



Comprehensive Transportation Plan



Edgecombe County And the Town of Whitakers

January 2011

Comprehensive Transportation Plan

Edgecombe County and the Town of Whitakers

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In Cooperation with: Edgecombe County
Town of Whitakers
Town of Conetoe
Town of Leggett
Town of Macclesfield
Town of Pinetops
Town of Princeville
Town of Sharpsburg
Town of Speed
Town of Tarboro
Upper Coastal Plain Rural Planning Organization
Rocky Mount Urban Area Metropolitan Planning Organization

January 2011

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Transportation Engineer

Executive Summary

In February of 2007, the Transportation Planning Branch of the North Carolina Department of Transportation and Edgecombe County initiated a study to cooperatively develop the Edgecombe County Comprehensive Transportation Plan (CTP), which includes the towns of Conetoe, Leggett, Macclesfield, Pinetops, Princeville, Sharpsburg, Speed, Tarboro, and Whitakers.

Individual studies for the towns of Whitakers and Pinetops were started prior to the Edgecombe County study. These municipal studies were coordinated with the Edgecombe County study and were to be incorporated into the Edgecombe County plan. The plan for Pinetops is incorporated completely into the Edgecombe County plan; however the plan for Whitakers is only partially incorporated. The part of the Whitakers plan that is incorporated into the Edgecombe County study is the part within Edgecombe County. The other part of the Whitakers study is within Nash County, but within the planning jurisdiction of the town of Whitakers only. The town of Whitakers plan became a separate Comprehensive Transportation Plan (CTP) with part of the plan matching the Edgecombe County CTP.

Comprehensive Transportation Plans are long range multi-modal transportation plans that cover transportation needs through 2035. Modes of transportation include: highway, public transportation, rail, bicycle and pedestrian. These plans do not cover standard bridge replacements, routine maintenance, or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of these CTP studies were based on an analysis of the transportation system, environmental screening, and public input. Refer to Figures 1 and 2 for the CTP maps, which were mutually endorsed/adopted in 2010. Implementation of the plans are the responsibility of Edgecombe County, the towns of Conetoe, Leggett, Macclesfield, Pinetops, Princeville, Sharpsburg, Speed, Tarboro, and Whitakers, and NCDOT. Refer to Chapter I for information on the implementation process.

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

Edgecombe County Recommendations

- **NC 33:** Widen NC 33 to a four-lane divided boulevard from US 64 to the Pitt County line.

- **US 64 Alt. (Western Blvd.) and US 258:** Widen US 64 Alt. (Western Blvd.) to a four-lane divided boulevard from NC 122 (Howard Ave.) to NC 111 (W. Wilson St.) Add a median to upgrade US 64 Alt. (Western Blvd.) to a four-lane divided boulevard from NC 111 (W. Wilson St.) to US 64. Widen US 258 to a four-lane divided boulevard from US 64 to Sara Lee Rd. (SR 1344).
- **NC 111 (W. Wilson St.) and NC 111/122:** Widen NC 111 (W. Wilson St.) to a four-lane divided boulevard from US 64 Alt. (Western Blvd.) to NC 122 (McNair Rd.). Widen NC 111/122 to a four-lane divided boulevard from NC 122 (McNair Rd.) to McKendree Church Rd. (SR 1006).
- **New Hope Church Rd. (SR 1408) Realignment:** Construct a new two lane highway from New Hope Church Rd. (SR 1408) to Speights Chapel Rd. (SR 1409).

Town of Whitakers Recommendation

- **US 301:** Widen US 301 to a three-lane facility, including a two-way center turn lane, from the town of Whitakers municipal limits to NC 33 (W. Nash St.).

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I. Recommendations

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

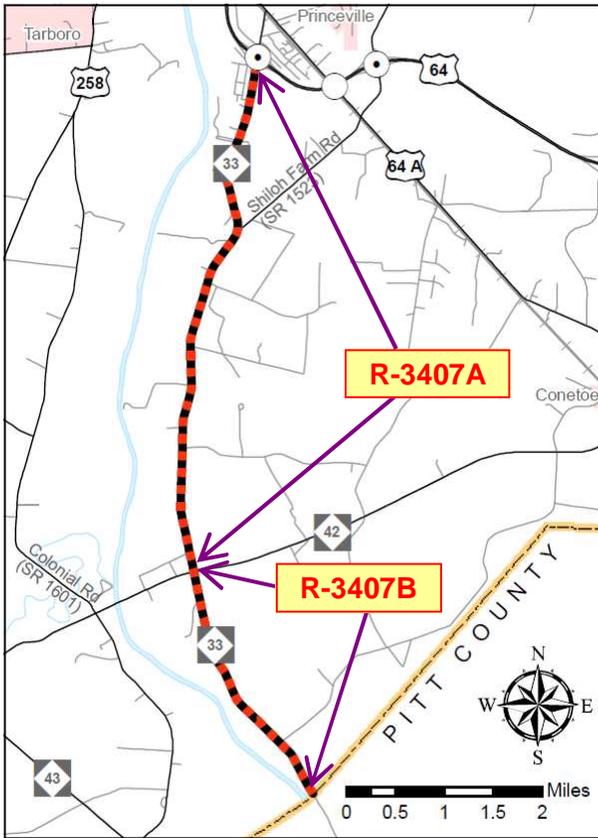
This report documents the development of the Edgecombe County and the Town of Whitakers CTPs as shown in Figures 1 and 2. This chapter presents recommendations for each mode of transportation within Edgecombe County and within the town of Whitakers. For the Edgecombe County CTP study there are no recommendations within the metropolitan area boundary of the Rocky Mount Urban Area Metropolitan Planning Organization (MPO). At the start of the Edgecombe County CTP study, the Rocky Mount MPO was creating a travel demand model for their area to assist in the development of their Long Range Transportation Plan and a future CTP. Edgecombe County agreed to do a study for the county excluding the Rocky Mount MPO's planning area. There were, however, still coordination efforts with the Rocky Mount Urban Area MPO during the Edgecombe County study.

Initially a separate study was to be conducted for the town of Pinetops. Since the county study and the Pinetops study overlapped, the Pinetops study was incorporated into the county study. The town of Whitakers study also coincided with the Edgecombe County study and the analysis and recommendations for the portion of the town of Whitakers within Edgecombe County were conducted together. For the portion of the town of Whitakers within Edgecombe County, the recommendations in the two CTPs are in agreement. The analysis and recommendations for the portion of the town of Whitakers within Nash County was coordinated with the town of Whitakers. See Chapter II and Appendix H for more details on public involvement for these CTPs. Refer to Appendix I for documentation of project alternatives and scenarios that were studied, but are not included in the adopted CTPs.

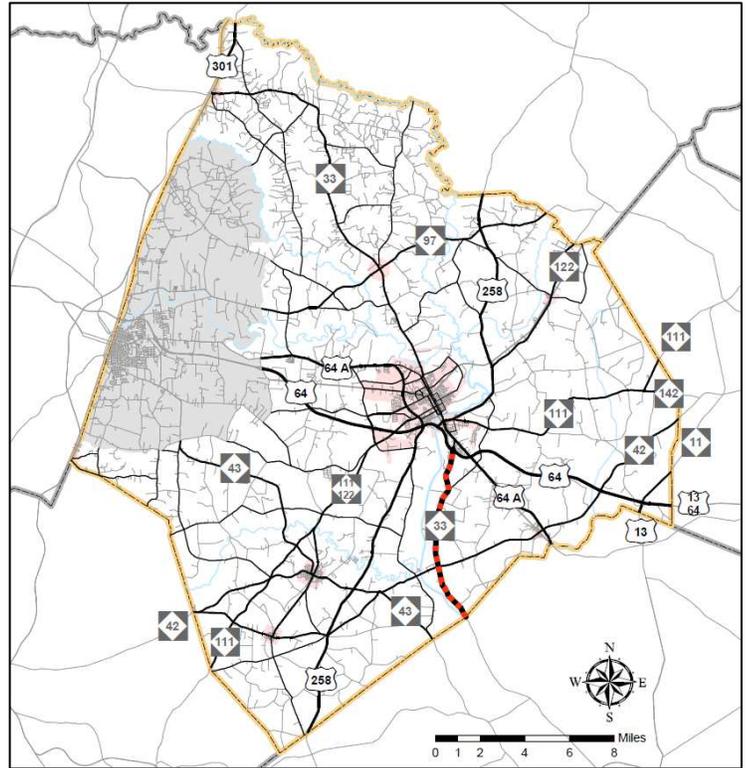
The following are problem statements or project descriptions for each recommendation, organized by CTP modal element. Recommendations were derived from the process of analyzing the existing and future transportation systems within the study areas, which is detailed in Chapter II. Each CTP recommendation is also listed by modal element in the CTP Inventory, Table 5, in Appendix C. Typical cross-sections recommended for each project proposal are illustrated in Figure 10 in Appendix D.

Every recommended project contributes to the vision of a transportation network that improves the quality of life and environment for the residents and users of this network.

The following recommendations contribute by lessening congestion, providing connectivity of bicycle routes, providing better connectivity and mobility through or within the county, or by providing safety with designated pathways for bicyclists and pedestrians. The vision statement and goals for Edgecombe County is presented in Appendix H.



NC 33 Project Location Map



**NC 33 Project Location within Edgecombe
County CTP**

Project Description

This project is identified in the 2009-2015 State Transportation Improvement Program (TIP) as TIP No. R-3407A & B. The project sections are R-3407A from US 64 to NC 42 and R-3407B from NC 42 to NC 222 in Pitt County. There is also a third section R-3407C from NC 222 to US 64 Byp., which is entirely in Pitt County. Improving NC 33 to a boulevard facility will improve safety and capacity, and will provide some access control. It is recommended to:

- Widen NC 33 from US 64 to the Pitt County line from a two-lane facility to a four-lane median divided boulevard facility.
- Provide four-foot wide paved shoulders for bicyclists from US 64 to the Pitt County line. The wide paved shoulders will accommodate bicyclists on the existing NC Bicycling Highway Route 2, Mountains to Sea, which runs along NC 33 between NC 42 and Old River Rd. (SR 1401) in Pitt County.

Purpose

The purpose of the proposed project is to improve the safety and capacity of NC 33 between Tarboro and Greenville (taken from the Environmental Assessment for TIP

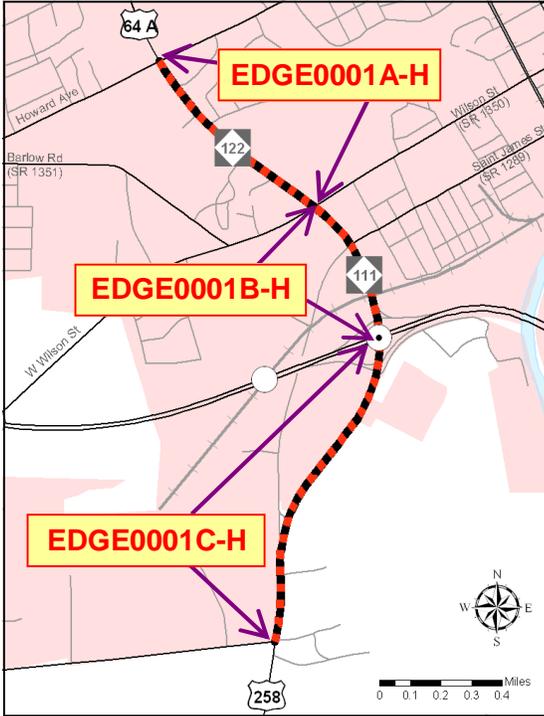
project No. R-3407 dated March 2010). For Edgecombe County residents, Greenville is a major destination for a variety of activities, such as work, shopping and trips to Pitt Memorial Hospital. Widening NC 33 will support a goal of the CTP to improve connectivity between Edgecombe County and Greenville.

- For additional information about this project, including the Purpose and Need, contact NCDOT PDEA.

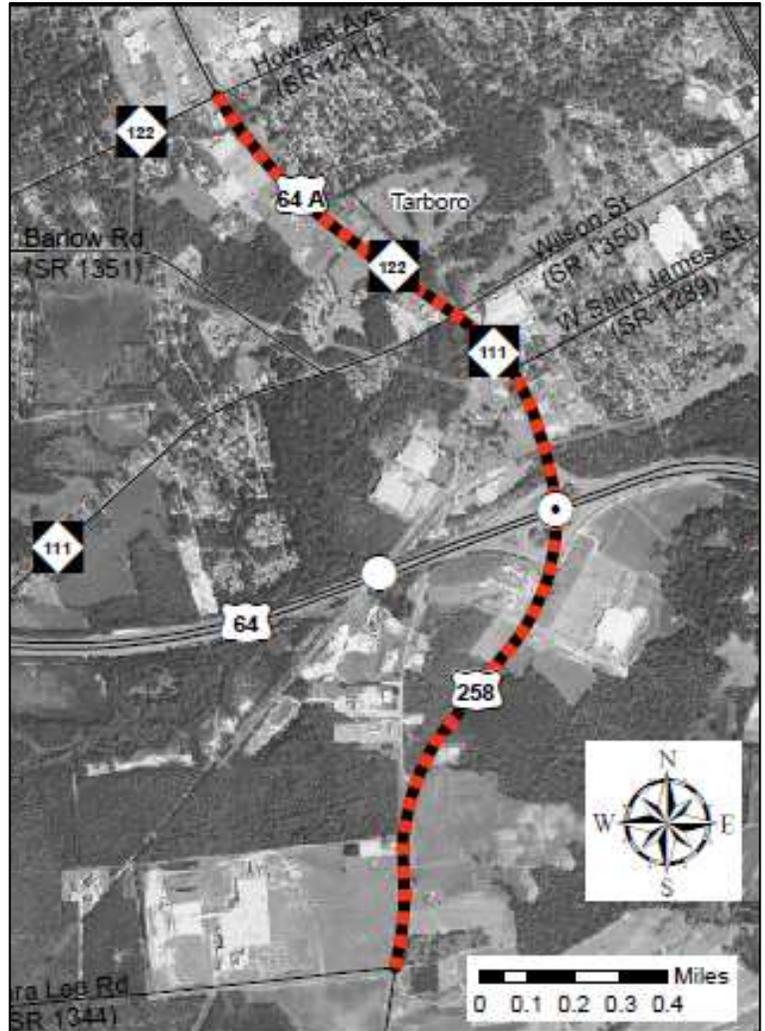
**US 64 Alt. (Western Blvd.) and US 258:
Proposed improvements from NC 122 (Howard Ave.) to Sara
Lee Rd. (SR 1344)**

Local ID: EDGE0001-H

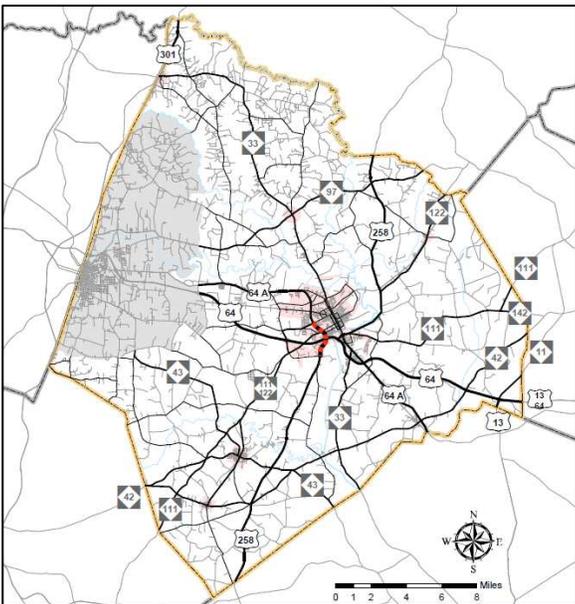
Last updated: 1/24/2011



**US 64 Alt. (Western Blvd.) and
US 258 Project Location Map**



**Aerial of US 64 Alt. (Western Blvd.) and
US 258**



**US 64 Alt. (Western Blvd.) and
US 258 Project Location within
Edgecombe County CTP**

Project Description

US 64 Alt. (Western Blvd.) and US 258 are recommended to be widened to a four-lane divided boulevard facility with raised median or to install a raised median to an existing five-lane section.

- Widen US 64 Alt. (Western Blvd.) from NC 122 (Howard Ave.) to NC 111 (W. Wilson St.) from a three-lane facility to a four-lane median divided boulevard facility.
- Install a median on the five-lane section of US 64 Alt. (Western Blvd.) from NC 111 (W. Wilson St.) to US 64.
- Widen US 258 from US 64 to Sara Lee Rd. (SR 1344) from a two or three-lane facility to a four-lane median divided boulevard facility.
- For all sections of the project, provide bicycle lanes, striping and signage per the 2006 *Town of Tarboro Bicycle Plan*.

Purpose

The primary purpose for improving US 64 Alt. (Western Blvd.) and US 258 to a boulevard facility is to provide access control, improve safety and improve capacity of the existing roadway for the businesses, residences and the school along the route.

- On US 64 Alt. (Western Boulevard), traffic (2035 Design Year) is projected to be 32,700 vehicles per day (vpd) north of NC 111 (W. Wilson St.) and 36,800 vehicles per day south of NC 111 (W. Wilson St.) by Future Year (FY) 2035. To maintain a level of service (LOS) "C," it needs to be improved by year 2035.
- On US 258 south of US 64, traffic is projected to be 24,700 vehicles per day in the three-lane highway section in the municipal limits and 16,300 vehicles per day in the two-lane highway section south of the municipal limits to Colonial Rd. (SR 1601) by FY 2035. In maintaining a LOS "C," the existing facility needs to be improved by year 2035 per the projected traffic.

Additional Information

Existing Conditions

US 64 Alt. (Western Blvd.) is a three to five-lane highway currently serving as a principal arterial for the town of Tarboro. US 258 is a two to three-lane highway currently serving as a minor arterial. This facility serves mostly commercial land uses, but includes many uses such as industrial, residential, and recreational developments. Wal-Mart and Lowes are the two major commercial developments along US 258 and they are located just south of the US 64 interchange. The bridge over US 64 that connects US 64 Alt. (Western Blvd.) to US 258 is classified as functionally obsolete (see Table 7 in Appendix G).

Economic Development Impacts

The proposed improvements will provide better mobility for existing industries and businesses. The Sara Lee Bakery is an existing industry located at the southern end of the section recommended for improvement, which is the intersection of US

258 and Sara Lee Rd. (SR 1344). It is anticipated that the proposed improvements should bring new growth and economic development to the town of Tarboro.

Land Use Impacts

This project may promote the development of the designated growth areas, as identified in the *2008 Tarboro Land Development Plan* and depicted in Sheet 2 of Figure 6, along this facility.

Safety

Improving this facility to a median divided boulevard may provide safer driving conditions. With a median, full movement accesses will decrease and this will lessen the number of conflict points along this facility. Widening will also help alleviate projected traffic congestion.

Bike/Pedestrian/Transit

Bicycle lanes are recommended along this facility per the *2006 Town of Tarboro Bicycle Plan*. No designated bicycle accommodations are currently along this facility. There is no fixed-route transit using this facility. There are no improvements proposed for pedestrian facilities along this facility.

Environmental/Historic Features

There are wetlands and stream crossings along this facility. This facility is also located in a watershed area. A detailed field investigation is recommended prior to construction in this area.

Community Vision and Problem History

This facility is a major commercial area for the town of Tarboro. Improving this section of road improves mobility of traffic and lessens congestion. Lessening congestion should help decrease rear-end crashes along this facility. This project also helps support the community vision of promoting and supporting economic development.

Project History/Relationship to Other Plans

This facility was previously recommended to be a five-lane facility per the *1979 Tarboro-Princeville Thoroughfare Plan*. Initial recommendations were proposed from Sunset Ave. to Wilson St. and then ultimately to the entire length of Western Blvd. (US 64 Alt.) from N. Main St. (SR 1577) to the US 64/258 interchange. However, traffic has shifted from US 64 Alt. (Western Blvd.) as being an alternate route to get through town versus NC 33 (Main St.) to a destination for commercial activities. Commercial activities have increased along this facility in recent years due to new commercial development, especially Wal-Mart and Lowes, south of US 64 on US 258. With a median divided facility, access will be more controlled, safety associated with turning movements should improve and mobility will improve.

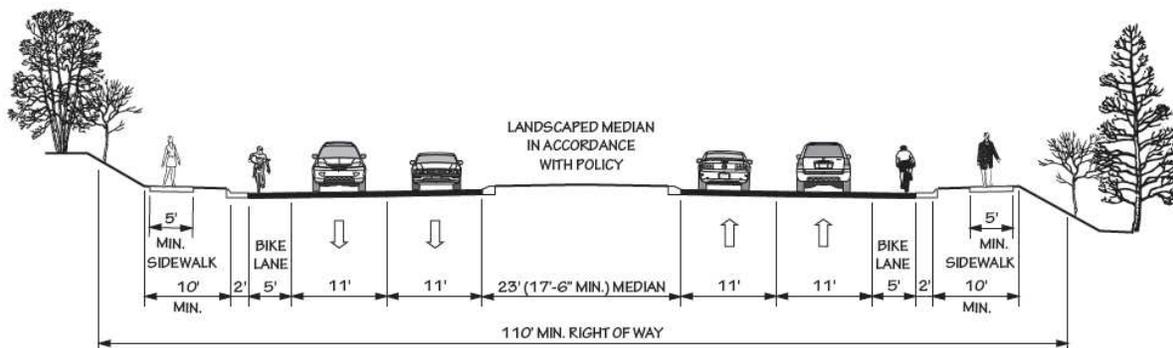
Project Detail Table

Project: US 64 Alt. (Western Blvd.) and US 258	Dist (Mi)	Roadway Width (Ft)	ROW (Ft)	Number of Lanes	Capacity (VPD)	AADT (VPD)
EDGE0001A-H—NC 122 (Howard Ave.) to NC 111 (W. Wilson St.)						
Current Conditions	0.7	33	100	3	19,000	16,000
Future Conditions	0.7	60	110	4 Div.	34,500	32,700
EDGE0001B-H—NC 111 (W. Wilson St.) to US 64						
Current Conditions	0.5	60	110	2	34,400	18,000
Future Conditions	0.5	60	110	4 Div.	34,500	36,800
EDGE0001C-H—US 64 to Sara Lee Rd. (SR 1344)						
Current Conditions	1.1	22-36	100	2-3	9,400-18,300	6,900-9,100
Future Conditions	1.1	60	110	4 Div.	34,500	16,300-24,700

Proposed Cross-Section

4 D

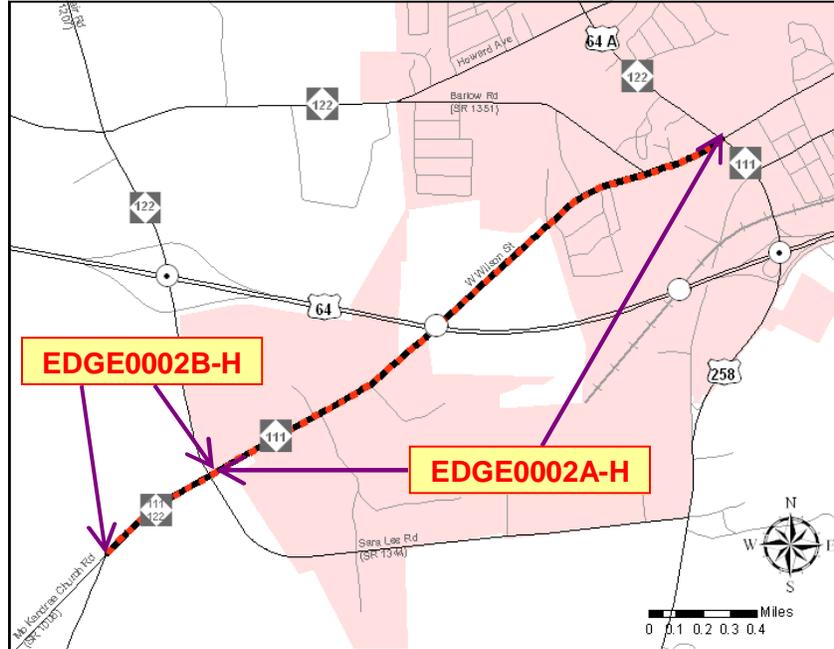
RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



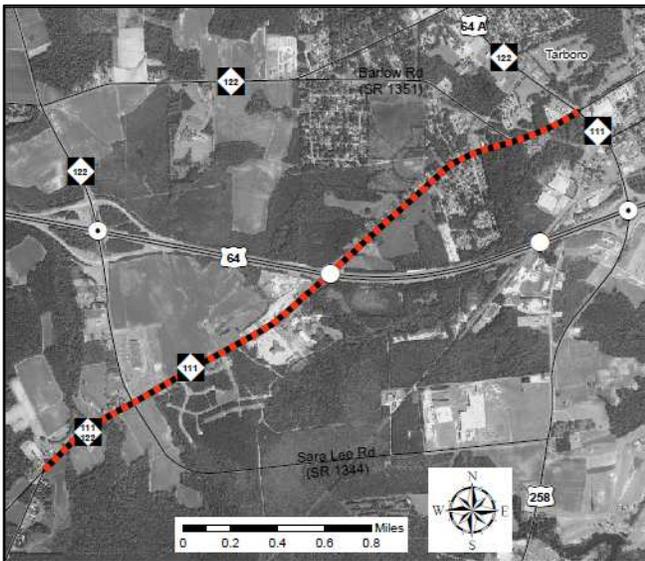
NC 111 (W. Wilson St.) and NC 111/122
Proposed improvements from US 64 Alt. (Western Blvd.) to
McKendree Church Rd. (SR 1006)

Local ID: EDGE0002-H

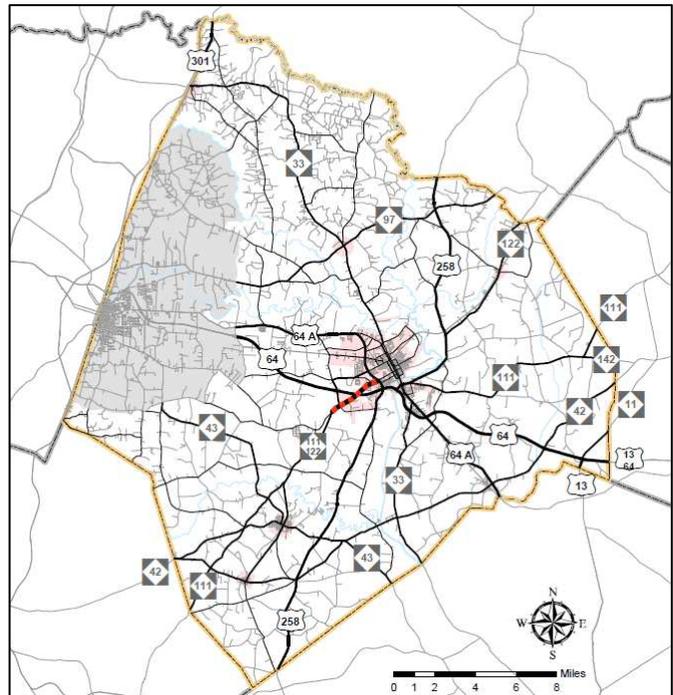
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NC 111 (W. Wilson St.) and NC 111/122 Project Location Map



**Aerial Photo of NC 111 (W. Wilson St.)
and NC 111/122**



**NC 111 (W. Wilson St.) and NC 111/122
Project Location within the Edgecombe
County CTP**

Project Description

NC 111 (W. Wilson St.) and NC 111/122 is recommended to be widened from a two-lane facility to a four-lane divided boulevard facility with raised median.

- Widen NC 111 (W. Wilson St.) from US 64 Alt. (Western Blvd.) to NC 122 (McNair Rd.) to a four-lane median divided boulevard facility. Provide bicycle lanes, striping and signage per the 2006 *Town of Tarboro Bicycle Plan*.
- Widen NC 111/122 from NC 122 (McNair Rd.) to McKendree Church Rd. (SR 1006) to a four-lane median divided boulevard facility. Provide bicycle accommodations.

Purpose

The primary purpose for improving NC 111 (W. Wilson St.) and NC 111/122 to a boulevard facility is to improve capacity of the existing roadway for the industries, residences and the community college along the route.

- Traffic on NC 111 (W. Wilson St.) and NC 111/122 is projected to exceed the capacity of the existing facility with 19,000 to 26,300 vehicles per day east of NC 122 (McNair Rd.) and 21,500 vehicles per day west of NC 122 (McNair Rd.) by FY 2035. In maintaining a LOS "C," the facility needs to be improved by year 2035 per the projected traffic.

Additional Information

Existing Conditions

NC 111 (W. Wilson St.) and NC 111/122 is identified as a minor arterial and major collector on the Federal Functional Classification System. This is a substantial route leading into the town of Tarboro. The facility serves a wide range of land uses including residential, public, institutional, commercial and industrial developments. Edgecombe Community College is located on NC 111 (W. Wilson St.) east of NC 122 (McNair Rd.). The Keihin Carolina Systems Tech is an existing industry located on NC 122 (McNair Rd.) near its intersection with NC 111 (W. Wilson St.).

Economic Development Impacts

The proposed improvements will provide better mobility for existing and future industries. The Keihin Carolina Systems Tech is part of a new industrial park in the northeast quadrant of NC 122 (McNair Rd.) and NC 111 (W. Wilson St.) called the Tarboro Commerce Center. Widening will also provide better capacity, mobility and access for Edgecombe Community College located on NC 111 (W. Wilson St.). It is anticipated that the proposed improvements may enhance economic development opportunities for the town of Tarboro.

Land Use Impacts

This project may promote the build-out of the Tarboro Commerce Center and development of the designated growth areas, as identified in the *2008 Tarboro Land Development Plan* and depicted in Sheet 2 of Figure 6, along this facility.

Safety

Widening NC 111 (W. Wilson St.) and NC 111/122 to a boulevard facility should alleviate projected traffic congestion. Creating a median divided facility should also provide safer driving conditions due to more access control. With a median, full movement accesses will decrease and this will lessen the number of conflict points along this facility.

Bike/Pedestrian/Transit

The 2006 *Town of Tarboro Bicycle Plan* recommends providing bicycle lanes for this facility from NC 122 (McNair Rd.) and to the east. This proposal recommends extending the town's proposed bicycle lanes to McKendree Church Rd. (SR 1006) to provide connectivity to the rural North Carolina Bicycling Highway in the southern part of the county. There is no existing or proposed fixed bus route utilizing this facility. There are no improvements proposed for pedestrian facilities along this facility.

Environmental/Historic Features

There are wetlands and stream crossings along this facility. A county fire tower is located next to the industrial park and it may be impacted. A detailed field investigation is recommended prior to construction in this area.

Community Vision and Problem History

This project helps support the community vision of promoting and supporting economic development and also supports a community goal of improving connectivity between the town of Tarboro and the county. This facility provides access to the community college and industrial park for the town of Tarboro and the county. Improving this section of road will increase mobility of traffic and lessen traffic congestion for the residents and users of this facility.

Project History/Relationship to Other Plans

There is a 2009-2015 State Transportation Improvement Program (TIP) Project, TIP No. U-4424, to widen NC 111 (W. Wilson St.) from US 64 Alt. (Western Blvd.) to NC 122 (McNair Rd.) to three lanes. Projected traffic exceeds the capacity of a three-lane facility by year 2035; however the improvement of this facility to three lanes is an adequate interim solution.

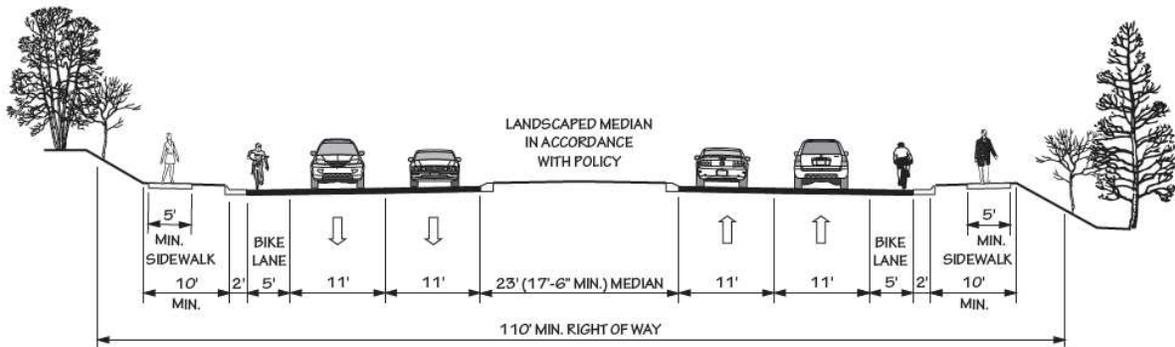
Project Detail Table

Project: NC 111 (W. Wilson St.) and NC 111/122	Dist (Mi)	Roadway Width (Ft)	ROW (Ft)	Number of Lanes	Capacity (VPD)	AADT (VPD)
EDGE0002A-H—US 64 Alt. (Western Blvd.) to NC 122 (McNair Rd.)						
Current Conditions	2.3	24	60	2	9,400-11,100	7,000-9,700
Future Conditions	2.3	60	110	4 Div.	34,500	19,000-26,300
EDGE0002B-H—NC 122 (McNair Rd.) to McKendree Church Rd. (SR 1006)						
Current Conditions	0.5	24	60	2	8,600	7,900
Future Conditions	0.5	60	110	4 Div.	34,500	21,500

Proposed Cross-Section

4 D

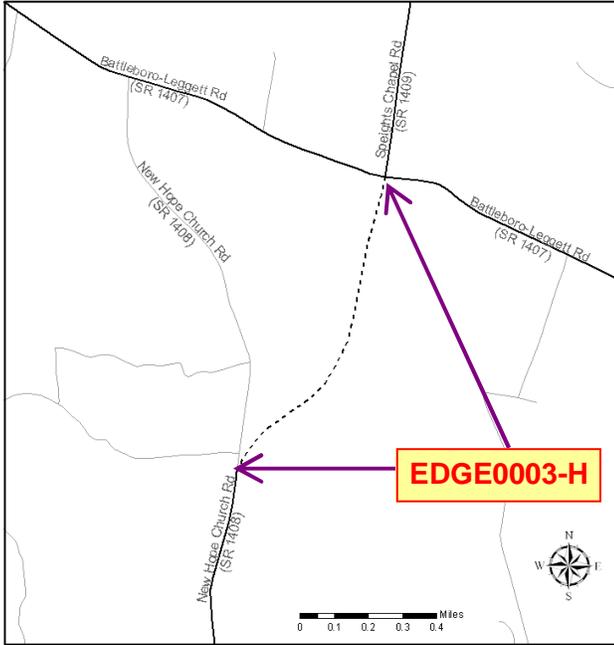
RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



**New Hope Church Rd. (SR 1408) Realignment:
Proposed improvements from New Hope Church Rd. (SR 1408)
to Speights Chapel Rd. (SR 1409)**

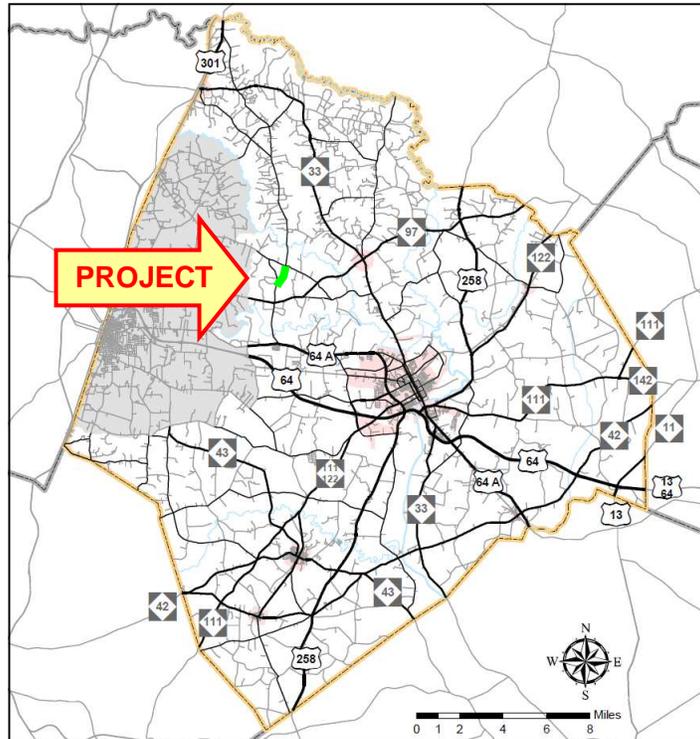
Local ID: EDGE0003-H

Last updated: 1/24/2011



**New Hope Church Rd. (SR 1408)
Realignment Project Location Map**

**Photo looking South on Speights Chapel Rd.
(SR 1409) at Battleboro-Leggett Rd. (SR 1407)**



New Hope Church Rd. (SR 1408) Project Map within the Edgecombe County CTP

Project Description

A new two-lane facility is recommended to be constructed to realign New Hope Church Rd. (SR 1408) to connect to Speights Chapel Rd. (SR 1409). This direct connection will provide better access to US 64 for the northwestern part of the county and will improve mobility in that area of the county.

Purpose

The primary purpose of constructing a new two-lane facility is to provide better access to US 64 for the northwestern part of the county and to improve mobility for the residences in this area.

- On New Hope Church Rd. (SR 1408), the projected traffic (2035 Design Year) is 1,300 to 1,400 vehicles per day. This recommended improvement does not need to be constructed to maintain a LOS “C” by year 2035 per the projected traffic.

Additional Information

Existing Conditions

New Hope Church Rd. (SR 1408) is a two-lane highway currently serving as a major collector for the northwestern rural area of the county. This facility serves mainly residential land use.

Economic Development Impacts

The proposed improvements will provide better mobility and a more direct access for existing residential land uses and future development. The proposed improvements should also encourage new growth and economic development.

Land Use Impacts

The 2008 *Edgecombe County Land Development Plan* shows proposed water mains along this road. When public water lines are installed in the area, some retail growth should occur.

Safety

Only minor safety improvements come from realigning New Hope Church Rd. (SR 1408). The realigning of New Hope Church Rd. (SR 1408) provides the public with less turning movements in getting from the realigned New Hope Church Rd. to Speights Chapel Rd. (SR 1409). Fewer turning movements created by this realignment will decrease the number of conflict points.

Bike/Pedestrian/Transit

There are no bicycle accommodations recommended for this facility. No existing bicycle accommodations are on this facility. No fixed-route transit uses this facility.

Environmental/Historic Features

There are wetlands on both sides of this proposed facility and it is in the water supply watershed protected WS-IV area. It is also near 100-year flood zones. A detailed field investigation is recommended prior to construction in this area. Refer to Appendix I for more information on location constraints due to environmental features.

Community Vision and Problem History

This realignment supports the community goal of creating better connectivity between US 64 and the northern rural parts of the county.

Project History/Relationship to Other Plans

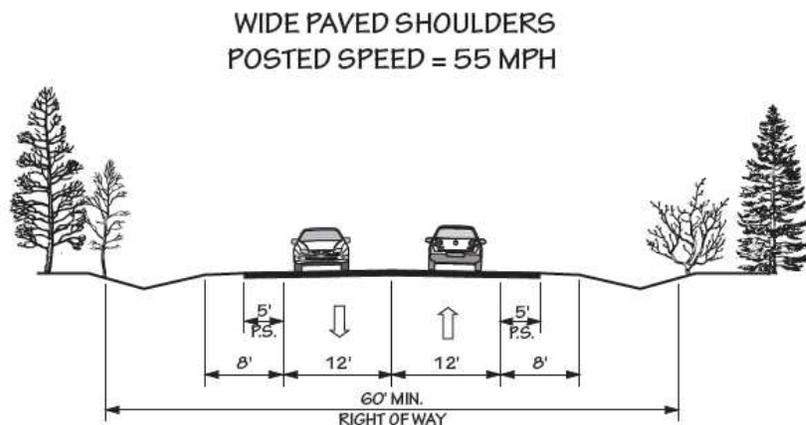
This project is identified in the 1997 *Edgecombe County Thoroughfare Plan* as the extension of Speight’s Chapel Rd. (SR 1409). It is not in the 2009-2015 TIP.

Project Detail Table

Project: New Hope Church Rd. (SR 1408) Realignment	Dist (Mi)	Roadway Width (Ft)	ROW (Ft)	Number of Lanes	Capacity (VPD)	AADT (VPD)
EDGE0003-H—New Hope Church Rd. (SR 1408) to Speights Chapel Rd. (SR 1409)						
Current Conditions (existing facility)	1.0	20	60	2	7,000	940
Future Conditions (new location facility)	1.0	24	60	2	8,600	1,000

Proposed Cross-Section

2 A

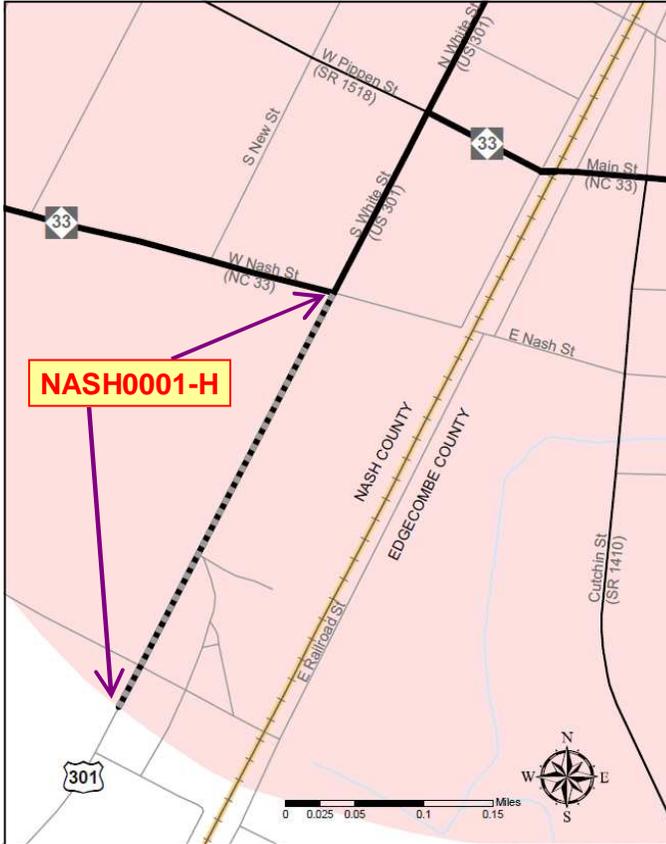


US 301

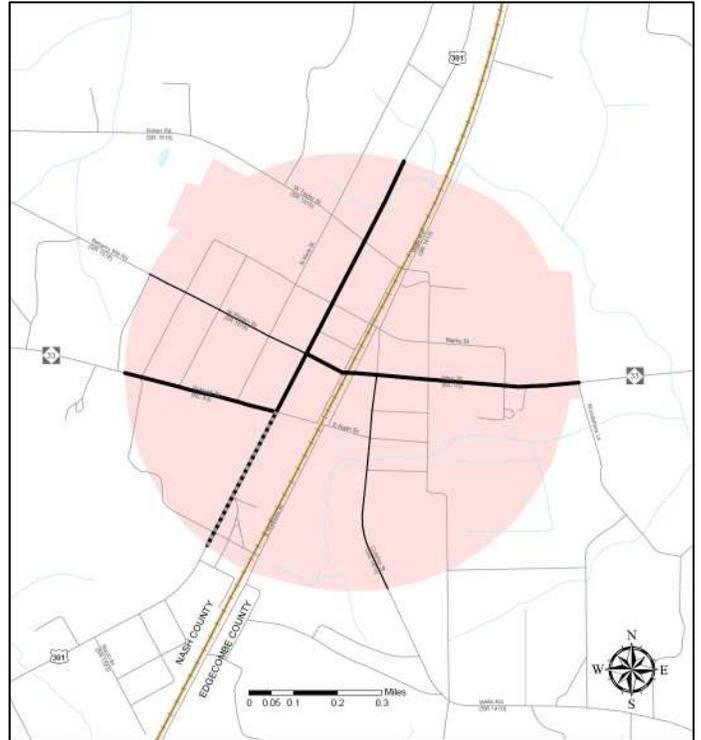
Proposed improvements from the town of Whitakers municipal limits to NC 33 (W. Nash Street)

Local ID: NASH0001-H

Last updated: 1/24/2011



US 301 Project Location Map



US 301 Project Location within the Town of Whitakers CTP



Aerial Photo of US 301

Project Description

US 301 is recommended to be widened from a two-lane facility to a three-lane facility with a two-way center turn lane.

- Widen US 301 from the town of Whitakers municipal limits to NC 33 (W. Nash St.).

Purpose

The primary purpose for improving US 301 to a three-lane facility is to improve capacity of the existing roadway and mobility of traffic for the industry, businesses and residences along this route.

- Traffic on US 301 is projected to exceed capacity with 10,500 vehicles per day by FY 2035. In maintaining a LOS “C,” the facility needs to be improved by year 2035 per the projected traffic.

Additional Information

Existing Conditions

US 301 is identified as a minor arterial on the Federal Functional Classification System, but it functions as a major artery for the town of Whitakers. In front of the Consolidated Diesel Company (CDC), which is at the intersection with Johnston Rd. (SR 1516) south of town, US 301 is a five-lane section. North of the Consolidated Diesel Company, US 301 transitions to a two-lane road up to NC 33 (W. Nash St.). There is a short section just before NC 33 (W. Nash St.) that is three lanes and this supports vehicles turning into the few businesses there. The three-lane section continues north to W. Taylor St. (SR 1519). This facility serves several different land uses including residential, commercial and industrial developments.

Economic Development Impacts

The proposed improvements will provide better mobility of traffic and capacity of the road for existing and future developments. Mobility is very important for the Consolidated Diesel Company (CDC), which is a major employer for the area, but mostly for people who do not live in Whitakers. Most employees commute into CDC and there are also many trucks that bring freight to and from this plant as well. There are other businesses along US 301 inside and outside of town.

Land Use Impacts

This project in conjunction with the *Whitakers 2020 Land Use Plan* may promote some light industrial development along this facility due to improved mobility.

Safety

Widening US 301 to a three-lane facility will alleviate projected traffic congestion and improve traffic operations by separating left turning traffic from through traffic.

Bike/Pedestrian/Transit

There are no bicycle accommodations recommended for this facility. No existing bicycle accommodations are on this facility. No fixed-route transit uses this facility. There are no improvements proposed for pedestrian facilities along this facility.

Environmental/Historic Features

There are wetlands and stream crossings near the recommended improvement. A detailed field investigation is recommended prior to construction in this area.

Community Vision and Problem History

Whitakers is a bedroom community where most of its residents work outside of town, namely in Rocky Mount. US 301 is Whitakers' main artery into Rocky Mount so it is an important facility to maintain mobility. With improving the facility to a three-lane section, the town of Whitakers prefers to keep the existing ROW widths, which range from 60 feet to 200 feet within the Whitakers area, to not disturb the existing homes and business along US 301. This project supports a community goal of improving connectivity between the city of Rocky Mount and the town. However, this improvement is not enough to solve the flooding issues along US 301 south of CDC. Improvements at wetland and stream crossings south of town is vital to the mobility of traffic along US 301 to Whitakers. See Chapter II for more information on the town's environmental concerns.

Project History/Relationship to Other Plans

The project is not in any previous or other transportation plans. The proposed improvement of widening US 301 from the municipal limits of Whitakers to NC 33 (W. Nash St.) is not the entire recommendation. The recommendation in its entirety is to widen US 301 to a three-lane highway from the end of the five-lane section, which is just north of the Consolidated Diesel Company at Johnston Rd. (SR 1516), to NC 33 (W. Nash St.). Refer to Appendix I for more information on the entire recommendation.

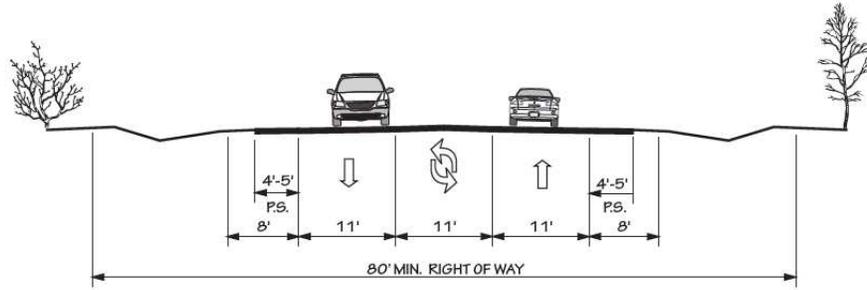
Project Detail Table

Project: US 301	Dist (Mi)	Roadway Width (Ft)	ROW (Ft)	Number of Lanes	Capacity (VPD)	AADT (VPD)
NASH0001-H (Whitakers municipal limits to NC 33 (W. Nash St.))						
Current Conditions	0.3	24	60	2	9,900	6,900
Future Conditions	0.3	36	60-80	3	11,200	10,500

Proposed Cross-Section

3 A

WIDE PAVED SHOULDERS



Other Highway Recommendations

US 64 Alt. between McNair Rd. (SR 1207) and Tarboro, Local ID: EDGE0004-H

US 64 Alt. is projected to be over capacity by the year 2035 from the Rocky Mount planning area boundary to the town of Tarboro municipal limits. The projected traffic (2035 Design Year) is between 11,500 to 10,200 vehicles per day (vpd) for the section of US 64 Alt. from Dunbar Rd. (SR 1252) to the town of Tarboro municipal limits. To decrease projected congestion, it is proposed to improve the two-lane highway to a three-lane facility from McNair Rd. (SR 1207) to Tarboro municipal limits with bicycle accommodations per the 2006 *Town of Tarboro Bicycle Plan*.

US 64 Alt. (S. Main St.)/NC 33 (Main St.) between Walston St. and Albemarle Ave. (SR 1308), TIP No. B-2965

The purpose of this project is to replace Bridge No. 24 and provide improvements along US 64 Alt. (S. Main St.)/NC 33 (Main St.) from south of Walston St. in Princeville to Bridge No. 24 to Albemarle Ave. (SR 1308) in Tarboro. US 64 Alt. (S. Main St.)/NC 33 (Main St.) is strategically important to the overall economy and transportation service between the towns of Princeville and Tarboro, which are separated by the Tar River. Bridge No. 24 is a vital transportation link for vehicles and pedestrians between the two towns. This bridge was considered functionally obsolete and structurally deficient, and has been replaced. Providing a continuous center turn lane along US 64 Alt. (S. Main St.)/NC 33 (Main St.) between Walston St. and the intersection of US 258/NC 111/NC 122 (Mutual Blvd.) and replacing Bridge No. 24 will provide improved traffic operations by separating left turning traffic, such as buses traveling to the Princeville Montessori School located on Walston St. or traffic turning into the Princeville's Government Center, from through traffic. Connectivity between Princeville and Tarboro also will be enhanced (taken from the Finding of No Significant Impact for TIP project No. B-2965 dated October 2007 and the Revised Environmental Assessment for TIP project No. B-2965 dated December 2004). A roundabout is proposed at the intersection of NC 33 (Main St.) and Albemarle Ave. (SR 1308) just north of the new bridge. Bicycle accommodations are also proposed along this facility. This project is near completion. The new bridge structure and road improvements, including the roundabout, are complete at this time; however the old bridge has not been demolished. For additional information about this project, contact NCDOT Project Development and Environmental Analysis Branch (PDEA).

US 64 Alt. (S. Main St.) between Walston St. and Mullins St. (SR 1539), Local ID: EDGE0005-H

US 64 Alt. is currently near capacity and is projected to be over capacity by the year 2035 in the town of Princeville. US 64 Alt. (S. Main St.)/NC 33 (Main St.) is being widened from south of the Tar River bridge, Bridge No. 24, to Walston St. through the TIP project No. B-2965, which is near completion. This project would be an extension of TIP project No. B-2965, which is described above. It is proposed to continue the widening of US 64 Alt. to a three-lane section (S. Main St.) to Mullins St. (SR 1539) near the town of Princeville municipal limits. This recommended improvement would provide

better connectivity, reduce congestion and improve safety for the residents and the businesses along this facility.

US 258 between NC 42 and Sara Lee Rd. (SR 1344), Local ID: EDGE0006-H

US 258 is a two-lane road that serves as a major north-south route in the county. Currently there are approximately 3,000 to 6,900 vehicles per day (vpd). Traffic is expected to increase to approximately 7,100 to 16,300 vpd by the year 2035. It is recommended that this road be widened to 24 feet with paved shoulders and turn lanes where necessary from NC 42 to Sara Lee Rd. (SR 1344) to improve the safety and capacity of this facility. Improving this facility will provide better connectivity between Tarboro, Edgecombe and Pitt Counties, and turn lanes will improve mobility and safety and provide for better quality of life. The improvement of major intersections to include turn lanes was locally identified as being very important.

US 258 between NC 97 and the Halifax County line, Local ID: EDGE0007-H

This two-lane road serves as a major north-south route in the county. Currently there are approximately 3,400 vehicles per day (vpd) on the section between NC 97 and the Halifax County line. This is expected to increase to approximately 7,000 vpd by the year 2035. It is recommended that this road be widened to 24 feet with paved shoulders and turn lanes where necessary to improve the safety and capacity of US 258.

US 13/NC 11, Local ID: EDGE0008-H

In Edgecombe County, US 13 is a four-lane divided rural highway currently serving as a main connection for the town of Bethel to US 64, and NC 11 is a two-lane rural highway. US 13 and NC 11 is a proposed freeway in the Strategic Highway Corridors (SHC) initiative, designated as Corridor 53. The purpose of the SHC initiative is to provide a safe, reliable, and high-speed network of highways that connects to travel destinations throughout North Carolina and to areas just outside the state. Currently there are approximately 7,500 vehicles per day (vpd) on US 13 south of US 64 and 3,600 vpd north of US 64 on NC 11. For US 13, traffic is expected to increase to approximately 17,700 vpd by the year 2035. For NC 11, traffic is expected to increase to approximately 6,400 vpd by the year 2035. The existing facility south of US 64 functions as an expressway and in maintaining a LOS "C" it does not need to be improved by year 2035 per the projected traffic. The existing facility north of US 64 is a rural two-lane highway and in maintaining a LOS "C" it needs some improvement by year 2035 per the projected traffic. US 13 and NC 11 currently serve residential and agricultural developments.

NC 33 between Tarboro and NC 97, Local ID: EDGE0009-H

NC 33 is a two-lane road that serves as a major north-south route in the county. Currently there are approximately 5,200 to 2,900 vehicles per day (vpd) on the section between the town of Tarboro municipal limits and NC 97 through the town of Leggett. This is expected to increase to approximately 10,600 to 5,900 vpd by the year 2035. It is recommended that this road be widened to 24 feet with paved shoulders and turn lanes where necessary to improve the mobility of traffic and the capacity of NC 33.

NC 42/43 and NC 43 between US 258 and the Pitt County line, Local ID: EDGE0010-H

This route when combined with US 258 (Local ID: EDGE0006-H) provides Edgecombe County traffic an alternate route to Greenville versus NC 33. It is very important to the locals to have good access to Greenville since it is a major destination as evident through the Edgecombe County CTP survey (see Appendix H). One of the goals of the plan is to improve connectivity between Edgecombe County and Greenville. Part of this facility is projected to be near capacity and over capacity by the year 2035 with 5,200 vehicles per day (vpd) and 8,400 vpd. It is recommended that this road be widened to 24 feet with paved shoulders and turn lanes where necessary to improve the mobility of this facility and to support the goal of better connectivity with Greenville.

NC 43 between Temperance Hall Rd. (SR 1124) and Faith Baptist Church Rd. (SR 1126), Local ID: EDGE0011-H

From Temperance Hall Rd. (SR 1124) to Faith Baptist Church Rd. (SR 1126), NC 43 is projected to be over capacity by the year 2035 with 8,900 vehicles per day (vpd). NC 43 from Rocky Mount through Pinetops to US 258 is designated as a growth area due to it being a primary route from southeastern Rocky Mount to the Pinetops-Macclesfield area. Just north of this recommendation, NC 43 intersects with Bulluck School Rd. (SR 1006), which is considered an attractable location for retail use growth. This is listed in Table 2 and is illustrated in Figure 8 in Chapter II. As stated in the 2008 *Edgecombe County Land Development Plan*, this crossroad community continues to attract residential development. The area has public water and Bulluck Elementary School is served by public sewer. With the availability of public sewer, this area is likely to continue to attract more dense development. There are two schools near this location; Bulluck Elementary School is on Bulluck School Rd. (SR 1006) and West Edgecombe Middle School is to the north. It is recommended that this road be widened to 24 feet with paved shoulders and turn lanes where necessary to improve the mobility of this facility and its capacity.

NC 97 between Dunbar Rd. (SR 1252) and Leggett, Local ID: EDGE0012-H

From Dunbar Rd. (SR 1252) to the town of Leggett municipal limits, traffic on NC 97 is projected to be near and over capacity with 5,700 vehicles per day (vpd) to 6,900 vpd by the year 2035. NC 97 from Rocky Mount to Leggett is designated as a growth area due to the installation of public water lines. Two schools are located on NC 97; North Edgecombe High School in Leggett and Coker-Wimberly Elementary School located west of town. This area is considered an attractable location for primarily residential growth with some retail use growth at the intersection with New Hope Church Rd. (SR 1408). It is recommended that this road be widened to 24 feet with paved shoulders and turn lanes where necessary to improve the mobility of traffic and the capacity of this facility.

NC 111/122 (Old Saratoga Rd. and Old Tarboro-Pinetops Rd.) between NC 122 to Davistown-Mercer Rd. (SR 1003), Local ID: EDGE0013-H

This two-lane road serves as a major north-south route in the county. From NC 122 to Davistown-Mercer Rd. (SR 1003), traffic on NC 111/122 is expected to exceed capacity

with 6,500 vehicles per day (vpd) by the year 2035. From Davistown-Mercer Rd. (SR 1003) to McKendree Church Rd. (SR 1006), traffic on NC 111/122 is expected to be significantly over capacity with 10,300 to 9,400 vpd by the year 2035. NC 111 is a narrow road from the Pitt County line to NC 122. It is recommended that this road be widened from NC 42 to McKendree Church Rd. (SR 1006) to 24 feet with paved shoulders and turn lanes where necessary to improve the safety and capacity of this facility. Improving this facility will provide better connectivity and will increase the mobility of traffic between the town of Tarboro and the Pinetops-Macclesfield area. Providing turn lanes at major intersections is important to the locals. Improving the facility is important for the Pinetops-Macclesfield growth area as it has been experiencing residential growth and it encompasses significant intersections including NC 111 at NC 42, NC 111 at Temperance Hall Rd. (SR 1124) and NC 111 at NC 43.

NC 122 (McNair Rd.) between US 64 and Howard Ave. Ext. (SR 1208), Local ID: EDGE0014-H

This two-lane road serves as a vital connection to US 64 for western Tarboro. With industries along Anaconda Rd. (SR 1212) which intersects with McNair Rd. (SR 1207) this is the main route for freight by truck to access the industries from US 64. From US 64 to Howard Ave. Ext. (SR 1208), the traffic on NC 122 is expected to be significantly over capacity with 11,700 vehicles per day (vpd) by the year 2035. The existing land use along NC 122 (McNair Rd.) between US 64 to Howard Ave. Ext. (SR 1208) is agricultural use, and this area is designated by the town of Tarboro in their 2008 land development plan to be a growth area. It is recommended that this road be widened to a three-lane facility with a center turn lane to improve traffic's mobility along this facility and its capacity to accommodate existing through traffic and future growth. Bicycle lanes are recommended per the 2006 *Town of Tarboro Bicycle Plan*.

NC 122 (Howard Ave. Ext.) between Howard Ave. Ext. (SR 1208) and Tarboro, Local ID: EDGE0015-H

From Howard Ave. Ext. (SR 1208) to the town of Tarboro municipal limits, the traffic on NC 122 (Howard Ave. Ext.) is expected to be over capacity with 10,800 vehicles per day (vpd) by the year 2035. This facility has mostly agricultural land use with some key facilities such as the fire department and the electric department on the east end just inside the municipal limits. To improve the mobility of traffic on this facility and its capacity, it is recommended that this road be widened to 24 feet with paved shoulders and turn lanes where necessary with bicycle lanes per the 2006 *Town of Tarboro Bicycle Plan*.

NC 122 between US 258 and the Halifax County line, Local ID: EDGE0016-H

NC 122 is frequented by bicyclists and has a bicycle event that connects Tarboro, Princeville and Scotland Neck in Halifax County via NC 122. NC 122 is recommended to be widened to 24 feet with wide paved shoulders to accommodate bicycle use and provide wider travel lanes for motorists. With the recommended widening, connectivity will be enhanced between the northeastern part of the county and Tarboro, especially in conjunction with the Daniel St. Ext. (SR 1537) TIP project U-3826 detailed below.

Daniel St. Ext. (SR 1537), TIP No. U-3826

Daniel St. (SR 1537) is an existing two-lane road in the town of Tarboro on the east side of NC 33 (N. Main St.) that has a couple industrial developments. This road is to be extended from its terminus at Baker St. (SR 1518) eastward over the Tar River with a new bridge to the junction of US 258 and NC 122. The primary purpose of this new facility is to reduce the number of trucks traveling through downtown Tarboro and to reduce the travel distance between northeast Tarboro and routes US 258 and NC 122 to provide a more direct crossing of the Tar River. There are other benefits to this new facility such as potentially boosting the local economy through improved access to Tarboro from a major transportation corridor including US 258 and NC 122 (taken from the Environmental Assessment for TIP project No. U-3826 dated November 2003). This project will also improve access to Heritage Hospital in Tarboro, which was locally identified as being very important. This project is currently being constructed. For additional information about this project, contact NCDOT Project Development and Environmental Analysis Branch (PDEA).

S. Fountain Rd./S. Railroad St. (SR 1109) and Otter Creek Church Rd. (SR 1102), Local ID: EDGE0017-H

This route serves as an extension of NC 122 that ends at NC 124 (Green St.) in the town of Macclesfield. It is not designated as a primary route due to the below standard pavement width and structure. This extension would create back-to-back turns in the route at NC 124 if designated as NC 122. This could create problems such as a shift of traffic from S. Railroad St. (SR 1109) onto 2nd St. which is a substandard, residential, town street that connects NC 122 with S. Railroad St. (SR 1109). However the locals utilize S. Railroad St. (SR 1109) to S. Fountain Rd. (SR 1109) to Otter Creek Church Rd. (SR 1102) as their primary route to connect to US 258 in Pitt County. This facility needs to be upgraded to standard pavement structure and width and with paved shoulders to better accommodate existing and future traffic.

McKendree Church Rd. (SR 1006), Local ID: EDGE0018-H

McKendree Church Rd. (SR 1006) is a twenty-foot, two-lane road that currently carries approximately 2,000 vehicles per day (vpd) between NC 111/122 and Kent Rd. (SR 1209). Traffic is expected to increase to approximately 4,200 to 4,900 vpd by the year 2035. It is recommended that this road be widened to 24 feet with wide paved shoulders to improve the mobility of traffic, the capacity of this facility and to accommodate bicycle use (Local ID: EDGE0022-B).

McNair Rd. (SR 1207), Local ID: EDGE0019-H

McNair Rd. (SR 1207) is a two-lane road that serves as a vital connector between US 64 Alt. and US 64, the main artery for the county. The closest connector to US 64 to the west is approximately 4 miles. With industries along Anaconda Rd. (SR 1212), which intersects with McNair Rd. (SR 1207), this is the main route for freight by truck to access the industries from US 64 and US 64 Alt. It is recommended that this road be widened to 24 feet with wide paved shoulders for bicycle accommodations to improve the mobility of traffic along this facility and its connectivity.

Public Transportation and Rail Recommendations

There are no Public Transportation and Rail recommendations at this time.

Bicycle Recommendations

Town of Tarboro Bicycle Plan Routes, Local ID: EDGE0020-B

The town of Tarboro's bicycle plan routes are scheduled for a feasibility study in the Transportation Improvement Program, TIP No. EB-5105. The *Town of Tarboro Bicycle Plan* of 2006 was studied and created cooperatively by many local parties along with NCDOT. The bicycle route recommendations from that plan were incorporated into the Edgecombe County CTP. Many major routes within the town of Tarboro are proposed to be improved to provide bicycle lanes or pavement markings and signage. Minor routes are proposed to be signed only with no need for bicycle lanes or pavement markings.

N.C. Bicycling Highway Route 2, "Mountains to Sea," Local ID: EDGE0021-B

NC 42, Colonial Rd. (SR 1601), Davistown-Mercer Rd. (SR 1003), and Suggs Rd. (SR 1603) are two-lane roads that serve as part of the North Carolina Bicycling Highway Route 2, "Mountains to Sea Route," along with NC 33 (see Problem Statement for NC 33, TIP No.: R-3407B) within Edgecombe County. The "Mountains to Sea Route" is an east-west route within the southern part of the county connecting Wilson and Pitt Counties. Currently there are approximately 440 to 2,000 vehicles per day (vpd) on these roads. Traffic is expected to increase to approximately 600 to 4,800 vpd by the year 2035. It is recommended that these narrow roads be widened to 24 feet with wide paved shoulders from the Wilson County line to NC 33 to improve safety for bicycle traffic and to encourage bicycle use.

Jenkins Farm Rd. (SR 1130) and McKendree Church Rd. (SR 1006), Local ID: EDGE0022-B

With the 2006 *Town of Tarboro Bicycle Plan* routes and the N. C. Bicycling Highway Route 2 in the southern part of the county, there is a need for connectivity. In connecting these routes, it was important to consider roads that did not have a large amount of traffic and a route that would connect to Edgecombe Community College on NC 111 (W. Wilson St.). It is recommended that these narrow roads, McKendree Church Rd. (SR 1006) and Jenkins Farm Rd. (SR 1130), be widened to 24 feet with wide paved shoulders from Kent Rd. (SR 1209) to Davistown-Mercer Rd. (SR 1003) to improve safety and connectivity for bicycle traffic.

Greenway Connection Trail, Local ID: EDGE0023-B

To improve connectivity of the off-road bicycle (or greenway) paths in the 2006 *Town of Tarboro Bicycle Plan*, an off-road bicycle path is recommended to connect River Dr. to E. Saint James St. along the existing canal. This proposed trail creates continuity between the off-road greenway paths along the east side of Tarboro.

Pedestrian Recommendations

NC 42/43 (E. Hamlet St.) Crosswalk, Local ID: EDGE0024-P

The existing facility is a two-lane road with turn lanes at major intersections. This is a major route through the town of Pinetops and the town staff expressed a concern about safety of pedestrians along NC 42/43 (E. Hamlet St.), particularly near town hall. Due to heavy truck traffic travelling at high speeds through town along this facility, there was a concern about pedestrians crossing the street. Currently there are approximately 6,700 vehicles per day (vpd) on this road. Traffic is expected to increase to approximately 10,300 vpd by the year 2035. A pedestrian crosswalk, with pavement markings and signage is recommended across NC 42/43 (E. Hamlet St.). Refer to Appendix J for more detailed information.

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 Comprehensive Transportation Plan should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards, the citizens of Edgecombe County and the citizens of the towns of Conetoe, Leggett, Macclesfield, Pinetops, Princeville, Sharpsburg, Speed, Tarboro and Whitakers. 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 Upper Coastal Plain RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on 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 the North Carolina Department of Transportation share the responsibility for access management and the planning, design and construction of the recommended projects.



Edgecombe County
North Carolina

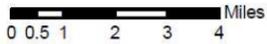
**Comprehensive
Transportation Plan**

Plan date: November 10, 2008

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

Legend

	Schools
	Railroad
	Roads
	Rivers and Streams
	Airports
	County Boundary
	Municipal Boundary
	Metropolitan Planning Boundary

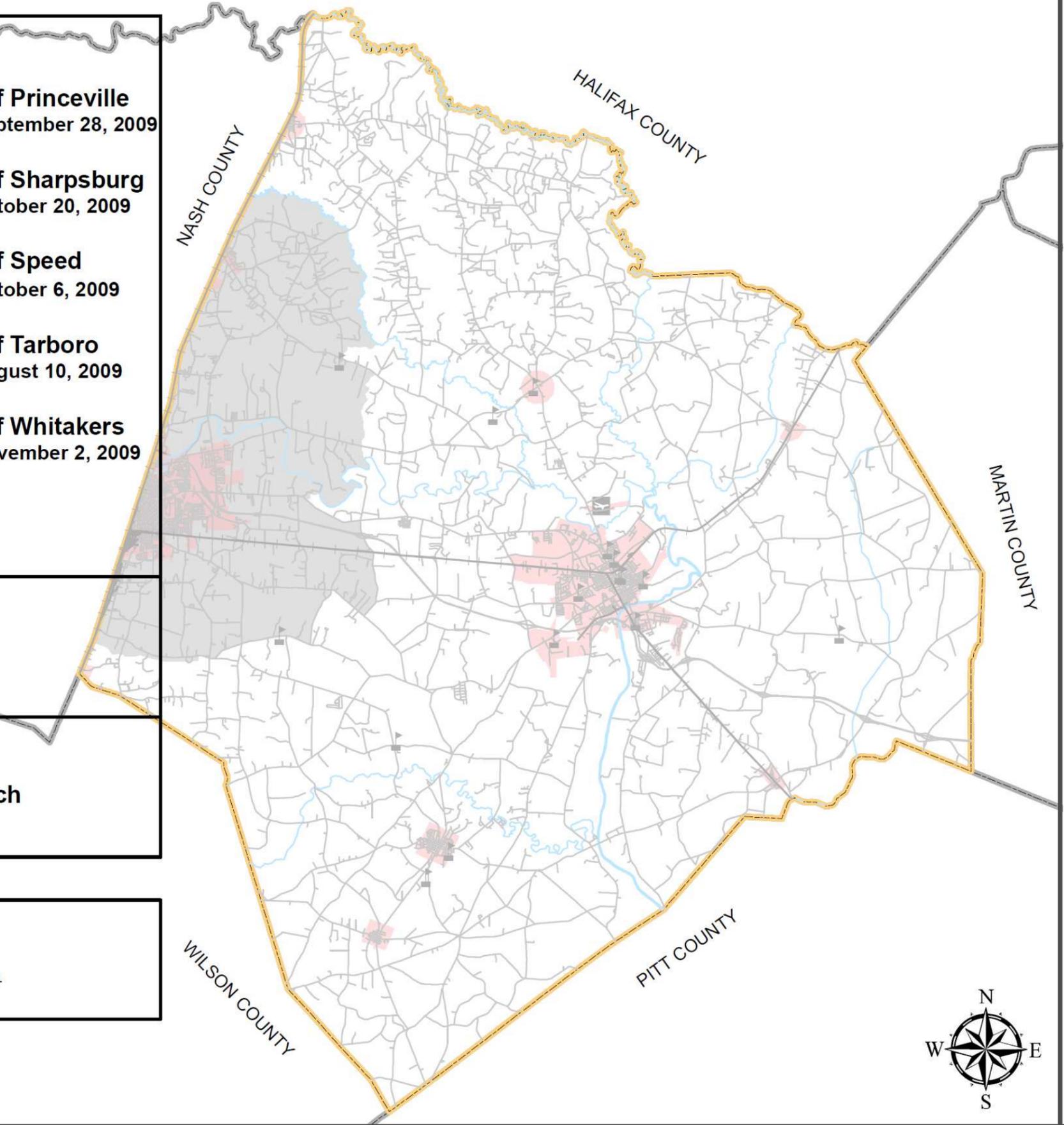


Sheet 1 of 5

Figure 1 –
Sheet 1

Base map date: May 2008

Refer to CTP document for more details



Adopted by:

Edgecombe County Date: September 8, 2009	Town of Princeville Date: September 28, 2009
Town of Conetoe Date: September 8, 2009	Town of Sharpsburg Date: October 20, 2009
Town of Leggett Date: September 14, 2009	Town of Speed Date: October 6, 2009
Town of Macclesfield Date: September 14, 2009	Town of Tarboro Date: August 10, 2009
Town of Pinetops Date: September 1, 2009	Town of Whitakers Date: November 2, 2009
NCDOT Date: March 4, 2010	

Endorsed by:

Upper Coastal Plain RPO
Date: January 13, 2010

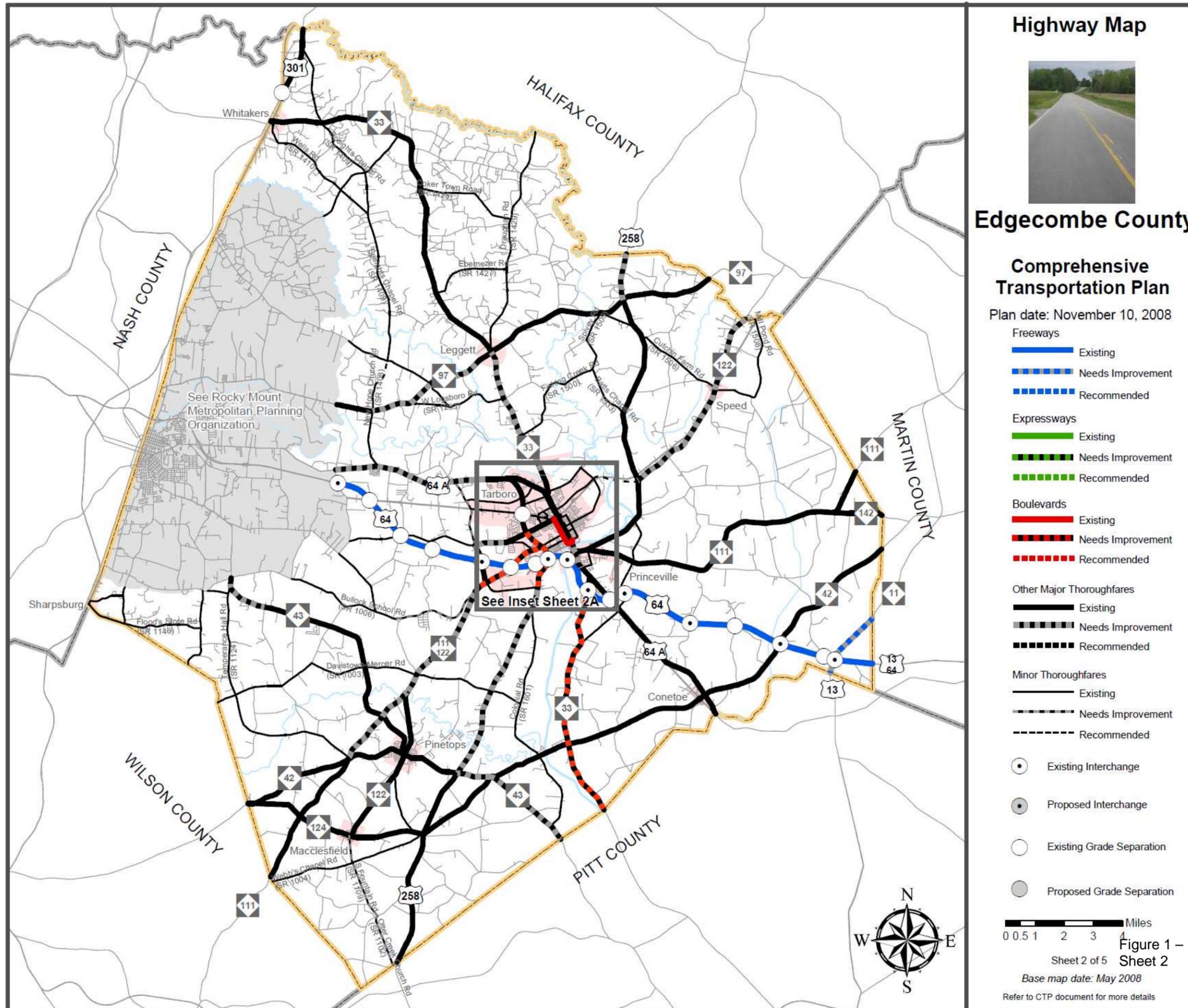
Recommended by:

Transportation Planning Branch
Date: January 26, 2010

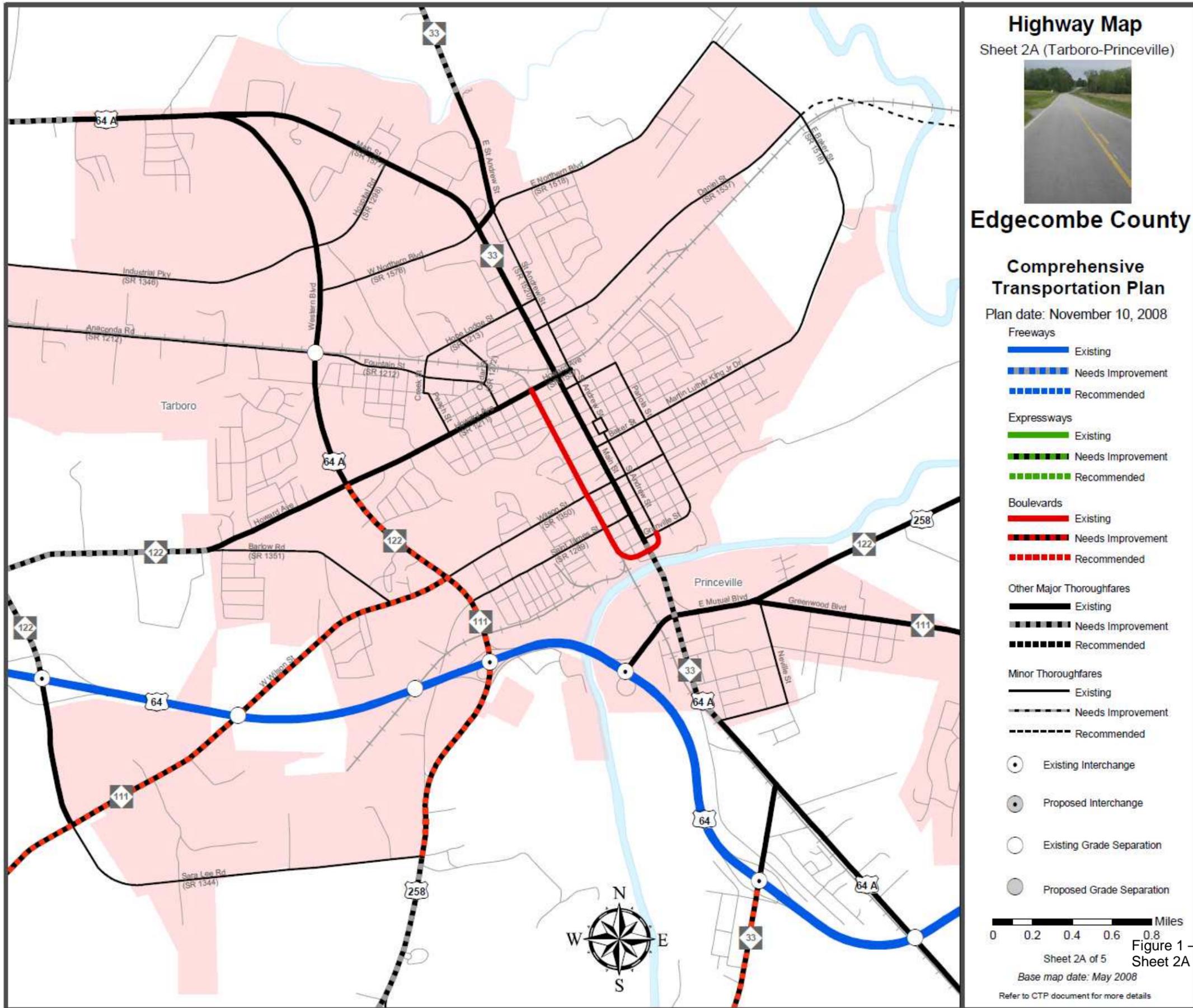
NOTES:

Format for Sheet 5 Pedestrian map is pending.

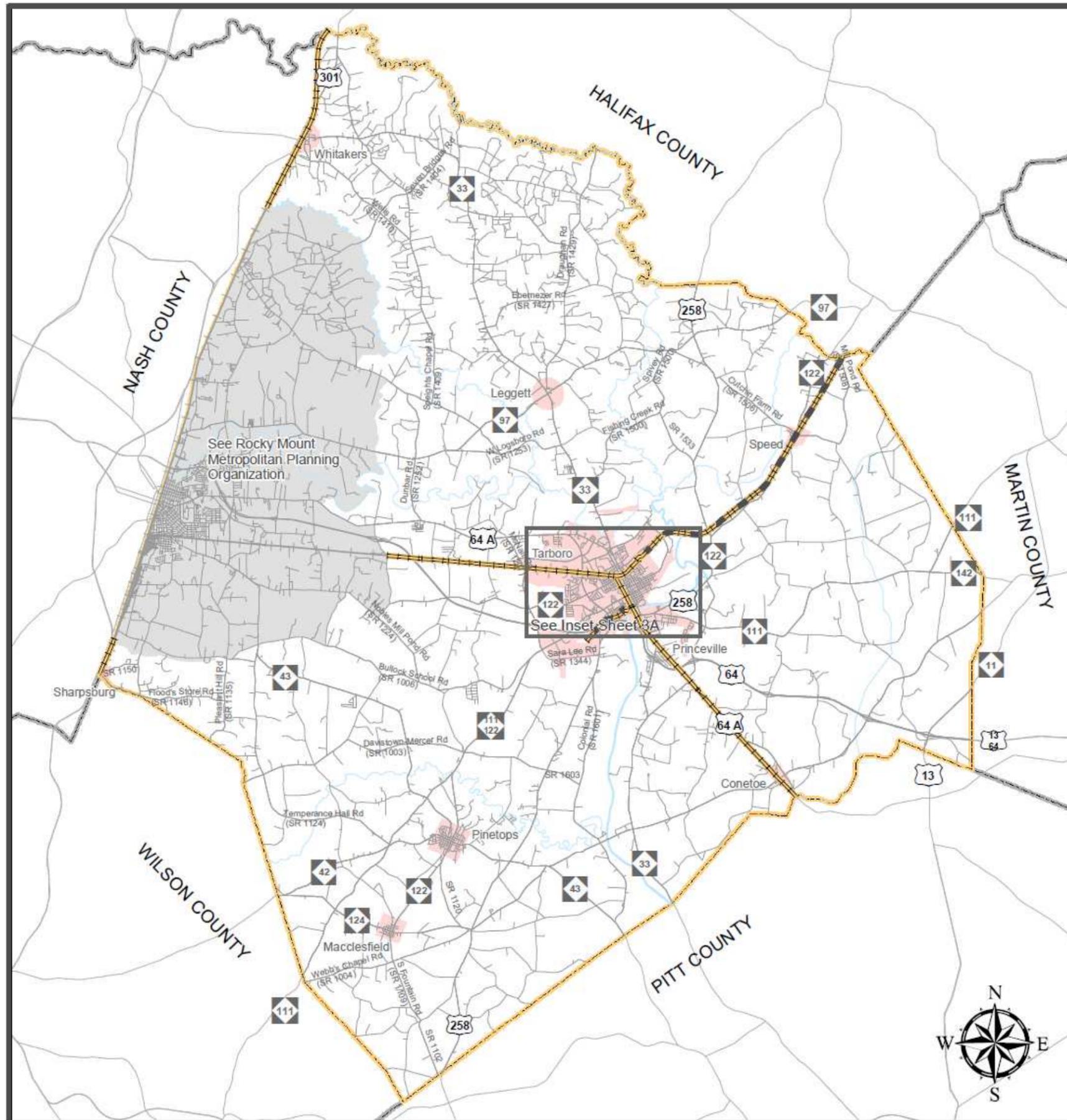
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Public Transportation and Rail Map



Edgecombe County

Comprehensive Transportation Plan

Plan date: November 10, 2008

- Bus Routes**
 - Existing
 - Needs Improvement
 - Recommended
- Fixed Guideway**
 - Existing
 - Needs Improvement
 - Recommended
- Operational Strategies**
 - Existing
 - Needs Improvement
 - Recommended
- Rail Corridor**
 - Active
 - Inactive
 - Recommended
- High Speed Rail Corridor**
 - Existing
 - Recommended
- Rail Stops**
 - Existing
 - Recommended
- Intermodal Connector**
 - Existing
 - Recommended
- Park and Ride Lot**
 - Existing
 - Recommended

0 0.5 1 2 3 4 Miles



Figure 1 –
Sheet 3 of 5
Sheet 3
Base map date: May 2008
Refer to CTP document for more details

Back of Figure

**Public Transportation
and Rail Map**
Sheet 3A (Tarboro-Princeville)



Edgecombe County

**Comprehensive
Transportation Plan**

Plan date: November 10, 2008



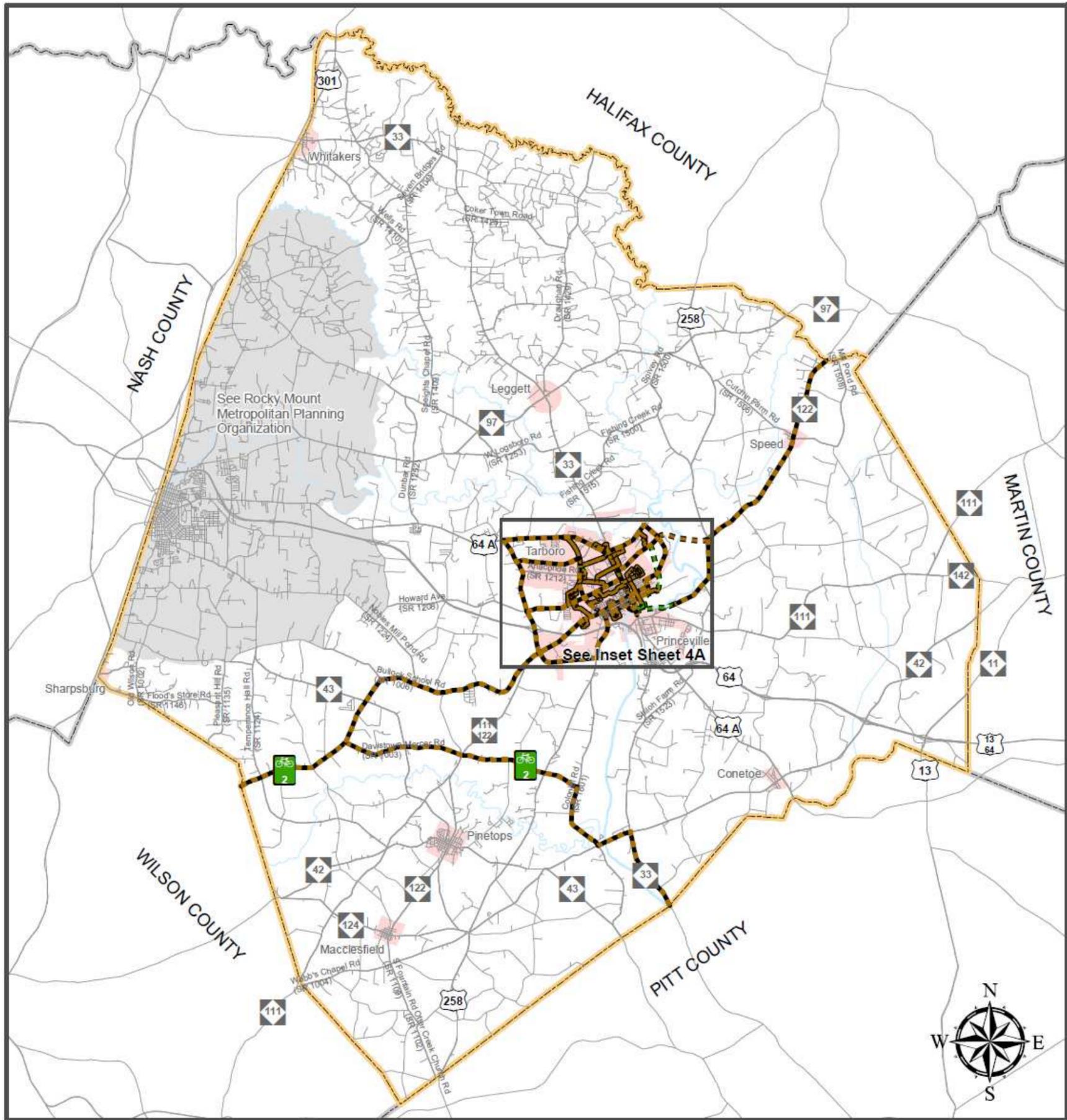
- Bus Routes**
 - Existing
 - - - Needs Improvement
 - . . . Recommended
- Fixed Guideway**
 - Existing
 - - - Needs Improvement
 - . . . Recommended
- Operational Strategies**
 - Existing
 - - - Needs Improvement
 - . . . Recommended
- Rail Corridor**
 - - - Active
 - - - Inactive
 - - - Recommended
- High Speed Rail Corridor**
 - Existing
 - - - Recommended
- Rail Stops**
 - Existing
 - Recommended
- Intermodal Connector**
 - ▲ Existing
 - △ Recommended
- Park and Ride Lot**
 - P Existing
 - P Recommended



Sheet 3A of 5 Figure 1 –
Sheet 3A
Base map date: May 2008

Refer to CTP document for more details

Back of Figure



Bicycle Map



Edgecombe County

Comprehensive Transportation Plan

Plan date: November 10, 2008

- On-road
 - Existing
 - Needs Improvement
 - Recommended

- Off-road
 - Existing
 - Needs Improvement
 - Recommended

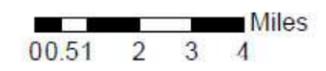


Figure 1 – Sheet 4

Sheet 4 of 5

Base map date: May 2008

Refer to CTP document for more details

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Bicycle Map

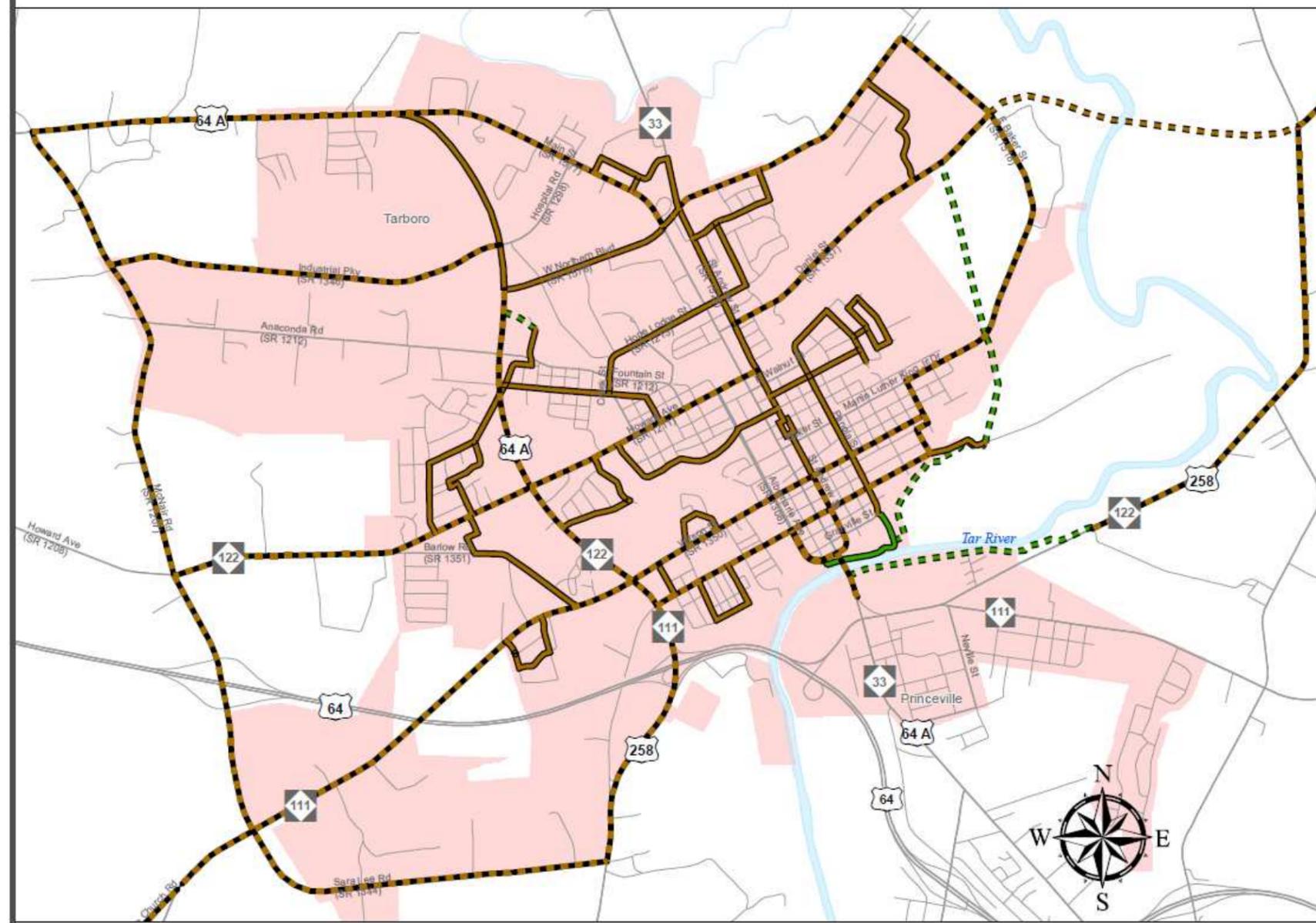
Sheet 4A (Tarboro-Princeville)



Edgecombe County

Comprehensive Transportation Plan

Plan date: November 10, 2008



- On-road
 - Existing
 - Needs Improvement
 - Recommended
- Off-road
 - Existing
 - Needs Improvement
 - Recommended

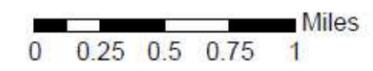


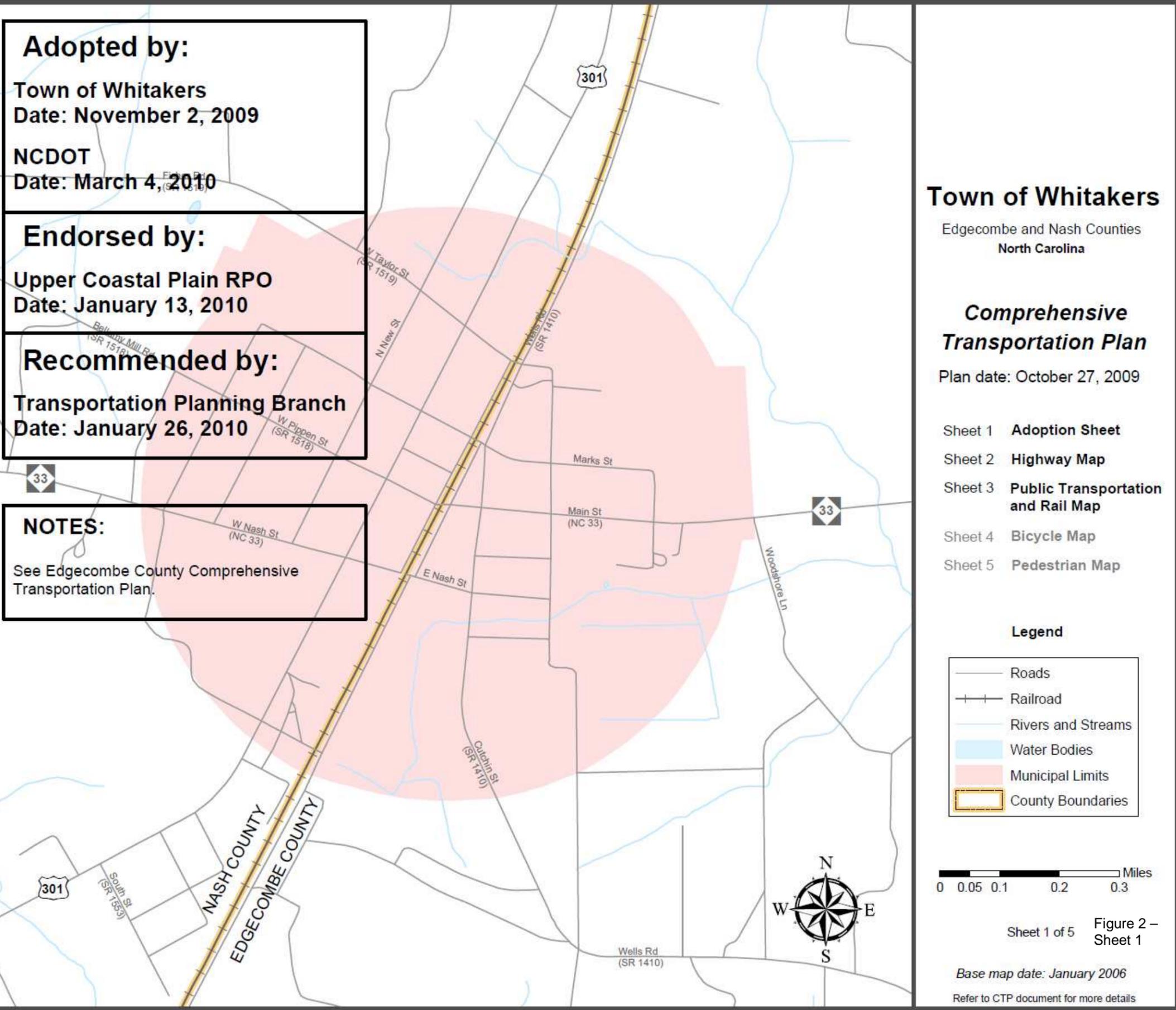
Figure 1 – Sheet 4A

Sheet 4A of 5

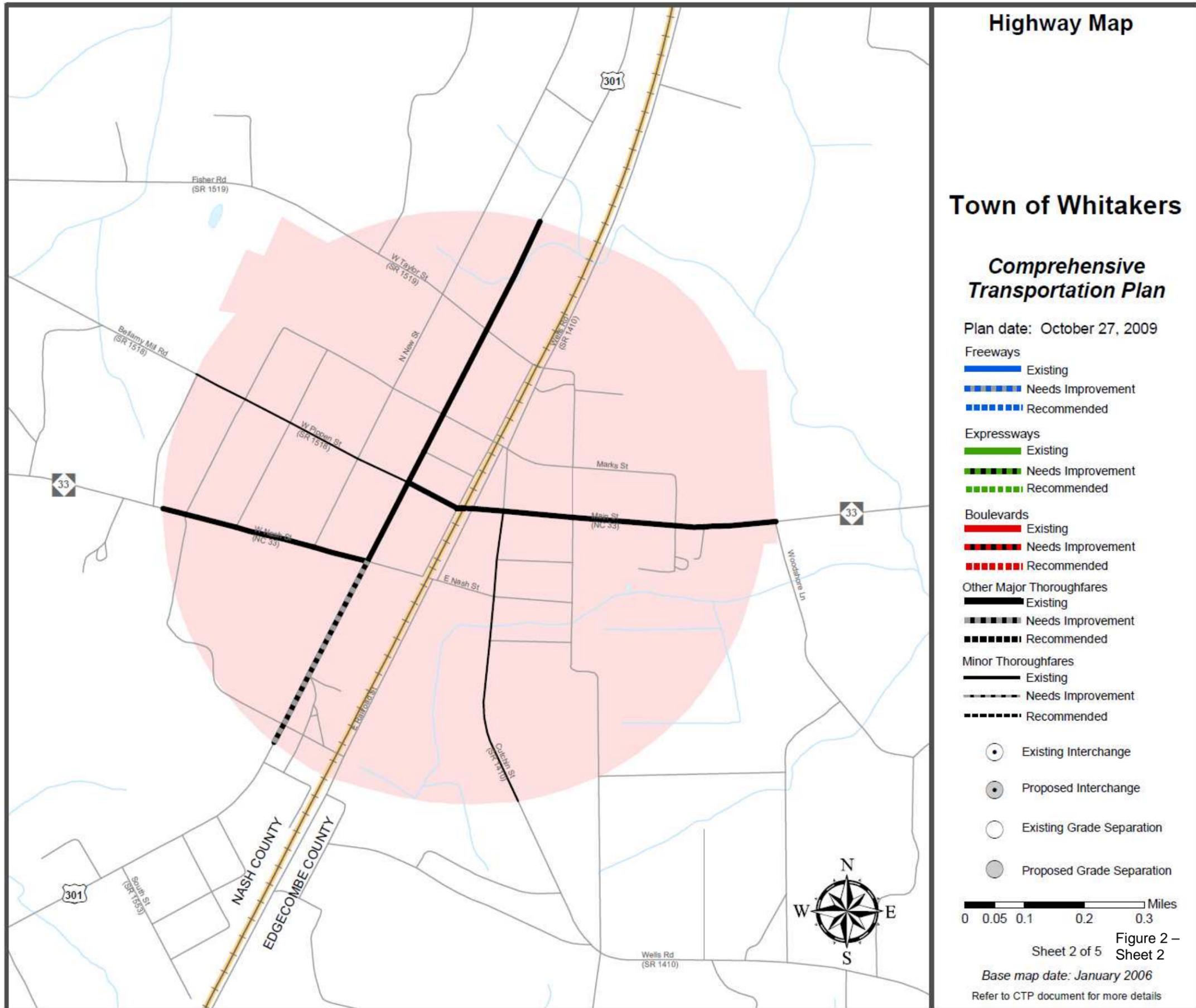
Base map date: May 2008

Refer to CTP document for more details

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Town of Whitakers

Comprehensive Transportation Plan

Plan date: October 27, 2009

Freeways

- Existing
- Needs Improvement
- Recommended

Expressways

- Existing
- Needs Improvement
- Recommended

Boulevards

- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares

- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares

- Existing
- Needs Improvement
- Recommended

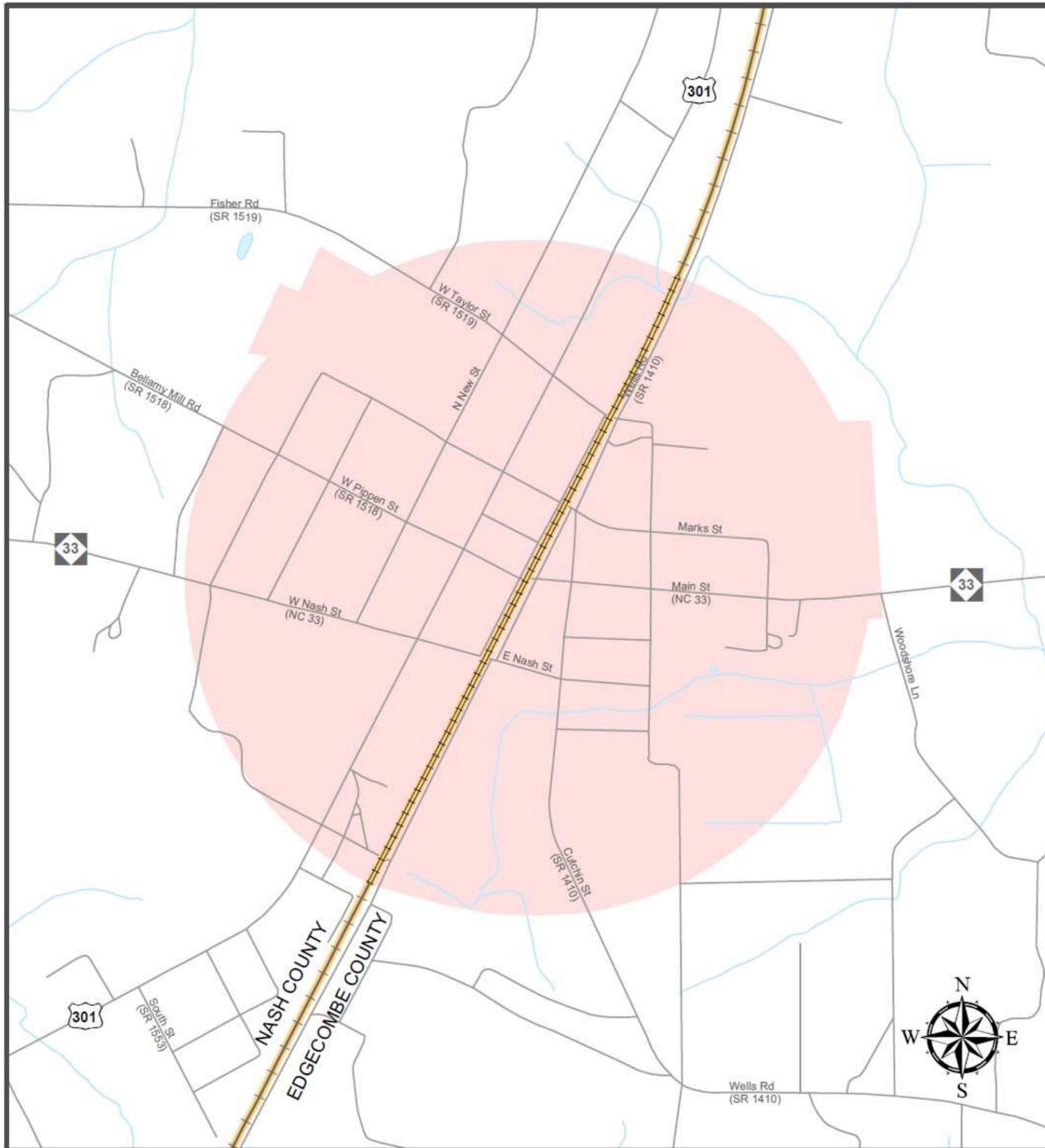
- Existing Interchange
- Proposed Interchange
- Existing Grade Separation
- Proposed Grade Separation

0 0.05 0.1 0.2 0.3 Miles

Figure 2 – Sheet 2 of 5 Sheet 2

Base map date: January 2006
Refer to CTP document for more details

Back of Figure



Public Transportation and Rail Map

Town of Whitakers

Comprehensive Transportation Plan

Plan date: October 27, 2009

- Bus Routes**
 - Existing
 - Needs Improvement
 - Recommended
- Fixed Guideway**
 - Existing
 - Needs Improvement
 - Recommended
- Operational Strategies**
 - Existing
 - Needs Improvement
 - Recommended
- Rail Corridor**
 - Active
 - Inactive
 - Recommended
- High Speed Rail Corridor**
 - Existing
 - Recommended
- Rail Stops**
 - Existing
 - Recommended
- Intermodal Connector**
 - Existing
 - Recommended
- Park and Ride Lot**
 - Existing
 - Recommended



Sheet 3 of 5 **Figure 2 – Sheet 3**

Base map date: January 2006
Refer to CTP document for more details

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II. Analysis of the Existing and Future Transportation System

In order to develop a Comprehensive Transportation Plan (CTP), the following are considered:

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

Analysis Methodology and Data Requirements

Reliable forecasts of future travel patterns must be estimated in order to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns.

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. This is usually accomplished through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis. This information, along with population growth, economic development potential, and land use trends, is used to determine the potential impacts on the future transportation system.

Roadway System Analysis

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel desires. Emphasis is placed not only on detecting the existing deficiencies, but also on understanding the causes of these deficiencies. Roadway deficiencies may result from inadequacies such as pavement widths, intersection geometry, and intersection controls; or system problems, such as the need to construct missing travel links, bypass routes, loop facilities, or additional radial routes.

In the development of the Edgecombe County plan, travel demand was projected from 2005/2006 to 2035 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1983 to 2006 and 1997 to 2006. In the development of the town of Whitakers plan, travel demand was projected from 2006/2007 to 2035 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1997 to 2007. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns.

During the development of the plans, previous thoroughfare plan recommendations for the area were reviewed. Previous thoroughfare plans reviewed include the 1996

Edgecombe County Thoroughfare Plan, the 1979 *Tarboro and Princeville Thoroughfare Plan*, and the 2003 *City of Rocky Mount Thoroughfare Plan* (http://www.ncdot.org/doh/preconstruct/tpb/PDF/EdgecombeCo_ThoroughfarePlans.pdf). The adoptions of the Edgecombe County and town of Whitakers CTPs replace the previous thoroughfare plans within the study area.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least eighty percent of the capacity. The established capacity deficiencies for Edgecombe County were endorsed by the Edgecombe County Commissioners on October 6, 2008, the Edgecombe County Planning Board on September 18, 2008, the town of Conetoe September 9, 2008, the town of Leggett on August 11, 2008, the town of Macclesfield on October 13, 2008, the town of Pinetops on October 7, 2008, the town of Princeville on August 25, 2008, the town of Sharpsburg on October 7, 2008, the town of Speed on August 5, 2008, the town of Tarboro on September 8, 2008, and the town of Whitakers on October 6, 2008. The town of Whitakers also endorsed the established capacity deficiencies in their study area on October 6, 2008. Refer to Sheets 1, and 2 of Figure 3 for future capacity deficiencies.

Capacity is the maximum number of vehicles which have a "reasonable expectation" of passing over a given section of roadway, during a given time period under prevailing roadway and traffic conditions. Many factors contribute to the capacity of a roadway including the following:

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible

conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

In a rural county or small town, LOS C indicates “practical capacity” of a roadway, or the capacity at which the public begins to express dissatisfaction. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the NCLOS program. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS C on existing facilities and for new facilities. Refer to Appendix E and Figure 11 for detailed information on LOS.

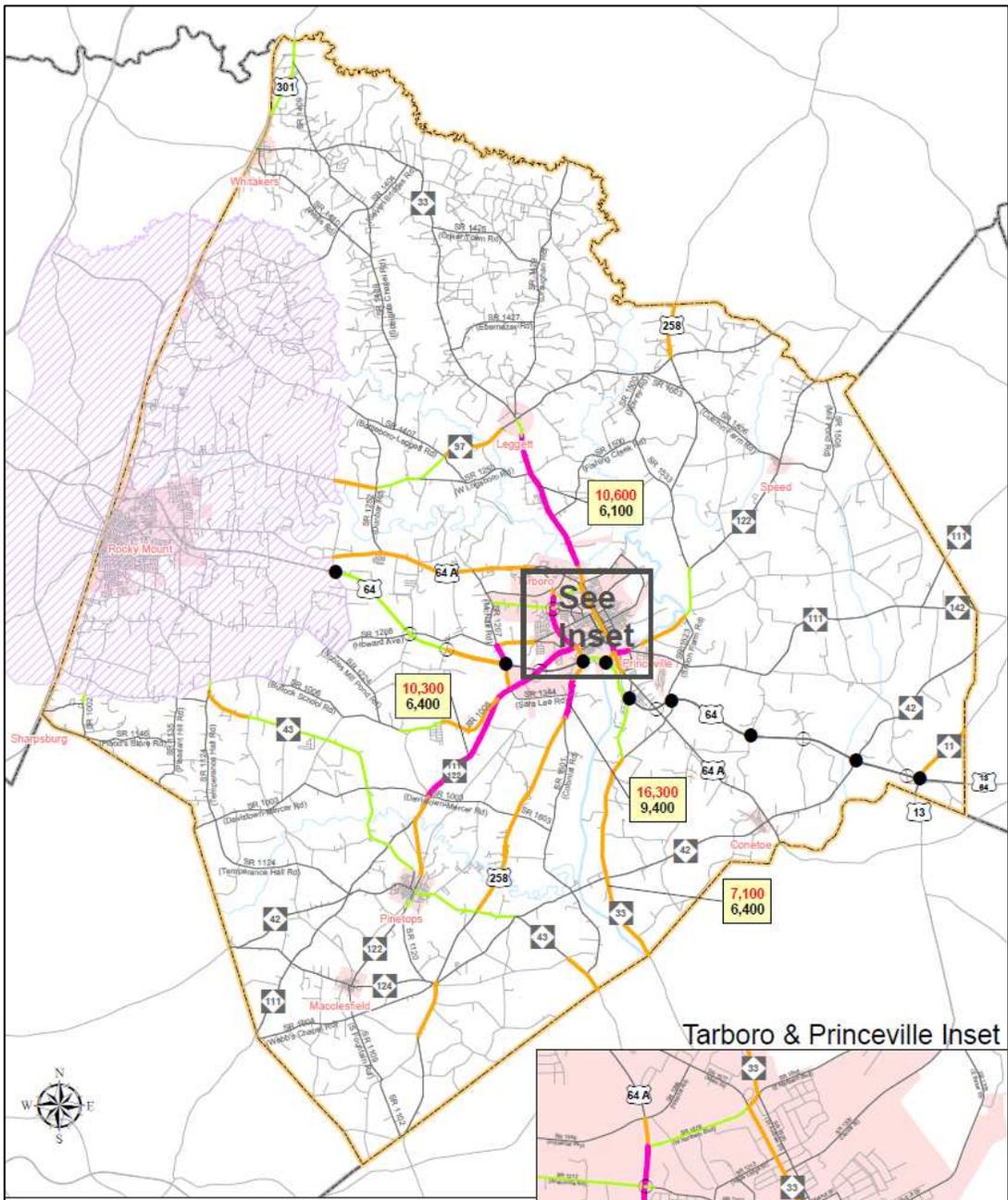
Traffic Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. A crash analysis was performed for the Edgecombe County CTP for crashes occurring in the planning area between June 30, 2005 and June 30, 2008. During this period, a total of 19 intersections were identified as high crash locations or crash locations with high crash severity. Refer to Appendix F and Table 6 for a detailed crash analysis.

Bridge Deficiency Assessment

Bridges are a vital and unique element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or deficiency in a bridge reduces the value of the total investment. Third, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. Finally, and most importantly, a bridge represents the greatest opportunity of all highway failures for loss of life. For these reasons, it is imperative that bridges be constructed to the same design standards as the system of which they are a part.

The NCDOT Bridge Maintenance Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as Federal and State funds become available. Twenty deficient bridges were identified within the Edgecombe County planning area and are illustrated in Figure 4. No deficient bridges were identified within the town of Whitakers. Refer to Appendix G and Table 7 for more detailed information.



**Edgecombe County
Draft 2035 Capacity Deficiencies**

Map Date: May 2008

Legend

Volume / Capacity Ratio for Modeled Roads

- 0.000 - 0.799 (Under Capacity)
- 0.800 - 0.999 (Near Capacity)
- 1.000 - 1.499 (Over Capacity)
- 1.500 - 2.500 (Significantly Over Capacity)

2035 Volume
2006 Capacity Volume / Capacity Ratio

- Hydrology
- Edgecombe County Boundary
- Rocky Mount Metropolitan Area Boundary (MAB)
- Municipalities

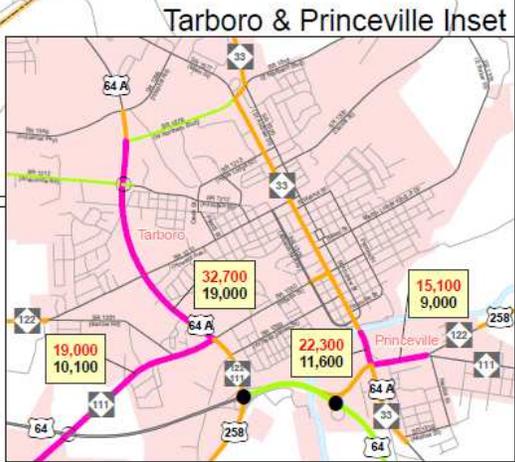


Figure 3 – Sheet 1

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Figure 3 – Sheet 2

Whitakers

Draft 2035 Capacity Deficiencies Map

Plan date: January 15, 2009

Legend

2035 Volume
2007 Capacity

Volume / Capacity Ratio

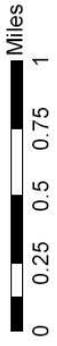
Capacity

- 0.00 - 0.79 (Under Capacity)
- 0.80 - 0.99 (Near Capacity)
- 1.00 - 1.49 (Over Capacity)
- 1.50 - 1.99 (Significantly Over Capacity)

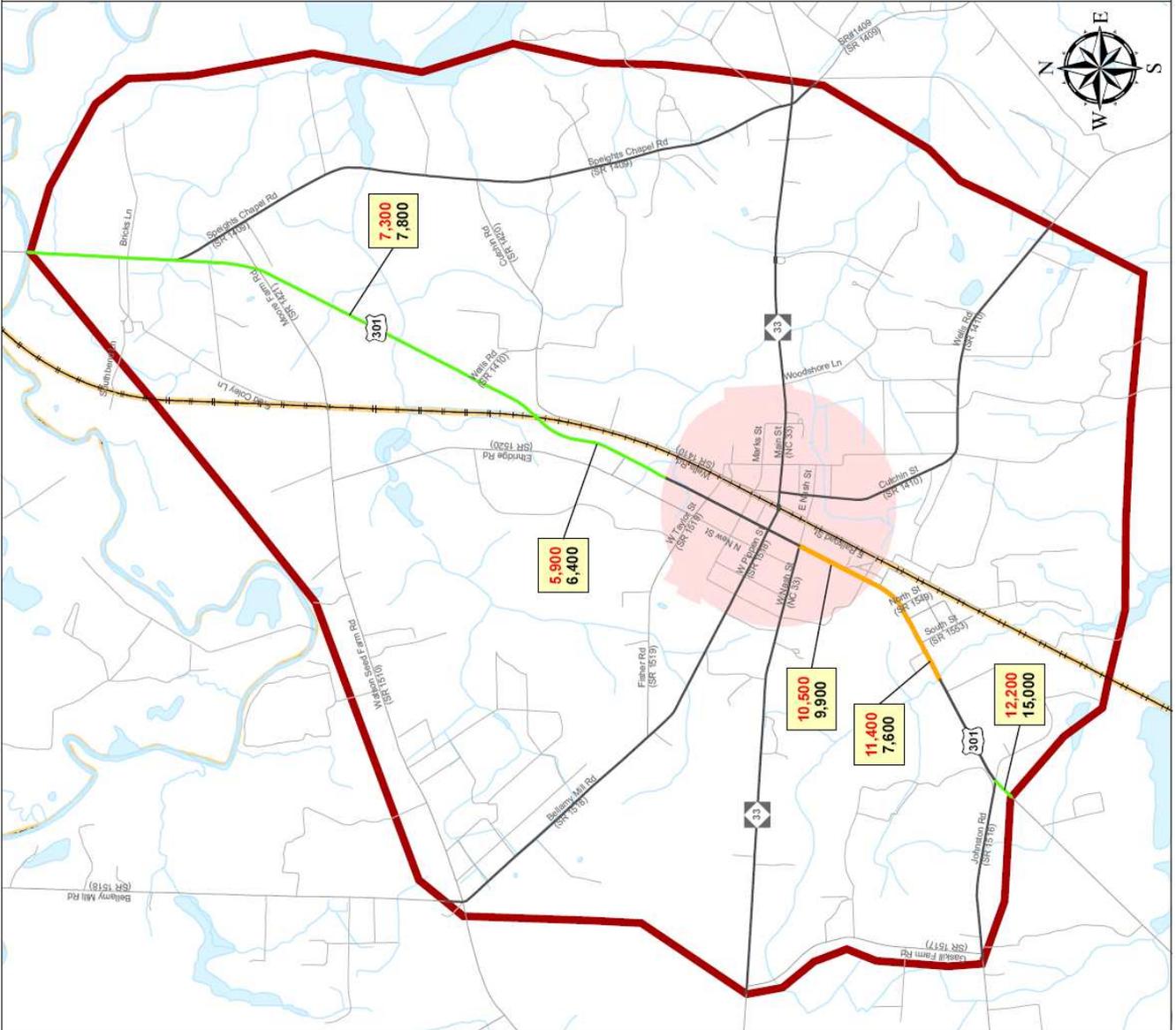
Network Roads

- US Highway
- NC Highway
- SR Route
- Railroad

- Whitakers Planning Area Boundary
- Rivers and Streams
- Water Bodies
- Whitakers City Limits (2005)
- County Boundary



Base map date: January 2006



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Figure 4

Deficient Bridges

Edgecombe County

Comprehensive Transportation Plan

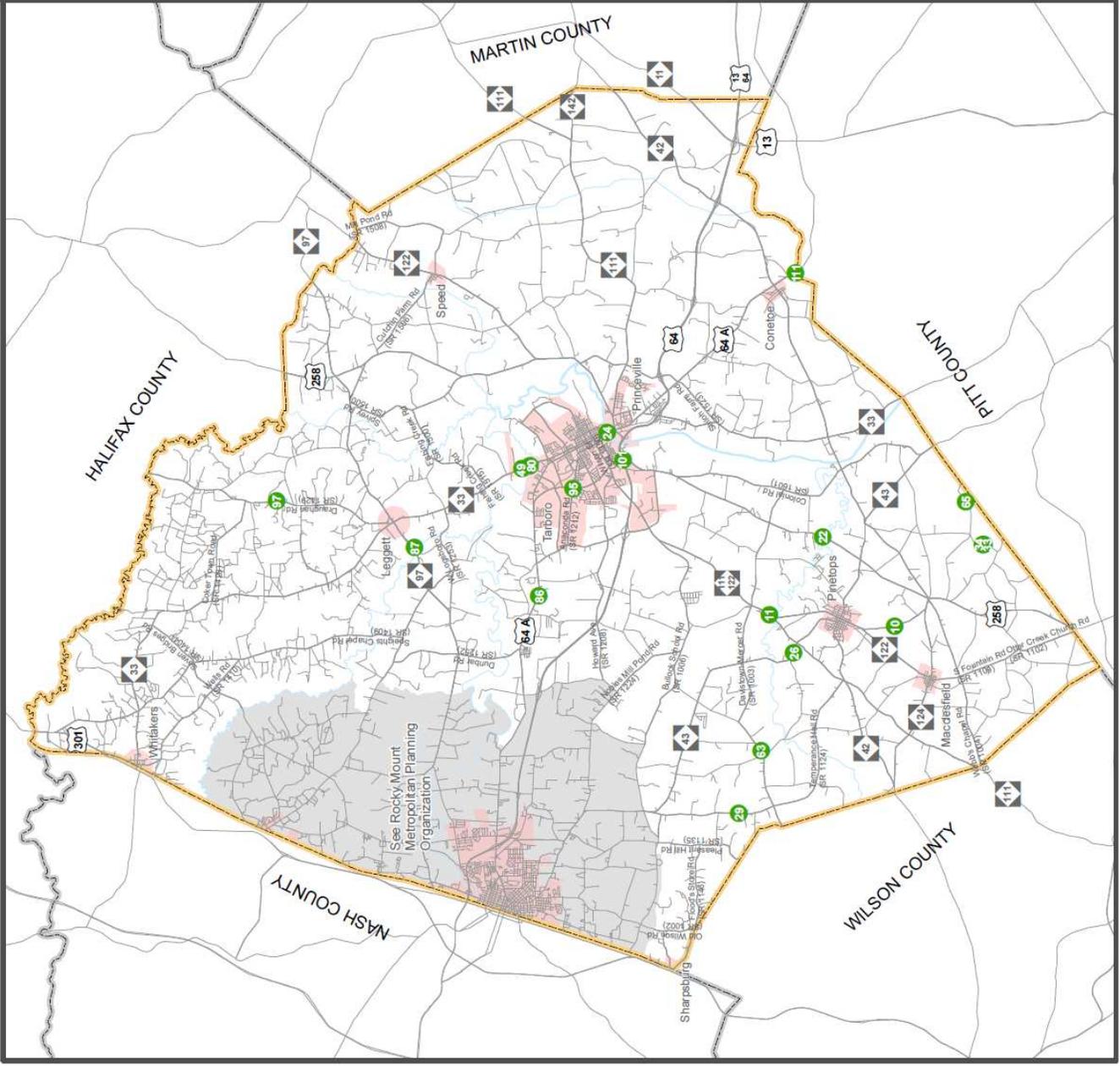
Legend

- # Deficient Bridge (# Bridge Number)
- Roads
- County Boundary
- Rivers and Streams
- Municipal Boundary
- Metropolitan Planning Boundary
- Water Bodies



Base map date: May 2008

Refer to CTP document for more details



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Public Transportation and Rail

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

Public Transportation

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

- Community Transportation - Local transportation efforts formerly centered on assisting clients of human service agencies. Today, the vast majority of rural systems serve the general public as well as those clients.
- Regional Community Transportation - Regional community transportation systems are composed of two or more contiguous counties providing coordinated / consolidated service. Although such systems are not new, the NCDOT Board of Transportation is encouraging single-county systems to consider mergers to form more regional systems.
- Urban Transportation - There are currently nineteen urban transit systems operating in North Carolina, from locations such as Asheville and Hendersonville in the west to Jacksonville and Wilmington in the east. In addition, small urban systems are at work in three areas of the state. Consolidated urban-community transportation exists in five areas of the state. In those systems, one transportation system provides both urban and rural transportation within the county.
- Regional Urban Transportation - Regional urban transit systems currently operate in three areas of the state. These systems connect multiple municipalities and counties.
- Intercity Transportation - Intercity bus service is one of a few remaining examples of privately owned and operated public transportation in North Carolina. Intercity buses serve many cities and towns throughout the state and provide connections to locations in neighboring states and throughout the United States and Canada. Greyhound/Carolina Trailways operates in North Carolina. However, community, urban and regional transportation systems are providing increasing intercity service in North Carolina.

There are no existing fixed public transportation routes for the planning area. The Tar River Transit (TRT) operates a county shuttle bus Monday through Friday. It has stops at every municipality in the county. However, six out of the eleven stops are only stopped at upon request. This causes the bus to vary its route through the county. Recommendations for public transportation were coordinated with the local governments and the Public Transportation Division of NCDOT. The local governments did not propose any new transit facilities or routes. The Edgecombe County Transportation Needs Committee considered proposing new park and ride locations for

the bus to pick up passengers to ride to Rocky Mount and/or Greenville. The local governments felt that they would consider new recommendations in a future update when a need is foreseen. An inventory of existing public transportation is presented on Sheet 3 of Figures 1 and 2. Refer to Appendix A for contact information.

Rail

Today North Carolina has 3,684 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back everyday. Combined, the Carolinian and Piedmont carry more than 200,000 passengers each year.

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 20 smaller freight railroads, known as shortlines.

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figures 1 and 2. CSX Transportation is the freight railroad company that serves Edgecombe County. The main rail line runs along the western county boundary, a second section of rail runs between Rocky Mount and Tarboro and then a third section runs from Tarboro down through Conetoe into Pitt County.

- The CSX A-line - The line that is the western county boundary is CSX's mainline from Richmond, Virginia to Wilson and Fayetteville, North Carolina, to Florence, South Carolina and to Florida. It carries a lot of important freight and passenger traffic and also provides access to Washington, DC and New York.
- The CSX AB-line - CSX's AB-line is the rail line from Rocky Mount east to Tarboro.
- The CSX ABC-line - The ABC-line is the rail line from Tarboro southeast toward Pitt County that provides access to Plymouth, North Carolina. It also provides access to Kinston and Greenville, North Carolina via another line that breaks from it at Parmele.

Amtrak runs passenger trains on the main rail line along the western county boundary with a train station in Rocky Mount. CSX also has a rail yard south of Rocky Mount. This is where rail cars from all over CSX's system are switched to assemble trains bound for various destinations. Customers east of Rocky Mount along the AB and ABC-lines will return loaded and empty cars to the rail yard to be put on trains to go to their final destinations. The rail yard also has locomotive fueling and a small car repair facility.

The local governments desire the preservation of the existing freight and passenger rail services and jobs. However, Whitakers would like a better way to get fire trucks and other emergency vehicles across the railroad line when trains are passing through the middle of town. Currently they travel north on US 301 across the only grade separation with the rail line to Speights Chapel Rd. (SR 1409) then back south to town. This provides for a long detour and a solution has not been determined. The town would like to continue analyzing possibilities in an update or with the Nash County study.

For the rest of Edgecombe County, there are no new rail recommendations proposed at this time. The local governments for the county study felt that they would consider new recommendations in a future update of the plan when a need is foreseen. Refer to Appendix I for information on the town of Whitakers desires for rail in the next CTP update. Recommendations for rail were coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information.

Bicycles & Pedestrians

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

NCDOT's Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities upon and along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by the NCDOT are based upon this policy.

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

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

Inventories of existing and planned bicycle and greenway facilities for the Edgecombe County planning area are presented on Sheet 4 of Figure 1. The 2006 *Town of Tarboro Bicycle Plan* was utilized in the development of these elements of the CTP. The North Carolina Bicycling Highway Route 2, Mountains to Sea, travels through Edgecombe County as it crosses the state from Murphy to Manteo.

In Edgecombe County the Mountains to Sea route parallels US 64 in the southern part of the county. The route travels along Davistown-Mercer Rd. (SR 1003) starting at the Wilson County line to Suggs Cross Rd. (SR 1603) to Colonial Rd. (SR 1601) to NC 42

to NC 33 to the Pitt County line. The CTP committee recommended that the facility along Bicycle Route 2 in the county be improved. The committee also recommended providing a connecting route from Bicycle Route 2 up to the town of Tarboro's bicycle plan routes along Jenkins Farm Rd. (SR 1130) to McKendree Church Rd. (SR 1006) to NC 111/122. From the 2006 town of Tarboro's bicycle plan routes, a connecting route to Halifax County was recommended for existing bicycling events along NC 122.

The town of Tarboro recommended an addition to their bicycle plan. They recommended an off-road greenway path connecting River Rd. to St. James St. along the existing canal to provide continuity of the off-road greenway paths along the east side of Tarboro.

The town of Whitakers does not have existing, designated bicycle and greenway facilities. The local government felt that they would consider new recommendations in a future update when a need is foreseen.

A planned pedestrian facility, developed from concerns for pedestrian safety, for the town of Pinetops planning area is presented in Appendix J. Format for the CTP Pedestrian Maps, Sheet 5, for Edgecombe County and the town of Whitakers were still pending when recommendations were finalized. The off-road greenway paths on Sheets 4 and 4A of Figure 1 are intended to serve pedestrian travel as well as bicycle use. Refer to the 2006 *Town of Tarboro Bicycle Plan* for more detailed information. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information.

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the *Edgecombe County Land Development Plan 2007–2017* developed in 2008, the *2008 Tarboro Land Development Plan*, and the *Whitakers 2020 Land Use Plan* developed in 2002 were used to meet this requirement. The town of Whitakers reaffirmed with the resolution of adoption for the Town of Whitakers CTP that their 2002 land development plan is still valid for the areas within the town's planning jurisdiction, and will serve as the qualifying land development plan. Some of the goals and objectives of the 2008 *Edgecombe County Land Development Plan 2007–2017* are listed in Table 1. Future land use maps for the towns of Speed, Conetoe, and Leggett within the county are illustrated in Sheets 1, 2, and 3 of Figure 5, respectively. The town of Tarboro and the town of Whitakers land development plans are illustrated in Sheets 1 and 2 of Figures 6 and in Sheets 1 and 2 of Figure 7, respectively.

Land use refers to the physical patterns of activities and functions within an area. Traffic demand in a given area is, in part, attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The spatial distribution of different types of land uses is a predominant determinant of when, where, and to what extent traffic congestion occurs. The travel

demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

- Residential: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- Commercial: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast food restaurants and service stations; all other commercial establishments would be considered retail.
- Industrial: Land devoted to the manufacturing, storage, warehousing, and transportation of products.
- Public: Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.
- Agricultural: Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.
- Mixed Use: Land devoted to a combination of any of the categories above.

Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help to determine the location and type of proposed transportation improvements.

Based on their land development plan, Edgecombe County primarily anticipates growth in areas designated as “Highway Corridors, Community Crossroads/Schools and Areas Adjacent to Municipalities.” These growth areas, as listed in the Table 2 and as depicted in Figure 8, encompass residential, commercial, industrial and public land uses. These areas tend to be established populated areas and are located throughout the county, typically along major routes. Primarily residential, retail, and industrial uses are expected to be attracted to the growth areas in the county.

The town of Tarboro primarily anticipates growth in areas designated as “Growth Area.” This designation, as stated in the *2008 Tarboro Land Development Plan*, is to identify potential residential, commercial, and light industrial areas, which are currently located in areas in which no definitive land use pattern has emerged. These growth areas, as depicted on Sheet 2 of Figure 6, encompass existing agricultural land uses west of NC 33 (Main St.).

Part of the town of Whitakers’s vision, as stated in the *Whitakers 2020 Land Use Plan*, is that they will be a family oriented community experiencing moderate growth. Their future land development plan is illustrated in Sheet 2 of Figure 7.

**Table 1 – Edgecombe County Future Land Development Plan
Goals and Objectives
Related to Transportation, Conservation and the Environment**

Environment, Open Space and Recreation:

Goal: Encourage the preservation and acquisition of land for recreation and open space. Open spaces can be public or privately-owned areas that are left in a natural or near-natural state. Lands could be preserved along streams and rivers, in floodplains and near wetlands, for passive use as natural trails, walking paths, etc.

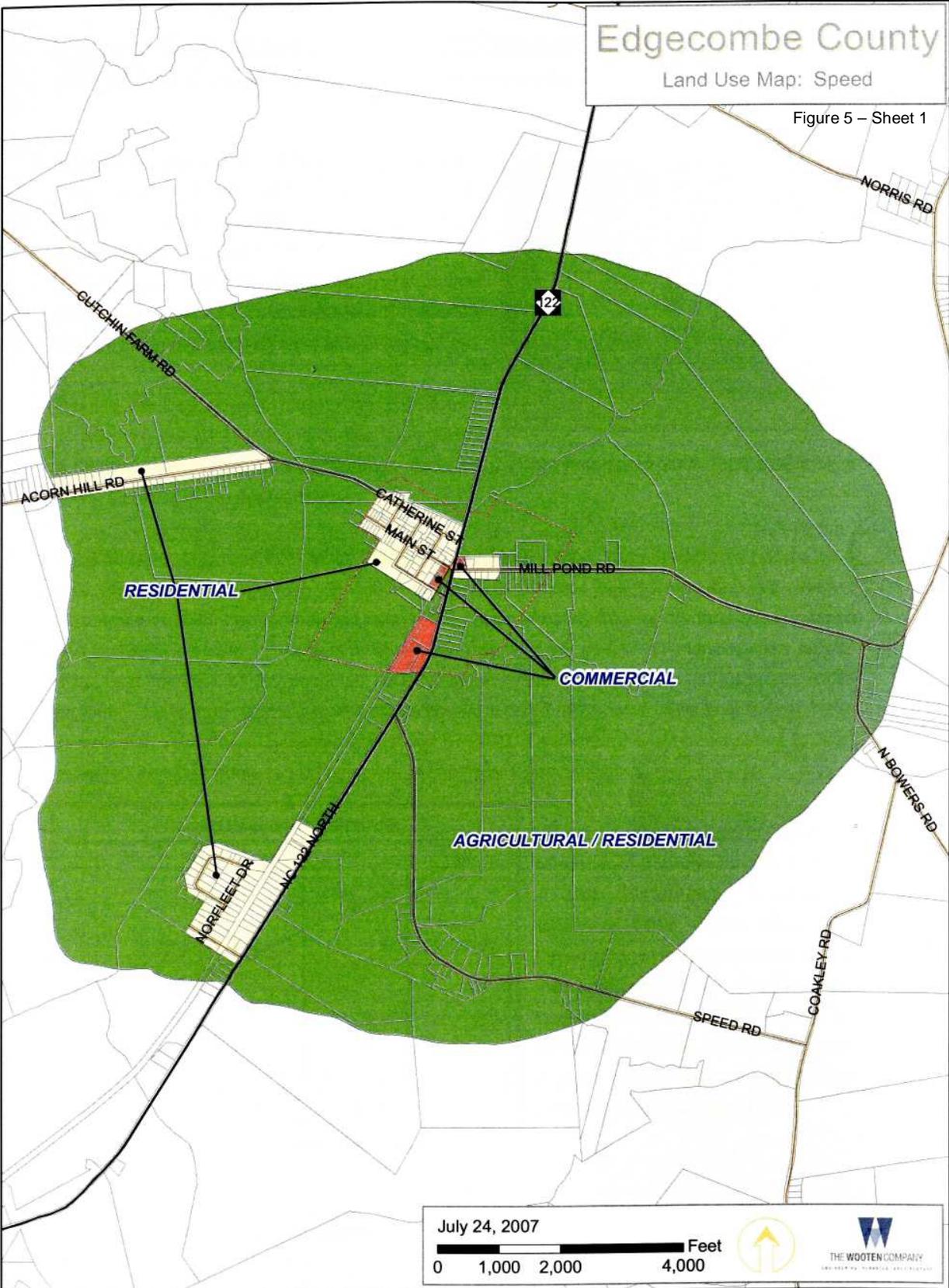
- **Objective 1:** Develop a countywide active and passive recreation system that protects water quality, significant natural features, and other natural resources that have ecological, recreational, or other important values.

Transportation:

Goal: Work with the NC Department of Transportation to ensure a transportation system that offers efficient and effective movement of people and goods while preserving the character and livability of Edgecombe County.

- **Objective 1:** Develop and maintain a comprehensive transportation plan that provides different levels of service for the most cost efficient and effective transportation network. Incorporate multi-modal aspects where appropriate.
- **Objective 2:** Incorporate future road improvements into the planning and policy decision making process to reduce negative impacts on the community.

Source: Edgecombe County Land Development Plan 2007–2017

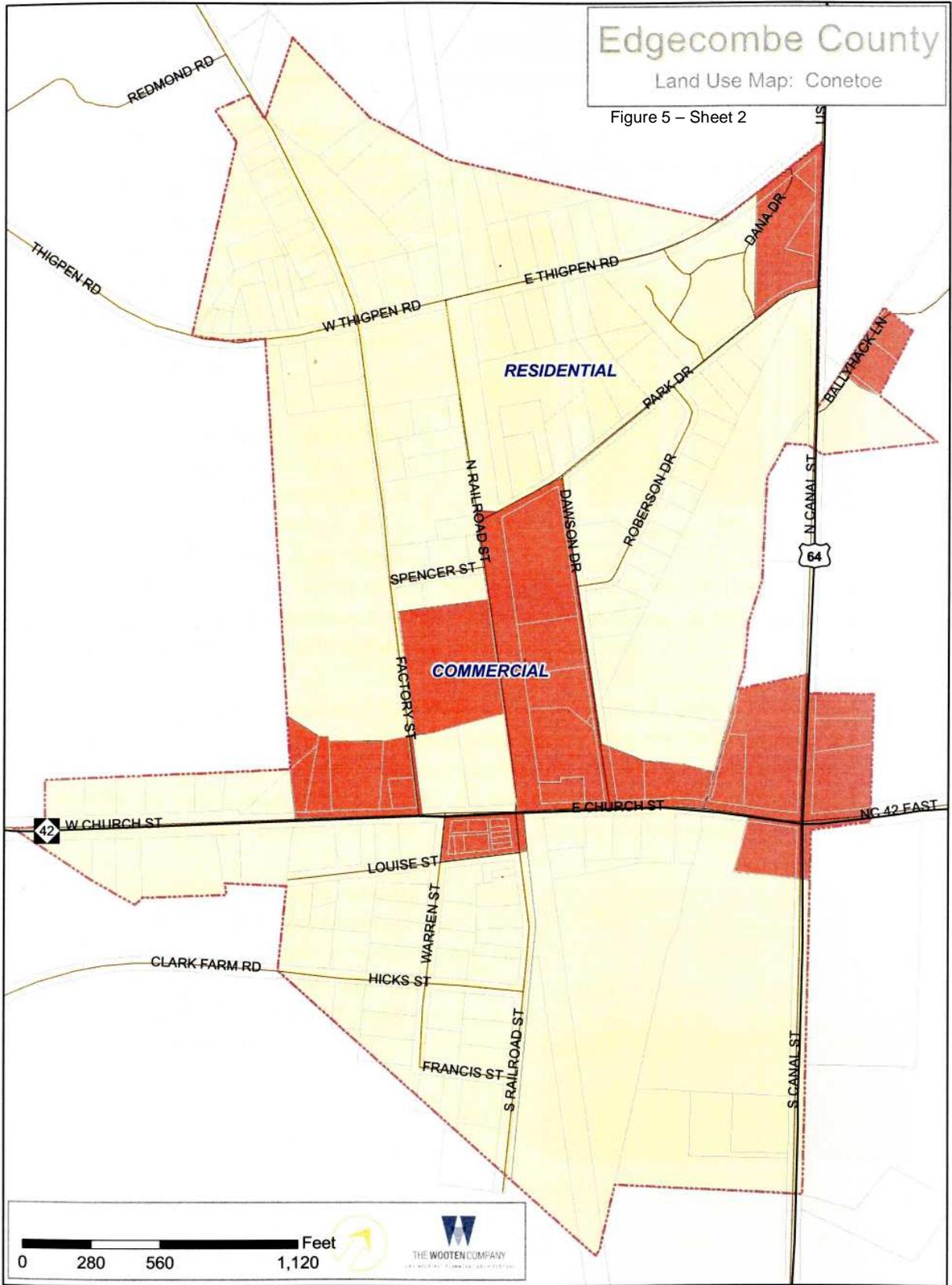


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Edgecombe County

Land Use Map: Conetoe

Figure 5 – Sheet 2

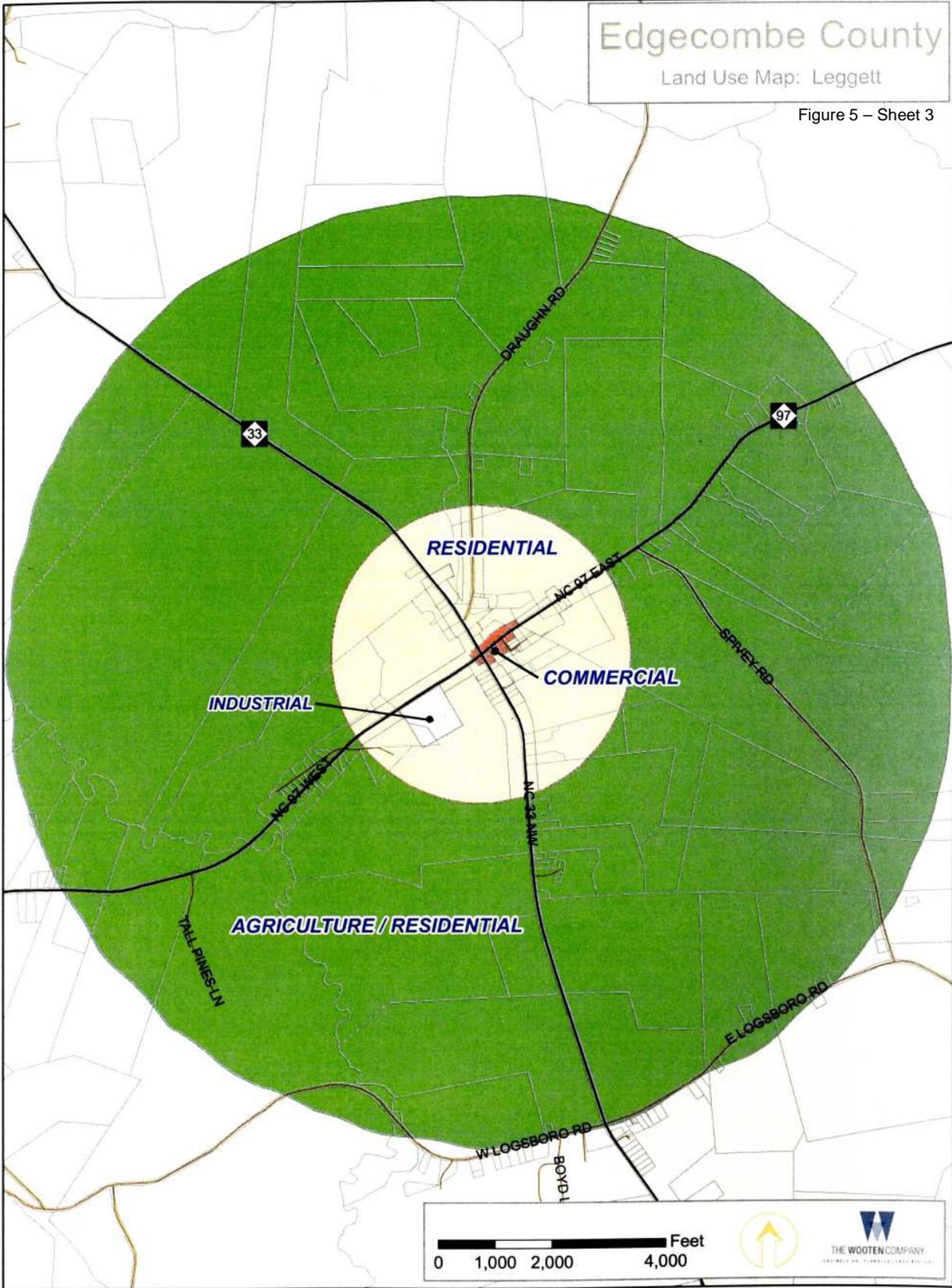


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Edgecombe County

Land Use Map: Leggett

Figure 5 – Sheet 3



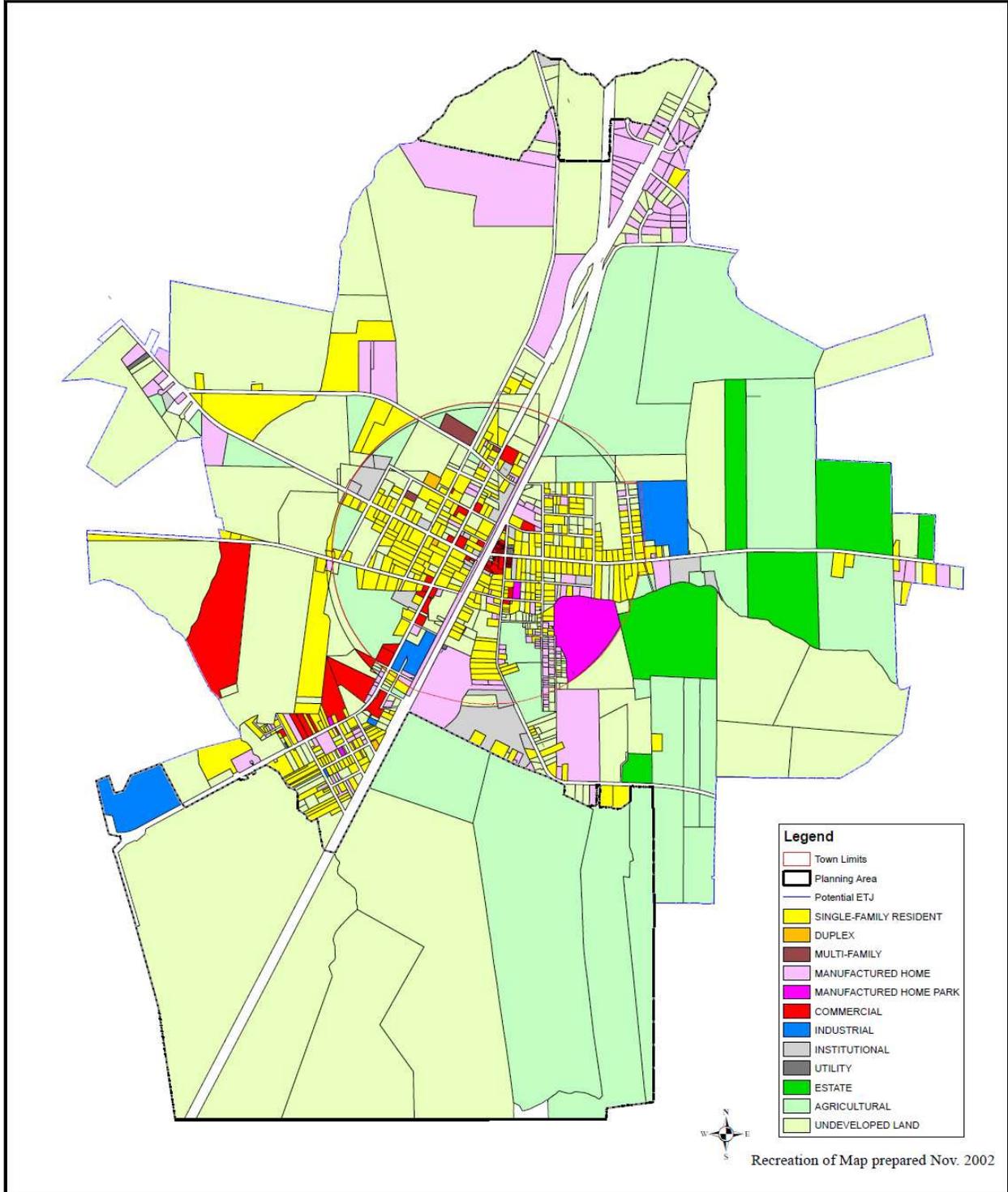
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Town of Whitakers Existing Land Use Map

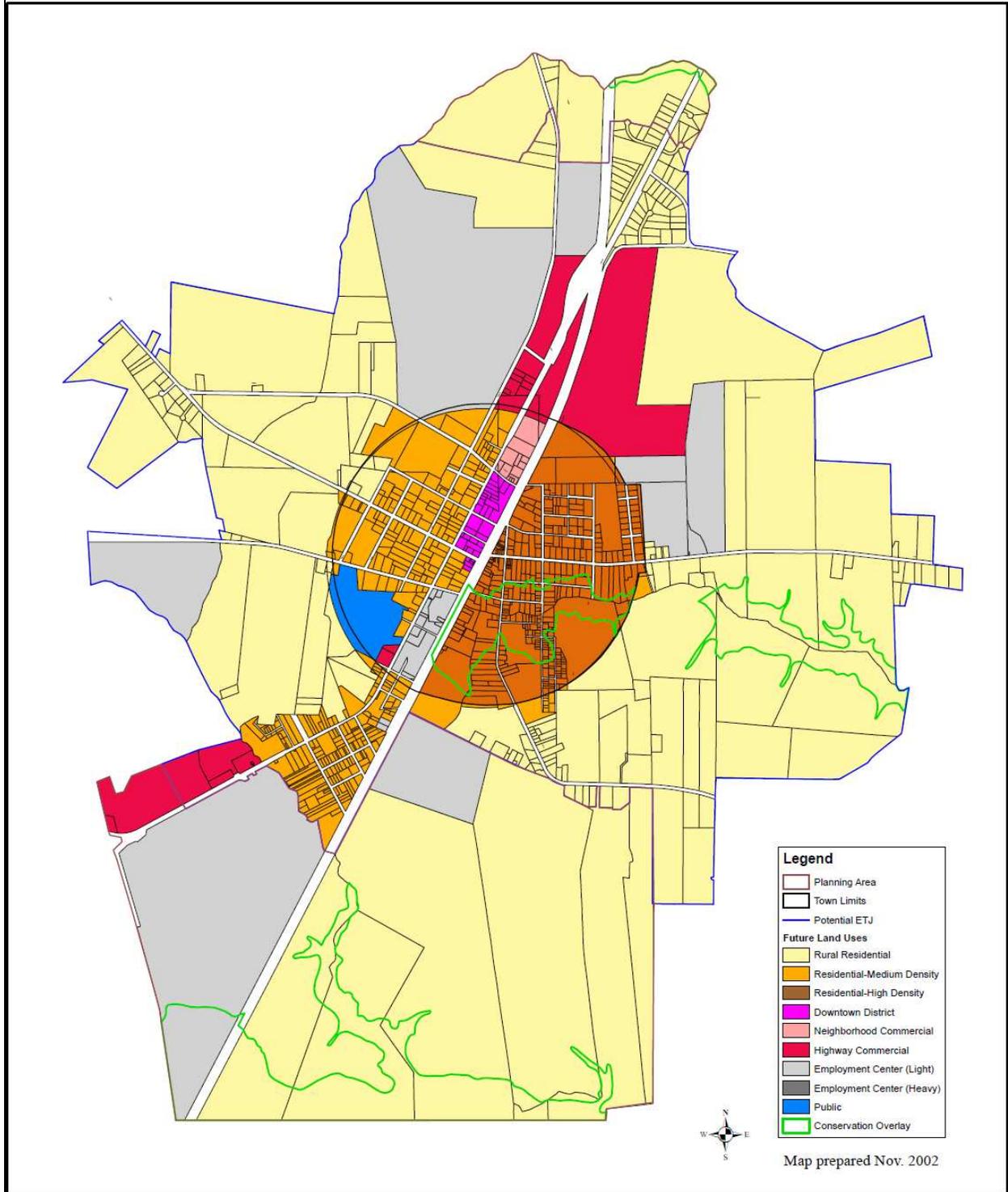
Figure 7 – Sheet 1



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Town of Whitakers Future Land Use Map

Figure 7 – Sheet 2



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**Table 2 – Edgecombe County Future Land Development Plan
Growth Areas**

**Highway Corridors, and Areas
Adjacent to Municipalities:**

- US 64/US 64 Alt. corridor between the city of Rocky Mount and the town of Tarboro
- NC 97 corridor between the city of Rocky Mount and the town of Leggett (and to a lesser extent NC 97 between the town of Leggett and Lawrence Crossroads)
- NC 33 corridor between the town of Tarboro and the town of Leggett
- Planned (NCDOT TIP Project No. U-3826) Daniels St. (SR 1537) Ext. to US 258/NC 122 between the town of Tarboro and the town of Speed

- Planned (NCDOT TIP Project No. R-4434) McNair Rd. Ext. from NC 111 (Wilson St.) to US 258 southwest of the town of Tarboro
- NC 43 corridor between the city of Rocky Mount and the town of Pinetops

Community Crossroads/Schools:

- NC 43 at Bulluck School Rd./Bulluck Elementary School

Areas Adjacent to Municipalities:

- Pinetops – Macclesfield Area

Source: Edgecombe County Land Development Plan 2007–2017

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Consideration of Natural and Human Environment

In recent years, the environmental considerations have come to the forefront of the transportation planning process. Section 102 of the National Environmental Policy Act (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, potential impacts to these resources were identified as a part of the project recommendations in Chapter I of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that were examined as a part of these studies is shown in the following tables utilizing the best available data. Environmental features occurring within Edgecombe County are shown in Figure 9.

Environmental concerns for the town of Whitakers include stream crossings and wetlands. US 301 south of town experiences flooding, when there is a heavy or long lasting rainfall. This flooding of US 301 at stream crossings south of town hinders connectivity of Whitakers with Rocky Mount, the main large city destination for Whitakers. This concern is outside the Whitakers study area. No recommendations were made, however the town would like possible solutions to be explored in the Nash County CTP study.

Table 3 – Environmental Features

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none">• Air Quality Pollution Discharge Points• Ambient Water Quality Monitoring Sites• Anadromous Fish Spawning Areas• Animal Operation Permits• Artificial Marine Reefs• Beach Access Sites• Benthic Monitoring Results• Bottom Sediment Sampling Sites• Cemeteries• Churches• Citizen Water Quality Monitoring Sites• Closed Shellfish Harvesting Areas• Coastal Reserves• Conditionally Approved Shellfish Harvesting Areas | <ul style="list-style-type: none">• Conservation Easements, US Fish & Wildlife Service• Conservation Fund• Conservation Tax Credit Properties• Discharger Coalitions' Monitoring Sites• Ecosystem Enhancement Program (EEP) Local Watershed Plans, 2004• Ecosystem Enhancement Program (EEP) Targeted Local Watersheds, 2004• Federal Land Ownership• Fish Community Sampling Sites• Fisheries Nursery Areas• Game Lands – Wildlife Resources Commission• Groundwater Incidents, unverified• Groundwater Recharge/Discharge• Hazardous Substance Disposal Sites |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

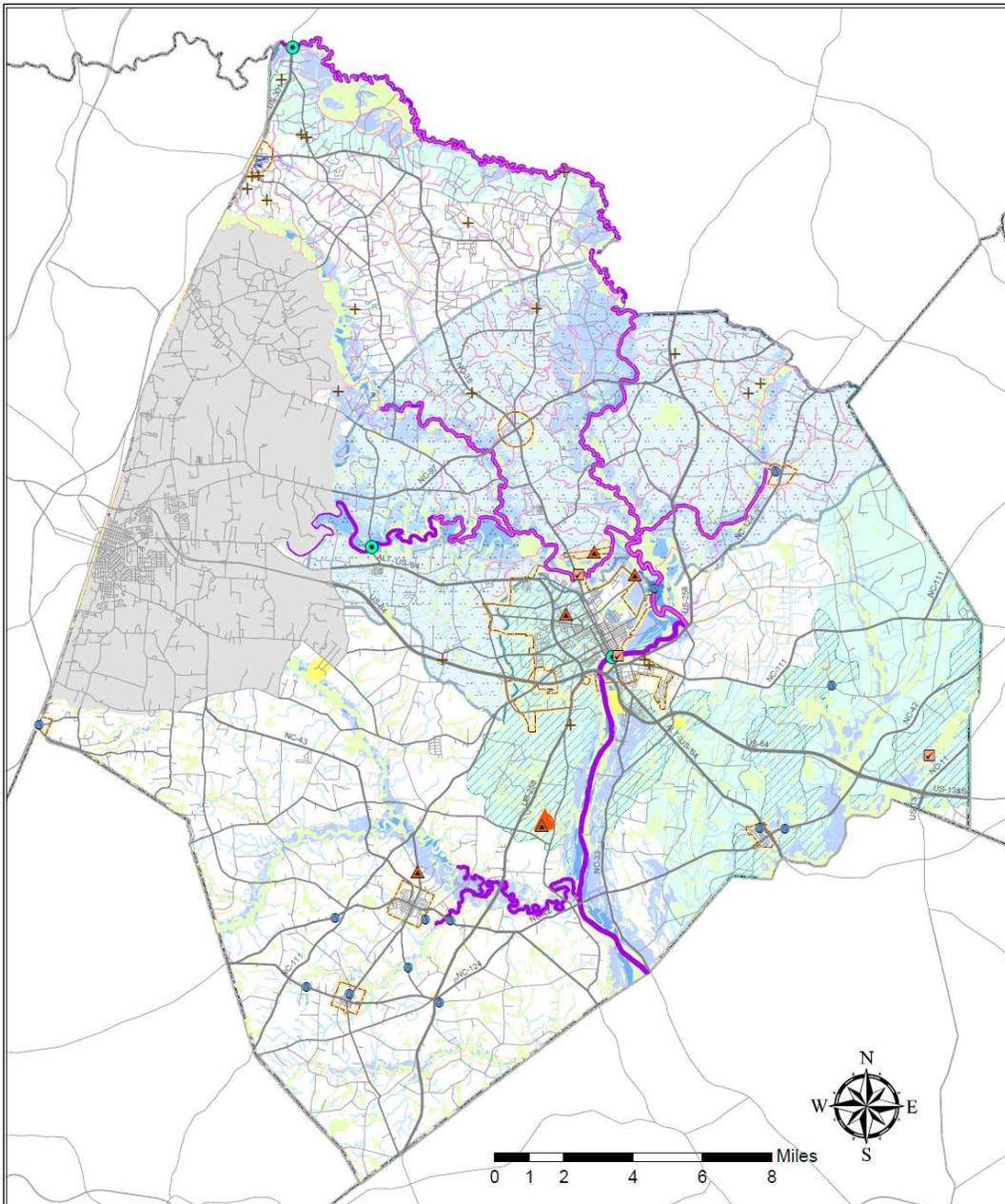
Table 3 – Environmental Features (cont.)

- Hazardous Waste Facilities
- Heavy Metal & Organic-Rich Mud Pollutant Sample Sites
- High Quality Water and Outstanding Resource Water Management Zones
- Hurricane Storm Surge Inundation Areas
- Land Trust Conservation Properties
- Land Trust Priority Areas
- Lands Managed for Conservation & Open Space
- Macrosite Boundaries
- Megasite Boundaries
- National Pollutant Discharge Elimination System Sites (NPDES) – Major and Minor
- National Wetlands Inventory
- Public Water Supply Water Sources
- Recreation Projects – Land and Water
- Shellfish Strata
- Significant Aquatic Endangered Species Habitats
- Solid Waste Facilities
- State Parks
- Submersed Rooted Vasculars
- Surface Water Intakes
- Trout Streams (DWQ)
- Water Distribution Systems – Water Treatment Plants
- Water Supply Watersheds
- Well Ground Water Intakes

Additionally, the following environmental features were considered but are not mapped due to restrictions associated with the sensitivity of the data.

Table 4 – Restricted Environmental Features

- Archaeological Sites
- Dedicated Nature Preserves and Registered Heritage Areas
- Historic National Register Districts
- Historic National Register Structures
- Historic Study List Districts
- Historic Study List Structures
- Managed Areas
- National Heritage Element Occurrences
- Significant Natural Heritage Areas



Draft Edgecombe County Environmental Map

Map Date: August 2010

Legend

- | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> ☒ Citizen Water Quality Monitoring Sites + Cemeteries ▲ Hazardous Substance Disposal Sites ● Ambient Water Quality Monitoring Sites ● Public Water Supply Water Sources — US Highway — NC Highway — SR Route — City or Private Road — Edgecombe Roads ■ Rocky Mount Metropolitan Area Boundary | <ul style="list-style-type: none"> — Significant Aquatic Endangered Species Habitats — Anadromous Fish Spawning Areas ▭ Municipalities ▭ State Owned Complexes ▭ Hazard. Sub. Disposal Sites ▭ Natl. Wetland Inventory — Hydrography | <p>Water Supply Watershed</p> <ul style="list-style-type: none"> ▭ WS-IV NSW, Protected ▭ WS-IV NSW, Critical | <p>100-year Floodzones</p> <ul style="list-style-type: none"> ▭ AE ▭ AEFW ▭ A ▭ AO ▭ Groundwater Recharge/Discharge ▭ EEP Local Watershed Plans, 2004 ▭ Water Bodies ▭ EEP Targeted Local Watersheds, 2004 ▭ Edgecombe County Boundary |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Base Map Date: September 2008

Figure 9

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Public Involvement

Public involvement is a key element in the transportation planning process. Adequate documentation of this process is essential for a seamless transfer of information from systems planning to project planning and design.

The local governments expressed their interest and need for an updated transportation plan. The county was selected for a CTP study by the Transportation Planning Branch based on local interest and need, level of difficulty of the study and dates of the previous thoroughfare plans. A meeting was held with the Edgecombe County Planning Department, the Upper Coastal Plain RPO, and the Rocky Mount Metropolitan Planning Organization (MPO) in February 2007 to formally initiate the study, provide an overview of the transportation planning process, and to gather input on area transportation needs.

Throughout the course of the Edgecombe County study, the Transportation Planning Branch cooperatively worked with the Edgecombe County Transportation Needs Committee, which includes representatives from each municipality, from the county planning department, the NC Cooperative Extension, the RPO, the MPO, local NCDOT and a few county citizens, to provide information on current local plans, to develop transportation vision and goals, to discuss population and employment projections, and to develop proposed CTP recommendations. For the town of Whitakers study, the Transportation Planning Branch cooperatively worked with the town of Whitakers' Town Administrator Gwen Parker and the RPO to provide information on current local plans, to discuss the area's transportation issues and goals, to discuss population and employment projections, and to develop proposed CTP recommendations. Refer to Appendix H for detailed information on the vision statement, the goals and objectives survey and a listing of committee members for the Edgecombe County study.

The Transportation Planning Branch also gave presentations to the County Commissioners and the town councils throughout the process educating them on the CTP process, updating them at milestones on the progress of the CTP and asking for feedback from the councils and the public. Refer to Appendix H for detailed information on each public involvement opportunity.

The public involvement process included holding one public drop-in session in Edgecombe County in the Town of Tarboro to present the proposed Edgecombe County Comprehensive Transportation Plan to the public and solicit comments. The meeting was held on June 15, 2009 at the Edgecombe County Administrative Building in the Auditorium. The session was publicized in the local newspaper, The Daily Southerner, and was held from 4pm to 6pm. Several people were in attendance. No comment forms were submitted during the drop-in session, and it appeared that no recommendations were controversial.

A public hearing was held on September 8, 2009 during the Edgecombe County Commissioners meeting. The purpose of this meeting was to discuss the Edgecombe County plan recommendations and to solicit further input from the public. The

Edgecombe County CTP was adopted during this meeting. Public hearings were held and the Edgecombe County CTP was also adopted during the following meetings:

- Tarboro's Commissioners meeting on August 10, 2009,
- Pinetops' Commissioners meeting on September 1, 2009,
- Conetoe's Commissioners meeting on September 8, 2009,
- Leggett's Commissioners meeting on September 14, 2009,
- Macclesfield's Commissioners meeting on September 14, 2009,
- Princeville's Commissioners meeting on September 28, 2009,
- Speed's Commissioners meeting on October 6, 2009,
- Sharpsburg's Commissioners meeting on October 20, 2009, and
- Whitakers' Commissioners meeting on November 2, 2009.

A public hearing was held and the Town of Whitakers CTP was adopted during the Whitakers' Board of Commissioners meeting held on November 2, 2009. The Upper Coastal Plain RPO endorsed the Edgecombe County CTP and the Town of Whitakers CTP on January 13, 2010. The Rocky Mount Urban Area MPO endorsed the Edgecombe County CTP on February 15, 2010. The North Carolina Board of Transportation voted to adopt the CTPs on March 4, 2010.

APPENDICES

Appendix A Resources and Contacts

North Carolina Department of Transportation

Customer Service Office

Contact information for other units within the NCDOT that are not listed in this appendix is available by calling the Customer Service Office or by visiting the NCDOT homepage:

1-877-DOT-4YOU

(1-877-368-4968)

<https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx>

Secretary of Transportation

Mr. Eugene A. Conti, Jr., Ph.D.

1501 Mail Service Center

Raleigh, NC 27699-1501

(919) 733-2520

gconti@ncdot.gov

<http://www.ncdot.org/about/leadership/secretary.html>

Board of Transportation Member

Mr. Gus H. Tulloss

P.O. Box 751

Rocky Mount, NC 27802

(252) 937-6913

ghtulloss@ncdot.gov

<http://www.ncdot.gov/about/board/default.html>

Highway Division Engineer

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

Mr. Bobby Lewis, PE

509 Ward Blvd.

Wilson, NC 27895

(252) 237-6164 ext. 3503

bobbylewis@ncdot.gov

<http://www.ncdot.gov/doh/operations/division4/>

Division Project Manager

Contact the Division Project Manager with questions concerning transportation projects within each Division.

Mr. Jerry Page, PE
509 Ward Blvd.
Wilson, NC 27895
(252) 237-6164 ext. 3551
jpage@ncdot.gov

Division Construction Engineer

Contact the Division Construction Engineer for information concerning major roadway improvements under construction.

Ms. Wendi O. Johnson, PE
509 Ward Blvd.
Wilson, NC 27895
(252) 237-6164 ext. 2104
wojohnson@ncdot.gov

Division Traffic Engineer

Contact the Division Traffic Engineer for information concerning traffic signals, highway signs, pavement markings and crash history.

Mr. Andy Brown, PE
509 Ward Blvd.
Wilson, NC 27895
(252) 237-6164 ext. 3544
ahbrown@ncdot.gov

Division Operations Engineer

Contact the Division Operations Engineer for information concerning facility operations.

Mr. Tim Little, PE
509 Ward Blvd.
Wilson, NC 27895
(252) 237-6164
timlittle@ncdot.gov

Division Maintenance Engineer

Contact the Division Maintenance Engineer information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit and the Equipment Unit.

Mr. Ronald L. Keeter, Jr., PE
509 Ward Blvd.
Wilson, NC 27895
(252) 237-6164
rkeeter@ncdot.gov

District Engineer

Contact the District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt A Highway program, encroachments on highway right of way, issuance of oversize/overwidth permits, paving priorities, secondary road construction program and road maintenance.

- Vacant -
14194 Hwy. 903
Halifax, NC 27839
(252) 583-5861

Transportation Planning Branch (TPB)

Contact the Transportation Planning Branch for information on long-range multi-modal planning services.

1554 Mail Service Center
Raleigh, NC 27699-1554
(919) 733-4705
<http://www.ncdot.gov/~tpb>

Upper Coastal Plain Rural Planning Organization (RPO)

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

Mr. Daniel Van Liere
120 West Washington St., Suite 2110
Nashville, NC 27856
(252) 462-2642
Daniel.VanLiere@nashcountync.gov
<http://www.ucprpo.org/>

Strategic Planning Office

Contact the Strategic Planning Office for information concerning prioritization of transportation projects.

Mr. Don Voelker

1501 Mail Service Center

Raleigh, NC 27699-1501

(919) 715-0951

djvoelker@ncdot.gov

<https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=11054>

Project Development & Environmental Branch (PDEA)

Contact PDEA for information on environmental studies for projects that are included in the Transportation Improvement Program.

1548 Mail Service Center

Raleigh, NC 27699-1548

(919) 733-3141

<http://www.ncdot.gov/doh/preconstruct/pe/>

Secondary Roads Office

Contact the Secondary Roads Office for information regarding the status for unpaved roads to be paved, additions and deletions of roads to the State maintained system and the Industrial Access Funds program.

1535 Mail Service Center

Raleigh, NC 27699-1535

(919) 733-3250

<http://www.ncdot.gov/doh/operations/secondaryroads/>

Program Development Branch

Contact the Program Development Branch for information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).

1534 Mail Service Center

Raleigh, NC 27699-1534

(919) 733-2039

<http://www.ncdot.org/planning/development/>

Public Transportation Division

Contact the Public Transportation Division for information public transit systems.

1550 Mail Service Center

Raleigh, NC 27699-1550

(919) 733-4713

<http://www.ncdot.org/transit/nctransit/>

Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center
Raleigh, NC 27699-1553
(919) 733-7245
<http://www.bytrain.org/>

Division of Bicycle and Pedestrian Transportation

Contact this Division for bicycle and pedestrian transportation information throughout the state.

1552 Mail Service Center
Raleigh, NC 27699-1552
(919) 807-0777
<http://www.ncdot.gov/transit/bicycle/>

Bridge Maintenance Unit

Contact the Bridge Maintenance Unit for information on bridge management throughout the state.

1565 Mail Service Center
Raleigh, NC 27699-1565
(919) 733-4362
http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/

Highway Design Branch

The Highway Design Branch consists of the Roadway Design, Structure Design, Photogrammetry, Location & Surveys, Geotechnical, and Hydraulics Units. Contact the Highway Design Branch for information regarding design plans and proposals for road and bridge projects throughout the state.

1584 Mail Service Center
Raleigh, NC 27699-1584
(919) 250-4001
<http://www.ncdot.gov/doh/preconstruct/highway/>

Other State Government Offices

Department of Commerce – Division of Community Assistance

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

<http://www.nccommerce.com/en/CommunityServices/>

Appendix B

Comprehensive Transportation Plan Definitions

Highway Map

For visual depiction of facility types for the following CTP classification, visit <http://www.ncdot.gov/doh/preconstruct/tpb/SHC/facility/>.

Facility Type Definitions

- **Freeways**

- Functional purpose – high mobility, high volume, high speed
- Posted speed – 55 mph or greater
- Cross section – minimum four lanes with continuous median
- Multi-modal elements – High Occupancy Vehicles (HOV)/High Occupancy Transit (HOT) lanes, busways, truck lanes, park-and-ride facilities at/near interchanges, adjacent shared use paths (separate from roadway and outside ROW)
- Type of access control – full control of access
- Access management – interchange spacing (urban – one mile; non-urban – three miles); at interchanges on the intersecting roadway, full control of access for 1,000ft or for 350ft plus 650ft island or median; use of frontage roads, rear service roads
- Intersecting facilities – interchange or grade separation (no signals or at-grade intersections)
- Driveways – not allowed

- **Expressways**

- Functional purpose – high mobility, high volume, medium-high speed
- Posted speed – 45 to 60 mph
- Cross section – minimum four lanes with median
- Multi-modal elements – HOV lanes, busways, very wide paved shoulders (rural), shared use paths (separate from roadway but within ROW)
- Type of access control – limited or partial control of access;
- Access management – minimum interchange/intersection spacing 2,000ft; median breaks only at intersections with minor roadways or to permit U-turns; use of frontage roads, rear service roads; driveways limited in location and number; use of acceleration/deceleration or right turning lanes
- Intersecting facilities – interchange; at-grade intersection for minor roadways; right-in/right-out and/or left-over or grade separation (no signalization for through traffic)
- Driveways – right-in/right-out only; direct driveway access via service roads or other alternate connections

- **Boulevards**
 - Functional purpose – moderate mobility; moderate access, moderate volume, medium speed
 - Posted speed – 30 to 55 mph
 - Cross section – two or more lanes with median (median breaks allowed for U-turns per current NCDOT *Driveway Manual*)
 - Multi-modal elements – bus stops, bike lanes (urban) or wide paved shoulders (rural), sidewalks (urban - local government option)
 - Type of access control – limited control of access, partial control of access, or no control of access
 - Access management – two lane facilities may have medians with crossovers, medians with turning pockets or turning lanes; use of acceleration/deceleration or right turning lanes is optional; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
 - Intersecting facilities – at grade intersections and driveways; interchanges at special locations with high volumes
 - Driveways – primarily right-in/right-out, some right-in/right-out in combination with median leftovers; major driveways may be full movement when access is not possible using an alternate roadway

- **Other Major Thoroughfares**
 - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
 - Posted speed – 25 to 55 mph
 - Cross section – four or more lanes without median (*US and NC routes may have less than four lanes*)
 - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
 - Type of access control – no control of access
 - Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
 - Intersecting facilities – intersections and driveways
 - Driveways – full movement on two lane roadway with center turn lane as permitted by the current NCDOT *Driveway Manual*

- **Minor Thoroughfares**
 - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
 - Posted speed – 25 to 55 mph
 - Cross section – ultimately three lanes (no more than one lane per direction) or less without median
 - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
 - ROW – no control of access

- Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – intersections and driveways
- Driveways – full movement on two lane with center turn lane as permitted by the current NCDOT *Driveway Manual*

Other Highway Map Definitions

- **Existing** – Roadway facilities that are not recommended to be improved.
- **Needs Improvement** – Roadway facilities that need to be improved for capacity, safety, or system continuity. The improvement to the facility may be widening, other operational strategies, increasing the level of access control along the facility, or a combination of improvements and strategies. “Needs improvement” does not refer to the maintenance needs of existing facilities.
- **Recommended** – Roadway facilities on new location that are needed in the future.
- **Interchange** – Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
- **Grade Separation** – Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
- **Full Control of Access** – Connections to a facility provided only via ramps at interchanges. No private driveway connections allowed.
- **Limited Control of Access** – Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.
- **Partial Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections shall be defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. These may be combined to form a two-way driveway (most common) or separated to allow for better traffic flow through the parcel. The use of shared or consolidated connections is highly encouraged.
- **No Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways.

Public Transportation and Rail Map

- **Bus Routes** – The primary fixed route bus system for the area. Does not include demand response systems.
- **Fixed Guideway** – Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway transit, and ferryboats.

- **Operational Strategies** – Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- **Rail Corridor** – Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
 - Active – rail service is currently provided in the corridor; may include freight and/or passenger service
 - Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist
 - Recommended – It is desirable for future rail to be considered to serve an area.
- **High Speed Rail Corridor** – Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
 - Existing – Corridor where high speed rail service is provided (there are currently no existing high speed corridor in North Carolina).
 - Recommended – Proposed corridor for high speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Intermodal Connector** – A location where more than one mode of transportation meet such as where light rail and a bus route come together in one location or a bus station.
- **Park and Ride Lot** – A strategically located parking lot that is free of charge to anyone who parks a vehicle and commutes by transit or in a carpool.

Bicycle Map

- **On Road-Existing** – Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- **On Road-Needs Improvement** – At the systems level, it is desirable for an **existing** highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.
- **On Road-Recommended** – At the systems level, it is desirable for a **recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.
- **Off Road-Existing** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment.

- **Off Road-Recommended** – A facility needed to accommodate only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Pedestrian Map

- **Sidewalk-Existing** – Paved paths (including but not limited to concrete, asphalt, brick, stone, or wood) on both sides of a highway facility and within the highway right-of-way that are adequate to safely accommodate pedestrian traffic.
- **Sidewalk-Needs Improvement** – Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need improvements. Improvements do not include re-paving or other maintenance activities but may include: filling in gaps, widening sidewalks, or meeting ADA (Americans with Disabilities Act) requirements.
- **Sidewalk-Recommended** – At the systems level, it is desirable for a recommended highway facility to accommodate pedestrian transportation **or** to add sidewalks on an existing facility where no sidewalks currently exist. The highway should be designed and built to safely accommodate pedestrian traffic.

- **Off Road-Existing** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way that will not adequately serve future pedestrian needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), improved horizontal or vertical alignment, and meeting ADA requirements.
- **Off Road-Recommended** – A facility needed to accommodate only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Appendix C

CTP Inventory and Recommendations

Assumptions/ Notes:

- **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by ‘-H’ for highway, ‘-T’ for public transportation, ‘-R’ for rail, ‘-B’ for bicycle, ‘-M’ for multi-use paths, or ‘-P’ for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. ‘A’, ‘B’, or ‘C’) are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- **Existing Cross-Section:** Listed under ‘(ft)’ is the approximate width of the roadway from edge of pavement to edge of pavement. Listed under ‘lanes’ is the total number of lanes, with the letter ‘D’ if the facility is divided.
- **Existing ROW:** The estimated existing right-of-way is based on NCDOT’s GIS road conditions layer data, the NCDOT Pavement Management Unit data and Edgecombe County’s GIS data. These right-of-way amounts are approximate and may vary.
- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS C for existing facilities. These capacity estimates were developed using NCLOS software program, as documented in Chapter II.
- **Existing and Proposed AADT:** The existing and proposed AADT (Annual Average Daily Traffic) volumes, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The ‘2035 AADT Existing’ is an estimate of the volume in 2035 with only existing projects assumed to be in place. No committed projects, projects programmed for construction in the Transportation Improvement Program (TIP), were assumed to be in place. The ‘2035 AADT with CTP’ (or ‘2035 AADT with LRTP’, in MPO areas) is an estimate of the volume in 2035 with all proposed CTP improvements assumed to be in place. The ‘2035 AADT with CTP’ is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter II.
- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of ‘ADQ’ indicates the existing facility is adequate and there are no improvements recommended as part of the CTP.

- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figures 1 and 2). Abbreviations are F= freeway, E= expressway, B= boulevard, MaT= other major thoroughfare, MiT= minor thoroughfare.
- **Tier:** Tiers are defined as part of the North Carolina Multimodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- **Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H=highway, T= public transportation, R= rail, B= bicycle, and P= pedestrian).

Table 5: CTP Inventory and Recommendations -- HIGHWAY

HIGHWAY																			
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System					2035 Proposed System						CTP Classification	Tier	Other Modes	
					Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 AADT (2005)	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
Edgemombe County CTP																			
EDGE0008-H	US 13	Pitt Co. line - US 13 Bus.	Edgemombe Co.	0.3	48	4 D	180	55	36,700	7,500	17,700	17,700	17,700	46,100	4A	250	F	Sta	--
EDGE0008-H	US 13	US 13 Bus. - US 64	Edgemombe Co.	0.3	48	4	180	55	36,700	7,500	17,700	17,700	17,700	46,100	4A	250	F	Sta	--
--	US 13	NC 11 - Martin Co. line	Edgemombe Co.	1.3	48	4 D	300	70	31,900	10,000	20,500	20,500	20,500	31,900	ADQ.	300	F	Sta	--
--	US 64	Kingsboro Rd. (SR 1225) - Old County Home Rd. (SR 1218)	Edgemombe Co.	4.1	48	4 D	330	70	39,500	19,000	38,900	38,900	38,900	39,500	ADQ.	330	F	Sta	--
--	US 64	Old County Home Rd. (SR 1218) - NC 122	Edgemombe Co.	1.8	48	4 D	330	70	39,500	20,000	40,900	40,900	40,900	39,500	ADQ.	330	F	Sta	--
--	US 64	NC 122 - Tarboro Municipal Limits	Edgemombe Co.	1.4	48	4 D	330	70	44,200	17,000	34,800	34,800	34,800	44,200	ADQ.	330	F	Sta	--
--	US 64	Tarboro Municipal Limits - Princeville Municipal Limits	Tarboro	1.5	48	4 D	330	70	41,200	20,000	40,900	40,900	40,900	41,200	ADQ.	330	F	Sta	--
--	US 64	Princeville Municipal Limits - Princeville Municipal Limits	Princeville	0.3	48	4 D	605	70	43,500	18,000	36,800	36,800	36,800	43,500	ADQ.	605	F	Sta	--
--	US 64	Princeville Municipal Limits - NC 33	Edgemombe Co.	1.2	48	4 D	300	70	43,500	17,500	35,800	35,800	35,800	43,500	ADQ.	300	F	Sta	--
--	US 64	NC 33 - S. Shiloh Farm Rd. (SR 1523)	Edgemombe Co.	1.4	48	4 D	300	70	43,500	13,000	26,600	26,600	26,600	43,500	ADQ.	300	F	Sta	--
--	US 64	S. Shiloh Farm Rd. (SR 1523) - Chinquapin Rd. (SR 1524)	Edgemombe Co.	2.6	48	4 D	300	70	31,900	11,000	22,500	22,500	22,500	31,900	ADQ.	300	F	Sta	--
--	US 64	Chinquapin Rd. (SR 1524) - NC 42	Edgemombe Co.	3.2	48	4 D	300	70	31,900	9,700	19,900	19,900	19,900	31,900	ADQ.	300	F	Sta	--
--	US 64	NC 42 - US 13	Edgemombe Co.	1.9	48	4 D	300	70	31,900	10,000	20,500	20,500	20,500	31,900	ADQ.	300	F	Sta	--
--	US 64	US 13 - Martin Co. line	Edgemombe Co.																
Concurrent with US 13																			
--	US 64 Alt.	Kingsboro Rd. (SR 1225) - Dunbar Rd. (SR 1252)	Edgemombe Co.	1.5	22	2	60	55	7,800	5,200	8,000	8,000	8,000	7,800	ADQ.	60	MaT	Reg	--
--	US 64 Alt.	Dunbar Rd. (SR 1252) - McNair Rd. (SR 1207)	Edgemombe Co.	3.7	22	2	60	55	7,800	5,600	11,500	11,500	11,500	7,800	ADQ.	60	MaT	Reg	--
EDGE0004-H	US 64 Alt.	McNair Rd. (SR 1207) - Tarboro Municipal Limits	Edgemombe Co.	1.1	22	2	60	55	7,800	5,000	10,200	10,200	10,200	13,700	3B	80	MaT	Reg	B
EDGE0020-B ²	US 64 Alt. (N. Main St.)	Tarboro Municipal Limits - N. Main St. (SR 1577)	Tarboro	0.7	36	3	120	45	9,400	6,700	13,700	13,700	13,700	9,400	ADQ.	120	MaT	Reg	B
--	US 64 Alt. (Western Blvd.)	N. Main St. (SR 1577) - Hospital Dr. (SR 1298)	Tarboro	0.9	36	3	120	45	8,800	3,000	6,100	6,100	6,100	8,800	ADQ.	120	MaT	Reg	--
--	US 64 Alt. (Western Blvd.)	Hospital Dr. (SR 1298) - W. Northern Blvd. (SR 1578)	Tarboro	0.2	24	2	150	45	11,100	6,600	13,500	13,500	13,500	11,100	ADQ.	150	MaT	Reg	--
EDGE0020-B ²	US 64 Alt. (Western Blvd.)	W. Northern Blvd. (SR 1578) - Speight Ave.	Tarboro	0.5	24	2	150	45	11,100	9,800	20,100	20,100	20,100	11,100	ADQ.	150	MaT	Reg	B

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System					2035 Proposed System					CTP Classification	Other Modes			
					Cross-Section (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)					
																	lanes	lanes	lanes
Edgemcombe County CTP																			
EDGE0020-B ²	US 64 Alt. (Western Blvd.)	Speight Ave. - NC 122 (Howard Ave.)	Tarboro	0.5	33	3	100	45	19,000	16,000	32,700	32,700	32,700	19,000	ADQ.	100	MaT	Reg	B
EDGE0001-H	US 64 Alt. (Western Blvd.)	NC 122 (Howard Ave.) - NC 111 (W. Wilson St.)	Tarboro	0.7	33	3	100	45	19,000	16,000	32,700	32,700	32,700	34,500	4D	110	B	Reg	B
EDGE0001-H	US 64 Alt. (Western Blvd.)	NC 111 (W. Wilson St.) - US 258	Tarboro	0.5	60	5	110	45	34,400	18,000	36,800	36,800	34,500	4D	110	B	Reg	B	
--	US 64 Alt.	US 258 / US 64 Alt. (Western Blvd.) - US 258 / US 64 Alt. (Mutual Blvd.)	Tarboro / Princeville	Concurrent with US 64															
--	US 64 Alt.	US 64 - US 64 Alt. / NC 33 (S. Main St.)	Princeville	Concurrent with US 258															
B-2965	US 64 Alt. (S. Main St.)	US 258 / US 64 Alt. (Mutual Blvd.) - Walston St.	Princeville	0.2	24	2	70	35	11,100	10,000	15,400	15,400	15,800	3B	80	MaT	Reg	--	
EDGE0005-H	US 64 Alt. (S. Main St.)	Walston St. - Mullins St. (SR 1539)	Princeville	0.4	24	2	60	35	11,100	10,000	15,400	15,400	15,800	3B	80	MaT	Reg	--	
--	US 64 Alt. (S. Main St.)	Mullins St. (SR 1539) - Princeville Municipal Limits	Princeville	<0.1	24	2	60	35	11,100	10,000	15,400	15,400	11,100	ADQ.	60	MaT	Reg	--	
--	US 64 Alt.	Princeville Municipal Limits - Commercial Rd. (SR 1636)	Edgemcombe Co.	0.1	24	2	60	50	11,100	4,500	6,900	6,900	11,100	ADQ.	60	MaT	Reg	--	
--	US 64 Alt.	Commercial Rd. (SR 1636) - NC 33	Edgemcombe Co.	0.2	24	2	60	50	11,100	4,400	6,800	6,800	11,100	ADQ.	60	MaT	Reg	--	
--	US 64 Alt.	NC 33 - S. Shiloh Farm Rd. (SR 1523)	Edgemcombe Co.	1.5	24	2	60	50-55	9,400	2,300	3,500	3,500	9,400	ADQ.	60	MaT	Reg	--	
--	US 64 Alt.	S. Shiloh Farm Rd. (SR 1523) - Chingapin Rd. (SR 1524)	Edgemcombe Co.	3.2	24	2	60	50-56	6,400	2,100	3,700	3,700	6,400	ADQ.	60	MaT	Reg	--	
--	US 64 Alt.	Chingapin Rd. (SR 1524) - Conetoe Municipal Limits	Edgemcombe Co.	1.0	24	2	60	55	5,800	1,700	3,000	3,000	5,800	ADQ.	60	MaT	Reg	--	
--	US 64 Alt. (N/S. Canal St.)	Conetoe Municipal Limits - Conetoe Municipal Limits	Conetoe	0.4	24	2	60	45	5,800	1,300	2,300	2,300	5,800	ADQ.	60	MaT	Reg	--	
--	US 64 Alt.	Conetoe Municipal Limits - Pitt Co. line	Edgemcombe Co.	0.4	24	2	60	55	6,400	1,300	2,300	2,300	6,400	ADQ.	60	MaT	Reg	--	
--	US 258	Pitt Co. line - Offer Creek Church Rd. (SR 1102)	Edgemcombe Co.	2.9	24	2	100	55	6,400	1,800	4,200	4,200	6,400	ADQ.	100	MaT	Reg	--	
--	US 258	Offer Creek Church Rd. (SR 1102) - NC 124	Edgemcombe Co.	1.7	24	2	100	55	6,400	2,900	6,800	6,800	6,400	ADQ.	100	MaT	Reg	--	
--	US 258	NC 124 - NC 42/43	Edgemcombe Co.	2.4	24	2	100	55	6,400	1,900	4,500	4,500	6,400	ADQ.	100	MaT	Reg	--	
EDGE0006-H	US 258	NC 42/43 - Davistown-Mercer Rd. (SR 1003)	Edgemcombe Co.	3.1	24	2	100	55	6,400	3,000	7,100	7,100	9,700	2A	100	MaT	Reg	--	
EDGE0006-H	US 258	Davistown-Mercer Rd. (SR 1003) - Rest-A-Bit Rd. (SR 1602)	Edgemcombe Co.	1.5	24	2	100	55	6,400	3,700	8,700	8,700	9,700	2A	100	MaT	Reg	--	
EDGE0006-H	US 258	Rest-A-Bit Rd. (SR 1602) - Colonial Rd. (SR 1601)	Edgemcombe Co.	1.7	22	2	100	55	7,600	3,700	8,700	8,700	9,700	2A	100	MaT	Reg	--	

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System					CTP Classification	Tier	Other Modes
					Cross-Section (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
															lanes			
Edgecombe County CTP																		
EDGE0006-H	US 258	Colonial Rd. (SR 1601) - Sara Lee Rd. (SR 1344)	Edgecombe Co.	0.7	22	2	100	55	9,400	6,900	16,300	16,300	11,100	2A	100	Reg	--	
EDGE0001-H	US 258	Sara Lee Rd. (SR 1344) - Tarboro Municipal Limits	Edgecombe Co.	0.5	22	2	100	55	9,400	6,900	16,300	16,300	34,500	4B	150	Reg	B	
EDGE0001-H	US 258	Tarboro Municipal Limits - US 64	Tarboro	0.6	36	3	100	45	18,300	9,100	24,700	24,700	34,500	4D	110	Reg	B	
--	US 258	US 258 / US 64 Alt. (Western Blvd.) - US 258 / US 64 Alt. (Mutual Blvd.)	Tarboro / Princeville	Concurrent with US 64														
--	US 258 (Mutual Blvd.)	US 64 - US 64 Alt. / NC 33 (S. Main St.)	Princeville	0.4	24	2	100	45	8,600	--	11,000	11,000	8,600	ADQ.	100	Reg	--	
--	US 258 (Mutual Blvd.)	US 64 Alt. / NC 33 (S. Main St.) - NC 111 (Greenwood Blvd.)	Princeville	0.4	36	3	60	35	9,000	7,400	15,100	12,300	9,000	ADQ.	60	Reg	--	
--	US 258 (Mutual Blvd.)	NC 111 (Greenwood Blvd.) - Princeville Municipal Limits	Princeville	0.4	20	2	60	35	9,400	3,100	6,300	3,500	9,400	ADQ.	60	Reg	--	
EDGE0020-B ²	US 258	Princeville Municipal Limits - N. Shiloh Farm Rd. (SR 1523)	Princeville	1.6	22	2	60	55	7,600	(3,600)	7,600	4,800	7,600	ADQ.	60	Reg	B	
EDGE0020-B ²	US 258	N. Shiloh Farm Rd. (SR 1523) - NC 122	Edgecombe Co.	1.4	22	2	60	55	6,400	2,700	5,500	2,700	6,400	ADQ.	60	Reg	B	
--	US 258	NC 122 - Batts Chapel Rd. (SR 1533)	Edgecombe Co.	2.4	22	2	100	55	6,400	1,600	3,300	3,600	6,400	ADQ.	100	Reg	--	
--	US 258	Batts Chapel Rd. (SR 1533) - Kliquick Rd. (SR 1504)	Edgecombe Co.	2.8	22	2	100	55	6,100	(2,100)	4,400	4,700	6,100	ADQ.	100	Reg	--	
--	US 258	Kliquick Rd. (SR 1504) - NC 97	Edgecombe Co.	1.5	22	2	100	45-55	6,400	1,500	3,100	3,400	6,400	ADQ.	100	Reg	--	
EDGE0007-H	US 258	NC 97 - Halifax Co. line	Edgecombe Co.	1.6	24	2	100	45-55	6,400	3,400	7,000	7,100	9,700	2A	100	Reg	--	
--	US 301	Nash Co. line - Moore Farm Rd. (SR 1421)	Edgecombe Co.	1.3	24	2	100	55	7,800	--	6,700	6,700	7,800	ADQ.	100	Reg	--	
--	US 301	Moore Farm Rd. (SR 1421) - Halifax Co. line	Edgecombe Co.	1.0	24	2	100	55	7,800	5,100	7,200	7,200	7,800	ADQ.	100	Reg	--	
--	NC 11	Pitt Co. line - US 64	Edgecombe Co.	Concurrent with US 13														
EDGE0008-H	NC 11	US 64 - Martin Co. line	Edgecombe Co.	1.9	24	2	60	55	6,400	3,600	6,400	6,400	46,100	4A	250	Sta	--	
R-3407B	NC 33	Pitt Co. line - Thigpen Rd. (SR 1608)	Edgecombe Co.	0.6	24	2	60	55	6,400	2,900	6,800	6,800	34,500	4A ⁴	200 ⁴	Reg	B	
R-3407B	NC 33	Thigpen Rd. (SR 1608) - NC 42	Edgecombe Co.	2.0	24	2	60	55	6,400	3,000	7,100	7,100	34,500	4A ⁴	200 ⁴	Reg	B	
R-3407A	NC 33	NC 42 - Britt Farm Rd. (SR 1605)	Edgecombe Co.	1.3	24	2	60	55	6,400	2,800	6,600	6,600	34,500	4A ⁴	200 ⁴	Reg	--	
R-3407A	NC 33	Britt Farm Rd. (SR 1605) - S. Shiloh Farm Rd. (SR 1523)	Edgecombe Co.	2.3	24	2	60	55	6,400	2,800	6,600	6,600	34,500	4A ⁴	200 ⁴	Reg	--	
R-3407A	NC 33	S. Shiloh Farm Rd. (SR 1523) - US 64	Edgecombe Co.	1.8	24	2	60	55	7,800	2,800	6,600	6,600	34,500	4A ⁴	200 ⁴	Reg	--	

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System					CTP Classification	Tier	Other Modes	
					Cross-Section (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)					
															lanes				ft
Edgemombe County CTP																			
--	NC 33	US 64 - N. Ridgewood Rd. (SR 1600)	Edgemombe Co.	0.2	24	2	60	55	7,800	2,800	6,600	6,600	7,800	ADQ.	60	MaT	Reg	--	
--	NC 33	N. Ridgewood Rd. (SR 1600) - US 64 Alt.	Edgemombe Co.	0.4	20	2	60	55	7,800	2,400	5,700	5,700	7,800	ADQ.	60	MaT	Reg	--	
--	NC 33	US 64 Alt. / NC 33 - US 258 / US 64 Alt. (Mutual Blvd.)	Edgemombe Co. / Princeville	Concurrent with US 64 Alt.															
B-2965	NC 33 (S. Main St.)	US 258 / US 64 Alt. (Mutual Blvd.) - Riverview St. (SR 1558)	Princeville	0.1	22	2	60	35	11,600	10,000	22,300	19,400	13,700	3B	80	MaT	Reg	--	
B-2965	NC 33 (S. Main St.)	Riverview St. (SR 1558) - Princeville Municipal Limits	Princeville	0.1	22	2	60	35	11,600	10,000	22,300	19,400	13,700	3B	80	MaT	Reg	B	
B-2965	NC 33 (N. Main St.)	Princeville Municipal Limits - Albemarle Ave. (SR 1308)	Tarboro	0.1	40	2	60	20	13,200	8,000	17,800	14,900	13,700	3B	80	MaT	Reg	B	
B-2965	NC 33 (N. Main St.)	Albemarle Ave. (SR 1308) - Granville St.	Tarboro	<0.1	40	2	60	20	13,200	8,000	17,800	14,900	13,700	3B	80	MaT	Reg	--	
--	NC 33 (N. Main St.)	Granville St. - Howard Ave. (SR 1557)	Tarboro	0.9	40	2	60	20-25	13,200	8,000	17,800	15,100	13,200	ADQ.	60	MaT	Reg	--	
--	NC 33 (N. Main St.)	Howard Ave. (SR 1557) - N. Main St. (SR 1577)	Tarboro	0.9	54	5	70	35	20,900	11,000	24,500	21,800	20,900	ADQ.	70	MaT	Reg	--	
--	NC 33 (E. Northern Blvd. / Saint Andrew St.)	N. Main St. (SR 1577) - Tarboro Municipal Limits	Tarboro	0.7	24	2	70	35-45	10,500	5,900	13,100	13,100	10,500	ADQ.	70	MaT	Reg	--	
EDGE0009-H	NC 33	Tarboro Municipal Limits - Hargrove Loop Rd. (SR 1515)	Edgemombe Co.	1.6	22	2	100	55	6,400	5,200	10,600	10,600	9,700	2A	60	MaT	Reg	--	
EDGE0009-H	NC 33	Hargrove Loop Rd. (SR 1515) - Leggett Municipal Limits	Edgemombe Co.	2.6	22	2	100	55	6,100	5,200	10,600	10,600	9,700	2A	60	MaT	Reg	--	
EDGE0009-H	NC 33	Leggett Municipal Limits - NC 97	Leggett	0.5	20	2	100	35	7,000	2,900	5,900	5,900	9,700	2A	60	MaT	Reg	--	
--	NC 33	NC 97 - Leggett Municipal Limits	Leggett	0.5	20	2	60	35	7,000	2,700	4,800	4,800	7,000	ADQ.	60	MaT	Reg	--	
--	NC 33	Leggett Municipal Limits - Ebenezer Rd. (SR 1427)	Edgemombe Co.	2.3	20	2	60	55	6,400	--	3,100	3,100	6,400	ADQ.	60	MaT	Reg	--	
--	NC 33	Ebenezer Rd. (SR 1427) - Red Hill Church Rd. (SR 1423)	Edgemombe Co.	5.1	22	2	60	55	5,800	1,200	2,100	2,100	5,800	ADQ.	60	MaT	Reg	--	
--	NC 33	Red Hill Church Rd. (SR 1423) - Speights Chapel Rd. (SR 1409)	Edgemombe Co.	3.6	24	2	60	55	5,800	1,200	2,100	2,100	5,800	ADQ.	60	MaT	Reg	--	
--	NC 33	Speights Chapel Rd. (SR 1409) - Whitakers Municipal Limits	Edgemombe Co.	1.2	24	2	60	45-55	7,600	1,100	2,000	2,000	7,600	ADQ.	60	MaT	Reg	--	
--	NC 33 (E. Main St.)	Whitakers Municipal Limits - Nash Co. line	Whitakers	0.5	48	2	60	35	8,600	1,700	3,000	3,000	8,600	ADQ.	60	MaT	Reg	--	
--	NC 42	Wilson Co. line - NC 124	Edgemombe Co.	0.1	24	2	60	55	5,800	2,600	4,000	4,000	5,800	ADQ.	60	MaT	Reg	--	
--	NC 42	NC 124 - N. Fountain Rd. (SR 1109)	Edgemombe Co.	2.2	24	2	60	55	6,400	2,200	3,400	3,400	6,400	ADQ.	60	MaT	Reg	--	

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification				
																lanes			
Edgecombe County CTP																			
--	NC 42	N. Fountain Rd. (SR 1109) - NC 111	Edgecombe Co.	1.5	24	2	60	55	6,400	2,300	3,500	3,500	3,500	6,400	ADQ.	60	MaT	Reg	--
--	NC 42	NC 111 - Pinetops Municipal Limits	Edgecombe Co.	1.5	24	2	60	55	6,100	2,600	4,000	4,000	4,000	6,100	ADQ.	60	MaT	Reg	--
--	NC 42 (W. Hamlet St.)	Pinetops Municipal Limits - NC 43 (N. Third St.)	Pinetops	0.5	42	3	66	35	10,800	3,600	5,500	5,500	5,500	10,800	ADQ.	66	MaT	Reg	--
EDGE0000-P	NC 42 (E. / W. Hamlet St.)	NC 43 (N. Third St.) - NC 122 (N. Second St.)	Pinetops	0.2	42	3	66	20	15,800	6,700	10,300	10,300	10,300	15,800	ADQ.	66	MaT	Reg	P
--	NC 42 (E. Hamlet St.)	NC 122 (N. Second St.) - Pinetops Municipal Limits	Pinetops	0.5	42	3	66	35	11,400	7,200	11,100	11,100	11,100	11,400	ADQ.	66	MaT	Reg	--
--	NC 42	Pinetops Municipal Limits - US 258	Edgecombe Co.	1.5	22	2	60	55	6,400	3,900	6,000	6,000	6,000	6,400	ADQ.	60	MaT	Reg	--
EDGE0010-H	NC 42	US 258 - NC 43	Edgecombe Co.	1.2	22	2	60	55	6,400	3,400	5,200	5,200	5,200	9,700	2A	60	MaT	Reg	--
--	NC 42	NC 43 - Colonial Rd. (SR 1601)	Edgecombe Co.	1.8	22	2	60	55	6,100	2,000	3,100	3,100	3,100	6,100	ADQ.	60	MaT	Reg	--
EDGE0020-B ²	NC 42	Colonial Rd. (SR 1601) - NC 33	Edgecombe Co.	1.1	22	2	60	55	6,400	2,000	3,100	3,100	3,100	6,400	ADQ.	60	MaT	Reg	B
--	NC 42	NC 33 - Ellis Rd. (SR 1606)	Edgecombe Co.	1.8	22	2	100	55	6,100	2,000	3,100	3,100	3,100	6,100	ADQ.	100	MaT	Reg	--
--	NC 42	Ellis Rd. (SR 1606) - Conetoe Municipal Limits	Edgecombe Co.	2.6	22	2	100	45-55	6,400	--	4,000	4,000	4,000	6,400	ADQ.	100	MaT	Reg	--
--	NC 42	Conetoe Municipal Limits - Conetoe Municipal Limits	Conetoe	0.7	36	2	100	35	8,600	2,200	3,400	3,400	3,400	8,600	ADQ.	100	MaT	Reg	--
--	NC 42	Conetoe Municipal Limits - Burnette Farm Rd. (SR 1526)	Edgecombe Co.	1.1	24	2	100	55	6,400	1,600	2,500	2,500	2,500	6,400	ADQ.	100	MaT	Reg	--
--	NC 42	Burnette Farm Rd. (SR 1526) - US 64	Edgecombe Co.	2.1	24	2	100	55	6,400	1,000	1,500	1,500	1,500	6,400	ADQ.	100	MaT	Reg	--
--	NC 42	US 64 - Roberson School Rd. (SR 1527)	Edgecombe Co.	1.8	24	2	100	55	5,800	780	1,200	1,200	1,200	5,800	ADQ.	100	MaT	Reg	--
--	NC 42	Roberson School Rd. (SR 1527) - Fountain Cross Rd. (SR 1530)	Edgecombe Co.	1.6	24	2	100	55	5,800	780	1,200	1,200	1,200	5,800	ADQ.	100	MaT	Reg	--
--	NC 42	Fountain Cross Rd. (SR 1530) - Martin Co. line	Edgecombe Co.	1.6	24	2	100	55	6,400	650	1,000	1,000	1,000	6,400	ADQ.	100	MaT	Reg	--
EDGE0010-H	NC 43	Pitt Co. line - Carr Farm Rd. (SR 1611)	Edgecombe Co.	1.3	22	2	60	55	6,400	4,100	8,400	8,400	8,400	9,700	2A	60	MaT	Reg	--
EDGE0010-H	NC 43	Carr Farm Rd. (SR 1611) - NC 42	Edgecombe Co.	2.0	22	2	60	55	6,400	2,200	3,400	3,400	3,400	9,700	2A	60	MaT	Reg	--
--	NC 43	NC 42 - NC 43 (N. Third St.)	Edgecombe Co. / Pinetops	Concurrent with NC 42															
--	NC 43 (N. Third St.)	NC 42 (W. Hamlet St.) - Pinetops Municipal Limits	Pinetops	0.5	39	2	60	35	8,600	3,900	6,000	6,000	6,000	8,600	ADQ.	60	MaT	Reg	--
--	NC 43	Pinetops Municipal Limits - Faith Baptist Church Rd. (SR 1126)	Edgecombe Co.	1.6	24	2	100	55	6,100	3,600	5,500	5,500	5,500	6,100	ADQ.	100	MaT	Reg	--

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
																2035 AADT			
	Edgecombe County CTP																		
--	NC 43	Faith Baptist Church Rd. (SR 1126) - Davistown-Mercer Rd. (SR 1003)	Edgecombe Co.	1.5	24	2	100	55	6,400	4,000	6,200	6,200	6,400	ADQ.	100	MaT	Reg	--	
--	NC 43	Davistown-Mercer Rd. (SR 1003) - Jenkins Farm Rd. (SR 1130)	Edgecombe Co.	2.1	24	2	100	55	6,400	3,600	5,500	5,500	6,400	ADQ.	100	MaT	Reg	--	
--	NC 43	Jenkins Farm Rd. (SR 1130) - Faith Baptist Church Rd. (SR 1126)	Edgecombe Co.	2.4	24	2	100	55	6,400	3,400	5,200	5,200	6,400	ADQ.	100	MaT	Reg	--	
EDGE0011-H	NC 43	Faith Baptist Church Rd. (SR 1126) - Temperance Hall Rd. (SR 1124)	Edgecombe Co.	1.5	24	2	100	55	7,800	(5,700)	8,900	8,900	9,700	2A	100	MaT	Reg	--	
--	NC 43	Temperance Hall Rd. (SR 1124) - Rocky Mount MAB	Edgecombe Co.	0.2	24	2	100	45	7,600	--	7,000	7,000	7,600	ADQ.	100	MaT	Reg	--	
--	NC 97	Rocky Mount MAB - Dunbar Rd. (SR 1252)	Edgecombe Co.	1.3	24	2	60	55	7,800	4,600	10,800	10,800	7,800	ADQ.	60	MaT	Reg	--	
EDGE0012-H	NC 97	Dunbar Rd. (SR 1252) - W. Logsboro Rd. (SR 1253)	Edgecombe Co.	1.5	24	2	60	55	6,400	3,700	5,700	5,700	9,700	2A	60	MaT	Reg	--	
EDGE0012-H	NC 97	W. Logsboro Rd. (SR 1253) - Battleboro-Leggett Rd. (SR 1407)	Edgecombe Co.	0.8	24	2	60	55	6,400	--	5,800	5,800	9,700	2A	60	MaT	Reg	--	
EDGE0012-H	NC 97	Battleboro-Leggett Rd. (SR 1407) - Leggett Municipal Limits	Edgecombe Co.	2.0	24	2	100	55	6,400	4,500	6,900	6,900	9,700	2A	100	MaT	Reg	--	
--	NC 97	Leggett Municipal Limits - NC 33	Leggett	0.5	24	2	60	35	7,700	3,600	5,500	5,500	7,700	ADQ.	60	MaT	Reg	--	
--	NC 97	NC 33 - Leggett Municipal Limits	Leggett	0.5	24	2	60	35	7,000	3,200	4,900	4,900	7,000	ADQ.	60	MaT	Reg	--	
--	NC 97	Leggett Municipal Limits - Fishing Creek Rd. (SR 1500)	Edgecombe Co.	3.6	22	2	60	55	6,400	2,900	4,500	4,500	6,400	ADQ.	60	MaT	Reg	--	
--	NC 97	Fishing Creek Rd. (SR 1500) - US 258	Edgecombe Co.	1.0	22	2	60	45	7,000	3,200	4,900	4,900	7,000	ADQ.	60	MaT	Reg	--	
--	NC 97	US 258 - Rogister Rd. (SR 1433)	Edgecombe Co.	1.4	20	2	60	55	6,400	900	1,400	1,500	6,400	ADQ.	60	MaT	Reg	--	
--	NC 97	Rogister Rd. (SR 1433) - Halifax Co. line	Edgecombe Co.	1.7	20	2	60	55	6,400	460	710	800	6,400	ADQ.	60	MaT	Reg	--	
--	NC 111	Wilson Co. line - NC 124	Edgecombe Co.	2.3	20	2	60	55	4,800	560	860	860	4,800	ADQ.	60	MaT	Reg	--	
--	NC 111	NC 124 - N. Fountain Rd. (SR 1109)	Edgecombe Co.	1.3	20	2	60	55	6,400	510	790	790	6,400	ADQ.	60	MaT	Reg	--	
--	NC 111	N. Fountain Rd. (SR 1109) - NC 42	Edgecombe Co.	1.4	20	2	60	55	4,800	940	1,400	1,400	4,800	ADQ.	60	MaT	Reg	--	
EDGE0013-H	NC 111 (Old Saratoga Rd.)	NC 42 - NC 43	Edgecombe Co.	1.9	20	2	60	55	4,800	1,800	2,800	2,800	9,700	2A	60	MaT	Reg	--	

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System					CTP Classification	Tier	Other Modes	
					Cross-Section (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)					
															lanes				ft
Edgecombe County CTP																			
EDGE0013-H	NC 111 (Old Saratoga Rd.)	NC 43 - NC 122	Edgecombe Co.	1.2	20	2	60	55	6,400	1,100	1,700	1,700	1,700	9,700	2A	60	MaT	Reg	--
EDGE0013-H	NC 111 (Old Tarboro-Pinetops Rd.)	NC 122 - Davistown-Mercer Rd. (SR 1003)	Edgecombe Co.	0.7	24	2	60	55	6,100	4,200	6,500	6,500	6,500	9,700	2A	60	MaT	Reg	--
EDGE0013-H	NC 111 (Old Tarboro-Pinetops Rd.)	Davistown-Mercer Rd. (SR 1003) - Woodland Rd. (SR 1204)	Edgecombe Co.	2.8	24	2	60	55	6,400	--	10,300	9,400	10,300	9,700	2A	60	MaT	Reg	--
EDGE0013-H	NC 111 (Old Tarboro-Pinetops Rd.)	Woodland Rd. (SR 1204) - McKendree Church Rd. (SR 1006)	Edgecombe Co.	0.8	24	2	60	55	6,100	4,600	9,400	9,400	9,400	9,700	2A	60	MaT	Reg	--
EDGE0013-H	NC 111 (McKendree Church Rd.)	McKendree Church Rd. (SR 1006) - NC 122 (McNair Rd.)	Edgecombe Co.	0.5	24	2	60	55	8,600	7,900	21,500	21,500	21,500	34,500	4D	110	B	Reg	B
EDGE0002-H ¹	NC 111 (W. Wilson St.)	NC 122 (McNair Rd.) - Tarboro Municipal Limits	Edgecombe Co.	1.6	24	2	60	45-55	9,400	7,900	21,500	21,500	21,500	34,500	4D	110	B	Reg	B
EDGE0002-H ¹	NC 111 (W. Wilson St.)	Tarboro Municipal Limits - Barlow Rd. (SR 1351)	Edgecombe Co.	0.4	24	2	60	45	10,100	7,000	19,000	19,000	19,000	34,500	4D	110	B	Reg	B
EDGE0002-H ¹	NC 111 (W. Wilson St.)	Barlow Rd. (SR 1351) - US 64 Alt. (Western Blvd.)	Edgecombe Co.	0.3	24	2	60	45	11,100	9,700	26,300	26,300	26,300	34,500	4D	110	B	Reg	B
--	NC 111	NC 111 (W. Wilson St.) - US 258 / US 64	Tarboro	Concurrent with US 64 Alt.															
--	NC 111	US 258 / US 64 - US 64 Alt. / US 258 (Mutual Blvd.)	Tarboro / Princeville	Concurrent with US 64															
--	NC 111	US 64 - NC 111 (Greenwood Blvd.)	Princeville	Concurrent with US 258															
--	NC 111 (Greenwood Blvd.)	US 258 (Mutual Blvd.) - Princeville Municipal Limits	Princeville	1.0	24	2	60	35	9,400	4,200	6,500	6,500	6,500	9,400	ADQ.	60	MaT	Reg	--
--	NC 111	Princeville Municipal Limits - Shiloh Farm Rd. (SR 1523)	Edgecombe Co.	0.7	24	2	100	55	6,100	1,600	2,500	2,500	2,500	6,100	ADQ.	100	MaT	Reg	--
--	NC 111	Shiloh Farm Rd. (SR 1523) - Roberson School Rd. (SR 1527)	Edgecombe Co.	2.7	24	2	100	55	6,400	2,300	3,500	3,500	3,500	6,400	ADQ.	100	MaT	Reg	--
--	NC 111	Roberson School Rd. (SR 1527) - Mooring Rd. (SR 1536)	Edgecombe Co.	2.8	24	2	100	55	5,800	2,300	3,500	3,500	3,500	5,800	ADQ.	100	MaT	Reg	--
--	NC 111	Mooring Rd. (SR 1536) - NC 142	Edgecombe Co.	2.4	22	2	60	55	6,400	1,700	2,600	2,600	2,600	6,400	ADQ.	60	MaT	Reg	--
--	NC 111	NC 142 - Martin Co. line	Edgecombe Co.	1.6	22	2	60	55	6,400	1,600	2,500	2,500	2,500	6,400	ADQ.	60	MaT	Reg	--
--	NC 122 (N. Second St.)	NC 124 (E. Green St.) - Macclesfield Municipal Limits	Macclesfield	0.4	40	2	60	35	9,400	1,500	2,000	2,000	2,000	9,400	ADQ.	60	MaT	Reg	--
--	NC 122 (Pinetops-Macclesfield Rd.)	Macclesfield Municipal Limits - Macripine Rd. (SR 1117)	Edgecombe Co.	0.9	20	2	60	55	4,800	--	2,600	2,600	2,600	4,800	ADQ.	60	MaT	Reg	--
--	NC 122 (Pinetops-Macclesfield Rd.)	Macripine Rd. (SR 1117) - Pinetops Municipal Limits	Edgecombe Co.	0.5	20	2	60	55	9,400	--	5,400	5,400	5,400	9,400	ADQ.	60	MaT	Reg	--

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 AADT (2005)	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification				
																lanes			
Edgemcombe County CTP																			
--	NC 122 (S. Second St.)	Pinetops Municipal Limits - E. Cobb St.	Pinetops	0.2	40	2	66	35	10,800	--	10,100	10,100	10,800	ADQ.	66	MaT	Reg	--	
--	NC 122 (S. Second St.)	E. Cobb St. - NC 42 (E. Hamlet St.)	Pinetops	0.3	40	2	66	35	11,100	3,000	6,100	6,100	11,100	ADQ.	66	MaT	Reg	--	
--	NC 122 (N. Second St.)	NC 42 (E. Hamlet St.) - Pinetops Municipal Limits	Pinetops	0.5	40	2	66	35	9,400	2,900	5,900	9,400	9,400	ADQ.	66	MaT	Reg	--	
--	NC 122	Pinetops Municipal Limits - NC 111	Edgemcombe Co.	1.7	24	2	60	55	6,400	--	7,300	7,300	6,400	ADQ.	60	MaT	Reg	--	
Concurrent with NC 111																			
--	NC 122	NC 111 - NC 111 (W. Wilson St.)	Edgemcombe Co.																
--	NC 122 (McNair Rd.)	NC 111 (W. Wilson St.) - US 64	Edgemcombe Co.	0.8	33	3	60	55	9,600	--	10,100	10,100	9,600	ADQ.	60	MaT	Reg	B	
EDGE0014-H	NC 122 (McNair Rd.)	US 64 - Howard Ave. Ext. (SR 1208)	Edgemcombe Co.	0.7	22	2	60	55	6,400	5,700	11,700	11,700	9,700	2A	60	MaT	Reg	B	
EDGE0015-H	NC 122 (Howard Ave. Ext.)	Howard Ave. Ext. (SR 1208) - Tarboro Municipal Limits	Edgemcombe Co.	1.1	22	2	60	55	7,600	5,300	10,800	10,800	9,700	2A	60	MaT	Reg	B	
--	NC 122 (Howard Ave.)	Tarboro Municipal Limits - US 64 Alt. (Western Blvd.)	Tarboro	0.7	50	5	70	45	36,700	7,400	9,900	9,900	36,700	ADQ.	70	MaT	Reg	B	
Concurrent with US 64 Alt.																			
--	NC 122	NC 122 (Howard Ave.) - US 258 / US 64	Tarboro																
Concurrent with US 64																			
--	NC 122	US 258 / US 64 - US 64 Alt. / US 258 (Mutual Blvd.)	Tarboro / Princeville																
Concurrent with US 258																			
--	NC 122	US 64 - US 258	Princeville / Edgemcombe Co.																
EDGE0016-H	NC 122	US 258 - Dickens Rd. (SR 1505)	Edgemcombe Co.	1.4	20	2	60	55	6,400	1,100	1,500	1,600	8,600	2A	60	MaT	Reg	B	
EDGE0016-H	NC 122	Dickens Rd. (SR 1505) - Coffield-Norfleet Dr. (SR 1567)	Edgemcombe Co.	1.4	20	2	60	55	6,400	1,200	1,600	1,700	8,600	2A	60	MaT	Reg	B	
EDGE0016-H	NC 122	Coffield-Norfleet Dr. (SR 1567) - Speed Municipal Limits	Edgemcombe Co.	1.0	20	2	60	55	6,400	1,100	1,500	1,600	8,600	2A	60	MaT	Reg	B	
EDGE0016-H	NC 122	Speed Municipal Limits - Mill Pond Rd. (SR 1508)	Speed	0.3	20	2	60	45	9,400	1,000	1,300	1,400	9,400	2B	60	MaT	Reg	B	
EDGE0016-H	NC 122	Mill Pond Rd. (SR 1508) - Speed Municipal Limits	Speed	0.2	20	2	60	35-45	7,600	990	1,300	1,400	9,400	2B	60	MaT	Reg	B	
EDGE0016-H	NC 122	Speed Municipal Limits - Halifax Co. line	Edgemcombe Co.	2.5	20	2	60	55	6,400	820	1,100	1,200	8,600	2A	60	MaT	Reg	B	
Concurrent with US 64 Alt.																			
--	NC 124	NC 42 - NC 111	Edgemcombe Co.	1.8	22	2	60	55	6,100	920	1,200	1,200	6,100	ADQ.	60	MaT	Reg	--	
--	NC 124	NC 111 - Macclesfield Municipal Limits	Edgemcombe Co.	1.4	22	2	60	55	4,600	1,500	2,000	2,000	4,600	ADQ.	60	MaT	Reg	--	
--	NC 124 (Green St.)	Macclesfield Municipal Limits - Macclesfield Municipal Limits	Macclesfield	0.8	42	2	60	35	8,600	1,800	2,400	2,400	8,600	ADQ.	60	MaT	Reg	--	

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
																20			
	Edgemombe County CTP																		
--	NC 124	Maccliesfield Municipal Limits - Living Hope Church Rd. (SR 1111) - US 258	Edgemombe Co.	0.6	22	2	60	55	6,400	1,300	1,700	1,700	6,400	ADQ.	60	MaT	Reg	--	
--	NC 124	Living Hope Church Rd. (SR 1111) - US 258	Edgemombe Co.	1.6	22	2	60	45-55	6,400	2,200	2,900	2,900	6,400	ADQ.	60	MaT	Reg	--	
--	NC 124	US 258 - Eagles Rd. (SR 1613)	Edgemombe Co.	1.6	22	2	60	55	4,600	770	1,000	1,000	4,600	ADQ.	60	MaT	Reg	--	
--	NC 124	Eagles Rd. (SR 1613) - NC 43	Edgemombe Co.	1.4	22	2	60	55	6,400	680	910	910	6,400	ADQ.	60	MaT	Reg	--	
--	NC 142	NC 111 - Martin Co. line	Edgemombe Co.	1.7	20	2	60	55	4,800	290	390	390	4,800	ADQ.	60	MaT	Reg	--	
EDGE0020-B ²	Albemarle Ave. (SR 1308)	NC 33 (N. Main St.) - St. James St. (SR 1289)	Tarboro	0.3	56	4 D	70	35	12,900	--	6,500	6,500	12,900	ADQ.	70	B	Sub	B	
--	Albemarle Ave. (SR 1308)	St. James St. (SR 1289) - W. Wilson St. (SR 1350)	Tarboro	0.2	56	4 D	70	35	12,900	--	6,500	6,500	12,900	ADQ.	70	B	Sub	--	
--	Albemarle Ave. (SR 1308)	W. Wilson St. (SR 1350) - Howard Ave. (SR 1211)	Tarboro	0.6	56	4 D	70	35	22,800	--	6,600	6,600	22,800	ADQ.	70	B	Sub	--	
--	Anaconda Rd. (SR 1212)	McNair Rd. (SR 1207) - Royster St.	Tarboro	1.9	20	2	60	35	10,800	--	9,200	9,200	10,800	ADQ.	60	MIT	Sub	--	
--	Anaconda Rd. (SR 1212)	Royster St. - Pearl St.	Tarboro	0.1	52	4	70	35	29,100	--	7,700	7,700	29,100	ADQ.	70	MIT	Sub	--	
--	E. Baker St.	NC 33 (N. Main St.) - Panola St.	Tarboro	0.3	26	2	66	25	11,100	930	1,400	1,400	11,100	ADQ.	66	MIT	--	--	
E-4751	Baker St. Extension (SR 1518)	E. Northern Blvd. (SR 1518) - Daniel St. (SR 1537)	Edgemombe Co.	0.8	20	2	60	55	7,600	--	1,200	1,300	7,600	ADQ.	60	MIT	Sub	B	
EDGE0020-B ²	Baker St. Extension (SR 1518)	Daniel St. (SR 1537) - Tarboro Municipal Limits	Edgemombe Co.	1.4	20	2	60	55	7,600	2,300	3,500	3,700	7,600	ADQ.	60	MIT	Sub	B	
--	Bale Rd. (SR 1136)	Temperance Hall Rd. (SR 1124) - Bulluck School Rd. (SR 1006)	Edgemombe Co.	0.7	20	2	60	55	7,000	--	1,600	1,600	7,000	ADQ.	60	MIT	Sub	--	
--	Barlow Rd. (SR 1351)	Tarboro Municipal Limits - NC 111 (W. Wilson St.)	Tarboro	1.0	20	2	60	45	9,400	1,200	2,100	2,100	9,400	ADQ.	60	MIT	Sub	--	
--	Batchelor Rd. (SR 1150)	N.E. Railroad St. - Sharpsburg Municipal Limits	Sharpsburg	0.3	20	2	60	35	8,600	1,100	1,500	1,500	8,600	ADQ.	60	MIT	Sub	--	
--	Battleboro-Leggett Rd. (SR 1407)	Falling Run Creek - New Hope Church Rd. (SR 1408)	Edgemombe Co.	0.7	20	2	--	55	7,600	(1,200)	1,600	1,600	7,600	ADQ.	--	MIT	Sub	--	

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification				
																lanes			
	<i>Edgecombe County CTP</i>																		
--	Battleboro-Leggett Rd. (SR 1407)	New Hope Church Rd. (SR 1408) - Speights Chapel Rd. (SR 1409)	Edgecombe Co.	0.8	20	2	--	55	7,000	--	1,200	1,200	7,000	ADQ.	--	ADQ.	MIT	Sub	--
--	Battleboro-Leggett Rd. (SR 1407)	Speights Chapel Rd. (SR 1409) - NC 97	Edgecombe Co.	1.7	20	2	--	55	7,600	(590)	800	800	7,600	ADQ.	--	ADQ.	MIT	Sub	--
--	Batts Chapel Rd. (SR 1533)	US 258 - Fishing Creek Rd. (SR 1500)	Edgecombe Co.	1.9	20	2	--	55	7,000	(290)	390	390	7,000	ADQ.	--	ADQ.	MIT	Sub	--
--	Bridgers St.	St. Andrews St. - St. Andrews St.	Tarboro	<0.1	--	1	52	25	4,500	100	170	170	4,500	ADQ.	52	ADQ.	MIT	Sub	--
--	Bulluck School Rd. (SR 1006)	Antioch Rd. (SR 1223) - Jenkins Farm Rd. (SR 1130)	Edgecombe Co.	2.1	20	2	--	55	6,400	(610)	1,500	1,500	6,400	ADQ.	--	ADQ.	MIT	Sub	--
--	Catherine St. (SR 1506)	Speed Municipal Limits - NC 122	Speed	0.4	20	2	60	35	7,600	--	600	600	7,600	ADQ.	60	ADQ.	MIT	Sub	--
--	Cedar St. (SR 1212)	Cedar St. (SR 1272) - Howard Ave. (SR 1211)	Tarboro	0.2	52	4	70	35	29,100	--	7,700	7,700	29,100	ADQ.	70	ADQ.	MIT	Sub	--
--	Cedar St. (SR 1272)	W. Hope Lodge St. (SR 1213) - CSX Railroad	Tarboro	0.2	20	2	52	35	9,400	(1,300)	1,800	1,800	9,400	ADQ.	52	ADQ.	MIT	Sub	--
--	Cedar St. (SR 1272)	CSX Railroad - Fountain St. (SR 1212)	Tarboro	0.1	--	2	52	35	8,600	--	1,900	1,900	8,600	ADQ.	52	ADQ.	MIT	Sub	--
--	Coker Town Rd. (SR 1425)	NC 33 - Draughan Rd. (SR 1429)	Edgecombe Co.	3.5	20	2	60	55	7,600	(320)	430	430	7,600	ADQ.	60	ADQ.	MIT	Sub	--
--	Colonial Rd. (SR 1601)	NC 43 - Carr Farm Rd. (SR 1611)	Edgecombe Co.	0.7	24	2	--	55	6,400	--	860	860	6,400	ADQ.	--	ADQ.	MIT	Sub	--
--	Colonial Rd. (SR 1601)	Carr Farm Rd. (SR 1611) - NC 42	Edgecombe Co.	2.1	24	2	--	55	7,000	1,900	3,900	3,900	7,000	ADQ.	--	ADQ.	MIT	Sub	--
EDGE0021-B	Colonial Rd. (SR 1601)	NC 42 - Brown Farm Rd. (SR 1604)	Edgecombe Co.	1.4	24	2	--	55	7,600	(2,300)	4,800	4,800	7,600	ADQ.	--	ADQ.	MIT	Sub	B
EDGE0021-B	Colonial Rd. (SR 1601)	Brown Farm Rd. (SR 1604) - Suggs Rd. (SR 1603)	Edgecombe Co.	0.8	20	2	--	55	7,600	--	4,800	4,800	7,600	ADQ.	--	ADQ.	MIT	Sub	B
--	Colonial Rd. (SR 1601)	Suggs Rd. (SR 1603) - US 258	Edgecombe Co.	3.4	24	2	--	55	7,600	2,400	4,900	4,900	7,600	ADQ.	--	ADQ.	MIT	Sub	--
--	County Line Rd. (SR 1146)	Sharpsburg Municipal Limits - Old Wilson Rd. (SR 1002)	Edgecombe Co.	1.1	20	2	--	45	9,400	1,000	1,300	1,300	9,400	ADQ.	--	ADQ.	MIT	Sub	--
--	Creek St.	Sunset Ave. - Fountain St. (SR 1212)	Tarboro	<0.1	27	2	50	35	11,100	1,150	1,700	1,700	11,100	ADQ.	50	ADQ.	MIT	--	--

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification				
																lanes			
	<i>Edgecombe County CTP</i>																		
--	Cutchin St. (SR 1410)	Whitakers Municipal Limits - E. Nash St.	Whitakers	0.4	20	2	35	9,400	--	580	580	9,400	ADQ.	--	MaT	Reg	--		
--	Cutchin St. (SR 1410)	E. Nash St. - NC 33 (E. Main St.)	Whitakers	0.1	32	2	35	11,100	--	620	620	11,100	ADQ.	--	MaT	Reg	--		
--	Cutchin Farm Rd. (SR 1506)	Kilquick Rd. (SR 1504) - Speed Municipal Limits	Edgecombe Co.	2.7	20	2	55	7,600	(400)	540	540	7,600	ADQ.	--	MIT	Sub	--		
EDGE0020-B ²	Daniel St. (SR 1537)	NC 33 (N. Main St.) - St. Andrew St. (SR 1520)	Tarboro	0.1	24	2	35	11,100	--	1,700	1,700	11,100	ADQ.	66	MIT	Sub	B		
EDGE0020-B ²	Daniel St. (SR 1537)	St. Andrew St. (SR 1520) - Tarboro Municipal Limits	Tarboro	1.3	28	2	35	9,400	--	2,800	5,700	9,400	ADQ.	60	MIT	Sub	B		
EDGE0020-B ²	Daniel St. (SR 1537)	Tarboro Municipal Limits - Baker St. Extension (SR 1518)	Edgecombe Co.	0.4	28	2	35	7,600	--	440	3,300	7,600	ADQ.	60	MIT	Sub	B		
U-3826	Daniel St. Extension (SR 1537)	Baker St. Extension (SR 1518) - US 258	Edgecombe Co.	1.6	--	--	--	--	--	--	3,200	8,600	2A ⁴	100 ⁴	MIT	--	B		
EDGE0021-B	Davistown-Mercer Rd. (SR 1003)	Wilson Co. line - Temperance Hall Rd. (SR 1124)	Edgecombe Co.	0.7	20	2	55	6,400	1,000	1,500	1,500	8,600	2A	60	MIT	Sub	B		
EDGE0021-B	Davistown-Mercer Rd. (SR 1003)	Temperance Hall Rd. (SR 1124) - Jenkins Farm Rd. (SR 1130)	Edgecombe Co.	2.9	20	2	55	6,400	--	1,000	1,000	8,600	2A	60	MIT	Sub	B		
EDGE0021-B	Davistown-Mercer Rd. (SR 1003)	Jenkins Farm Rd. (SR 1130) - NC 43	Edgecombe Co.	2.0	20	2	55	4,800	--	600	600	8,600	2A	60	MIT	Sub	B		
EDGE0021-B	Davistown-Mercer Rd. (SR 1003)	NC 43 - NC 111	Edgecombe Co.	1.8	20	2	55	6,400	1,000	1,800	1,800	8,600	2A	60	MIT	Sub	B		
EDGE0021-B	Davistown-Mercer Rd. (SR 1003)	NC 111 - Bynum Farm Rd. (SR 1200)	Edgecombe Co.	1.5	20	2	55	6,400	--	1,600	1,600	8,600	2A	60	MIT	Sub	B		
EDGE0021-B	Davistown-Mercer Rd. (SR 1003)	Bynum Farm Rd. (SR 1200) - US 258	Edgecombe Co.	1.2	20	2	55	4,800	(1,600)	2,500	2,500	8,600	2A	60	MIT	Sub	B		
--	Draughan Rd. (SR 1429)	NC 33 - Leggett Municipal Limits	Leggett	0.4	20	2	35	7,600	(750)	1,000	1,000	7,600	ADQ.	--	MIT	Sub	--		
--	Draughan Rd. (SR 1429)	Leggett Municipal Limits - Ebenezer Rd. (SR 1427)	Edgecombe Co.	2.5	20	2	55	7,000	--	890	890	7,000	ADQ.	--	MIT	Sub	--		
--	Draughan Rd. (SR 1429)	Ebenezer Rd. (SR 1427) - O'Neal Rd. (SR 1426)	Edgecombe Co.	1.6	20	2	55	7,000	(550)	740	740	7,000	ADQ.	--	MIT	Sub	--		
--	Draughan Rd. (SR 1429)	O'Neal Rd. (SR 1426) - Red Hill Church Rd. (SR 1423)	Edgecombe Co.	1.8	20	2	55	7,000	270	360	360	7,000	ADQ.	--	MIT	Sub	--		
--	Draughan Rd. (SR 1429)	Red Hill Church Rd. (SR 1423) - Halifax Co. line	Edgecombe Co.	1.5	20	2	55	7,000	(320)	430	430	7,000	ADQ.	--	MIT	Sub	--		

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification				
																lanes			
--	Dunbar Rd. (SR 1252)	US 64 Alt. - NC 97	Edgecombe Co.	2.0	24	2	55	7,000	(2,000)	2,700	2,700	7,000	ADQ.	--	MIT	Sub	--		
--	Ebenezer Rd. (SR 1427)	NC 33 - Draughan Rd. (SR 1429)	Edgecombe Co.	2.8	20	2	55	7,000	--	220	220	7,000	ADQ.	--	MIT	Sub	--		
--	Fishing Creek Rd. (SR 1500)	NC 97 - Dail Loop Rd. (SR 1502)	Edgecombe Co.	3.0	20	2	55	7,600	(890)	1,200	1,200	7,600	ADQ.	--	MIT	Sub	--		
--	Fishing Creek Rd. (SR 1500)	Dail Loop Rd. (SR 1502) - Fishing Creek Rd. (SR 1514)	Edgecombe Co.	0.9	20	2	55	6,400	--	1,300	1,300	6,400	ADQ.	90	MIT	Sub	--		
--	Fishing Creek Rd. (SR 1514)	Fishing Creek Rd. (SR 1500) - Fishing Creek Rd. (SR 1515)	Edgecombe Co.	1.2	20	2	55	7,000	950	1,300	1,300	7,000	ADQ.	60	MIT	Sub	--		
--	Fishing Creek Rd. (SR 1515)	Fishing Creek Rd. (SR 1514) - NC 33	Edgecombe Co.	0.9	20	2	55	7,600	--	1,700	1,700	7,600	ADQ.	--	MIT	Sub	--		
--	Flood's Store Rd. (SR 1146)	Old Wilson Rd. (SR 1002) - Charlie Rd. (SR 1147)	Edgecombe Co.	0.8	20	2	55	7,600	(860)	1,200	1,200	7,600	ADQ.	--	MIT	Sub	--		
--	Flood's Store Rd. (SR 1146)	Charlie Rd. (SR 1147) - Pleasant Hill Rd. (SR 1135)	Edgecombe Co.	1.9	20	2	55	6,400	780	1,000	1,000	6,400	ADQ.	--	MIT	Sub	--		
--	Fountain St. (SR 1212)	Pearl St. - Cedar St. (SR 1272)	Tarboro	0.6	52	4	35	29,100	--	7,700	7,700	29,100	ADQ.	70	MIT	Sub	--		
EDGE0017-H	S. Fountain Rd. (SR 1106)	Otter Creek Church Rd. (SR 1102) - Lewis Rd. (SR 1106)	Edgecombe Co.	0.5	20	2	55	7,600	1,000	1,300	1,300	8,600	2A	60	MIT	Sub	--		
EDGE0017-H	S. Fountain Rd. (SR 1109)	Lewis Rd. (SR 1106) - Otter Creek	Edgecombe Co.	0.5	20	2	55	7,600	(1,300)	1,800	1,800	8,600	2A	60	MIT	Sub	--		
EDGE0017-H	S. Fountain Rd. (SR 1109)	Otter Creek - Macclesfield Municipal Limits	Edgecombe Co.	1.5	20	2	55	9,400	(1,300)	1,800	1,800	9,400	2A	60	MIT	Sub	--		
--	E. Granville St.	NC 33 (N. Main St.) - St. Andrews St.	Tarboro	<0.1	48	2	35	11,100	1,400	2,100	2,100	11,100	ADQ.	70	MIT	--	--		
--	E. Granville St.	St. Andrews St. - St. David St.	Tarboro	0.1	34	2	25	11,100	--	2,200	2,200	11,100	ADQ.	70	MIT	--	--		
--	E. Granville St.	St. David St. - Panola St.	Tarboro	0.1	32	2	25	7,600	--	2,200	2,200	7,600	ADQ.	70	MIT	--	--		
--	W. Hope Lodge St. (SR 1213)	Fountain St. (SR 1212) - NC 33 (N. Main St.)	Tarboro	0.6	20	2	25	5,800	2,200	3,400	3,400	5,800	ADQ.	60-66	MIT	Sub	--		
--	E. Hope Lodge St.	NC 33 (N. Main St.) - St. Andrew St. (SR 1520)	Tarboro	<0.1	32	2	35	7,500	2,930	4,400	4,400	7,500	ADQ.	66	MIT	--	--		
--	Hospital Dr. (SR 1298)	US 64 Alt. (Western Blvd.) - N. Main St. (SR 1577)	Tarboro	0.6	36	3	45	11,300	--	6,000	6,000	11,300	ADQ.	80	MIT	Sub	--		

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification				
																lanes			
	<i>Edgecombe County CTP</i>																		
EDGE0020-B ²	Howard Ave. (SR 1211)	US 64 Alt. (Western Blvd.) - NC 33 (N. Main St.)	Tarboro	1.2	64	5	80	35	36,500	8,100	14,000	14,000	36,500	ADQ.	80	MaT	Sub	B	
EDGE0020-B ²	Howard Ave. (SR 1557)	NC 33 (N. Main St.) - St. Andrew St. (SR 1520)	Tarboro	0.1	60	5	80	35	15,800	4,800	8,400	8,400	15,800	ADQ.	80	MaT	Sub	B	
--	Howard Ave. Extension (SR 1208)	Kingsboro Rd. (SR 1225) - Harts Mill Run Rd. (SR 1337)	Edgecombe Co.	1.7	20	2	--	55	7,600	1,200	1,900	1,900	7,600	ADQ.	--	MIT	Sub	--	
--	Howard Ave. Extension (SR 1208)	Harts Mill Run Rd. (SR 1337) - Old County Home (SR 1218)	Edgecombe Co.	1.3	24	2	--	55	7,600	--	2,000	2,000	7,600	ADQ.	--	MIT	Sub	--	
--	Howard Ave. Extension (SR 1208)	Old County Home (SR 1218) - McNair Rd. (SR 1207)	Edgecombe Co.	1.5	24	2	--	55	7,000	--	1,300	1,300	7,000	ADQ.	--	MIT	Sub	--	
EDGE0020-B ²	Industrial Parkway (SR 1346)	McNair Rd. (SR 1207) - US 64 Alt. (Western Blvd.)	Tarboro	2.0	24	2	60	55	8,600	750	1,500	1,500	8,600	ADQ.	60	MIT	Sub	B	
--	Kilquick Rd. (SR 1504)	US 258 - Cutchin Farm Rd. (SR 1506)	Edgecombe Co.	0.1	20	2	--	55	7,600	330	440	440	7,600	ADQ.	--	MIT	Sub	--	
--	W. Loggsboro Rd. (SR 1253)	NC 97 - Tree Farm Rd. (SR 1254)	Edgecombe Co.	1.3	20	2	60	55	7,000	--	710	710	7,000	ADQ.	60	MIT	Sub	--	
--	W. Loggsboro Rd. (SR 1253)	Tree Farm Rd. (SR 1254) - Swift Creek	Edgecombe Co.	1.3	20	2	60	55	6,300	850	1,100	1,100	6,300	ADQ.	60	MIT	Sub	--	
--	W. Loggsboro Rd. (SR 1253)	Swift Creek - NC 33	Edgecombe Co.	0.7	20	2	60	55	7,000	(860)	1,200	1,200	7,000	ADQ.	60	MIT	Sub	--	
--	E. Main St. (SR 1146)	Nash Co. line - Sharpsburg Municipal Limits	Sharpsburg	0.3	32	2	--	35	9,400	(4,900)	6,600	6,600	9,400	ADQ.	--	MIT	Sub	--	
EDGE0020-B ²	N. Main St. (SR 1577)	US 64 Alt. (N. Main St.) - NC 33 (N. Main St.)	Tarboro	1.5	55	5	80	45	46,600	(5,000)	10,500	10,500	46,600	ADQ.	80	MaT	Sub	B	
--	Martin Luther King Jr. Dr.	Panola St. - Wagner St.	Tarboro	0.2	30	2	66	55	11,100	--	1,000	1,000	11,100	ADQ.	66	MIT	--	--	
--	Martin Luther King Jr. Dr.	Wagner St. - East Ave.	Tarboro	0.2	44	2	66	55	11,100	600	910	910	11,100	ADQ.	66	MIT	--	--	
EDGE0020-B ²	Martin Luther King Jr. Dr.	East Ave. - Martin Luther King Jr. Dr. (SR 1518)	Tarboro	0.2	44	2	66	55	11,100	600	910	910	11,100	ADQ.	66	MIT	--	B	
EDGE0020-B ²	Martin Luther King Jr. Dr. (SR 1518)	Martin Luther King Jr. Dr. - Tarboro Municipal Limits	Tarboro	0.1	20	2	60	35	10,800	--	4,000	4,000	10,800	ADQ.	60	MIT	Sub	B	
EDGE0022-B	McKendree Church Rd. (SR 1006)	Jenkins Farm Rd. (SR 1130) - Kent Rd. (SR 1209)	Edgecombe Co.	1.7	20	2	60	55	6,400	--	4,200	4,200	8,600	2A	60	MIT	Sub	B	

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification				
																lanes			
	<i>Edgecombe County CTP</i>																		
EDGE0018-H	McKendree Church Rd. (SR 1006)	Kent Rd. (SR 1209) - White Oak Rd. (SR 1310)	Edgecombe Co.	1.2	20	2	55	4,800	2,000	4,700	4,700	8,600	2A	60	MIT	Sub	B		
EDGE0018-H	McKendree Church Rd. (SR 1006)	White Oak Rd. (SR 1310) - NC 111	Edgecombe Co.	2.2	20	2	55	4,800	2,000	4,900	4,900	8,600	2A	60	MIT	Sub	B		
EDGE0019-H	McNair Rd. (SR 1207)	Howard Ave. Extension (SR 1208) - CSX Railroad	Edgecombe Co.	1.3	20	2	45-55	7,600	--	3,200	3,200	8,600	2A	60	MIT	Sub	B		
EDGE0019-H	McNair Rd. (SR 1207)	CSX Railroad - Tarboro Municipal Limits	Edgecombe Co.	0.4	20	2	45	7,600	--	2,800	2,800	8,600	2A	60	MIT	Sub	B		
EDGE0019-H	McNair Rd. (SR 1207)	Tarboro Municipal Limits - US 64 Alt.	Edgecombe Co.	0.7	24	2	55	6,400	--	2,500	2,500	8,600	2A	60	MIT	Sub	B		
--	Mill Pond Rd. (SR 1508)	NC 122 - N. Bowers Rd. (SR 1510)	Speed / Edgecombe Co.	1.3	20	2	55	7,600	310	410	410	7,600	ADQ.	60	MIT	Sub	--		
--	Mill Pond Rd. (SR 1508)	N. Bowers Rd. (SR 1510) - Halifax Co. line	Edgecombe Co.	2.9	20	2	55	7,600	--	450	450	7,600	ADQ.	60	MIT	Sub	--		
--	Mullins St. (SR 1539)	NC 33 (S. Main St.) - Neville St. (SR 1571)	Princeville	0.4	20	2	35	11,100	(1,300)	1,800	1,800	11,100	ADQ.	60	MIT	Sub	--		
--	New Hope Church Rd. (SR 1408)	NC 97 - Dunbar Woods Rd. (SR 1445)	Edgecombe Co.	1.2	20	2	55	7,600	--	1,400	1,400	7,600	ADQ.	60	MIT	Sub	--		
--	New Hope Church Rd. (SR 1408)	Dunbar Woods Rd. (SR 1445) - Battleboro-Leggett Rd. (SR 1407)	Edgecombe Co.	1.0	20	2	55	7,000	940	1,300	1,300	7,000	ADQ.	60	MIT	Sub	--		
EDGE0003-H	New Hope Church Rd. Realignment	New Hope Church Rd. (SR 1408) - Battleboro-Leggett Rd. (SR 1407)	Edgecombe Co.	1.0	--	--	--	--	--	--	1,000	8,600	2A	60	MIT	--	--		
--	Neville St.	Mullins St. (SR 1539) - NC 111 (Greenwood Blvd.)	Princeville	0.5	20	2	35	11,100	1,300	1,700	1,700	11,100	ADQ.	60	MIT	--	--		
--	Nobles Mill Pond Rd. (SR 1224)	Howard Ave. Extension (SR 1208) - Harts Mill Run Rd. (SR 1337)	Edgecombe Co.	1.3	20	2	55	7,600	(940)	2,000	2,000	7,600	ADQ.	--	MIT	Sub	--		
--	Nobles Mill Pond Rd. (SR 1224)	Harts Mill Run Rd. (SR 1337) - McKendree Church Rd. (SR 1006)	Edgecombe Co.	1.2	20	2	55	7,600	--	1,600	1,600	7,600	ADQ.	--	MIT	Sub	--		
E-4751	E. Northern Blvd. (SR 1518)	NC 33 (N. Main St.) - Heath Ln.	Tarboro	0.5	24	2	35	9,400	--	3,000	3,000	9,400	ADQ.	60	MIT	Sub	B		
E-4751	E. Northern Blvd. (SR 1518)	Heath Ln. - Baker St. Extension (SR 1518)	Tarboro / Edgecombe Co.	0.9	20	2	45	9,400	--	3,000	3,000	9,400	ADQ.	60	MIT	Sub	B		

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
																2			
Edgecombe County CTP																			
--	W. Northern Blvd. (SR 1578)	US 64 Alt. (Western Blvd.) - NC 33 (N. Main St.)	Tarboro	0.9	43	2	140	45	7,600	(3,600)	6,500	6,500	7,600	ADQ.	140	MIT	Sub	--	
--	Old Wilson Rd. (SR 1002)	Floods Store Rd. (SR 1146) - Phillips Rd. (SR 1150)	Edgecombe Co.	1.0	20	2	60	55	6,000	2,500	3,800	3,800	6,000	ADQ.	60	MIT	Sub	--	
--	Old Wilson Rd. (SR 1002)	Phillips Rd. (SR 1150) - Rocky Mount MAB	Edgecombe Co.	0.7	22	2	60	55	4,600	(2,500)	3,900	3,900	4,600	ADQ.	60	MIT	Sub	--	
EDGE0017-H	Otter Creek Church Rd. (SR 1102)	Pitt Co. line - Old Market Rd. (SR 1100)	Edgecombe Co.	1.8	20	2	--	55	7,600	--	930	930	8,600	2A	60	MIT	Sub	--	
--	Panola St.	Granville St. - Walnut St.	Tarboro	0.8	29	2	60	25	11,100	3,400	5,900	5,900	11,100	ADQ.	60	MIT	--	--	
--	Peach St.	Howard Ave. (SR 1211) - Sunset Ave.	Tarboro	0.2	27	2	66	25	11,100	500	760	760	11,100	ADQ.	66	MIT	--	--	
--	Phillips Rd. (SR 1150)	Sharpsburg Municipal Limits - Old Wilson Rd. (SR 1002)	Edgecombe Co.	0.9	20	2	60	55	8,000	--	1,300	1,300	8,000	ADQ.	60	MIT	Sub	--	
--	Phillips St.	St. Andrews St. - St. Andrews St.	Tarboro	<0.1	--	1	52	25	4,500	220	380	380	4,500	ADQ.	52	MIT	Sub	--	
--	Pinetops-Crisp Rd. (SR 1120)	NC 124 - Mill Swamp	Edgecombe Co.	1.1	20	2	60	55	9,400	(1,400)	1,900	1,900	9,400	ADQ.	60	MIT	Sub	--	
--	Pinetops-Crisp Rd. (SR 1120)	Mill Swamp - NC 122 (Pinetops-Macclesfield Rd.)	Edgecombe Co.	1.0	20	2	60	55	9,400	1,400	1,900	1,900	9,400	ADQ.	60	MIT	Sub	--	
--	Pleasant Hill Road (SR 1135)	Wilson Co. line - Trap Range Rd. (SR 1134)	Edgecombe Co.	1.0	20	2	50	55	6,300	1,100	2,300	2,300	6,300	ADQ.	50	MIT	Sub	--	
--	Pleasant Hill Road (SR 1135)	Trap Range Rd. (SR 1134) - Floods Store Rd. (SR 1146)	Edgecombe Co.	0.6	20	2	--	55	7,600	550	1,100	1,100	7,600	ADQ.	--	MIT	Sub	--	
--	Pleasant Hill Road (SR 1135)	Floods Store Rd. (SR 1146) - Bulluck School Rd. (SR 1006)	Edgecombe Co.	1.3	20	2	--	55	7,600	1,000	2,300	2,300	7,600	ADQ.	--	MIT	Sub	--	
--	N.E. Railroad St.	E. Main St. (SR 1146) - Batchelor Rd. (SR 1150)	Sharpsburg	0.1	25	2	--	35	9,400	1,300	1,700	1,700	9,400	ADQ.	--	MIT	--	--	
EDGE0017-H	S. Railroad St. (SR 1109)	Macclesfield Municipal Limits - NC 124 (Green St.)	Macclesfield	0.3	20	2	60	35	9,400	(1,500)	2,000	2,000	9,400	2B or 2E	60	MIT	Sub	--	
R-4434 ³	Sara Lee Rd. / McNair Rd. Extension	NC 111 (W. Wilson St.) - Sara Lee Rd. (SR 1344)	Tarboro	1.4	24	2	100	35	7,600	2,700	5,600	5,600	7,600	ADQ.	100	MIT	--	B	
EDGE0020-B ²	Sara Lee Rd. (SR 1344)	Sara Lee Rd. / McNair Rd. Extension - US 258	Edgecombe Co. / Tarboro	0.6	24	3	100	35	7,600	2,700	5,600	5,600	7,600	ADQ.	100	MIT	Sub	B	

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification				
																lanes			
	Edgecombe County CTP																		
--	Seven Bridges Rd. (SR 1404)	Rocky Mount MAB - Wells Rd. (SR 1410)	Edgecombe Co.	1.8	20	2	55	7,000	750	1,200	1,200	7,000	ADQ.	ADQ.	7,000	ADQ.	Sub	--	
--	Seven Bridges Rd. (SR 1404)	Wells Rd. (SR 1410) - Speights Chapel Rd. (SR 1409)	Edgecombe Co.	1.1	20	2	55	7,000	--	720	720	7,000	ADQ.	ADQ.	7,000	ADQ.	Sub	--	
--	Seven Bridges Rd. (SR 1404)	Speights Chapel Rd. (SR 1409) - NC 33	Edgecombe Co.	1.7	20	2	55	7,600	(150)	230	230	7,600	ADQ.	ADQ.	7,600	ADQ.	Sub	--	
--	S. Shiloh Farm Rd. (SR 1523)	NC 33 - US 64	Edgecombe Co.	1.8	20	2	55	7,600	1,200	1,600	1,600	7,600	ADQ.	ADQ.	7,600	ADQ.	Sub	--	
--	S. Shiloh Farm Rd. (SR 1523)	US 64 - Pavement Change	Edgecombe Co.	0.3	20	2	55	7,000	--	770	770	7,000	ADQ.	ADQ.	7,000	ADQ.	Sub	--	
--	S. Shiloh Farm Rd. (SR 1523)	Pavement Change - Pavement Change	Edgecombe Co.	1.0	23	2	55	7,000	--	1,400	1,400	7,000	ADQ.	ADQ.	7,000	ADQ.	Sub	--	
--	S. Shiloh Farm Rd. (SR 1523)	Pavement Change -NC 111	Edgecombe Co.	0.5	20	2	55	7,600	(1,500)	2,000	2,000	7,600	ADQ.	ADQ.	7,600	ADQ.	Sub	--	
--	N. Shiloh Farm Rd. (SR 1523)	NC 111 - US 258	Edgecombe Co.	1.6	20	2	55	7,000	(670)	900	900	7,000	ADQ.	ADQ.	7,000	ADQ.	Sub	--	
--	Speights Chapel Rd. (SR 1409)	Battleboro-Leggett Rd. (SR 1407) - White Oak Swamp Rd. (SR 1428)	Edgecombe Co.	1.7	20	2	55	7,600	--	520	520	7,600	ADQ.	ADQ.	7,600	ADQ.	Sub	--	
--	Speights Chapel Rd. (SR 1409)	White Oak Swamp Rd. (SR 1428) - Wells Rd. (SR 1410)	Edgecombe Co.	3.5	20	2	55	7,000	(350)	550	550	7,000	ADQ.	ADQ.	7,000	ADQ.	Sub	--	
--	Speights Chapel Rd. (SR 1409)	Wells Rd. (SR 1410) - Seven Bridges Rd. (SR 1404)	Edgecombe Co.	1.4	20	2	55	7,600	240	370	370	7,600	ADQ.	ADQ.	7,600	ADQ.	Sub	--	
--	Speights Chapel Rd. (SR 1409)	Seven Bridges Rd. (SR 1404) - NC 33	Edgecombe Co.	2.4	20	2	55	7,000	--	640	640	7,000	ADQ.	ADQ.	7,000	ADQ.	Sub	--	
--	Speights Chapel Rd. (SR 1409)	NC 33 - US 301	Edgecombe Co.	2.8	20	2	55	7,600	590	910	910	7,600	ADQ.	ADQ.	7,600	ADQ.	Sub	--	
EDGE0020-B ²	St. Andrew St.	NC 33 (N. Main St.) - Granville St.	Tarboro	0.1	--	2 D	35	7,600	--	2,500	2,400	7,600	ADQ.	ADQ.	7,600	ADQ.	B	--	
EDGE0020-B ²	St. Andrew St.	Granville St. - Pitt St.	Tarboro	<0.1	29	1	35	4,500	1,200	2,100	2,000	4,500	ADQ.	ADQ.	4,500	ADQ.	B	--	
EDGE0020-B ²	St. Andrew St.	Pitt St. - St. James St.	Tarboro	<0.1	45	1	35	4,500	--	2,500	2,400	4,500	ADQ.	ADQ.	4,500	ADQ.	B	--	
EDGE0020-B ²	St. Andrew St.	St. James St. - Wilson St.	Tarboro	0.2	29	1	25	4,500	--	2,500	2,400	4,500	ADQ.	ADQ.	4,500	ADQ.	B	B	
--	St. Andrew St.	Wilson St. - Bridgers St.	Tarboro	0.2	30	1	25	4,500	--	2,500	2,400	4,500	ADQ.	ADQ.	4,500	ADQ.	Sub	--	
--	St. Andrew St.	Bridgers St. - Phillips St.	Tarboro	<0.1	--	1	25	4,500	--	2,500	2,400	4,500	ADQ.	ADQ.	4,500	ADQ.	Sub	--	
--	St. Andrew St.	Phillips St. - Walnut St.	Tarboro	0.2	32	1-2	25	4,500	--	2,500	2,400	4,500	ADQ.	ADQ.	4,500	ADQ.	Sub	--	

HIGHWAY

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System						2035 Proposed System						CTP Classification	Tier	Other Modes
					Cross-Section (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification				
																lanes			
	<i>Edgecombe County CTP</i>																		
--	St. Andrew St.	Walnut St. - Howard Avenue (SR 1557)	Tarboro	<0.1	44	2-4	60	25	8,400	--	2,500	2,400	8,400	ADQ.	60	MIT	Sub	--	
--	St. Andrew St. (SR 1520)	Howard Avenue (SR 1557) - NC 33 (N. Main St.)	Tarboro	0.9	41	2	60	30-35	11,900	4,600	9,200	9,100	11,900	ADQ.	60	MIT	Sub	--	
EDGE0020-B ²	W. St. James St. (SR 1289)	US 64 Alt. W. (Western Blvd.) - Trade St.	Tarboro	0.8	36	2	70	25-35	10,600	(2,900)	6,100	6,100	10,600	ADQ.	70	MIT	Sub	B	
EDGE0020-B ²	W. St. James St. (SR 1289)	Trade St. - NC 33 (N. Main St.)	Tarboro	0.1	42	2	70	25	10,600	3,400	7,000	7,000	10,600	ADQ.	70	MIT	Sub	B	
EDGE0021-B	Suggs Rd. (SR 1603)	US 258 - Colonial Rd. (SR 1601)	Edgecombe Co.	1.1	20	2	60	55	7,600	440	680	680	7,600	ADQ.	60	MIT	Sub	B	
--	Summer Acre Rd. (SR 1503)	NC 97 - US 258	Edgecombe Co.	1.3	20	2	--	55	7,600	380	500	500	7,600	ADQ.	--	MIT	Sub	--	
--	Sunset Ave.	Creek St. - Peach St.	Tarboro	<0.1	30	2	60	25	11,100	1,300	1,900	1,900	11,100	ADQ.	60	MIT	--	--	
--	Temperance Hall Rd. (SR 1124)	NC 42 - Wood Duck Rd. (SR 1129)	Edgecombe Co.	3.6	21	2	60	55	7,000	210	370	370	7,000	ADQ.	60	MIT	Sub	--	
--	Temperance Hall Rd. (SR 1124)	Wood Duck Rd. (SR 1129) - Davistown-Mercer Rd. (SR 1003)	Edgecombe Co.	1.5	21	2	60	55	7,000	1,200	2,000	2,000	7,000	ADQ.	60	MIT	Sub	--	
--	Temperance Hall Rd. (SR 1124)	Davistown-Mercer Rd. (SR 1003) - Trap Range Rd. (SR 1134)	Edgecombe Co.	1.8	20	2	60	45	7,600	1,200	2,100	2,100	7,600	ADQ.	60	MIT	Sub	--	
--	Temperance Hall Rd. (SR 1124)	Trap Range Rd. (SR 1134) - Saw Mill Rd. (SR 1132)	Edgecombe Co.	0.9	20	2	60	55	7,600	1,500	2,700	2,700	7,600	ADQ.	60	MIT	Sub	--	
--	Temperance Hall Rd. (SR 1124)	Saw Mill Rd. (SR 1132) - NC 43	Edgecombe Co.	1.2	20	2	60	55	7,600	(1,500)	2,700	2,700	7,600	ADQ.	60	MIT	Sub	--	
--	Tree Farm Rd. (SR 1254)	NC 97 - W. Loggsboro Rd. (SR 1253)	Edgecombe Co.	1.0	20	2	--	55	7,600	230	310	310	7,600	ADQ.	--	MIT	Sub	--	
--	Walnut St.	NC 33 (N. Main St.) - Panola St.	Tarboro	0.3	33	2	60	25	8,400	4,100	6,100	6,100	8,400	ADQ.	60	MIT	--	--	
--	Webbs Chapel Rd. (SR 1004)	Wilson Co. line - Old Mill Farm Rd. (SR 1113)	Edgecombe Co.	0.9	20	2	--	55	4,800	--	390	390	4,800	ADQ.	--	MIT	Sub	--	
--	Webbs Chapel Rd. (SR 1004)	Old Mill Farm Rd. (SR 1113) - S. Fountain Rd. (SR 1109)	Edgecombe Co.	1.9	20	2	--	55	4,800	390	520	520	4,800	ADQ.	--	MIT	Sub	--	
--	Webbs Chapel Rd. (SR 1004)	S. Fountain Rd. (SR 1109) - Living Hope Church Rd. (SR 1111)	Edgecombe Co.	1.0	20	2	--	55	6,400	390	520	520	6,400	ADQ.	--	MIT	Sub	--	

HIGHWAY																		
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System					2035 Proposed System					CTP Classification	Tier	Other Modes	
					Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2006 (2005) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section				ROW (ft)
	Edgecombe County CTP																	
--	Webbs Chapel Rd. (SR 1004)	Living Hope Church Rd. (SR 1111) - NC 124	Edgecombe Co.	1.6	20	2	--	55	4,800	310	410	410	4,800	ADQ.	--	MIT	Sub	--
--	Wells Rd. (SR 1410)	Speights Chapel Rd. (SR 1409) - Seven Bridges Rd. (SR 1404)	Edgecombe Co.	1.2	20	2	--	55	7,600	(320)	500	500	7,600	ADQ.	--	MIT	Sub	--
--	Wells Rd. (SR 1410)	Seven Bridges Rd. (SR 1404) - Whitakers Municipal Limits	Edgecombe Co.	3.0	20	2	--	55	7,000	--	540	540	7,000	ADQ.	--	MIT	Sub	--
EDGE0020-B ²	W. Wilson St. (SR 1350)	US 64 Alt. (Western Blvd.) - Albemarle Ave. (SR 1308)	Tarboro	0.8	42	3	80	35	23,500	7,800	13,600	13,600	23,500	ADQ.	80	MIT	Sub	B
EDGE0020-B ²	W. Wilson St. (SR 1350)	Albemarle Ave. (SR 1308) - NC 33 (N. Main St.)	Tarboro	0.2	30	3	80	25	21,500	--	21,900	21,900	21,500	ADQ.	80	MIT	Sub	B
EDGE0020-B ²	E. Wilson St.	NC 33 (N. Main St.) - Panola St.	Tarboro	0.3	30	2-3	70	25	11,100	2,500	4,300	4,300	11,100	ADQ.	70	MIT	--	B

¹TIP project # U-4424 is to upgrade NC 111 to a 3-lane facility. This is recognized as an interim step in providing the 4-lane divided cross-section CTP recommendation.

²TIP project # EB-5105 is for a feasibility study of bike routes through the town of Tarboro.

³TIP project # R-4434 is complete.

⁴See NCDOT PDEA for the specific cross-sections for TIP projects R-3407 and U-3826.

HIGHWAY (Town of Whitakers)

		HIGHWAY															
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System					2035 Proposed System					CTP Classification	Tier	Other Modes
					Cross-Section (ft) lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 (2006) AADT	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)			
Town of Whitakers CTP																	
--	US 301	Whitakers PAB - Johnston Rd. (SR 1516)	Nash Co.	0.1	24	2	60	45	15,000	9,000	12,200	15,000	ADQ.	60	MaT	Reg	--
--	US 301	Johnston Rd. (SR 1516) - End C&G	Nash Co.	0.5	60	5	80-100	45	28,700	(7,100)	11,400	28,700	ADQ.	80-100	MaT	Reg	--
--	US 301	End C&G - Whitakers Municipal Limits	Nash Co.	0.5	24	2	60	45	7,600	(7,100)	11,000	7,600	ADQ.	60	MaT	Reg	--
NASH0001-H	US 301	Whitakers Municipal Limits - Begin C&G	Whitakers	0.3	24	2	60	35	9,900	6,900	10,500	11,200	3A	<80 ¹	MaT	Reg	--
--	US 301	Begin C&G - Whitakers Municipal Limits	Whitakers	0.6	36	3	60	35	11,200	6,600	8,700	11,200	ADQ.	60	MaT	Reg	--
--	US 301	Whitakers Municipal Limits - Edgecombe Co. line	Nash Co.	0.6	24	2	100	55	6,400	4,500	5,900	6,400	ADQ.	100	MaT	Reg	--
--	US 301	Nash Co. line - Moore Farm Rd. (SR 1421)	Edgecombe Co.	1.3	24	2	100	55	7,800	(5,200)	7,300	7,800	ADQ.	100	MaT	Reg	--
--	US 301	Moore Farm Rd. (SR 1421) - Halifax Co. line	Edgecombe Co.	1.0	24	2	100	55	7,800	5,200	7,300	7,800	ADQ.	100	MaT	Reg	--
Concurrent with US 301																	
--	NC 33	Whitakers PAB - Gaskill Farm Rd. (SR 1517)	Nash Co.	<0.1	20	2	60	55	6,400	1,400	2,800	6,400	ADQ.	60	MaT	Reg	--
--	NC 33	Gaskill Farm Rd. (SR 1517) - Whitakers Municipal Limits	Nash Co.	1.8	20	2	60	55	6,400	(1,200)	1,600	6,400	ADQ.	60	MaT	Reg	--
--	NC 33	Whitakers Municipal Limits - US 301	Whitakers	0.3	20	2	60	35	10,300	1,100	1,500	10,300	ADQ.	60	MaT	Reg	--
--	NC 33	NC 33 (W. Nash St.) - NC 33 (W. Phippen St.)	Whitakers														
--	NC 33 (W. Phippen St.)	US 301 - Edgecombe Co. line	Whitakers	0.1	50	2	60	20	10,300	2,500	3,300	10,300	ADQ.	60	MaT	Reg	--
--	NC 33 (E. Main St.)	Nash Co. line - Whitakers Municipal Limits	Whitakers	0.5	48	2	60	35	8,600	1,700	3,000	8,600	ADQ.	60	MaT	Reg	--
--	NC 33	Whitakers Municipal Limits - Speights Chapel Rd. (SR 1409)	Edgecombe Co.	1.2	24	2	60	45-55	7,600	1,100	2,000	7,600	ADQ.	60	MaT	Reg	--
--	NC 33	Speights Chapel Rd. (SR 1409) - Whitakers PAB	Edgecombe Co.	0.1	24	2	60	55	5,800	1,100	1,500	5,800	ADQ.	60	MaT	Reg	--
--	Bellamy Mill Rd. (SR 1518)	Whitakers PAB - Watson Seed Farm Rd. (SR 1510)	Edgecombe Co.	0.4	18	2	--	55	5,700	660	1,900	5,700	ADQ.	--	MIT	Sub	--
--	Bellamy Mill Rd. (SR 1518)	Watson Seed Farm Rd. (SR 1510) - Whitakers Municipal Limits	Edgecombe Co.	1.7	18	2	--	55	7,600	(430)	600	7,600	ADQ.	--	MIT	Sub	--
--	Cutchin St. (SR 1410)	Whitakers Municipal Limits - Begin C&G	Whitakers	0.4	20	2	40	35	9,400	430	570	9,400	ADQ.	40	MIT	Sub	--

HIGHWAY																		
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2006 Existing System					2035 Proposed System						Other Modes		
					Cross-Section (ft) lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT (2006)	2035 AADT Existing	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification		Tier	
	Town of Whitakers CTP																	
--	Cutchin St. (SR 1410)	Begin C&G - NC 33 (E. Main St.)	Whitakers	0.2	32	2	40	35	11,100	(650)	1,500	1,500	11,100	ADQ.	40	MIT	Sub	--
--	Johnston Rd. (SR 1516)	Whitakers PAB - US 301	Nash Co.	0.7	20	2	--	55	6,400	1,900	4,000	4,000	6,400	ADQ.	--	MIT	Sub	--
--	W. Phippen St. (SR 1518)	Whitakers Municipal Limits - US 301	Whitakers	0.4	36	2	--	35	10,300	950	1,300	1,300	10,300	ADQ.	--	MIT	Sub	--
--	Seven Bridges Rd. (SR 1404)	Rocky Mount MAB - Wells Rd. (SR 1410)	Edgecombe Co.	1.8	20	2	--	55	7,000	750	1,200	1,200	7,000	ADQ.	--	MIT	Sub	--
--	Seven Bridges Rd. (SR 1404)	Wells Rd. (SR 1410) - Speights Chapel Rd. (SR 1409)	Edgecombe Co.	1.1	20	2	--	55	7,000	--	720	720	7,000	ADQ.	--	MIT	Sub	--
--	Seven Bridges Rd. (SR 1404)	Speights Chapel Rd. (SR 1409) - NC 33	Edgecombe Co.	1.7	20	2	--	55	7,600	(150)	230	230	7,600	ADQ.	--	MIT	Sub	--
--	Speights Chapel Rd. (SR 1409)	Seven Bridges Rd. (SR 1404) - NC 33	Edgecombe Co.	2.4	20	2	--	55	7,000	480	810	810	7,000	ADQ.	--	MIT	Sub	--
--	Speights Chapel Rd. (SR 1409)	NC 33 - US 301	Edgecombe Co.	2.8	20	2	--	55	7,600	(590)	1,000	1,000	7,600	ADQ.	--	MIT	Sub	--
--	Wells Rd. (SR 1410)	Seven Bridges Rd. (SR 1404) - Whitakers Municipal Limits	Edgecombe Co.	3.0	20	2	--	55	7,000	--	540	540	7,000	ADQ.	--	MIT	Sub	--

¹With improving the facility to a three-lane section, the town of Whitakers prefers to keep the existing ROW widths which range from 60 feet to 200 feet within the Whitakers area.

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION ¹							
Local ID	Facility/ Route	Section (From - To)	Speed Limit (mph)	Distance (mi)	Existing System		Other Modes
					Type	Type	
	<i>Edgecombe County CTP</i>						
--	No existing Public Transportation fixed routes at this time.						
	<i>Town of Whitakers CTP</i>						
--	No existing Public Transportation fixed routes at this time.						

¹For further documentation of the public transportation system, refer to the *Tar River Transit* (<http://www.rockymountnc.gov/trt/>).

RAIL ¹											
Local ID	Facility/ Route	Section (From - To)	Class	Speed Limit (mph)	Distance (mi)	Existing System			Proposed System		
						Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day
	<i>Edgecombe County CTP</i>										
--	Amtrak (Carolinian, Palmetto, Silver Meteor, Silver Star)	Wilson Co. line - Rocky Mount MAB	I	79	1.2	Passenger	130-150	10			
--	Amtrak (Carolinian, Palmetto, Silver Meteor, Silver Star)	Rocky Mount MAB - Halifax Co. line	I	79	5.9	Passenger	130-150	10	No Rail Recommendations at this time.		
--	CSX Transportation	Wilson Co. line - Rocky Mount MAB	I	60	1.2	Freight	130-150	≤25			
	CSX Transportation	Rocky Mount MAB - Halifax Co. line	I	60	5.9	Freight	130-150	≤25			
--	CSX Transportation	Rocky Mount MAB - Tarboro	I	60	7.1	Freight	70-200	≤6			
--	CSX Transportation	Tarboro - Pitt Co. line	I	60	8.8	Freight	70-200	≤6			
	<i>Town of Whitakers CTP</i>										
--	Amtrak (Carolinian, Palmetto, Silver Meteor, Silver Star)	Whitakers Municipal Limits - Whitakers Municipal Limits	I	79	1.0	Passenger	130	10	No Rail Recommendations at this time.		
--	CSX Transportation	Whitakers Municipal Limits - Whitakers Municipal Limits	I	60	1.0	Freight	130	≤25	No Rail Recommendations at this time.		

¹For further documentation of the passenger rail system, refer to the *NC DOT Rail Division - NC Amtrak* (<http://www.bytrain.org/passenger/>) or *Amtrak* (<http://www.amtrak.com/>).

BICYCLE AND PEDESTRIAN ¹

BICYCLE

Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Cross-Section (ft)	lanes	Type	Cross-Section	
<i>Edgecombe County CTP</i>								
EDGE0016-H	NC 122	US 258 - Halifax Co. line	6.9	20	2	On-Road	2A or 2B	H
EDGE0021-B	NC Bike Route 2 "Mountains to Sea" [Davistown-Mercer Rd. (SR 1003)]	Wilson Co. line - US 258	10.0	20	2	On-Road	2A	--
EDGE0021-B	NC Bike Route 2 "Mountains to Sea" [Suggs Rd. (SR 1603)]	US 258 - Colonial Rd. (SR 1601)	1.1	20	2	On-Road	2A	--
EDGE0021-B	NC Bike Route 2 "Mountains to Sea" [Colonial Rd. (SR 1601)]	Suggs Rd. (SR 1603) - NC 42	2.2	20-24	2	On-Road	2A	--
EDGE0021-B	NC Bike Route 2 "Mountains to Sea" [NC 42]	Colonial Rd. (SR 1601) - NC 33	1.1	22	2	On-Road	2A	--
R-3407B	NC Bike Route 2 "Mountains to Sea" [NC 33]	NC 42 - Thigpen Rd. (SR 1608)	2.0	24	2	On-Road	4A ⁴	H
R-3407B	NC Bike Route 2 "Mountains to Sea" [NC 33]	Thigpen Rd. (SR 1608) - Pitt Co. line	0.6	24	2	On-Road	4A ⁴	H
EDGE0020-B	Town of Tarboro Bicycle Plan Routes¹	Tarboro	--	See Town of Tarboro Bicycle Plan, also concurrent with Highway Improvement Recommendations (see Edgecombe County CTP Highway Table), & see scheduled Feasibility Study TIP No. EB-5105				H P
EDGE0022-B	Jenkins Farm Rd. (SR 1130)	Davistown-Mercer Rd. (SR 1003) - McKendree Church Rd. (SR 1006)	2.3	20	2	On-Road	2A	--
EDGE0022-B	McKendree Church Rd. (SR 1006)	Jenkins Farm Rd. (SR 1130) - Kent Rd. (SR 1209)	1.7	20	2	On-Road	2A	--
EDGE0023-B	Greenway Connection Trail	River Rd. - E. St. James St.	--	--	--	Off-Road/ Multi-Use Path ³	MA	P
<i>Town of Whitakers CTP</i>								
--	No existing Bicycle routes at this time.		--	--	--	No Bicycle Recommendations at this time.		--

PEDESTRIAN

Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Type	Side of Street	Type	Side of Street	
<i>Edgecombe County CTP</i>								
EDGE0024-P	NC 42/43 (E. Hamlet St.)	NC 43 (N. Third St.) - NC 122 (N. Second St.)	--	--	--	Crosswalk ²	--	--
<i>Town of Whitakers CTP</i>								
--	Pedestrian Recommendations are Pending.							
--			--	--	--	--	--	--

MULTI-USE PATH

Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Side of Street	Cross-Section	Side of Street	Cross-Section	
<i>Edgecombe County CTP</i>								
--	Multi-Use Path Recommendations are Pending.							
<i>Town of Whitakers CTP</i>								
--	Multi-Use Path Recommendations are Pending.							
--			--	--	--	See Town of Tarboro Bicycle Plan ³	--	--

¹Only major bicycle routes and proposals in the county are shown here. For further documentation of bicycle facilities and proposals in the towns of Tarboro and Princeville, refer to the 2006 *Town of Tarboro Bicycle Plan*.

²Crosswalk recommendation on NC 42 in the town of Pinetops is a recommendation from the town of Pinetops study, refer to Appendix K. Other pedestrian recommendations for Edgecombe County are pending.

³Greenway Connections are considered both Off-Road Bicycle facilities and Multi-Use Path facilities per the 2006 *Town of Tarboro Bicycle Plan*. The Greenway Connection Trail proposed here is in the town of Tarboro and is proposed to match facilities of the same type in the 2006 *Town of Tarboro Bicycle Plan*.

⁴See NCDOT PDEA for the specific cross-sections for TIP projects R-3407 and U-3826.

Appendix D

Typical Cross Sections

Cross section requirements for roadways vary according to the capacity and level of service to be provided. Universal standards in the design of roadways are not practical. Each roadway section must be individually analyzed and its cross section determined based on the volume and type of projected traffic, existing capacity, desired level of service, and available rights-of-way (ROW). These cross sections are typical for facilities on new location and where right-of-way constraints are not critical. For widening projects and urban projects with limited rights-of-way, special cross sections should be developed that meet the needs of the project.

The typical cross sections, illustrated in Figure 10, were updated on December 7, 2010 to support the Department's "Complete Streets" policy that was adopted in July 2009. This guidance established design elements that emphasize safety, mobility, and accessibility for multiple modes of travel. These "typical" cross sections should be used as preliminary guidelines for comprehensive transportation planning, project planning and project design activities. The specific and final cross section details and right-of-way limits for projects will be established through the preparation of the National Environmental Policy Act (NEPA) documentation and through final plan preparation.

On all existing and proposed roadways delineated on the CTP, adequate rights-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed rights-of-way for the following situations:

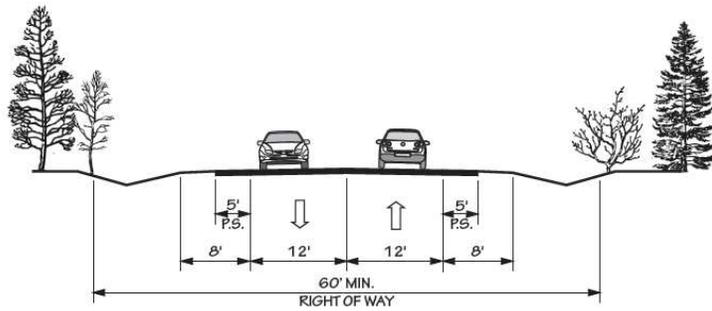
- roadways which may require widening after the current planning period,
- roadways which are borderline adequate and accelerated traffic growth could render them deficient,
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment, and
- roadways which may need to accommodate an additional transportation mode.

Figure 10 – Typical Cross Sections

2 LANES

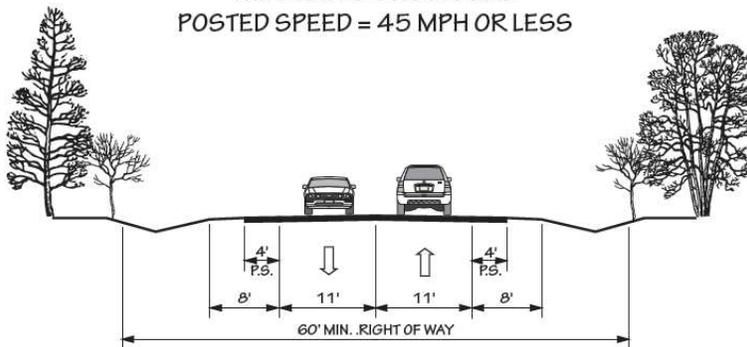
2 A

WIDE PAVED SHOULDERS
POSTED SPEED = 55 MPH



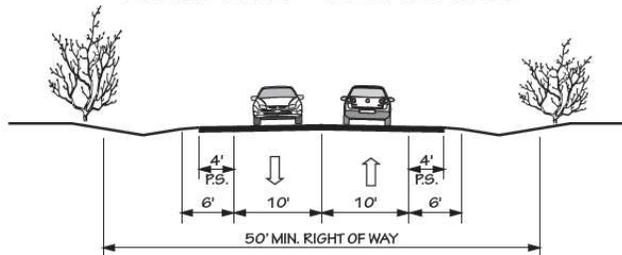
2 B

WIDE PAVED SHOULDERS
POSTED SPEED = 45 MPH OR LESS



2 C

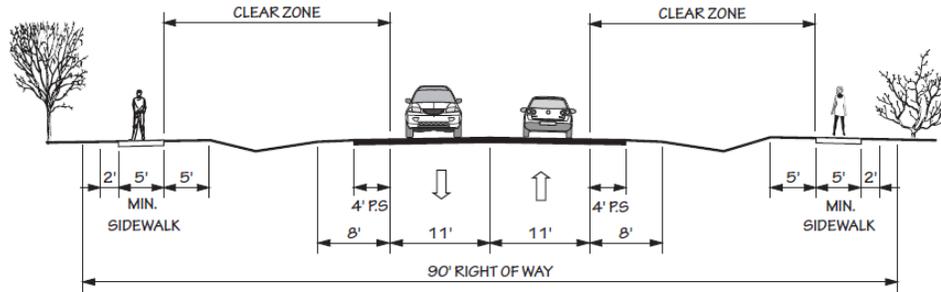
WIDE PAVED SHOULDERS
POSTED SPEED = 35 MPH OR LESS



2 LANES

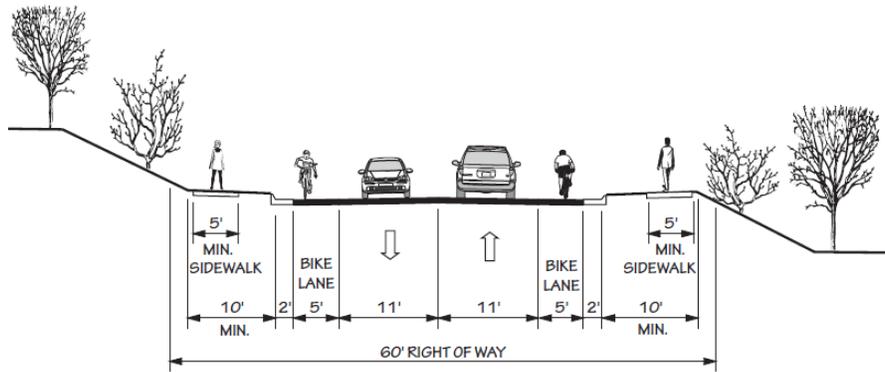
2 D

SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH



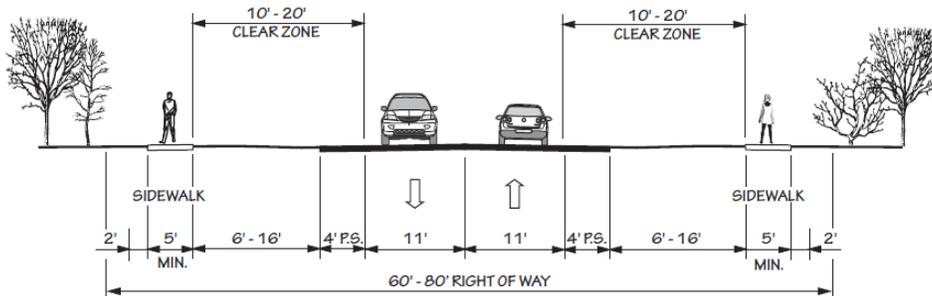
2 E

CURB AND GUTTER WITH BIKE LANES AND SIDEWALKS



2 F

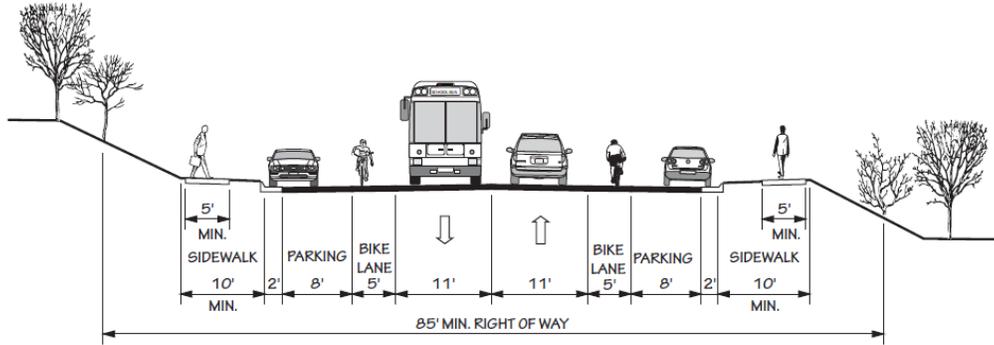
BUFFERS AND SIDEWALKS WITHOUT A ROADWAY DITCH
(20 MPH TO 45 MPH)
(TYPICALLY COASTAL AREA MANAGEMENT ACT COUNTIES)



2 LANES

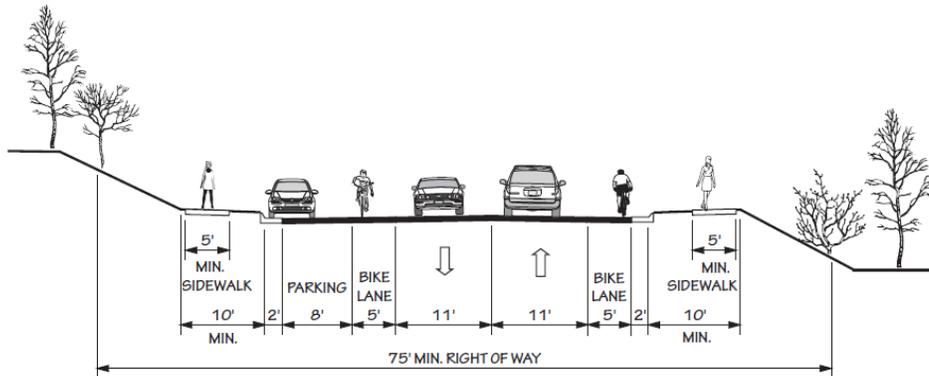
2 G

CURB & GUTTER - PARKING ON EACH SIDE



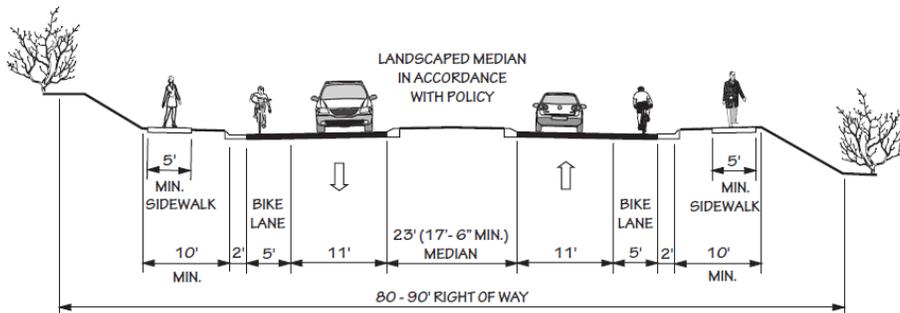
2 H

CURB & GUTTER - PARKING ON ONE SIDE



2 I

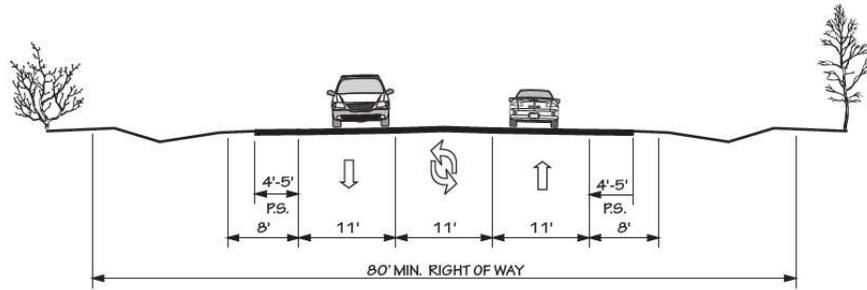
RAISED MEDIAN WITH CURB & GUTTER



3 LANES

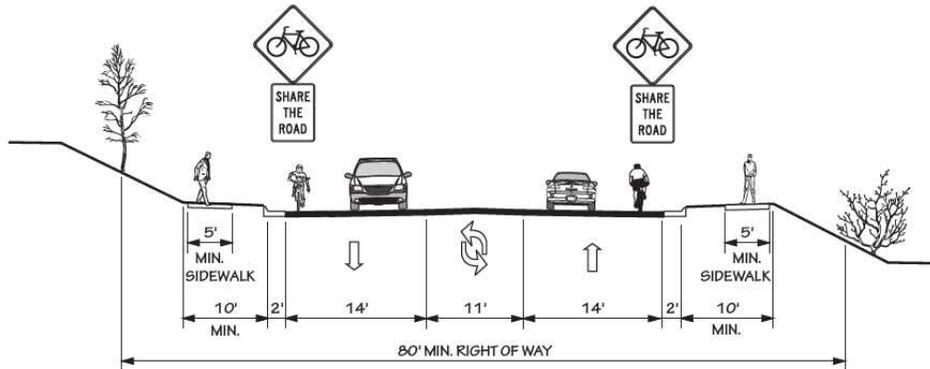
3 A

WIDE PAVED SHOULDERS



3 B

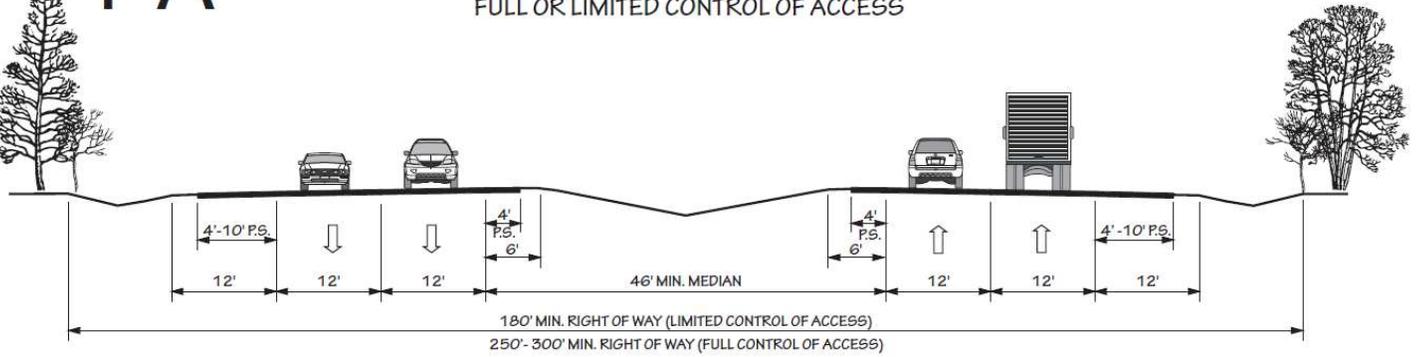
CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



4 LANES

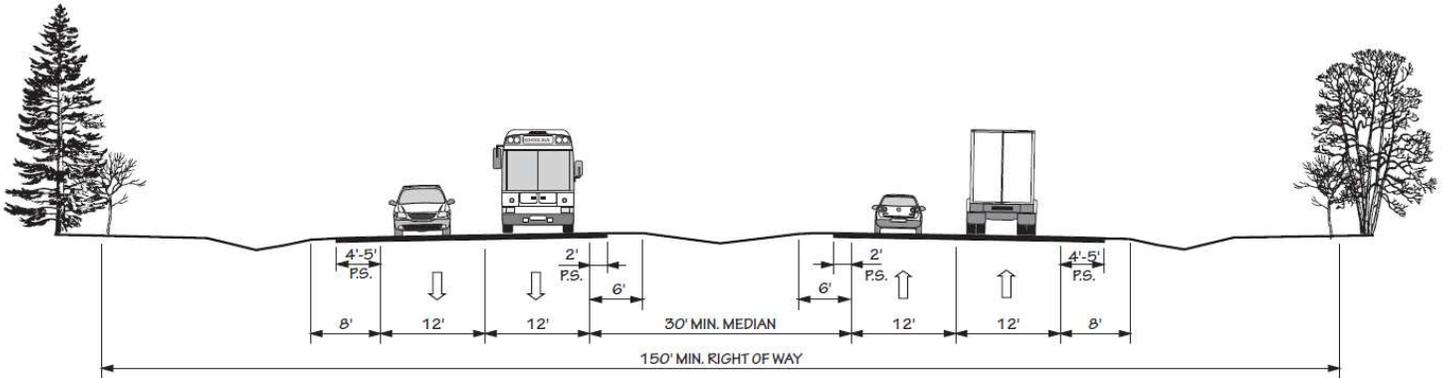
4 A

DIVIDED WITH MEDIAN
FULL OR LIMITED CONTROL OF ACCESS



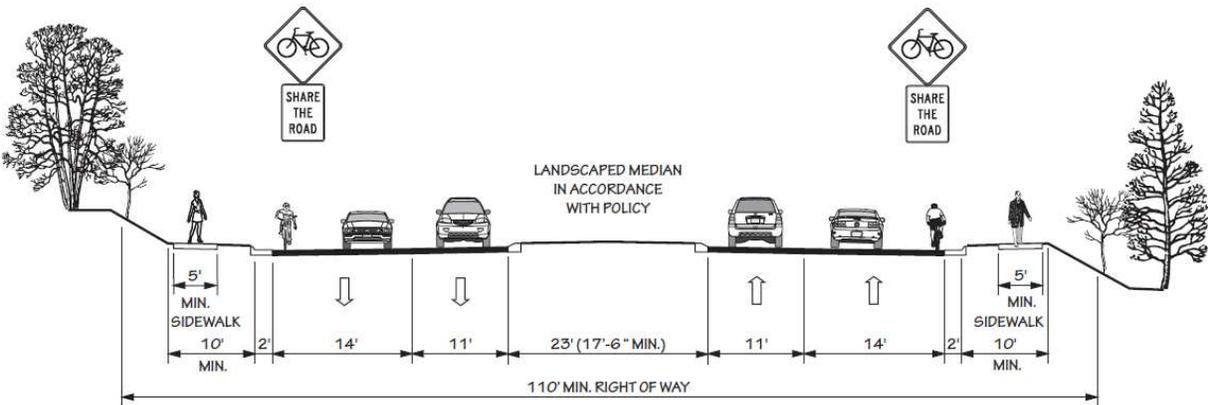
4 B

DIVIDED WITH MEDIAN - NO CURB & GUTTER
PARTIAL CONTROL OF ACCESS



4 C

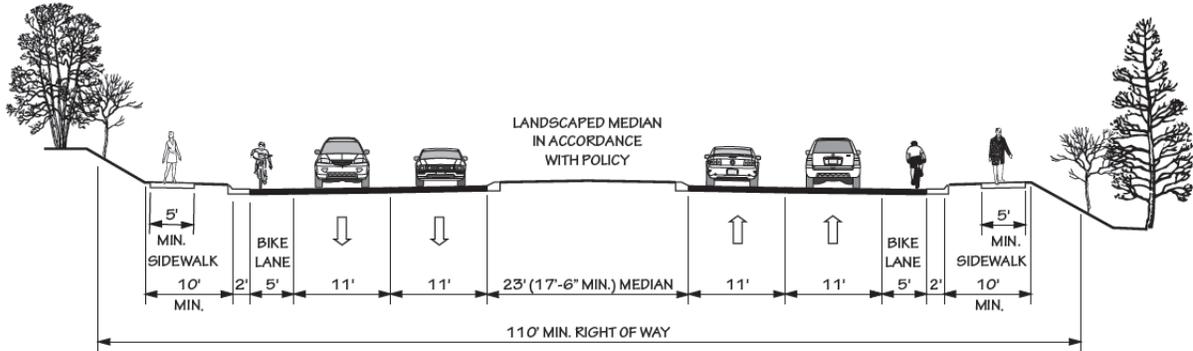
RAISED MEDIAN WITH WIDE OUTSIDE LANES AND SIDEWALKS



4 LANES

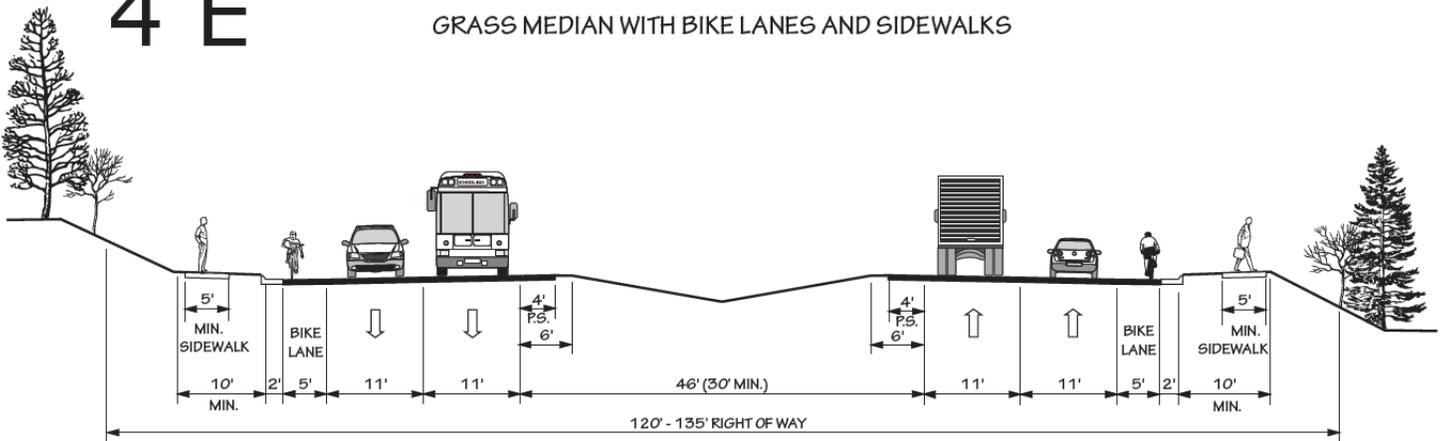
4 D

RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



4 E

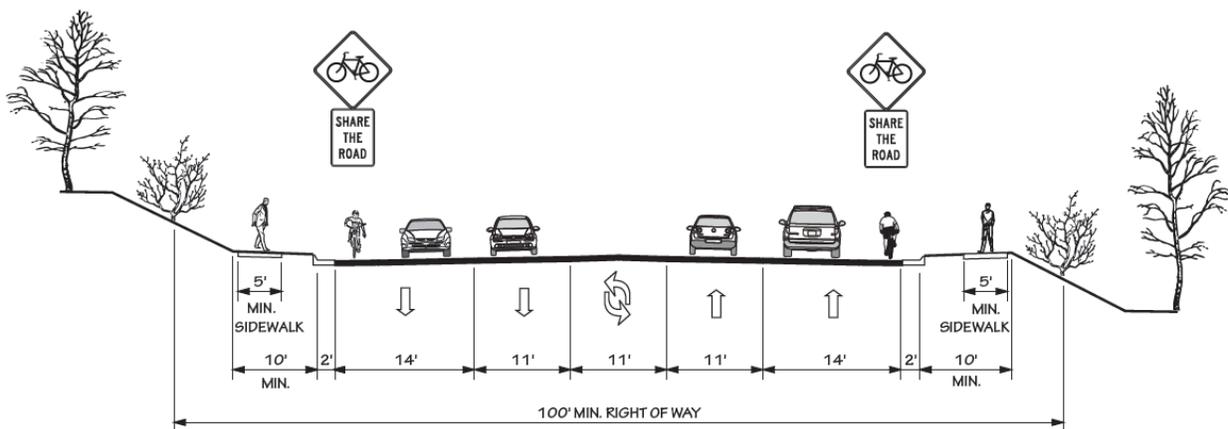
GRASS MEDIAN WITH BIKE LANES AND SIDEWALKS



5 LANES

5 A

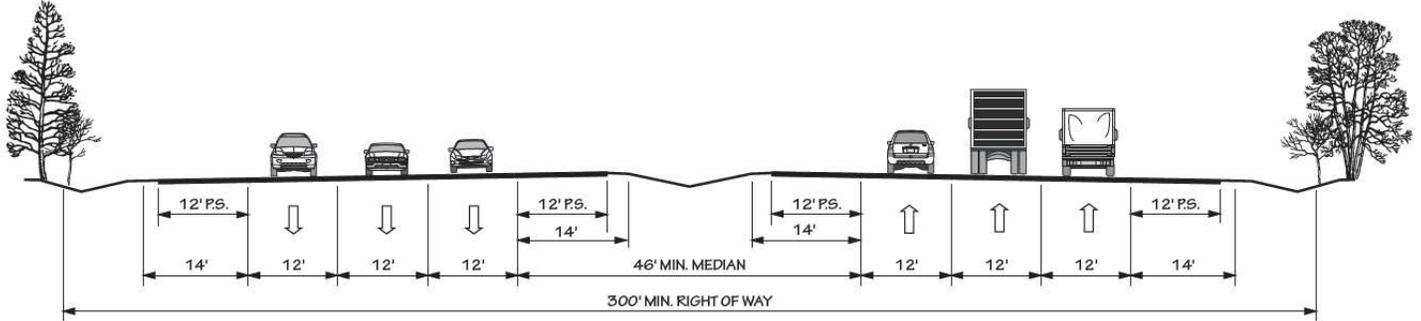
WIDE OUTSIDE LANES



6 LANES

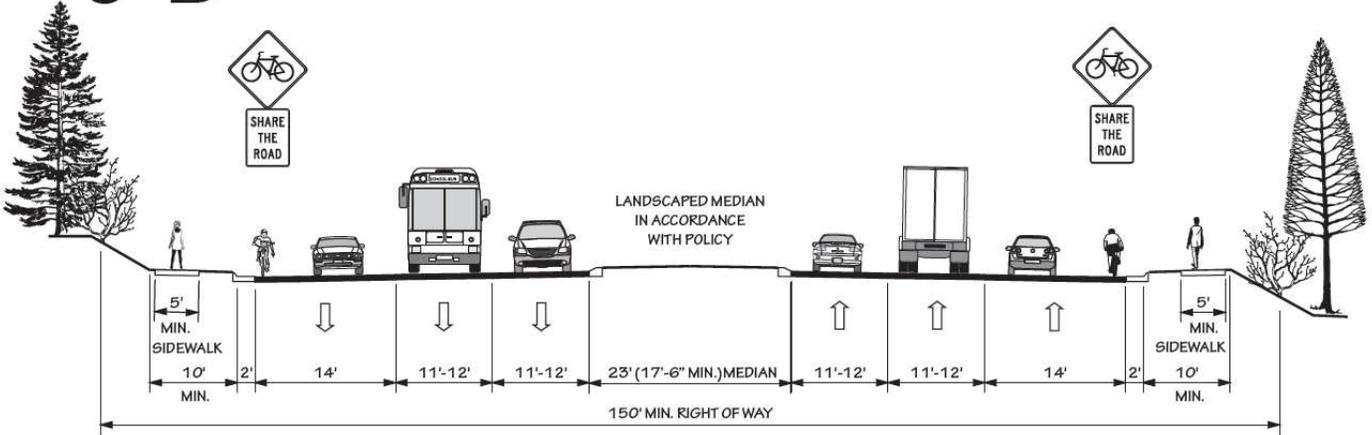
6 A

DIVIDED WITH GRASS MEDIAN



6 B

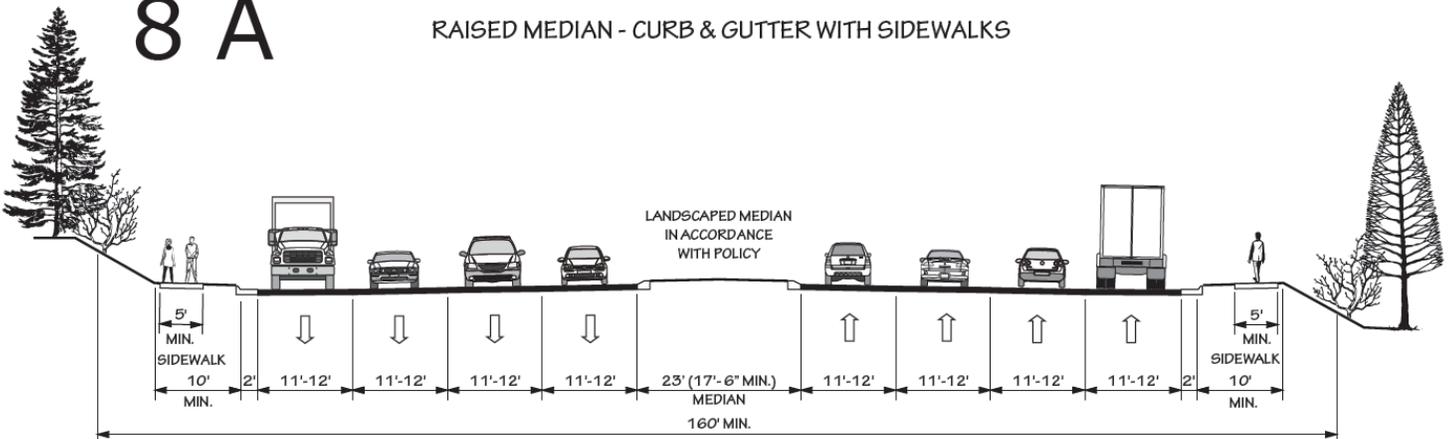
RAISED MEDIAN - CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



8 LANES

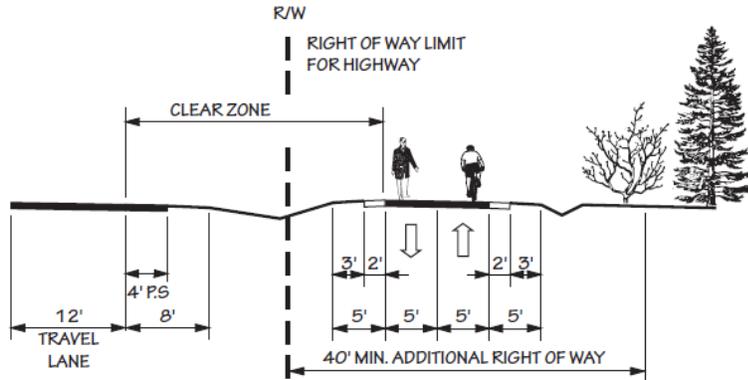
8 A

RAISED MEDIAN - CURB & GUTTER WITH SIDEWALKS



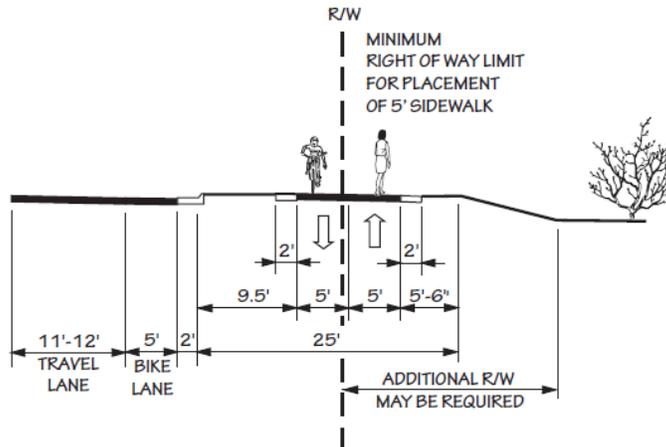
MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

M A



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

M B



Appendix E

Level of Service Definitions

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

Design requirements for roadways vary according to the desired capacity and level of service. In a rural county or small town, LOS C indicates “practical capacity” of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS C on existing facilities and on new facilities. The six levels of service are described below and illustrated in Figure 11.

- **LOS A**: Describes primarily free flow conditions. The motorist experiences a high level of physical and psychological comfort. The effects of minor incidents of breakdown are easily absorbed. Even at the maximum density, the average spacing between vehicles is about 528 ft, or 26 car lengths.
- **LOS B**: Represents reasonably free flow conditions. The ability to maneuver within the traffic stream is only slightly restricted. The lowest average spacing between vehicles is about 330 ft, or 18 car lengths.
- **LOS C**: Provides for stable operations, but flows approach the range in which small increases will cause substantial deterioration in service. Freedom to maneuver is noticeably restricted. Minor incidents may still be absorbed, but the local decline in service will be great. Queues may be expected to form behind any significant blockage. Minimum average spacing is in the range of 220 ft, or 11 car lengths.
- **LOS D**: Borders on unstable flow. Density begins to deteriorate somewhat more quickly with increasing flow. Small increases in flow can cause substantial deterioration in service. Freedom to maneuver is severely limited, and the driver experiences drastically reduced comfort levels. Minor incidents can be expected to create substantial queuing. At the limit, vehicles are spaced at about 165 ft, or 9 car lengths.
- **LOS E**: Describes operation at capacity. Operations at this level are extremely unstable, because there are virtually no usable gaps in the traffic stream. Any disruption to the traffic stream, such as a vehicle entering from a ramp, or changing lanes, requires the following vehicles to give way to admit the vehicle. This can establish a disruption wave that propagates through the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate any disruption. Any incident can be expected to produce a serious breakdown with extensive queuing. Vehicles are spaced at approximately 6 car lengths, leaving little room to maneuver.

- **LOS F:** Describes forced or breakdown flow. Such conditions generally exist within queues forming behind breakdown points.

Figure 11 - Level of Service Illustrations



Source: 2000 Highway Capacity Manual

Appendix F Traffic Crash Analysis

A crash analysis performed for the Edgecombe County CTP factored crash frequency, crash type, and crash severity. Crash frequency is the total number of reported collisions within a given period of time and frequency contributes to the ranking of the most problematic intersections. Crash type provides a general description of the crash and allows the identification of any trends that may be correctable through roadway or intersection improvements. Crash severity is the crash rate based upon injuries and property damage incurred.

The severity of every crash is measured with a series of weighting factors developed by the NCDOT Division of Highways (DOH). These factors define a fatal or incapacitating crash as 47.7 times more severe than one involving only property damage and a crash resulting in minor injury is 11.8 times more severe than one with only property damage. In general, a higher severity index indicates more severe accidents. Listed below are levels of severity for various severity index ranges.

<u>Severity</u>	<u>Severity Index</u>
low	< 6.0
average	6.0 to 7.0
moderate	7.0 to 14.0
high	14.0 to 20.0
very high	> 20.0

Table 6 depicts a summary of the crashes occurring in the planning area between June 30, 2005 and June 30, 2008. The data represents locations with 10 or more crashes and/or a severity average greater than that of the state's 4.87 severity index for the three year period of 2005 to 2007. The "Total" column indicates the total number of accidents reported within 150-ft of the intersection during the study period. The severity listed is the average crash severity for that location.

The NCDOT is actively involved with investigating and improving many of these locations. To request a more detailed analysis for any of the locations listed in Table 6, or other intersections of concern, contact the Division Traffic Engineer. Contact information for the Division Traffic Engineer is included in Appendix A.

Table 6 - Crash Locations

Map Index	Intersection	Average Severity	Total Collisions
1	NC 33 and SR 1515 (Hargrove Loop Rd.)	22.08	5
2	US 64 and NC 11	18.57	6
3	NC 43 and SR 1130 (Jenkins Farm Rd.)	17.11	7
4	NC 43 and SR 1006 (Bullock School Rd.)	14.87	6
5	Chauncey Dr. and Western Blvd. (US 64 Alt.)	7.17	6
6	NC 33 and NC 97	7.17	6
7	Howard Ave. (NC 122) and Hunter Hill Rd.	6.92	5
8	US 258 and Riveroaks Dr.	5.93	6
9	Main St. (SR 1577) and Western Blvd. (US 64 Alt.)	5.44	5
10	Baker St. (SR 1518) and Main St. (NC 33)	5.44	5
11	Albemarle Ave. (SR 1308) and Wilson St. (SR 1350)	5.44	5
12	NC 111 and SR 1109 (South Fountain Rd.)	5.44	5
13	NC 42 and NC 43	5.44	5
14	Western Blvd. (US 64 Alt.) and Wilson St. (SR 1350)	5.16	16
15	Saint James St. (SR 1289) and Western Blvd. (US 64 Alt.)	5.11	9
16	Howard Ave. (SR 1211/1557) and Main St. (NC 33)	5.04	11
17	NC 33 and NC 42	5.04	11
18	US 258 and NC 42	4.70	12
19	US 64 and US 258	3.96	10

Appendix G

Bridge Deficiency Assessment

The Transportation Improvement Program (TIP) development process for bridge projects involves consideration of several evaluation methods in order to prioritize needed improvements. A sufficiency index is used to determine whether a bridge is sufficient to remain in service, or to what extent it is deficient. The index is a percentage in which 100 percent represents an entirely sufficient bridge and zero represents an entirely insufficient or deficient bridge. Factors evaluated in calculating the index are listed below.

- structural adequacy and safety
- serviceability and functional obsolescence
- essentiality for public use
- type of structure
- traffic safety features

The NCDOT Bridge Maintenance Unit inspects all bridges in North Carolina at least once every two years. A sufficiency rating for each bridge is calculated and establishes the eligibility and priority for replacement. Bridges having the highest priority are replaced as Federal and State funds become available.

A bridge is considered deficient if it is either structurally deficient or functionally obsolete. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is "structurally deficient" does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected and repaired/replaced at an appropriate time to maintain its structural integrity. A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand or to meet the current geometric standards, or those that may be occasionally flooded.

A bridge must be classified as deficient in order to qualify for Federal replacement funds. Additionally, the sufficiency rating must be less than 50% to qualify for replacement or less than 80% to qualify for rehabilitation under federal funding. Deficient bridges within Edgecombe County are listed in Table 7 and depicted in Figure 4. There are no bridges classified as deficient in the town of Whitakers.

Table 7 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	CTP/TIP Project
10	SR 1120	Bynum Mill Creek	Structurally Deficient	--
11	NC 111 & 122	Town Creek	Structurally Deficient	--
22	US 258	Town Creek	Structurally Deficient	--
24	NC 33	Tar River	Structurally Deficient	B-2965
26	NC 43	Trib. of Town Creek	Functionally Obsolete	--
29	SR 1124	Trib. of Town Creek	Functionally Obsolete	--
33	SR 1614	Otter Creek	Functionally Obsolete	--
34	SR 1614	Otter Creek	Functionally Obsolete	--
49	NC 33	Tar River Overflow	Structurally Deficient & Functionally Obsolete	--
63	SR 1003	Trib. of Town Creek	Structurally Deficient	B-4743
65	SR 1615	Trib. of Otter Creek	Structurally Deficient	--
80	NC 33	Tar River	Structurally Deficient	B-4933
86	US 64	Alt. Harts Mill Run	Structurally Deficient	--
87	NC 97	Swift Creek	Functionally Obsolete	--
95	US 64	Alt. SR 1212 & SCL RR	Structurally Deficient	--
97	SR 1429	Maple Swamp	Structurally Deficient	--
101	US 64 Bus.	US 64 Byp.	Functionally Obsolete	EDGE0001-H
111	US 64 Alt.	Conetoe Creek	Structurally Deficient	--

Appendix H Public Involvement

Public Involvement included:

- **Committee Members:** The CTP Committee was comprised of the Edgecombe County Transportation Needs Committee.

	Name	Title	Organization or Department
Edgecombe County Government	T.C. Cherry	County Commissioner	Board of Commissioners
	Josh Edmondson	Planner	Planning, Inspections & E-911
	Brian Hassell	Senior Planner	Planning, Inspections & E-911
	Barbara Hendricks	Board Member	Planning Board
	Ola Pittman	Planning Director	Planning, Inspections & E-911
Municipalities	Gregory Bethea	Town Manager	Town of Pinetops
	Vines Cobb	Mayor	Town of Pinetops
	Sam Knight ¹	Town Manager	Town of Princeville
	Wilbert Harrison	Mayor	Town of Speed
	Troy Lewis	Planning Director	Town of Tarboro
	Gwen Parker	Town Administrator	Town of Whitakers
	Lorie Webb	Assistant Town Clerk	Town of Macclesfield
Metropolitan and Rural Planning Organizations	Bob League	Principal Transportation Planner	City of Rocky Mount / Rocky Mount Urban Area MPO
	Dennis Patton	Planning & Development Services Director	Upper Coastal Plain COG
North Carolina State Organizations	Joe W. Dickens, Jr. ¹	Horticulture/Agriculture Agent	NC Cooperative Extension
	Wade Harper ¹	Highway Maintenance Engineer	NCDOT-Division 4-County Maintenance
	Ronald L. Keeter, Jr. ¹	District Engineer	NCDOT-Division 4-District 1
Edgecombe County Citizens	Rusty Holderness	Citizen	Edgecombe County Resident
	Joel K. Bourne	Citizen	Edgecombe County Resident

¹As of the date of this report, this person is no longer serving in the capacity listed.

- **Vision Statement:** The CTP Committee developed a community vision, and developed a goals and objectives statement to ensure that the final CTP met its community vision.

Vision:

Enhance connectivity throughout the county by developing a transportation network that promotes and adequately supports economic development that is compatible with the environment and land use patterns. Provide convenient, safe, reliable and affordable transportation choices, and provide public education on those choices. Develop a regional transportation network that improves quality of life and environment.

Goals:

- 1) Improve Economic Development County Wide,
- 2) Create Better Connectivity especially with the Northeastern Part of the County,
- 3) Create Better Connectivity between the Northern Part of the County and US 64 between Rocky Mount and Tarboro,
- 4) Create Better Connectivity between points in the County and Tarboro,
- 5) Create Better Connectivity with Greenville by NC 33, and
- 6) Remove Truck Traffic from Downtown Tarboro.

• **Goals and Objective Survey:**

Edgecombe County Transportation Survey (due September 28, 2007)

This survey can also be taken **ONLINE at www.SurveyMonkey.com/EdgecombeCounty

The Transportation Planning Branch of the North Carolina Department of Transportation, in cooperation with Edgecombe County and Upper Coastal Plain Rural Planning Organization, is developing a transportation plan for the county. The transportation plan is a long-range plan that identifies major transportation improvements that will be needed over the next **25 TO 30 YEARS**. This survey is a means of identifying transportation issues that are important to the citizens, officials, and businesses of Edgecombe County.

1. What type of transportation do you use the most?

- | | |
|-------------------------------------------------------------------------|-------------------------------------------------------|
| <input type="checkbox"/> Drive yourself private automobile | <input type="checkbox"/> Bicycle, |
| <input type="checkbox"/> Ride with others in a private automobile | <input type="checkbox"/> Take a cab or taxi service |
| <input type="checkbox"/> Use public transportation, such as bus service | <input type="checkbox"/> Other. Please specify: _____ |
| <input type="checkbox"/> Walk | |

2. Which of the following describes the most common destination for trips that you make during a normal week?

- | | | |
|-----------------------------------|---------------------------------------|-------------------------------------------------------|
| <input type="checkbox"/> Work | <input type="checkbox"/> Medical Care | <input type="checkbox"/> Friends or Family Homes |
| <input type="checkbox"/> School | <input type="checkbox"/> Recreation | <input type="checkbox"/> Restaurants |
| <input type="checkbox"/> Shopping | <input type="checkbox"/> Church | <input type="checkbox"/> Other. Please specify: _____ |

3. In an average month, how often do you travel to the following destinations? (Place a number in the blank.)

- | | | |
|-----------------|------------------|-----------------------------------|
| ____ Wilson | ____ Rocky Mount | ____ Other. Please specify: _____ |
| ____ Greenville | ____ Raleigh | |

4. Please check which of the following methods you agree with for increasing a road's efficiency (check all that apply):

- | | <u>Agree</u> | <u>Disagree</u> |
|--------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| Building additional travel lanes | <input type="checkbox"/> | <input type="checkbox"/> |
| Making improvements to intersections such as better traffic signal timing, adding turn lanes, creating roundabouts | <input type="checkbox"/> | <input type="checkbox"/> |
| Controlling the frequency and locations of driveways and crossstreets that access the road | <input type="checkbox"/> | <input type="checkbox"/> |

5. Are you concerned with safety or crash problems at any specific locations? Yes No

If yes, please list specific locations:

6. Is truck traffic a problem in the area? Yes No

If yes, please list specific routes and locations:

7. Are there areas where you would like to see sidewalks constructed or improved? Yes No

If yes, please list desired locations:

8. If available, would you use off-road trails or greenways for walking and biking instead of driving?

- Yes No

If yes, please list desired locations:

9. If available, would you use on-road bicycle facilities such as bike lanes and wide shoulders instead of driving? Yes No

If yes, please list desired locations:

10. If available, would you consider using public transit service around the county? Yes No

If yes, please list desired locations for service:

11. Please check which of the following county goals you agree with for improving transportation in the county (check all that apply):

	<u>Agree</u>	<u>Disagree</u>
Improve Economic Development County Wide	<input type="checkbox"/>	<input type="checkbox"/>
Create Better Connectivity especially with the Northeastern Part of the County	<input type="checkbox"/>	<input type="checkbox"/>
Create Better Connectivity between the Northern Part of the County and US 64	<input type="checkbox"/>	<input type="checkbox"/>
Create Better Connectivity between points in the County and Tarboro	<input type="checkbox"/>	<input type="checkbox"/>
Create Better Connectivity with Greenville by NC 33	<input type="checkbox"/>	<input type="checkbox"/>
Remove Truck Traffic from Downtown Tarboro	<input type="checkbox"/>	<input type="checkbox"/>

12. To what communities or roads would you like to see improved access? (Please specify.)

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

Questions 14-17 are OPTIONAL and for information purposes only. We would like to know a little about you so that we can verify that this survey has reached a wide variety of our residents. Answers will not be used to identify individual survey participants in any way. Your answers will not be sold to any outside parties. Please CHECK the appropriate box:

14. What is your age?

- Under 18 18-24 25-34 35-44 45-64 65-74 Over 74

15. How would you classify your race?

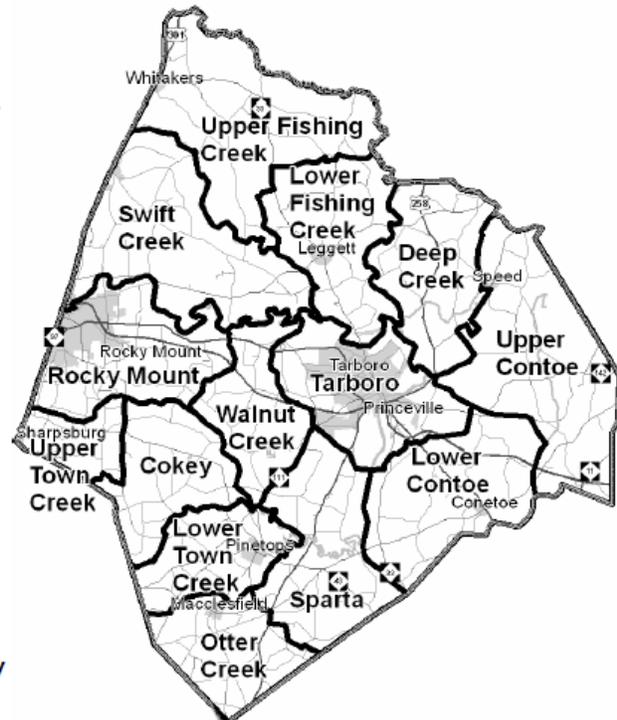
- White Black Native American Hispanic Asian Other

16. What was your household income last year?

- Less than \$19,999 \$50,000 - \$70,000
 \$20,000 - \$30,983 more than \$70,000
 \$30,984 - \$49,999 Don't know

17. To the right is a map showing Edgecombe County. In which Township or Town do you live?

- | | |
|-------------------------------------------------------|-----------------------------------------------------------------------------------|
| <input type="checkbox"/> Tarboro Township | <input type="checkbox"/> Tarboro |
| <input type="checkbox"/> Lower Conetoe Township | <input type="checkbox"/> Rocky Mount |
| <input type="checkbox"/> Upper Conetoe Township | <input type="checkbox"/> Conetoe |
| <input type="checkbox"/> Deep Creek Township | <input type="checkbox"/> Leggett |
| <input type="checkbox"/> Lower Fishing Creek Township | <input type="checkbox"/> Macclesfield |
| <input type="checkbox"/> Upper Fishing Creek Township | <input type="checkbox"/> Pinetops |
| <input type="checkbox"/> Swift Creek Township | <input type="checkbox"/> Sharpsburg |
| <input type="checkbox"/> Sparta Township | <input type="checkbox"/> Speed |
| <input type="checkbox"/> Otter Creek Township | <input type="checkbox"/> Whitakers |
| <input type="checkbox"/> Lower Town Creek Township | <input type="checkbox"/> I do NOT live in Edgecombe County. Please specify: _____ |
| <input type="checkbox"/> Walnut Creek Township | |
| <input type="checkbox"/> Rocky Mount Township | |
| <input type="checkbox"/> Cokey Township | |
| <input type="checkbox"/> Upper Town Creek Township | |



Please complete this survey and return by **SEPTEMBER 28, 2007!**

**Survey can also be taken ONLINE at: www.SurveyMonkey.com/EdgecombeCounty

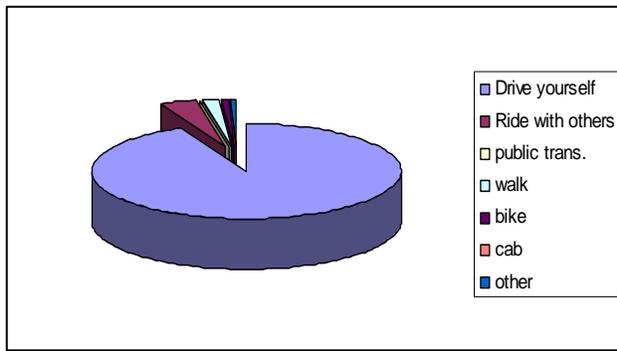
Surveys may be left in this envelope or returned by mail to:
 Edgecombe County Planning
 Re: Edgecombe County Transportation Survey
 201 St. Andrew Street, Tarboro, NC 27886

Above is the paper survey for the Edgecombe County CTP study that was distributed to local organizations and referenced in the local newspaper. The survey was never put online due to cost to the county Planning Department and due to lack of approval by the Transportation Planning Branch.

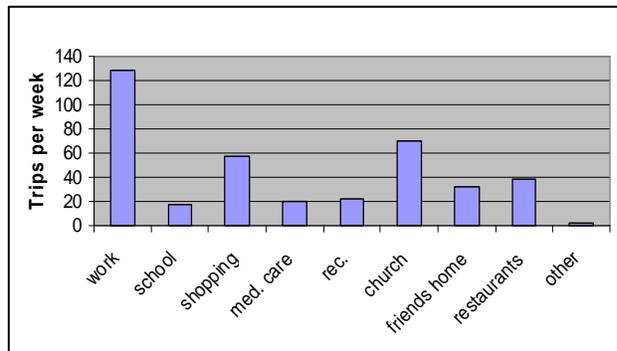
Summation of Results

Since the persons that responded to the survey did not reflect the make-up of the area in regards to age, race, and income, the recommended locations of new facilities, destinations and problem areas were the most informative responses gathered.

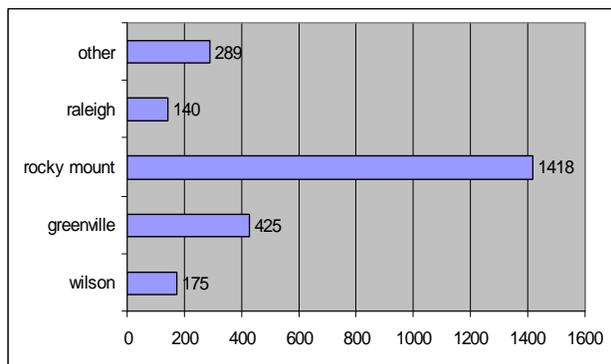
Type of Transportation



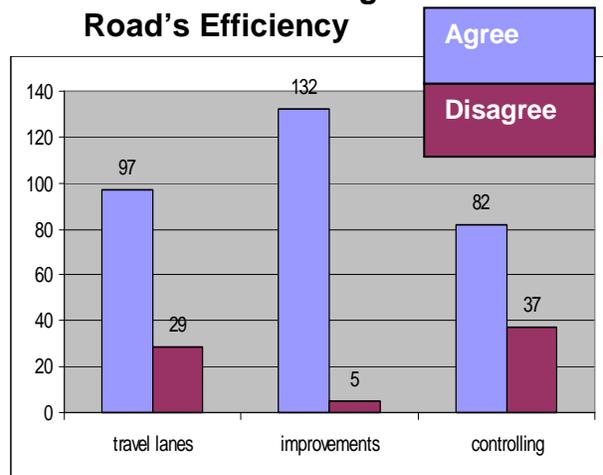
Common Destinations



Monthly Destinations



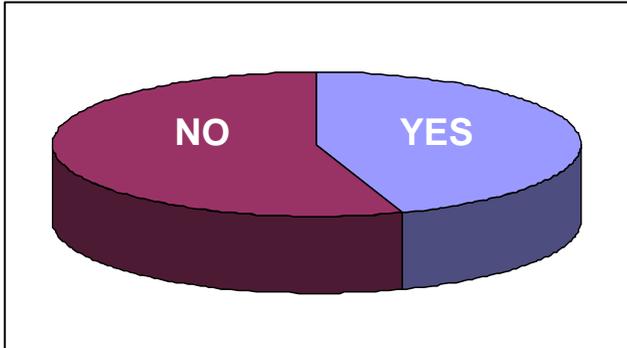
Methods for Increasing a Road's Efficiency



The most common mode of transportation for the responders of the survey was by personal automobiles. The most common destination was Rocky Mount and the most common reasons for travel were work, church and shopping.

People agreed more often that the preferred method for increasing a road's efficiency was to make improvements to intersections such as better traffic signal timing, adding turn lanes and creating roundabouts.

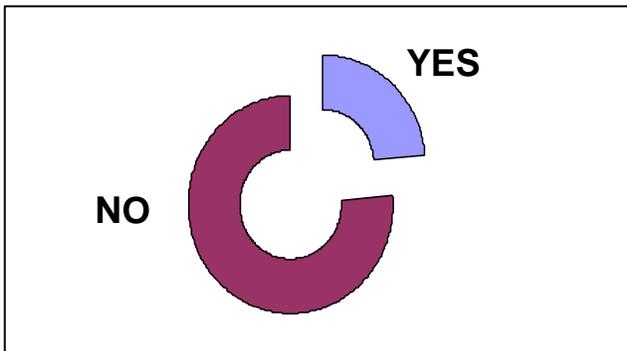
Safety or Crash Problems?



55% of the survey responders are not concerned with safety or crash problems at any specific location. 76% of the survey responders do not see truck traffic as a problem in the area. 76% of the survey responders do not know of areas needing new or improved sidewalks.

The most common response for locations of safety or crash problems, truck traffic problems and new or improved sidewalk are listed below.

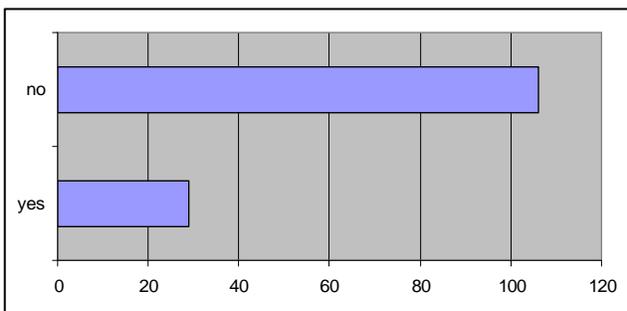
Is Truck Traffic a Problem?



- Locations of Safety or Crash Problems:
 - Seven Bridges Rd.,
 - US 64 Exit 485,
 - Main St., and
 - NC 43.

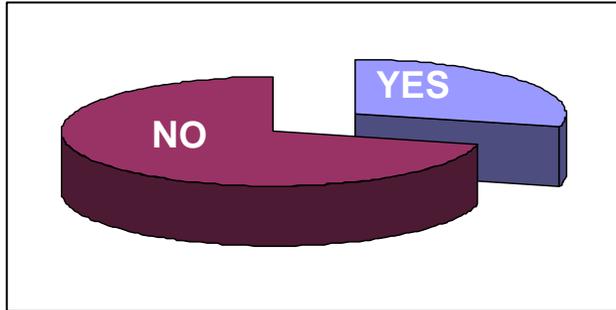
- Locations of Truck Traffic Problems:
 - US 64 Exit 485,
 - NC 111 North, and
 - Seven Bridges Rd.

Would you like to see Sidewalks?



- Locations of Sidewalks:
 - Howard Ave.,
 - Hospital area, and
 - Western Blvd.

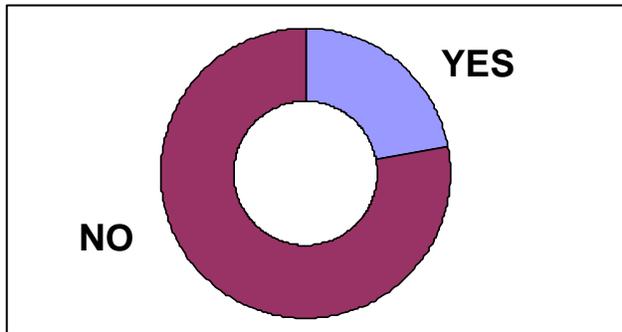
Would you like to see Off-Road Trails?



If available, 71% of the survey responders would not use off-road trails or greenways instead of driving, 78% of the survey responders would not use on-road bicycle facilities instead of driving, and 73% of the survey responders would not use public transit services.

The most common response for locations of off-road trails, on-road bicycle facilities and destinations for public transportation are listed below.

Would you use On-Road Bike Facilities?



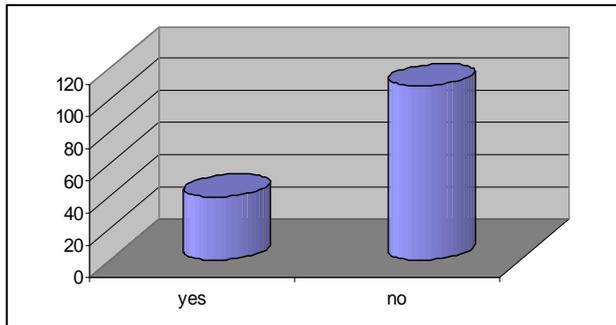
○ Locations of Off-Road Trails:

- Braswell Park,
- Downtown,
- Princeville,
- Macclesfield, and
- Pinetops.

○ Locations of On-Road Bike Facilities:

- Western Blvd.,
- Tarboro, and
- Princeville.

Would you use Public Transportation?



○ Destinations for Public Transportation:

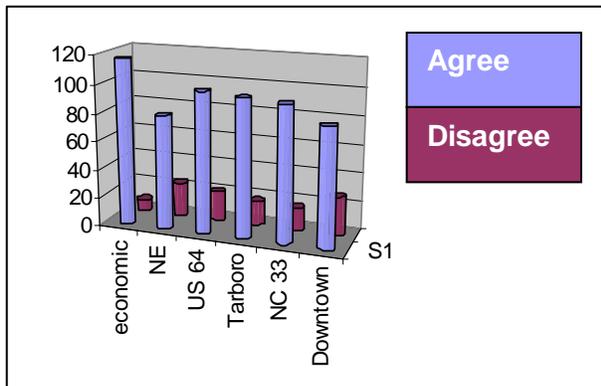
- DSS/Health Dept.,
- Tarboro, and
- Princeville.

By improving transportation in the county, most people, a percentage of 94%, agreed that the economic development of the area would improve. To improve transportation in the county, most people, percentages in the 80's, agreed that there needs to be better connectivity between the northern part of the county and US 64, better connectivity between points in the county and Tarboro, and better connectivity with Greenville by way of NC 33. This result helps to validate the goals of the CTP.

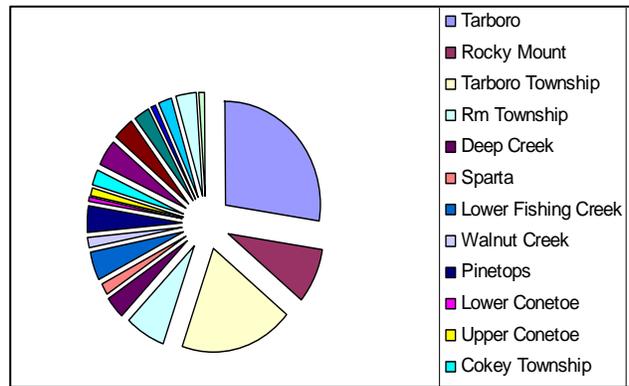
The communities or roads to which the survey responders would like to see improved access are Greenville, Speed and Leggett. Key transportation issues from the survey responders were excessive speeding, public transportation, connections to Greenville, road conditions or quality, and truck traffic.

56% of the responses came from residents of the Town of Tarboro, the Township of Tarboro, the City of Rocky Mount and the Township of Rocky Mount.

County Goals



Where do you live?



- **Summary of each public involvement opportunity:** The Transportation Planning Branch gave presentations to the County Commissioners and the town councils throughout the process educating them on the CTP process, updating them at milestones on the progress of the CTP and asking for feedback from the councils and the public.

The Transportation Planning Branch gave presentations at the beginning of the process to educate the boards on what is a CTP, how it benefits them and what roads were being studied. They had an opportunity at that time to specify other roads to be studied or not studied. We gave presentations in the middle to show the boards the capacity deficiencies that were determined to get their input and buy-in.

Toward the end of the CTP process, the Transportation Planning Branch held a public drop-in session and gave presentations to the county and town councils about recommendations on the draft CTP maps. The draft CTP maps also had a corresponding list of proposed projects that gave more detail about the recommendations.

For the public drop-in session there were nine attendees. These attendees stayed and looked over the plans after the Prayers for Peace group met in the auditorium.

Only one controversial issue arose during the process about the replacement of the bridge between the Towns of Princeville and Tarboro. This bridge provides the only connection between the downtown areas for Princeville and Tarboro. The residents of the area would have preferred to repurpose this bridge as a pedestrian and bicycle facility only versus removing this bridge entirely and replacing it with a new bridge. Currently the replacement of this bridge is under construction.

One significant issue that arose at the end of the process was the need to increase the existing rail lines through the town of Whitakers from one track to two. The town wanted this to be considered in an update. There were also suggestions that the future Southeast High Speed Rail (SEHSR) may impact the use of the rail facilities in Rocky Mount and Edgecombe County. The closest portions of the future Southeast High Speed Rail line are in a few counties to the west including Wake, Franklin, Vance and Warren Counties. The future SEHSR was not taken into consideration when looking at rail improvement due to it being a few counties over, but TPB will consider this in a future update.

With the adoption by the town of Whitakers, the town encouraged and looked forward to the continued enhancement of NC 33 through Nash and Edgecombe Counties. NC 33 in Whitakers did not have capacity issues to justify major improvements, such as widening or adding turn lanes, at this time.

With the endorsement by the Rocky Mount MPO, the MPO recommended that the CTP should promote improved inter-community connectivity for all modes of transportation, seek greater mobility and connectivity in a north-south direction, and

emphasize the importance and even greater potential of railroad transportation for freight and people in Edgecombe County.

Below are questions and replies to comments we received from our presentations of the draft CTP maps.

**Edgecombe County Presentations of the draft CTP Maps--
Comments Received**

1) Common question asked by many of the boards

- a) Questions asking if funding is attached to the proposed improvements in the CTP?
 - i) Reply: Funding is not attached to a CTP. You will need to work with the county and the RPO to get projects into the TIP. Also you can get developers to build part of projects that they are along.

2) Macclesfield Town Council—November 10, 2008

- a) They are concerned with the intersection of NC 43 and NC 111. They feel it has a dangerous curve and that it is kind of a blind curve for vehicles crossing NC 43 on NC 111 since the grade is higher on one side of NC 43. (Intersection @ St. Mark's Deliv. Church)
 - i) Reply: We will look into it.
 - ii) Follow-up reply (8/27/09-email): The NCDOT Division 4 office is looking into the concern at this time.

3) Princeville Town Council—March 23, 2009

- a) Asked about the "needs improvement" symbology on NC 33/US 64Alt, if it includes the widening to 3 lanes and bridge replacement on NC 33/US 64Alt?
 - i) Reply: Yes, it includes the TIP project and incorporates a recommendation of Princeville to carry the widening to Mullens St.
- b) Follow-up question (3/31/09-phone): How is the widening and bridge project on NC 33/US 64Alt shown in the proposed projects list?
 - i) Reply: It is broken up between US 64Alt and NC 33 in the list. It is included in numbers 8, 17, 18, and 19 in the list. (06/09-Now it is listed as Corridor C on the proposed project list.)

4) Speed Town Council—April 7, 2009

- a) Asked why we put the improvement to NC 122 through Speed on the draft map.
 - i) Reply: To support the bicycle event through the area to Scotland Neck and to help with getting people and their mailboxes further from the travel lanes. Also could have mentioned, the fact that the road is only 20 feet wide and 24 feet would help with safety concerns and bicyclists.

5) Leggett Town Council—April 13, 2009

- a) No major comments.

6) Conetoe Town Council—May 12, 2009

- a) Asked what the purpose of the CTP is.

- i) Reply: It is a plan for future guidance and to get the county as a whole on the same page in recognizing the area's future transportation needs.
- b) Asked about the Strategic Highways Corridor route change of US 13 and NC 11. When was it changed and what from and to?
 - i) Reply: Mentioned that I was not sure why it changed, but I know it did change and I would follow up on that.
 - ii) Follow-up reply (5/26/09-email): They were changed in 1997 in lieu of the new US 64 being built through from Tarboro to Martin County. US 64 was a TIP #R-2111 project at that time. It seems that they wanted US 13 to follow the new US 64, since the existing US 64 was to become the Alternate.

7) Edgecombe County Commissioners—June 1, 2009

- a) Asked about the consideration of the Southeast High Speed Rail's affects on rail in the Rocky Mount and Edgecombe County area.
 - i) Reply: We had not honestly looked into affects since it is not running through or next to Edgecombe County, rather a few counties over. Also if you see any affects in the future, we could include that in an update. We would like to do updates every 5 to 10 years.
- b) Asked about a Halifax County bicycle plan.
 - i) Reply: We are not sure, but plans surrounding Edgecombe County were considered at the beginning of the CTP process so as to connect proposed improvements. You have the first whole county plan in the area (excluding Rocky Mount).
 - ii) Follow-up reply (7/16/09-email): Halifax County does not have a bicycle plan, but Kerry Vallant with TPB is working with Halifax County right now to create a CTP for the county that will include a bicycle plan. This plan will be the first plan for the county as a whole.

8) Whitakers Town Council—June 1, 2009

- a) Asked about the existing right-of-way along US 301 and if it could accommodate as is our recommendation of widening to 3 lanes.
 - i) Reply: A 3 lane section with curb and gutter can fit in 60 feet of right-of-way. We will follow up on what width of right-of-way exists along US 301.
 - ii) Follow-up reply (8/20/09-phone call): (1) The Right-of-Way varies along US 301 in the Whitakers area from 60 feet to 200 feet. (2) In town, our Right-of-Way Unit found a Town Charter that said the ROW for US 301 in the city limits was to be 70 feet. The existing ROW may differ from that however.
- b) They heard of widening to be done near the Cummin's Plant in the Rocky Mount / Battleboro area and were wondering if it is still going to happen? They heard it was to be widened to 4 lanes (also near Swift Creek development).

- i) Reply: We said we were not sure, but we would get back to him on that.
- ii) Follow-up reply (8/20/09-phone call): The Upper Coastal Plain RPO has not heard of this. It is not in the Transportation Improvement Program. It may be a part of a new development requirement and the NCDOT District Office (252-459-2128) for Nash County would be able to help with this inquiry.

9) Pinetops Town Council—June 2, 2009

- a) Concerns that Colonial Rd. and NC 43 carries most of the traffic traveling to Greenville and not NC 33. How much traffic is projected for Colonial Rd.?
 - i) Reply: Only about 5,000 in daily traffic is project for year 2035. This does not yet warrant widening or improvements. If it gets more traffic growth than we have projected, we could recommend improvements in an update. We would like to do an update every 5 to 10 years.
- b) Wanted to verify what improvements are recommended along the "needs improvement" sections on NC 111 and at US 258 and NC 43's intersection.
 - i) Reply: We are recommending 2 to 3 lane widening with center turn lane where necessary at major intersections or busy developments.
- c) Can there be improvements to the intersections of NC 111 & NC 42 & Temperance Hall Rd. and of US 258 & NC 42/43?
 - i) Reply: We will put details of the improvements into the document and that will include turn lanes at the intersections mentioned. We have no symbology that indicates these types of improvements.

10) Sharpsburg Town Council—June 2, 2009

- a) No major comments.

11) Tarboro Town Council / Work Session—June 2009

- a) No major comments.

12) Drop-In Session—June 15, 2009

- a) Asked about what was proposed for NC 111/122 south of where it forks since there is a safety concern for people turning into the many driveways south of NC 111/122 and the McKendree Ch. Rd. fork.
 - i) Reply: We are recommending 2 to 3 lane widening with center turn lane where necessary at major intersections or busy developments. This could help people to get out of the busy through lanes when turning left.

Appendix I

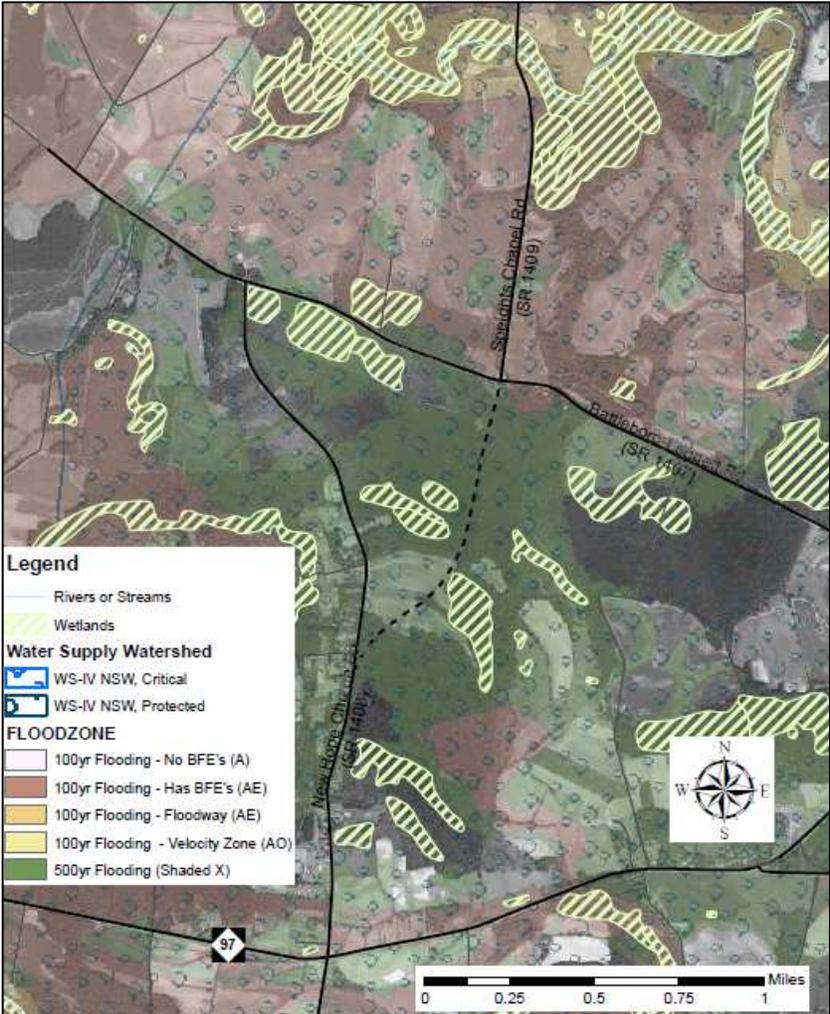
Additional Transportation Alternatives & Scenarios Studied

This appendix includes documentation for alternatives and scenarios that were studied, but not included in the CTP.

Edgecombe County

New Hope Church Rd. Realignment

The location for the New Hope Church Rd. realignment was determined through looking at the locations of wetlands, flood plains and other environmental elements in the area. Connecting north of Battleboro-Leggett Rd. was briefly considered, but Wade Harper with NCDOT-Division 4 mentioned that that was not viable due to environmental issues such as wetlands, stream crossing and floodplains. It also would not accomplish our purpose of creating better connectivity due to the curvy road that would be needed to connect to Speights Chapel Rd. (SR 1409) before the wetlands and stream crossing. The proposed location navigates the wetlands and floodplains as shown.



Johnston Rd. (SR 1516)

When projecting traffic to the Future Year (2035), Johnston Rd. (SR 1516) had a high growth rate of 5.6% due to historic trends. This growth rate would have projected traffic to be 8,700 vehicles per day (vpd) by year 2035 and this exceeds the existing capacity of this 20-foot road. We cut this growth rate back to 2.7% since this is not a major road, and historic trends looked to be reflecting the recent development of a subdivision along this road and not a true growth rate. The projected traffic is now 4,000 vpd by future year 2035 and this does not exceed capacity of the road. The town noted that this road is used by people going to work at the Consolidated Diesel Company on US 301 south of town. They cut over on Watson Seed Farm Rd. (SR 1510) from I-95 and NC 33 to Johnston Rd. (SR 1516) to the plant on US 301 at the intersection with Johnston Rd. (SR 1516) instead of taking NC 33 into Whitakers. We chose to use a growth rate that is a little higher than the state average for secondary routes due to the use of Johnston Rd. (SR 1516) as an alternate route and due to potential future developments along this road. No recommendation was made due to a change in the growth rate at an early point in the process, but the town would like the Nash County study to consider possible recommendations in their CTP or in a future update.

Appendix J The Town of Pinetops Study

A study was done for the town of Pinetops in conjunction with the Edgecombe County CTP. Pinetops is a small town in Edgecombe County with a population of approximately 1,270. It is located in the southern part of Edgecombe County, about 15 miles southeast of Rocky Mount. Pinetops is located centrally between Rocky Mount, Wilson and Greenville. As a bedroom community, its small population is slowly declining. There are no roads that are projected to exceed or approach capacity within Pinetops.

The town staff expressed a concern about safety of pedestrians along NC 42/43 (Hamlet St.), particularly near town hall. Due to heavy truck traffic travelling at high speeds through town along this facility, there was a concern about pedestrians crossing the street. A pedestrian crosswalk, with pavement markings and signage is recommended in the area shown on the map below.



Appendix K

CTP Documentation Comments

- **CTP Documentation Comments Timeline:** The draft report was distributed for review as follows.

Draft Report

December 14, 2010: An email was sent to the following persons directing them to a weblink for the draft report. The due date for comments was Tuesday, December 28, 2010.

- Ola Pittman and Brian Hassell (Edgecombe Co. Planning Dept.), Gwen Parker (Whitakers), Troy Lewis (Tarboro)

Draft Report - Revised

December 28, 2010: An email was sent to the following persons saying that they would receive a revised hard copy of the report in the mail the following week (week of January 3, 2011) and that the online report would be updated by January 7, 2011. The due date for comments changed to Wednesday, January 12, 2011.

- Ola Pittman, Brian Hassell, Gwen Parker, Troy Lewis, Bobby Lewis (NCDOT-Highway Division 4) and other CTP committee members (See Appendix H)

December 28, 2010: A memo was sent with the hard copy of the report attached to the following persons. The due date for comments was Wednesday, January 12, 2011.

- Gus H. Tulloss (NC Board of Transportation), Bobby Lewis, Patrick Simmons (NCDOT-Rail Division), Tom Norman (NCDOT-Bicycle and Pedestrian Division), Miriam Perry (NCDOT-Public Transportation Division),
- Daniel Van Liere (Upper Coastal Plain RPO), Ola Pittman, Gwen Parker, Troy Lewis

January 6, 2010: An email was sent to the following persons saying that they (the individually listed persons) should have received the revised hard copy of the report in the mail and that the online report had been updated.

- Ola Pittman, Gwen Parker, Troy Lewis, Bobby Lewis, Gus H. Tulloss and other CTP committee members

January 7, 2010: Ms. Pittman requested more time to review, through January 14, 2011. The due date for comments was changed to Friday, January 14, 2011.

January 11, 2010: An email was sent to the following persons informing them of the review period extension.

- Ola Pittman, Gwen Parker, Troy Lewis, Bobby Lewis, Gus H. Tulloss and other CTP committee members

January 18, 2010: An email was sent to the following persons asking them to please send comments today since the review period had ended.

- Ola Pittman, Gwen Parker, Troy Lewis, Bobby Lewis, Gus H. Tulloss and other CTP committee members

January 18, 2010: An email was received from Ms. Pittman with the following comment.

“I reviewed the information and it looks good. The only thing was the new round-about and bridge at Tarboro and Princeville is now completed. But the demolition of the old bridge is incomplete at this time. Maybe something could be added clarifying that project.”

- The report was edited to reflect this comment.