



Comprehensive Transportation Plan



Halifax County

July 2012

Comprehensive Transportation Plan

Halifax County

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Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with: Halifax County
Town of Halifax
Town of Enfield
Town of Hobgood
Town of Scotland Neck
Town of Littleton
Peanut Belt Rural Planning Organization

July 2012

Travis Marshall
Eastern Planning Unit Head

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Executive Summary

In February of 2008, the Transportation Planning Branch of the North Carolina Department of Transportation and Halifax County initiated a study to cooperatively develop the Halifax County Comprehensive Transportation Plan (CTP), which includes Halifax, Littleton, Hobgood, Scotland Neck and Enfield. Roanoke Rapids and Weldon were not included as they are part of a CTP for the Roanoke Rapids urban area. This is a long range multi-modal transportation plan that covers transportation needs through 2035. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does 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 this CTP study were based on an analysis of the transportation system, environmental screening, and public input. Refer to Figure 1 for the CTP maps, which were mutually endorsed/adopted in 2011. Implementation of the plan is the responsibility of Halifax County, its municipalities, and NCDOT. Refer to Chapter 2 for information on the implementation process.

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

- **US 158 (TIP Project R-2581):** Widen to a four-lane divided freeway from Roanoke Chapel Road (SR 1405) east of the town of Littleton to the RRUA Planning Area Boundary.
- **US 158 (TIP Project R-2587):** Widen to a four-lane divided freeway from the Warren County line to Roanoke Chapel Road (SR 1405) east of the town of Littleton, bypassing the Littleton to the north on new location.

Adopted by:

Town of Halifax
Date: May 2, 2011

Town of Scotland Neck
Date: May 24, 2011

Town of Enfield
Date: June 20, 2011

Town of Littleton
Date: June 6, 2011

Town of Hobgood
Date: June 20, 2011

Halifax County
Date: June 6, 2011

NCDOT
Date: October 6, 2011

Endorsed by:

Peanut Belt RPO
Date: August 11, 2011

Recommended by:

Transportation Planning Branch
Date: September 13, 2011

NOTES:



Halifax County
North Carolina

**Comprehensive
Transportation Plan**

Plan date: April 15, 2011

Sheet 1 **Adoption Sheet**

Sheet 2 **Highway Map**

Sheet 3 **Public Transportation
and Rail Map**

Sheet 4 **Bicycle Map**

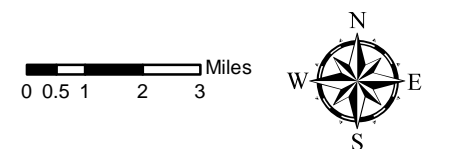
Sheet 5 **Pedestrian Map**

Legend

- Roads
- Railroads
- County Boundary
- Municipal Boundary
- Lakes
- Rivers and Streams
- RRUA CTP Boundary

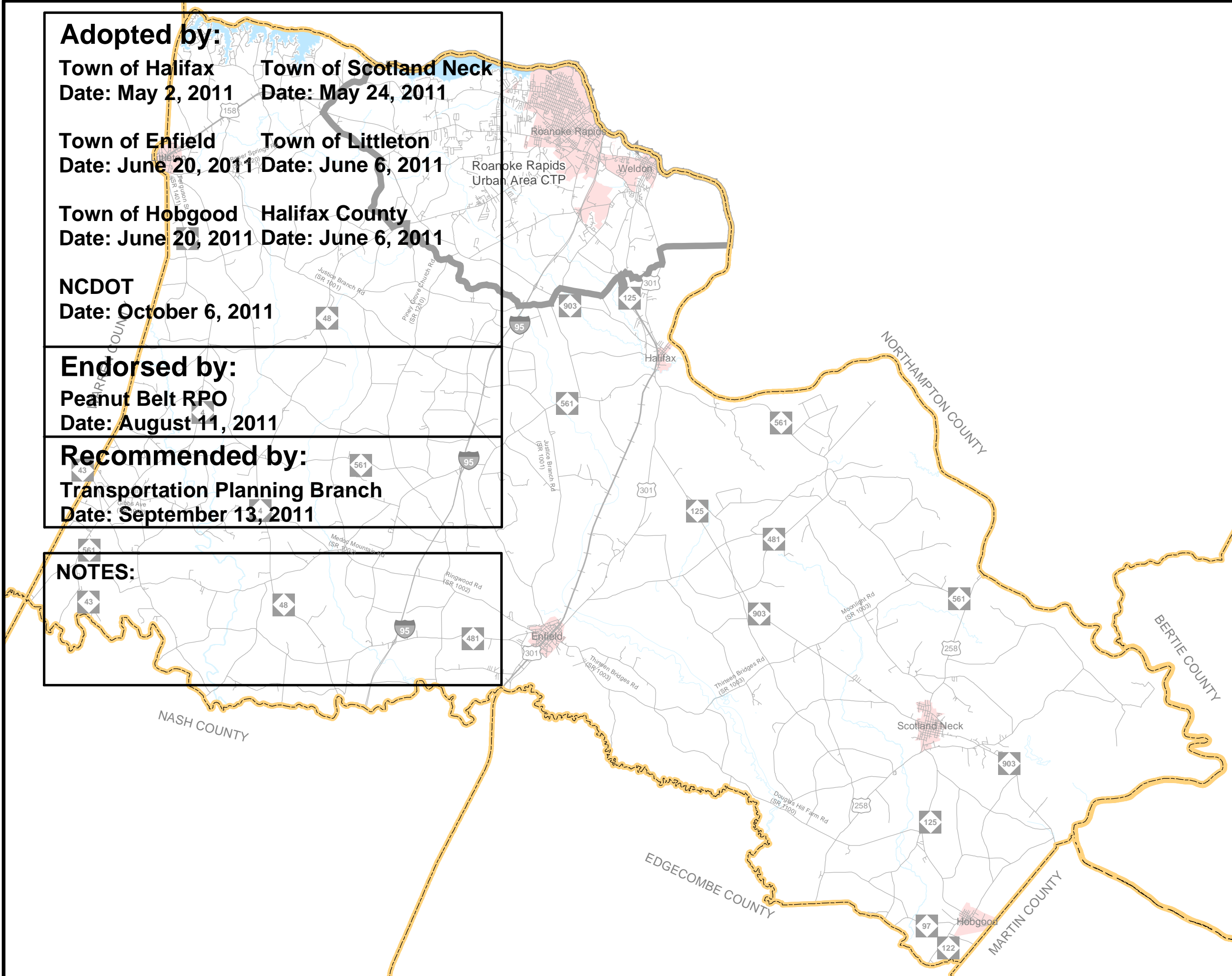
Figure 1

Sheet 1 of 5



Base map date: August 2010

Refer to CTP document for more details



Highway Map



Halifax County Comprehensive Transportation Plan

Plan date: April 15, 2011

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

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

Figure 1

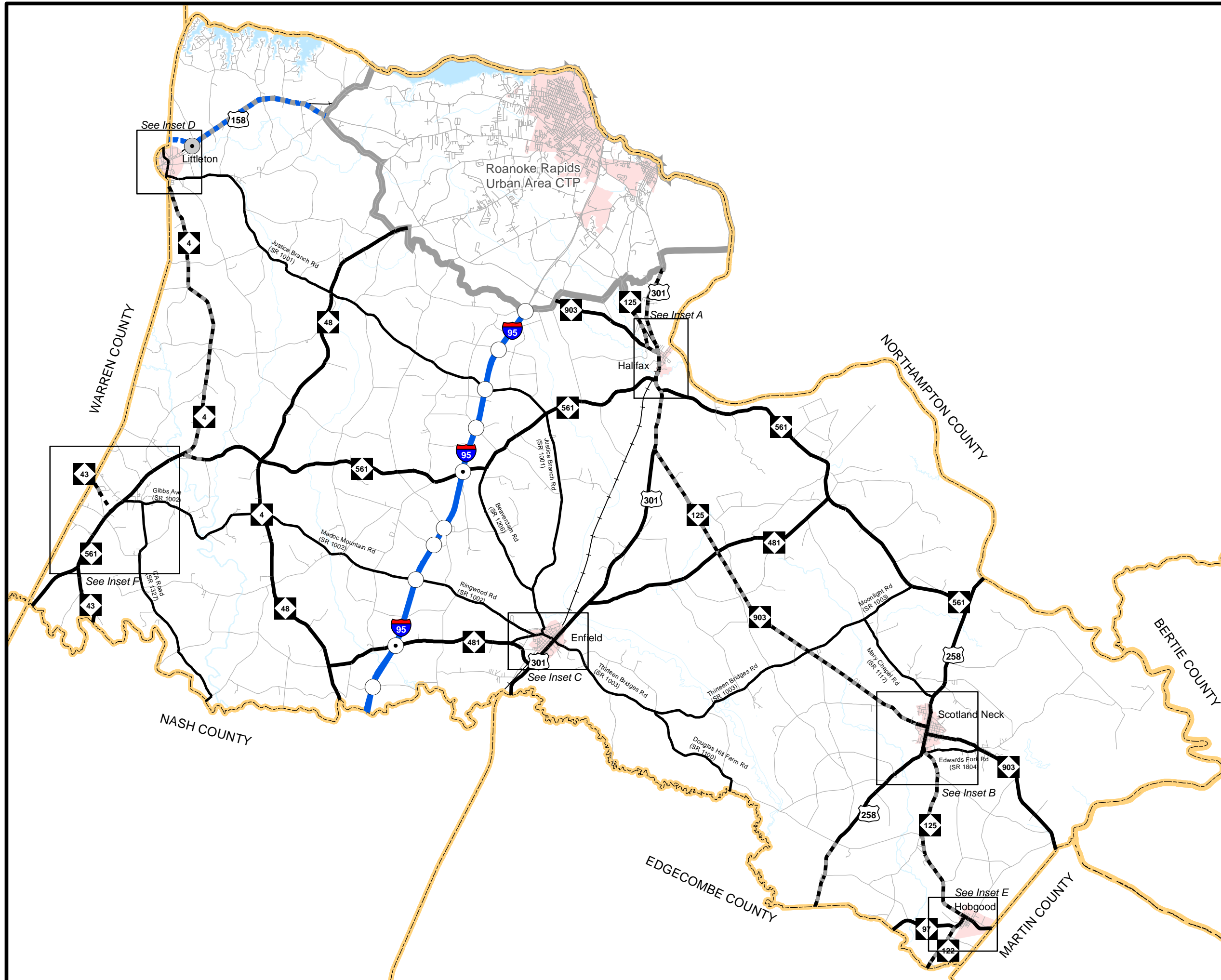
Sheet 2 of 5

0 0.5 1 2 3 Miles



Base map date: August 2010

Refer to CTP document for more details



Highway Map Insets A - F



Halifax County Comprehensive Transportation Plan

Plan date: April 15, 2011

- Freeways**
- Existing
 - Needs Improvement
 - Recommended

- Expressways**
- Existing
 - Needs Improvement
 - Recommended

- Boulevards**
- Existing
 - Needs Improvement
 - Recommended

- Other Major Thoroughfares**
- Existing
 - Needs Improvement
 - Recommended

- Minor Thoroughfares**
- Existing
 - Needs Improvement
 - Recommended

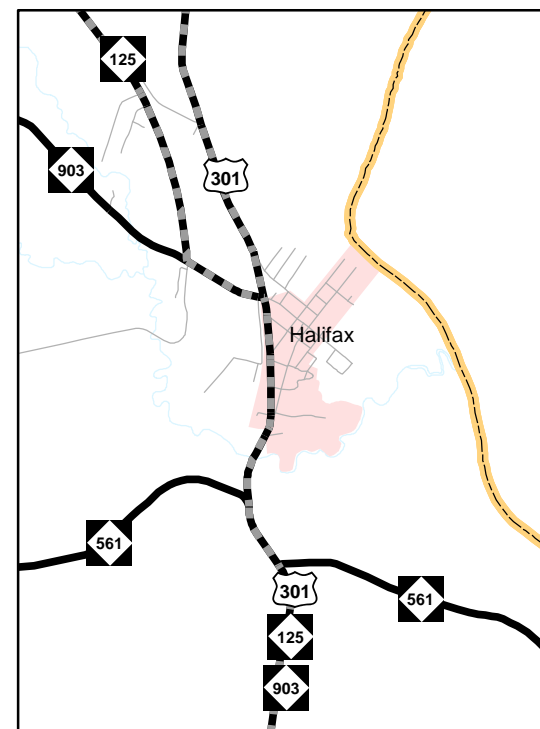
- Existing Interchange
- Proposed Interchange
- Existing Grade Separation
- Proposed Grade Separation

Figure 1
Sheet 2A of 5

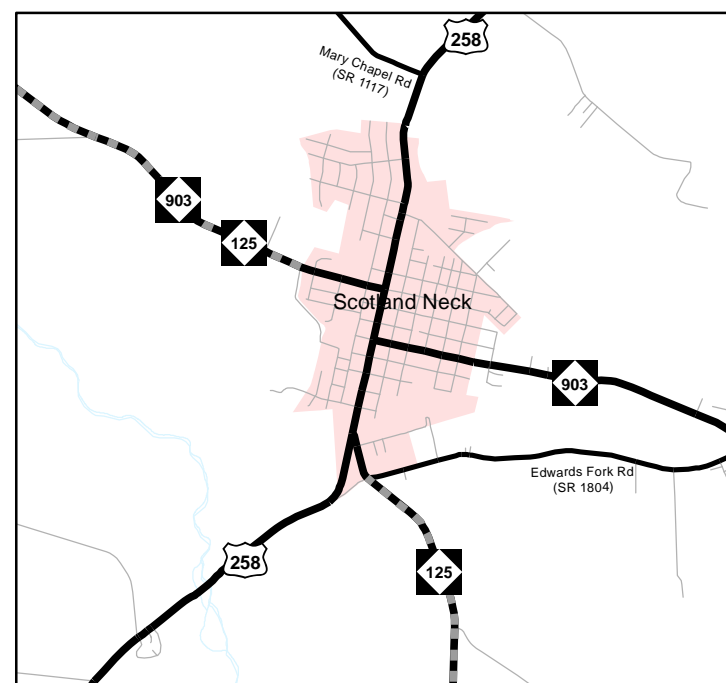


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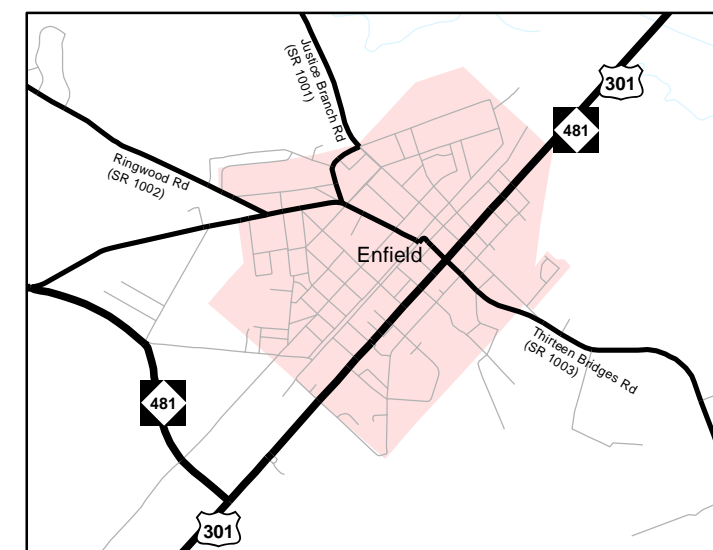
Refer to CTP document for more details



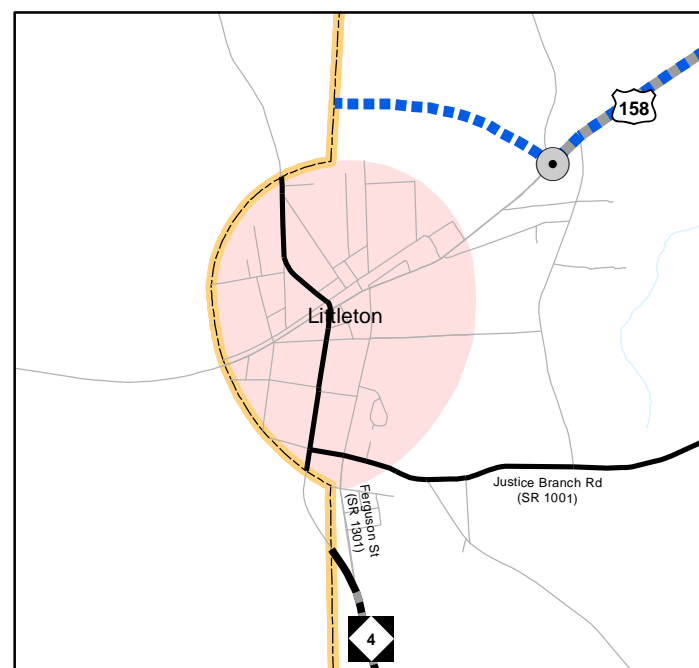
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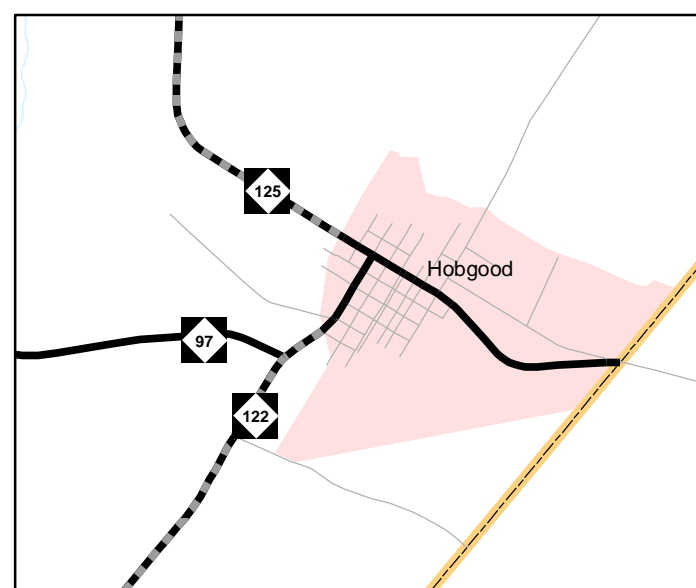
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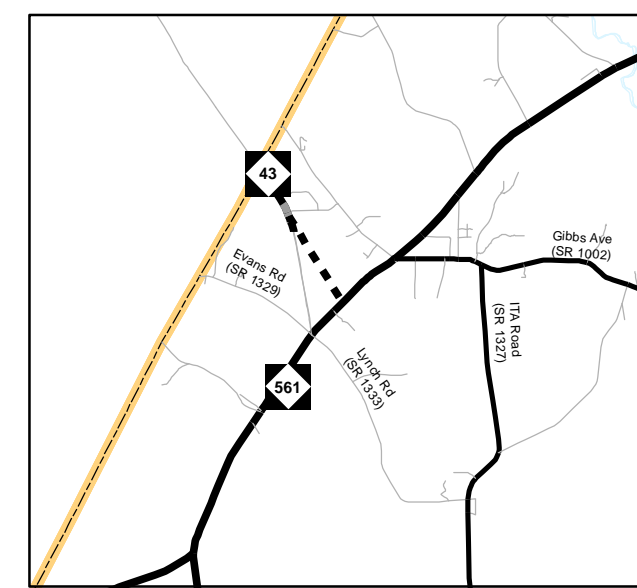
Inset C



Inset D



Inset E



Inset F

Public Transportation and Rail Map



Halifax County Comprehensive Transportation Plan

Plan date: April 15, 2011

- 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

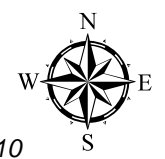
- Rail Stops**
- Existing
 - Recommended

- Intermodal Connector**
- Existing
 - Recommended

- Park and Ride Lot**
- Existing
 - Recommended

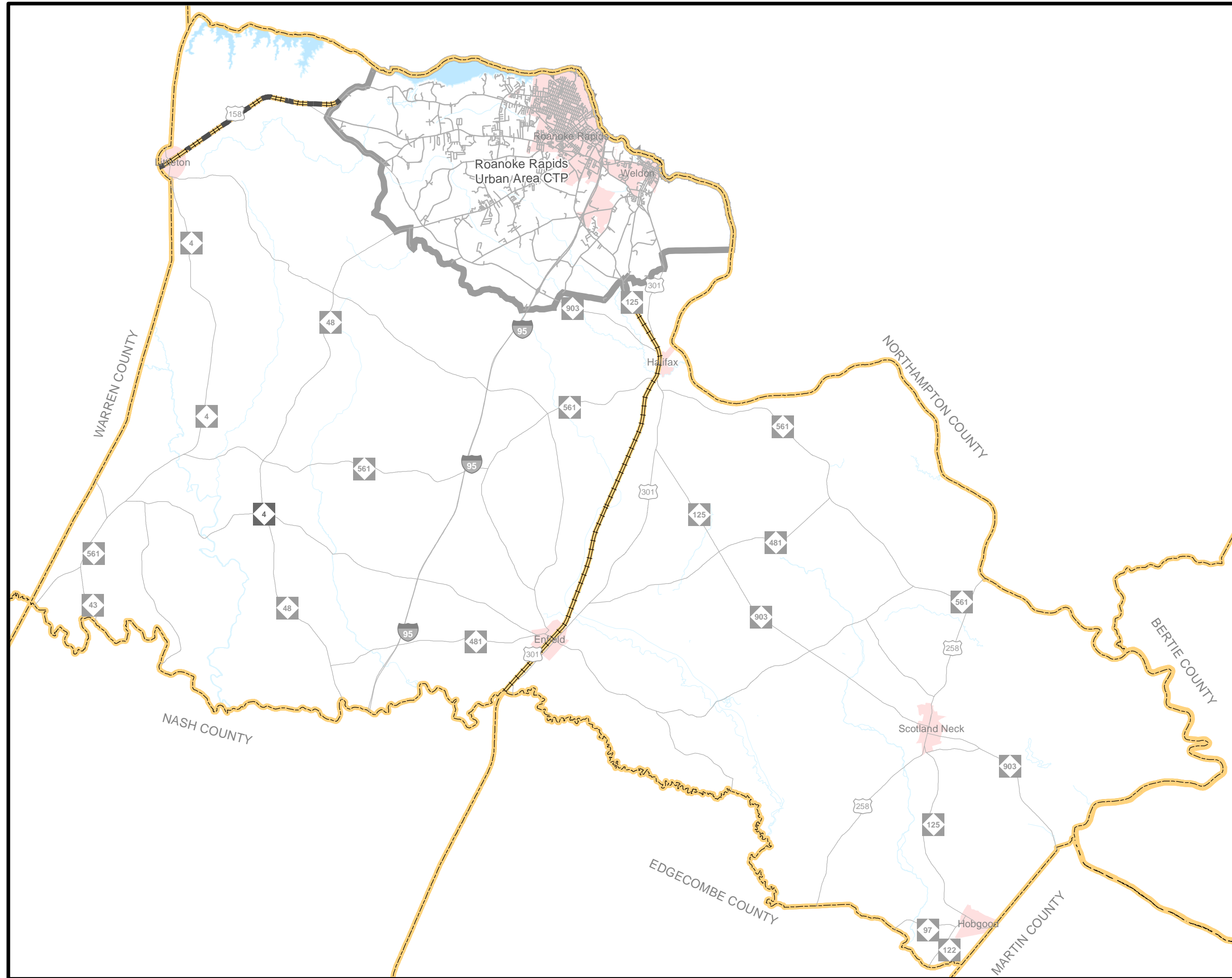
Figure 1

Sheet 3 of 5



Base map date: August 2010

Refer to CTP document for more details



Bicycle Map



Halifax County Comprehensive Transportation Plan

Plan date: April 15, 2011

- On-road
- Existing
 - Needs Improvement
 - Recommended

- Off-road
- Existing
 - Needs Improvement
 - Recommended

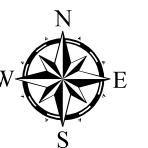
- Multi-Use Paths
- Existing
 - Needs Improvement
 - Recommended

- Existing Grade Separation
- Proposed Grade Separation

Figure 1

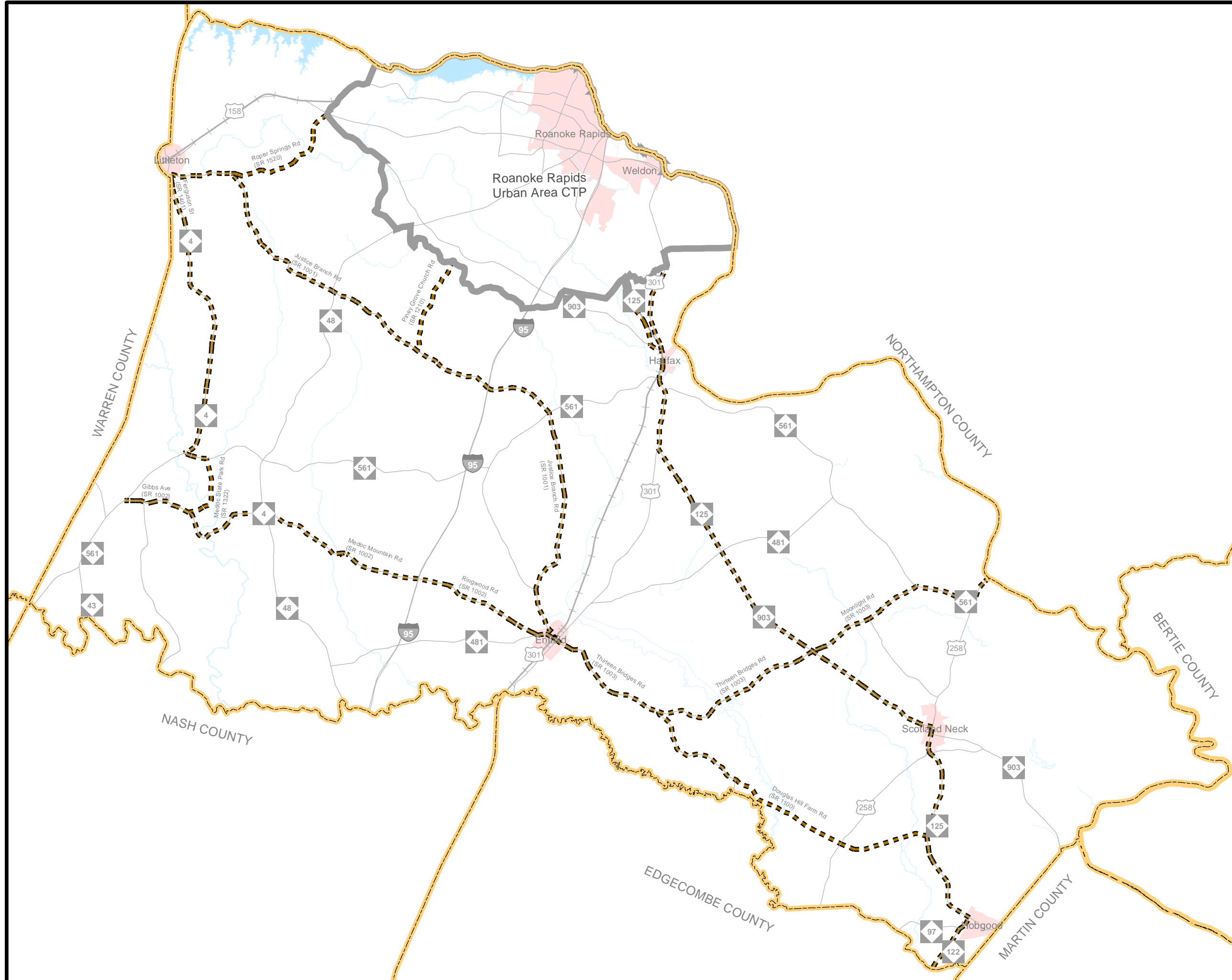
Sheet 4 of 5

0.5 1 2 3 Miles



Base map date: August 2010

Refer to CTP document for more details



Pedestrian Map



Halifax County

Comprehensive Transportation Plan

Plan date: April 15, 2011

Sidewalks

- Existing
- Needs Improvement
- Recommended

Off-road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Figure 1

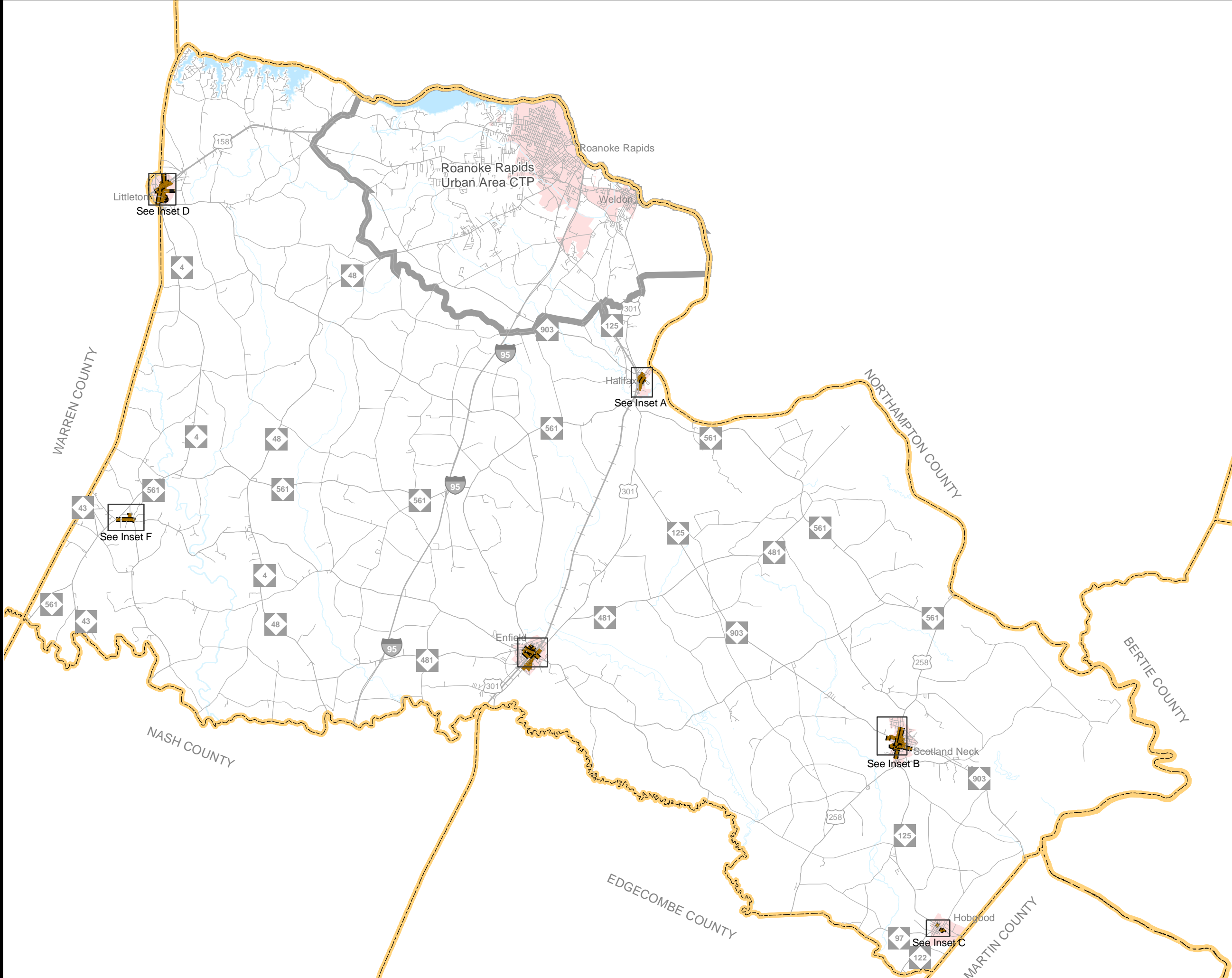
Sheet 5 of 5

0 0.5 1 2 3 Miles



Base map date: August 2010

Refer to CTP document for more details



Pedestrian Map Insets A - F



Halifax County Comprehensive Transportation Plan

Plan date: April 15, 2011

Sidewalks

- Existing
- Needs Improvement
- Recommended

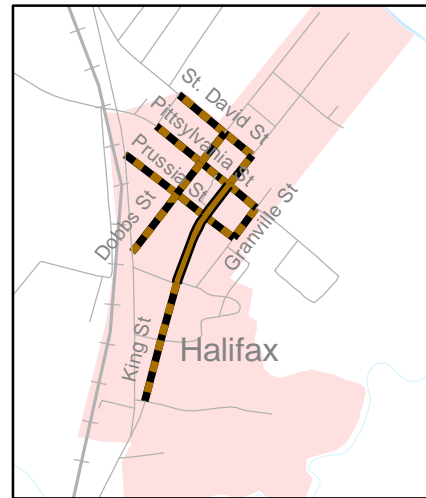
Off-road

- Existing
- Needs Improvement
- Recommended

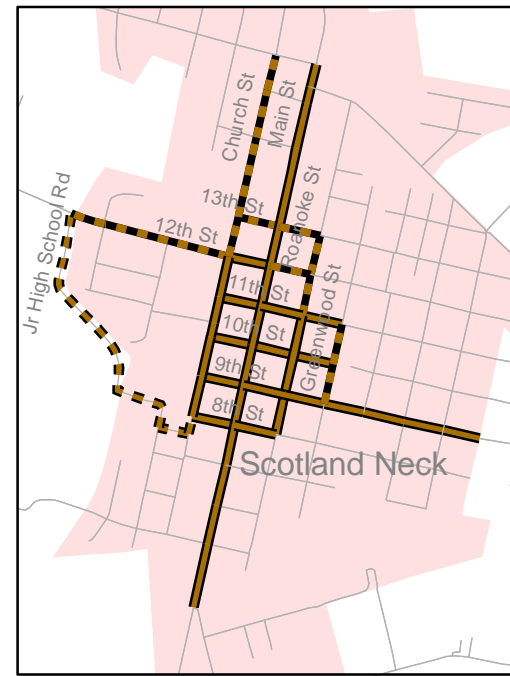
Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

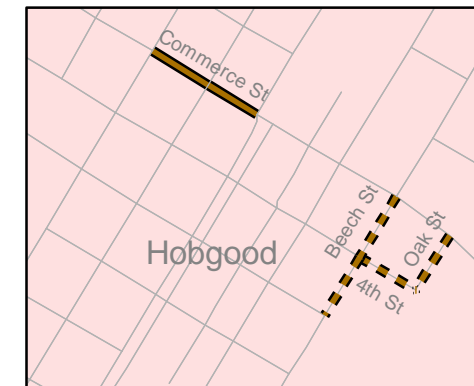
- Existing Grade Separation
- Proposed Grade Separation



Inset A



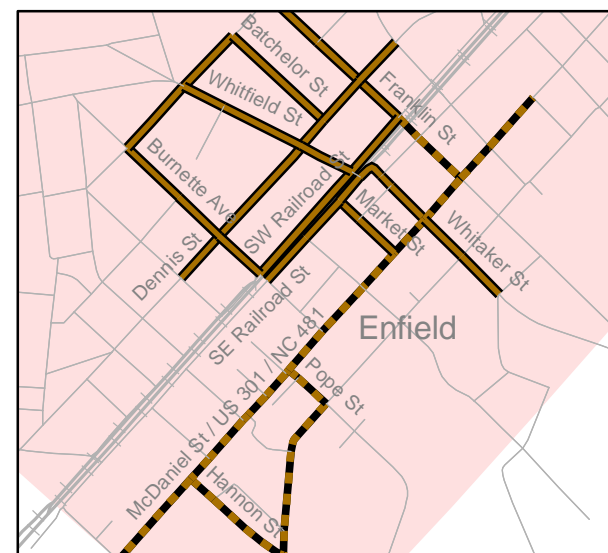
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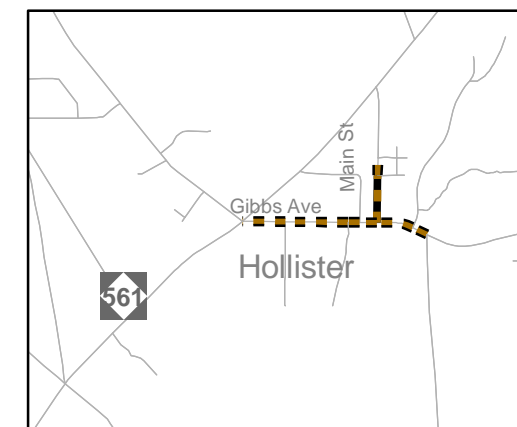
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Inset D



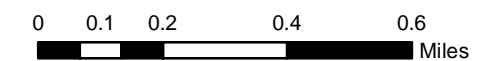
Inset E



Inset F

Figure 1

Sheet 5A of 5



Base map date: August 2010

Refer to CTP document for more details

I. Analysis of the Existing and Future Transportation System

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 environmental resources.

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, additional radial routes or infrastructure improvements to meet statewide initiatives.

One of those statewide initiatives is the Strategic Highway Corridor (SHC) Vision Plan adopted by the Board of Transportation on September 2, 2004 and last revised on July 10, 2008. The SHC Vision Plan represents a timely initiative to protect and maximize the mobility and connectivity on a core set of highway corridors throughout North Carolina, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods.

The primary purpose of the SHC Vision Plan is to provide a network of high-speed, safe, reliable highways throughout North Carolina. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor – specifically towards the identification of a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare) for each corridor. Individual Comprehensive Transportation Plans shall incorporate the long-term vision of each corridor. Refer to Appendix A for contact information.

In the development of this plan, travel demand was projected from 2009 to 2035 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1991 to 2008. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns.

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. In Halifax County, no capacity deficiencies were identified. Refer to Figures 2 and 3 for more information.

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.

LOS D 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 NCLOS Program. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Appendix E for detailed information on LOS.

Traffic Crash 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 Halifax County CTP for crashes occurring in the planning area between January 1, 2007 and December 31, 2009. During this period, no intersections were identified as having a high number of crashes.

2008 Volumes and Capacity Deficiencies



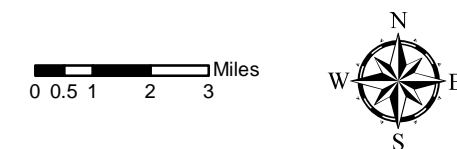
Halifax County North Carolina

Comprehensive Transportation Plan

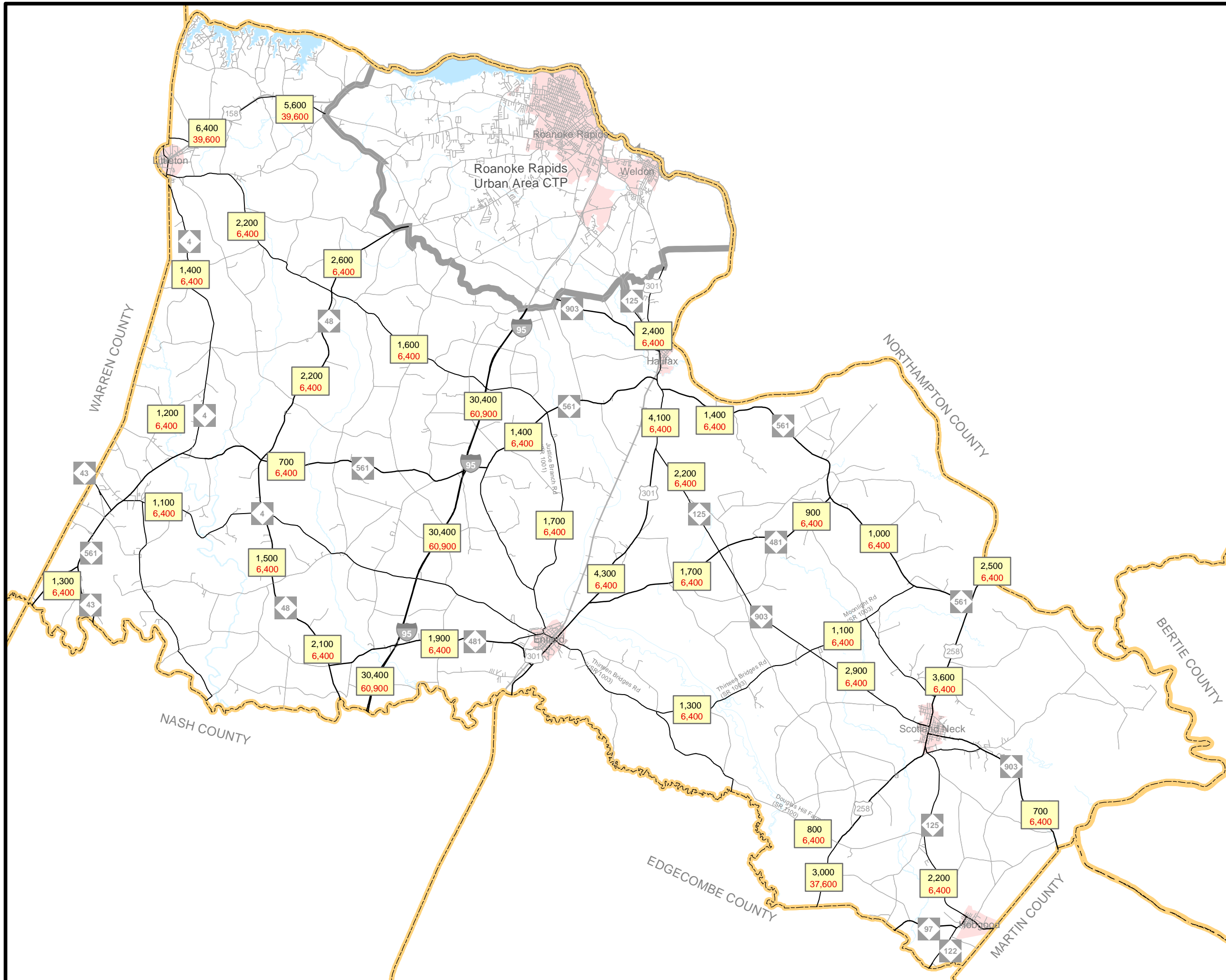
Legend

- Roads
- Railroads
- County Boundary
- Municipal Boundary
- Lakes
- Rivers and Streams
- RRUA CTP Boundary
- Under Capacity (0.00 - 0.79)
- Near Capacity (0.80 - 0.99)
- Over Capacity (1.00 - 1.49)
- 2008 Volumes (AADT)
2008 Capacities

Figure 2



Base map date: August 2010



2035 Volumes and Capacity Deficiencies



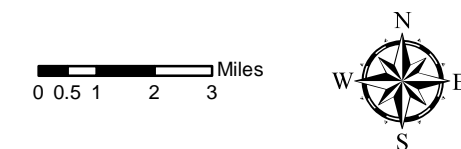
Halifax County North Carolina

Comprehensive Transportation Plan

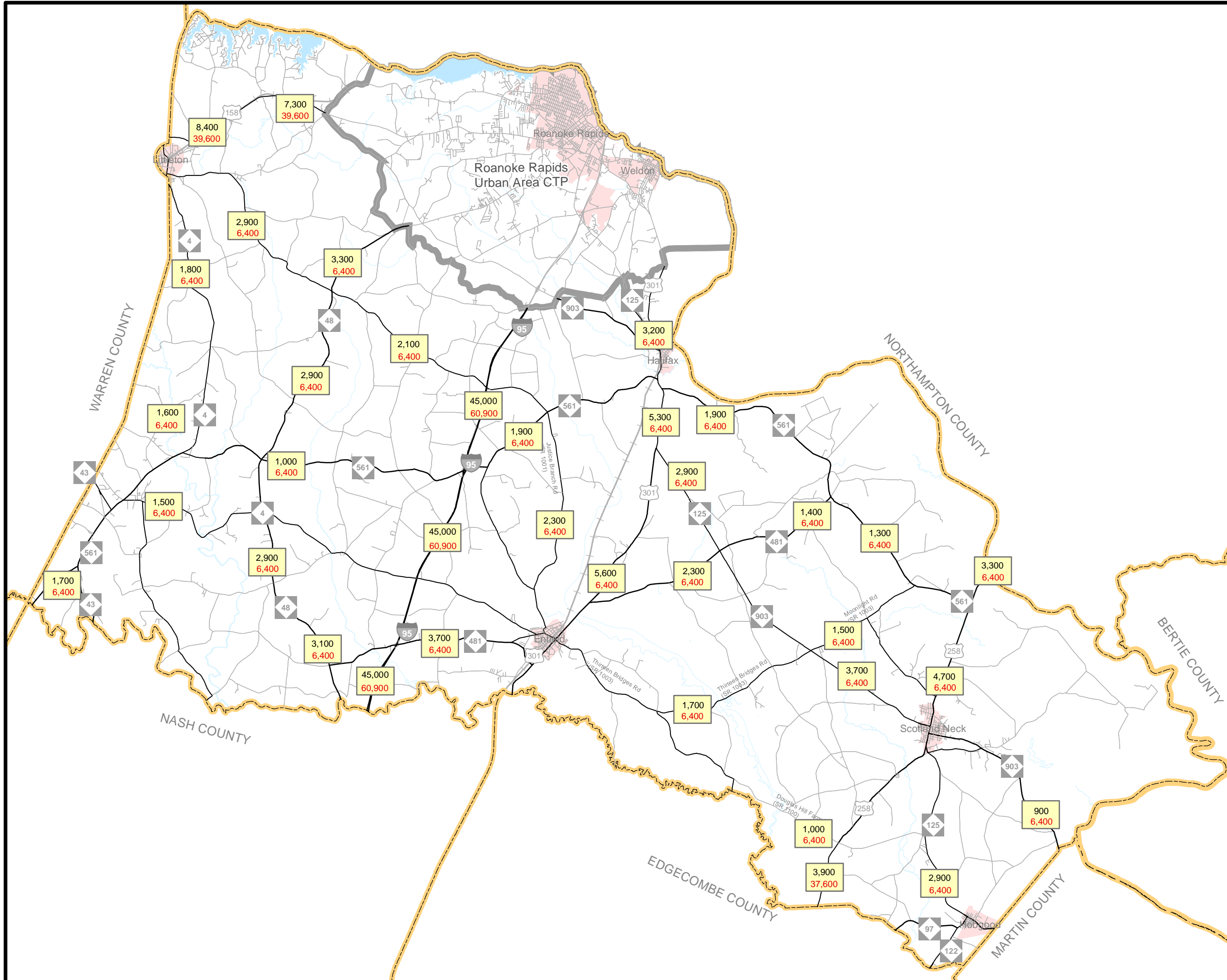
Legend

- Roads
- Railroads
- County Boundary
- Municipal Boundary
- Lakes
- Rivers and Streams
- RRUA CTP Boundary
- Under Capacity (0.00 - 0.79)
- Near Capacity (0.80 - 0.99)
- Over Capacity (1.00 - 1.49)
- 2035 Volumes (AADT)
- 2035 Capacities

Figure 3



Base map date: August 2010



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 Structure Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as Federal and State funds become available. Thirty-one deficient bridges were identified within the planning area and are illustrated in Figure 4. Refer to Appendix G for more detailed information.

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 system: community, regional community, urban, regional urban and intercity.

- Community Transportation - Local transportation efforts formerly centered on assisting clients of human service agencies. Today, the vast majority of rural systems serve the general public as well as those clients.
- Regional Community Transportation - Regional community transportation systems are composed of two or more contiguous counties providing coordinated / consolidated service. Although such systems are not new, 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.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. As this map shows, there are no existing or planned fixed routes within the CTP boundary. Choanoke Public Transportation Authority (CPTA) is a regional public transportation provider serving Halifax County, Northampton County, Hertford County and Bertie County. CPTA provides demand-response services within the four-county region for a fee. 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 two Piedmont trains carry passengers from Raleigh to Charlotte and back everyday. Combined, the Carolinian and Piedmont carry more than 447,000 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. Halifax County does not have any shortline railroads.

The CSXT A-line is a north-south mainline rail corridor with joint use by freight and passenger trains. The corridor is between I-95 and US 301 in Halifax County. Track improvements at Weldon and Enfield locations along the A-line are proposed to allow for meets and passing of trains. These two projects will reduce railroad congestion by removing a network bottleneck, improve capacity, reliability, and efficiency of train movement. The Weldon project is located in the Roanoke Rapids Urban Area CTP.

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1.

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 pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1. 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 Halifax County Comprehensive Development Plan was used to meet this requirement.

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.

Halifax County primarily anticipates growth in areas designated as “Community Development Areas” and “Economic Development Areas”. The Littleton, Hobgood and Hollister communities are Community Development areas. Scotland Neck, Halifax and Enfield are all Economic Development areas. All these areas encompass residential, commercial and public land uses.

Deficient Bridges



Halifax County North Carolina

Comprehensive Transportation Plan

Legend

- Roads
- Railroads
- County Boundary
- Municipal Boundary
- Lakes
- Rivers and Streams
- RRUA CTP Boundary
- Deficient Bridges

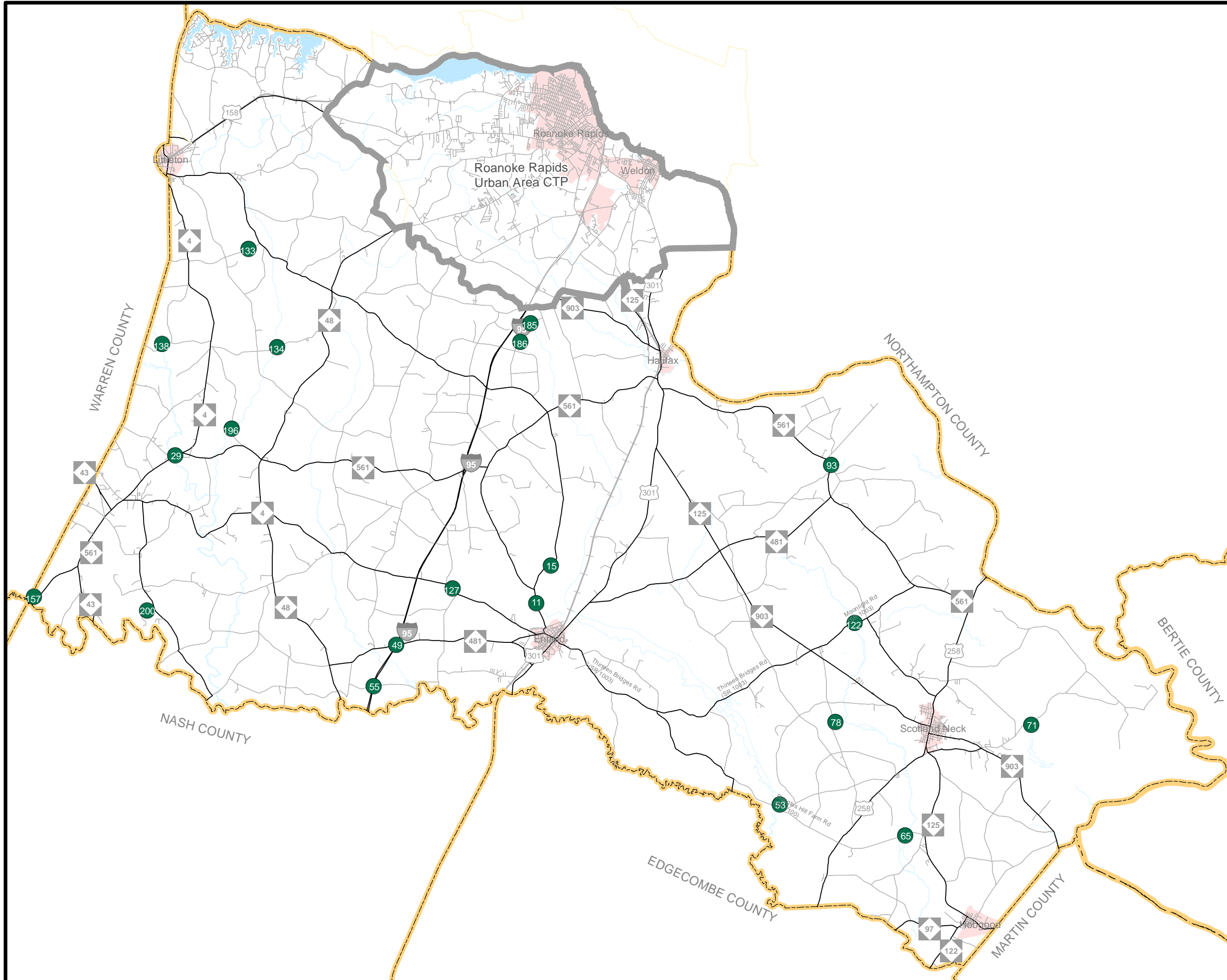
Figure 4

0 0.5 1 2 3 Miles



Base map date: August 2010

Refer to CTP document for more details



Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act (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 2 of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that were examined as a part of this study is shown in the following tables utilizing the best available data. Environmental features occurring within Halifax County are shown in Figure 5.

Table 1 – Environmental Features

- | | |
|--|--|
| <ul style="list-style-type: none"> • Airport Boundaries • Anadromous Fish Spawning Areas • Beach Access Sites • Bike Routes (NCDOT) • Coastal Marinas • Colleges and Universities • Conservation Tax Credit Properties • Emergency Operation Centers • Federal Land Ownership • Fisheries Nursery Areas • Geology (including Dikes and Faults) • Hazardous Substance Disposal Sites • Hazardous Waste Facilities • High Quality Water and Outstanding Resource Water Management Zones • Hospital Locations • Hydrography (1:24,000 scale) • Land Trust Priority Areas • National Heritage Element Occurrences • National Wetlands Inventory | <ul style="list-style-type: none"> • North Carolina Coastal Region Evaluation of Wetland Significance (NC-CREWS) • Paddle Trails – Coastal Plain • Railroads (1:24,000 scale) • Recreation Projects – Land and Water Conservation Fund • Sanitary Sewer Systems – Discharges, Land Application Areas, Pipes, Pumps and Treatment Plants • Schools – Public and Non-Public • Shellfish Strata • Significant Natural Heritage Areas • State Parks • Submersed Rooted Vasculars • Target Local Watersheds - EEP • Trout Streams (DWQ) • Trout Waters (WRC) • Water Distribution Systems – Pipes, Pumps, Tanks, Treatment Plants, and Wells • Water Supply Watersheds • Wild and Scenic Rivers |
|--|--|

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

Table 2 – Restricted Environmental Features

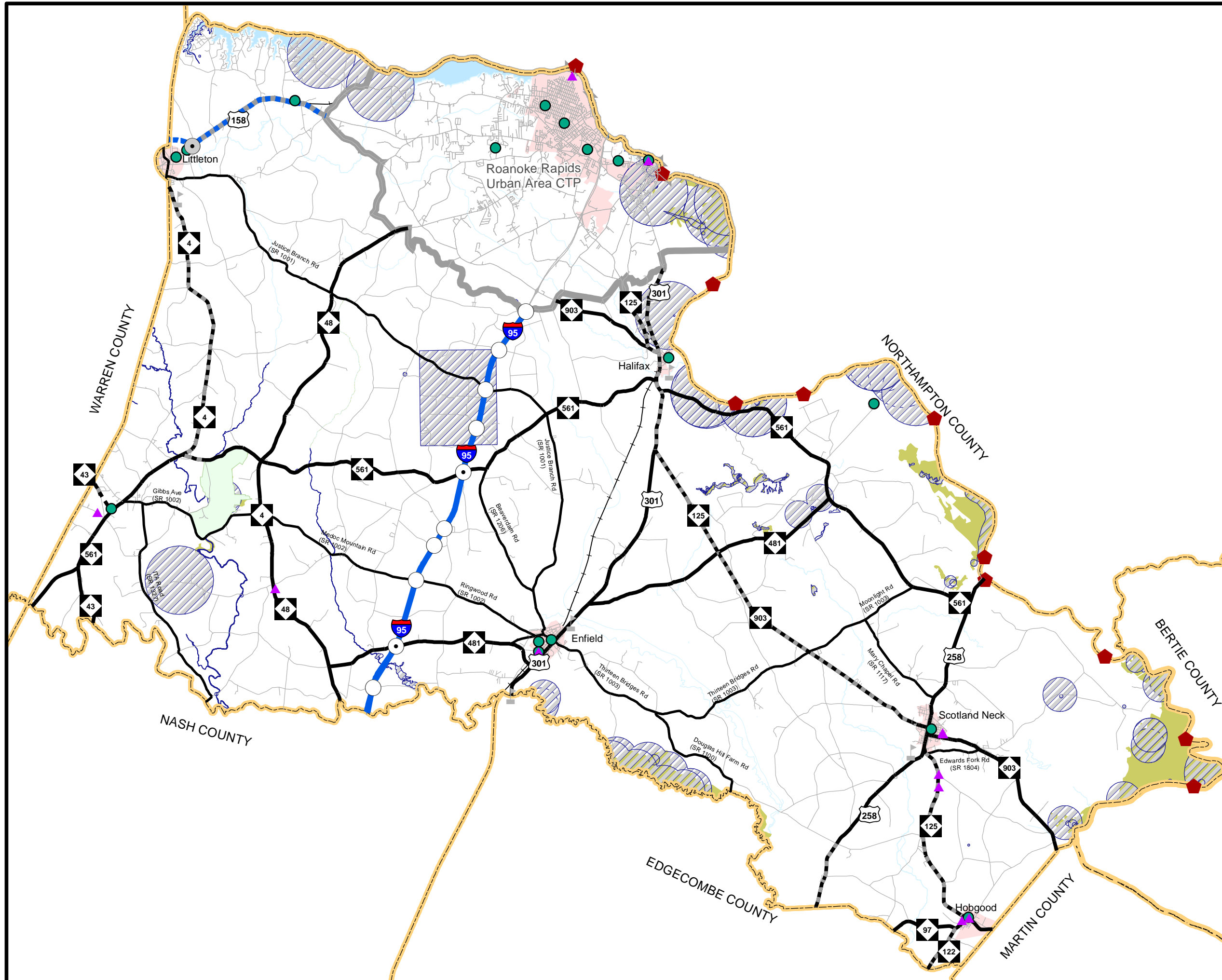
- Archaeological Sites
- Historic National Register Districts
- Historic National Register Structures
- Macrosite Boundaries
- Managed Areas
- Megasite Boundaries

Environmental Map



Halifax County Comprehensive Transportation Plan

Plan date: April 15, 2011



Legend

- Schools
- Paddle Trails
- Water Distribution Treatment Plants
- Water Distribution System Tanks
- State Parks
- Natural Heritage Element Occurrences
- Significant Natural Heritage Area
- Rivers and Streams
- Lakes
- County Boundary

Figure 5

0 0.5 1 2 3 Miles



Base map date: August 2010

Refer to CTP document for more details

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 Peanut Belt RPO requested the development of a comprehensive transportation plan for Halifax County through a prioritized list of regional needs. A meeting was held with the Halifax County Board of Commissioners in March 2008 to formally initiate the study, provide an overview of the transportation planning process, and to gather input on area transportation needs.

Throughout the course of the study, the Transportation Planning Branch cooperatively worked with the Halifax County Transportation Committee, which included a representative from each municipality, county staff, the RPO and others, 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. Refer to Appendix H for detailed information on the vision statement, the goals and objectives survey and a listing of committee members.

The public involvement process included holding a public drop-in session in the Town of Halifax to present the proposed Comprehensive Transportation Plan to the public and solicit comments. The meeting was held on March 17, 2011 at the Historic Courthouse, located at 10 N King Street in Halifax, NC. This session was publicized in the local newspapers and was held from 4:00 pm to 6:00 pm. No comment forms were submitted during the session.

A public hearing was held on June 6, 2011 during the Halifax County Commissioners meeting. Public hearings were held for the following municipalities on the following dates: Halifax on May 24, 2011, Scotland Neck on May 24, 2011, Enfield on June 20, 2011, Littleton on June 6, 2011, and Hobgood on June 20, 2011. The purpose of these meetings was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during these meetings.

The Peanut Belt RPO endorsed the CTP on August 11, 2011. The North Carolina Board of Transportation voted to mutually adopt the Halifax County CTP on October 6, 2011.

II. Recommendations

This report documents the development of the 2012 Halifax County CTP as shown in Figure 1. This chapter presents recommendations for each mode of transportation in the Halifax County.

Unaddressed Deficiencies

The following deficiency was identified during development of the CTP, but remains unaddressed.

I-95

Existing I-95 is a major north-south corridor through Halifax County that carries a high percentage of through traffic in the area. This facility traverses the state connecting North Carolina to Virginia and South Carolina and is on the statewide tier of the North Carolina Multimodal Investment Network (NCMIN). Additionally, it is part of the Strategic Highway Corridor (SHC) Vision Plan.

A proposed project, I-5133, is currently under development by the Project Development & Environmental Analysis Branch (PDEA) through a Phase 1 Corridor Planning and Finance Study. For additional information about I-95, (TIP Project I-5133), including the Purpose and Need, contact NCDOT's PDEA Branch.

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 and citizens of the County and its municipalities. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Peanut Belt 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 government 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.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

The following pages contain problem statements for each recommendation, organized by CTP modal element.

Problem Statements

HIGHWAY

US 158, Local ID: R-2581

US 158 is an east-west connector within Halifax County and throughout northeastern North Carolina. This corridor connects the Triad area on the west end to the Outer Banks on the east end. Within the study area, it is heavily used by commuters to and from Roanoke Rapids. It serves as a connector between I-85 and I-95 as well. US 158 is currently a 2-lane facility from the Warren County line to the Roanoke Rapids Urban Area (RRUA) Planning Area Boundary (PAB). As part of the SHC initiative, the facility's main purpose is to safely improve regional and statewide mobility and connectivity.

The proposed CTP project (R-2581) is to upgrade the existing facility to a 4-lane divided freeway from Roanoke Chapel Road (SR 1405) east of the town of Littleton to the RRUA PAB. This project is identified in the 2009-2015 Transportation Improvement Program (TIP) as project R-2581. For additional information about this project, including the Purpose and Need, contact NCDOT PDEA.

US 158, Local ID: R-2587

US 158 is an east-west connector within Halifax County and throughout northeastern North Carolina. This corridor connects the Triad area on the west end to the Outer Banks on the east end. Within the study area, it is heavily used by commuters to and from Roanoke Rapids. It serves as a connector between I-85 and I-95 as well. US 158 is currently a 2-lane facility from the Warren County line to the RRUA PAB. As part of the SHC initiative, the facility's main purpose is to safely improve regional and statewide mobility and connectivity.

The proposed CTP project (R-2587) is to upgrade the existing facility to a 4-lane divided freeway from the Warren County line to Roanoke Chapel Road (SR 1405) east of the town of Littleton, bypassing the Littleton to the north on new location. This project is identified in the 2009-2015 TIP as project R-2587. For additional information about this project, including the Purpose and Need, contact NCDOT PDEA.

US 258, Local ID: HALI0001-H

US 258 is currently a north-south connector that runs from Northampton County to Edgecombe County, through the southeastern area of Halifax County. This facility is currently a 2-lane major thoroughfare. It is recommended that this road be widened to 24 feet with paved shoulders and turn lanes where necessary from Douglas Hill Farm Road (SR 1100) to the Edgecombe County Line. The primary purpose of this improvement is to provide continuity with the Edgecombe County CTP's US 258 improvements. In the 2011 Edgecombe County CTP, improvements to US 258 from NC 97 to the Halifax County line were recommended due to capacity deficiency. Although there are no capacity issues between the Edgecombe County line and Douglas Hill Farm Rd within Halifax County, improvements are recommended in order to provide continuity.

US 301, Local ID: HALI0002-H

Existing US 301 is a 2-lane major thoroughfare from Edgecombe County to Northampton County. The facility runs from north to south through the town of Halifax. As the county seat of Halifax County, Halifax experiences heavy morning and afternoon traffic due to many county workers travelling there daily. It is recommended to upgrade the existing facility to 24 feet with paved shoulders, including turn lanes at all major intersections from NC 561 to the RRUA PAB. The primary purpose of improving US 301 is to improve mobility through Halifax. Improving this segment of US 301 will improve connectivity between Halifax and other parts of the county, particularly during the morning and afternoon peak hours. Another goal is to make this facility safe for bicycles.

NC 125, Local ID: HALI0003-H

NC 125 is currently a 2-lane minor thoroughfare that runs north and south through Halifax County. In the vicinity of Halifax, the facility serves as a connector from Halifax to Weldon and Roanoke Rapids. As the county seat of Halifax County, Halifax experiences heavy morning and afternoon traffic due to many county workers travelling there daily. It is recommended to upgrade the existing facility to 24 feet with paved shoulders, including turn lanes at all major intersections from US 301 to the Roanoke Rapids Urban Area (RRUA) boundary. The primary purpose of improving this section of NC 125 is to improve mobility through the town of Halifax. Improving this segment of NC 125 will improve connectivity between Halifax and other parts of the county, particularly during the morning and afternoon peak hours. Another goal is to make this facility safe for bicycles.

NC 43, Local ID: HALI0004-H

NC 43 is currently a north-south facility that has just a short segment that runs through the western area of Halifax County. It is currently a 2-lane minor thoroughfare from the Warren County Line to NC 561 in the Hollister community. NC 43 currently intersects with NC 561 at a five-way intersection with Evans Road (SR 1329) and Lynch Road (SR 1333). This five-way intersection causes safety issues, particularly due to heavy truck

volume along NC 561. It is recommended that NC 43 be widened to 24 feet with paved shoulders and turn lanes at major intersections from the Warren County line to NC 561. It is also recommended that NC 43 be realigned to intersect with NC 561 north of the current intersection, eliminating the five-way intersection. This will improve safety for vehicles travelling along NC 43 as well as NC 561. This improvement also connects with the 2010 Warren County CTP which recommends improvements along NC 43 throughout Warren County.

Minor Widening Improvements

The following routes do not have capacity issues, but are recommended to be upgraded to two 12-foot lanes with 2-foot paved shoulders to improve safety.

- NC 125: US 301 to Scotland Neck city limit
- NC 125: Hobgood city limit to Edwards Fork Road (SR 1804)
- NC 4: Warren County Line to NC 561
- NC 561: NC 4 to Medoc State Park Road (SR 1322)
- NC 122: Edgecombe County Line to 6th Street in Hobgood

PUBLIC TRANSPORTATION & RAIL

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

BICYCLE

Identified Problem

Currently, there are no state designated bicycle routes in Halifax County. The primary purpose of recommending additional bicycle route improvements is to better connect the communities in Halifax County by providing an additional safe mode of transportation that links them together.

CTP Project Proposal

Project Description

The following facilities have been recommended for on-road bicycle facilities in the Halifax County CTP.

- HALI0001-B: US 301 from NC 125 to RRUA Boundary
- HALI0002-B: US 258 from NC 561 to the Northampton County line
- HALI0003-B: NC 561 from Moonlight Road (SR 1003) to US 258
- HALI0004-B: Ferguson Street (SR 1401) from Justice Branch Road (SR 1001) to NC 4
- HALI0005-B: Roper Springs Road (SR 1520) from Justice Branch Road (SR 1001) to NC 903
- HALI0006-B: Justice Branch Road (SR 1001) from Ferguson Street (SR 1301) in Littleton to NC 481
- HALI0007-B: Piney Grove Church Road (SR 1210) from RRUA Boundary to Justice Branch Road (SR 1001)
- HALI0008-B: Medoc State Park Road (SR 1322) from NC 561 to Medoc Mountain Road
- HALI0009-B: Medoc Mountain Road from Gibbs Avenue (SR 1002) to Ringwood Road (SR 1002)
- HALI00010-B: Gibbs Avenue (SR 1002) from NC 561 to Medoc Mountain Road in Hollister
- HALI00011-B: Ringwood Road (SR 1002) from Medoc Mountain Road to NC 481
- HALI00012-B: Thirteen Bridges Road (SR 1003) from NC 481 to NC 125 / NC 903
- HALI00013-B: Moonlight Road (SR 1003) from NC 125 / NC 903 to NC 561
- HALI00014-B: Douglas Hill Farm Road (SR 1100) from Thirteen Bridges Road (SR 1003) to NC 125

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

- Curb & gutter sections require at minimum 4-ft bike lanes or 14-ft wide outside lanes.

- Shoulder sections require a minimum 4-ft paved shoulder.
- All bridges along roadways where bike facilities are recommended shall be equipped with 54" railings.

PEDESTRIAN

Identified Problem

Currently, there are a few limited pedestrian accommodations within the town limits of each municipality in Halifax County. There are currently no usable sidewalks in the Hollister area. The primary purpose of recommending new and improved pedestrian accommodations is to provide a safe alternative mode of transportation within each community in Halifax County.

CTP Project Proposal

Project Description

The following facilities are recommended to have new sidewalks for pedestrians.

- HALI0001-P: Jr High School Road (SR 1155) from NC 903 to Church Street (SR 1001) in Scotland Neck
- HALI0002-P: Church Street (SR 1001) from 8th Street to 8th Street in Scotland Neck
- HALI0003-P: S Beech Street from W 5th Street to NC 125 in Hobgood
- HALI0004-P: E 4th Street from S Beech Street to S Oak Street in Hobgood
- HALI0005-P: S Oak Street from E 4th Street to NC 125 in Hobgood
- HALI0006-P: Main Street from Church Street to Bundy Avenue in Hollister
- HALI0007-P: Gibbs Avenue (SR 1002) from NC 561 to ITA Road (SR 1327) in Hollister

The following facilities are recommended to improve the existing sidewalks for pedestrians.

- HALI0008-P: King Street (SR 1152) from Ferrell Lane to Church St in Halifax
- HALI0009-P: King Street (SR 1152) from Pittsylvania Street (SR 1158) to St. David Street (SR 1156) in Halifax
- HALI0010-P: Dobbs Street from US 301 to St. David Street (SR 1156) in Halifax
- HALI0011-P: Prussia Street (SR 1160) from US 301 to Granville Street (SR 1159) in Halifax
- HALI0012-P: Pittsylvania Street (SR 1158) from Norman Street to Granville Street (SR 1159) in Halifax
- HALI0013-P: St. David Street (SR 1156) from Norman Street to King Street (SR 1152) in Halifax
- HALI0014-P: Granville Street (SR 1159) from Prussia Street (SR 1160) to Pittsylvania Street (SR 1158) in Halifax
- HALI0015-P: Greenwood Street from 9th Street to 11th Street in Scotland Neck
- HALI0016-P: Roanoke Street from 11th Street to 13th Street in Scotland Neck
- HALI0017-P: Church Street from 12th Street to 17th Street in Scotland Neck

- HALI0018-P: 12th Street (NC 903 / NC 125) from Jr High School Road (SR 1155) to Church Street in Scotland Neck
- HALI0019-P: 12th Street (NC 903 / NC 125) from Main Street (US 258 / NC 125) to Roanoke Street in Scotland Neck
- HALI0020-P: 13th Street from Church Street to Roanoke Street in Scotland Neck
- HALI0021-P: US 158 from Halifax Street (SR 1401) to Mosby Avenue (NC 4) in Littleton
- HALI0022-P: US 158 / NC 903 from Ferguson Street (SR 1401) to E End Avenue (SR 1403) in Littleton
- HALI0023-P: Halifax Street (SR 1401) from Moore Street to eastern city limit in Littleton
- HALI0024-P: Ferguson Street (SR 1401) from Warren Street (SR 1001) to US 158 / NC 903 in Littleton
- HALI0025-P: Church Street from Shaw Street to US 158 / NC 903 in Littleton
- HALI0026-P: Spring Street (SR 1402) from Shaw Street to North Main Street in Littleton
- HALI0027-P: North Main Street from N Mosby Avenue (NC 903) to Hackett Street in Littleton
- HALI0028-P: South Main Street in Littleton
- HALI0029-P: McDaniel Street (US 301 / NC 481) from Randolph Street to Cary Street in Enfield
- HALI0030-P: Franklin Street (SR 1001) from N Railroad Street to McDaniel Street (US 301 / NC 481) in Enfield
- HALI0031-P: Hannon Street from McDaniel Street (US 301 / NC 481) to Dr. MLK Jr. Street in Enfield
- HALI0032-P: Dr. MLK Jr. Street from Hannon Street to Pope Street in Enfield
- HALI0033-P: Pope Street from McDaniel Street (US 301 / NC 481) to Dr. MLK Jr. Street in Enfield
- HALI0034-P: Main Street from Church Street to Bundy Avenue in Hollister

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

1501 Mail Service Center

Raleigh, NC 27699-1501

(919) 733-2520

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

Board of Transportation Member

1501 Mail Service Center

Raleigh, NC 27699-1501

(919) 707-2820

<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.

509 Ward Blvd.

Wilson, NC 27895

(252) 237-6164 Ext. 3503

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

Division Project Manager

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

509 Ward Blvd.

Wilson, NC 27895

(252) 237-6164 Ext. 3551

Division Construction Engineer

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

509 Ward Blvd.
Wilson, NC 27895
(252) 237-6164 Ext. 2104

Division Traffic Engineer

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

509 Ward Blvd.
Wilson, NC 27895
(252) 237-6164 Ext. 3544

Division Operations Engineer

Contact the Division Operations Engineer for information concerning facility operations.

509 Ward Blvd.
Wilson, NC 27895
(252) 237-6164

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.

509 Ward Blvd.
Wilson, NC 27895
(252) 237-6164

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.

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, including Strategic Highway Corridors.

1554 Mail Service Center
Raleigh, NC 27699-1554
(919) 707-0900
<http://www.ncdot.gov/doh/preconstruct/tpb/>

Peanut Belt Rural Planning Organization (RPO)

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

1385 John Small Ave.
Washington, NC 27889
(252) 974-1844
<http://peanutbeltrpo.com/>

Strategic Planning Office

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

1501 Mail Service Center
Raleigh, NC 27699-1501
(919) 715-0951
<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 TIP.

1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 707-6000
<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) 707-2600

<http://www.ncdot.gov/transit/bicycle/>

Structure Management Unit

Contact the Structure Management 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.
- **Existing Grade Separation** – Locations where existing rail facilities and are physically separated from existing highways or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where rail facilities are recommended to be physically separated from existing or recommended highways or other transportation facilities. These may be bridges, culverts, or other structures.

Bicycle Map

- **On Road-Existing** – Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- **On Road-Needs Improvement** – At the systems level, it is desirable for **an existing** highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.
- **On Road-Recommended** – At the systems level, it is desirable for **a recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.

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

Pedestrian Map

- **Sidewalk-Existing** – Paved paths (including but not limited to concrete, asphalt, brick, stone, or wood) on both sides of a highway facility and within the highway right-of-way that are adequate to safely accommodate pedestrian traffic.

- **Sidewalk-Needs Improvement** – Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need 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 the NCDOT Roadway Characteristics shapefile. These right-of-way amounts are approximate and may vary.
- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed using the NCLOS program, as documented in Chapter I.
- **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 E+C' is an estimate of the volume in 2035 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 20xx - 20xx Transportation Improvement Program (TIP). The '2035 AADT with CTP' 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 I.
- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended as part of the CTP.
- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.
- **Tier:** Tiers are defined as part of the North Carolina 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).

HALIFAX COUNTY CTP INVENTORY AND RECOMMENDATIONS

| HIGHWAY | | | | | | | | | | | | | | | | |
|----------|-----------------|--|----------------|------------|----------------------------|----------|-------------------|-------------------------|----------------------|--------------------|-------------------------|---------------|----------|--------------------|-------------|------|
| Local ID | Facility | Section (From - To) | Jurisdiction | Dist. (mi) | 2008 Existing System | | | | 2035 Proposed System | | | | | CTP Classification | Other Modes | |
| | | | | | Cross-Section (ft) lanes | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2008 AADT | 2035 AADT with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | | | |
| | | RRUA Boundary - NC 561 | Halifax County | 3.2 | 48 | 4 | 150 | 70 | 60900 | 30400 | 45000 | 60900 | 4A | 150 | F | Sta. |
| | i-95 | NC 561 - NC 481 | Halifax County | 8.9 | 48 | 4 | 150 | 70 | 60900 | 30400 | 45000 | 60900 | 4A | 150 | F | Sta. |
| | i-95 | NC 481 - Nash Co. Line | Halifax County | 6.8 | 48 | 4 | 175 | 70 | 60900 | 30400 | 45000 | 60900 | 4A | 175 | F | Sta. |
| | US 158 | Warren Co. Line - NC 4 | Littleton | 0.5 | 22 | 2 | 60 | 45 | 11200 | 6400 | 8400 | 39600 | 4A | 60 | F | Sta. |
| | US 158 | NC 4 - Littleton Town Limit (E) | Littleton | 0.6 | 22 | 2 | 60 | 45 | 11200 | 6300 | 8300 | 39600 | 4A | 60 | F | Sta. |
| | US 158 | Littleton Town Limit (E) - SR 1409 | Halifax County | 2.5 | 22 | 2 | 60 | 35 | 11200 | 6400 | 8400 | 39600 | 4A | 60 | F | Sta. |
| | US 158 | SR 1409 - SR 1406 | Halifax County | 1.5 | 22 | 2 | 100 | 45 | 11200 | 6000 | 7800 | 39600 | 4A | 100 | F | Sta. |
| | US 158 | SR 1406 - RRUA Boundary | Halifax County | 2.5 | 22 | 2 | 100 | 45 | 11200 | 5600 | 7300 | 39600 | 4A | 100 | F | Sta. |
| | US 258 | Edgecombe Co. Line - SR 1100 | Halifax County | 2.5 | 22 | 2 | 100 | 55 | 6400 | 3000 | 3900 | 6400 | 2B | 100 | Maj | Sta. |
| | US 258 | SR 1100 - SR 1813 | Halifax County | 2.3 | 22 | 2 | 100 | 55 | 6400 | 3300 | 4300 | 6400 | 2B | 100 | Maj | Sta. |
| | US 258 | SR 1813 - NC 125 | Halifax County | 2.5 | 22 | 2 | 100 | 55 | 6400 | 4000 | 5200 | 6400 | 2B | 100 | Maj | Sta. |
| | US 258 | NC 125 - E 13th St | Scotland Neck | 0.8 | 48 | 4 | 80 | 35 | 11200 | 8700 | 10300 | 11200 | 2B | 80 | Maj | Sta. |
| | US 258 | E 13th St - Scotland Neck Town Limit (N) | Scotland Neck | 0.8 | 48 | 4 | 80 | 35 | 11200 | 5500 | 7200 | 11200 | 2B | 80 | Maj | Sta. |
| | US 258 | Scotland Neck Town Limit (N) - NC 561 | Halifax County | 3.7 | 22 | 2 | 80 | 55 | 6400 | 3600 | 4700 | 6400 | 2B | 80 | Maj | Sta. |
| | US 258 | NC 561 - Northampton Co. Line | Halifax County | 1.4 | 22 | 2 | 80 | 55 | 6400 | 2500 | 3300 | 6400 | 2B | 80 | Maj | Sta. |
| | US 301 | Edgecombe Co. Line - Enfield Town Limit | Halifax County | 1.9 | 22 | 2 | 100 | 55 | 6400 | 4300 | 5600 | 6400 | 2B | 100 | Maj | Sta. |
| | US 301 / NC 481 | Enfield Town Limit (S) - E Franklin St | Enfield | 1.0 | 22 | 2 | 100 | 45 | 11200 | 6100 | 8000 | 11200 | 2B | 100 | Maj | Sta. |
| | US 301 / NC 481 | E Franklin St - Enfield Town Limit (N) | Enfield | 0.4 | 22 | 2 | 100 | 45 | 11200 | 6100 | 8000 | 11200 | 2B | 100 | Maj | Sta. |
| | US 301 / NC 481 | Enfield Town Limit (N) - NC 481 | Halifax County | 1.1 | 22 | 2 | 100 | 45 | 6400 | 4300 | 5600 | 6400 | 2B | 100 | Maj | Sta. |
| | US 301 | NC 481 - SR 1125 | Halifax County | 3.0 | 22 | 2 | 100 | 55 | 6400 | 2900 | 3800 | 6400 | 2B | 100 | Maj | Sta. |
| | US 301 | SR 1125 - NC 125 | Halifax County | 3.4 | 22 | 2 | 100 | 55 | 6400 | 2000 | 2700 | 6400 | 2B | 100 | Maj | Sta. |
| | US 301 / NC 125 | NC 125 - NC 561 | Halifax County | 2.2 | 22 | 2 | 100 | 55 | 6400 | 4100 | 5300 | 6400 | 2B | 100 | Maj | Sta. |
| | US 301 / NC 125 | NC 561 - Halifax Town Limit (S) | Halifax County | 0.3 | 22 | 2 | 100 | 55 | 6400 | 4600 | 6000 | 6400 | 2B | 100 | Maj | Sta. |
| | US 301 / NC 125 | Halifax Town Limit (S) - NC 125 | Halifax County | 0.3 | 22 | 2 | 100 | 45 | 6400 | 4600 | 6000 | 6400 | 2B | 100 | Maj | Sta. |
| | US 301 / NC 125 | Halifax Town Limit (S) - NC 125 | Halifax County | 0.8 | 22 | 2 | 100 | 45 | 11200 | 5700 | 7500 | 11200 | 2B | 100 | Maj | Sta. |
| | US 301 | NC 125 - RRUA Boundary | Halifax County | 1.0 | 22 | 2 | 100 | 55 | 6400 | 2400 | 3200 | 6400 | 2B | 100 | Maj | Sta. |
| | NC 122 | Edgecombe Co. Line - NC 97 | Halifax County | 1.8 | 22 | 2 | 60 | 55 | 6400 | 900 | 1200 | 6400 | 2B | 60 | Maj | Reg. |
| | NC 122 | NC 97 - Hobgood Town Limit (S) | Hobgood | 0.2 | 22 | 2 | 60 | 55 | 6400 | 1300 | 1700 | 6400 | 2B | 60 | Maj | Reg. |
| | NC 122 | Hobgood Town Limit (S) - NC 125 | Hobgood | 0.3 | 22 | 2 | 60 | 45 | 11200 | 1200 | 1600 | 11200 | 2B | 60 | Maj | Reg. |
| | NC 125 | Martin Co. Line - SR 1820 | Hobgood | 0.9 | 22 | 2 | 60 | 45 | 11200 | 2300 | 3000 | 11200 | 2B | 60 | Maj | Reg. |
| | NC 125 | SR 1820 - NC 122 | Hobgood | 0.2 | 22 | 2 | 60 | 55 | 6400 | 1400 | 1900 | 6400 | 2B | 60 | Maj | Reg. |
| | NC 125 | NC 122 - Hobgood Town Limit (N) | Hobgood | 0.2 | 22 | 2 | 60 | 55 | 6400 | 2200 | 2900 | 6400 | 2B | 60 | Maj | Reg. |
| | NC 125 | Hobgood Town Limit (N) - SR 1815 | Halifax County | 3.5 | 22 | 2 | 60 | 55 | 6400 | 1600 | 2100 | 6400 | 2B | 60 | Maj | Reg. |
| | NC 125 | SR 1815 - SR 1810 | Halifax County | 2.3 | 22 | 2 | 60 | 55 | 6400 | 1700 | 2300 | 6400 | 2B | 60 | Maj | Reg. |
| | NC 125 | SR 1810 - Scotland Neck Town Limit (S) | Halifax County | 0.9 | 22 | 2 | 60 | 55 | 6400 | 2300 | 3100 | 6400 | 2B | 60 | Maj | Reg. |
| | NC 125 | Scotland Neck Town Limit (S) - NC 903 | Scotland Neck | 0.8 | 22 | 2 | 60 | 45 | 11200 | 3400 | 4400 | 11200 | 2B | 60 | Maj | Reg. |
| | NC 125 / NC 903 | NC 903 - US 258 | Scotland Neck | 0.2 | 22 | 2 | 60 | 45 | 11200 | 3400 | 4400 | 11200 | 2B | 60 | Maj | Reg. |
| | NC 125 / NC 903 | US 258 - Scotland Neck Town Limit (W) | Scotland Neck | 0.4 | 22 | 2 | 60 | 45 | 11200 | 3200 | 4100 | 11200 | 2B | 60 | Maj | Reg. |

BICYCLE AND PEDESTRIAN

| BICYCLE | | | | | | | | | |
|------------|---------------------------------|---|---------------|--------------------|-------|-----------------|---------------|-------------|--|
| Local ID | Facility/ Route | Section (From - To) | Distance (mi) | Existing System | | Proposed System | | Other Modes | |
| | | | | Cross-Section (ft) | lanes | Type | Cross-Section | | |
| HALI0001-B | US 301 | NC 125 - RRUUA Boundary | 1.0 | 22 | 2 | Paved Shoulder | 2B | H | |
| HALI0002-B | US 258 | NC 561 - Northampton County line | 1.4 | 22 | 2 | Paved Shoulder | 2B | H | |
| HALI0003-B | NC 561 | Moonlight Rd (SR 1003) to US 258 | 3.3 | 22 | 2 | Paved Shoulder | 2B | H | |
| HALI0004-B | Ferguson Street (SR 1401) | Justice Branch Rd (SR 1001) - NC 4 | 0.8 | 22 | 2 | Paved Shoulder | 2B | | |
| HALI0005-B | Roper Springs Rd (SR 1520) | Justice Branch Rd (SR 1001) - NC 903 | 1.1 | 22 | 2 | Paved Shoulder | 2B | | |
| HALI0006-B | Justice Branch Rd (SR 1001) | Ferguson St (SR 1301) - NC 481 | 0.4 | 22 | 2 | Paved Shoulder | 2B | | |
| HALI0007-B | Piney Grove Church Rd (SR 1210) | RRUA - Justice Branch Rd (SR 1001) | 0.9 | 22 | 2 | Paved Shoulder | 2B | | |
| HALI0008-B | Medoc State Park Rd | NC 561 - Medoc Mountain Rd | 0.7 | 22 | 2 | Paved Shoulder | 2B | | |
| HALI0009-B | Medoc Mountain Rd | Gibbs Ave (SR 1002) - Ringwood Rd (SR 1002) | 1.2 | 22 | 2 | Paved Shoulder | 2B | | |
| HALI0010-B | Gibbs Ave (SR 1002) | NC 561 - Medoc Mountain Rd | 0.8 | 22 | 2 | Paved Shoulder | 2B | | |
| HALI0011-B | Ringwood Rd (SR 1002) | Medoc Mountain Rd - NC 481 | 0.6 | 22 | 2 | Paved Shoulder | 2B | | |
| HALI0012-B | Thirteen Bridges Rd (SR 1003) | NC 481 - NC 125 / NC 903 | 1.5 | 22 | 2 | Paved Shoulder | 2B | | |
| HALI0013-B | Moonlight Rd (SR 1003) | NC 125 / NC 903 to NC 561 | 1.2 | 22 | 2 | Paved Shoulder | 2B | | |
| HALI0014-B | Douglas Hill Farm Rd (SR 1100) | Thirteen Bridges Rd (SR 1003) - NC 125 | 2.1 | 22 | 2 | Paved Shoulder | 2B | | |

PEDESTRIAN

| Local ID | Facility/ Route | Section (From - To) | Distance (mi) | Existing System | | Proposed System | | Other Modes |
|------------|-------------------------------|--|---------------|-----------------|----------------|-----------------|----------------|-------------|
| | | | | Type | Side of Street | Type | Side of Street | |
| HALI0001-P | Jr High School Rd (SR 1155) | NC 903 - Church St (SR 1001) | 0.60 | N/A | N/A | Sidewalk | Both | |
| HALI0002-P | Church St (SR 1001) | 8th St - 8th St | 0.05 | N/A | N/A | Sidewalk | Both | |
| HALI0003-P | S Beech St | W 5th St - NC 125 | 0.20 | N/A | N/A | Sidewalk | Both | |
| HALI0004-P | E 4th St | S Beech St - S Oak St | 0.07 | N/A | N/A | Sidewalk | Both | |
| HALI0005-P | S Oak St | E 4th St - NC 125 | 0.07 | N/A | N/A | Sidewalk | Both | |
| HALI0006-P | Main St | Church St - Bundy Ave | 0.08 | N/A | N/A | Sidewalk | Both | |
| HALI0007-P | Gibbs Ave (SR 1002) | NC 561 - ITA Rd (SR 1327) | 0.70 | N/A | N/A | Sidewalk | Both | |
| HALI0008-P | King St (SR 1152) | Ferrell Ln - Church St | 0.30 | Sidewalk | Both | Sidewalk | Both | |
| HALI0009-P | King St (SR 1152) | Pittsylvania St (SR 1158) - St. David St (SR 1156) | 0.10 | Sidewalk | Both | Sidewalk | Both | |
| HALI0010-P | Dobbs St | US 301 - St. David St (SR 1156) | 0.40 | Sidewalk | Both | Sidewalk | Both | |
| HALI0011-P | Prussia St (SR 1160) | US 301 - Granville St (SR 1159) | 0.30 | Sidewalk | Both | Sidewalk | Both | |
| HALI0012-P | Pittsylvania St (SR 1158) | Norman St - Granville St (SR 1159) | 0.30 | Sidewalk | Both | Sidewalk | Both | |
| HALI0013-P | St. David St (SR 1156) | Norman St - King St (SR 1152) | 0.20 | Sidewalk | Both | Sidewalk | Both | |
| HALI0014-P | Granville St (SR 1159) | Prussia St - Pittsylvania St (SR 1158) | 0.08 | Sidewalk | Both | Sidewalk | Both | |
| HALI0015-P | Greenwood St | 9th St - 11th St | 0.20 | Sidewalk | Both | Sidewalk | Both | |
| HALI0016-P | Roanoke St | 11th St - 13th St | 0.20 | Sidewalk | Both | Sidewalk | Both | |
| HALI0017-P | Church St | 12th St - 17th St | 0.50 | Sidewalk | Both | Sidewalk | Both | |
| HALI0018-P | 12th St (NC 903 / NC 125) | Jr High School Rd (SR 1155) - Church St | 0.40 | Sidewalk | Both | Sidewalk | Both | |
| HALI0019-P | 12th St | Main St (US 258 / NC 125) - Roanoke St | 0.10 | Sidewalk | Both | Sidewalk | Both | |
| HALI0020-P | 13th St | Church St - Roanoke St | 0.20 | Sidewalk | Both | Sidewalk | Both | |
| HALI0021-P | US 158 | Halifax St (SR 1401) - Mosby Ave (NC 4) | 0.20 | Sidewalk | Both | Sidewalk | Both | |
| HALI0022-P | US 158 / NC 903 | Ferguson St (SR 1401) - E End Ave (SR 1403) | 0.40 | Sidewalk | Both | Sidewalk | Both | |
| HALI0023-P | Halifax St (SR 1401) | Moore St - Littleton Town Limit (E) | 0.73 | Sidewalk | Both | Sidewalk | Both | |
| HALI0024-P | Ferguson St (SR 1401) | Warren St (SR 1001) - US 158 / NC 903 | 0.70 | Sidewalk | Both | Sidewalk | Both | |
| HALI0025-P | Church St | Shaw St - US 158 / NC 903 | 0.20 | Sidewalk | Both | Sidewalk | Both | |
| HALI0026-P | Spring St (SR 1402) | Shaw St - North Main St | 0.10 | Sidewalk | Both | Sidewalk | Both | |
| HALI0027-P | North Main St | N Mosby Ave (NC 903) - Hackett St | 0.50 | Sidewalk | Both | Sidewalk | Both | |
| HALI0028-P | South Main St | Ferguson St (SR 1401) - E End Ave (SR 1403) | 0.10 | Sidewalk | Both | Sidewalk | Both | |
| HALI0029-P | McDaniel St (US 301 / NC 481) | Randolph St - McDaniel St (US 301 / NC 481) | 1.02 | Sidewalk | Both | Sidewalk | Both | |
| HALI0030-P | Franklin St (SR 1001) | N Railroad St - McDaniel St (US 301 / NC 481) | 0.14 | Sidewalk | Both | Sidewalk | Both | |
| HALI0031-P | Hannon St | McDaniel St (US 301 / NC 481) to Dr. MLK Jr. St | 0.20 | Sidewalk | Both | Sidewalk | Both | |
| HALI0032-P | Dr. MLK Jr. St | Hannon St - Pope St | 0.08 | Sidewalk | Both | Sidewalk | Both | |
| HALI0033-P | Pope St | McDaniel St (US 301 / NC 481) to Dr. MLK Jr. St | 0.08 | Sidewalk | Both | Sidewalk | Both | |
| HALI0034-P | Main St | Church St - Bundy Ave | 0.08 | Sidewalk | Both | Sidewalk | Both | |

Appendix D

Typical Cross Sections

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

The typical cross sections 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 right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following situations:

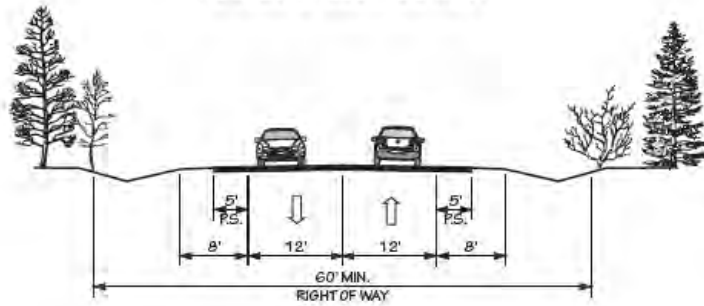
- roadways which may require widening after the current planning period,
- roadways which are borderline adequate and accelerated traffic growth could render them deficient, and
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment.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

TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

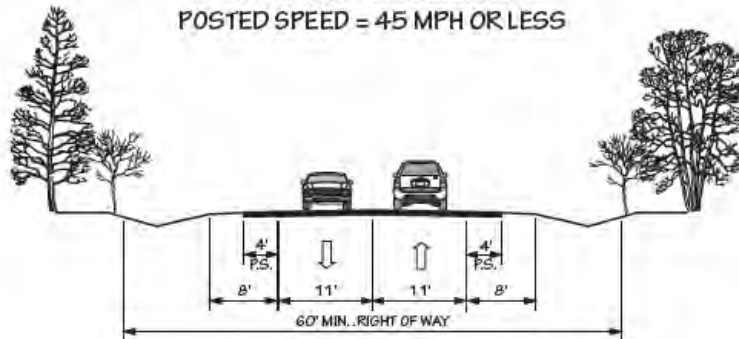
2 A

WIDE PAVED SHOULDERS
POSTED SPEED = 55 MPH



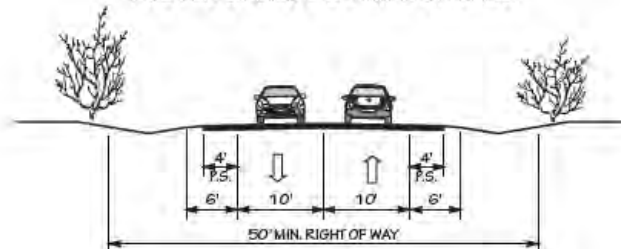
2 B

WIDE PAVED SHOULDERS
POSTED SPEED = 45 MPH OR LESS



2 C

WIDE PAVED SHOULDERS
POSTED SPEED = 35 MPH OR LESS

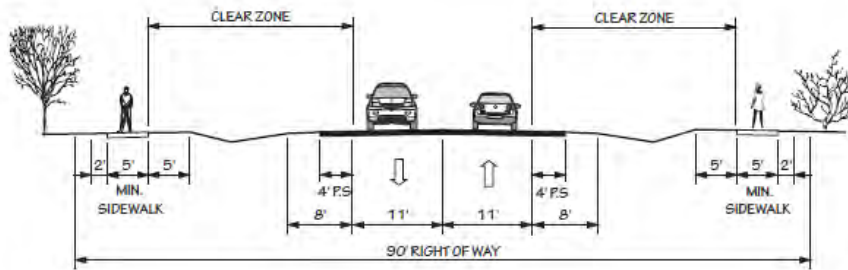


TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

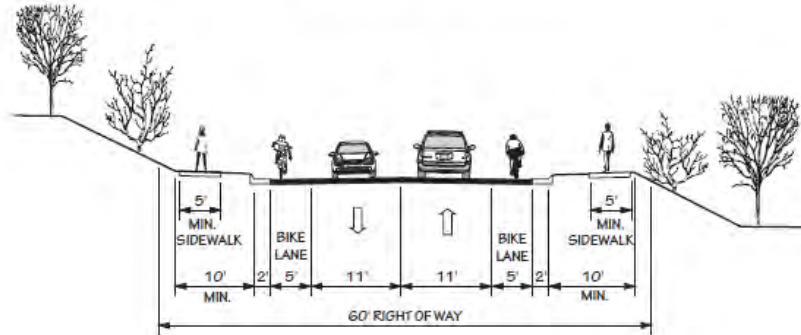
2 D

SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH



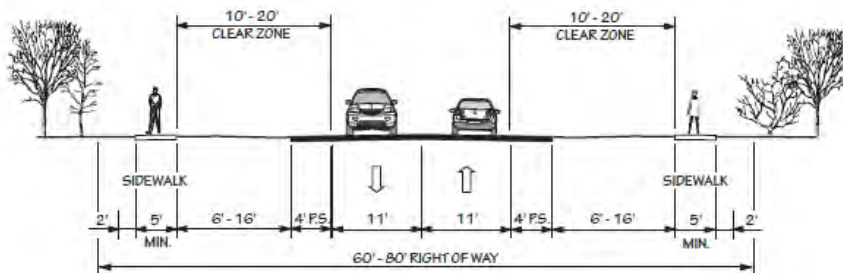
2 E

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)

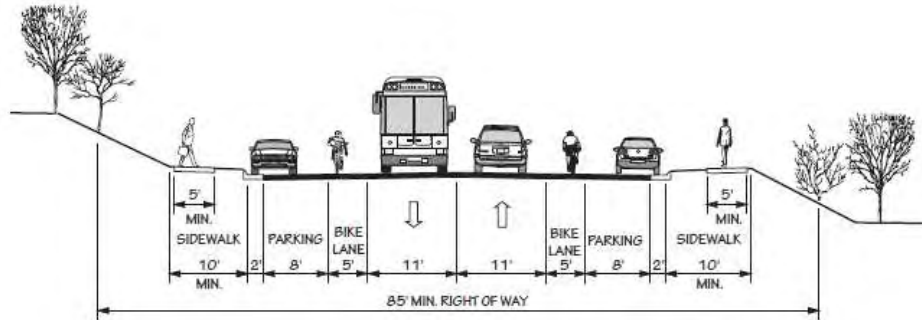


TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

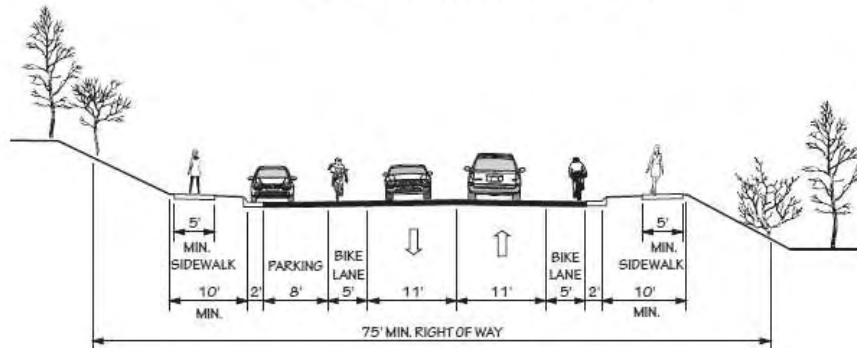
2 G

CURB & GUTTER - PARKING ON EACH SIDE



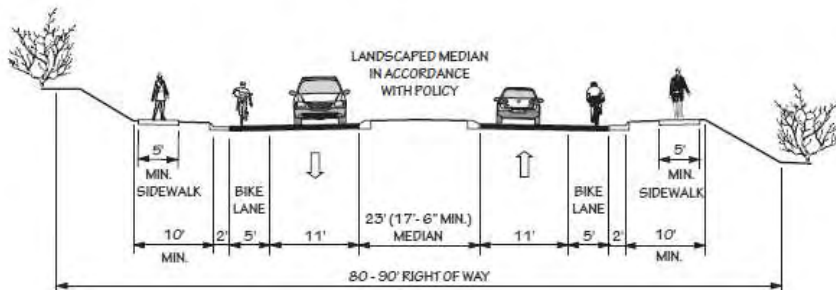
2 H

CURB & GUTTER - PARKING ON ONE SIDE



2 I

RAISED MEDIAN WITH CURB & GUTTER

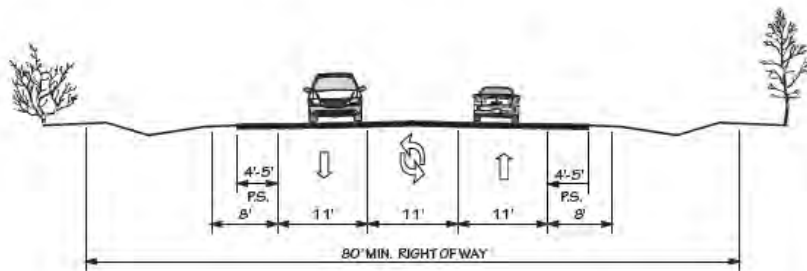


TYPICAL HIGHWAY CROSS SECTIONS

3 LANES

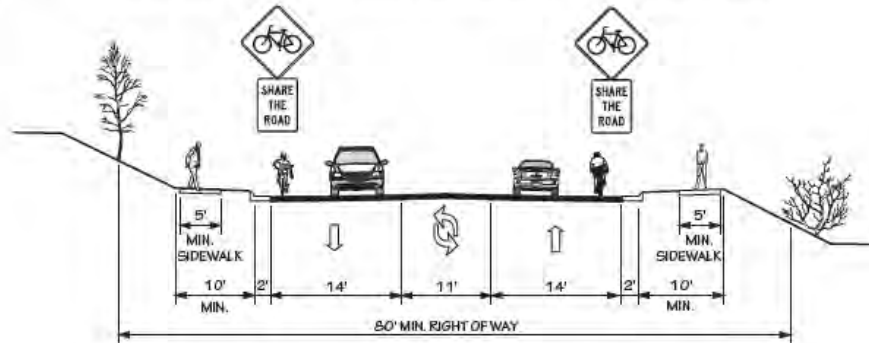
3 A

WIDE PAVED SHOULDERS



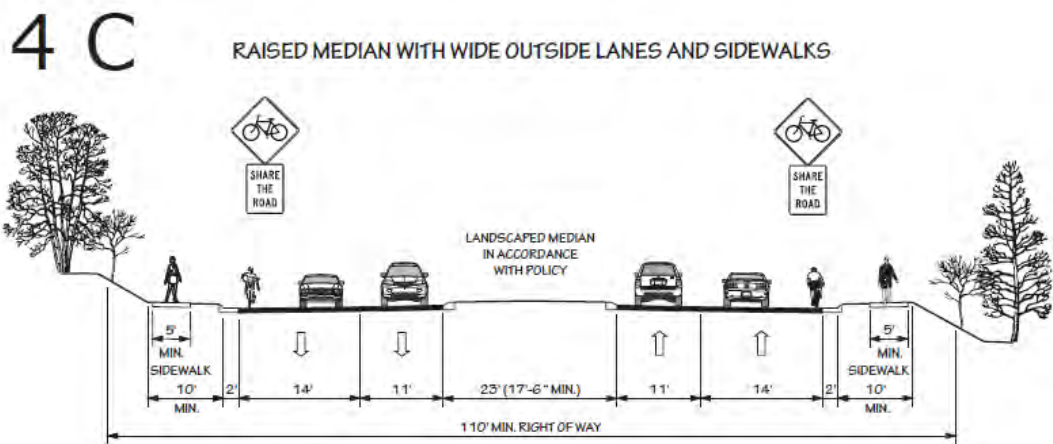
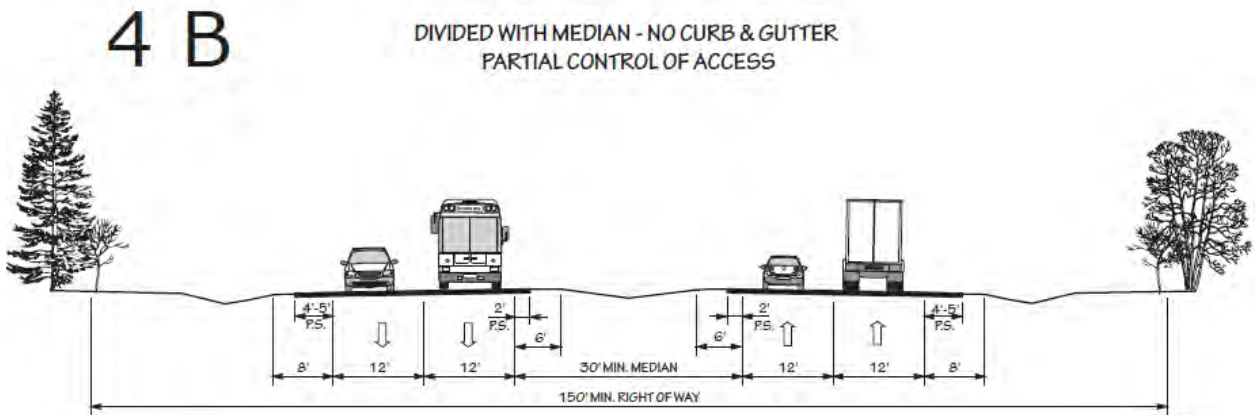
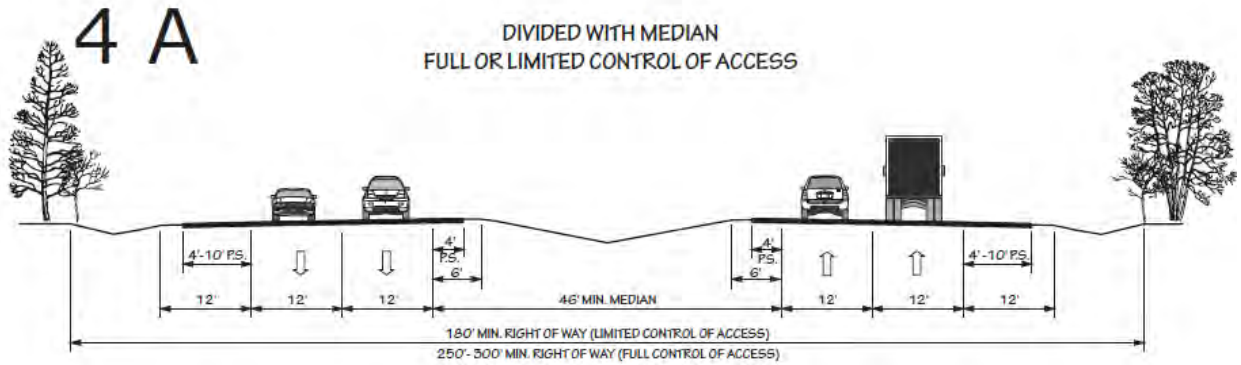
3 B

CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

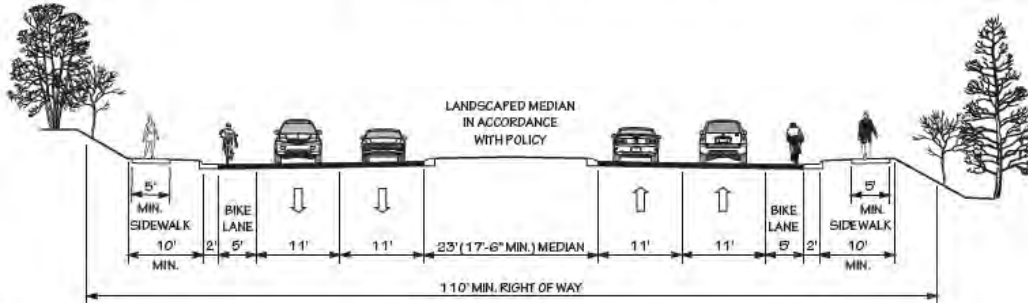


TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

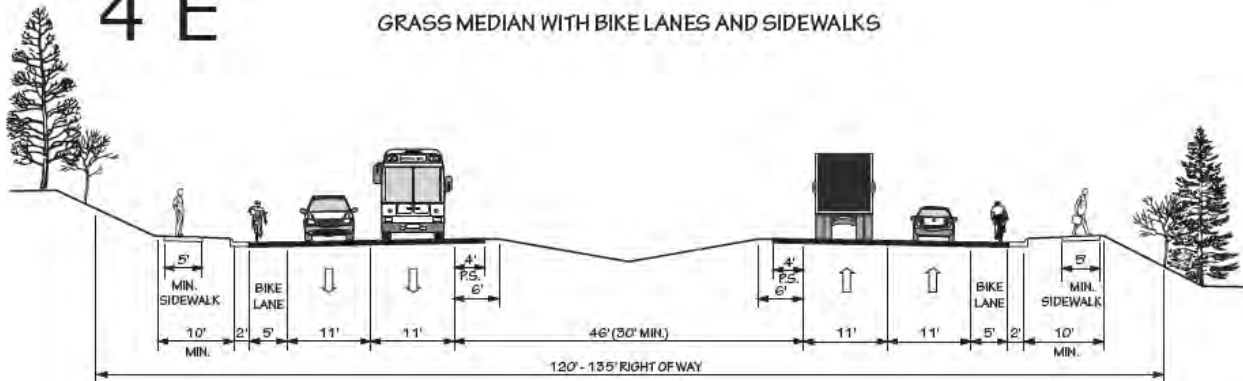
4 D

RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



4 E

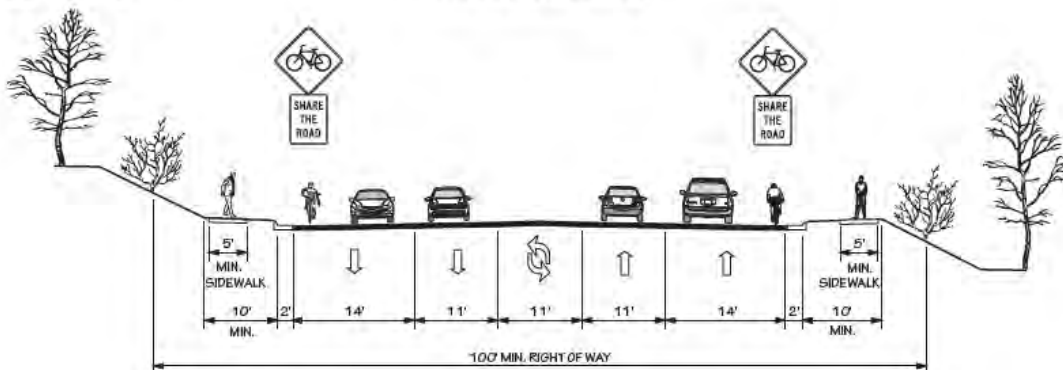
GRASS MEDIAN WITH BIKE LANES AND SIDEWALKS



5 LANES

5 A

WIDE OUTSIDE LANES

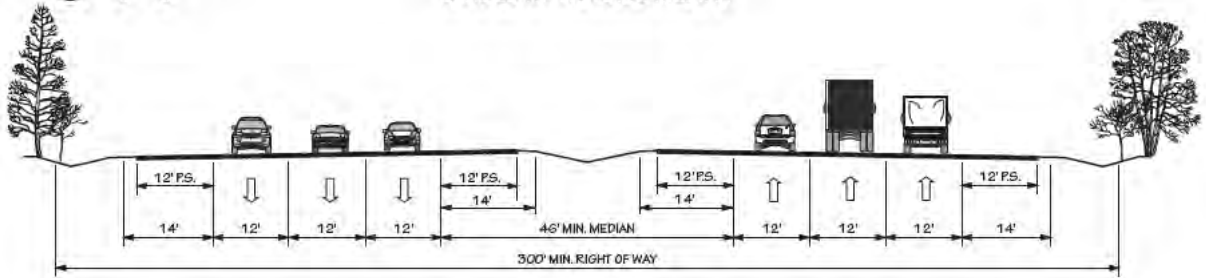


TYPICAL HIGHWAY CROSS SECTIONS

6 LANES

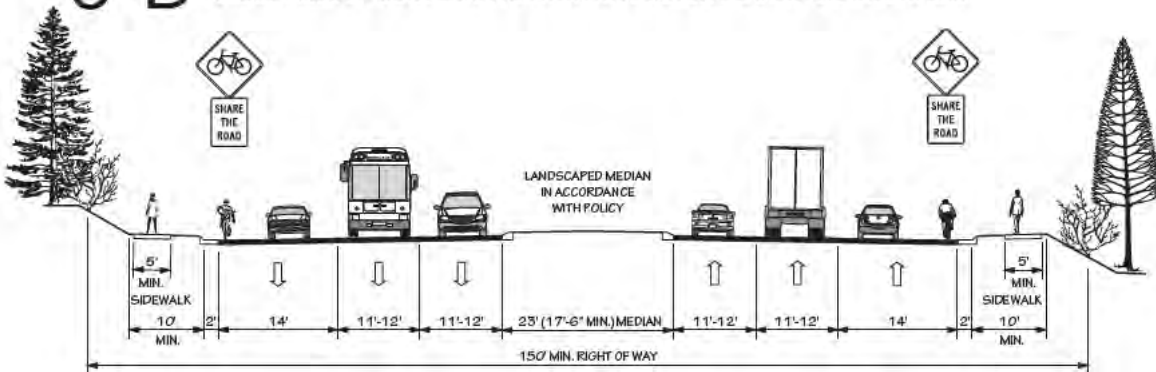
6 A

DIVIDED WITH GRASS MEDIAN



6 B

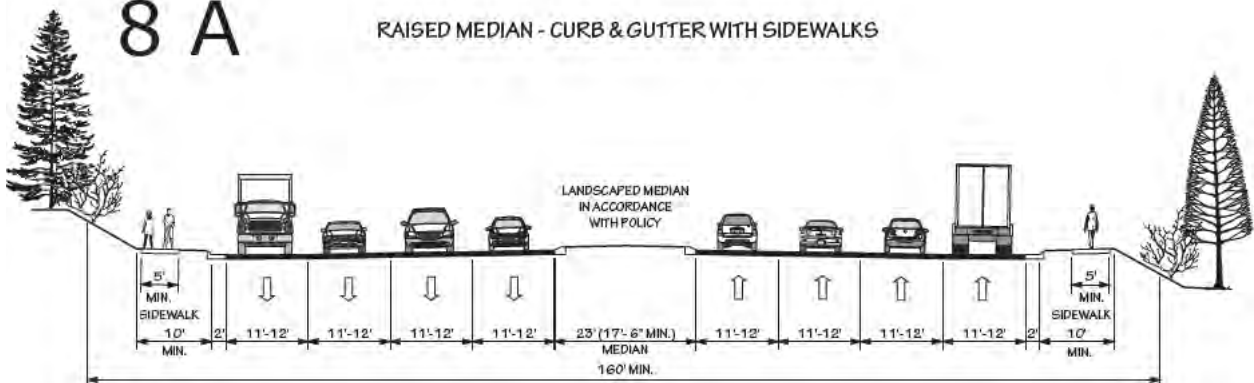
RAISED MEDIAN - CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



8 LANES

8 A

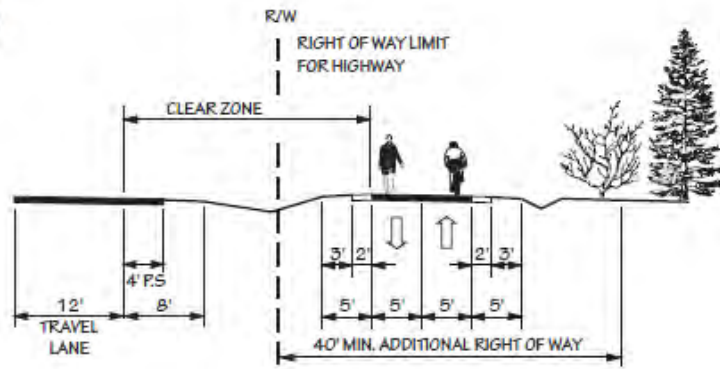
RAISED MEDIAN - CURB & GUTTER WITH SIDEWALKS



TYPICAL MULTI - USE PATH

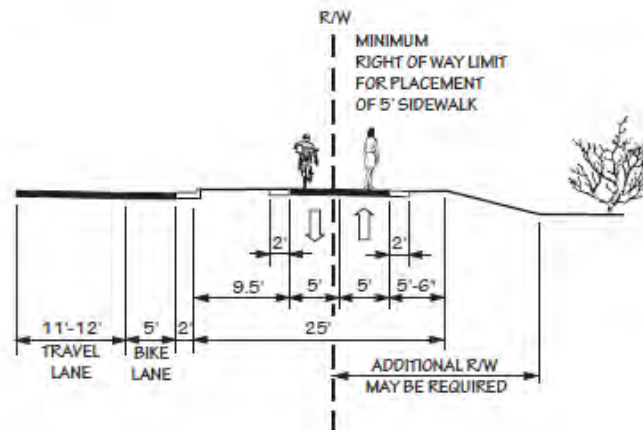
MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

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. LOS D indicates “practical capacity” of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 10.

- **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 7 - Level of Service Illustrations

Level of Service A



Driver Comfort: High

Maximum Density:

12 passenger cars per mile per lane

Level of Service B



Driver Comfort: High

Maximum Density:

20 passenger cars per mile per lane

Level of Service C



Driver Comfort: Some Tension

Maximum Density:

30 passenger cars per mile per lane

Level of Service D



Driver Comfort: Poor

Maximum Density:

42 passenger cars per mile per lane

Level of Service E



Driver Comfort: Extremely Poor

Maximum Density:

67 passenger cars per mile per lane

Level of Service F



Driver Comfort: The lowest

Maximum Density:

More than 67 passenger cars per mile per lane

Source: 2000 Highway Capacity Manual

Appendix F

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

A bridge is considered deficient if it is either structurally deficient 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 the planning area are listed in Table 5.

Table 4- Deficient Bridges

| Bridge Number | Facility | Feature | Condition | Local ID |
|---------------|----------|------------------------|--|----------|
| 011 | SR 1001 | Jacket Swamp | Structurally Deficient | |
| 015 | SR 1001 | Beaverdam Swamp | Structurally Deficient | |
| 029 | NC 561 | Little Fishing Creek | Functionally Obsolete | |
| 049 | NC 481 | I-95 | Functionally Obsolete | |
| 053 | SR 1100 | Beech Swamp Creek | Structurally Deficient | |
| 055 | SR 1226 | I-95 | Functionally Obsolete | |
| 065 | SR 1100 | Deep Creek | Structurally Deficient | |
| 071 | SR 1804 | Keehukee Swamp | Structurally Deficient & Functionally Obsolete | |
| 078 | SR 1104 | Deep Creek | Structurally Deficient | |
| 093 | NC 561 | Conoconnara Swamp | Structurally Deficient | |
| 122 | SR 1003 | Deep Creek | Structurally Deficient | |
| 127 | SR 1002 | Jacket Swamp | Structurally Deficient | |
| 133 | SR 1304 | Butterwood Creek | Functionally Obsolete | |
| 134 | SR 1310 | Bear Swamp | Functionally Obsolete | |
| 138 | SR 1309 | Little Fishing Creek | Functionally Obsolete | |
| 157 | SR 1331 | Trib. of Fishing Creek | Structurally Deficient | |
| 185 | SR 1616 | Marsh Swamp | Structurally Deficient | |
| 186 | SR 1613 | Trib. of Marsh Swamp | Structurally Deficient | |
| 196 | SR 1312 | Bear Swamp | Functionally Obsolete | |
| 200 | SR 1335 | Trib. of Fishing Creek | Functionally Obsolete | |

Appendix G

Public Involvement

List of Steering Committee Members

Ann Whitley, Peanut Belt RPO Planner
Pam Perry, Choanoke Public Transportation Authority Director
Tony Brown, Halifax County Assistant County Manager
Chris Rountree, Halifax County Planning Director
Doris Hawkins, Halifax County GIS Coordinator
Ron D. Baker, Halifax County Executive Director
Gene Minton, Halifax County Commissioner
Amanda Jarratt, Roanoke Rapids Director of Planning and Development
Edward Jones, Town of Enfield Mayor
Bobby Davis, Enfield Town Administrator
Gerald Wright, Town of Halifax Mayor
Thomas Ellis, Town of Hobgood Chief Administrator
B. Mason Hawfield, Town of Littleton Mayor
James Mills, Town of Scotland Neck Mayor
Nancy Jackson, Scotland Neck Town Clerk/Administrator
Ronnie Keeter, District 1 Engineer
Barry Hobbs, Division 1 Project Manager
Clemmon (Win) Bridgers, District Engineer

Vision and Goals Statement

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

- 1) Improve economic development county wide.
- 2) Create better connectivity, especially with the remote parts of Halifax/Northampton County.
- 3) Create better connectivity between Halifax and Northampton Counties across the Roanoke River.
- 4) Remove truck traffic from within Roanoke Rapids on SR 1214.
- 5) Improve or maintain traffic safety within Halifax/Northampton County.
- 6) Improve access to public transportation.
- 7) Provide access between the Halifax-Northampton Regional Airport and the Industrial Park.
- 8) Provide bicycle routes on NC 125 between I-95 and Roanoke Rapids.

Halifax County Transportation Survey

Question 1

| What type of transportation do you use the most? | | |
|--|------------------|----------------|
| Answer Options | Response Percent | Response Count |
| Drive yourself in a private automobile | 90.1% | 145 |
| Ride with others in a private automobile | 5.0% | 8 |
| Use public transportation, such as bus service | 3.7% | 6 |
| Walk | 0.6% | 1 |
| Bicycle | 0.0% | 0 |
| Take a cab or taxi service | 0.6% | 1 |
| Other (please specify) | 5 | 5 |
| <i>answered question</i> | | 161 |
| <i>skipped question</i> | | 4 |

Question 2

| Which of the following describes the most common destination for trips that you make during a normal week? | | |
|--|------------------|----------------|
| Answer Options | Response Percent | Response Count |
| Work | 73.0% | 119 |
| School | 8.6% | 14 |
| Shopping | 43.6% | 71 |
| Medical Care | 25.8% | 42 |
| Recreation | 12.9% | 21 |
| Church | 37.4% | 61 |
| Friends or Family Homes | 24.5% | 40 |
| Restaurants | 27.6% | 45 |
| Other (please specify) | 9 | 9 |
| <i>answered question</i> | | 163 |
| <i>skipped question</i> | | 2 |

Question 3

| In an average month, how often do you travel to the following destinations? (Please place a number in the blank.) | |
|---|----------------|
| Answer Options | Response Count |
| Virginia | 279 |
| Greenville | 111 |
| Rocky Mount | 646 |
| Raleigh | 196 |
| Other | 44 |
| <i>answered question</i> | 158 |
| <i>skipped question</i> | 7 |

Question 4

| Please indicate the following methods you agree with for increasing a road's efficiency: | | | | | |
|--|-------|-----|----------|-----|--------------------------|
| Answer Options | Agree | | Disagree | | Response Count |
| Building additional travel lanes | 107 | 73% | 39 | 27% | 146 |
| Making improvements to intersections such as better traffic signal timing, adding turn lanes, creating roundabouts | 136 | 91% | 13 | 9% | 149 |
| Controlling the frequency and locations of driveways and cross streets that access the road | 89 | 68% | 42 | 32% | 131 |
| | | | | | answered question |
| | | | | | skipped question |
| | | | | | 158 |
| | | | | | 7 |

Question 5

| Are you concerned with safety or crash problems at any specific locations? | | |
|--|------------------|--------------------------|
| Answer Options | Response Percent | Response Count |
| Yes | 55.3% | 83 |
| No | 44.7% | 67 |
| If yes, list specific location: | 70 | 70 |
| | | answered question |
| | | skipped question |
| | | 150 |
| | | 15 |

Most mentioned

- US 158/Julian Allsbrook Highway
- US 158/Premier Blvd. intersection
- NC 125/American Legion Road intersection
- NC 48/Roanoke Avenue
- Smith Church Road
- Old Farm Road

Question 6

| Is truck traffic a problem in the area? | | |
|---|------------------|--------------------------|
| Answer Options | Response Percent | Response Count |
| Yes | 39.7% | 62 |
| No | 60.3% | 94 |
| If yes, please provide road names or locations. | 51 | 51 |
| | | answered question |
| | | skipped question |
| | | 156 |
| | | 9 |

Most mentioned

- US 158/Julian Allsbrook Highway
- NC 48/Roanoke Avenue
- US 301
- NC 125

Question 7

| Are there areas where you would like to see sidewalks constructed or improved? | | |
|--|--------------------------|----------------|
| Answer Options | Response Percent | Response Count |
| Yes | 61.2% | 90 |
| No | 38.8% | 57 |
| If yes, please list desired locations: | 75 | 75 |
| | answered question | 147 |
| | skipped question | 18 |

Most mentioned

- Near schools and in residential area's
- Old Farm Road
- Roanoke Rapids area
- 10th Street
- US 158
- Enfield

Question 8

| If available, would you use off-road trails or greenways for walking and biking instead of driving? | | |
|---|--------------------------|----------------|
| Answer Options | Response Percent | Response Count |
| Yes | 51.6% | 81 |
| No | 48.4% | 76 |
| If yes, please list desired locations: | 35 | 35 |
| | answered question | 157 |
| | skipped question | 8 |

Most mentioned

- Halifax County
- Roanoke Rapids
- US 158
- US 301

Question 9

| If available, would you use on-road bicycle facilities such as bike lanes and wide shoulders instead of driving? | | |
|--|--------------------------|----------------|
| Answer Options | Response Percent | Response Count |
| Yes | 41.1% | 65 |
| No | 58.9% | 93 |
| If yes, please list desired locations: | 32 | 32 |
| | answered question | 158 |
| | skipped question | 7 |

Most mentioned

- Anywhere in Halifax County
- US 158
- Roanoke Rapids

Question 10

| If available, would you consider using transit service around the county? | | |
|---|--------------------------|----------------|
| Answer Options | Response Percent | Response Count |
| Yes | 63.3% | 100 |
| No | 36.7% | 58 |
| If yes, please list desired locations: | 63 | 63 |
| | answered question | 158 |
| | skipped question | 7 |

Most mentioned

- Halifax County/Inter-County transit service
- Town Shopping/Business Centers
- Roanoke Rapids

Question 11

| Please indicate which of the following county goals you agree with for improving transportation in Halifax County: | | | | | |
|--|-------|-----|--------------------------|-----|----------------|
| Answer Options | Agree | | Disagree | | Response Count |
| Improve Economic Development County Wide | 137 | 94% | 9 | 6% | 146 |
| Create better Connectivity especially with Northampton and Halifax Counties | 98 | 73% | 37 | 27% | 135 |
| Create better Connectivity between Halifax County and I-95 | 99 | 72% | 38 | 28% | 137 |
| Create better Connectivity between points in Halifax County and Roanoke Rapids | 114 | 81% | 26 | 19% | 140 |
| Create better Connectivity with Rocky Mount | 104 | 74% | 36 | 26% | 140 |
| Remove Truck Traffic on US 158 | 85 | 64% | 48 | 36% | 133 |
| | | | answered question | | 158 |
| | | | skipped question | | 7 |

Question 12

| To what communities or roads would you like to see improved access? (Please specify.) | |
|---|----------------|
| Answer Options | Response Count |
| answered question | 80 |
| skipped question | 85 |

Most mentioned

- US 158
- I-95
- Littleton area
- Better connectivity between the towns in the county (especially Littleton, Weldon and Tillery), as well as, better connectivity from towns in the county to areas outside the county, i.e. Rocky Mount and I-85.
- Road repairs and improvements
- Roanoke Rapids area
- More sidewalks and a bike lane system to connect the towns in the county

Question 13

| What are the key transportation issues in your area? | |
|--|----------------|
| Answer Options | Response Count |
| <i>answered question</i> | 87 |
| <i>skipped question</i> | 78 |

Most mentioned

- o Lack of public transportation options in Roanoke Rapids, between Halifax County townships and to other areas in the region. Transportation is needed for the elderly, disabled and low-income residents to get to places of necessity.
- o The roads in the area are in bad condition and are too narrow. They need to be resurfaced and widened. US 158 needs to be four lanes.
- o There are too many trucks on the roads.
- o Having a roadway network that includes bike routes could be a useful transportation alternative.
- o There needs to be more sidewalks and crosswalks for pedestrians to get around safely.

Question 14

| What is your age? | | |
|-------------------|--------------------------|----------------|
| Answer Options | Response Percent | Response Count |
| Under 18 | 0.0% | 0 |
| 18-24 | 0.6% | 1 |
| 25-34 | 7.6% | 12 |
| 35-44 | 21.5% | 34 |
| 45-64 | 50.0% | 79 |
| 65-74 | 10.8% | 17 |
| Over 74 | 9.5% | 15 |
| | <i>answered question</i> | 158 |
| | <i>skipped question</i> | 7 |

Question 15

| How would you classify your race? | | |
|-----------------------------------|--------------------------|----------------|
| Answer Options | Response Percent | Response Count |
| White | 53.9% | 83 |
| Black | 35.1% | 54 |
| Native American | 4.5% | 7 |
| Hispanic | 0.6% | 1 |
| Other | 5.8% | 9 |
| | <i>answered question</i> | 154 |
| | <i>skipped question</i> | 11 |

Question 16

| What was your household income last year? | | |
|--|-------------------------|-----------------------|
| Answer Options | Response Percent | Response Count |
| Less than \$19,999 | 13.3% | 20 |
| \$20,000 - \$30,983 | 8.0% | 12 |
| \$30,984 - \$49,999 | 16.0% | 24 |
| \$50,000 - \$70,000 | 19.3% | 29 |
| more than \$70,000 | 35.3% | 53 |
| Don't know | 8.0% | 12 |
| <i>answered question</i> | | 150 |
| <i>skipped question</i> | | 15 |

Question 17

| In what community of Halifax County do you live? (Please check only one box. Use the map below for reference.) | | |
|---|-------------------------|-----------------------|
| Answer Options | Response Percent | Response Count |
| Brinkleyville Township | 1.9% | 3 |
| Butterwood Township | 0.0% | 0 |
| Faucett Township | 2.6% | 4 |
| Conoconnara Township | 1.3% | 2 |
| Hollister Township | 5.2% | 8 |
| Palmyra Township | 0.0% | 0 |
| Roseneath Township | 1.3% | 2 |
| Roanoke Rapids | 45.5% | 70 |
| Weldon | 2.6% | 4 |
| Littleton | 12.3% | 19 |
| Halifax | 17.5% | 27 |
| Scotland Neck | 3.2% | 5 |
| Enfield | 5.2% | 8 |
| Hobgood | 1.3% | 2 |
| Other (please specify) | 7 | 7 |
| <i>answered question</i> | | 154 |
| <i>skipped question</i> | | 11 |

Public Workshop

This public workshop took place at the Historic Courthouse in Halifax on March 17, 2011 from 4:00-6:00 pm. This workshop introduced the CTP process as well as what can be expected of the final plan. Citizens were given the opportunity to look through the recommendations and give additional feedback if anything needed to be added, removed, or changed. No particular concerns were raised at this meeting.