Local ID: DUPL0009-H:** from NC 41 to Wallace Town Limit.
- **NC 41,LOCAL ID:R-2531:** from NC 11 to Tobacco Road.
- **Southerland Street (SR 1173), Local ID: DUPL0076-H:** from East Railroad Street (SR 1152) to College Street.

#### **Town of Warsaw**

- **US 117, Local ID: DUPL0017-P:** add sidewalk to the east side of US 117 from West Garfield Street to NC 24 BUS.
- **NC 24, LOCAL ID: DUPL0001-H:** from I-40 to Sampson County Line.
- **NC 24 BUS, Local ID: DUPL0018-P:** add sidewalk to the south side of NC 24 BUS from 0.2 miles east of Gaston Street (SR 1416) to Front Street (SR 1348).
- **NC 24 BUS, Local ID: DUPL0013-H:** add sidewalk to the north side of NC 24 BUS from South Gum Street (SR 2021) to Pine Crest Drive.
- **NC 24 BUS, LOCAL ID: DUPL0019-P:** from I-40 to 0.2 miles east of Gaston Street (SR 1416).
- **NC 24 BUS, LOCAL ID: DUPL0020-P:** from South Brighton Street to NC 50.



- **NC 24 BUS, LOCAL ID: DUPL0020-P:** from NC 50 to Lanefield Road (SR 1900).
- **NC 50, LOCAL ID: DUPL0017-H:** from Dudley Street to Wards Bridge Road (SR1300).
- **Bay Street, LOCAL ID: DUPL0021-P:** from South Front Street (SR 1348) to US 117.
- **Bay Street, LOCAL ID: DUPL0022-P:** from South Cross Street to South Railroad Street (SR 1116).
- **Bell Street LOCAL ID: DUPL0023-P:** from NC 24 BUS to West Hill Street (SR 1340).
- **Best Street, LOCAL ID: DUPL0024-P:** from US 117 to Lanefield Road (SR 1900).
- **Center Street, Local ID: DUPL0025-P:** add sidewalk to the west side of Center Street from NC 24 BUS to West Plank Street.
- **Cross Street, LOCAL ID: DUPL0026-P:** from West Bay Street to NC 24 BUS.
- **Dudley Street, LOCAL ID: DUPL0027-P:** from Yancey Street to Gum Street (SR 1346).
- **Front Street (SR 1348), Local ID: DUPL0028-P:** add sidewalk to east side of Front Street (SR 1348) from East Chelly Street to Bruce Costin Road (SR 1387).
- **Front Street (SR 1348), Local ID:DUPL0029-P:** add sidewalk to east side of Front Street (SR 1348) from East Bay Street to NC 24 BUS.
- **Gum Street (SR 2021), LOCAL ID: DUPL0030-P:** from East Best Street (SR 1901) to NC 24 BUS.
- **Gum Street (SR 1346), LOCAL ID: DUPL0031-P:** from NC 24 BUS to Plank Road.
- **Gum Street (SR 1346), Local ID: DUPL0032-P:** add sidewalk to the west side of Gum Street (SR 1346) from Plank Street to Hill Street (SR 1347).
- **Gum Street (SR1346), LOCAL ID: DUPL0033-P:** from Hill Street (SR 1347) to East Dudley Street.
- **Hill Street (SR 1347), Local ID: DUPL0034-P:** from US 117 to Center Street.
- **Hill Street (SR 1347), LOCAL ID: DUPL0035-P:** from Frisco Street (SR 1346) to NC 50.
- **Hill Street (SR 1340), LOCAL ID: DUPL0036-P:** from Bell Street to Front Street (SR 1348).

- **Lanefield Road (SR 1900), LOCAL ID: DUPL0037-P:** from Best Street (SR 1901) to NC 50.
- **North Street, LOCAL ID: DUPL0038-P:** from US 117 to NC 50.
- **Plank Street, Local ID: DUPL00039-P:** from Front Street (SR 1348) to US 117.
- **Wards Bridge Road (SR 1300), LOCAL ID: DUPL0084-H:** from NC 50 to Doolittle Street.
- **Yancey Street, LOCAL ID: DUPL0056-B:** from Hill Street (SR 1340) to Dudley Street.

## **MULTI-USE PATH**

The NCDOT envisions that all citizens of North Carolina and visitors to the state should be able to walk and bicycle safely and conveniently to their desired destinations with reasonable access to roadways. On-road bicycle facilities serve a specific purpose, as do sidewalks, but multi-use paths offer a unique combination of the two. They cater to both modes of transportation, while typically offering an off-road, safer, more recreational experience.

The purpose of the recommended multi-use paths in Duplin County is to provide an adequate, safe, and desirable facility that both pedestrians and bicyclists can use for local connectivity within the planning area. Below are the identified multi-use paths recommended by the town of Wallace and the town of Kenansville. Refer to either the Bicycle CTP map (Figure 1, sheet 4) or the Pedestrian CTP map (Figure 1, Sheet 5), and Appendix C for more information.

### **Town of Kenansville**

- **New Facility, LOCAL ID:DUPL0001-M:** from Kenans Park to NC 50/NC 24 Bus (Limestone Road) to link Kenansville Elementary School to Kenans Park.

### **Town of Wallace**

- **NC 41 (Southerland Street), LOCAL ID:DUPL0002-M:** from 0.2 miles west of NC 11 to Teachey Road (SR 1163) to provide access to the future park entrance along NC 41 and connect the commercial district to downtown.
- **Southerland Street (SR 1173), LOCAL ID:DUPL0003-M:** from Teachey Road (SR 1163) to US 117 (Norwood Street) to link the commercial district to downtown.

- **Teachey Road (SR 1163), LOCAL ID:DUPL0004-M**: from Southerland Street (SR 1173) to Bert Powel Lane to provide access to the future park entrance along Teachey Road (SR 1163).
- **Rose Avenue, LOCAL ID:DUPL0005-M**: from NC 41 (Southerland Street) to the end of Rose Avenue to provide access to future park.