2016 Jones County
Comprehensive Transportation Plan

2016 Jones County
Comprehensive Transportation Plan

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Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with: Jones County
Town of Maysville
Town of Pollocksville
Town of Trenton
Down East Rural Planning Organization

Published: March 2016

Hemang M. Surti, PE
Project Engineer

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Executive Summary

In August of 2014, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and Jones County initiated a study to cooperatively develop the Jones County Comprehensive Transportation Plan (CTP), which includes the towns of Maysville, Pollocksville, and Trenton. This is a long range multi-modal transportation plan that covers transportation needs through 2040. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover 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, which are detailed in Chapter 1. Figure 1 shows the CTP maps, which were mutually adopted by NCDOT in 2016. Descriptive information and definitions for designations depicted on the CTP maps can be found in Appendix B. Implementation of the plan is the responsibility of Jones 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 Jones County CTP. The major recommendations for improvements are listed below. More detailed information about these and other recommendations can be found in Chapter 2.

HIGHWAY

US 17

- TIP Project R-2514
  - Upgrade US 17 from Onslow County to Craven County. *Note: This project is currently under construction.*
  - Bypass the town of Maysville on new location to freeway standards from Onslow County to north of A Street.
  - Upgrade existing US 17 to a four lane expressway from the proposed US 17 Bypass north of A Street to just south of Lee's Chapel Road (SR 1114).
  - Bypass the town of Pollocksville on new location to freeway standards from south of Lee's Chapel Road (SR 1114) to the existing US 17
  - Grade separations are recommended at White Oak River Road (SR 1116), Oak Grove Road (SR 1121), Ten Mile Fork Road (SR 1002), and Simmons Loop Road (SR 1002). Interchanges are recommended at NC 58 and the existing US 17 Bypass near the Craven County line.

- Main Street in Maysville: Convert the existing three lane facility to a two lane undivided with curb and gutter from Byrd Lane to the US 17 Bypass.
- Main Street in Pollocksville: Convert the existing three lane facility to a two lane undivided with curb and gutter from Beaufort Road (SR 1004) to East Street.

US 70

- New Bern Bypass: Construct a four lane freeway on new location from US 17 Bypass west of New Bern to the proposed US 70 Havelock Bypass. An interchange is recommended at Island Creek Road (SR 1004).
- Kinston Bypass: Upgrade the existing facility to freeway standards within Jones County.

US 258

- Upgrade to expressway standards from Onslow County to Lenoir County.

Adopted by:

Town of Maysville
Date: December 3, 2015

Town of Pollocksville
Date: November 10, 2015

Town of Trenton
Date: November 10, 2015

Jones County
Date: November 16, 2015

NCDOT
Date: February 4, 2016

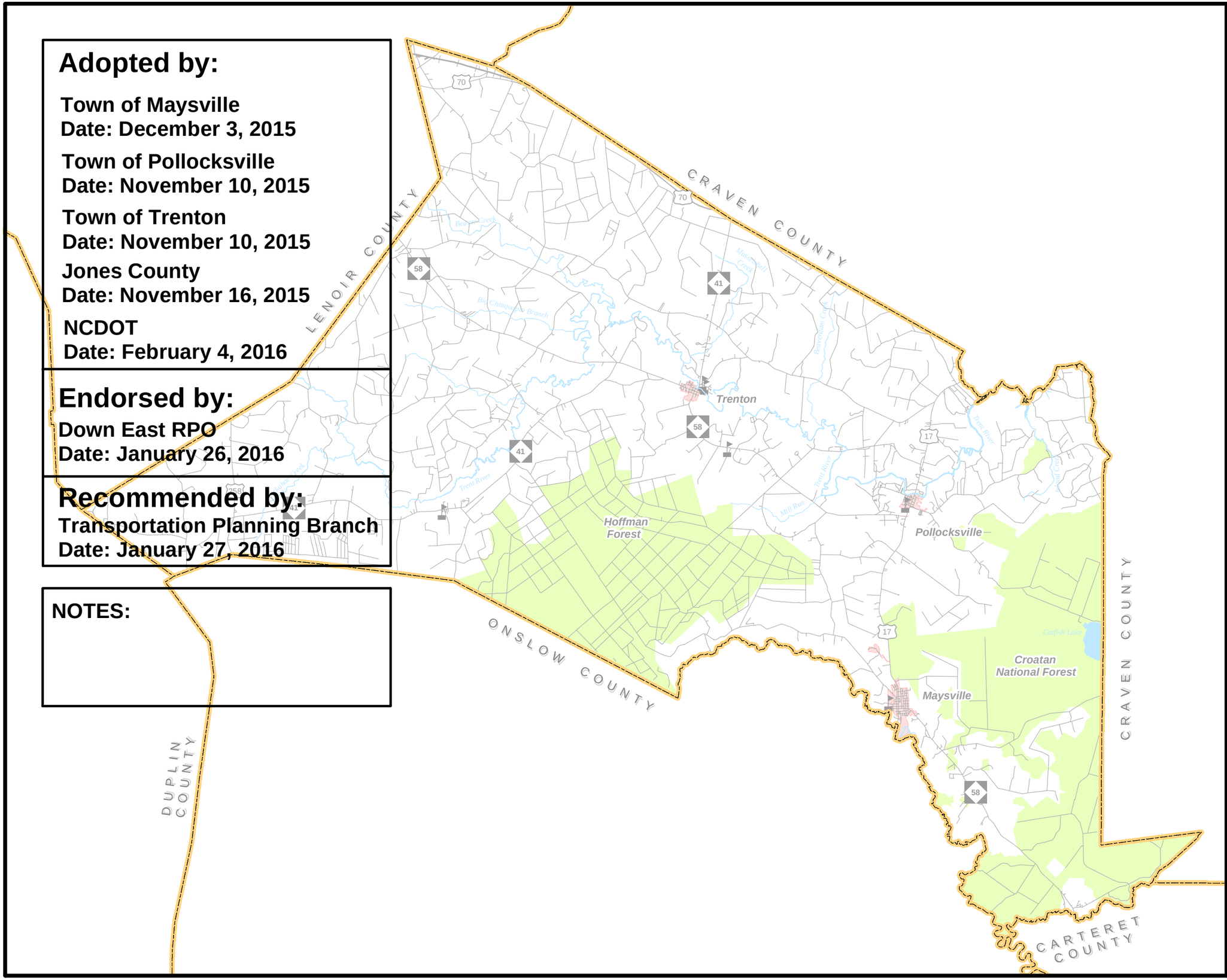
Endorsed by:

Down East RPO
Date: January 26, 2016

Recommended by:

Transportation Planning Branch
Date: January 27, 2016

NOTES:



Jones County

North Carolina

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Plan date: October 30, 2015

Legend

- Roads
- Railroads
- Schools
- Rivers and Streams
- Water bodies
- Municipal Boundary
- Forest Lands
- County Boundary

0 2.5 5 Miles

FIGURE 1
Sheet 1 of 5

N W E S

Base map date: January 16, 2014
Refer to CTP document for more details

Highway Map

Jones County

North Carolina

Comprehensive Transportation Plan

Plan date: October 30, 2015

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
- Interchange Needs Improvement
- Existing Grade Separation
- Proposed Grade Separation

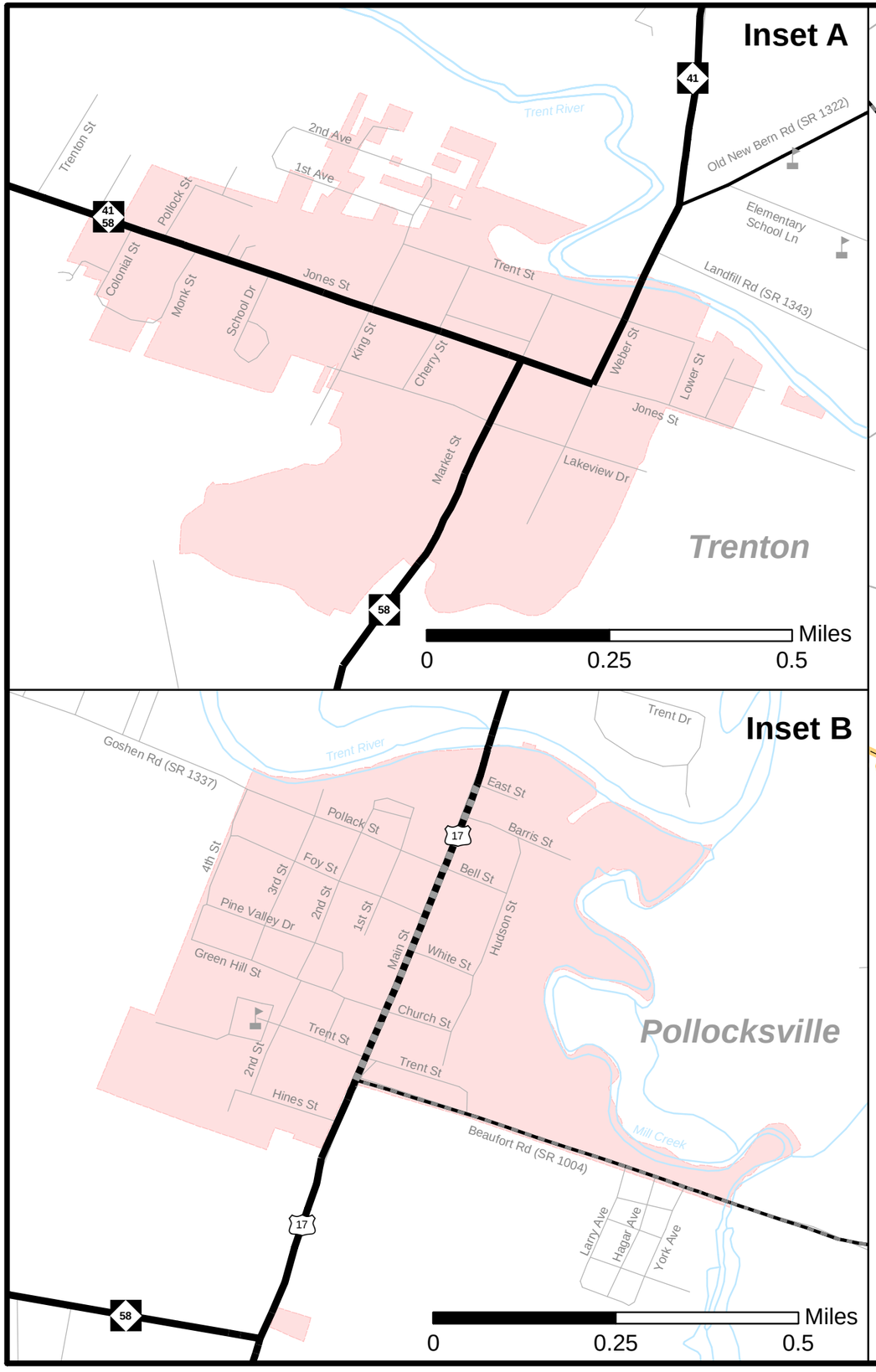
0 2.5 5 Miles

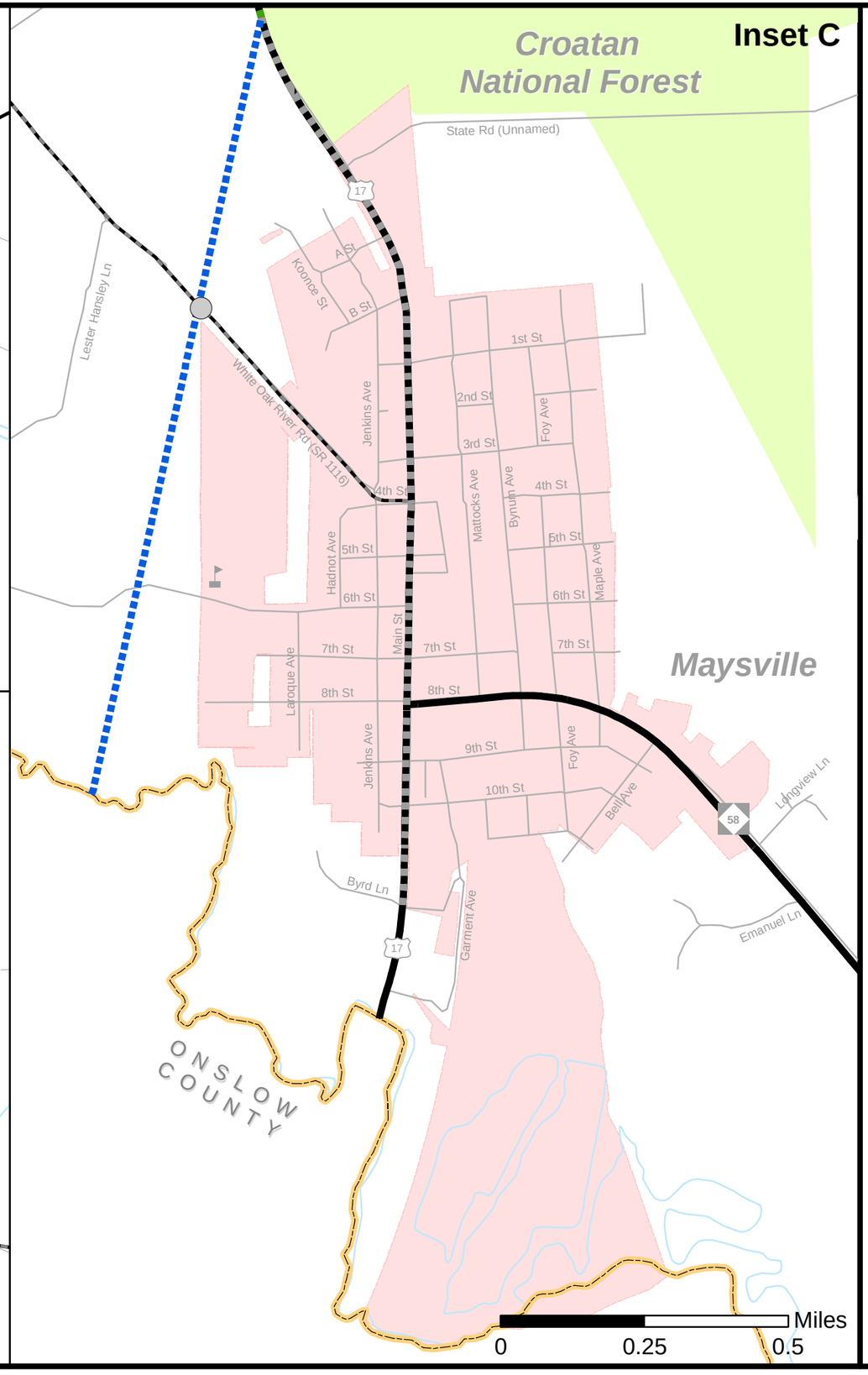
FIGURE 1

Sheet 2 of 5

Base map date: January 16, 2014

Refer to CTP document for more details





Highway Map
Insets A, B, & C

Jones County
North Carolina

Comprehensive Transportation Plan

Plan date: October 30, 2015

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
- Interchange Needs Improvement
- Existing Grade Separation
- Proposed Grade Separation

FIGURE 1
Sheet 2A of 5

N W E S

Base map date: January 16, 2014
Refer to CTP document for more details

Public Transportation and Rail Map

Jones County

North Carolina

Comprehensive Transportation Plan

Plan date: October 30, 2015

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

- Existing Grade Separation
- Proposed Grade Separation

0 2.5 5 Miles

FIGURE 1

Sheet 3 of 5

Base map date: January 16, 2014

Refer to CTP document for more details

Bicycle Map

Jones County

North Carolina

Comprehensive Transportation Plan

Plan date: October 30, 2015

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

0 2.5 5 Miles

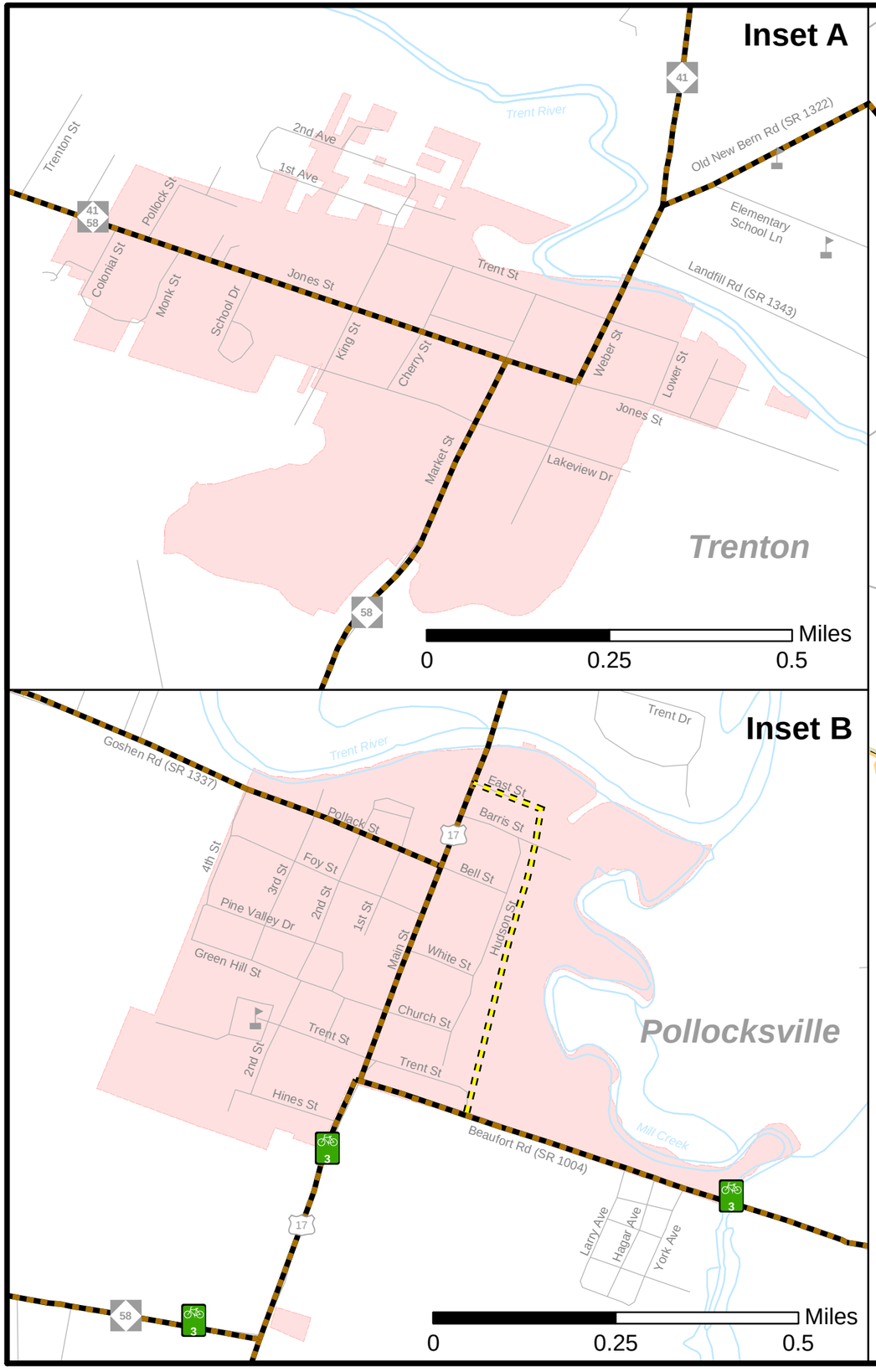
N W E S

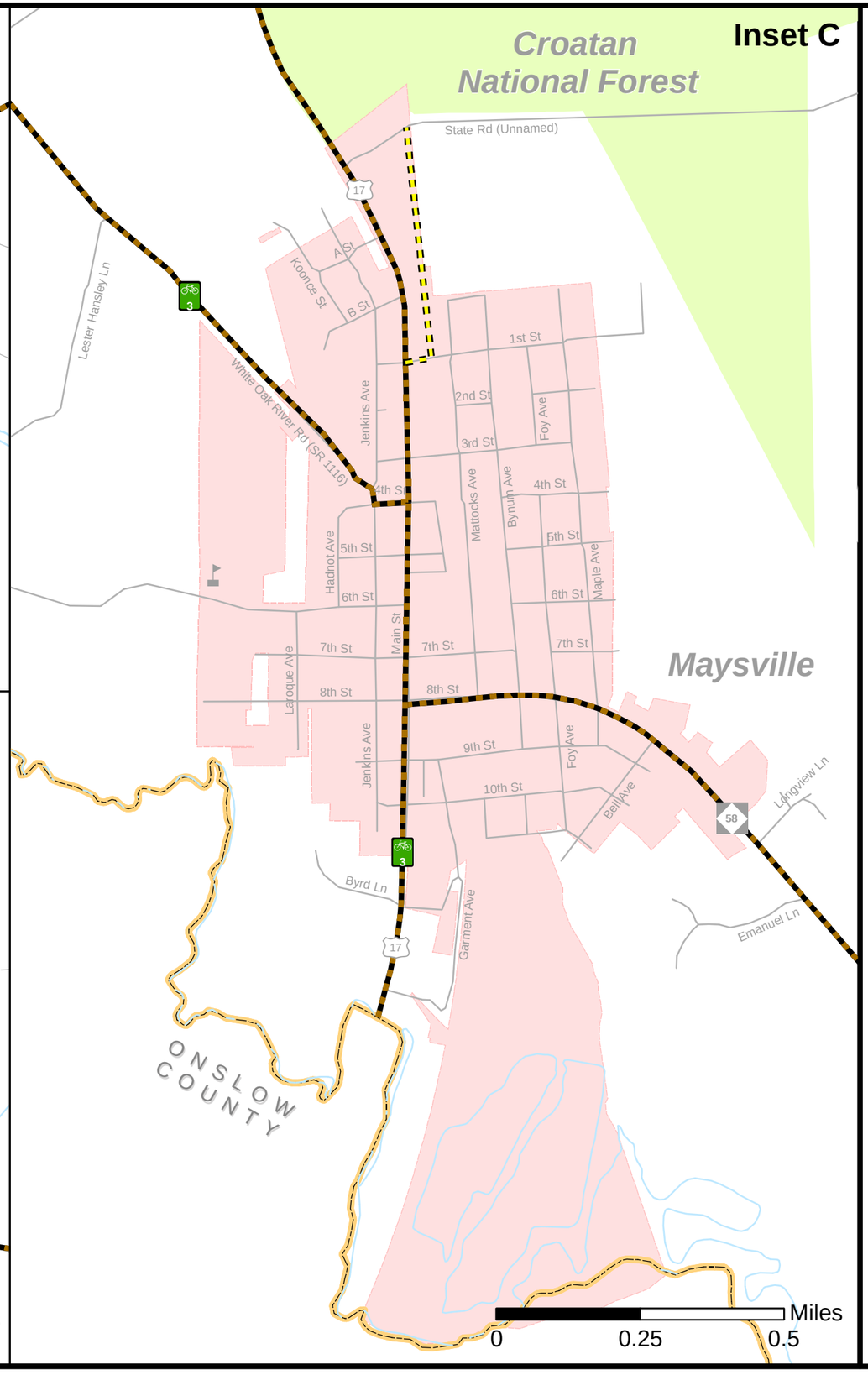
FIGURE 1

Sheet 4 of 5

Base map date: January 16, 2014

Refer to CTP document for more details





Bicycle Map
Insets A, B, & C

Jones County
North Carolina

Comprehensive Transportation Plan

Plan date: October 30, 2015

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 4A of 5

N W E S

Base map date: January 16, 2014

Refer to CTP document for more details

Pedestrian Map

Jones County

North Carolina

Comprehensive Transportation Plan

Plan date: October 30, 2015

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

0 2.5 5 Miles

N W E S

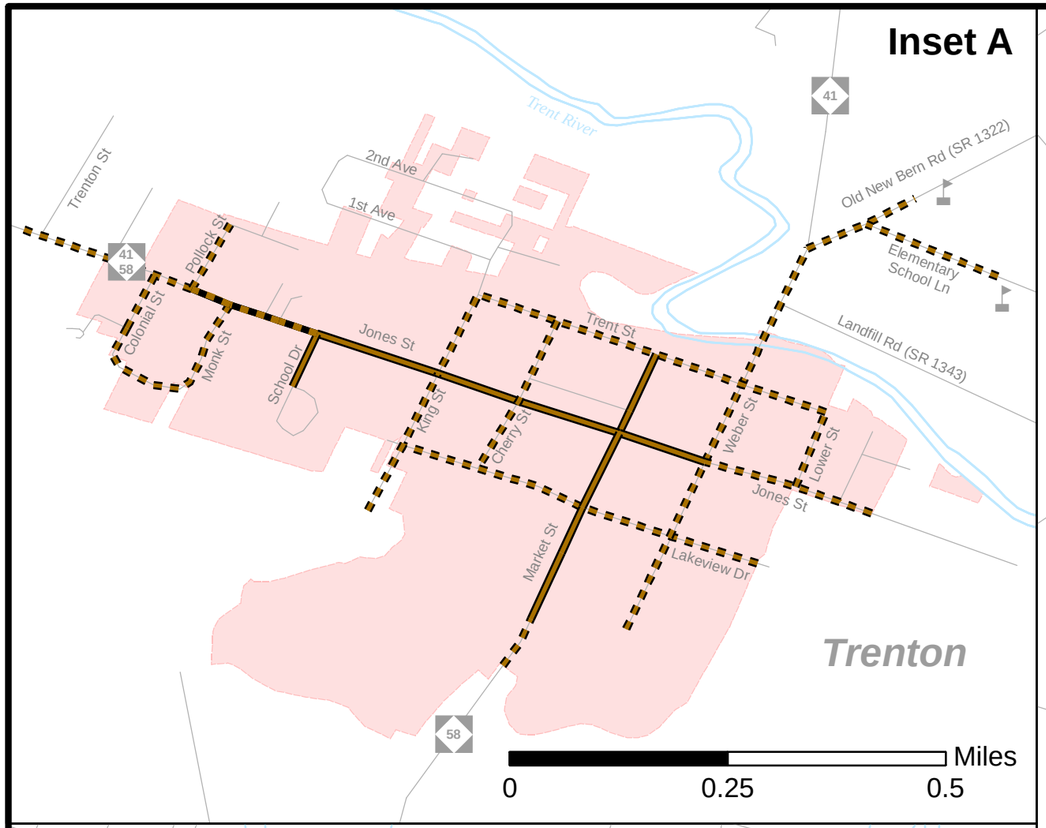
FIGURE 1

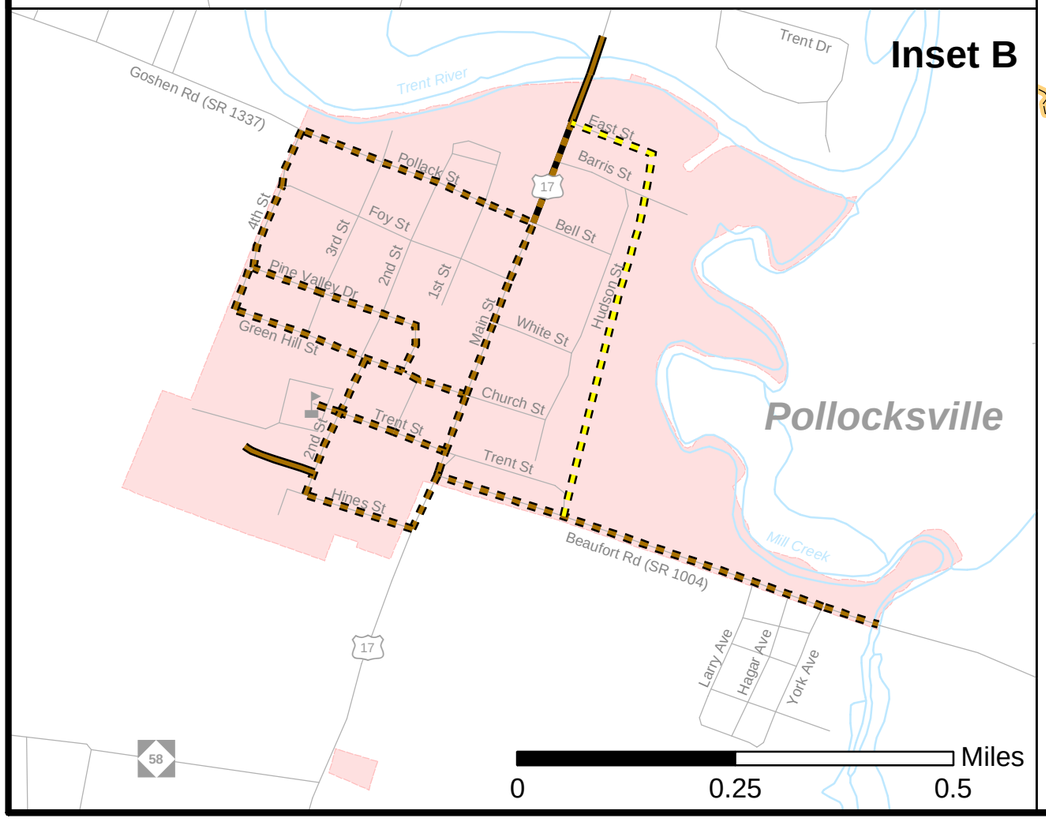
Sheet 5 of 5

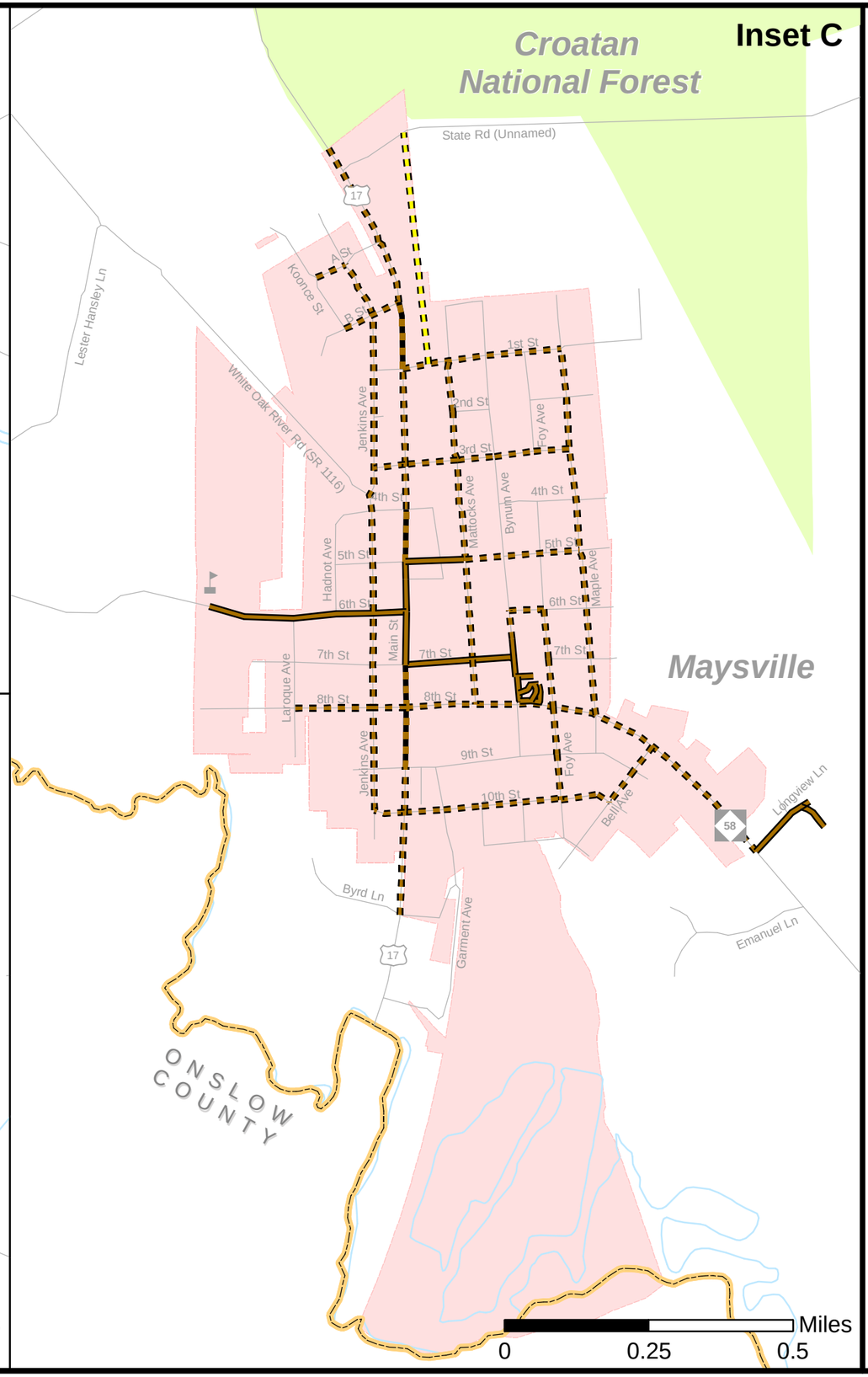
Base map date: January 16, 2014

Refer to CTP document for more details

LENOIR COUNTY
CRAVEN COUNTY
ONSLOW COUNTY
DUPLIN COUNTY
CARTERET COUNTY
CRAVEN COUNTY
Trenton
Inset A
Inset B
Pollocksville
Inset C
Maysville
Hoffman Forest
Croatan National Forest
British Rd (SR 1310)
Silo Rd (SR 1306)
Buttert Rd (SR 1313)
Wyse Fork Rd (SR 1002)
Middle Rd (SR 1300)
Burney Town Rd (SR 1156)
Fordham Rd (SR 1155)
Guinea Town Rd (SR 1157)
Chinquapin Chapel Rd (SR 1129)
Henderson Rd (SR 1319)
Old New Bern Rd (SR 1322)
Greentown Rd (SR 1124)
Pleasant Hill Rd (SR 1130)
Ten Mile Fork Rd (SR 1002)
Simmons Loop Rd (SR 1330)
Oak Grove Rd (SR 1121)
Vine Swamp Rd (SR 1153)
Small Town Rd (SR 1150)
Weyerhaeuser Rd (SR 1142)
Watering Pond Rd (SR 1146)
Mary Tate Rd (SR 1147)
Huffman Town Rd (SR 1140)
Shivar Ln (SR 1136)
Richlands Rd (SR 1003)
Olivers Cross Rd (SR 1121)
Davis Field Rd (SR 1119)
Lee's Chapel Rd (SR 1114)
Island Creek Rd (SR 1004)
Pole Prosin Rd (SR 1115)
White Oak River Rd (SR 1116)
Catfish Lake Rd (SR 1105)
Trent River
Mill Run
Beaver Creek
Big Chinquapin Branch
Bettencourt Creek
Island Creek
Catfish Lake







Pedestrian Map
Insets A, B, & C

Jones County
North Carolina

Comprehensive Transportation Plan

Plan date: October 30, 2015

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 5A of 5

N W E S

Base map date: January 16, 2014

Refer to CTP document for more details

1. Analysis of the Existing and Future Transportation System

A Comprehensive Transportation Plan (CTP) is developed to ensure that the 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 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.

1.1 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 demand. 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 in pavement widths, intersection geometry, or intersection controls. System deficiencies may result from missing travel links, bypass routes, loop facilities, or radial routes; or improvements needed to meet statewide initiatives.

One of those statewide initiatives is the Strategic Transportation Corridors (STC)[1] adopted by the Board of Transportation on March 4, 2015.

[1] *For more information on the STC, go to: https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx*

The STC identify a network of critical multimodal transportation corridors considered the backbone of the state's transportation system. These 25 corridors move most of our freight and people, link critical centers of economic activity to international air and sea ports, and support interstate commerce. They must operate well to help North Carolina attract new businesses, grow jobs and catalyze economic development.

The primary purpose of the STC is to provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities that connect statewide and regional activity centers to enhance economic development, promote highly-reliable, efficient mobility and connectivity, and support good decision-making. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor that establishes the statewide or regional importance of facilities and the need for maintaining high capacity and travel speed. During the development of CTPs, the STC network should be cross-referenced to ensure plan consistency. Incorporating the statewide and regional mobility goals set forth in the STC network should be done in a manner that fits with the character and vision for the community or county. If this cannot be achieved through the use of existing facilities, an alternative solution should be sought.

In the development of this plan, travel demand was projected from 2014 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1993 to 2013. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by the CTP Steering Committee on October 29, 2014, the towns of Trenton and Pollocksville on November 11, 2014, the Jones County Commissioners on November 17, 2014, and the town of Maysville on November 20, 2014. Refer to Appendix G for more detailed information on growth expectations and the socio-economic data forecasting methodology.

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. Refer to Figures 2 and 3 for existing and future capacity deficiencies. The 2040 traffic volume in Figure 3 is an estimate of the traffic volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2016 – 2025 State Transportation Improvement Program[2] (STIP).

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;

[2] *For more information on the STIP, go to:* https://connect.ncdot.gov/projects/planning/Pages/default.aspx

- 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 experience delay. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the Transportation Planning Branch's *LOS D Standards for Systems Level Planning*. 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 Assessment

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. The Traffic Safety Unit of NCDOT's Transportation Mobility and Safety Division identifies high frequency crashes at intersections and along roadway sections during a five year period. The high frequency crash locations examined during the development of the Jones County CTP occurred between January 1, 2007 and December 31, 2011. During this period, a total of eighteen intersections and thirty-six roadway sections were identified as having a high frequency of crashes as illustrated in Figure 4. Contact information for the Transportation Mobility and Safety Division can be found in Appendix A.

The NCDOT is actively involved with investigating and improving many of these locations. To request a more detailed analysis for any of these locations, or other intersections of concern, contact the Division Traffic Engineer (see Appendix A).

Bridge Deficiency Assessment

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

The NCDOT Structures 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. Two deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 5. Of these, none are scheduled for replacement in the 2016-2025 STIP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendation and cross section associated with the recommendation. Table 3 in Appendix F gives a listing of the deficient bridges identified in the CTP and the ID number associated with CTP project proposal. Refer to Appendix F for more detailed bridge deficiency information.

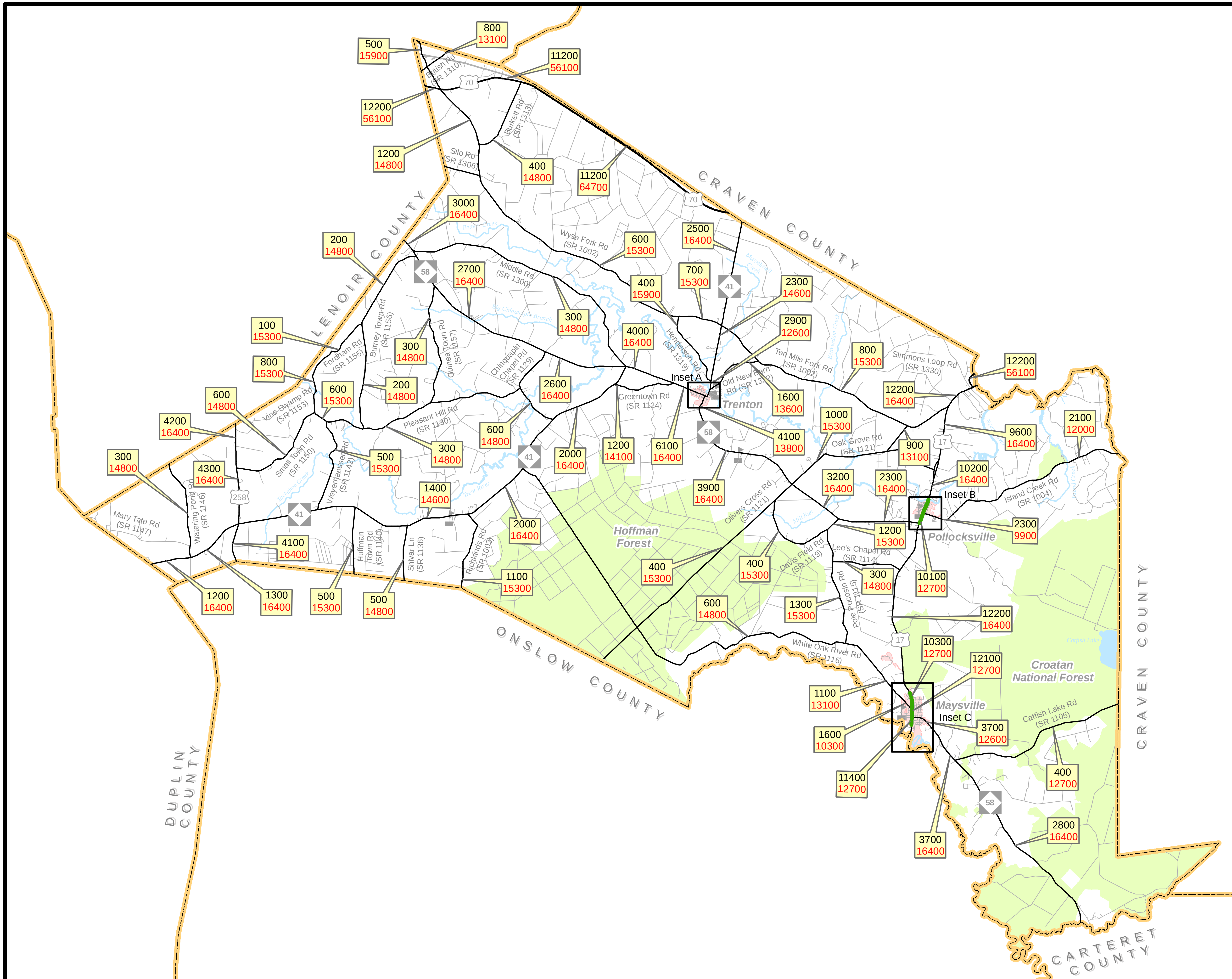


Figure 2

2014 Volumes and Capacity Deficiencies

Jones County

North Carolina

Comprehensive Transportation Plan

8100 / 12400	2014 Volumes (AADT) / 2014 Capacity
	Near Capacity
	Over Capacity
	Study Roads
	Roads
	Railroads
	Schools
	Rivers and Streams
	Water Bodies
	Municipal Boundary
	Forest Lands
	County Boundary

0 2.5 5 Miles

N W E S

Sheet 1 of 2

Base map date: January 16, 2014

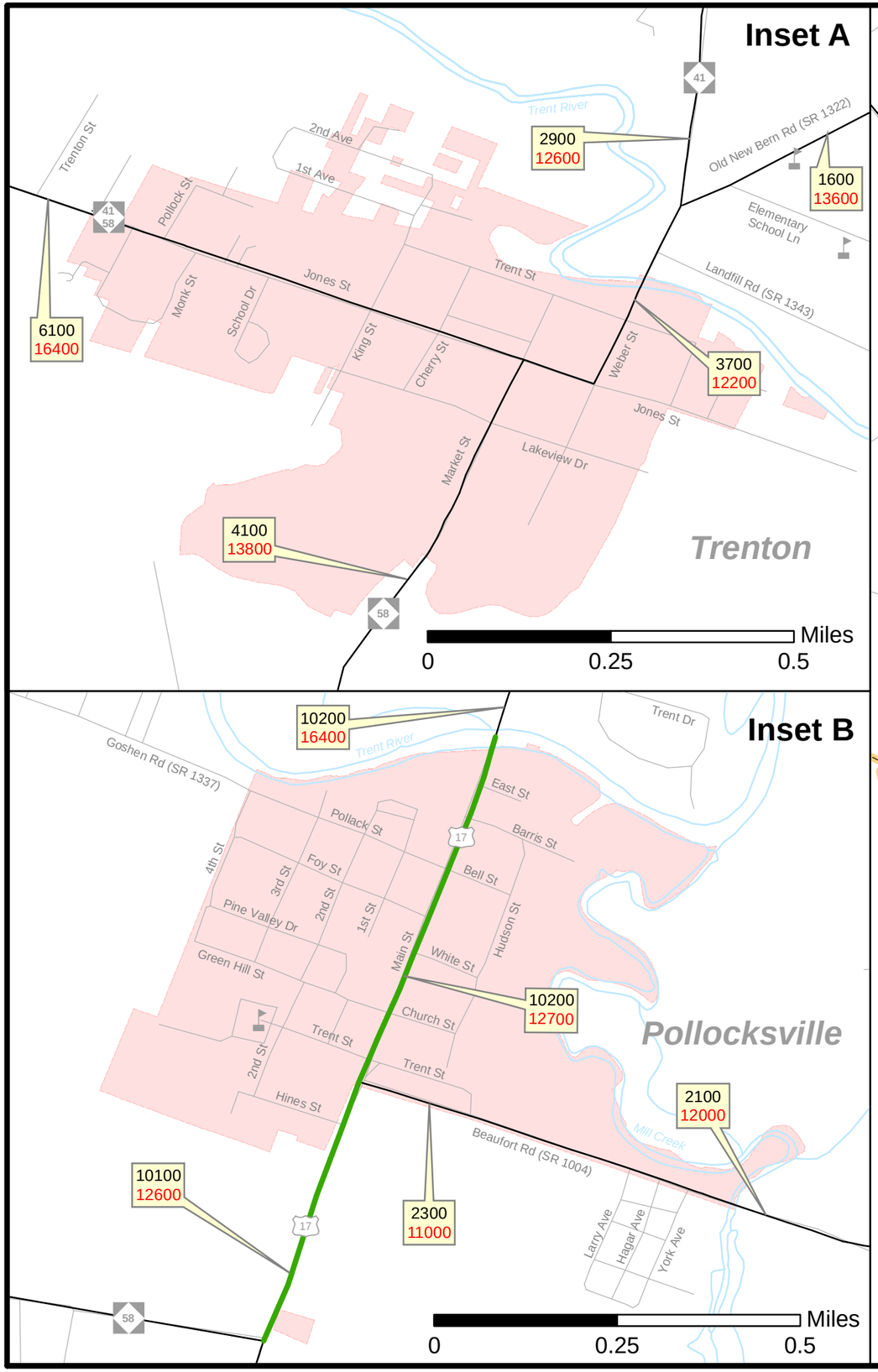


Figure 2
Insets A, B, & C

2014
Volumes and Capacity Deficiencies

Jones County
North Carolina

Comprehensive Transportation Plan

8100 / 12400 — 2014 Volumes (AADT) / 2014 Capacity

- Near Capacity
- Over Capacity
- Study Roads
- Roads
- Railroads
- Schools
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- Forest Lands
- County Boundary

N W E S

Sheet 2 of 2

Base map date: January 16, 2014

Figure 3

2040
Volumes and Capacity Deficiencies

Jones County

North Carolina

Comprehensive Transportation Plan

8100 / 12400 — 2040 Volumes (AADT) / 2014 Capacity

- Near Capacity
- Over Capacity
- Study Roads
- Roads
- Railroads
- Schools
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- Forest Lands
- County Boundary

0 2.5 5 Miles

N W E S

Sheet 1 of 2

Base map date: January 16, 2014

LENOIR COUNTY
CRAVEN COUNTY
ONSLOW COUNTY
DUPLIN COUNTY
CARTERET COUNTY

Trenton
Pollocksville
Maysville
Inset A
Inset B
Inset C
Hoffman Forest
Croatan National Forest

600 15900
1600 13100
14500 56100
15700 56100
1600 14800
500 14800
13600 64700
3500 16400
300 14800
2900 16400
800 15300
3500 16400
600 15900
900 15300
3200 14600
4000 12600
200 15300
200 15300
400 14800
500 14800
4800 16400
1800 15300
15000 56100
15000 16400
1100 14800
700 15300
400 14800
2900 16400
2000 13600
5200 16400
800 14800
1600 15300
3600 12000
500 14800
5500 16400
700 15300
500 14800
2500 16400
1500 14100
8100 16400
4600 13800
1400 14600
13900 16400
1900 14600
4500 16400
3700 16400
3000 16400
13900 16400
2500 16400
2200 15300
3700 9900
5300 16400
600 15300
600 15300
1300 15300
400 14800
11900 12700
1000 14800
2000 15300
17700 16400
1500 16400
1700 16400
600 15300
600 14800
14400 12700
13600 12700
1400 13100
4000 12600
2400 10300
600 12700
17500 12700
3100 16400
4000 16400

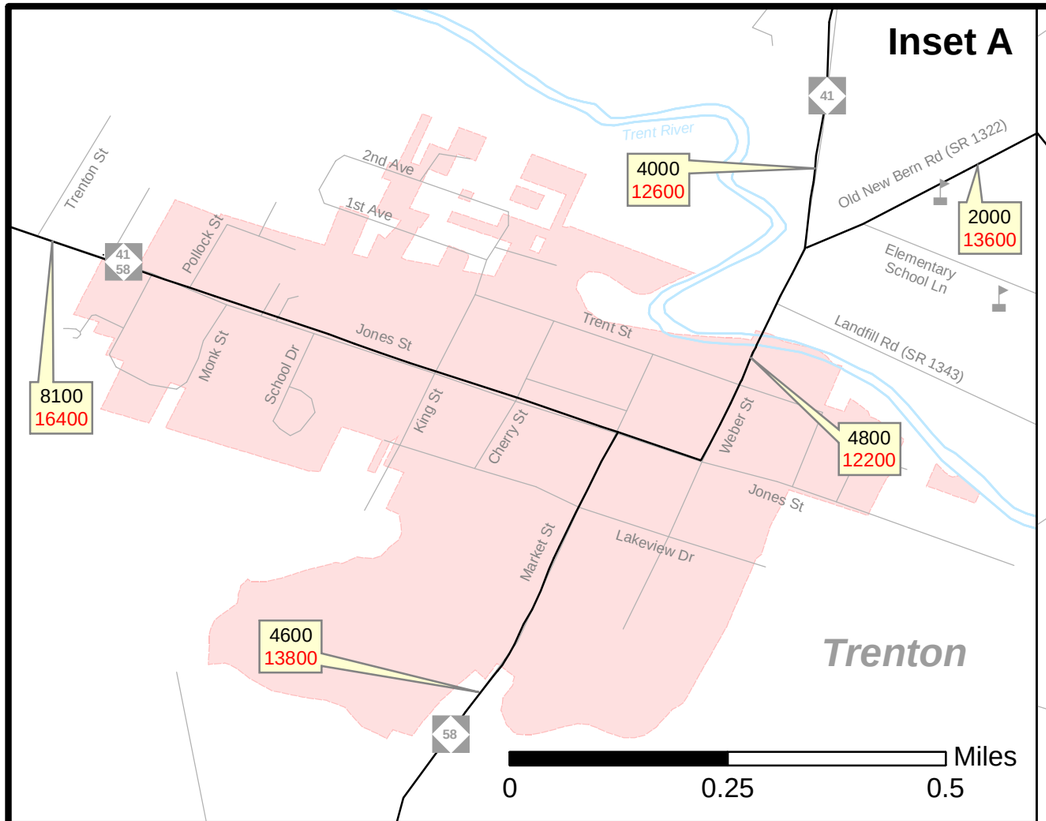
Figure 3
Insets A, B, & C

2040
Volumes and Capacity Deficiencies

Jones County
North Carolina

Comprehensive Transportation Plan

Inset A



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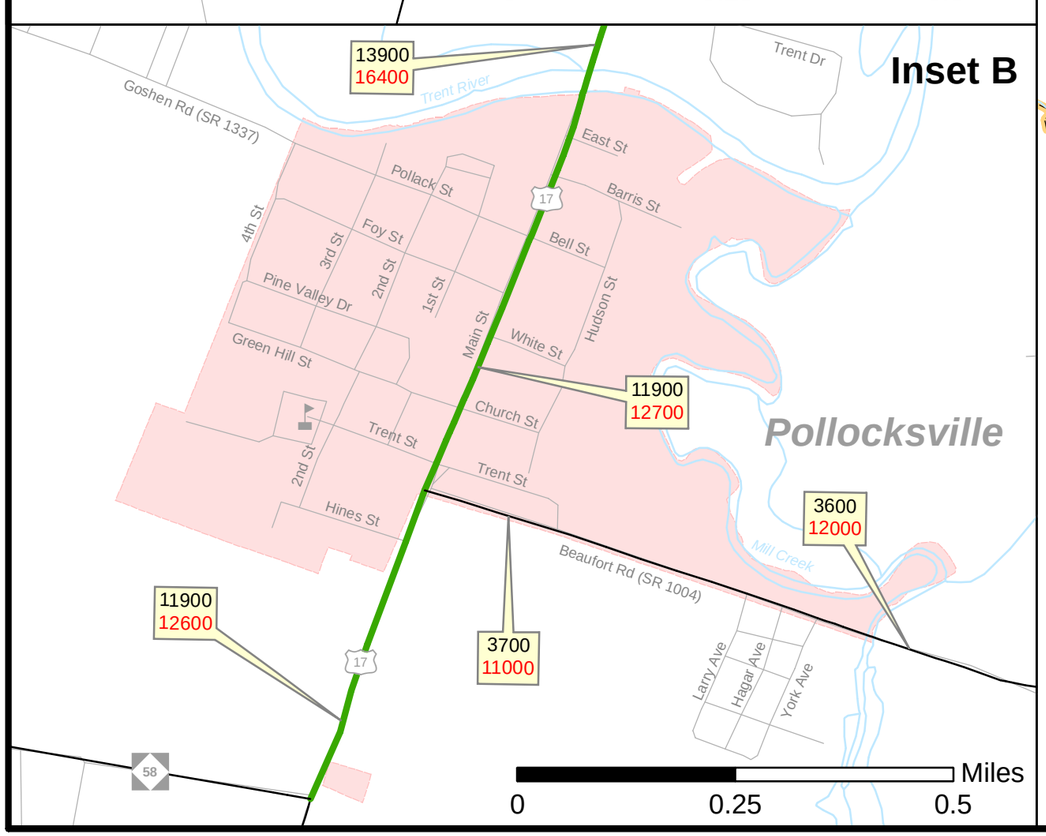

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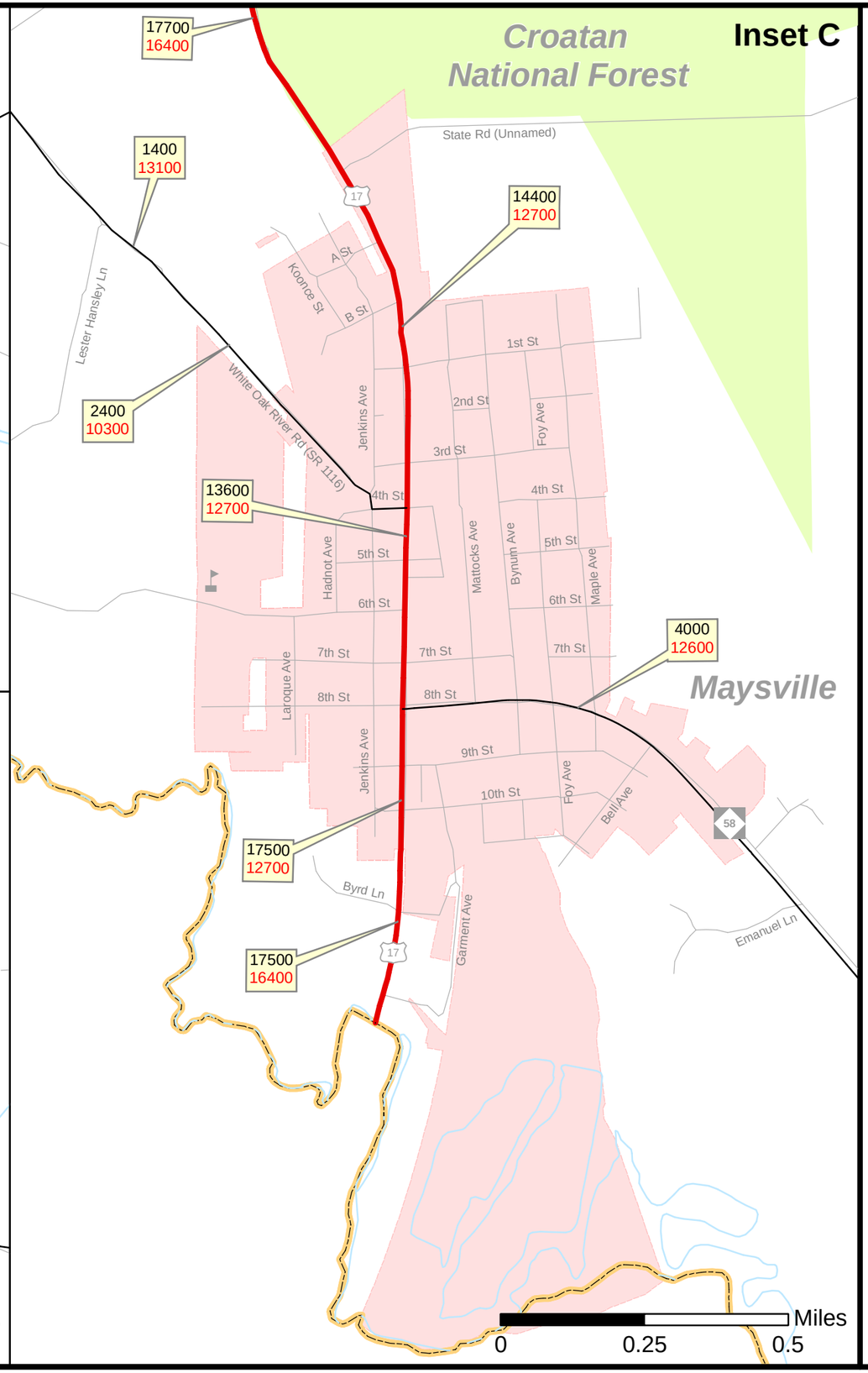


8100 / 12400 — 2040 Volumes (AADT) / 2014 Capacity

- Near Capacity
- Over Capacity
- Study Roads
- Roads
- Railroads
- Schools
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- Forest Lands
- County Boundary

N W E S

Sheet 2 of 2

Base map date: January 16, 2014

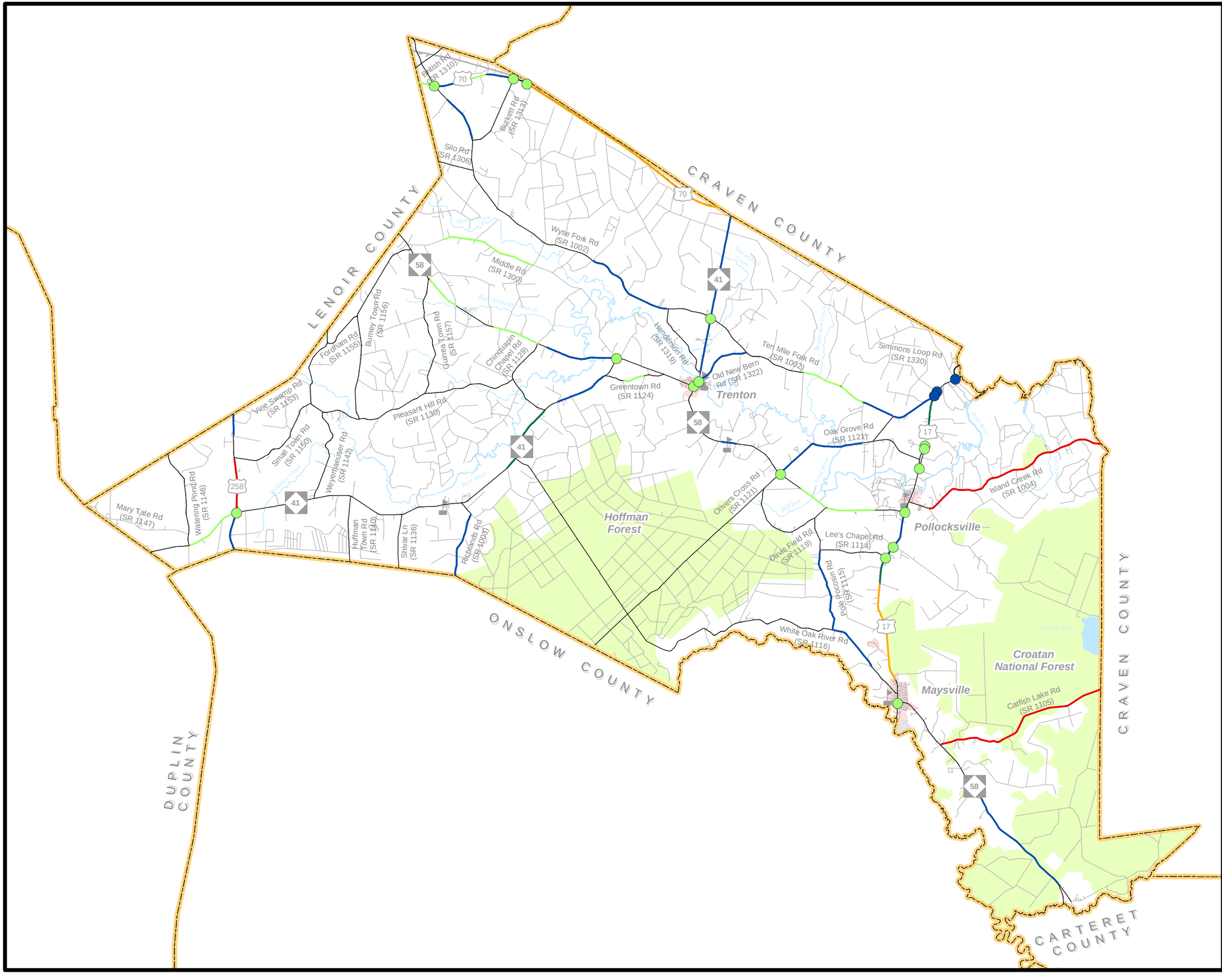


FIGURE 4

Jones County

Comprehensive Transportation Plan

HIGH FREQUENCY CRASH LOCATIONS

January 1, 2007 to
December 31, 2011

Crash Intersections

- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 4 to 9

Crash Sections

- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 4 to 9

- Study Roads
- Roads
- Railroads
- Schools
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- Forest Lands
- County Boundary

0 2.5 5 Miles

N
W E
S

Base map date: January 16, 2014

Figure 5
Deficient Bridges

Jones County
North Carolina

Comprehensive Transportation Plan

- Deficient Bridge (# Bridge Number)
- Study Roads
- Roads
- Railroads
- Schools
- Rivers and Streams
- Water bodies
- Municipal Boundary
- Forest Lands
- County Boundary

0 2.5 5 Miles

N W E S

Base map date: January 16, 2014

LENOIR COUNTY
CRAVEN COUNTY
ONSLOW COUNTY
DUPLIN COUNTY
CARTERET COUNTY
CRAVEN COUNTY
Trenton
Pollocksville
Maysville
Hoffman Forest
Croatan National Forest
Catfish Lake
Silo Rd (SR 1306)
Bulkett Rd (SR 1313)
Wyse Fork Rd (SR 1002)
Middle Rd (SR 1300)
Burney Town Rd (SR 1156)
Fordham Rd (SR 1155)
Quinn Town Rd (SR 1151)
Chinquapin Chapel Rd (SR 1129)
Henderson Rd (SR 1319)
Old New Bern Rd (SR 1322)
Greentown Rd (SR 1124)
Pleasant Hill Rd (SR 1130)
Vine Swamp Rd (SR 1153)
Small Town Rd (SR 1150)
Weyerhaeuser Rd (SR 1142)
Ten Mile Fork Rd (SR 1002)
Simmons Loop Rd (SR 1330)
Oak Grove Rd (SR 1121)
Island Creek Rd (SR 1004)
Olivers Cross Rd (SR 1121)
Davis Field Rd (SR 1119)
Lee's Chapel Rd (SR 1114)
Poleadoosin Rd (SR 1115)
White Oak River Rd (SR 1116)
Catfish Lake Rd (SR 1105)
Mary Tate Rd (SR 1147)
Watering Pond Rd (SR 1146)
Huffman Town Rd (SR 1140)
Shivar Ln (SR 1136)
Richlands Rd (SR 1003)
70
58
41
31
32
17
258

Public Transportation and Rail

Public transportation and rail are vital modes of transportation that give alternatives 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, single-county systems are encouraged 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 provide service 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 to Amtrak passenger stations throughout the United States and Canada. Greyhound and Amtrak Thruway service operate 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. The Craven Area Rural Transit System (CARTS) is a rural coordinated transportation system that provides on demand community and public services within Craven, Jones, and Pamlico Counties. All recommendations for public transportation were coordinated with the local governments and the Public Transportation Division of NCDOT. Refer to Appendix A for contact information for the Public Transportation Division.

Rail

Today North Carolina has 3,245 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

Intercity passenger service is provided by Amtrak, which currently operates six passenger services daily in or through North Carolina serving 16 cities across the state. Five of the services are interstate (Crescent, Palmetto, Silver Meteor, Silver Star, and Carolinian passenger trains) and one service (Piedmont passenger train) operates exclusively within North Carolina. In addition to the six passenger services mentioned, Amtrak also operates its Auto Train service which passes through North Carolina but does not make any stops. Amtrak ridership demand has been on a rise in the state. In 2010 ridership was 840,000 and increased to 975,645 passengers in 2013.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back every day. However, no passenger trains operate over the rail line from High Point that dead ends at Asheboro or over the rail line that runs from Gulf, NC to Greensboro. Combined, the Carolinian and Piedmont carry more than 300,000 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 17 smaller freight railroads, known as shortlines.

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. There is only one active Class 1 freight line operating in Jones County. Owned by the North Carolina Railroad Company, Norfolk Southern operates a 4 mile stretch of railroad from Lenoir County to Craven County. This train operates at speeds up to 30 mph and is intended mainly for freight service. One to four trains per day with three crossings may operate over the rail line depending on rail traffic, customer needs, and whether in a town or rural area. No passenger trains are currently operating over any of the tracks nor are any formal rail passenger or rail commuter service planned in the foreseeable future. All recommendations for rail were coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information for the Rail Division.

Bicycles & Pedestrians

Bicyclists and pedestrians are a growing part of the transportation system 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 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 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 an approved sidewalk improvement can be 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. The 2014 Croatan Regional Bicycle + Trails Plan was utilized in the development of these elements of the CTP. NC Bicycle Route 3 (Ports of Call) is a statewide route that runs through eastern Jones County. NC Bicycle Route 7 (Ocracoke Option) is a 170 mile route in eastern North Carolina that runs north-south through the northwest portion of Jones County. 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 for the Division of Bicycle and Pedestrian Transportation.

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 2013 Jones County Land Use Plan (refer to Appendix G) was used to meet this requirement. This plan identifies land use for existing and future conditions by taking into account countywide population growth, employment data, and development patterns. In addition, information obtained from local officials and the various communities in the county helped develop a future vision for the area. For detailed information on how land use and growth projections were developed for and applied in the CTP, refer to Appendix G.

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.

Existing land use within the county is comprised mainly of agriculture and/or undeveloped land. Forest land, which includes the Croatan National Forest and the Hoffman Forest cover approximately 45% of Jones County. Land for rural development is located in the unincorporated areas and generally concentrated along roads and highways on single lots, farmsteads, and small subdivisions. In addition, the county has traditional rural communities or clusters that include residential and supporting rural retail uses.

The future land use map (refer to appendix G) of the 2013 Jones County Land Use Plan allocates the county into four development categories: Agriculture-Residential, Low-Density Residential, Rural Commercial, and Rural Conservation. Agriculture-Residential is the majority of land use outside of the municipalities that is intended for farming, manufactured housing, and institutional uses. Low-Density Residential is designed for traditional subdivisions and future neighborhood developments consisting of single-family residences. The Rural Commercial classification applies to commercial areas, such as businesses, convenience stores, and restaurants, with the potential for growth mainly along major thoroughfares. Rural Conservation is designated for areas along creeks and streams within the 100-year floodplain. Due to frequent flooding and poor soil, these areas are unsuitable for large developments.

1.2 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[3] (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, every effort was made to minimize potential impacts to these features utilizing the best available data. Any 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 are typically examined as a part of a CTP study is shown in the following tables. Environmental features occurring within Jones County are shown in Figure 6 and are shown in bold text in Table 1.

Table 1 – Environmental Features

- **24k Hydro Lines**
- **303D Streams**
- Airport Boundaries
- **Anadromous Fish Spawning Areas**
- APNEP - Submerged Aquatic Vegetation
- Beach and Waterfront Access
- **Benthic Habitat**
- **Bicycle Routes**
- **Boating Access**
- **Churches and Cemeteries**
- Colleges and Universities (Points)
- **Conservation Tax Credit Properties**
- Critical Habitat for Threatened and Endangered Species
- **Emergency Operation Centers**
- Fish Nursery Areas
- **Hazard Substance Disposal Sites (points & polygons)**
- Hazardous Waste Facilities
- **High Quality Waters and Outstanding Resource Water Management**
- **Historic Resources – National Register and Determined Eligible (points and polygons)**
- Hospitals
- **Hydrography - 1:24,000-scale (polygons)**
- **Landscape Habitat Indicator Guilds (LHIGs)**
- **Managed Areas**
- **National Wetlands Inventory (polygons)**
- Natural Heritage Element Occurrences
- **NC-CREWS: N.C. Coastal Region Evaluation of Wetland Significance**
- **NCDOT Maintained Mitigation Sites**
- **Railroads (1:24,000)**
- **Recreation Projects - Land and Water Conservation Fund**
- **Regional Trails**
- **Sanitary Sewer Systems - Treatment Plants**
- **Schools (Public & Non-Public)**
- **Significant Natural Heritage Areas**

[3] *For more information on NEPA, go to: http://ceq.hss.doe.gov/.*

Table 1 – Environmental Features (Cont.)

- State Natural and Scenic Rivers
- State Parks
- **Target Local Watersheds - EEP**
- Trout Streams (DWQ)
- Trout Waters WRC (arcs & polygons)
- Unique Wetlands
- **Water Distribution Systems – Tanks & Treatment Plants**
- Water Supply Watersheds

Archaeological sites were also considered but are not mapped due to restrictions associated with the sensitivity of the data.

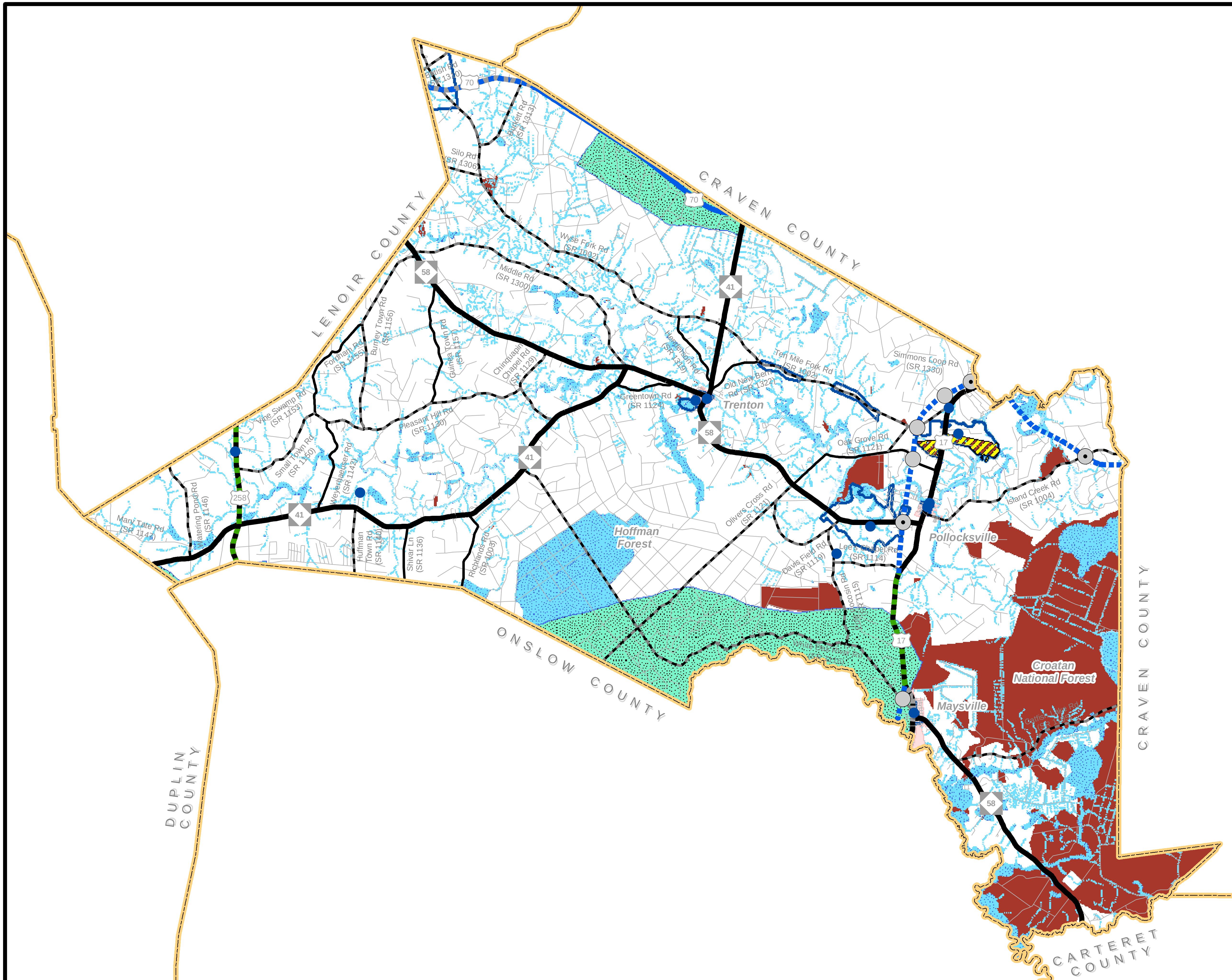


Figure 6
Environmental Features

Jones County
North Carolina

Comprehensive Transportation Plan

Legend

—	Roads
- · -	24k Hydro Lines
●	Historic Resources Sites
▭	Historic Resources Areas
🟥	Managed Areas
▨	Hydrography Areas
▨	Target Local Watersheds - EEP
▨	Conservation Tax Credit Property
▭	Municipal Boundary
▭	County Boundary

0 2.5 5 Miles

N S W E

Sheet 1 of 4

Base map date: January 16, 2014

Figure 6
Environmental Features

Jones County
North Carolina

Comprehensive Transportation Plan

Legend

- Roads
- NCDOT Maintained Mitigation Sites
- Landscape Habitat Indicator Guilds
- NC-CREWS
- Municipal Boundary
- County Boundary

0 2.5 5 Miles

N W E S

Sheet 2 of 4

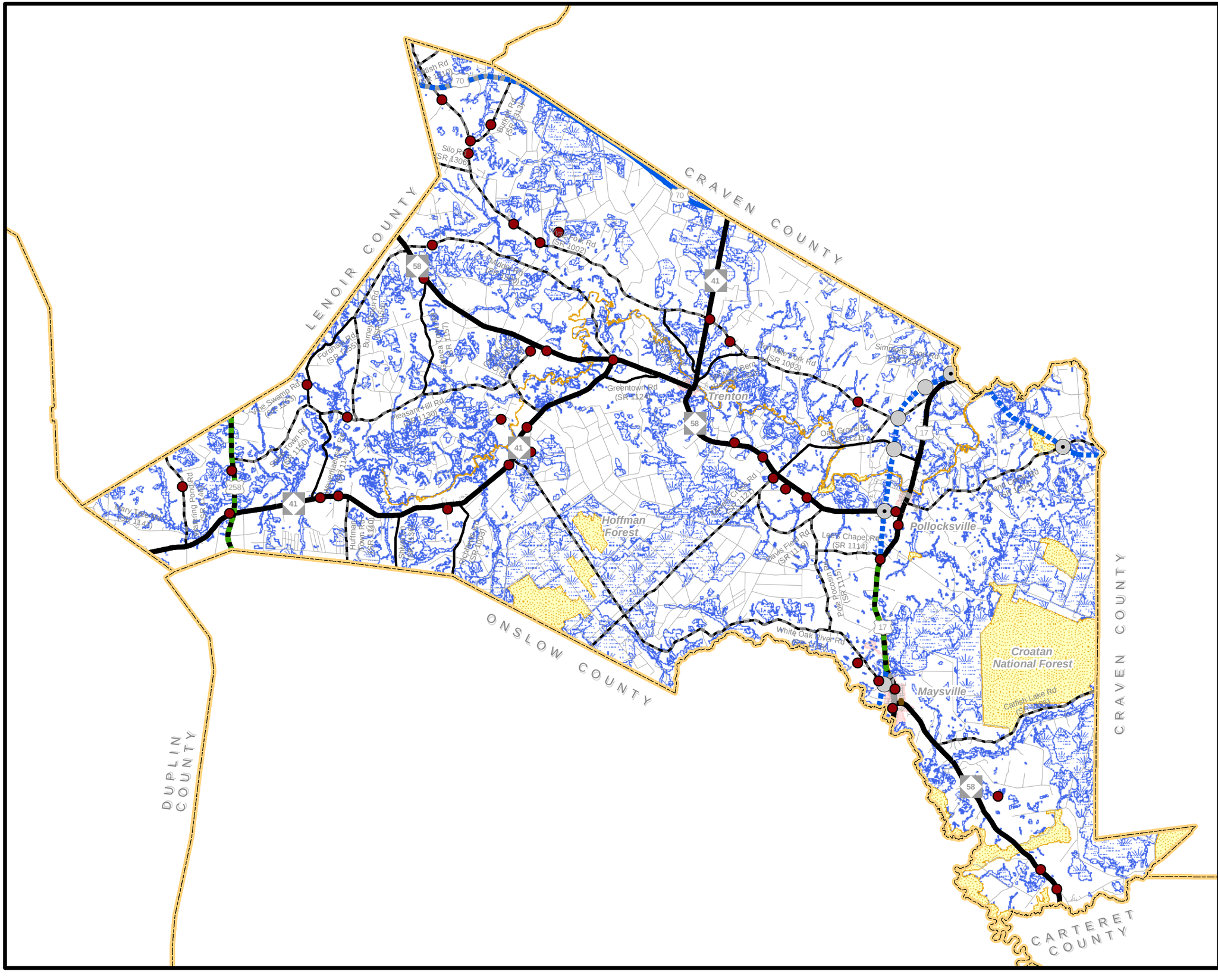
Base map date: January 16, 2014

LENOIR COUNTY
CRAVEN COUNTY
ONSLOW COUNTY
DUPLIN COUNTY
CARTERET COUNTY
Trenton
Pollocksville
Maysville
Hoffman Forest
Croatan National Forest

Figure 6
Environmental Features

Jones County
North Carolina

Comprehensive Transportation Plan



Legend

- Roads
- Churches and Cemeteries
- National Wetland Inventory
- Significant Natural Heritage Areas
- Recreation Projects - Land and Water Conservation Fund
- Municipal Boundary
- County Boundary

0 2.5 5 Miles

N W E S

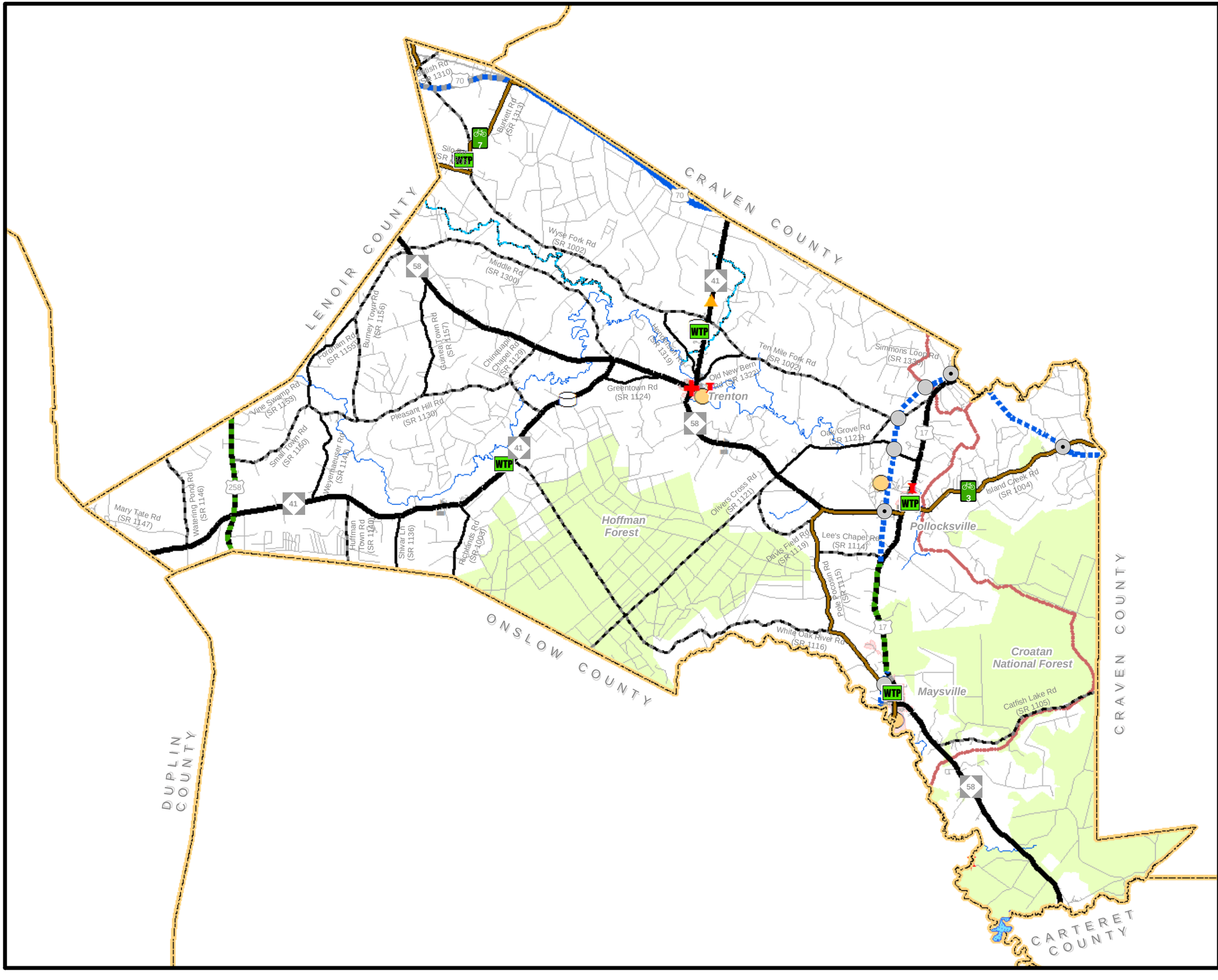
Sheet 3 of 4

Base map date: January 16, 2014

Figure 6
Environmental Features

Jones County
North Carolina

Comprehensive Transportation Plan



Legend

- Schools
- Railroads
- Roads
- Bicycle Routes
- Hazard Disposal Sites
- Water Treat Plants
- Water Tanks
- Emergency Operation Centers
- Boating Access
- Regional Trails
- High Quality Water Resources
- Benthic Habitat
- Anadromous Fish Spawning Areas
- 303D Streams
- Sewer Treatment Plants
- Forest Lands
- Municipal Boundary
- County Boundary

0 2.5 5 Miles

N W E S

Sheet 4 of 4

Base map date: January 16, 2014

1.3 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.

A meeting was held with the Jones County Board of Commissioners in November 2014 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 NCDOT Transportation Planning Branch cooperatively worked with the Jones County CTP Steering Committee, which included a representative from each municipality, county staff, the RPO and others. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and developed 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 four public drop-in sessions in Jones County to present the proposed CTP to the public and solicit comments. The first two meetings were held on October 13, 2015 at the Pollocksville Town Hall and the Trenton Town Hall. The third meeting was held on October 15, 2015 at the Maysville Town Hall. The fourth meeting was held on October 19, 2015 at the Jones County Government Office Complex. Each session was publicized in the local newspaper and was held from 6:00 – 7:00pm. No comment forms were submitted for the first and third sessions. A few comments were submitted during the second and fourth sessions. Refer to Appendix H for more detailed information.

Public hearings were held throughout Jones County on the following dates:

Locale	Date
Town of Pollocksville	November 10, 2015
Town of Trenton	November 10, 2015
Jones County	November 16, 2015
Town of Maysville	November 19, 2015

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 Down East RPO endorsed the CTP on January 26, 2016. The North Carolina Department of Transportation mutually adopted the Jones County CTP on February 4, 2016.

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2016 Jones County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

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

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

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

2.1 Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of Jones 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 Down East RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on regional prioritization and funding. Local

[1] *For more information on Complete Streets, go to: http://www.completestreetsnc.org/*

governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

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

2.2 Problem Statements

Problem statements describe the transportation system deficiencies identified during the CTP process and recommend improvements to alleviate the deficiencies. Following are problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, with full problem statements occurring first in each section. Full problem statements are denoted by a gray shaded box containing project information. Minimum problem statements are more concise and less detailed than full problem statements, but include all known or readily available information. Reference problem statements are developed for TIP projects where the purpose and need for the project has already been established.

[2] *For more information on SEPA, go to: http://www.doa.nc.gov/clearing/faq.aspx.*

HIGHWAY

US 17, TIP No. R-2514 (Sections B, C, and D)

US 17, from Onslow County to Craven County, is projected to be near or over capacity by 2040. Improvements are needed to accommodate projected traffic volumes and to maintain mobility along the corridor.

The US 17 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network[3] (NCTN). The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NC Transportation Network (NCTN) is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity.

The 2016-2025 TIP includes project R-2514 that will address the anticipated capacity deficiency. TIP project R-2514 includes upgrading US 17 from Onslow County to Craven County as follows:

- Section B consists of bypassing the town of Maysville on new location to freeway standards from Onslow County to north of A Street.
- Section C includes upgrading the existing US 17 to a four lane expressway from the proposed US 17 Bypass north of A Street to just south of Lee's Chapel Road (SR 1114).
- Section D bypasses the town of Pollocksville from south of Lee's Chapel Road (SR 1114) to the existing US 17 on new location with freeway standards.
- Grade separations are recommended at White Oak River Road (SR 1116), Oak Grove Road (SR 1121), Ten Mile Fork Road (SR 1002), and Simmons Loop Road (SR 1002). Interchanges are recommended at NC 58 and the existing US 17 Bypass near the Craven County line.

This project is currently under construction. For additional information about this project, contact NCDOT's Division 2 Office (Refer to Appendix A for contact information).

US 17 (Main Street), Local ID: JONE0022-H

US 17 (Main Street) is currently a three lane major thoroughfare with 12 foot lanes from Byrd Lane to the US 17 Bypass in Maysville. Land use along this section of US 17 (Main Street) is mostly interspersed with residential, churches, and local businesses. It is lined with numerous driveway and roadway access points. The purpose of the proposed project is to improve mobility on the existing facility.

[3] *For more information on NCTN, go to: https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx.*

The CTP project proposal (JONE0022-H) is to convert the existing facility from a three lane cross section to two lane cross section (2-H: two lane undivided with curb & gutter, parking on one side, bike lanes and sidewalks) from Byrd Lane to the US 17 Bypass. Bicycle and pedestrian accommodations are also recommended along portions of this facility as detailed within the bicycle and pedestrian sections that follow. Other demand management strategies should be studied and implemented along this corridor. Strategies that promote other modes of transportation such as pedestrian, bicycle, transit and ridesharing are recommended for further study. Other strategies to be considered include access management, modifying signal timing, intersection improvements, driveway connections for businesses, service routes to the business for alternate access, and any other strategies to reduce turning conflicts and improve safety. Additionally, during the development of the CTP, the Town of Maysville expressed the desire for a roundabout at the NC 58 intersection. Further analysis will be needed to determine if a roundabout is feasible at this location.

A crash assessment performed during the development of the CTP identified the intersection at NC 58 along this corridor as experiencing 4 to 9 crashes between January 1, 2007 and December 31, 2011. The proposed improvements may reduce the amount and severity of crashes at this location by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Based on the planning level environmental assessment using available GIS data, water and sewer pipes are located along this facility.

US 17, Local ID: JONE0023-H

US 17 is currently a three lane major thoroughfare with 12 foot lanes from Beaufort Road (SR 1004) to East Street in Pollocksville. Land use along this section of US 17 is mostly residential and local businesses. It is lined with numerous driveway and roadway access points. The purpose of the proposed project is to improve mobility on the existing facility.

The CTP project proposal (JONE0023-H) is to convert the existing facility from a three lane cross section to two lane cross section (2-H: two lane undivided with curb & gutter, parking on one side, bike lanes and sidewalks) from Beaufort Road (SR 1004) to East Street. Bicycle and pedestrian accommodations are also recommended along portions of this facility as detailed within the bicycle and pedestrian sections that follow.

Based on the planning level environmental assessment using available GIS data, water and sewer pipes are located along this facility.

US 70 Bypass (New Bern Bypass), Local ID: FS-1202B

US 70 is a vital transportation corridor that stretches from western North Carolina to Atlantic, NC in Carteret County. Within eastern North Carolina, US 70 provides a direct connection between Goldsboro, Kinston, New Bern, Havelock and Morehead City.

The purpose of this project is to improve mobility and connectivity of statewide transportation operations along the US 70 corridor from Raleigh to Morehead City, NC.

The US 70 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network (NCTN). The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NC Transportation Network (NCTN) is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity. The US 70 corridor directly connects to three major activity centers: the Port of Morehead City, the Cherry Point Marine Corps Air Station (MCAS), and the Global TransPark (GTP). Additionally, the Governor's 25 Year Vision for North Carolina[4] identifies the following investments for eastern North Carolina:

- Strengthen Military Connections
    - Improve highway and rail connections between bases and to ports of embarkation and debarkation.
    - Improve highway connections between bases and regional healthcare and education centers.

- Enhance Freight Movement
    - Improve US 70 to interstate standards to enhance freight movement and reduce travel time through the region.
    - Support economically competitive rail access to the GTP and the Port of Morehead City.

This project area is comprised of mostly rural undeveloped land. Based on a planning level environmental review using available GIS data, the proposed project may potentially impact the New River Basin water shed area. Wetlands, two endangered species, major streams, and land within the Croatan National Forest may potentially be affected along this facility.

A feasibility study for this project was done on October 3, 2014. The feasibility study recommended constructing a four lane freeway on new location from US 17 Bypass west of New Bern to the proposed US 70 Havelock Bypass with a new interchange at Island Creek Road (SR 1004). As development occurs along this corridor every effort should be made to limit access in order to maintain mobility.

For additional information about this project, including the Purpose and Need, contact the NCDOT Feasibility Studies Unit (refer to Appendix A for contact information) or the New Bern Area Metropolitan Planning Organization[5].

[4] *For more information on the 25 Year Vision for North Carolina, go to: http://www.ncdot.gov/ncvision25/.*
[5] *To contact the New Bern Area MPO, go to: http://www.nbampo.org/.*

US 70, TIP No. R-2553 (Proposed Kinston Bypass)

Traffic congestion and delays exist along U.S. 70 between LaGrange and Dover. Within Lenoir County and western portions of Craven and Jones Counties, access to and from US 70 and US 70 Bypass mostly consists of driveways for homes and businesses, as well as intersections controlled with stop signs and traffic signals. The purpose of the project is to improve regional mobility, connectivity, and capacity for US 70 between LaGrange and Dover in a manner that meets the intent of the North Carolina Transportation Network, Strategic Transportation Corridor (STC) Policy.

The US 70 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network (NCTN). The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NC Transportation Network (NCTN) is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity.

This existing facility is currently a four lane boulevard with 12 foot lanes. Within Jones County, the proposed project R-2553 is to upgrade the existing facility to freeway standards. As development occurs along this corridor every effort should be made to limit access in order to maintain mobility.

This project is currently in the project development process for environmental analysis. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch or visit the project website[6].

US 258, TIP No. R-2235

US 258 is a vital transportation corridor that stretches from Virginia southward through eastern North Carolina to Jacksonville. This facility provides a high level of mobility in Jones County and, ultimately, connectivity between Jacksonville and Kinston. This corridor is vital for allowing for the efficient and reliable movement of people and goods to and from the Global TransPark (GTP) in Kinston and the Camp Lejeune military installation in Jacksonville. The purpose of this project is to improve mobility and connectivity of statewide transportation operations along the US 258 corridor.

The US 258 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network (NCTN). The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NC Transportation Network (NCTN) is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship

[6] *For more information on the Kinston Bypass project (R-2553) go to: http://www.ncdot.gov/projects/kinstonbypass/*

and economic prosperity. Additionally, the Governor's 25 Year Vision for North Carolina[7] identifies the following investments for eastern North Carolina:

- Strengthen Military Connections
  - Improve highway and rail connections between bases and to ports of embarkation and debarkation.
  - Improve highway connections between bases and regional healthcare and education centers.

- Enhance Freight Movement
  - Support economically competitive rail access to the GTP and the Port of Morehead City.

The existing section of US 258 from Onslow County to Lenoir County is currently a two lane major thoroughfare with 12 foot lanes. The proposed project R-2235 is to upgrade the existing facility to expressway standards. As development occurs along this corridor every effort should be made to limit access in order to maintain mobility.

A crash assessment performed during the development of the CTP identified one intersection and three roadway sections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. Sections of US 258 experienced a range of 10 to 39 crashes during this time period. The one intersection experienced a range of 4 to 9 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts and conflicts at intersections. Refer to Chapter 1 of the CTP report for more detailed crash information.

Based on a planning level environmental review using available GIS data, the proposed project may potentially impact water shed and farmland areas.

Minor Widening Improvements

The following routes are not expected to exceed capacity, but were identified as candidates for upgrading to NCDOT design standards. All facilities listed are recommended to have a minimum of 12 foot lanes with paved shoulders in order to improve mobility, safety and/or to accommodate bicycles. Additionally, some facilities may require improvements to the vertical and/or horizontal alignment. Implementation of the proposed projects should be coordinated through NCDOT's Highway Division 2 office (refer to Appendix A for contact information).

- **Beaufort Road (SR 1004), JONE0001-H:** Widen from 9 to 12 foot lanes from US 17 to Mill Creek Road (SR 1110) in Pollocksville. Bicycle and pedestrian accommodations are recommended along portions of this facility. Refer to the

[7] *For more information on the 25 Year Vision for North Carolina, go to: http://www.ncdot.gov/ncvision25/.*

bicycle and pedestrian sections on the following pages for specific section information.

- **British Road (SR 1310), JONE0002-H:** Widen from 9 to 12 foot lanes from Lenoir County to Craven County
- **Burkett Road (SR 1313), JONE0003-H:** Widen from 9 to 12 foot lanes from Wyse Fork Road (SR 1002) to US 70
- **Burney Town Road (1156), JONE0004-H:** Widen from 9 to 12 foot lanes from Pleasant Hill Road (SR 1130) to NC 58
- **Caswell Station Road (SR 1309), JONE0005-H:** Widen from 11 to 12 foot lanes from US 70 to Craven County
- **Catfish Lake Road (SR 1105), JONE0006-H:** Widen from 10 to 12 foot lanes from NC 58 to Craven County. *Note: The portion of this facility that goes through Croatan National Forest is currently unpaved.*
- **Chinquapin Chapel Road (SR 1129), JONE0007-H:** Widen from 9 to 12 foot lanes from NC 58 to NC 41
- **Davis Field Road (SR 1119), JONE0008-H:** Widen from 10 to 12 foot lanes from Olivers Cross Road (SR 1121) to NC 58
- **Huffman Town Road (SR 1140), JONE0024-H:** Widen from 10 to 12 foot lanes from Onslow County to NC 41
- **Island Creek Road (SR 1004), JONE0009-H:** Widen from 10 to 12 foot lanes from Mill Creek Road (SR 1110) to Craven County
- **Lee's Chapel Road (SR 1114), JONE0010-H:** Widen from 9 to 12 foot lanes from Pole Pocosin Road (SR 1115) to US 17
- **Middle Road (SR 1300), JONE0011-H:** Widen from 9 to 12 foot lanes from NC 58 to NC 41
- **Olivers Cross Road (SR 1121), JONE0012-H:** Widen from 9 to 12 foot lanes from Onslow County to NC 58. *Note: The portion of this facility that goes through Hoffman Forest is currently unpaved.*
- **Pleasant Hill Road (SR 1130), JONE0013-H:** Widen from 9 to 12 foot lanes from Small Town Road (SR 1150) to Chinquapin Chapel Road (SR 1129)
- **Pole Pocosin Road (SR 1115), JONE0014-H:** Widen from 10 to 12 foot lanes from White Oak River Road (SR 1116) to Davis Field Road
- **Scott Road (SR 1306), JONE0015-H:** Widen from 9 to 12 foot lanes from Oak Grove Road (SR 1121) to Ten Mile Fork Road (SR 1002)
- **Silo Road (SR 1306), JONE0016-H:** Widen from 9 to 12 foot lanes from Lenoir County to Wyse Fork Road (SR 1002)
- **Small Town Road (SR 1150), JONE0017-H:** Widen from 9 to 12 foot lanes from US 258 to Pleasant Hill Road (SR 1130)
- **Ten Mile Fork Road (SR 1002), JONE0018-H:** Widen from 10 to 12 foot lanes from NC 41 to US 17

- **Watering Pond Road (SR 1146), JONE0019-H:** Widen from 9 to 12 foot lanes from NC 41 to Lenoir County
- **White Oak River Road (SR 1116), JONE0020-H:** Widen from 9 to 12 foot lanes from NC 41 to US 17 in Maysville. *Note: The portion of this facility that goes through Hoffman Forest is currently unpaved.*
- **Wyse Fork Road (SR 1002), JONE0021-H:** Widen from 9 and 10 foot lanes to 12 foot lanes from US 70 to NC 41

Other Local Initiatives

During the development of the CTP, the following local initiatives were also identified.

- **US 17 (Main Street)/NC 58 Roundabout:** The town of Maysville expressed an interest in pursuing safety and operational improvements at the intersection of US 17 (Main Street) and NC 58. This intersection is of importance for providing a direct route from Maysville and other nearby towns to the coastal areas of NC, including Emerald Isle, Indian Beach, Pine Knoll Shores, Atlantic Beach and Fort Macon State Park. Further analysis will be needed to determine if a roundabout is feasible at this location.

PUBLIC TRANSPORTATION & RAIL

A public transportation and rail assessment was completed during the development of the CTP. There is one active rail line within Jones County but there are no rail improvements proposed in this CTP. Existing rail facilities are shown on the Public Transportation and Rail Map, Sheet 3 of Figure 1.

Currently, there are no existing or proposed fixed route bus services in Jones County. However, Craven County Area Transit (CARTS)[8] does provide demand response services within Jones County. Future transit studies are recommended for the CARTS service area for fixed bus route options within Jones County.

BICYCLE

The 2014 Croatan Regional Bicycle + Trails Plan[9] and the 2013 North Carolina Statewide Pedestrian and Bicycle Plan[10] (WalkBikeNC) identify existing and recommended greenways, bicycle facilities, and off-road trails throughout Jones County. The trails within the Croatan National Forest were designated as multi-use paths (minimum of 6') in the CTP due to the fact bicycles and pedestrians will use them. These facilities were incorporated into the CTP. Additionally, during the

[8] *For more information on CARTS, go to: http://www.cravencountync.gov/departments/trn.cfm.*
[9] *For more information, go to: http://www.altaplanning.com.*
[10] *For more information on WalkBikeNC, go to: http://www.ncdot.gov/bikeped/planning/walkbikenc/.*

development of the CTP, the following facilities were identified as recommended bicycle routes and will need improvement.

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

On-road bicycle improvements are proposed on the following roads:

- **US 17 (Main Street), JONE0001-B:** from Onslow County to Byrd Lane in Maysville
- **US 17, JONE0022-H:** from Byrd Lane to US 17 Bypass in Maysville
- **US 17, TIP No. R-2514:** from US 17 Bypass to just south of Lee's Chapel Road (SR 1114)
- **US 17, JONE0002-B:** from just south of Lee's Chapel Road (SR 1114) to NC 58
- **US 17, JONE0003-B:** from NC 58 to Beaufort Road (SR 1004) in Pollocksville
- **US 17, JONE0023-H:** from Beaufort Road (SR 1004) to East Street
- **US 17, JONE0004-B:** from East Street to Craven County
- **NC 41/58, JONE0005-B:** from Middle Road (SR 1300) to NC 58 (Market Street) in Trenton
- **NC 41, JONE0006-B:** from Old New Bern Road (SR 1322) to Craven County
- **NC 58, JONE0007-B:** from Jones Street to US 17
- **NC 58, JONE0008-B:** from US 17 (Main Street) to Carteret County
- **Beaufort Road (SR 1004), JONE0001-H:** from US 17 to Mill Creek Road (SR 1110) in Pollocksville
- **Davis Field Road (SR 1119), JONE0008-H:** from Pole Pocosin Road (SR 1115) to NC 58
- **Goshen Road (SR 1337), JONE0009-B:** from NC 58 to Pollack Street in Pollocksville
- **Island Creek Road (SR 1004), JONE0009-H:** from Mill Creek Road (SR 1110) to Craven County
- **Oak Grove Road (SR 1121), JONE0010-B:** from NC 58 to US 17
- **Old New Bern Road (SR 1322), JONE0011-B:** from Weber Street to Ten Mile Fork Road (SR 1002)

- **Pole Pocosin Road (SR 1115), JONE0014-H:** from White Oak River Road (SR 1116) to Davis Field Road (SR 1119)
- **Pollack Street, JONE0012-B:** from Goshen Road (SR 1337) to US 17 (Main Street) in Pollocksville
- **Scott Road (SR 1333), JONE0015-H**: from Oak Grove Road (SR 1121) to Ten Mile Fork Road (SR 1002)
- **Ten Mile Fork Road (SR 1002), JONE0018-H:** from Old New Bern Road (SR 1322) to US 17
- **Weber Street, JONE0013-B:** from Jones Street to Old New Bern Road (SR 1332) in Trenton
- **White Oak River Road (SR 1116), JONE0020-H:** from Pole Pocosin Road (SR 1115) to US 17

PEDESTRIAN

During the development of the CTP, the following facilities were identified for pedestrian improvements.

Sidewalks - Recommended (Sidewalks needed on both sides of a facility)

Maysville:

- **US 17 (Main Street), JONE0022-H:** from Byrd Lane to 9th Street, from 4th Street to 1st Street and from B Street to the Northern town limits
- **1st Street, JONE0001-P:** from US 17 to Maple Avenue
- **3rd Street, JONE0002-P:** from Jenkins Avenue to Maple Avenue
- **5th Street, JONE0003-P:** from Mattocks Avenue to Maple Avenue
- **6th Street, JONE0004-P:** from Bynum Avenue to Foye Avenue
- **8th Street, JONE0005-P:** from Laroque Avenue to Longview Lane
- **10th Street, JONE0006-P:** from Jenkins Avenue to Bell Avenue
- **A Street, JONE0007-P:** from Koonce Street to Jenkins Avenue
- **B Street, JONE0008-P:** from Koonce Street to US 17
- **Bell Avenue, JONE09-P:** from 10th Street to NC 58 (8th Street)
- **Bynum Avenue, JONE0010-P:** from existing sidewalk to 6th Street
- **Foye Avenue, JONE0011-P:** from 10th Street to 6th Street
- **Jenkins Avenue, JONE0012-P:** from 10th Street to A Street
- **Maple Avenue, JONE0013-P:** from NC 58 (8th Street) to 1st Street
- **Mattocks Avenue, JONE0014-P:** from NC 58 (8th Street) to 1st Street

Pollocksville:

- **US 17 (Main Street), JONE0015-P:** from Hines Street to Beaufort Road (SR 1322)
- **US 17 (Main Street), JONE0023-H:** from Beaufort Road (SR 1322) to Bell Street
- **2nd Street, JONE0016-P:** from Hines Street to Green Hill Street
- **4th Street, JONE0017-P:** from Green Hill Street to Pollack Street
- **Beaufort Road (SR 1004), JONE0001-H:** from US 17 (Main Street) to the eastern town limits
- **Green Hill Street, JONE0018-P:** from 4th Street to US 17 (Main Street)
- **Hines Street, JONE0019-P:** from 2nd Street to US 17 (Main Street)
- **Pine Valley Drive, JONE0020-P:** from 4th Street to Green Hill Street
- **Pollack Street, JONE0021-P:** from 4th Street to US 17 (Main Street)
- **Trent Street, JONE0022-P:** from existing sidewalk at Pollocksville Elementary School to US 17 (Main Street)

Trenton:

- **NC 41/NC 58 (Jones Street), JONE0023-P:** from Jones County Government Complex Driveway to Pollock Street
- **NC 41, JONE0024-P:** NC 41/58 (Jones Street) to Old New Bern Road (SR 1322)
- **NC 58 (Market Street), JONE0025-P:** from existing sidewalks south of Lakeview Drive to the southern town limits
- **Cherry Street, JONE0026-P:** from Lakeview Drive to Trent Street
- **Colonial Street, JONE0027-P:** Monk Street to NC 41/58 (Jones Street)
- **Elementary School Lane, JONE0028-P:** from Old New Bern Road (SR 1322) to Trenton Elementary School
- **Jones Street, JONE0029-P:** from Weber Street to eastern town limits
- **King Street, JONE0030-P:** from Trent Street to end of road approximately 700' south of Lakeview Drive
- **Lakeview Drive, JONE0031-P:** from King Street to eastern town limits
- **Lower Street, JONE0032-P:** from Jones Street to Trent Street
- **Monk Street, JONE0033-P:** from Colonial Street to NC 41/58 (Jones Street)
- **Old New Bern Road (SR 1322), JONE0034-P:** from NC 41 to Jones Middle School
- **Pollock Street, JONE0035-P:** from NC 41/58 (Jones Street) to approximately 400' north
- **Trent Street, JONE0036-P:** from King Street to Lower Street

- **Weber Street, JONE0037-P:** from approximately 650' south of Lakeview Drive to NC 41/58 (Jones Street)

Sidewalks – Needs Improvement (Sidewalks needed on one side of a facility)

- **US 17 (Main Street), JONE0022-H:** from 9th Street to 7th Street, from 5th Street to 4th Street and from 1st Street to B Street (Maysville)
- **US 17 (Main Street), JONE0023-H:** from Bell Street to East Street (Pollocksville)
- **NC 41/58 (Main Street), JONE0038-P:** from Pollock Street to School Drive (Trenton)

Additionally, the following multi-use paths were recommended during the development of the CTP:

- **Maysville Proposed Greenway, JONE0001-M:** from US 17 to State Road (Unnamed)
- **Pollocksville Proposed Greenway, JONE0002-M:** from US 17 (Main Street) to Beaufort Road (SR 1004)

APPENDICES

Appendix A
Resources and Contacts

Local Planning Organization

Down East Rural Planning Organization *(www.eccog.org)*
Contact the RPO for information on long-range multi-modal planning services.
233 Middle Street, Ste. 300 New Bern, NC 28563 (252) 638-3185

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 directory:

1-877-DOT-4YOU (1-877-368-4968) *http://www.ncdot.gov/contact/*

Secretary of Transportation *(http://www.ncdot.org/about/leadership/secretary.html)*
1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2800

Board of Transportation *(http://www.ncdot.gov/about/board/)*
1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2820

Highway Division 2 *(https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx)*
105 Pactolus Hwy (NC 33) Greenville, NC 27835 (252) 439-2800

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

Contact the following NCDOT divisions and units[1] for:

Transportation Planning Branch (TPB)	*Information on long-range multi-modal planning services.* 1554 Mail Service Center Raleigh, NC 27699 (919) 707-0900
Strategic Planning Office	*Information concerning prioritization of transportation projects.* 1501 Mail Service Center Raleigh, NC 27699 (919) 707-4740
Project Development & Environmental Analysis (PDEA)	*Information on environmental studies for projects that are included in the TIP.* 1548 Mail Service Center Raleigh, NC 27699 (919) 707-6000
State Asset Management Unit	*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 (919) 707-2500

[1] Unit websites are hyperlinked and can also be accessed at *https://connect.ncdot.gov/Pages/default.aspx*.

Program Development Branch	*Information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).* 1542 Mail Service Center Raleigh, NC 27699 (919) 707-4610
Public Transportation Division	*Information on public transit systems.* 1550 Mail Service Center Raleigh, NC 27699 (919) 707-4670
Rail Division	*Rail information throughout the state.* 1553 Mail Service Center Raleigh, NC 27699 (919) 707-4700
Division of Bicycle and Pedestrian Transportation	*Bicycle and pedestrian transportation information throughout the state.* 1552 Mail Service Center Raleigh, NC 27699 (919) 707-2600
Structures Management Unit	*Information on bridge management throughout the state.* 1581 Mail Service Center Raleigh, NC 27699 (919) 707-6400
Roadway Design Unit	*Information regarding design plans and proposals for road and bridge projects throughout the state.* 1582 Mail Service Center Raleigh, NC 27699 (919) 707-6200
Transportation Mobility and Safety Division	*Information regarding crash data throughout the state.* 1561 Mail Service Center Raleigh, NC 27699 (919) 773-2800

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/cd

Appendix B
Comprehensive Transportation Plan Definitions

This appendix contains descriptive information and definitions for the designations depicted on the CTP maps shown in Figure 1.

Highway Map

The "NCDOT Facility Type –Control of Access Definitions" document provides a visual depiction of facility types for the following CTP classification.

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, operations, or system continuity. The improvement to the facility may be widening, increasing the level of access control along the facility, operational strategies (including but not limited to traffic control and enforcement, incident and emergency management, and deployment of Intelligent Transportation Systems (ITS) technologies), or a combination of improvements and strategies. *"Needs improvement" does not refer to the maintenance needs of existing facilities or the replacement or rehab of structures.*
- **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 higher-speed rail service (over 79 mph) is provided or a corridor that is officially designated by FRA to run higher speed trains in the future. There is currently one federally designated high-speed rail corridor in North Carolina - The Southeast High Speed Rail Corridor.
  - Recommended – Proposed corridor for higher speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Multimodal 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. (NOTE- intermodal refers to two or more modes that transfer the same cargo unit-like 40' shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes and in NC is used in public transit settings i.e. Charlotte Multimodal Station)
- **Park and Ride Lot** – A strategically located parking lot that provides commuters connections to transit or carpools.
- **Existing Grade Separation** – Locations where existing rail facilities 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 'Total Width (ft)' is the approximate width of the roadway from edge of pavement to edge of pavement and under 'Lane Width (ft)' is the approximate width of a single lane based on centerline/ edge line markings. Listed under 'Lanes' is the total number of lanes, with 'D' if the facility is divided, and 'OW' if it is a one-way facility.
- **Existing ROW:** The estimated existing right-of-way is based on NCDOT's 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 based on the 2000 Highway Capacity Manual using the Transportation Planning Branch's LOS D Standards for Systems Level Planning, as documented in Chapter 1.
- **Existing and Proposed Volumes**, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2040 Volume E+C' is an estimate of the volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2016 - 2025 Transportation Improvement Program (TIP). The '2040 Volume with CTP' is an estimate of the volume in 2040 with all proposed CTP improvements assumed to be in place. The '2040 Volume 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 volume estimates, refer to Chapter 1.
- **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 for the given mode 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.
- **Proposals for 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, P= pedestrian, and M= multi-use path).

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Proposals for Other Modes
R-2514B	US 17 Bypass	Onslow Co.	0.4 miles north of A St with US 17 Merge	Jones Co.	1.8	-	-	-	-	-	-	-	-	-	64700	4A	300	F	Sta	
R-2514C	US 17 Bypass	0.4 miles north of A St with US 17 Merge	~3.0 miles south of NC 58	Jones Co.	4.2	-	-	-	-	-	-	-	-	-	64700	4A	300	F	Sta	
R-2514C	US 17 Bypass	~3.0 miles south of NC 58	US 58	Jones Co.	2.1	-	-	-	-	-	-	-	-	-	64700	4A	300	F	Sta	
R-2514D	US 17 Bypass	US 58	Existing New Bern Bypass	Jones Co.	6	-	-	-	-	-	-	-	-	-	64700	4A	300	F	Sta	
R-2514D	US 17 Bypass	Existing New Bern Bypass	Craven Co.	Jones Co.	0.4	48	4D	12	300	70	64700	12200	15000	15000	64700	4A	300	F	Sta	
	US 17	Onslow Co.	Byrd Ln	Jones Co.	0.1	24	2	12	80	55	16400	11400	14500	17500	16400	ADQ	ADQ	Maj	Sta	
	US 17	Byrd Ln	NC 58	Maysville	0.3	48	3	16	80	35	12700	11400	14500	17500	12700	ADQ	ADQ	Maj	Sta	
	US 17/ NC 58	NC 58	White Oak River Rd (SR 1116)	Maysville	0.4	48	3	12	70	35	12700	12100	12800	13600	12700	ADQ	ADQ	Maj	Sta	
	US 17/ NC 58	White Oak River Rd (SR 1116)	A St	Maysville	0.5	48	3	12	70	35	12700	10300	12000	14400	12700	ADQ	ADQ	Maj	Sta	
R-2514B	US 17/ NC 58	A St	0.4 miles north of A St with US 17 Merge	Jones Co.	0.4	24	2	12	100	55	16400	12200	15000	17700	56100	4A	180	E	Sta	B
	US 17	~3.0 miles south of NC 58	NC 58	Jones Co.	2.1	24	2	12	100	55	16400	12200	15000	17700	16400	ADQ	ADQ	Maj	Sta	B
	US 17	NC 58	Beaufort Rd (SR 1004)	Pollocksville	0.4	54	3	12	110	35	12600	10200	11000	11900	12600	ADQ	ADQ	Maj	Sta	B
	US 17	Beaufort Rd (SR 1004)	Oak Grove Rd (SR 1121)	Jones Co.	1.5	38	3	12	100	55	16400	10200	12000	13900	16400	ADQ	ADQ	Maj	Sta	B
	US 17	Oak Grove Rd (SR 1121)	Ten Mile Fork Rd (SR 1002)	Jones Co.	2.2	24	2	12	100	55	16400	9600	12000	13900	16400	ADQ	ADQ	Maj	Sta	B
	US 17	Ten Mile Fork Rd (SR 1002)	US 17 Bypass	Jones Co.	1.1	24	2	12	100	55	16400	12200	13500	15000	16400	ADQ	ADQ	Maj	Sta	B
	US 17	US 17 Bypass	Craven Co.	Jones Co.	0.2	24	2	12	100	55	16400	12200	13500	15000	16400	ADQ	ADQ	Maj	Sta	B
JONE0022-H	US 17	Byrd Ln	US Bypass	Maysville	1.3	48	3	12	70	35	12700	12100	12100	13600	11100	2H	75	Maj	Sta	B
JONE0023-H	US 17	Beaufort Rd (SR 1004)	Bell St	Pollocksville	0.5	48	3	12	70	35	12700	10100	10100	11900	11100	2H	75	Maj	Sta	B

HIGHWAY																				
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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Proposals for Other Modes
FS-1202B	US 70 Bypass (New Bern Bypass)	Craven Co.	Craven Co.	Jones Co.	-	-	-	-	-	-	-	-	-	-	64700	4A	300	F	Sta	
R-2553	US 70	Lenoir Co.	Wyse Fork Rd (SR 1002)	Jones Co.	0.1	94	4D	12	180	55	56100	12200	15700	15700	64700	4A	300	F	Sta	
R-2553	US 70	Wyse Fork Rd (SR 1002)	Burkett Rd (SR 1313)	Jones Co.	2.8	94	4D	12	180	55	56100	11200	14500	14500	64700	4A	300	F	Sta	
R-2553	US 70	Burkett Rd (SR 1313)	Old US 17 Hwy	Jones Co.	0.5	94	4D	12	180	55	56100	11200	13600	13600	64700	4A	300	F	Sta	
	US 70	Old US Hwy 17	Craven Co.	Jones Co.	7	94	4D	12	180	70	64700	11200	13600	13600	64700	ADQ	ADQ	F	Sta	
R-2235	US 258	Onslow Co.	NC 41	Jones Co.	1.3	24	2	12	100	55	16400	4100	5300	5300	56100	4B	130-150	E	Sta	
R-2235	US 258	NC 41	Small Town Rd (SR 1150)	Jones Co.	1.9	24	2	12	100	55	16400	4300	5500	5500	56100	4B	130-150	E	Sta	
R-2235	US 258	Small Town Rd (SR 1150)	Lenoir Co.	Jones Co.	1.4	24	2	12	100	55	16400	4200	5200	5200	56100	4B	130-150	E	Sta	
	NC 41	Duplin Co.	Watering Pond Rd (SR 1146)	Jones Co.	1.3	34	2	12	100	55	16400	1200	1500	1500	16400	ADQ	ADQ	Maj	Reg	
	NC 41	Watering Pond Rd (SR 1146)	US 258	Jones Co.	2.1	34	2	12	100	55	16400	1300	1700	1700	16400	ADQ	ADQ	Maj	Reg	
	NC 41	US 258	Weyerhaeuser Rd (SR 1142)	Jones Co.	2.8	34	2	12	100	55	16400	1100	1500	1500	16400	ADQ	ADQ	Maj	Reg	
	NC 41	Weyerhaeuser Rd (SR 1142)	Huffman Town Rd (SR 1140)	Jones Co.	1.3	34	2	12	100	55	16400	1400	1900	1900	16400	ADQ	ADQ	Maj	Reg	
	NC 41	Huffman Town Rd (SR 1140)	Shivar Ln (SR 1136)	Jones Co.	2.0	34	2	12	100	55	16400	1400	1900	1900	16400	ADQ	ADQ	Maj	Reg	
	NC 41	Shivar Ln (SR 1136)	Railroad St (SR 1173)	Jones Co.	1.3	34	2	12	60	45	14600	1400	1900	1900	14600	ADQ	ADQ	Maj	Reg	
	NC 41	Railroad St (SR 1173)	Richlands Rd (SR 1003)	Jones Co.	0.6	34	2	12	60	45	14600	1400	1900	1900	14600	ADQ	ADQ	Maj	Reg	
	NC 41	Richlands Rd (SR 1003)	White Oak River Rd (SR 1116)	Jones Co.	2.5	34	2	12	60	55	16400	2000	2500	2500	16400	ADQ	ADQ	Maj	Reg	
	NC 41	White Oak River Rd (SR 1116)	Chinquapin Chapel Rd (SR 1129)	Jones Co.	2.1	34	2	12	60	55	16400	2000	2500	2500	16400	ADQ	ADQ	Maj	Reg	
	NC 41	Chinquapin Chapel Rd (SR 1129)	Greentown Rd (SR 1124)	Jones Co.	2.5	34	2	12	60	55	16400	2000	2500	2500	16400	ADQ	ADQ	Maj	Reg	
	NC 41	Greentown Rd (SR 1124)	NC 58	Jones Co.	0.7	34	2	12	60	55	16400	1300	1500	1500	16400	ADQ	ADQ	Maj	Reg	

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	NC 41/ NC 58	NC 58	Greentown Rd (SR 1124)	Jones Co.	1.7	24	2	12	100	55	16400	4000	4800	4800	16400	ADQ	ADQ	Maj	Reg	B
	NC 41/ NC 58	Greentown Rd (SR 1124)	Industrial Park Dr	Jones Co.	0.3	24	2	12	100	55	16400	6100	8100	8100	16400	ADQ	ADQ	Maj	Reg	B
	NC 41/ NC 58	Industrial Park Dr	Monk St	Trenton	0.4	36	3	12	60	35	12600	6000	8000	8000	12600	ADQ	ADQ	Maj	Reg	B
	NC 41 (Main St)	Monk St	Jones St	Trenton	0.5	42	2	21	60	25	11000	6800	8800	8800	11000	ADQ	ADQ	Maj	Reg	B
	NC 41 (Weber St)	Jones St	Trent St	Trenton	0.1	22	2	11	60	35	12200	3700	4800	4800	12200	ADQ	ADQ	Maj	Reg	
	NC 41	Trent St	Old New Bern Rd (SR 1322)	Trenton	0.2	22	2	11	60	35	12200	2900	4000	4000	12200	ADQ	ADQ	Maj	Reg	B
	NC 41	Old New Bern Rd (SR 1322)	Henderson Rd (SR 1319)	Trenton	0.3	34	2	12	60	35	12600	2900	4000	4000	12600	ADQ	ADQ	Maj	Reg	B
	NC 41	Henderson Rd (SR 1319)	Wyse Fork Rd (SR 1002)	Jones Co.	2.0	34	2	12	60	45	14600	2300	3200	3200	14600	ADQ	ADQ	Maj	Reg	B
	NC 41	Wyse Fork Rd (SR 1002)	Craven Co.	Jones Co.	3.7	34	2	12	60	55	16400	2500	3500	3500	16400	ADQ	ADQ	Maj	Reg	B
	NC 58	Lenoir Co.	Middle Rd (SR 1300)	Jones Co.	0.4	24	2	12	60	55	16400	3000	3500	3500	16400	ADQ	ADQ	Maj	Reg	
	NC 58	Middle Rd (SR 1300)	Burney Town Rd (SR 1156)	Jones Co.	0.2	24	2	12	100	55	16400	3000	3500	3500	16400	ADQ	ADQ	Maj	Reg	
	NC 58	Burney Town Rd (SR 1156)	Guinea Town Rd (SR 1157)	Jones Co.	1.2	24	2	12	100	55	16400	2700	2900	2900	16400	ADQ	ADQ	Maj	Reg	
	NC 58	Guinea Town Rd (SR 1157)	Chinquapin Chapel Rd (SR 1129)	Jones Co.	4.5	24	2	12	100	55	16400	2600	3100	3100	16400	ADQ	ADQ	Maj	Reg	
	NC 58	Chinquapin Chapel Rd (SR 1129)	NC 41	Jones Co.	2.9	24	2	12	100	55	16400	2600	2900	2900	16400	ADQ	ADQ	Maj	Reg	
	NC 58 (Market St)	NC 58	Lakeview Dr	Trenton	0.1	44	2	12	60	35	12600	2600	2900	2900	12600	ADQ	ADQ	Maj	Reg	B
	NC 58	Lakeview Dr	Mayfield Rd (SR 1165)	Trenton	0.4	24	2	12	120	45	13800	4100	4600	4600	13800	ADQ	ADQ	Maj	Reg	B
	NC 58	Mayfield Rd (SR 1165)	Oliver Cross Rd (SR 1121)	Jones Co.	4.5	24	2	12	120	55	16400	3900	4500	4500	16400	ADQ	ADQ	Maj	Reg	B
	NC 58	Oliver Cross Rd (SR 1121)	Davis Field Rd (SR 1119)	Jones Co.	2.0	24	2	12	120	55	16400	3200	3700	3700	16400	ADQ	ADQ	Maj	Reg	B
	NC 58	Davis Field Rd (SR 1119)	Goshen Ln (SR 1338)	Jones Co.	1.7	24	2	12	120	55	16400	2300	3000	3000	16400	ADQ	ADQ	Maj	Reg	B
	NC 58	Goshen Ln (SR 1338)	US 17	Pollocksville	1.0	42	2	12	80	35	12600	2300	3000	3000	12600	ADQ	ADQ	Maj	Reg	B
	NC 58 (8th St)	US 17	Emanuel Ln	Maysville	0.7	24	2	12	80	35	12600	3700	4000	4000	12600	ADQ	ADQ	Maj	Reg	B

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	NC 58	Emanuel Ln	Catfish Lake Rd (SR 1105)	Jones Co.	1.5	24	2	12	130	55	16400	3700	4000	4000	16400	ADQ	ADQ	Maj	Reg	B
	NC 58	Catfish Lake Rd (SR 1105)	Carteret Co.	Jones Co.	7.1	24	2	12	130	55	16400	2800	3100	3100	16400	ADQ	ADQ	Maj	Reg	B
JONE0001-H	Beaufort Rd (SR 1004)	US 17	Mill Creek Rd (SR 1110)	Pollocksville	0.7	20	2	10	60	35	10300	2300	3700	3700	11000	2E	60	Min	Sub	B
JONE0002-H	British Rd (SR 1310)	Lenoir Co.	Caswell Station Rd (SR 1309)	Jones Co.	0.1	18	2	9	-	45	13100	800	1600	1600	14600	2B	60	Min	Sub	
JONE0002-H	British Rd (SR 1310)	Caswell Station Rd (SR 1309)	Craven Co.	Jones Co.	0.7	18	2	9	-	45	13100	800	1600	1600	14600	2B	60	Min	Sub	
JONE0003-H	Burkett Rd (SR 1313)	Wyse Fork Rd (SR 1002)	US 70	Jones Co.	2.7	18	2	9	-	55	14800	400	500	500	16400	2A	60	Min	Sub	
JONE0004-H	Burney Town Rd (SR 1156)	Pleasant Hill Rd (SR 1130)	Fordham Rd (SR 1155)	Jones Co.	3.6	18	2	9	-	55	14800	200	400	400	16400	2A	60	Min	Sub	
JONE0004-H	Burney Town Rd (SR 1156)	Fordham Rd (SR 1155)	NC 58	Jones Co.	3.1	18	2	9	-	55	14800	200	400	400	16400	2A	60	Min	Sub	
JONE0005-H	Caswell Station Rd (SR 1309)	Craven Co.	British Rd (SR 1310)	Jones Co.	0.6	22	2	11	-	55	15900	300	400	400	16400	2A	60	Min	Sub	
JONE0005-H	Caswell Station Rd (SR 1309)	British Rd (SR 1310)	US 70	Jones Co.	0.9	22	2	11	-	55	15900	500	600	600	16400	2A	60	Min	Sub	
JONE0006-H	Catfish Lake Rd (SR 1105)	Craven Co.	NC 58	Jones Co.	6.1	20	2	10	-	55	12700	400	600	600	16400	2A	60	Min	Sub	
JONE0007-H	Chinquapin Chapel Rd (SR 1129)	NC 58	Pleasant Hill Rd (SR 1130)	Jones Co.	1.6	18	2	9	-	55	14800	700	800	800	16400	2A	60	Min	Sub	
JONE0007-H	Chinquapin Chapel Rd (SR 1129)	Pleasant Hill Rd (SR 1130)	NC 41	Jones Co.	1.6	18	2	9	-	55	14800	600	800	800	16400	2A	60	Min	Sub	
JONE0008-H	Davis Field Rd (SR 1119)	Olivers Cross Rd (SR 1121)	Pole Pocosin Rd (SR 1115)	Jones Co.	3.1	20	2	10	-	55	15300	400	600	600	16400	2A	60	Min	Sub	
JONE0008-H	Davis Field Rd (SR 1119)	Pole Pocosin Rd (SR 1115)	NC 58	Jones Co.	0.5	20	2	10	-	55	15300	1200	2200	2200	16400	2A	60	Min	Sub	B

HIGHWAY																				
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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Fordham Rd (SR 1155)	Vine Swamp Rd (SR 1153)	Burney Town Rd (SR 1156)	Jones Co.	1.5	20	2	10	70	55	15300	100	200	200	15300	ADQ	ADQ	Min	Sub	
	Greentown Rd (SR 1124)	NC 41	Franks Field Rd (SR 1123)	Jones Co.	1.4	22	2	11	-	55	15900	800	1000	1000	15900	ADQ	ADQ	Min	Sub	
	Greentown Rd (SR 1124)	Franks Field Rd (SR 1123)	NC 58	Jones Co.	0.7	22	2	11	-	45	14100	1200	1500	1500	14100	ADQ	ADQ	Min	Sub	
	Guinea Town Rd (SR 1157)	NC 58	Pleasant Hill Rd (SR 1130)	Jones Co.	4.2	18	2	9	70	55	14800	300	400	400	14800	ADQ	ADQ	Min	Sub	
	Henderson Rd (SR 1319)	Wyse Fork Rd (SR 1002)	NC 41	Jones Co.	2.6	22	2	11	60	55	15900	400	600	600	15900	ADQ	ADQ	Min	Sub	
JONE0024-H	Huffman Town Rd (SR 1140)	Onslow Co.	NC 41	Jones Co.	2.3	20	2	10	-	55	15300	500	600	600	16400	2A	2A	Min	Sub	
JONE0009-H	Island Creek Rd (SR 1004)	Mill Creek Rd (SR 1110)	Craven Co.	Jones Co.	7.1	20	2	10	-	55	12000	2100	3600	3600	12700	2A	60	Min	Sub	B
JONE0010-H	Lee's Chapel Rd (SR 1114)	Pole Pocosin Rd (SR 1115)	US 17	Jones Co.	2.4	18	2	9	-	55	14800	300	400	400	16400	2A	60	Min	Sub	
JONE0011-H	Middle Rd (SR 1300)	NC 58	NC 41/ NC 58	Jones Co.	9.4	18	2	9	-	55	14800	300	500	500	16400	2A	60	Min	Sub	
	Oak Grove Rd (SR 1121)	NC 58	US 17	Jones Co.	5.6	20	2	10	-	55	15300	1000	1600	1600	15300	ADQ	ADQ	Min	Sub	B
	Old New Bern Rd (SR 1322)	NC 41	Ten Mile Fork Rd (SR 1002)	Jones Co.	2.1	20	2	10	-	50	13600	1600	2000	2000	13600	ADQ	ADQ	Min	Sub	B
JONE0012-H	Olivers Cross Rd (SR 1121)	Onslow Co.	White Oak River Rd (SR 1116)	Jones Co.	1.7	18	Dirt	9	-	-	-	-	-	-	16400	2A	60	Min	Sub	
JONE0012-H	Olivers Cross Rd (SR 1121)	White Oak River Rd (SR 1116)	Davis Field Rd (SR 1119)	Jones Co.	6.5	18	Dirt	9	-	-	-	-	-	-	16400	2A	60	Min	Sub	
JONE0012-H	Olivers Cross Rd (SR 1121)	Davis Field Rd (SR 1119)	NC 58	Jones Co.	0.8	20	2	10	-	55	15300	400	600	600	16400	2A	60	Min	Sub	
	Pleasant Hill Rd (SR 1130)	Lenoir Co.	Vine Swamp Rd (SR 1153)	Jones Co.	0.2	20	2	10	60	55	15300	800	1100	1100	15300	ADQ	ADQ	Min	Sub	

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Pleasant Hill Rd (SR 1130)	Vine Swamp Rd (SR 1153)	Small Town Rd (SR 1150)	Jones Co.	0.6	20	2	10	-	55	15300	800	1100	1100	15300	ADQ	ADQ	Min	Sub	
JONE0013-H	Pleasant Hill Rd (SR 1130)	Small Town Rd (SR 1150)	Weyerhaeuser Rd (SR 1142)	Jones Co.	0.5	18	2	9	-	55	14800	600	700	700	16400	ADQ	ADQ	Min	Sub	
JONE0013-H	Pleasant Hill Rd (SR 1130)	Weyerhaeuser Rd (SR 1142)	Burney Town Rd (SR 1156)	Jones Co.	1.9	18	2	9	-	55	14800	400	500	500	16400	2A	60	Min	Sub	
JONE0013-H	Pleasant Hill Rd (SR 1130)	Burney Town Rd (SR 1156)	Guinea Town Rd (SR 1157)	Jones Co.	2.5	18	2	9	-	55	14800	300	500	500	16400	2A	60	Min	Sub	
JONE0013-H	Pleasant Hill Rd (SR 1130)	Guinea Town Rd (SR 1157)	Chinquapin Chapel Rd (SR 1129)	Jones Co.	3.2	18	2	9	-	55	14800	400	700	700	16400	2A	60	Min	Sub	
JONE0014-H	Pole Pocosin Rd (SR 1115)	White Oak River Rd (SR 1116)	Davis Field Rd (SR 1119)	Jones Co.	4.1	20	2	10	-	55	15300	1300	2000	2000	16400	2A	60	Min	Sub	B
	Richlands Rd (SR 1003)	Onslow Co.	NC 41	Jones Co.	2.8	20	2	10	100	55	15300	1100	1300	1300	15300	ADQ	ADQ	Min	Sub	
JONE0015-H	Scott Rd (SR 1333)	Oak Grove Rd (SR 1121)	Ten Mile Fork Rd (SR 1002)	Jones Co.	1.1	18	2	9	-	45	13100	900	1400	1400	14600	2B	60	Min	Sub	
	Shivar Ln (SR 1136)	Onslow Co.	NC 41	Jones Co.	1.9	18	2	9	-	55	14800	500	600	600	14800	ADQ	ADQ	Min	Sub	
JONE0016-H	Silo Rd (SR 1306)	Lenoir Co.	Wyse Fork Rd (SR 1002)	Jones Co.	1.3	18	2	9	-	45	13100	200	300	300	14600	2B	60	Min	Sub	B
JONE0017-H	Small Town Rd (SR 1150)	Pleasant Hill Rd (SR 1130)	US 258	Jones Co.	3.7	18	2	9	60	55	14800	600	1100	1100	16400	2A	60	Min	Sub	
JONE0018-H	Ten Mile Fork Rd (SR 1002)	NC 41	Old New Bern Rd (SR 1322)	Jones Co.	1.8	20	2	10	-	55	15300	700	1000	1000	16400	2A	60	Min	Sub	
JONE0018-H	Ten Mile Fork Rd (SR 1002)	Old New Bern Rd (SR 1322)	US 17	Jones Co.	7.3	20	2	10	60	55	15300	1500	1800	1800	16400	2A	60	Min	Sub	B
	Vine Swamp Rd (SR 1153)	Pleasant Hill Rd (SR 1130)	Fordham Rd (SR 1155)	Jones Co.	1.7	20	2	10	-	55	15300	800	1100	1100	15300	ADQ	ADQ	Min	Sub	
JONE0019-H	Watering Pond Rd (SR 1146)	NC 41	Lenoir Co.	Jones Co.	3.4	18	2	9	60	55	14800	300	500	500	16400	2A	60	Min	Sub	

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Weber St	Jones St	Old New Bern Rd (SR 1322)	Trenton	0.3	22	2	11	60	35	12200	3700	4800	4800	12200	ADQ	ADQ	Min	Sub	
	Weyerhaeuser Rd (SR 1142)	NC 41	Pleasant Hill Rd (SR 1130)	Jones Co.	3.4	20	2	10	-	55	15300	500	700	700	15300	ADQ	ADQ	Min	Sub	
JONE0020-H	White Oak River Rd (SR 1116)	NC 41	Olivers Cross Rd (SR 1121)	Jones Co.	6.8	18	DIRT	9	-	-	-	-	-	-	-	2A	60	Min	Sub	
JONE0020-H	White Oak River Rd (SR 1116)	Olivers Cross Rd (SR 1121)	Pole Pocosin Rd (SR 1115)	Jones Co.	8.4	18	2	9	-	55	14800	600	1000	1000	16400	2A	60	Min	Sub	
JONE0020-H	White Oak River Rd (SR 1116)	Pole Pocosin Rd (SR 1115)	Maysville City Limit	Jones Co.	3	18	2	9	-	50	13100	1100	1400	1400	16400	2A	60	Min	Sub	B
JONE0020-H	White Oak River Rd (SR 1116)	Maysville City Limit	NC 17	Jones Co.	0.3	20	2	10	-	35	10300	1600	2400	2400	14600	2B	60	Min	Sub	B
JONE0021-H	Wyse Fork Rd (SR 1002)	US 70	Burkett Rd (SR 1313)	Jones Co.	2.4	18	2	9	-	55	14800	1200	1600	1600	14800	2A	60	Min	Sub	
JONE0021-H	Wyse Fork Rd (SR 1002)	Burkett Rd (SR 1313)	Henderson Rd (SR 1319)	Jones Co.	9.8	20	2	10	-	55	15300	600	800	800	15300	2A	60	Min	Sub	
JONE0021-H	Wyse Fork Rd (SR 1002)	Henderson Rd (SR 1319)	NC 41	Jones Co.	1.5	20	2	10	-	55	15300	700	900	900	15300	2A	60	Min	Sub	

BICYCLE AND PEDESTRIAN [1]

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section				Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Modes
JONE0001-B	US 17 / Bike Route 3	Onslow County - Byrd Ln	0.2	24	2	Bicycle	2A	
JONE0022-H	US 17 / Bike Route 3	Byrd Ln - US 17 Bypass	1.3	36	2	Bicycle	2H	H
R-2514	US 17 / Bike Route 3	US 17 Bypass - South of Lee's Chapel Rd (SR 1114)	4.2	24	2	Bicycle	2A	
JONE0002-B	US 17	South of Lee's Chapel Rd (SR 1114) - NC 58	1.9	24	2	Bicycle	2A	
JONE0003-B	US 17	NC 58 - Beaufort Rd (SR 1004)	0.4	36	3	Bicycle	3A	
JONE0023-H	US 17	Beaufort Rd (SR 1004) - East St	0.4	36	3	Bicycle	2H	H
JONE0004-B	US 17	East St - Craven County	4.8	24	2	Bicycle	2A	
JONE0005-B	NC 41 / NC 58	Middle Rd (SR 1300) - NC 58 (Market St)	2.9	36	2	Bicycle	3B	
JONE0006-B	NC 41	Old New Bern Rd (SR 1322) - Craven County	5.8	24	2	Bicycle	2A	
JONE0007-B	NC 58	Jones St - US 17	9.7	24	2	Bicycle	2A	
JONE0008-B	NC 58	US 17 (Main St) - Carteret County	9.3	24	2	Bicycle	2A	
JONE0001-H	Beaufort Rd (SR 1004) / Bike Route 3	US 17 - Mill Creek Rd (SR 1110)	0.7	20	2	Bicycle	2A	H
JONE0008-H	Davis Field Rd (SR 1119) / Bike Route 3	Pole Pocosin Rd (SR 1115) - NC 58	0.5	20	2	Bicycle	2A	H
JONE0009-B	Goshen Rd (SR 1337)	NC 58 - Pollack St	2.2	20	2	Bicycle	2A	
JONE0009-H	Island Creek Rd (SR 1004) / Bike Route 3	Mill Creek Rd (SR 1110) - Craven County	7.1	20	2	Bicycle	2A	H
JONE0010-B	Oak Grove Rd (SR 1121)	NC 58 - US 17	5.6	20	2	Bicycle	2A	
JONE0011-B	Old New Bern Rd (SR 1322)	Weber St - Ten Mile Fork Rd (SR 1002)	2.1	20	2	Bicycle	2A	
JONE0014-H	Pole Pocosin Rd (SR 1115) / Bike Route 3	White Oak River Rd (SR 1116) - Davis Field Rd (SR 1119)	4.1	20	2	Bicycle	2A	H
JONE0012-B	Pollack St	Goshen Rd (SR 1337) - US 17 (Main St)	0.3	20	2	Bicycle	2F	
JONE0015-H	Scott Rd (SR 1333)	Oak Grove Rd (SR 1121) - Ten Mile Fork Rd (SR 1002)	1.1	18	2	Bicycle	2A	H
JONE0018-H	Ten Mile Fork Rd (SR 1002)	Old New Bern Rd (SR 1322) - US 17	1.6	20	2	Bicycle	2A	H
JONE0013-B	Weber St	Jones St - Old New Bern Rd (SR 1332)	0.3	22	2	Bicycle	2B	
JONE0020-H	White Oak River Rd (SR 1116) / Bike Route 3	Pole Pocosin Rd (SR 1115) - US 17	3.3	18	2	Bicycle	2A	H
	British Rd (SR 1310)/ Rte 40/ County Loop	Lenoir County - Wyse Fork Rd (SR 1002)	0.3	18	2			
	Caswell Station Rd (SR 1309)/ Rte 40/ County Loop	Wyse Fork Rd (SR 1002) - Craven County	0.9	22	2			
	Silo Rd (SR 1306)/ Bike Route 7	Lenoir County - Wyse Fork Rd (SR 1002)	1.3	18	2			
	Wyse Fork Rd (SR 1002)/ Bike Route 7	Silo Rd (SR 1306) - Burkett Rd (SR 1313)	1	20	2			
	Burkett Rd (SR 1313)/ Bike Route 7	Wyse Fork Rd (SR 1002) - US 70	2.8	18	2			
	US 70/ Bike Route 7	US 70 - Craven County	0.5	94D	4			

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of St	Type	Side of St	Modes
	Town of Maysville							
JONE0022-H	US 17 (Main St)	Byrd Lane - 9th St	0.3			Sidewalk	Both	B
JONE0022-H	US 17 (Main St)	4th St - 1st St	0.2			Sidewalk	Both	B
JONE0022-H	US 17 (Main St)	B St - Northern town limits	0.2			Sidewalk	Both	B
JONE0022-H	US 17 (Main St)	9th St - 8th St	0.1	Sidewalk	West	Sidewalk	East	B
JONE0022-H	US 17 (Main St)	8th St - 7th St	0.1	Sidewalk	East	Sidewalk	West	B
JONE0022-H	US 17 (Main St)	5th St - 4th St	0.1	Sidewalk	West	Sidewalk	East	B
JONE0022-H	US 17 (Main St)	1st St - B St	0.1	Sidewalk	East	Sidewalk	West	B
JONE0022-H	US 17 (Main St)	7th St - 6th St	0.1	Sidewalk	Both			B
JONE0022-H	US 17 (Main St)	6th St - 5th St	0.1	Sidewalk	Both			B
JONE0001-P	1st St	US 17 - Maple Ave	0.3			Sidewalk	Both	
JONE0002-P	3rd St	Jenkins Ave - Maple Ave	0.3			Sidewalk	Both	
	5th St	US 17 - Mattocks Ave	0.1	Sidewalk	North			
JONE0003-P	5th St	Mattocks Ave - Maple Ave	0.2			Sidewalk	Both	
JONE0004-P	6th St	Bynum Ave - Foye Ave	0.1			Sidewalk	Both	
	6th St	Maysville Elementary School driveway - US 17	0.3	Sidewalk	North			
	7th St	US 17 - Bynum Ave	0.2	Sidewalk	South			
JONE0005-P	8th St	Laroque Ave - Longview Ln	0.8			Sidewalk	Both	B
JONE0006-P	10th St	Jenkins Ave - Bell Ave	0.3			Sidewalk	Both	
JONE0007-P	A St	Koonce St - Jenkins Ave	0.1			Sidewalk	Both	
JONE0008-P	B St	Koonce St - US 17	0.1			Sidewalk	Both	
JONE0009-P	Bell Ave	10th St - NC 58 (8th St)	0.1			Sidewalk	Both	
	Bynum Ave	8th St - Existing sidewalk	0.1	Sidewalk	East			
JONE0010-P	Bynum Ave	Existing sidewalk - 6th St	0.1			Sidewalk	Both	
JONE0011-P	Foye Ave	10th St - 6th St	0.3	Sidewalk	West	Sidewalk	Both	
JONE0012-P	Jenkins Ave	10th St - A St	0.9			Sidewalk	Both	
JONE0013-P	Maple Ave	NC 58 (8th St) - 1st St	0.6			Sidewalk	Both	
JONE0014-P	Mattocks Ave	NC 58 (8th St) - 1st St	0.6			Sidewalk	Both	
	Town of Pollocksville							
JONE0015-P	US 17 (Main St)	Hines St - Beaufort Rd (SR 1322)	0.1			Sidewalk	Both	B
JONE0023-H	US 17 (Main St)	Beaufort Rd (SR 1322) - Bell St	0.3			Sidewalk	Both	
JONE0023-H	US 17 (Main St)	Bell St - East St	0.1	Sidewalk	West	Sidewalk	Both	
	US 17 (Main St)	East St - End of Bridge	0.1	Sidewalk	West			
JONE0016-P	2nd St	Hines St - Green Hill St	0.2			Sidewalk	Both	
JONE0017-P	4th St	Green Hill St - Pollack St	0.2			Sidewalk	Both	
JONE0001-H	Beaufort Rd (SR 1004)	US 17 (Main St) - Eastern town limits	0.5			Sidewalk	Both	B
JONE0018-P	Green Hill St	4th St - US 17 (Main St)	0.2			Sidewalk	Both	
JONE0019-P	Hines St	2nd St - US 17 (Main St)	0.1			Sidewalk	Both	
	Oliver St	2nd St - Culdesac	0.2	Sidewalk	Both			
JONE0020-P	Pine Valley Dr	4th St - Green Hill St	0.2			Sidewalk	Both	
JONE0022-P	Trent St	Existing sidewalk at Pollocksville Elementary School - NC 17 (Main St)	0.1			Sidewalk	Both	

	Town of Trenton							
JONE0023-P	NC 41 / NC 58 (Jones St)	Jones County Government Complex Driveway - Pollock St	0.2			Sidewalk	Both	
	NC 41 / NC 58 (Jones St)	School Dr - NC 58 (Market St)	0.3	Sidewalk	Both			
	NC 41 (Jones St)	NC 58 (Market St) - NC 41 (Weber St)	0.1	Sidewalk	Both			
JONE0024-P	NC 41	NC 41 / NC 58 (Jones St) - Old New Bern Rd (SR 1322)	0.3			Sidewalk	Both	
	NC 58 (Market St)	NC 41 / NC 58 (Jones St) - Existing sidewalk	0.3	Sidewalk	Both			
JONE0025-P	NC 58 (Market St)	Existing sidewalks south of Lakeview Dr - Southern town limits	0.1			Sidewalk	Both	
JONE0026-P	Cherry St	Lakeview Dr - Trent St	0.2			Sidewalk	Both	
JONE0027-P	Colonial St	Monk St - NC 41/ 58 (Jones St)	0.1			Sidewalk	Both	
JONE0028-P	Elementary School Ln	Old New Bern Rd (SR 1322) - Trenton Elementary School	0.2			Sidewalk	Both	
JONE0029-P	Jones St	Weber St - Eastern town limits	0.2			Sidewalk	Both	
JONE0030-P	King St	Trent St - end of road approximately 700' south of Lakeview Dr	0.3			Sidewalk	Both	
JONE0031-P	Lakeview Dr	King St - Eastern town limits	0.2			Sidewalk	Both	
JONE0032-P	Lower St	Jones St - Trent St	0.1			Sidewalk	Both	
	Market St	NC 41 / NC 58 (Main St) - Trent St	0.1	Sidewalk	West			
JONE0033-P	Monk St	Colonial St - NC 41/58 (Jones St)	0.2			Sidewalk	Both	
JONE0034-P	Old New Bern Rd (SR 1322)	NC 41 - Jones Middle School	0.1			Sidewalk	Both	
JONE0035-P	Pollock St	NC 41/ 58 (Jones St) - approximately 400' north	0.1			Sidewalk	Both	
	School Dr	U-turn - NC 41/ 58 (Jones St)	0.1	Sidewalk	West			
JONE0036-P	Trent St	King St - Lower St	0.5			Sidewalk	Both	
JONE0037-P	Weber St	Approximately 650' south of Lakeview Dr - NC 41/ 58 (Jones St)	0.3			Sidewalk	Both	
JONE0038-P	NC 41/ NC 58 (Jones St)	Pollock St - School Dr	0.2	Sidewalk	North	Sidewalk	Both	

MULTI-USE PATH								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Side of St	Cross-Section	Side of St	Cross-Section	Modes
JONE0001-M	Greenway	1st St - State Rd (Unnamed)	0.4				M B	
JONE0002-M	Greenway	US 17 (Main St) - Beaufort Rd (SR 1004)	0.5				M B	

[1] Only major routes and proposals are shown here. For further documentation of bicycle and pedestrian facilities and proposals, refer to the 2014 Croatan Regional Bicycle + Trails Plan.

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 comprehensive planning and design "typical" highway cross sections, as depicted on the following pages, were updated on May 5, 2014 in response to the Strategic Transportation Investments[1] (STI) law (House Bill 817) and are also consistent with SPOTOn!ine (used for project prioritization[2]), NCDOT's GIS-based web application for providing automated, near real-time prioritization scores and project costs. This guidance establishes design elements that emphasize safety, mobility, complete streets[3], and accessibility for multiple modes of travel. These "typical" highway cross sections should be used as 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[4] (NEPA) documentation and through final design preparation.

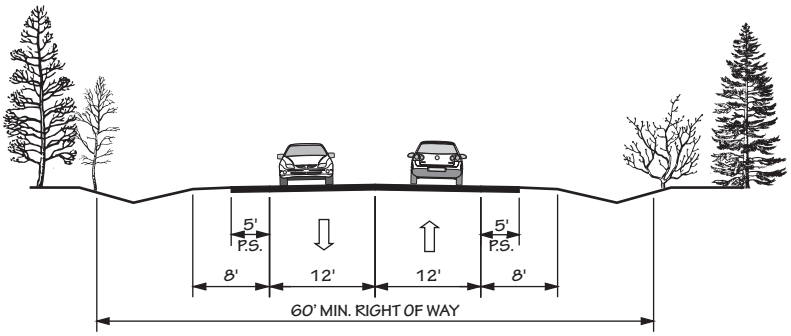
On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following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

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

[1] *For more information on STI, go to:* http://www.ncdot.gov/strategictransportationinvestments/.
[2] *For more information on prioritization, go to:* https://connect.ncdot.gov/projects/planning/Pages/StrategicPrioritization.aspx.
[3] *For more information on Complete Streets, go to:* http://www.completestreetsnc.org/.
[4] *For more information on NEPA, go to:* http://ceq.hss.doe.gov/.

FIGURE 7
"TYPICAL" HIGHWAY CROSS SECTIONS

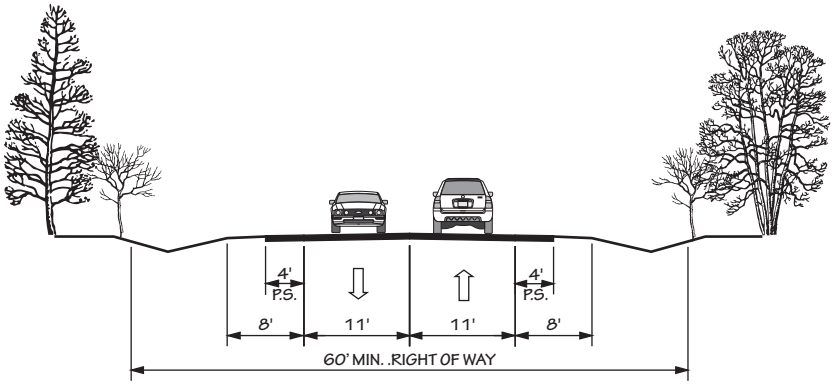
2A



2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 55 MPH

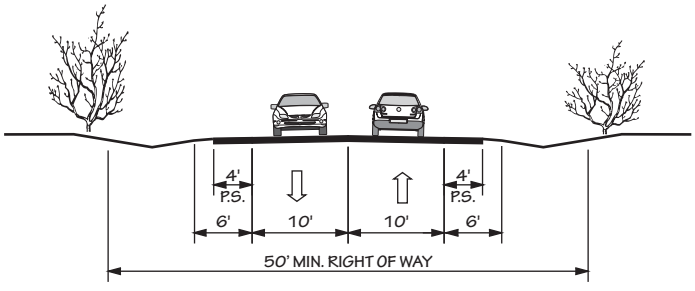
2B



2 LANES UNDIVIDED

POSTED SPEED 45 MPH OR LESS

2C



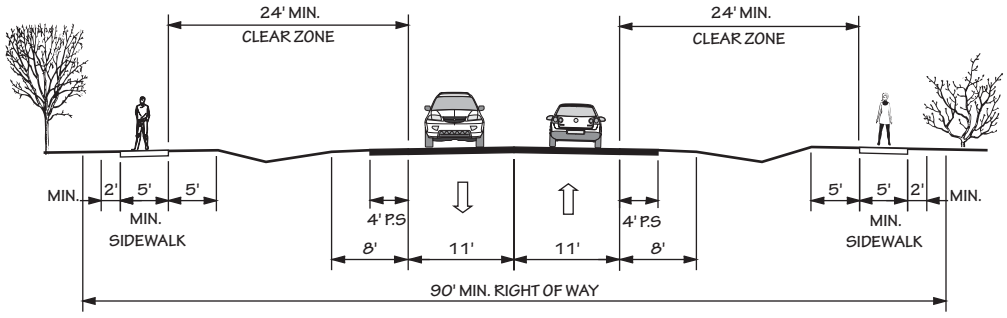
2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 25 - 35 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

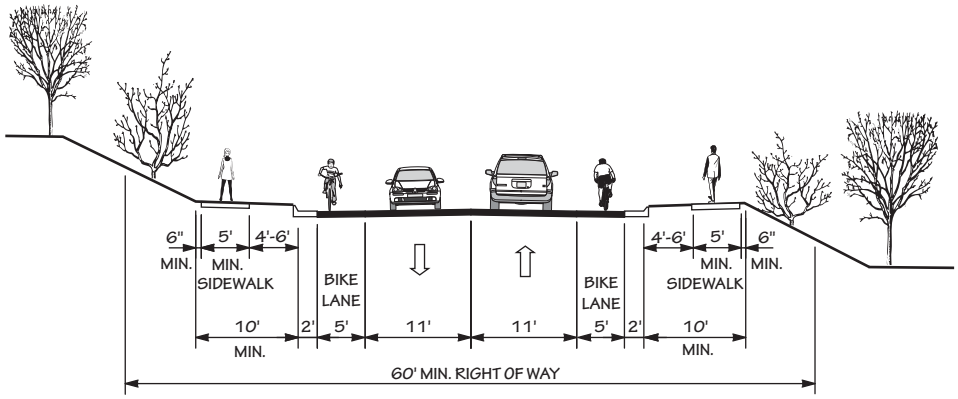
2D



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 25-45 MPH

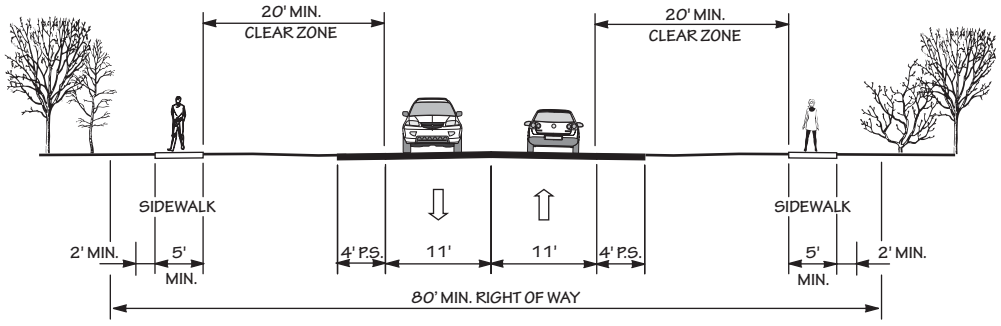
2E



2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

2F



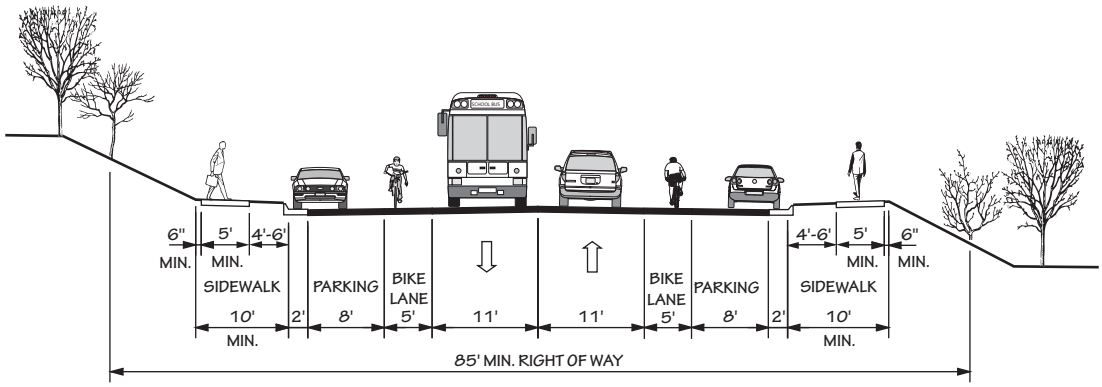
2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CAMA COUNTIES

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

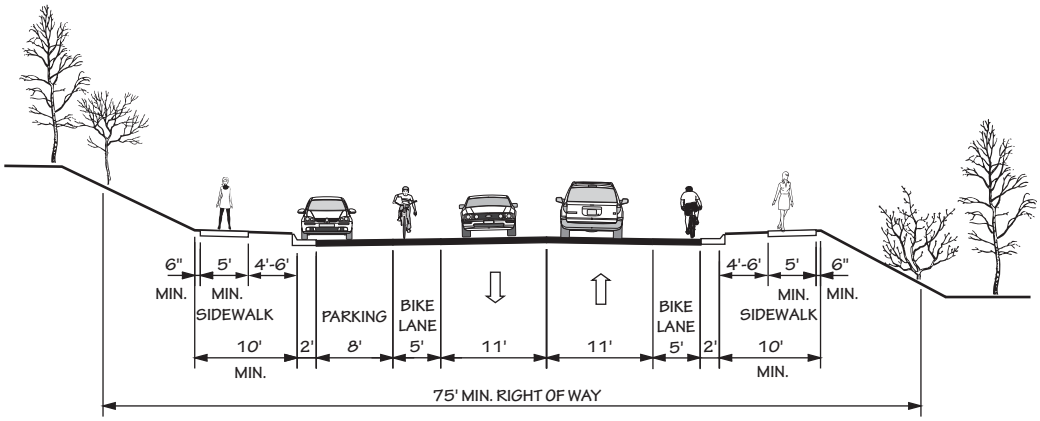
2G



2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING BOTH SIDES, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

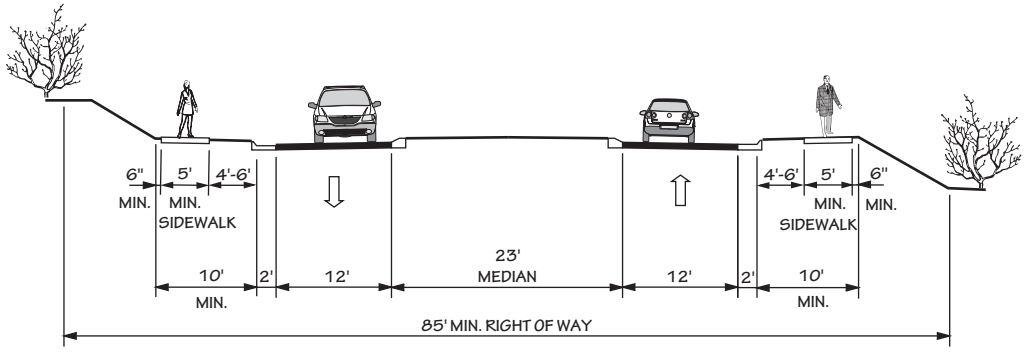
2H



2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING ONE SIDE, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

2I



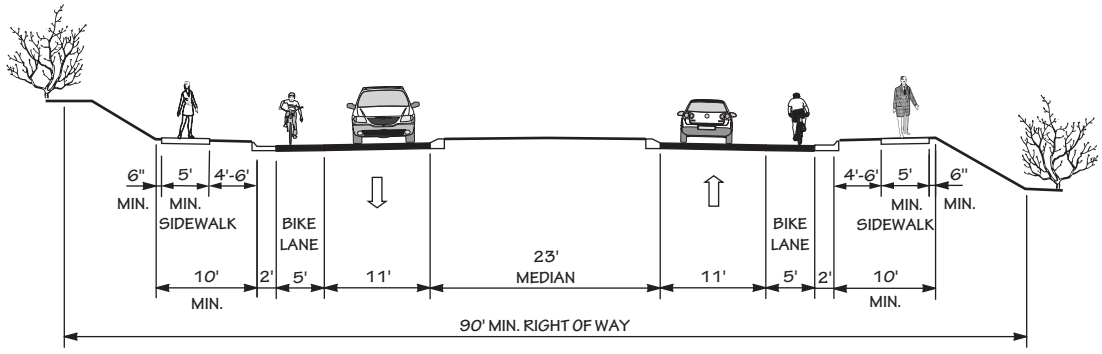
2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

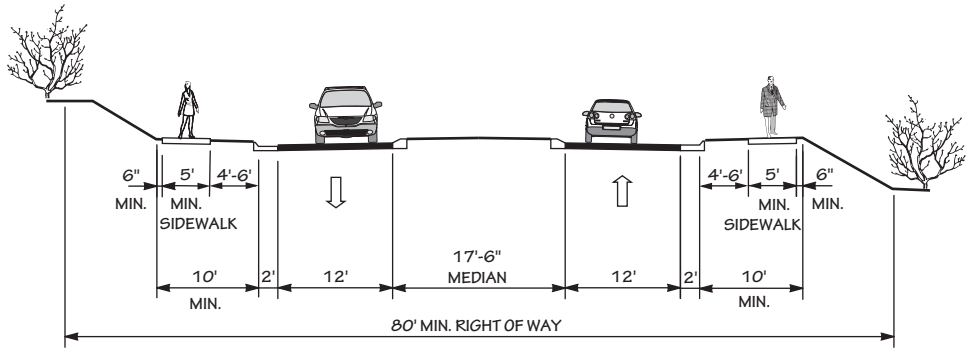
2J



2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

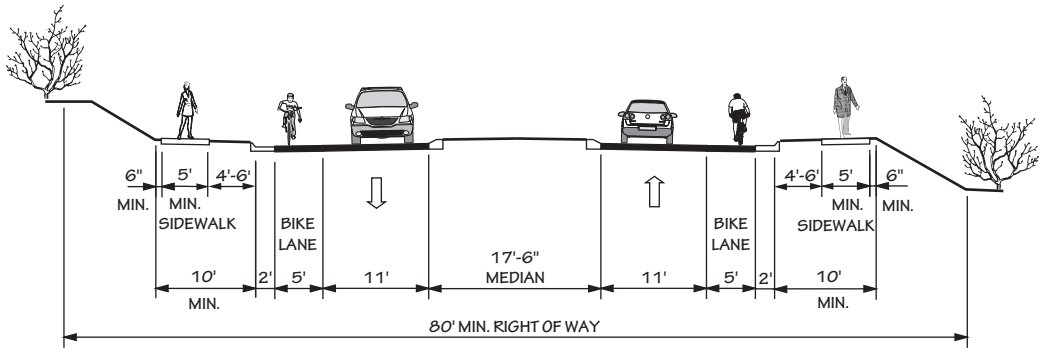
2K



2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

2L



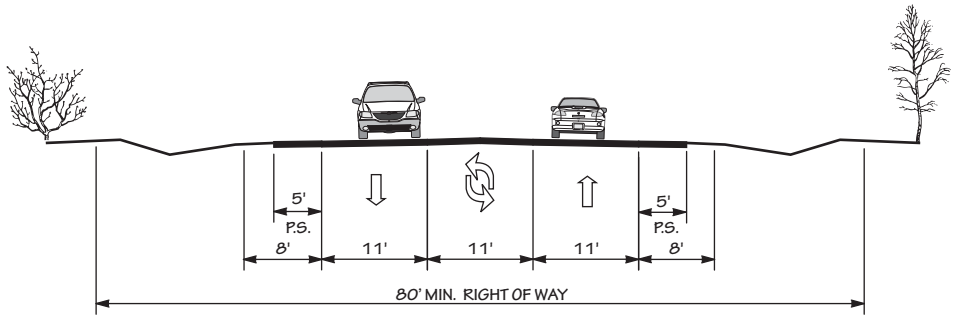
2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

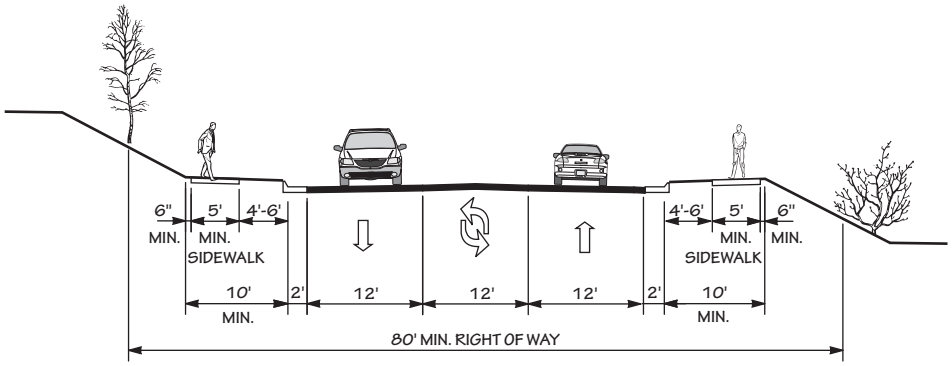
3A



2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS

POSTED SPEED 25-55 MPH

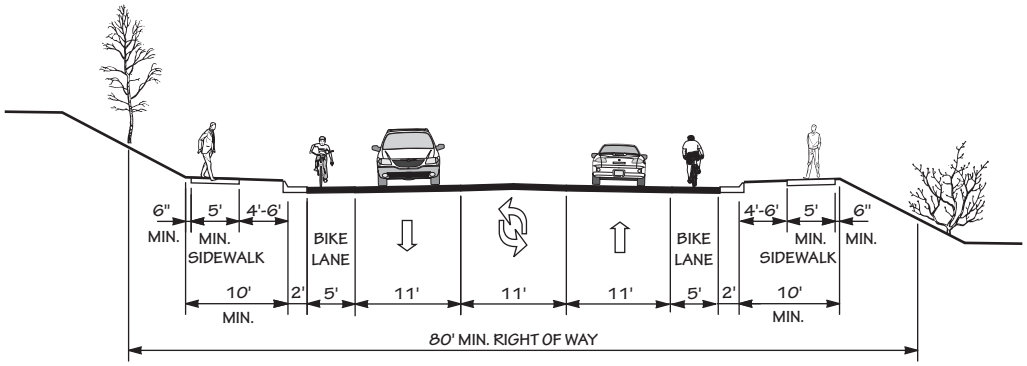
3B



2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 25-45 MPH

3C

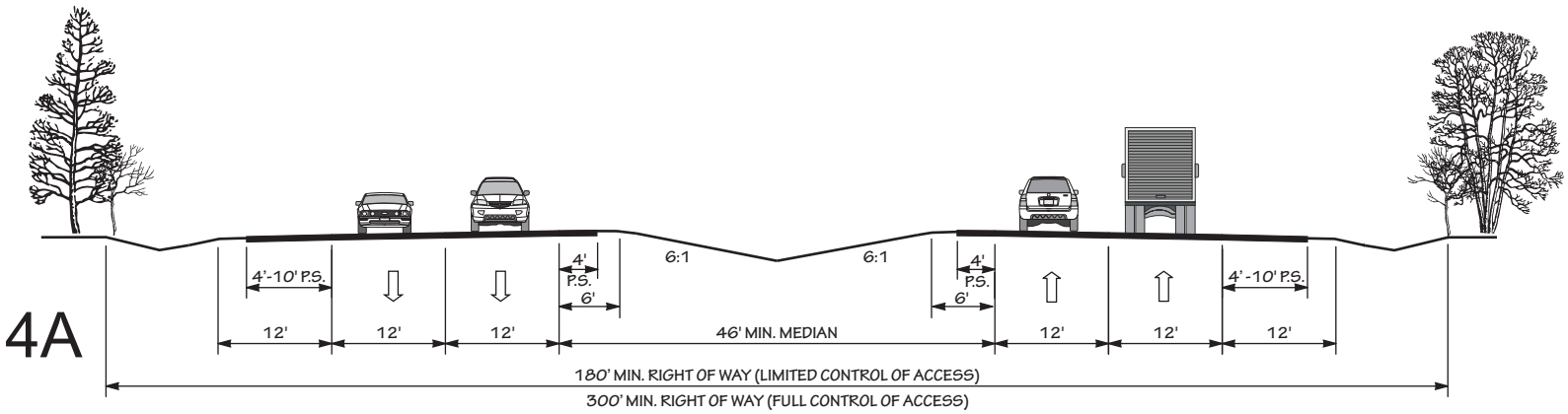


2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

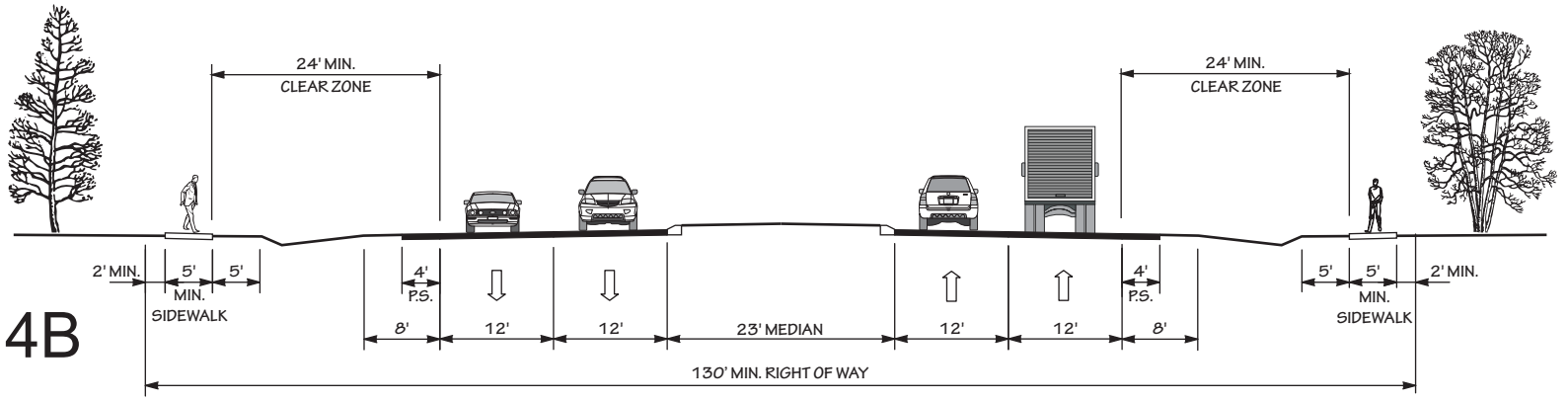
Revised 05/05/2014

"Typical" Highway Cross Sections



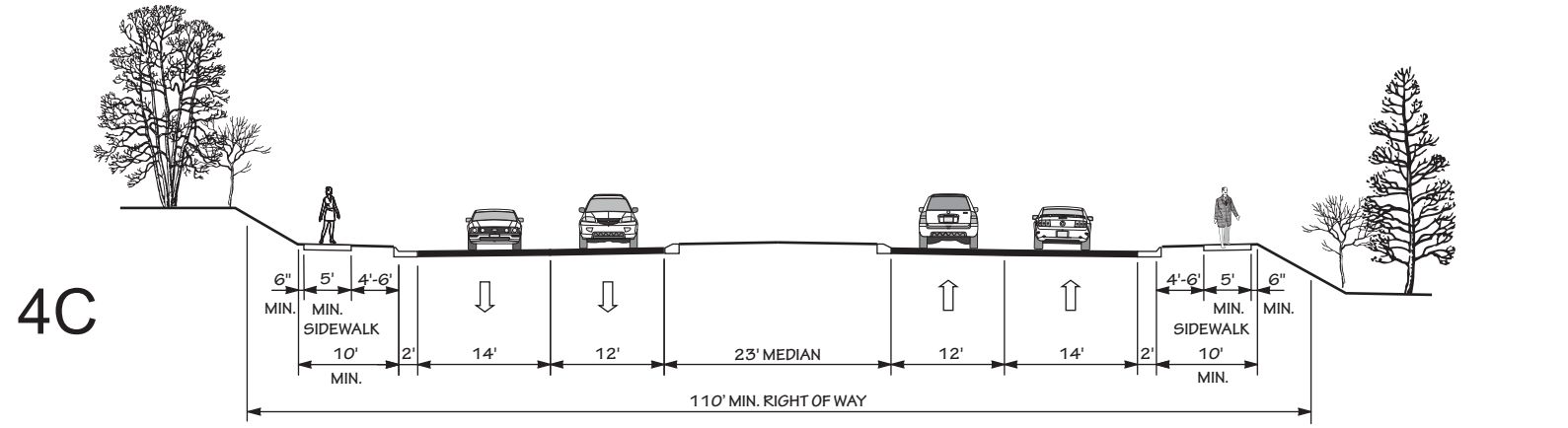
4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH



4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 35-55 MPH



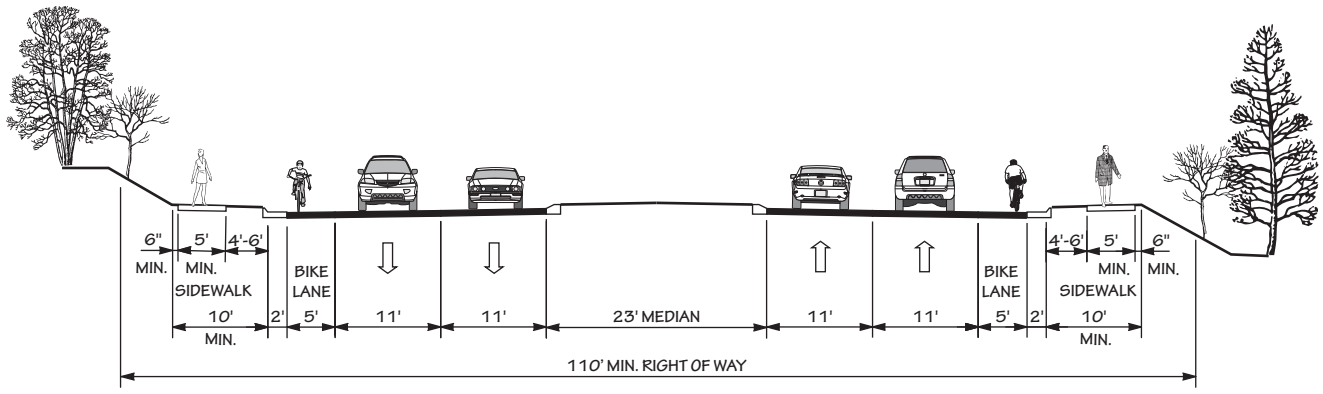
4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"Typical" Highway Cross Sections

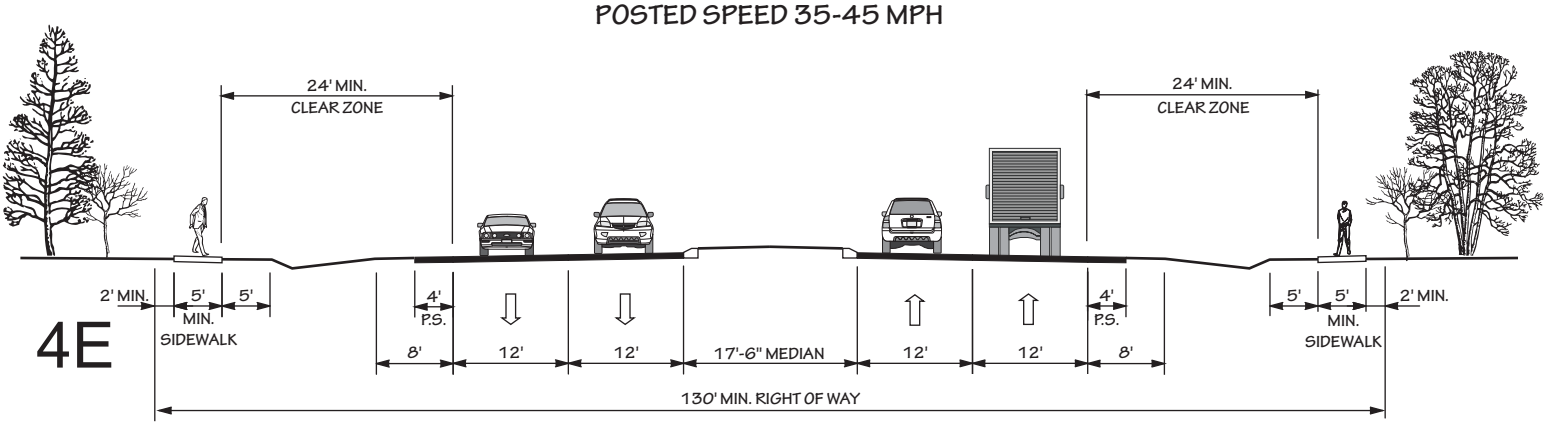
4D



4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

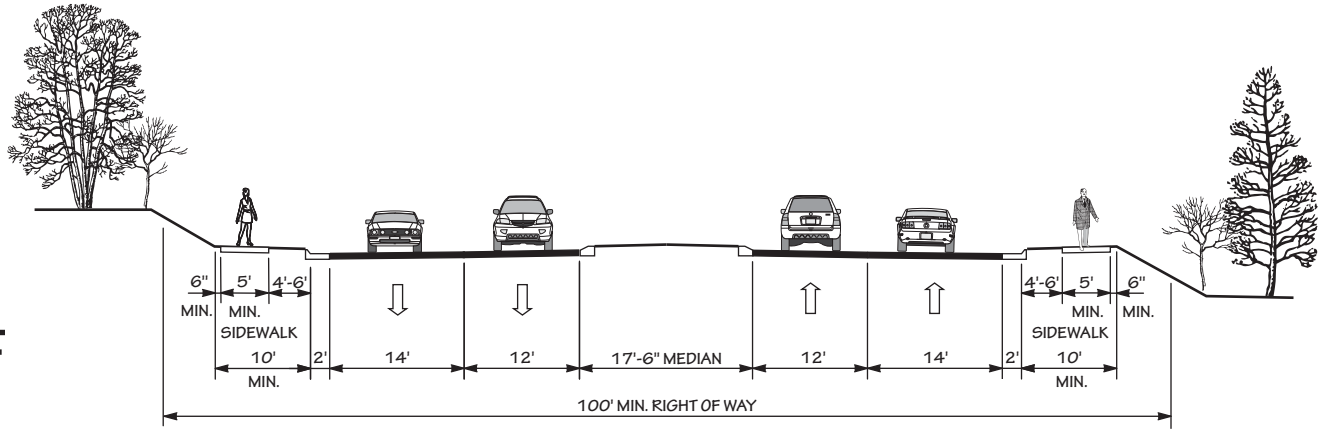
4E



4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 35-55 MPH

4F



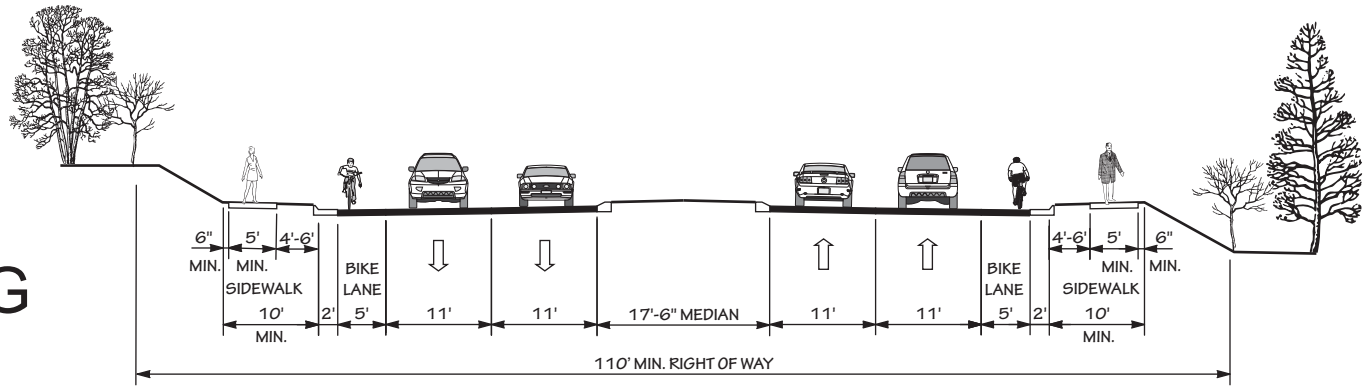
4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

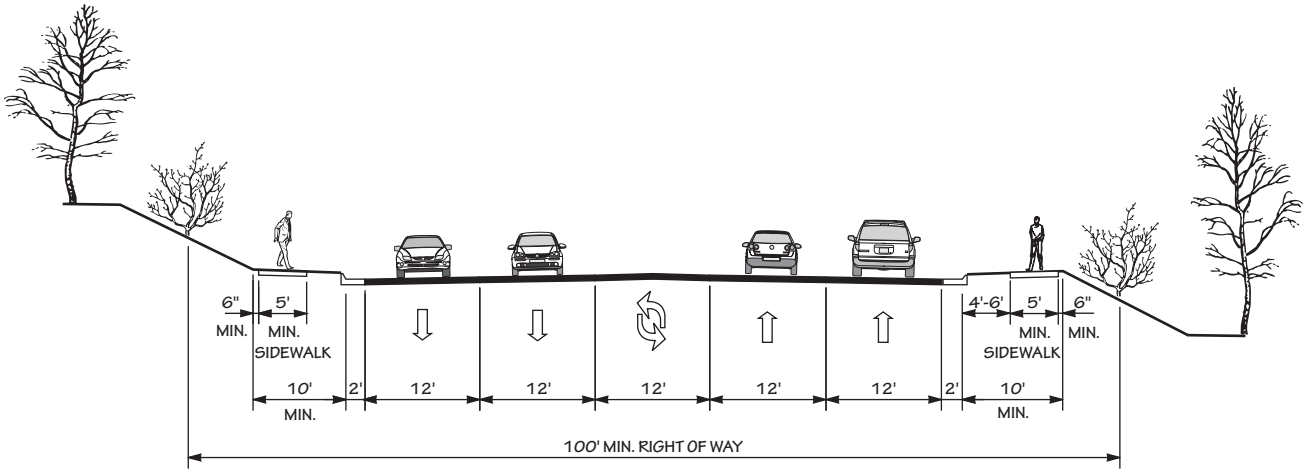
4G



4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

5A

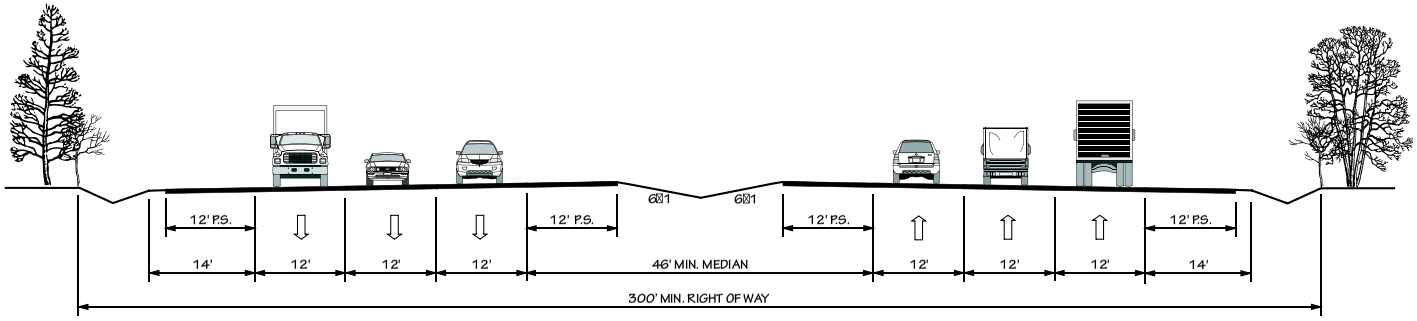


4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 35-45 MPH

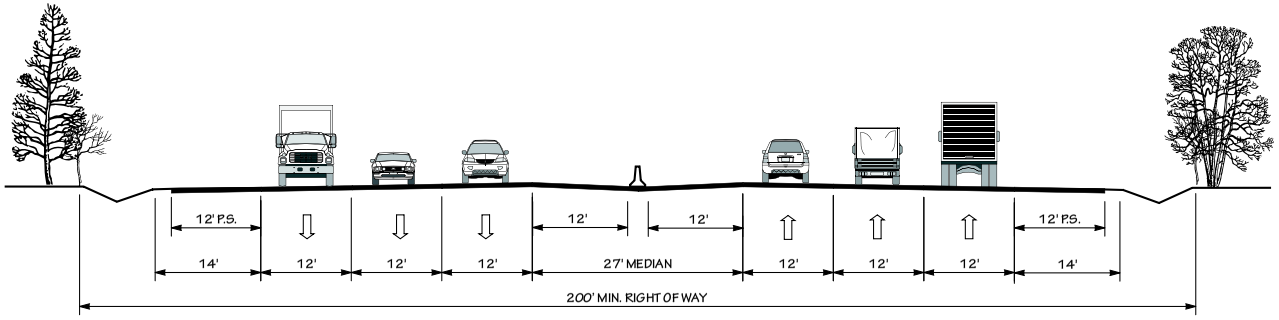
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



6A 6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH

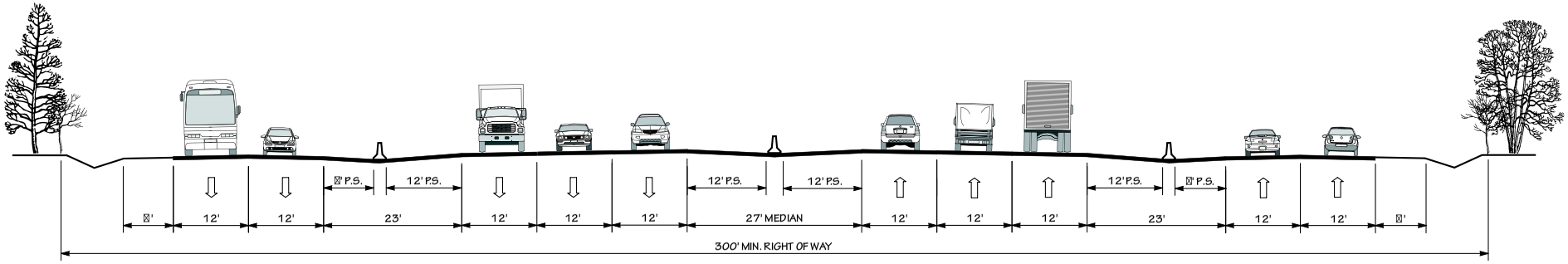


6B 6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

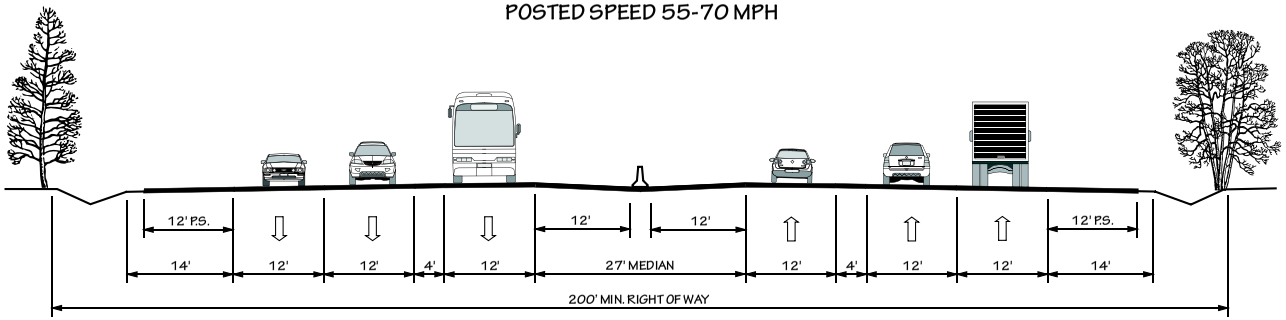
"TYPICAL" HIGHWAY CROSS SECTIONS



6C

6 LANE FREEWAY (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS AND 2 LANE ONE-WAY SERVICE ROADS EACH SIDE

POSTED SPEED 55-70 MPH



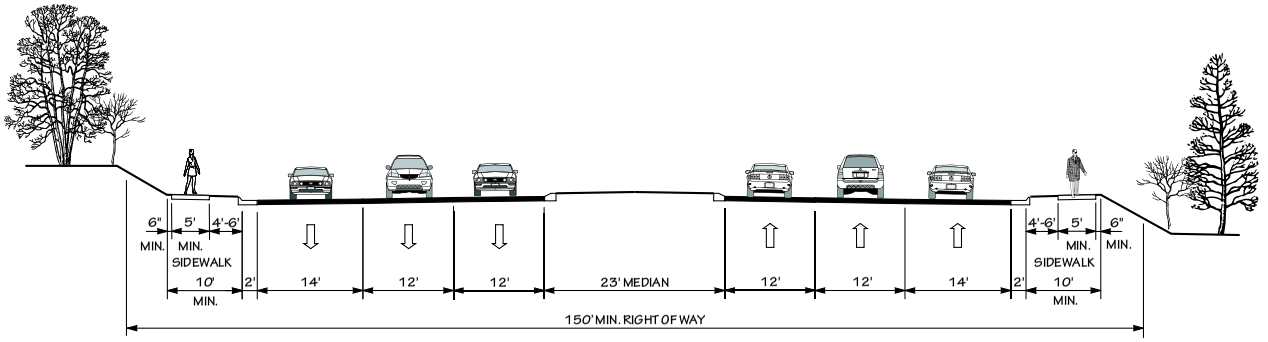
6D

6 LANE FREEWAY (4 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

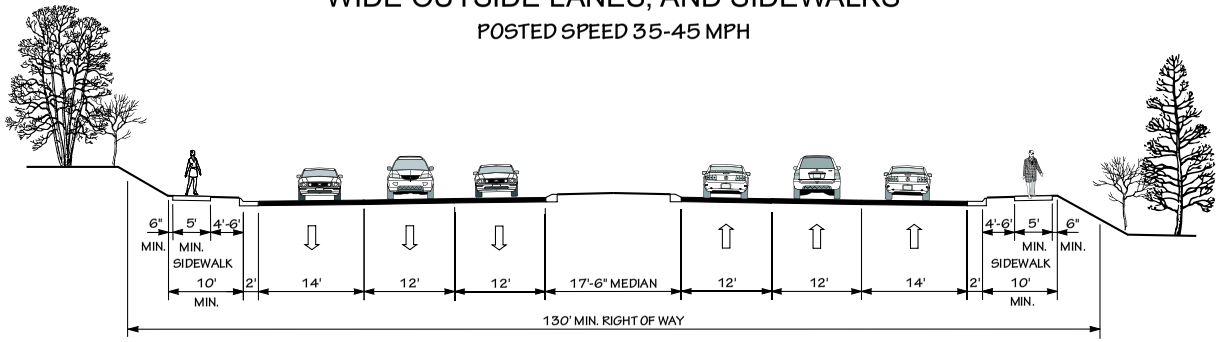
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



6E 6 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH



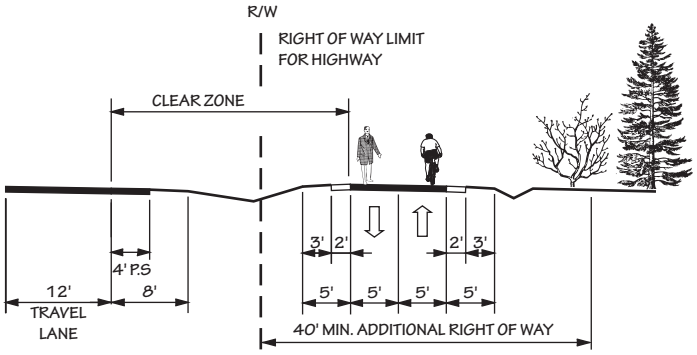
6F 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

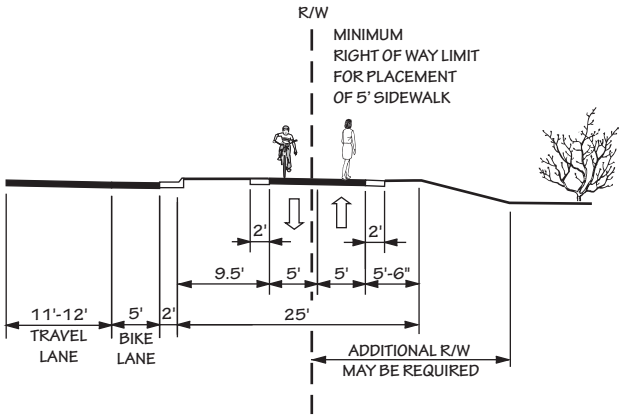
"TYPICAL" HIGHWAY CROSS SECTIONS

M A



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

M B



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

Revised 05/05/2014

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 8.

- **LOS A**: Describes free-flow operations. Free Flow Speed (FFS) prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
- **LOS B**: Represents reasonably free-flow operations, and FFS is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
- **LOS C**: Provides for flow with speeds near the FFS. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
- **LOS D**: The level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
- **LOS E**: Describes operation at capacity. Operations at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.
- **LOS F**: Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks.

Figure 8 - Level of Service Illustrations

Source: 2010 Highway Capacity Manual, Exhibit 11-4

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 Structures 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 (SD) or functionally obsolete (FO). 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 located on roads evaluated as a part of the CTP are listed in Table 3. For more details on deficient bridges within the planning area, contact the Structures Management Unit using the information in Appendix A.

Table 3 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	Local ID
31	Vine Swamp Road (SR 1153)	Fork of Joshua Branch	SD & FO	
32	Weyerhaeuser Road (SR 1142)	Tuckahoe Swamp	SD & FO	

Appendix G
Socio-Economic Data Forecasting Methodology

In the development of the Jones County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns. For the Jones County CTP, travel demand was projected from 2014 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1993 to 2013. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. For this CTP, the 2013 Jones County Land Use Plan[1] was used and is illustrated in Figures 9 and 10, respectively.

The CTP Steering Committee worked with NCDOT to estimate population growth, economic development potential, and land use trends to determine the potential impacts on the future transportation system in 2040. The established future growth rates were endorsed by the CTP steering committee on October 29, 2014, the towns of Trenton and Pollocksville on November 11, 2014, the Jones County Board of Commissioners on November 17, 2014, and the town of Maysville on November 20, 2014.

Below is a description of the methodology used in the analysis.

Population

Population trends were estimated using available data from the Office of State Budget and Management (OSBM) and exponential growth. Table 4 shows current and projected population through the year 2030 which were taken from the OSBM website. The 2040 population was projected by applying the same growth rate as 2010 to 2030. For those years, an annual growth rate of 0.42% was used in Jones County.

Table 4 – Population Data

Year	Jones County
1980	9,705
1990	9,361
2000	10,270
2010	10,081
2020	10,723
2030	10,964
2040*	11,433*

* Extrapolated by NCDOT

[1] *To view this plan, go to: https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Jones County.*

Employment

Future employment conditions within Jones County were approved by the CTP Steering Committee. This included approximate locations and intensity for proposed employment centers. Any anticipated heavy demand on the future transportation system as a result of these proposals is accounted for in projected traffic volumes. Employment totals were based on US Census Bureau "Quick Facts," and growth rates came from the Federal Deposit Insurance Corporation (FDIC).

Table 5 – Employment Data

Year	2010	2020*	2030*	2040*
Jones County	3,997	4,289	4,495	4,801

** Estimated by NCDOT*

Figure 9
Existing Land Use

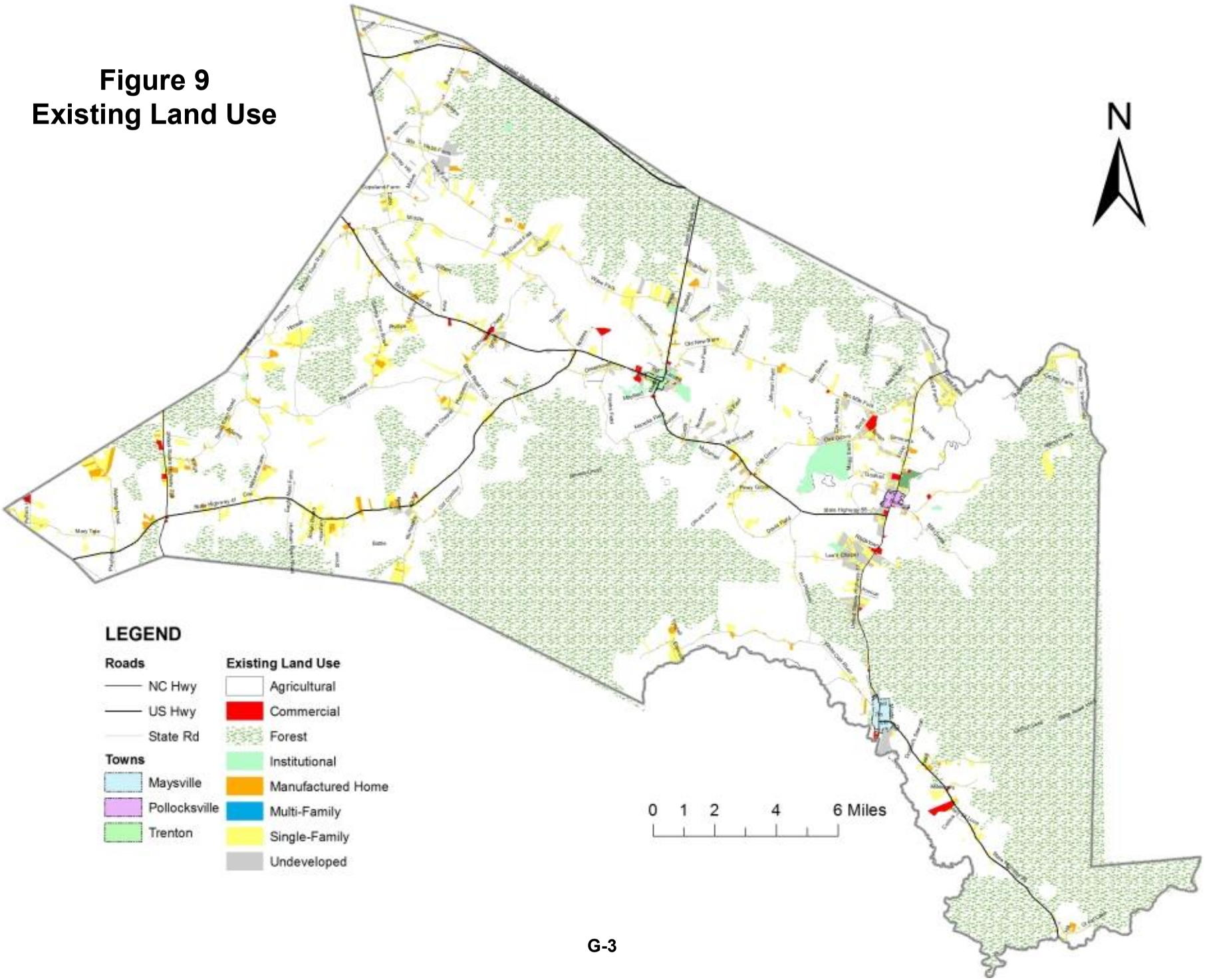
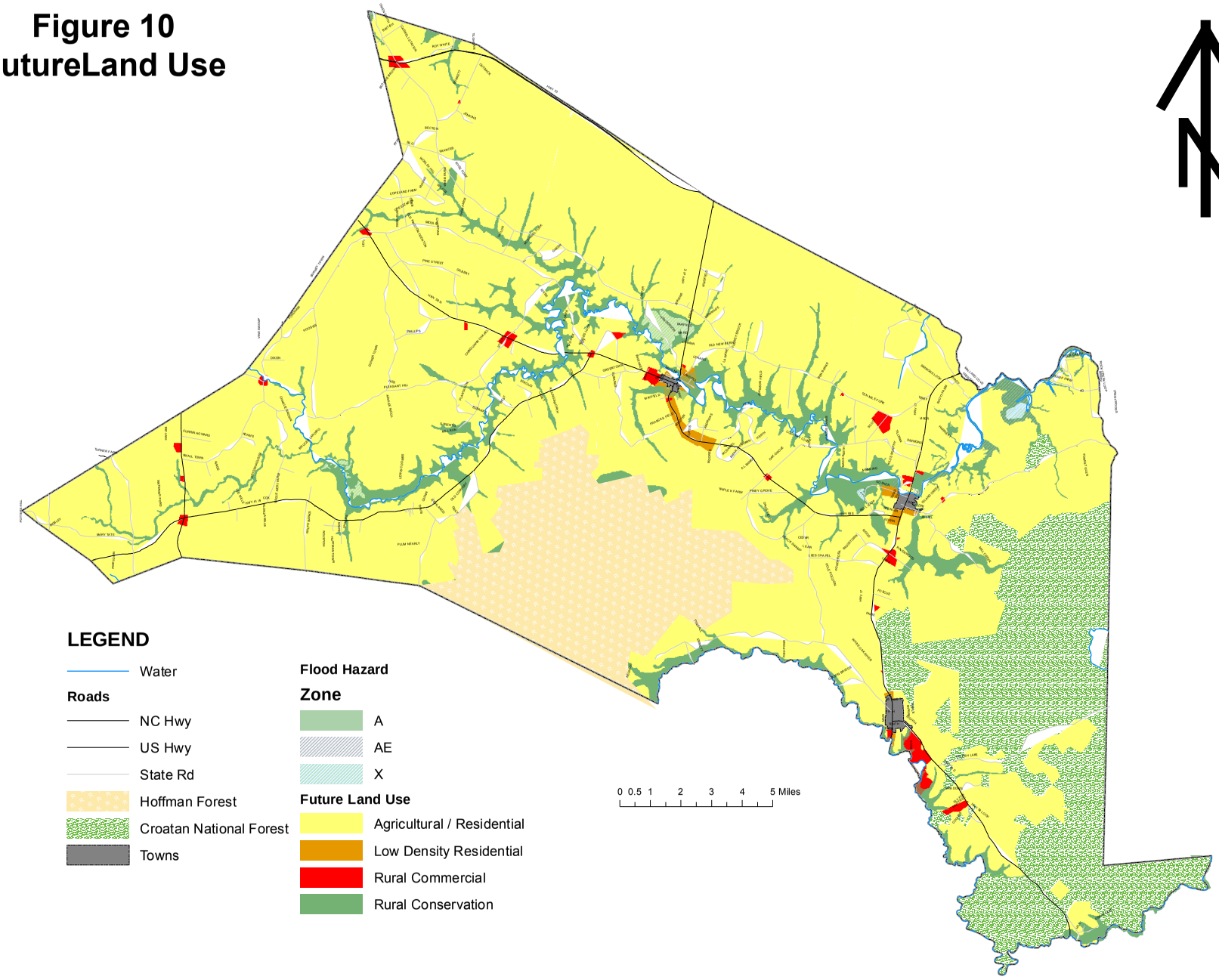


Figure 10
FutureLand Use



Appendix H
Public Involvement

This appendix documents the public involvement process and includes a listing of steering committee members, the goals and objectives survey results, and public meetings held throughout the development of the CTP.

List of CTP Steering Committee Members

At the start of a CTP study, a committee is formed that is comprised of individuals who represent the various needs, issues and populations of the community. These representatives are responsible for capturing the transportation needs of the community relative to all modes of transportation and for guiding the development of the CTP. A listing of steering committee members for the Jones County CTP is given below.

- Franky Howard, Jones County Manager
- Mike Haddock, Chairman, Jones County Commissioner
- Joe Wiggins, Jones County Commissioner
- Tim Pike, Emergency Services
- Eric Merritt, Emergency Services
- Frankie Floyd, Auxiliary Service Director, Jones County Public Schools
- Johnathon Franklin, Town of Maysville
- Jay Bender, Mayor, Town of Pollocksville
- G. E. (Nickey) Miller, Town of Pollocksville
- Glenn Spivey, Town of Trenton
- Walter Robinson, Town of Trenton
- Jeff Cabaniss, Division 2 Planning Engineer
- Patrick Flanagan, Down East RPO Coordinator
- Lauren Tuttle, Down East RPO

CTP Vision, Goals, Objectives and MOEs

The CTP vision, goals and objectives are developed as part of the public involvement process and help identify how the people within an area would like to develop the transportation system (all modes). The CTP committee develops the draft vision, goals, objectives, and Measures of Effectiveness (MOE) which are further refined with input from citizens via the CTP Goals & Objectives (G&O) survey. These products become the official guide for the CTP being developed.

The vision statement, goals and objectives reflect what is important for the area and defines any local preferences concerning the transportation system and community assets. The vision statement is the framework for the area's strategic planning. Goals and objectives document how the area plans to fulfill its vision. The goals break down the vision statement into themes, while the objectives document how the area plans to

make progress towards achieving each goal. MOEs are established to enable the area to track the progress of each objective.

Vision:

Provide a safe, efficient, affordable and sustainable multi-modal regional transportation network that enhances quality of life and economic vitality that is compatible with the environment and land use patterns.

Goals:

1. Establish a county-wide multi-modal transportation plan in conjunction with the county land use plan in cooperation with local and state organizations including but not limited to the Down East Rural Planning Organization, Town of Maysville, Town of Pollocksville, Town of Trenton, and neighboring communities.
2. Make informed transportation decisions that are sensitive to the environment and existing development patterns.
3. Offer policy guidance to local governments so that they can ensure the protection of corridors for future transportation use.
4. Develop recommendations that capitalize on the use of existing infrastructure across traditional jurisdictions and add capacity strategically.
5. Develop recommendations that improve and upgrade the connections between local urban areas within the county by identifying major corridors and using access management techniques.
6. Create land use and access management policy recommendations that optimize available transportation capacity for agriculture and economic development activities occurring within the County.
7. Develop recommendations that create opportunities for better mobility from local areas within the county to regional activity centers outside the county.

Goals and Objectives Survey

A G&O survey is a public involvement technique used to help identify an area's perception of transportation-related issues, identify concerns that should be addressed during the development of a CTP, and to help develop a vision for the community. The G&O survey is most appropriately implemented at the beginning of the transportation planning study. In addition to determining up front what is important to the citizens of the planning area, initiating the G&O survey early in the planning process allows the survey to serve as an introduction to the transportation planning process. The survey usually includes a brief introduction explaining what a transportation plan is and how the area can benefit from having one. The survey also includes a wide variety of questions that is tailored to each area as appropriate. A summary of the Jones County G & O survey is given below.

1. More Transportation Options (more ways to get places - buses, bicycle, sidewalks)
   Answered: 88 Skipped: 2

Answer Choices	Responses	
Not Important	15.91%	14
Important	40.91%	36
Very Important	43.18%	38
Total		88

2. Faster travel Times (High speed roads, more lanes, less intersections)
   Answered: 88 Skipped: 2

Answer Choices	Responses	
Not Important	35.23%	31
Important	39.77%	35
Very Important	25.00%	22
Total		88

3. Preserve Community and Rural Character (Keep business downtown, protect existing neighborhoods, preserve landscape)
   Answered: 89 Skipped: 1

Answer Choices	Responses	
Not Important	4.49%	4
Important	33.71%	30
Very Important	61.80%	55
Total		89

4. Environment Protection (Protect wetlands, streams, wildlife, Reduce air and noise pollution)
   Answered: 90 Skipped: 0

Answer Choices	Responses	
Not Important	10.00%	9
Important	40.00%	36
Very Important	50.00%	45
Total		90

5. Improve Services for Special Needs(Better transportation for elderly, low-income, and disabled residents)
   Answered: 88 Skipped: 2

Answer Choices	Responses	
Not Important	9.09%	8
Important	37.50%	33
Very Important	53.41%	47
Total		88

6. Improve Access (Better connections to employment, schools and services)
   Answered: 86 Skipped: 4

Answer Choices	Responses	
Not Important	6.98%	6
Important	39.53%	34
Very Important	53.49%	46
Total		86

7. Are you concerned with bicycle safety at any specific locations?
   Answered: 85 Skipped: 5

Answer Choices	Responses	
Yes	41.18%	35
No	58.82%	50
Total		85

   If yes, where? *Top Responses:* Highway 17, Hwy 58 and Maysville

8. Are you concerned with pedestrian safety at any specific locations:
   Answered: 83 Skipped: 7

Answer Choices	Responses	
Yes	51.81%	43
No	48.19%	40
Total		83

   If yes, where? *Top Responses:* Hwy 17, Pollocksville, Maysville, and Hwy 58

9. Are you concerned with vehicle accident problems at any specific locations?
   Answered: 84 Skipped: 6

Answer Choices	Responses	
Yes	44.05%	37
No	55.95%	47
Total		84

If yes, where? *Top Responses:* Hwy 17, Hwy 58, and White Oak

10. If commercial truck traffic negatively affecting your area?
    Answered: 84 Skipped: 6

Answer Choices	Responses	
Yes	39.29%	33
No	60.71%	51
Total		84

If yes, where? *Top Responses:* Hwy 17, Hwy 58, and White Oak

11. Is farm equipment traffic negatively affecting your area?
    Answered: 84 Skipped: 6

Answer Choices	Responses	
Yes	22.62%	19
No	77.38%	65
Total		84

If yes, where? *Top Responses:* Hwy 17, Hwy 58, and White Oak

12. Would you use on-road bicycle facilities such as bicycle lanes and wider road shoulders?
    Answered: 85 Skipped: 5

Answer Choices	Responses	
Yes	51.76%	44
No	48.24%	41
Total		85

If yes, where? *Top Responses:* Hwy 17, countywide, Maysville, Hwy 58 and Pollocksville

13. Are there areas where you would like to see sidewalks constructed or improved?
Answered: 82 Skipped: 8

Answer Choices	Responses	
Yes	**60.98%**	50
No	**39.02%**	32
Total		**82**

If yes, where? *Top Responses:* Maysville, Hwy 17, Pollocksville, Hwy 58 and Trenton

14. Are there areas where you would like to see multi-use paths (for bicycling or walking) constructed or improved?
Answered: 83 Skipped: 7

Answer Choices	Responses	
Yes	**44.58%**	37
No	**55.42%**	46
Total		**83**

If yes, where? *Top Responses:* Maysville, Hwy 17, and Hwy 58

15. How many miles do you travel to work?
Answered: 71 Skipped: 19

Answer Choices	Responses	
1-9	**23.94%**	17
10-19	**26.76%**	19
20-29	**21.13%**	15
More than 30	**28.17%**	20
Total		**71**

16. To what areas would you like to have improved access to (please check all that apply)?

Answered: 72 Skipped: 18

Answer Choices	Responses	
Maysville, NC	**55.56%**	40
New Bern, NC	**54.17%**	39
Pollocksville, NC	**31.94%**	23
Greenville, NC	**25.00%**	18
Trenton, NC	**29.17%**	21
Raleigh, NC	**29.17%**	21
Kinston, NC	**20.83%**	15
Jacksonville, NC	**43.06%**	31
Other:	**12.50%**	9
Total Respondents: 72		

17. What roads would you like to have improved access to (please check all that apply)?
Answered: 71 Skipped: 19

Answer Choices	Responses	
US 258	**18.31%**	13
US 70	**28.17%**	20
US 17	**84.51%**	60
NC 58	**46.48%**	33
NC 41	**19.72%**	14
Other:	**4.23%**	3
Total Respondents: 71		

18. Do you use the local waterways?
Answered: 82 Skipped: 8

Answer Choices	Responses	
Yes	30.49%	25
No	69.51%	57
Total		82

If yes, where? *Top Responses:* Pollocksville, Haywood and Trent River

19. Do you use the local waterways for recreation?
Answered: 60 Skipped: 30

Answer Choices	Responses	
Yes	45.00%	27
No	55.00%	33
Total		60

If yes, where? *Top Responses:* Jacksonville and New Bern

20. Would you use designated bus routes if provided?
Answered: 79 Skipped: 11

Answer Choices	Responses	
Yes	34.18%	27
No	65.82%	52
Total		79

If yes, where? *Top Responses:* Jacksonville and New Bern

21. What do you consider to be the major transportation issues in Jones County?

Top Responses: Lack of bus, 2 lane roads, Hwy 17, heavy traffic and narrow roads

22. How many people, including yourself, live in your household?
Answered: 85 Skipped: 5

Answer Choices	Responses	
1	8.24%	7
2	49.41%	42
3	14.12%	12
4	12.94%	11
5	9.41%	8
6	3.53%	3
7	2.35%	2
8 or more	0.00%	0
Total		85

23. How many drivers are in your household?
Answered: 84 Skipped: 6

Answer Choices	Responses	
0	2.38%	2
1	14.29%	12
2	65.48%	55
3	14.29%	12
4 or more	3.57%	3
Total		84

24. How many vehicles are in your household?
Answered: 79 Skipped: 11

Answer Choices	Responses	
0	2.53%	2
1	18.99%	15
2	35.44%	28
3	22.78%	18
4 or more	20.25%	16
Total		79

25. Which Township do you live in?
Answered: 84 Skipped: 6

Answer Choices	Responses	
Beaver Creek	0.00%	0
Chinquapin	1.19%	1
Cypress Creek	0.00%	0
Pollocksville	39.29%	33
Trenton	3.57%	3
Tuckahoe	1.19%	1
White Oak	45.24%	38
Outside of Jones County:	9.52%	8
Total		**84**

Public Meetings

Brief summaries of public meetings held within the planning area are given below.

Four public drop-in sessions were held throughout the county to solicit public input on the Draft Jones County CTP maps and recommendations. Details are as follows:

Public Drop-in Session #1: October 13, 2015
Location: Pollocksville Town Hall
Time: 6:00 – 7:00pm
Comments: Two (2) attendees participated in the workshop. No formal comments were received.

Public Drop-in Session #2: October 13, 2015
Location: Trenton Town Hall
Time: 6:00 – 7:00pm
Comments: Six (6) attendees participated in the workshop. A few comments were received regarding the need for new sidewalks along Market Street and along most streets within Trenton.

Public Drop-in Session #3: October 15, 2015
Location: Maysville Town Hall
Time: 6:00 – 7:00pm
Comments: Four (4) attendees participated in the workshop. No formal comments were received.

Public Drop-in Session #4: October 19, 2015
Location: Jones County Government Office Complex
Time: 6:00 – 7:00pm
Comments: Three (3) attendees participated in the workshop. The comments received were to update Lee's Chapel Road (SR 1114) and Huffman Town Road (SR 1140) to "Needs Improvement" on the CTP Highway map.

Public Hearings
Public hearings were held throughout Jones County on the following dates:

Locale	Date
Town of Pollocksville	November 10, 2015
Town of Trenton	November 10, 2015
Jones County	November 16, 2015
Town of Maysville	November 19, 2015

The public hearings held on these dates were to solicit additional input on the CTP prior to local adoptions. No comments were received during the public hearings. The CTP was adopted during these meetings.