

2. Recommendations

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

NCDOT adopted a "Complete Streets¹" 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 the county and its municipalities. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Mid-East Rural Planning Organization (MERPO) for regional prioritization and submittal to NCDOT.

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

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

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 Act² (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

2.2 Problem Statements

The following pages contain problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, 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

NC 903, Local ID No. MARTxx-H

The primary purpose of project (Local ID No. MARTxx-H) is to widen NC 903 to 12-foot lanes with 2-foot paved shoulders from the Halifax County Line to NC 125 in Hamilton. It is also recommended to add a multi-use path along the north side of the facility. With these improvements, it will meet the future mobility and connectivity needs in Martin County.

NC 903 is a north-south corridor that goes through the middle of Martin County connecting Halifax County with Hamilton and Robersonville, and Pitt County. It is classified as an Other Major Thoroughfare that Needs Improvement. It is a 2-lane facility with 10-12-foot lanes and a 55 mph speed limit in the rural areas. NC 903 has a posted speed limit of 35 mph within the town limits of Hamilton and 16-foot lanes and 8-foot paved shoulders on both sides of the road for on-street parking. NC 903 has curb and gutter within city limits and sidewalks along the frontage of some properties.

NC 903 has a 60-foot Right-Of-Way (ROW).

NC 903 provides access to a number of rural properties, agricultural, and residential areas. Traffic on NC 903 between Halifax County and the northern municipal limits in Hamilton ranges between 500 and 1,100 vehicles per day (vpd) in 2013. The Level of Service (LOS) D volume for this facility is 15,300 vpd (10-foot lanes) to 16,400 vpd (12-foot lanes). Traffic on NC 903 in this area is projected to increase to xxx vpd in 2040.

Traffic on NC 903 within the municipal limits was 1,400 vehicles per day (vpd) in 2013. The Level of Service D volume for this section of the facility is 12,600 vpd. Traffic on NC 903 in this area is projected to increase to xxx vpd in 2040.

NC 903 is part of the regional tier of the NC Strategic Transportation Corridors (STC). The STC Vision is to provide North Carolina with a network of high-priority, integrated multimodal transportation corridors comprised of facilities that interconnect statewide and regional transportation-dependent activity centers, to enhance economic development in all regions of the state, promote highly reliable and efficient mobility and accessibility, and support good decision-making.

Based on a planning level environmental assessment using available GIS data, the natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included:

- Three churches: Johnandrus Church, Jones Chapel, and Williams Chapel
- The Roanoke River National Wildlife Refuge
- Freshwater Forested / Shrub Wetlands
- Freshwater Ponds

- Freshwater Emergent Wetlands
- Riverine: The Roanoke River
- Conoho Creek
- Two houses on the Historic National Register: Williams House, Darden Hotel
- Two Historic National Register Districts: Hamilton Historic District, Hickory Hill
- One Endangered Species: Horsetail Crown Grass

A 10-foot wide multi-use path is recommended along the north side of NC 903. Multi-use paths are designed to accommodate both bicyclists and pedestrians. This recommendation is part of a larger initiative called “Cut the Corner³” which connects the Outer Banks with points north via I-95. In Martin County that includes NC 903, NC 125, and US 64. This multi-use path will make it safer for bicyclists and pedestrians to enjoy the scenery along the Roanoke River.

NC 125, Local ID No. MARTxx-H

The primary purpose of project (Local ID No. MARTxx-H) is to widen NC 125 to 12-foot lanes with 2-foot paved shoulders from NC 903 in Hamilton to the northern municipal limits of Williamstown. It is also recommended to add a multi-use path along the north side of the facility. With these improvements, it will meet the future mobility and connectivity needs in Martin County.

NC 125 is an east-west corridor that goes through the middle of Martin County connecting Town of Hobgood in Halifax County with Oak City, Hamilton and Williamston. It is classified as an Other Major Thoroughfare that Needs Improvement. It is a 2-to-3-lane facility with 10-12-foot lanes and a 55 mph speed limit in the rural areas. NC 125 has a posted speed limit of 35 mph within the town limits of Hamilton. It has 16-foot lanes and 8-foot paved shoulders on both sides of the road for on street parking. NC 125 has curb and gutter within city limits and sidewalks along the frontage of some properties.

Right-Of-Way (ROW) varies from 60 to 100 feet.

NC 125 provides access to a number of rural properties, agricultural, and residential areas, and industrial and commercial properties. Traffic on NC 125 from NC 903 in Hamilton to the northern municipal limits of Williamstown ranges between 2,000 and 2,700 vehicles per day (vpd) in 2013. The Level of Service (LOS) D volume for this facility is 15,300 vpd (10-foot lanes) to 16,400 vpd (12-foot lanes). Traffic on NC 125 in this area is projected to increase to xxx vpd in 2040.

Traffic on NC 125 within the municipal limits of Hamilton was 2,700 vehicles per day (vpd) in 2013. The Level of Service D volume for this section of the facility is 12,600 vpd. Traffic on NC 125 in this area is projected to increase to xxx vpd in 2040.

³ For more information on “Cut the Corner”, go to: <http://cutthecorner.info/>

NC 125 is part of the regional tier of the NC Strategic Transportation Corridors (STC). The STC Vision is to provide North Carolina with a network of high-priority, integrated multimodal transportation corridors comprised of facilities that interconnect statewide and regional transportation-dependent activity centers, to enhance economic development in all regions of the state, promote highly reliable and efficient mobility and accessibility, and support good decision-making.

Based on a planning level environmental assessment using available GIS data, the natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included:

- Four churches: Spring Green Church, Chapel Hill Church, Community Church and Kingdom Hall
- The Roanoke River National Wildlife Refuge
- Freshwater Forested / Shrub Wetlands
- Freshwater Ponds
- Freshwater Emergent Wetlands
- Riverine: The Roanoke River
- Conoho Creek
- Beaverdam Creek
- One house on the Historic National Register: Darden Hotel
- Two Historic National Register Districts: Hamilton Historic District, Sherrod Farm
- Two Endangered Species: Horsetail Crown Grass, Pink Thoroughwort

A 10-foot wide multi-use path is recommended along the north side of NC 125. Multi-use paths are designed to accommodate both bicyclists and pedestrians. This recommendation is part of a larger initiative called "Cut the Corner" which connects the Outer Banks with points north via I-95. In Martin County that includes NC 903, NC 125, and US 64. This multi-use path will make it safer for bicyclists and pedestrians to enjoy the scenery along the Roanoke River.

US 64, Local ID No. MARTxx-H

The primary purpose of project (Local ID No. MARTxx-H) is to upgrade US 64 from Boulevard to Expressway from the interchange with US 13 / US 17 in Williamston to the proposed US 64 Bypass around Jamesville. It is also recommended to add a multi-use path along the north side of the facility. With these improvements, it will meet the future mobility and connectivity needs in Martin County.

US 64 is an east-west corridor that goes through the middle of Martin County connecting Pitt County with Parmele, Robersonville, Everetts, Williamston, and

Jamesville to Washington County. In the project area, it is functionally classified as an Other Principal Arterial. US 64's CTP classification is a proposed Expressway that Needs Improvement. US 64 is a four-lane divided facility with 12-foot lanes, 4-foot paved shoulders, and a 30-foot grassy median. The posted speed limit is 55 mph. To upgrade this facility to an Expressway a number of driveways will need to be removed, the number of median breaks will need to be minimized, and left turn access from some Y lines will be restricted. U-turn bulbs will need to be constructed in some areas.

Right-Of-Way (ROW) varies from 100 to 175 feet. The portion of US 64 that is adjacent to the railroad just west of Jamesville widens to 240-foot ROW. CSX Railroad owns that railroad track.

US 64 provides access to a number of rural properties, agricultural and residential areas, and industrial and commercial properties. Traffic on US 64 between Williamston and Jamesville ranges between 6,900 and 7,400 vehicles per day (vpd) in 2013. The Level of Service (LOS) D volume for this facility is 57,400 vpd. Traffic on US 64 in this area is projected to increase to xxx vpd in 2040.

US 64 is part of the regional tier of the NC Strategic Transportation Corridors (STC). The STC Vision is to provide North Carolina with a network of high-priority, integrated multimodal transportation corridors comprised of facilities that interconnect statewide and regional transportation-dependent activity centers, to enhance economic development in all regions of the state, promote highly reliable and efficient mobility and accessibility, and support good decision-making.

Based on a planning level environmental assessment using available GIS data, the natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included:

- Four churches: Holly Springs Church, Shiloh Church, Saint James Church and Siloam Church
- Freshwater Forested / Shrub Wetlands
- Freshwater Ponds
- Freshwater Emergent Wetlands
- Riverine: Sweetwater Creek and Gardner Creek
- Peter Swamp

There were no historic structures or districts in the project area. There were no endangered species in the project area.

A 10-foot wide multi-use path is recommended along the north side of US 64. Multi-use paths are designed to accommodate both bicyclists and pedestrians. This recommendation is part of a larger initiative called "Cut the Corner" which connects the Outer Banks with points north via I-95. In Martin County that includes NC 903, NC 125,

and US 64. This multi-use path will make it safer for bicyclists and pedestrians to enjoy the scenery.

US 64, Local ID No. MARTxx-H

The primary purpose of **project (Local ID No. MARTxx-H)** is to upgrade US 64 from Boulevard to Expressway from the interchange with the proposed US 64 Bypass around Jamesville to the Washington County line. It is also recommended to add a multi-use path along the north side of the facility. With these improvements, it will meet the future mobility and connectivity needs in Martin County.

US 64 is an east-west corridor that goes through the middle of Martin County connecting Pitt County with Parmele, Robersonville, Everetts, Williamston, and Jamesville to Washington County. In the project area, it is functionally classified as an Other Principal Arterial. US 64's CTP classification is a proposed Expressway that Needs Improvement. US 64 is a four-lane divided facility with 12-foot lanes, 4-foot paved shoulders, and a 30-foot grassy median. The posted speed limit is 55 mph. To upgrade this facility to an Expressway a number of driveways will need to be removed, the number of median breaks will need to be minimized, and left turn access from some Y lines will be restricted. U-turn bulbs will need to be constructed in some areas.

Right-Of-Way (ROW) varies from 150 to 250 feet. CSX Railroad runs parallel to the facility.

US 64 provides access to a number of rural properties, agricultural and residential areas, and industrial and commercial properties. Traffic on US 64 between Jamesville and the Washington County line ranges between 8,100 and 9,400 vehicles per day (vpd) in 2013. The Level of Service (LOS) D volume for this facility is 57,400 vpd. Traffic on US 64 in this area is projected to increase **to xxx vpd in 2040.**

US 64 is part of the regional tier of the NC Strategic Transportation Corridors (STC). The STC Vision is to provide North Carolina with a network of high-priority, integrated multimodal transportation corridors comprised of facilities that interconnect statewide and regional transportation-dependent activity centers, to enhance economic development in all regions of the state, promote highly reliable and efficient mobility and accessibility, and support good decision-making.

Based on a planning level environmental assessment using available GIS data, the natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included:

- One church: Gospel Light Church
- Freshwater Forested / Shrub Wetlands
- Freshwater Ponds
- Freshwater Emergent Wetlands
- Riverine: Roanoke River
- One Endangered Species: Multi-flowered Mud-plantain

There were no historic structures or districts in the project area.

A 10-foot wide multi-use path is recommended along the north side of US 64. Multi-use paths are designed to accommodate both bicyclists and pedestrians. This recommendation is part of a larger initiative called "Cut the Corner" which connects the Outer Banks with points north via I-95. In Martin County that includes NC 903, NC 125, and US 64. This multi-use path will make it safer for bicyclists and pedestrians to enjoy the scenery.

Jamesville Bypass -- Section A

US 64 Bypass, Local ID No. MARTxx-H

The primary purpose of project (Local ID No. MARTxx-H) is to construct US 64 Bypass on new location from the proposed interchange with existing US 64 west of Jamesville to the tie-in with US 64 Bypass, Local ID No. MARTxx-H, upgrade of Mill Road (SR 1510) to Freeway. There is a proposed grade separation of Tar Landing Road (SR 1511) and a railroad crossing. With these improvements, it will meet the future mobility and connectivity needs in Martin County.

US 64 is an east-west corridor that goes through the middle of Martin County connecting Pitt County with Parmele, Robersonville, Everetts, Williamston, and Jamesville to Washington County. US 64 Bypass's CTP classification is a proposed Freeway. US 64 Bypass is a proposed four-lane divided facility with 12-foot lanes, 4-to-10-foot paved shoulders, and a 46-foot depressed median (Highway Cross Section 4A). The proposed speed limit is 55 mph and the proposed Right-Of-Way (ROW) is 300 feet.

US 64 provides access to a number of rural properties, agricultural and residential areas, and industrial and commercial properties. Traffic on US 64 between Jamesville and the Washington County line ranges between 8,100 and 9,400 vehicles per day (vpd) in 2013. The Level of Service (LOS) D volume for this facility is 57,400 vpd. Traffic on US 64 Bypass in this area is projected to be xxx vpd in 2040.

US 64 is part of the regional tier of the NC Strategic Transportation Corridors (STC). The STC Vision is to provide North Carolina with a network of high-priority, integrated multimodal transportation corridors comprised of facilities that interconnect statewide and regional transportation-dependent activity centers, to enhance economic development in all regions of the state, promote highly reliable and efficient mobility and accessibility, and support good decision-making.

Based on a planning level environmental assessment using available GIS data, the natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included:

- One church: Siloam Church
- Freshwater Forested / Shrub Wetlands
- Freshwater Ponds
- Freshwater Emergent Wetlands
- Riverine: Gardners Creek
- CSX Railroad

There were no historic structures, historic districts, or endangered species in the project area.

Jamesville Bypass -- Section B

US 64 Bypass, Local ID No. MARTxx-H

The primary purpose of project (Local ID No. MARTxx-H) is to upgrade Mill Road (SR 1510) to Freeway from the proposed new location of US 64 Bypass, Local ID No. MARTxx-H west of Jamesville, to the proposed new location of US 64 Bypass, Local ID No. MARTxx-H east of Jamesville. There is a proposed interchange with NC 171 and a proposed grade separation of Jerden Thicket Road (SR 1552). With these improvements, it will meet the future mobility and connectivity needs in Martin County.

US 64 is an east-west corridor that goes through the middle of Martin County connecting Pitt County with Parmele, Robersonville, Everetts, Williamston, and Jamesville to Washington County. US 64 Bypass's CTP classification is a proposed Freeway. US 64 Bypass is a proposed four-lane divided facility with 12-foot lanes, 4-to-10-foot paved shoulders, and a 46-foot depressed median (Highway Cross Section 4A). The proposed speed limit is 55 mph and the proposed Right-Of-Way (ROW) is 300 feet. The existing facility, Mill Road (SR 1510), is a two-lane facility with 9-foot lanes and 55 mph posted speed limit. Traffic on Mill Road was 750 vpd in 2013.

US 64 provides access to a number of rural properties, agricultural and residential areas, and industrial and commercial properties. Traffic on US 64 between Jamesville and the Washington County line ranges between 8,100 and 9,400 vehicles per day (vpd) in 2013. The Level of Service (LOS) D volume for this facility is 57,400 vpd. Traffic on US 64 Bypass in this area is projected to be xxx vpd in 2040.

US 64 is part of the regional tier of the NC Strategic Transportation Corridors (STC). The STC Vision is to provide North Carolina with a network of high-priority, integrated multimodal transportation corridors comprised of facilities that interconnect statewide and regional transportation-dependent activity centers, to enhance economic development in all regions of the state, promote highly reliable and efficient mobility and accessibility, and support good decision-making.

Based on a planning level environmental assessment using available GIS data, the natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included:

- Two churches: Friends Church, Poplar Chapel
- Freshwater Forested / Shrub Wetlands
- Freshwater Ponds
- Freshwater Emergent Wetlands
- Riverine
- Lanier Swamp and Cooper Swamp

There were no historic structures, historic districts, or endangered species in the project area.

Jamesville Bypass -- Section C

US 64 Bypass, Local ID No. MARTxx-H

The primary purpose of project (Local ID No. MARTxx-H) is to construct a freeway on new location from the proposed US 64 Bypass, Local ID No. MARTxx-H, to the proposed interchange with existing US 64 east of Jamesville. There is a proposed grade separation of Jerden Thicket Road (SR 1552), a railroad crossing, and a proposed interchange with existing US 64. With these improvements, it will meet the future mobility and connectivity needs in Martin County.

US 64 is an east-west corridor that goes through the middle of Martin County connecting Pitt County with Parmele, Robersonville, Everetts, Williamston, and Jamesville to Washington County. US 64 Bypass's CTP classification is a proposed Freeway. US 64 Bypass is a proposed four-lane divided facility with 12-foot lanes, 4-to-10-foot paved shoulders, and a 46-foot depressed median (Highway Cross Section 4A). The proposed speed limit is 55 mph and the proposed Right-Of-Way (ROW) is 300 feet.

US 64 provides access to a number of rural properties, agricultural and residential areas, and industrial and commercial properties. Traffic on US 64 between Jamesville and the Washington County line ranges between 8,100 and 9,400 vehicles per day (vpd) in 2013. The Level of Service (LOS) D volume for this facility is 57,400 vpd. Traffic on US 64 Bypass in this area is projected to be xxx vpd in 2040.

US 64 is part of the regional tier of the NC Strategic Transportation Corridors (STC). The STC Vision is to provide North Carolina with a network of high-priority, integrated multimodal transportation corridors comprised of facilities that interconnect statewide and regional transportation-dependent activity centers, to enhance economic development in all regions of the state, promote highly reliable and efficient mobility and accessibility, and support good decision-making.

Based on a planning level environmental assessment using available GIS data, the natural and human environmental features examined as a part of this study that were identified in the immediate vicinity of the project included:

- One church: Poplar Chapel)
- Freshwater Forested / Shrub Wetlands
- Freshwater Ponds
- Freshwater Emergent Wetlands
- Riverine
- Cooper Swamp
- CSX Railroad

There were no historic structures, historic districts, or endangered species in the project area.