



Comprehensive Transportation Plan



Perquimans County

2016

Perquimans County Comprehensive Transportation Plan

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N.C. Department of Transportation

In Cooperation with: Perquimans County
Town of Hertford
Town of Winfall
Albemarle Rural Planning Organization

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Table of Contents

Executive Summaryi

Chapter 1: Analysis of the Existing and Future Transportation System

1.1 Analysis Methodology and Data Requirements1-1

- a) Roadway System Analysis1-1
 - i. Traffic Crash Assessment1-3
 - ii. Bridge Deficiency Assessment1-3
- b) Bicycles and Pedestrians1-13
- c) Waterways1-13
- d) Land Use1-14

1.2 Consideration of the Natural and Human Environment1-16

1.3 Public Involvement1-17

Chapter 2: Recommendations

2.1 Implementation2-1

2.2 Problem Statements2-2

- a) Highway2-2
- b) Public Transportation and Rail2-12
- c) Bicycle2-12
- d) Pedestrian2-14

Appendices

Appendix A: Resources and ContactsA-1

Appendix B: Comprehensive Transportation Plan DefinitionsB-1

Appendix C: CTP Inventory and RecommendationsC-1

Appendix D: Typical Cross-SectionsD-1

Appendix E: Level of Service DefinitionsE-1

Appendix F: Bridge Deficiency AssessmentF-1

Appendix G: Socio-Economic Data Forecasting MethodologyG-1

Appendix H: Public InvolvementH-1

Appendix I: Existing Transportation PlansI-1

List of Figures

| | |
|--|------|
| Figure 1: Comprehensive Transportation Plan | iii |
| Figure 2: 2012 Volumes and Capacity Deficiencies | 1-5 |
| Figure 3: 2040 Volumes and Capacity Deficiencies | 1-7 |
| Figure 4: High Frequency Crash Locations | 1-9 |
| Figure 5: Deficient Bridges | 1-11 |
| Figure 6a & 6b: Environmental Features | 1-19 |
| Figure 7: Typical Cross Sections | D-2 |
| Figure 8: Level of Service Illustrations | E-2 |
| Figure 9: Existing Land Development Plan | G-3 |
| Figure 10: Future Land Development Plan | G-5 |

List of Tables

| | |
|--|------|
| Table 1: Environmental Features | 1-17 |
| Table 2: CTP Inventory and Recommendations | C-3 |
| Table 3: Deficient Bridges | F-2 |
| Table 4: Population Data..... | G-2 |
| Table 5: Employment Data..... | G-2 |

Executive Summary

In January of 2014, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and Perquimans County initiated a study to cooperatively develop the Perquimans County Comprehensive Transportation Plan (CTP), which includes Hertford and Winfall. 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 the Perquimans County, Hertford, Winfall, and NCDOT. Refer to Chapter 2 for information on the implementation process.

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

- **US 17:** US 17 is a major north-south corridor through Perquimans County, and is currently a four lane expressway with 12 foot lanes from Chowan County to Pasquotank County. Improvements are needed to maintain mobility along the corridor, and therefore the proposed project will upgrade the existing facility to interstate standards.
- **US 17 BUS/NC 37:** This project provides a direct highway connection between Hertford and Winfall along the US 17 Business/NC 37, over the Perquimans River to NC 37, for a length of approximately 0.4 miles. The recommended alternative is to replace the existing bridge (the S-bridge) with a new fixed-span bridge with 33 feet of clearance. The new structure would be located east of the existing bridge and the causeway.
- **Woodville Road (SR 1329):** The existing roadway consists of two 9 foot wide lanes with no provision of paved/unpaved shoulders. This project will widen the Woodville road and provide adequate shoulders.
- **Perry's Bridge Road (SR 1202):** The road is currently 18 foot wide with limited earthen shoulder. This project will widen the Perry's Bridge road and include two-way left-turn lanes with provision of adequate shoulders.

- **New Hope Road (SR 1300):** This project will widen this road from Union Hall Road (SR 1302) to Cross Neck Road (SR 1321).



**Perquimans County
North Carolina
Comprehensive
Transportation Plan**

Plan date: Nov 04, 2015

- Sheet 1 Adoption Sheet
- Sheet 2 Highway Map
- Sheet 3 Bicycle Map
- Sheet 4 Pedestrian Map

- Schools
- Roads
- Rail
- Water
- Municipal Boundary
- Military Base
- County Boundary

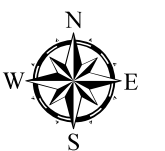
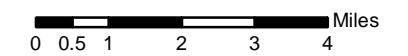
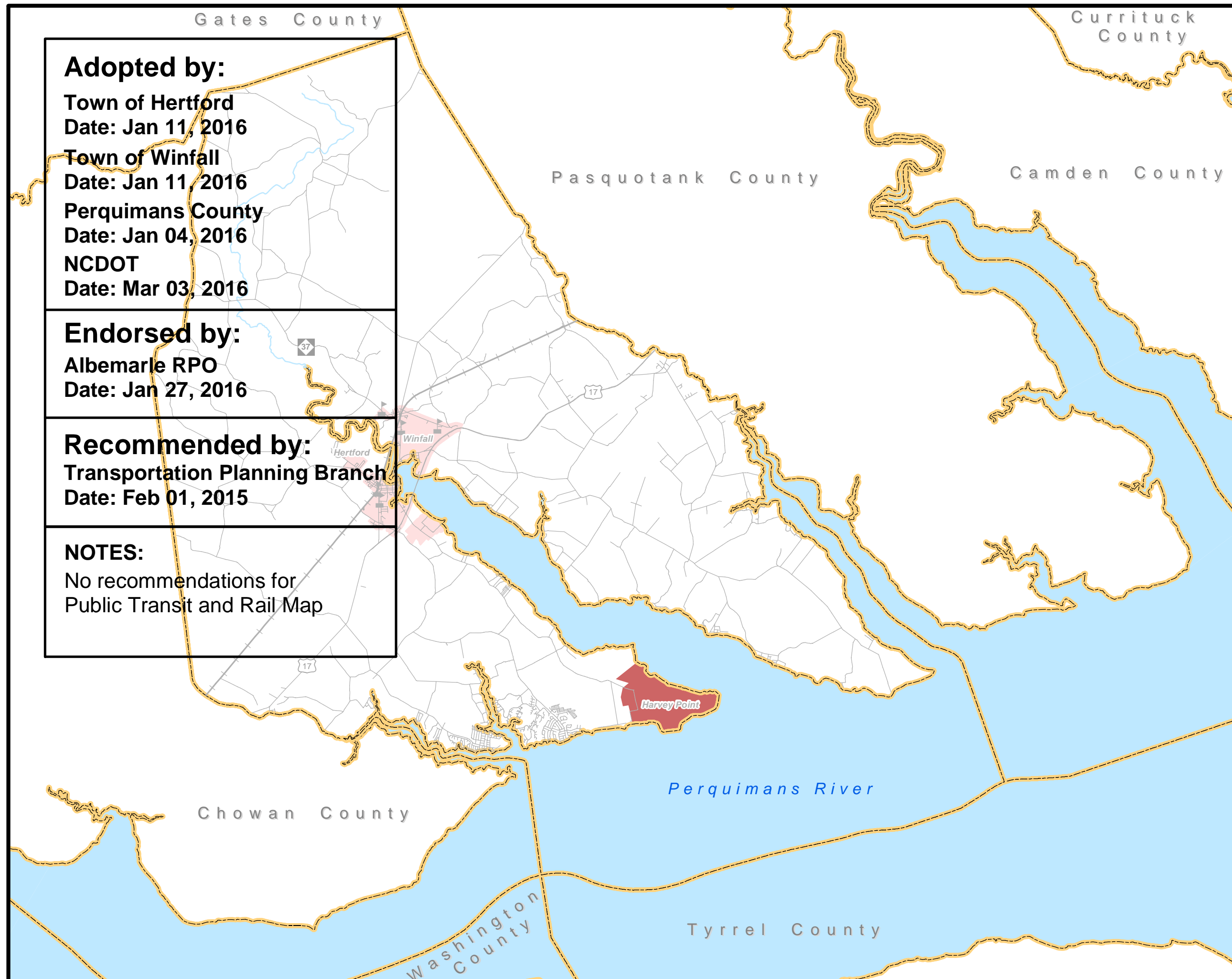


Figure 1 - Sheet 1 of 4

Base map date: June 2014

Refer to CTP document for more details



Adopted by:

Town of Hertford

Date: Jan 11, 2016

Town of Winfall

Date: Jan 11, 2016

Perquimans County

Date: Jan 04, 2016

NCDOT

Date: Mar 03, 2016

Endorsed by:

Albemarle RPO

Date: Jan 27, 2016

Recommended by:

Transportation Planning Branch

Date: Feb 01, 2015

NOTES:

No recommendations for
Public Transit and Rail Map

Highway Map



Perquimans County North Carolina

Comprehensive Transportation Plan

Plan date: Nov 04, 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
- Interchanges**
 - Existing Interchange
 - Proposed Interchange
 - Interchange Needs Improvement
- Grade Separations**
 - Existing Grade Separation
 - Proposed Grade Separation

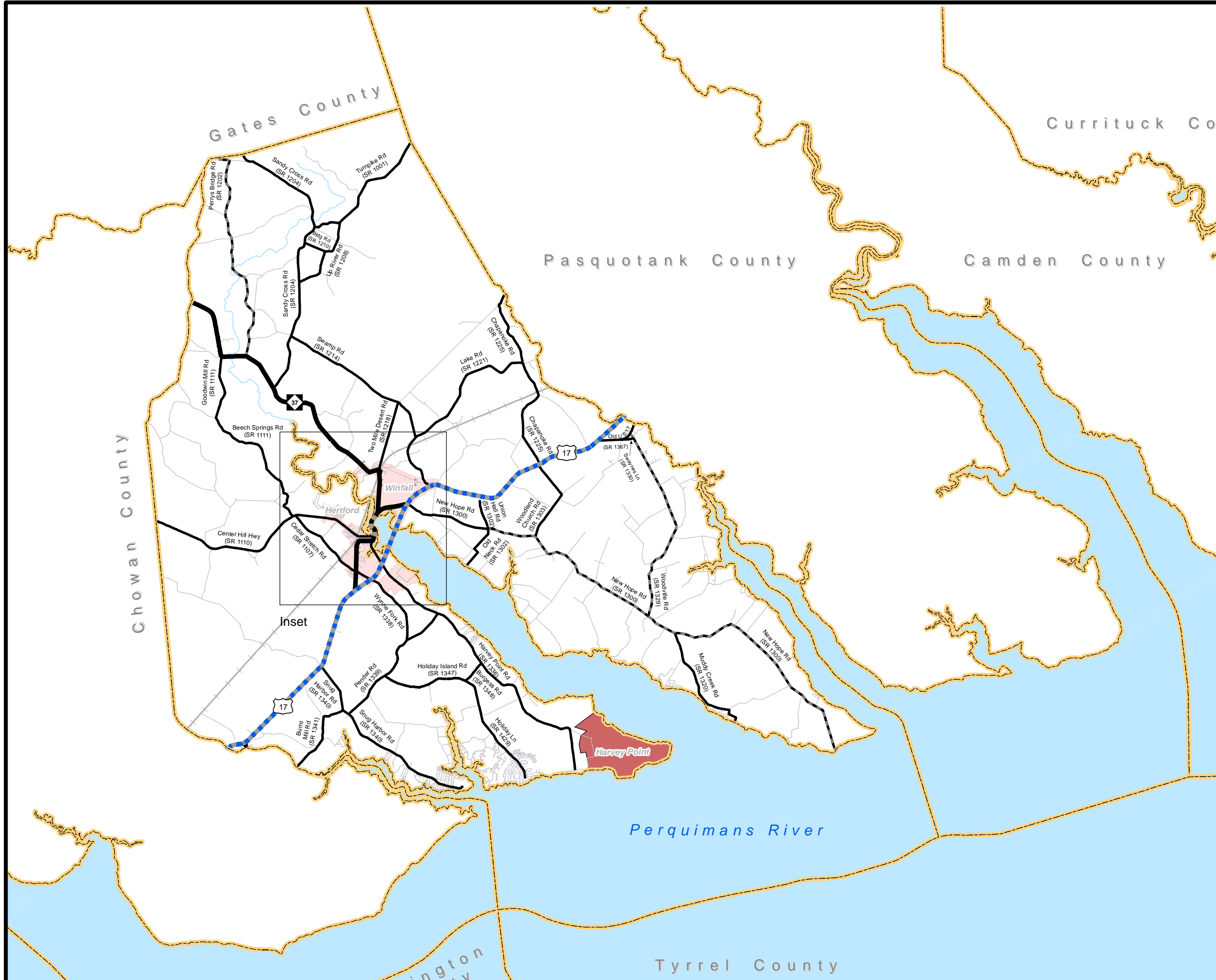
0 0.5 1 2 3 4 Miles

Figure 1 - Sheet 2 of 4



Base map date: June 2014

Refer to CTP document for more details



Highway Map (Inset)



Perquimans County North Carolina

Comprehensive Transportation Plan

Plan date: Nov 04, 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
- Interchanges**
 - Existing Interchange
 - Proposed Interchange
 - Interchange Needs Improvement
- Grade Separations**
 - Existing Grade Separation
 - Proposed Grade Separation

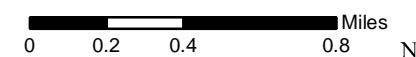
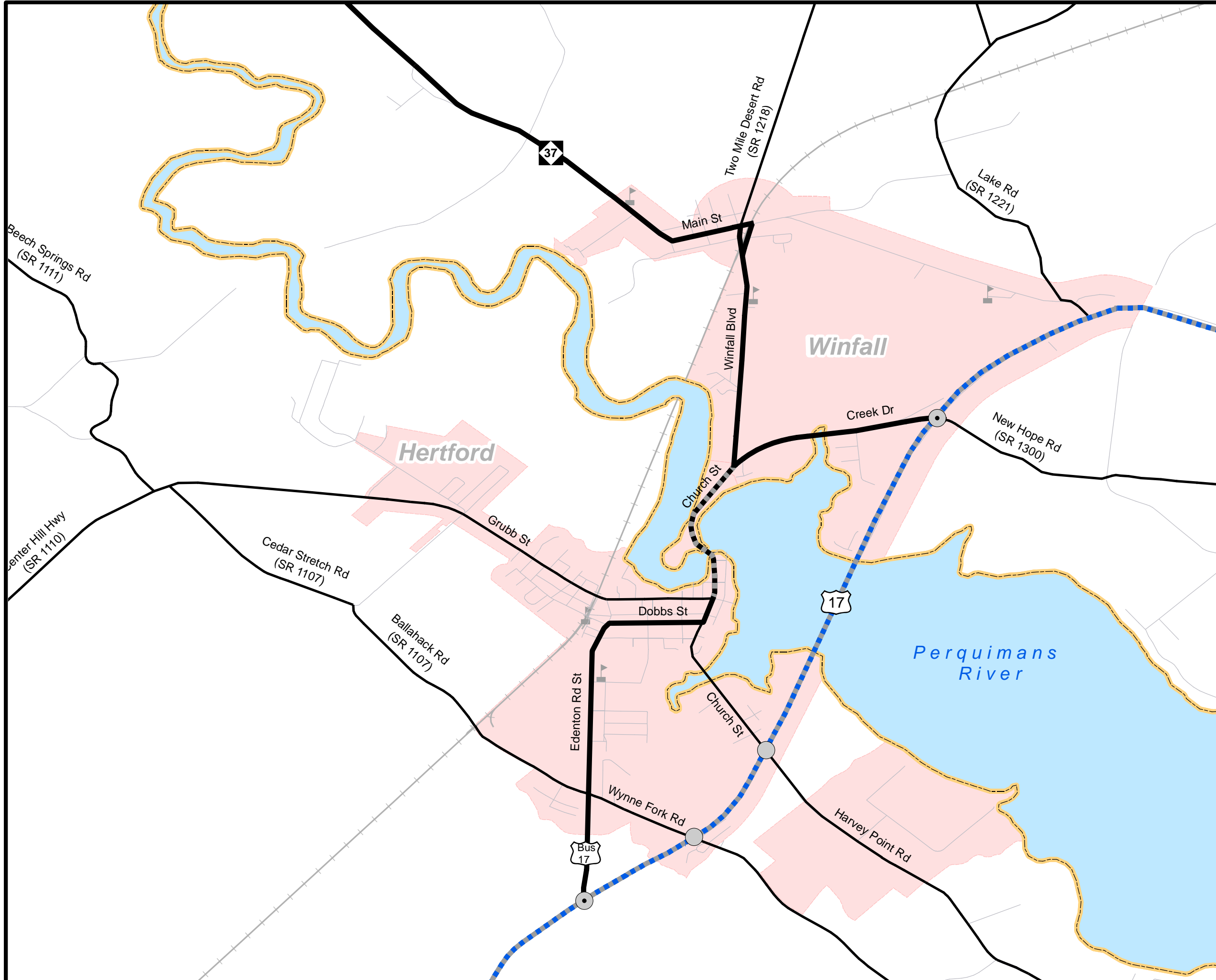


Figure 1 - Sheet 2A of 4

Base map date: June 2014

Refer to CTP document for more details



Bicycle Map



Perquimans County North Carolina

Comprehensive Transportation Plan

Plan date: Nov 04, 2015

- On-road**
- Existing
 - Needs Improvement
 - Recommended

- Off-road**
- Existing
 - Needs Improvement
 - Recommended

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

- Schools
- Roads
- Rail
- Water
- Municipal Boundary
- Military Base
- County Boundary

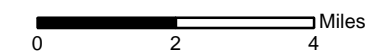
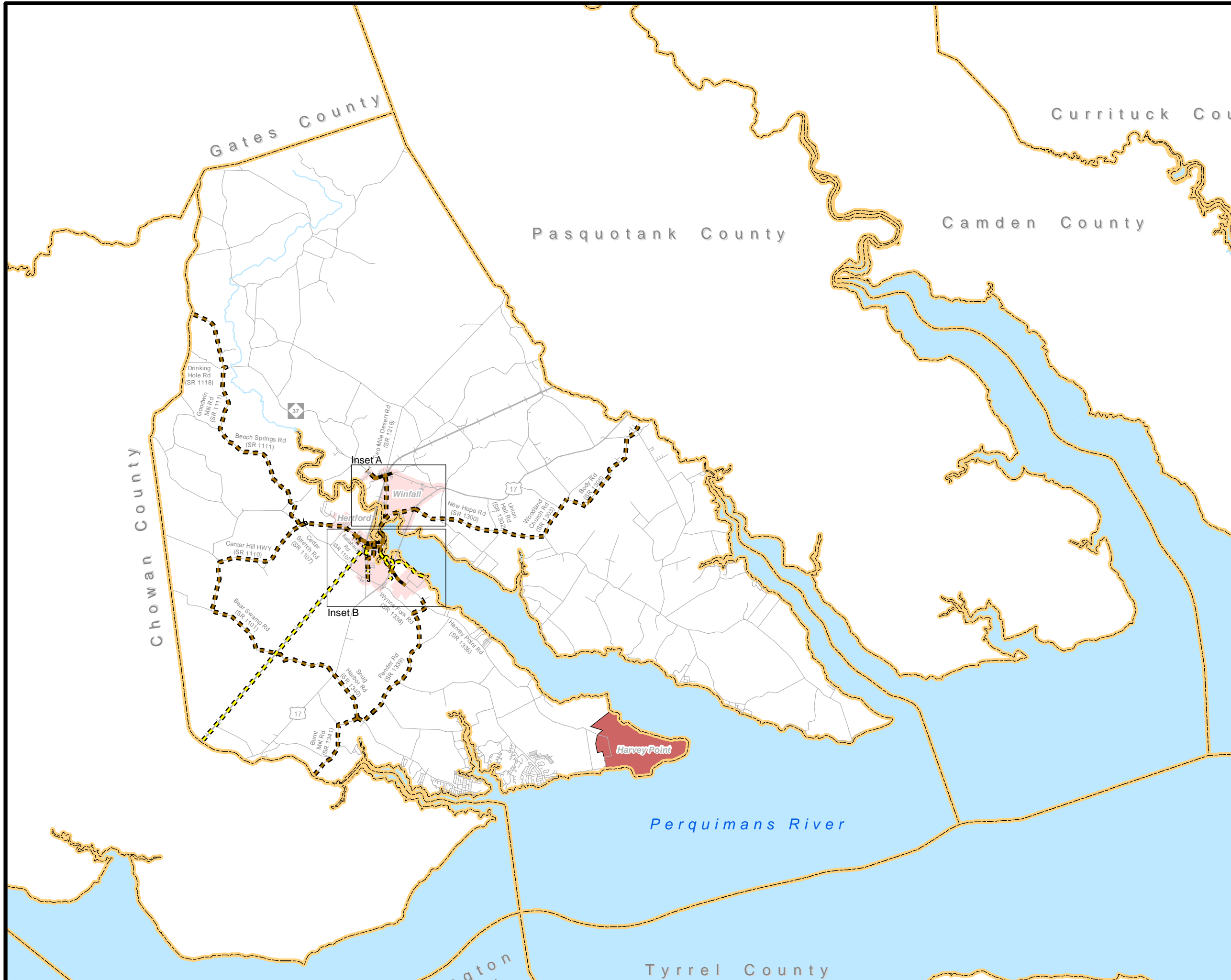


Figure 1 - Sheet 3 of 4

Base map date: June 2014
Refer to CTP document for more details



Bicycle Map

(Inset A)



Perquimans County North Carolina

Comprehensive Transportation Plan

Plan date: Nov 04, 2015

- On-road**
 - Existing
 - Needs Improvement
 - Recommended
- Off-road**
 - Existing
 - Needs Improvement
 - Recommended
- Multi-Use Paths**
 - Existing
 - Needs Improvement
 - Recommended

- Schools
- Roads
- Rail
- Water
- Municipal Boundary
- County Boundary

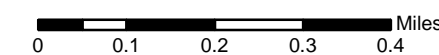
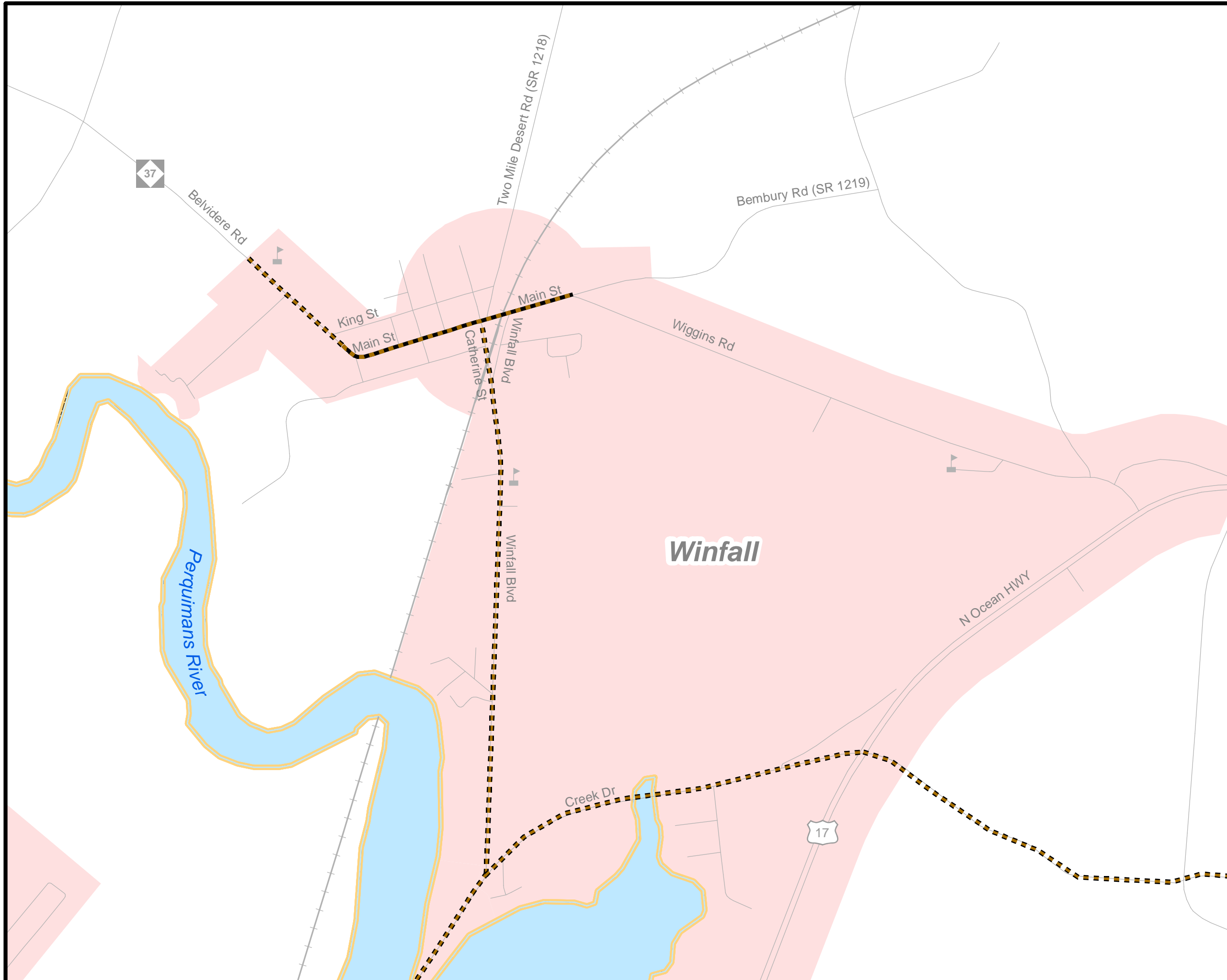


Figure 1 - Sheet 3A of 4

Base map date: June 2014
Refer to CTP document for more details



Bicycle Map

(Inset B)



Perquimans County North Carolina

Comprehensive Transportation Plan

Plan date: Nov 04, 2015

On-road

- Existing
- Needs Improvement
- Recommended

Off-road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended



Schools

Roads

Rail

Water

Municipal Boundaries

County Boundary

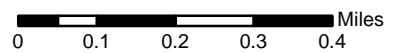
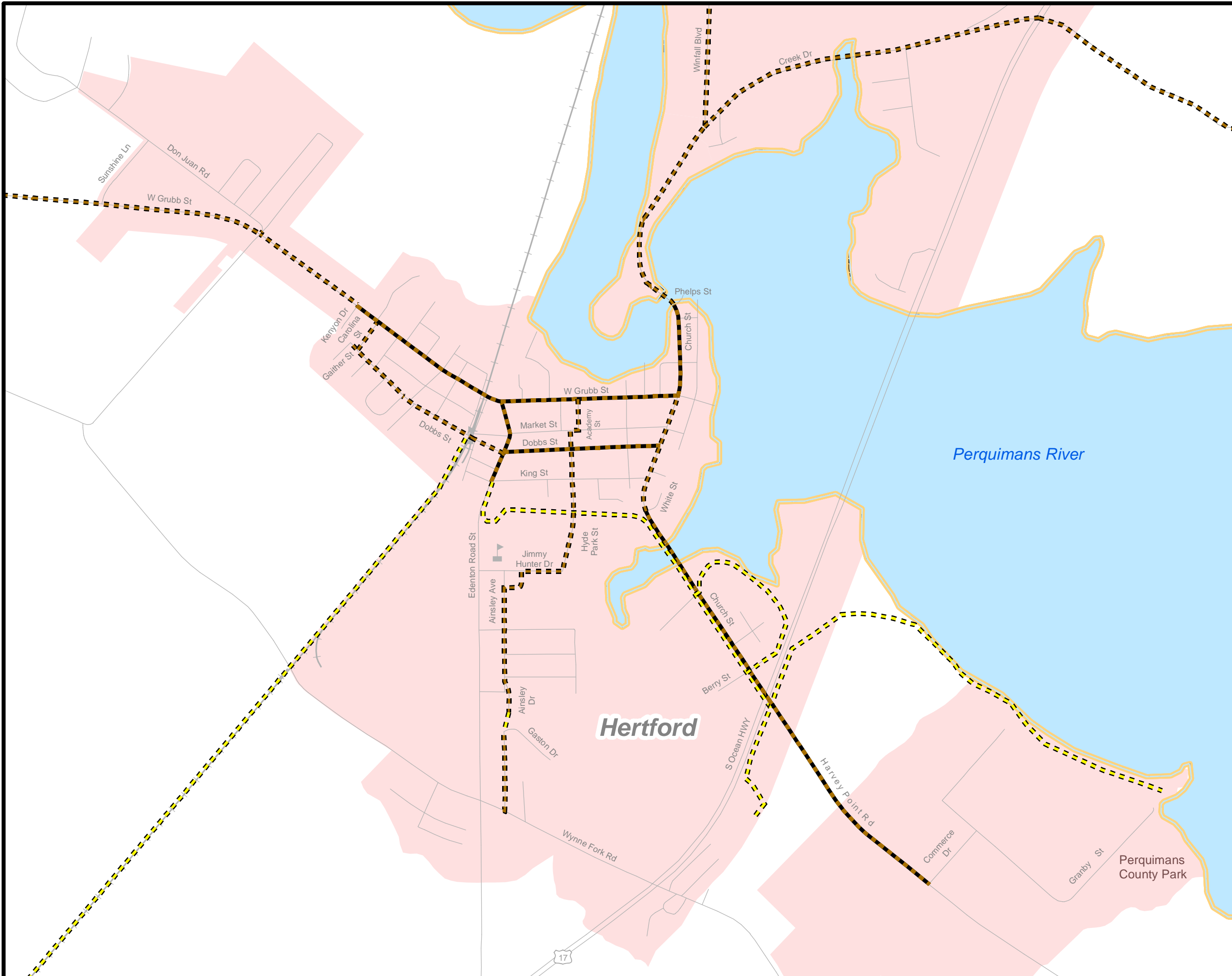


Figure 1 - Sheet 3B of 4

Base map date: June 2014

Refer to CTP document for more details



Pedestrian Map



Perquimans County North Carolina

Comprehensive Transportation Plan

Plan date: Nov 04, 2015

Sidewalks

- Existing
- Needs Improvement
- Recommended

Off-road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- County Boundary
- Municipal Boundary
- Military Base
- Rail
- Schools
- Roads

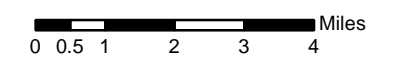
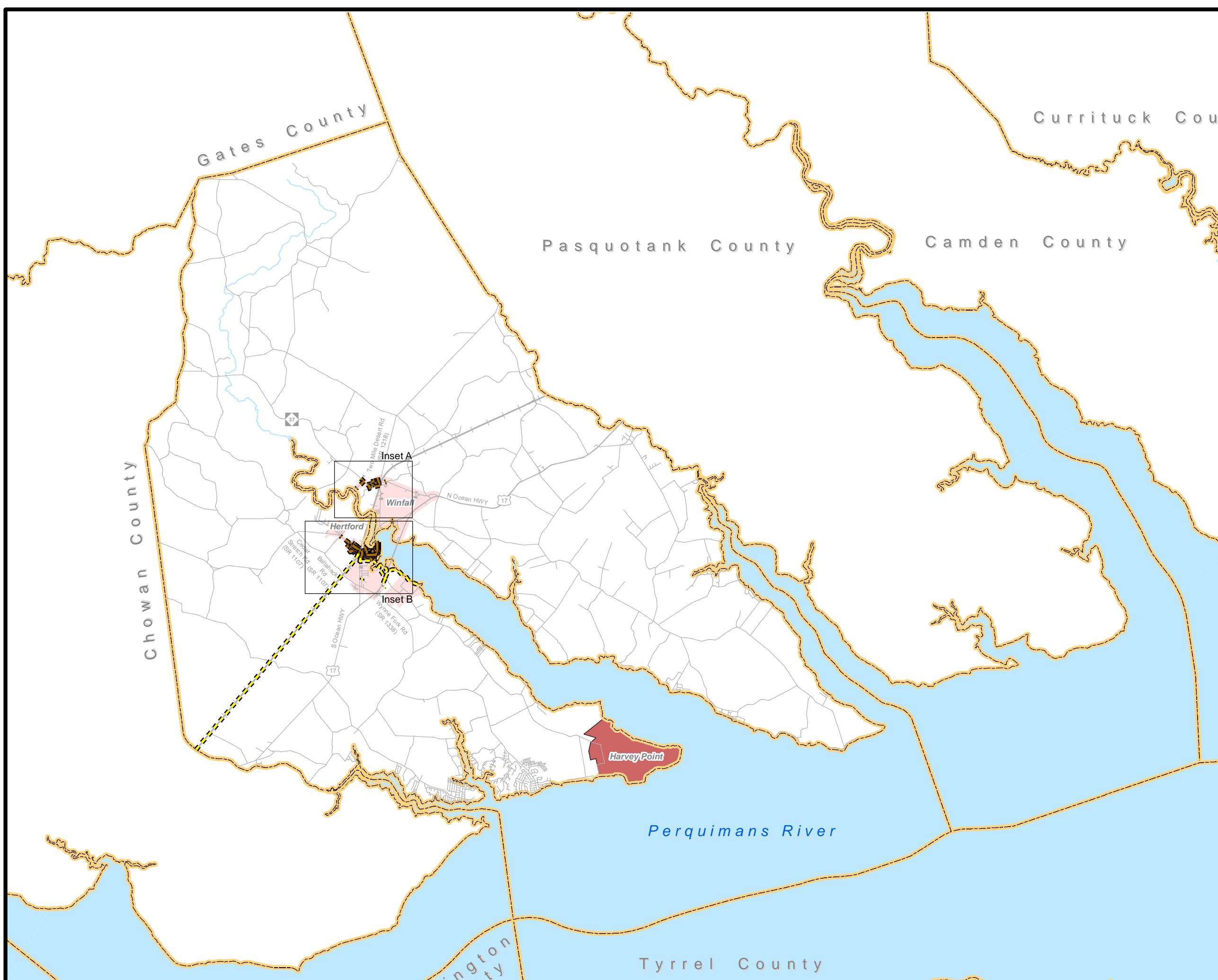


Figure 1 - Sheet 4 of 4

Base map date: June 2014

Refer to CTP document for more details



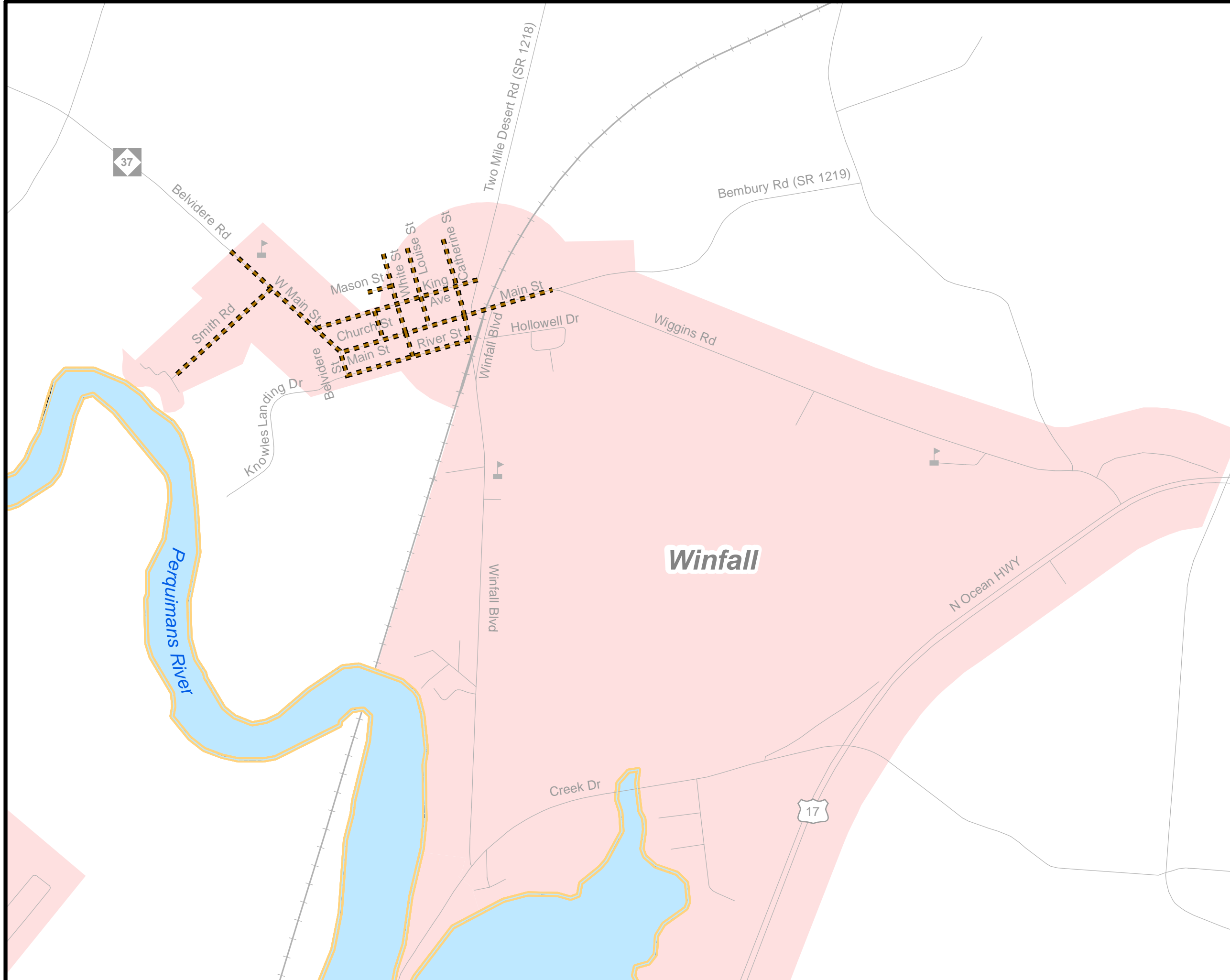
Pedestrian Map (Inset A)



**Perquimans County
North Carolina**

Comprehensive Transportation Plan

Plan date: Nov 04, 2015



- Sidewalks**
- Existing
 - Needs Improvement
 - Recommended

- Off-road**
- Existing
 - Needs Improvement
 - Recommended

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

- County Boundary
- Municipal Boundary
- Rail
- Schools
- Roads

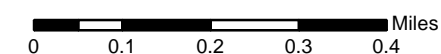


Figure 1 - Sheet 4A of 4

Base map date: June 2014

Refer to CTP document for more details

**Pedestrian Map
(Inset B)**



**Perquimans County
North Carolina**

**Comprehensive
Transportation Plan**

Plan date: Nov 04, 2015

- Sidewalks**
 - Existing
 - Needs Improvement
 - Recommended
- Off-road**
 - Existing
 - Needs Improvement
 - Recommended
- Multi-Use Paths**
 - Existing
 - Needs Improvement
 - Recommended

- County Boundary
- Municipal Boundary
- Rail
- Schools
- Roads

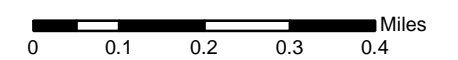
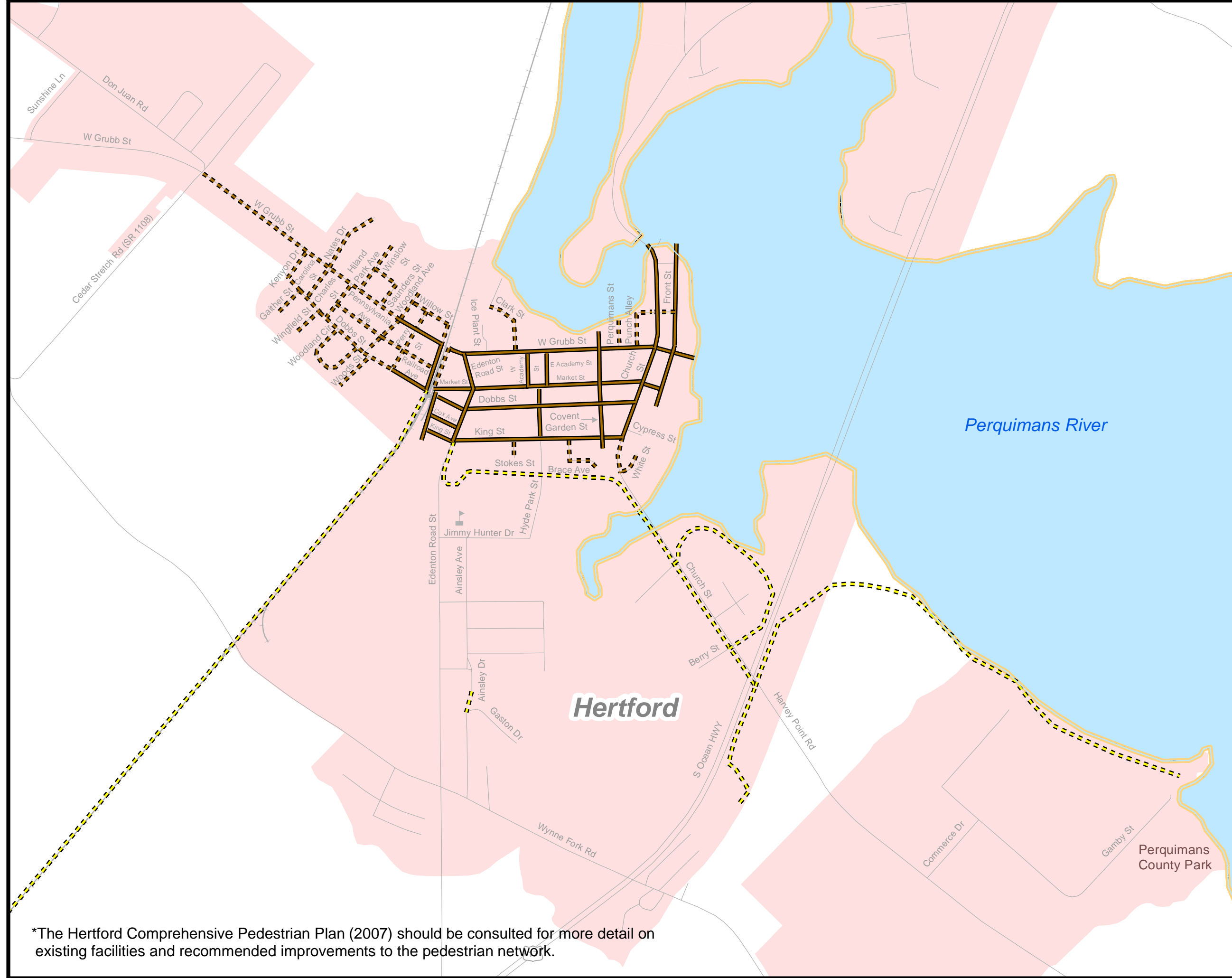


Figure 1 - Sheet 4B of 4

Base map date: June 2014

Refer to CTP document for more details



*The Hertford Comprehensive Pedestrian Plan (2007) should be consulted for more detail on existing facilities and recommended improvements to the pedestrian network.

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.

A) 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. The STC identify a network

¹ For more information on the STC, go to:

<https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx>

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 2012 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 2002 to 2011. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. 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 2012 traffic volumes in Figure 3 are 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 Transportation Improvement Program² (TIP).

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

- ❖ Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- ❖ Typical users of the road, such as commuters, recreational travelers, and truck traffic;

² For more information on the TIP, go to: <https://connect.ncdot.gov/projects/planning/Pages/default.aspx>

- ❖ 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 Perquimans County CTP occurred between January 1, 2007 and December 31, 2011. During this period, a total of nine intersections and thirty-nine 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. Five deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 5. Of these, two are scheduled for replacement in the 2016 – 2025 TIP. Additionally, one other occurs along a roadway recommended for improvement in the CTP. 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
2012 Volumes and Capacity Deficiencies



Perquimans County
North Carolina

Comprehensive
Transportation Plan

Plan Date: Nov 04, 2015

Legend

- Rail
- Water
- Schools
- County Boundary
- Municipalities
- Military Base
- 2012 Volumes (AADT)
- Existing Capacity

0 0.5 1 2 3 4 Miles



Base map date: June 2014
Refer to CTP document for more details

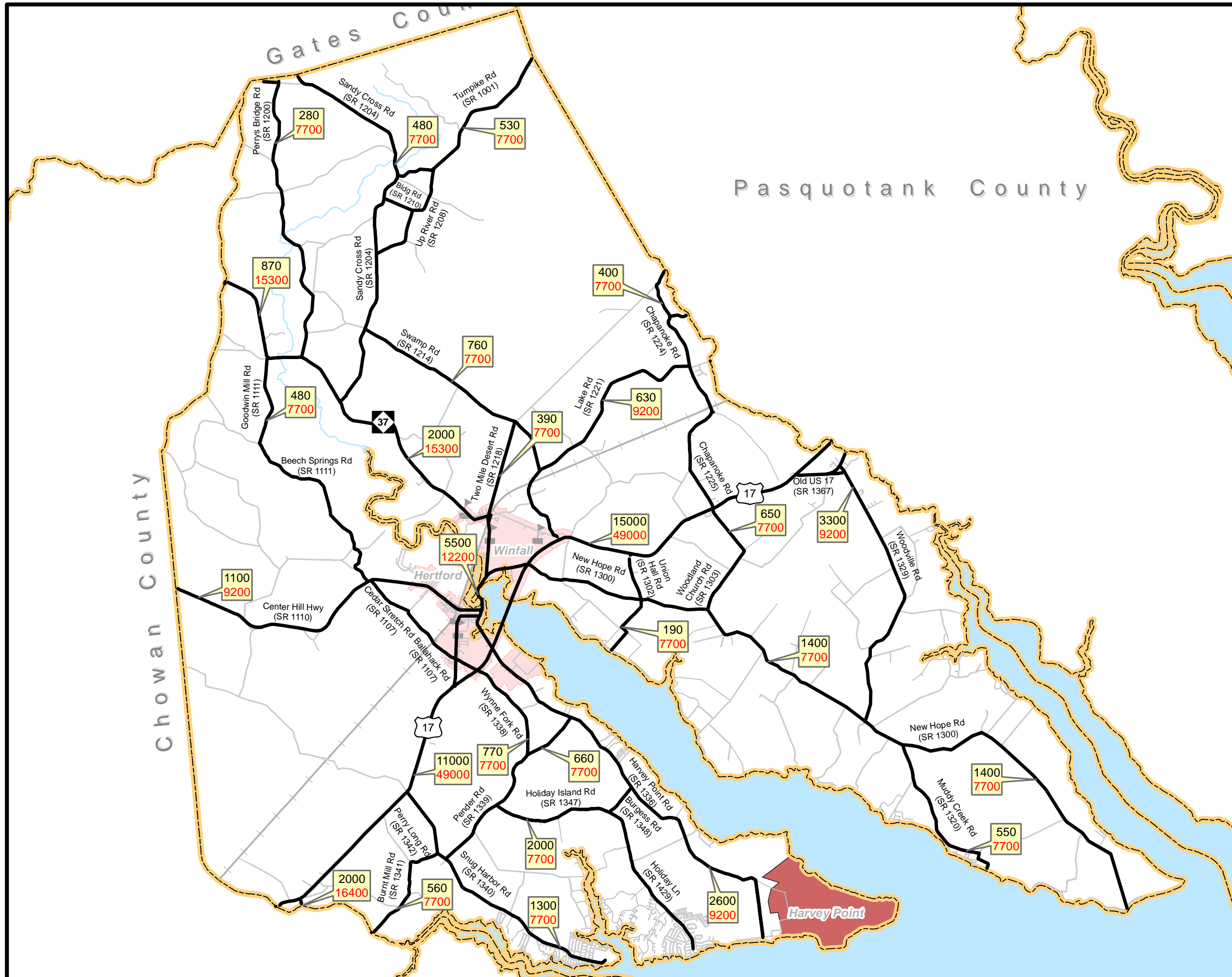


Figure 3
2040 Volumes and Capacity Deficiencies



Perquimans County
North Carolina

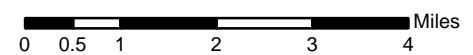
Comprehensive
Transportation Plan

Plan Date: November 4, 2015



Legend

- Rail
- Water
- Schools
- County Boundary
- Municipalities
- Military Base
- 2040 Volumes (AADT)
- Existing Capacity



Base map date: June 2014
Refer to CTP document for more details

Figure 4 Perquimans County North Carolina 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
- ▲ Schools
- ✈ Airports
- +— Railroads
- Rivers and Streams
- Water
- Municipal Boundary
- Military Base
- County Boundary

0 0.5 1 2 3 Miles



Base map date: June 2014

Refer to CTP document for more details

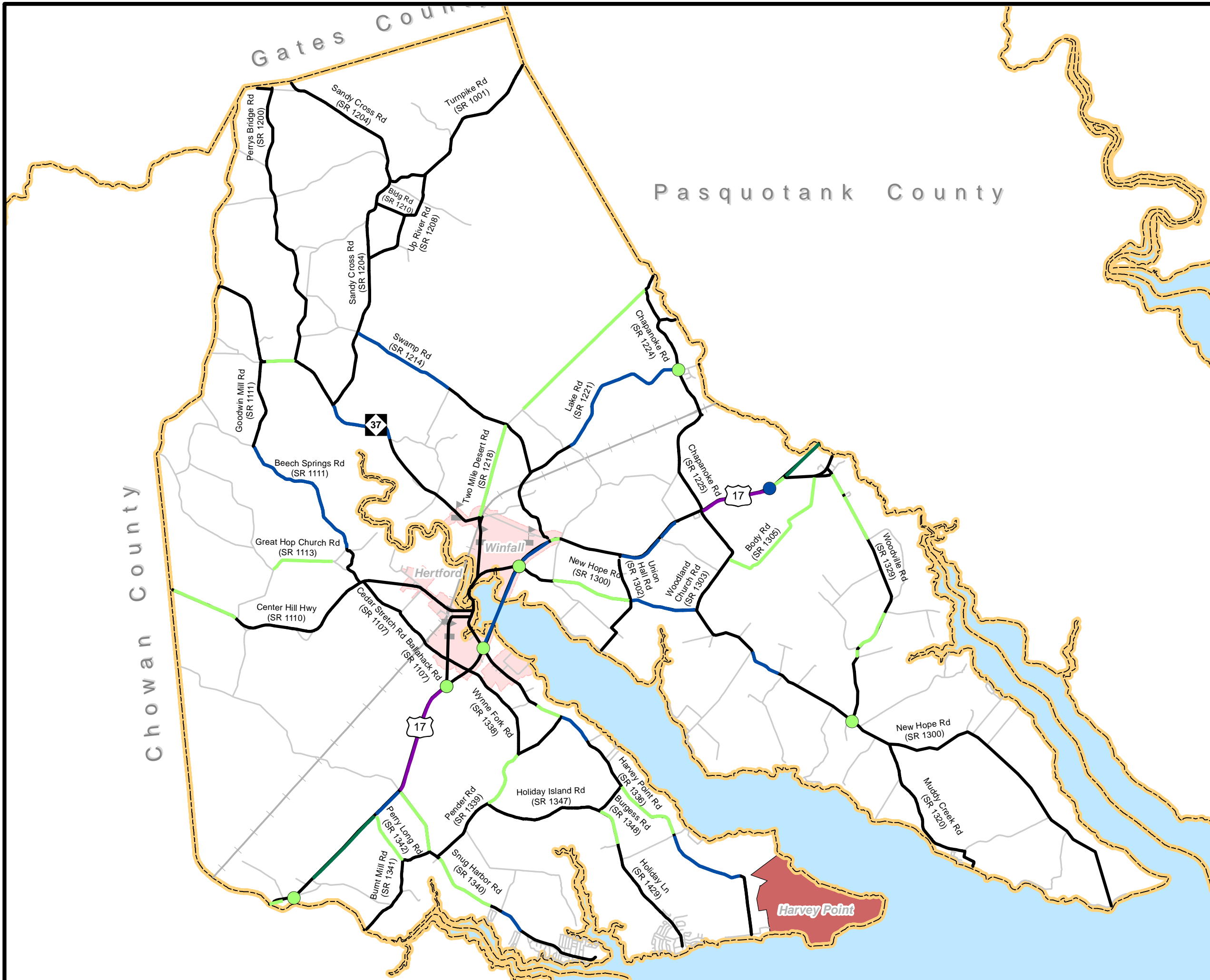


Figure 5

Bridge Deficiency Map



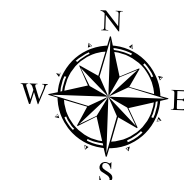
Perquimans County
North Carolina

Comprehensive
Transportation Plan

Plan Date: November 4, 2015

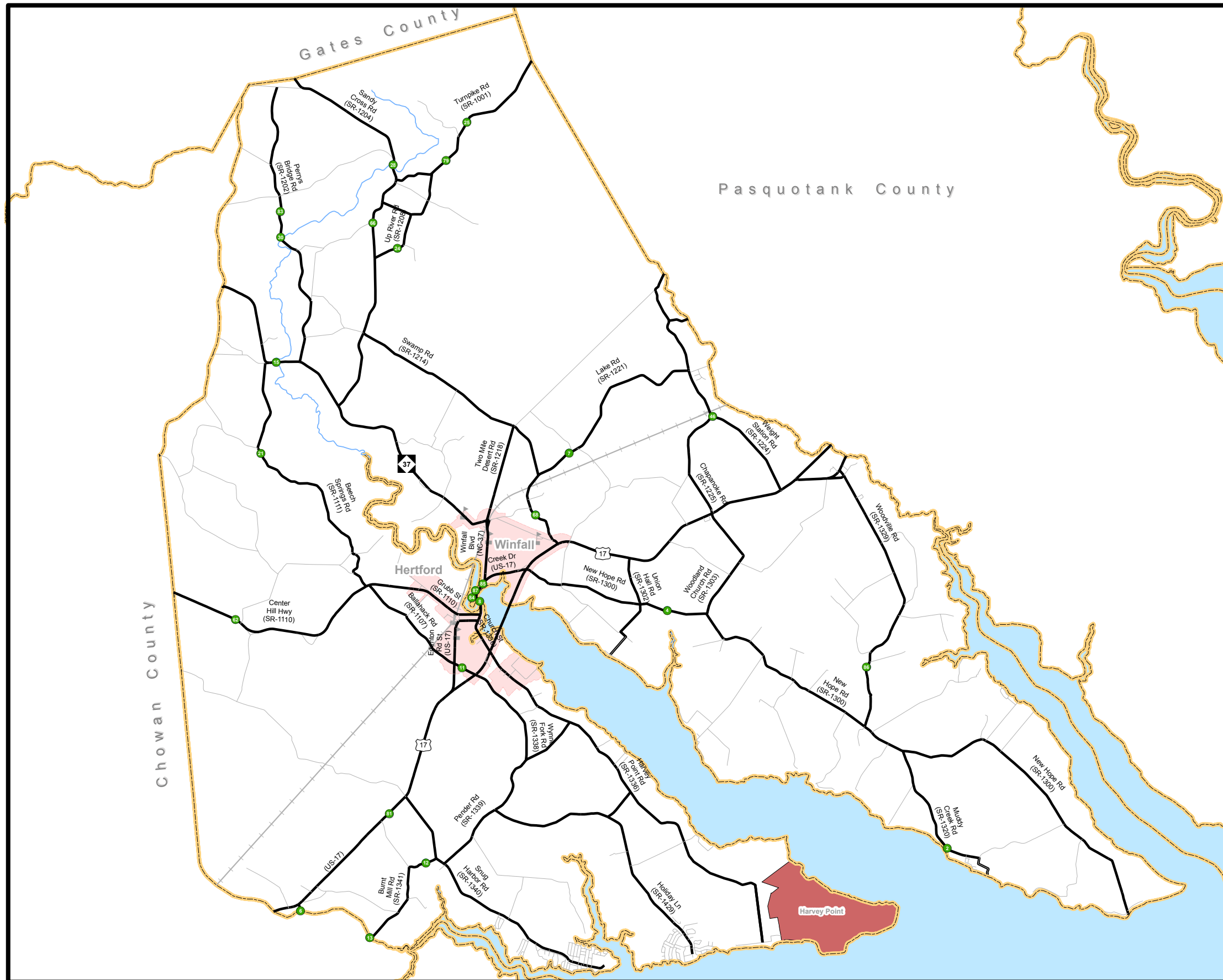
Legend

- Rail
- Water
- Schools
- County Boundary
- Municipalities
- Military Base
- Deficient Bridge
(# Bridge Number)



0 0.5 1 2 3 Miles

Base map date: June 2015
Refer to CTP document for more details



B) 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 a sidewalk are made available if matched by the requesting locality, using a sliding scale based on population.

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

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 3, 3A, 3B, 4, 4A, and 4B of Figure 1. The Albemarle Regional Bicycle Plan and the Town of Hertford Comprehensive Pedestrian Plan were utilized in the development of these elements of the CTP. The NC Bicycle Route 3 "Ports of Call" passes along the western edge of Perquimans County along County Line Road. The NC Bicycle Route 4 "North Line Trace" passes through Perquimans County's east-west county lines. In addition to the state routes, three local bike routes are designated in the county, which are the Joppa Loop, the Bethel Loop, and the Hertford-Edenton Bike Route. The East Coast Greenway, an interstate route from Florida to Maine, also passes through Perquimans 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.

NCDOT adopted a Complete Streets Policy in 2009 and created a set of design guidance called the Complete Streets Planning and Design Guidelines in 2012. These documents help guide the Department's consideration for bicyclists and pedestrians as part of the roadway or bridge design process. The Complete Streets policy requires that NCDOT's planners and designers consider and incorporate multimodal alternatives in the design and improvement of all appropriate transportation projects within a growth area of a town or city unless exceptional circumstances exist.

C) Waterways

Water transportation is an integral part of the transportation system in the United States. The U.S. waterway system is comprised of approximately 12,000 miles of navigable waterway, containing 230 lock sites that manage 275 lock stations. Waterways transport more than 60% of the nation's grain exports, about 22% of domestic petroleum and petroleum products, and 20% of the coal used in electricity generation. Barges are ideal for hauling bulk commodities and moving over-size equipment.

With a mid-Atlantic location approximately halfway between Boston and Miami, Perquimans County is well positioned for manufacturing and distribution enterprises serving Eastern U.S. markets. Three deep-water ports, in Wilmington and Morehead City, North Carolina and Norfolk, Virginia, serve the Perquimans County area. These ports are capable of accommodating large ocean container vessels. One of the main transportation services in Northeastern North Carolina involves moving freight along the Albemarle Sound. The Albemarle Sound can accommodate cargo barge traffic and transport services and is protected from the Atlantic Ocean by barrier islands known as the Outer Banks. It is a vital link in the Intercostal Waterway as it connects with the Chesapeake Bay via a canal system. Barge traffic can travel this route to the Atlantic Ocean.

Perquimans County is located on the northern portion of the Albemarle Sound and bordered by the Perquimans, Little, and Yeopim Rivers. Godwin and Sutton Creeks are also notable streams of the region. The Perquimans, Little and Yeopim Rivers are attractive destinations for boating, fishing, canoeing, kayaking and swimming. Based on the current transportation services and their proposed economic development vision, the County and Town of Hertford expressed interest developing the following recommendations:

- Develop an inland basin, at the Marine Industrial Park site, to provide companies direct access to the river, sound and ocean.

These types of projects could be funded through CAMA grants and various state agencies and/or Town and/or County funds. Further coordination is recommended to determine if the aforementioned recommendations are feasible.

D) 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 2005-2006 Cama Core Land Use Plan Update (refer to Appendix G) was used to meet this requirement.

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

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

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

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

For detailed information on how land use and growth projections were developed for and applied in the CTP, refer to Appendix G.

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 Act³ (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 Perquimans County are shown in Figure 6 and are shown in bold text in Table 1.

³ For more information on NEPA, go to: <https://ceq.doe.gov/>.

Table 1 – Environmental Features

- | | |
|---|--|
| <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 • 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.

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 Perquimans County Board of Commissioners in February 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 Perquimans County Steering Committee, which included a representative from each municipality, county staff, the Albemarle 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 one public drop-in session in Perquimans County to present the proposed CTP to the public and solicit comments. The meeting was held on September 23, 2015 from 4pm to 7pm at the Perquimans County Emergency Services Building in Hertford. The session was publicized in the local newspaper and was held from 4pm to 7pm. Several comment forms were submitted during the session held on September 23, 2015.

A public hearing was held on January 4, 2016 during the Perquimans County Commissioners meeting. The purpose of this meeting was to discuss the plan recommendations and to solicit further input from the public. The Perquimans County CTP was adopted during this meeting. The towns of Hertford and Winfall both adopted the Perquimans County CTP on January 11, 2016.

The Albemarle RPO endorsed the CTP on January 27, 2016. The North Carolina Department of Transportation mutually adopted the Perquimans County CTP on March 3, 2016.




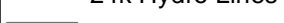
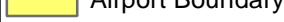






**Figure 6a
Environmental
Features**

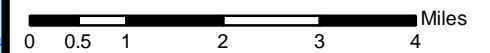


**Perquimans County
North Carolina**

**Comprehensive
Transportation Plan**

Legend

-  Roads
-  Railroads
-  Schools
-  Historic Resources Sites
-  24k Hydro Lines
-  Airport Boundary
-  Managed Areas
-  APNEP - Submersed Aquatic Veg.
-  Conservation Tax Credit Prop.
-  Historic Resources Areas
-  Hydrography Areas
-  Land & Water Conservation Funds
-  National Wetland Inventory
-  Target Local Watersheds - EEP
-  Hydromaj_poly
-  Municipal Boundaries
-  County Boundary



Base map date: June 2014
Refer to CTP document for more details

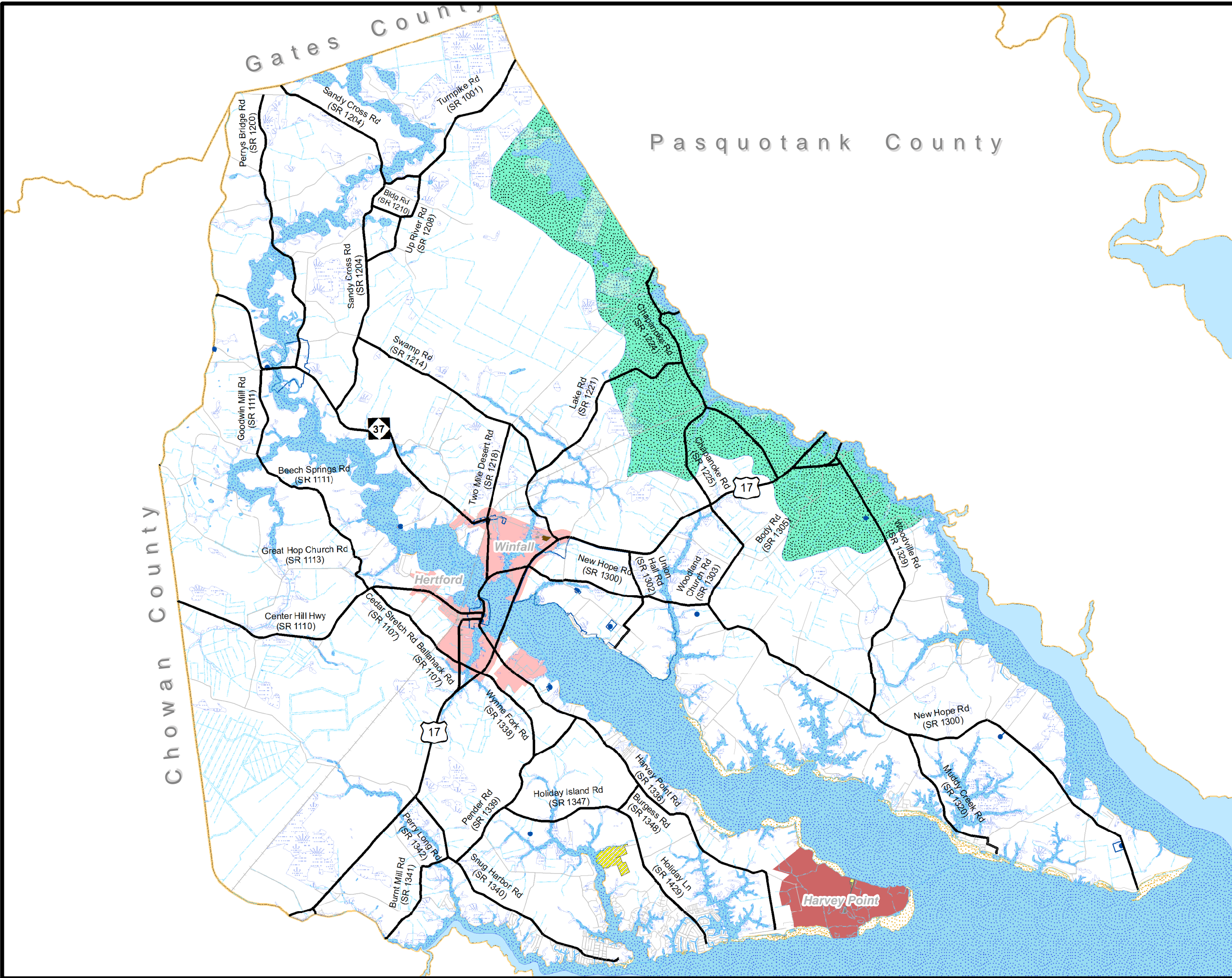











Figure 6b
Environmental
Features

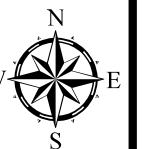
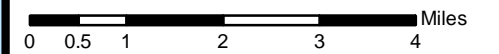
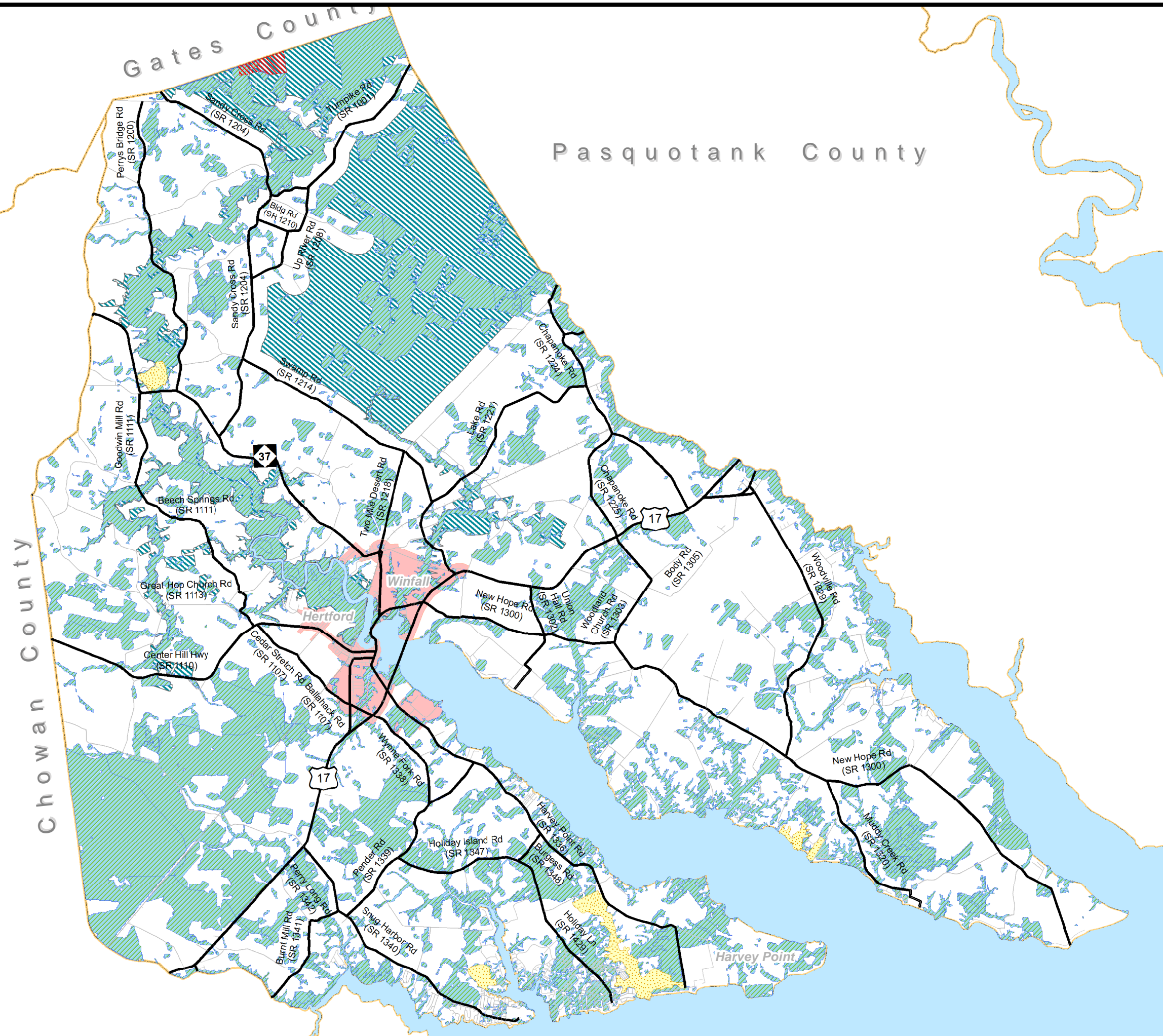


Perquimans County
North Carolina

Comprehensive
Transportation Plan

Legend

-  Roads
-  Railroads
-  Schools
-  Significant Natural Heritage Areas
-  NCDOT Maintained Mitigation Sites
-  NC-CREWS
-  Landscape Habitat Indicator Guilds
-  Municipal Boundaries
-  County Boundary



Base map date: June 2014
Refer to CTP document for more details

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2016 Perquimans 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 Perquimans County. 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 Albemarle RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the

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

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 Act² (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

This section describes problem statements related to proposed recommendations, across various modes of transportation, in the Comprehensive Transportation Plan (CTP). The information provided in this section may be used to meet National Environmental Policy Act (NEPA) or the North Carolina State Environmental Policy Act (SEPA) requirements. For ease of comprehension, the problem statements are organized by mode of transportation. 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. The recommended improvements in highway infrastructure are discussed in this section followed by improvements in bicycle and pedestrian facilities.

A) HIGHWAY

Highway infrastructure is considered vital in connecting various regions and to ensure long-term socio-economic benefits. Though it is considered difficult to measure the benefits precisely, some regions have reported to have benefited in terms of reduced business costs and productivity, increased labor market access, economic competitiveness, and revenues. With the increase use of automobiles as a principal mode of transportation, the need for good, reliable roads and bridges is evident. The significance of any particular highway project is generally evaluated against several

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

criteria, which include mobility, safety, economic benefits, and environmental impacts. A comprehensive but succinct description of each of these criteria is provided as follows for the benefit of the readers.

Mobility: It is defined as the ability to transport people and commodities quickly, easily, and cheaply at a speed that represents free-flow conditions. Mobility benefits translate into savings in terms of travel time and operating cost for road users. The cost savings include vehicle operating costs as well as tolls or other collected fee.

Accessibility: It is a measure of the relative access of a region to communities, employment opportunities, services, etc. In the longer term, added highway capacity may lead to the spatial reorganization of activities as a result of changes in regional accessibility.

Safety: Improved roadway design or safety measures at any particular location on the highway may result in reduced number of crashes. The efficacy of such measures is estimated based on forecasted reduction in crashes by roadway design type in tandem with costs of crashes by crash severity. These costs include both direct economic costs in terms of medical expenses, and property damage, and indirect costs measured in terms of pain and suffering.

Economic Benefits: These are measured in terms of reduction in travel time and cost, safety improvement, and other benefits affecting the cost of doing business. It is commonly understood that businesses gain through reduced travel time and cost, and expand through the attraction of new businesses to a region.

Environmental Impacts: There is a growing concern that highway infrastructure development has major environmental implications in the form of air quality, water quality, habitat destruction and fragmentation, noise, and greenhouse gas emissions.

Highway projects may result in various benefits for the local community, such as improved access to services and jobs for residents, better access to customers for businesses, and reduced transportation costs. Furthermore, improved highway network may potentially increase the economic base of the area, which may result in higher wages for workers and greater net earnings or business owners. This section details the highway infrastructure projects recommended as part of the Comprehensive Transportation Plan (CTP).

Identified Problem

US 17 is a major north-south corridor through Perquimans County, which is currently a four lane expressway with limited access as shown in Figure 2.1a. The US 17 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.

Justification of Need

The US 17 corridor has strategic value to local, regional, and state mobility. Since US 17 is connected to many military bases and other strategic highways, ports, etc., an urgent need exists to improve the operating capacity of this roadway. The Governor's 25 Year Vision for North Carolina identifies the following investments for eastern North Carolina:

- Strengthen Military Connections
 - Improve highway and rail connections between bases and to ports of embarkation and disembarkation.
 - Improve highway connections between bases and regional healthcare and education centers.
- Improve Highway to Hampton Roads
 - Propose future interstate designation for this section of US 64/US 17 connecting to Hampton Roads, Virginia, and complete improvements that bring this section of roadway to interstate standards. This designation was included in the five-year transportation bill Congress passed on December 3, 2015. It has been forwarded to the President to sign.

The 2006 Perquimans County North Carolina CAMA Core Land Use Plan identifies the land along US 17 as commercially-used land. This commercial corridor area contains retail, personal and business services, and some office uses.

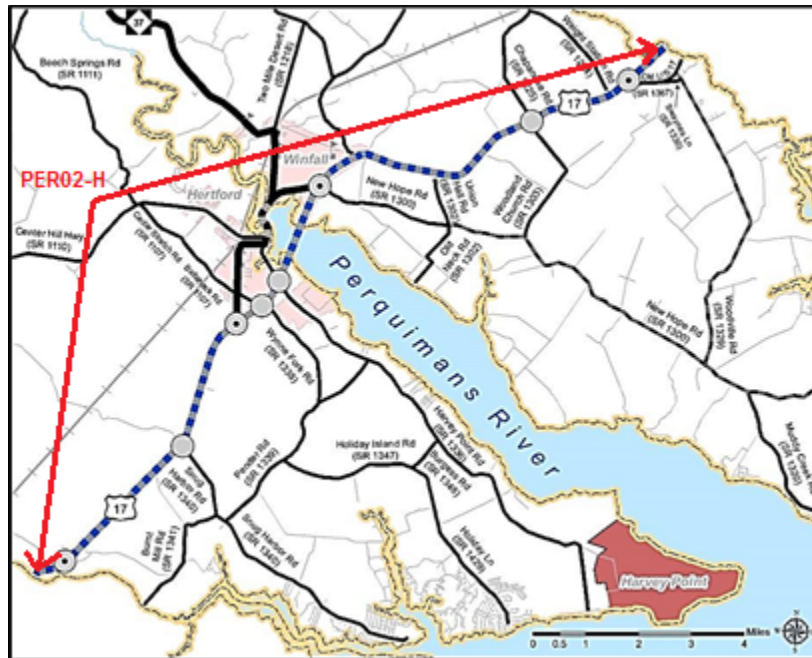
US 17 is critical to economic development in the region. It speeds delivery of agricultural products to the Port of Virginia and local markets and serves the logistical needs of our military. In August of 2013, an economic impact study was completed for the Highway 17 Association and, according to the study; bringing US 17 up to Interstate standards would generate an economic impact of \$3 billion and create over 4000 jobs along the corridor in all sectors of the region's economy: agribusiness, military and tourism. The future Interstate corridor designation from Raleigh to Hampton Roads via Rocky Mount and Elizabeth City, NC required Congressional approval and was incorporated into the FAST Act and signed into law in December of 2015. Corridors

approved as a future Interstate generally require improvements to be completed within a 25 year window. Perquimans County and the towns of Hertford and Winfall will continue advocating for funding, to bring US 17 up to Interstate standards, through the Strategic Investments Law (STI).

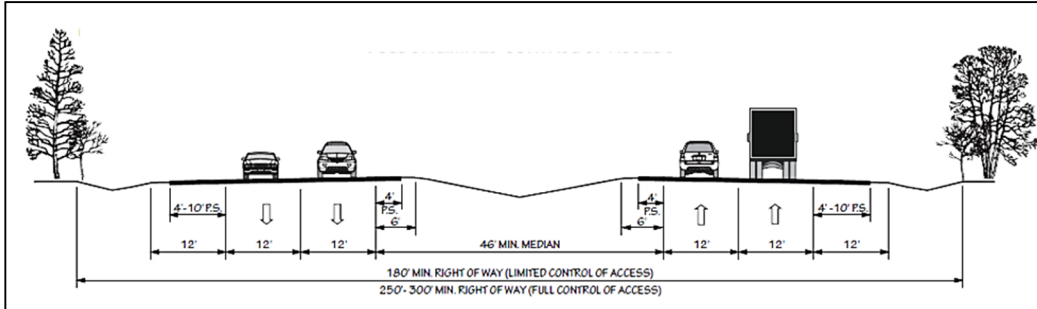
North Carolina has received approval for the naming of the new interstate route designation in the eastern part of the state. On May 25, 2016, The American Association of State and Transportation Officials (AASHTO) approved I-87 for U.S. 64/17 between Raleigh and the Virginia state line. These connections are an integral part of the governor's 25-Year Vision for North Carolina to improve the state's infrastructure, expand economic opportunities and create jobs. They bring a much-needed interstate corridor to the Hampton Roads area, stronger connections between important military bases, and enhance economic development through faster shipment of freight for ports and the Global TransPark.

Figure 2.1 Existing road connection between the towns of Hertford and Winfall

(a) US 17 alignment through Perquimans County



(b) Proposed cross-section of US 17



CTP Project Proposal

The current facility is a four lane expressway with 12 foot lanes from Chowan County to Pasquotank County. It is recognized that improvements are needed to maintain mobility along this corridor. The aim of this project is to upgrade the existing facility to interstate standards from the south end of Perquimans County to the north end. The proposed cross-section of US 17 is presented in Figure 2.1b. It must be noted that the entire US 13/17 corridor from US 64 in Williamston to Virginia is being evaluated for upgrade to interstate standards as a part of NCDOT feasibility study FS-1501A which is currently in progress. The full US 17 Corridor represents approximately 79.5 miles spanning from Martin County to the Virginia State Line. As development occurs along this corridor every effort should be made to limit access in order to maintain mobility.

Identified Problem

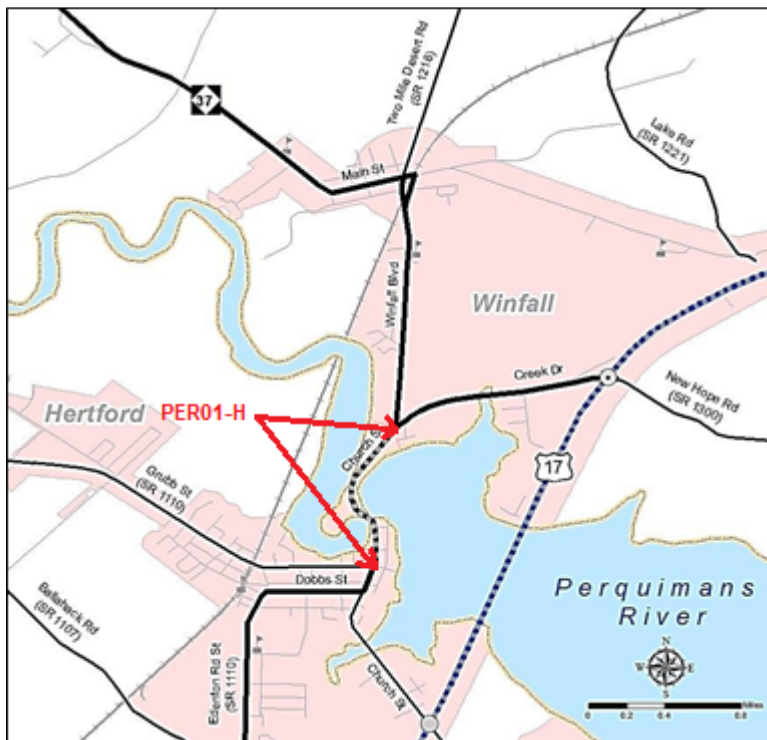
The current bridge and causeway is experiencing substantial deterioration, and serious maintenance issues. Differential settlement of the road subgrade, between NC 37 and the bridge across the Perquimans River on US 17, has badly damaged portions of the pavement.

Justification of Need

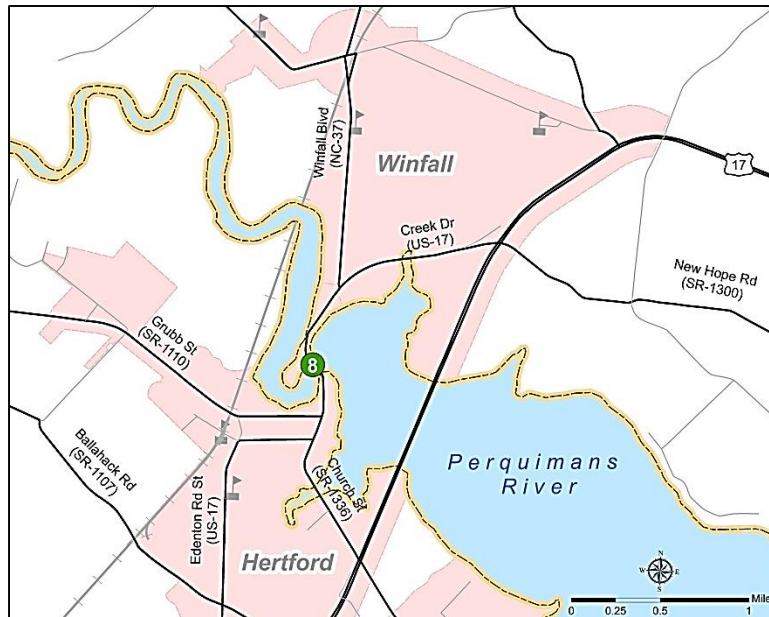
The towns of Hertford and Winfall are connected by an existing causeway (US 17 Business/NC 37) and bridge (S-Bridge), as shown in Figure 2.2, which serves as a vital link between the two communities. This link is known to contribute to the economic vitality of the two towns, maintaining community cohesion, and providing direct access for residents without a vehicle. Based on certain estimates, this route also serves as the shortest and most viable route between the four schools in Perquimans County. Maintenance and rehabilitation (M&R) activities have resulted in the causeway being closed for several weeks, and the expected increase in traffic volumes is only going to exacerbate the situation. There are no effective shoulders on this roadway section, and the existing material along the roadway is mostly unstable.

Figure 2.2 Existing road connection between the towns of Hertford and Winfall

(a) Existing Causeway (US 17 Bus/NC 37)



(b) Existing Bridge No. 8 (the S-bridge)



CTP Project Proposal

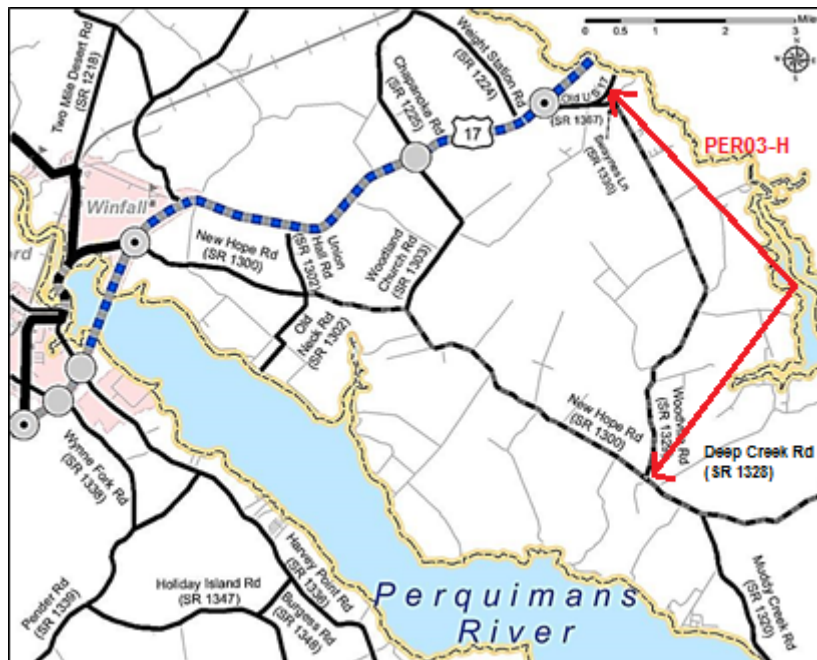
Given the social and economic significance of this route, the NCDOT has recommended to replace the bridge and causeway with a new fixed-span bridge with 33 feet of clearance. The project aims to provide a direct highway connection between Hertford and Winfall along the US 17 Business/NC 37, over the Perquimans River to NC 37, for a length of approximately 0.4 miles. The new structure would be located east of the existing bridge and causeway. The towns of Winfall and Hertford and the County of Perquimans, however, have gone on record as supporting “Alternative B” as their preferred alternative.

Woodville Road (SR 1329) Widening, Local ID: PER03-H

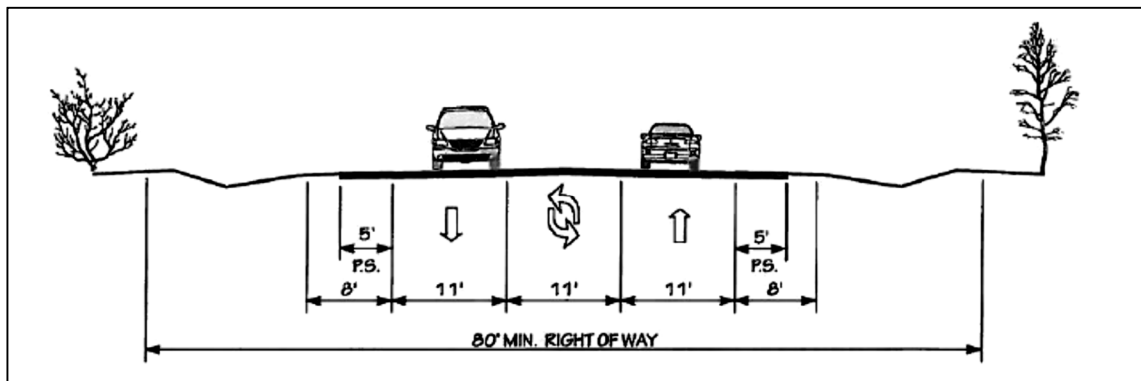
There are large subdivisions plated and are currently being built upon at the end of New Hope Road as well as Deep Creek Road as shown in Figure 2.3a. It is anticipated that the traffic flow will increase on this road for motorists travelling toward the towns of Hertford and Winfall to the Elizabeth City and Greenville areas. Although the traffic flow is not expected to exceed capacity on this route, the route is identified as a candidate to be upgraded to NCDOT standards for improved mobility and safety. The existing roadway consists of two 9-foot wide lanes with no provision of paved/unpaved shoulders. This project will widen Woodville Road to include a two-way left-turn lane and adequate shoulders as shown in Figure 2.3b.

Figure 2.3 Alignment and proposed cross-section of Woodville Road

(a) Horizontal alignment of Woodville Road



(b) Proposed cross-section of Woodville Road

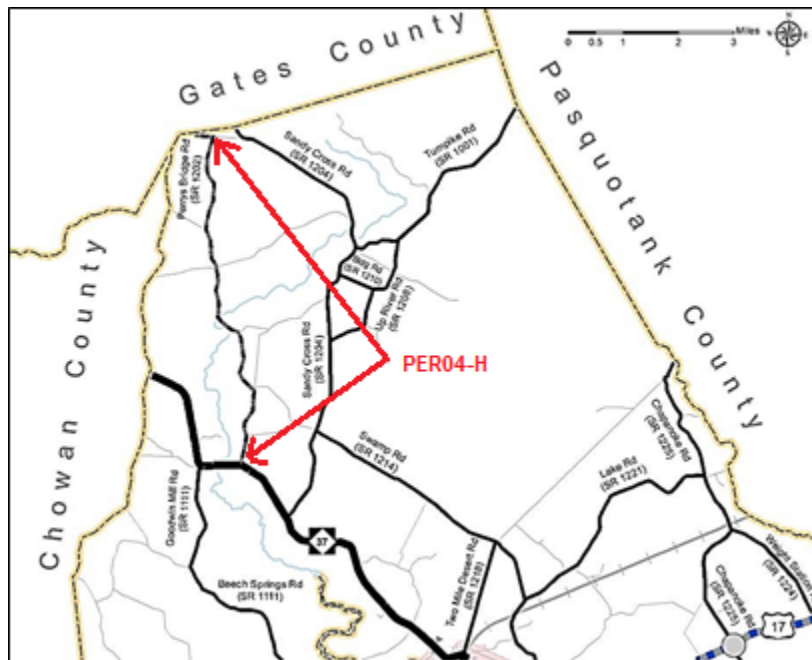


Perry's Bridge Road (SR 1202) Widening, Local ID: PER04-H

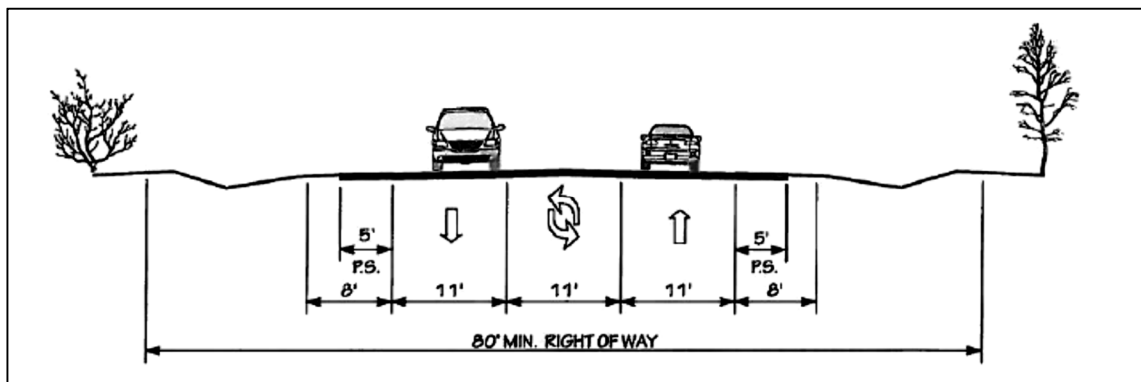
The Perquimans County Landfill is located on this road and a large number of dump trucks (tandem and short wheelbase) travel through this road as shown in Figure 2.4a. The road is currently 18-foot wide with limited earthen shoulder. This project will widen the section from Perry's Bridge Road to Acorn Hill Road (SR 1002) in Chowan County with inclusion of two-way left-turn lane and provision of adequate shoulders as shown in Figure 2.4b.

Figure 2.4 Alignment and proposed cross-section of Perry's Bridge Road

(a) Horizontal alignment of Perry's Bridge Road



(b) Proposed cross-section of Perry's Bridge Road

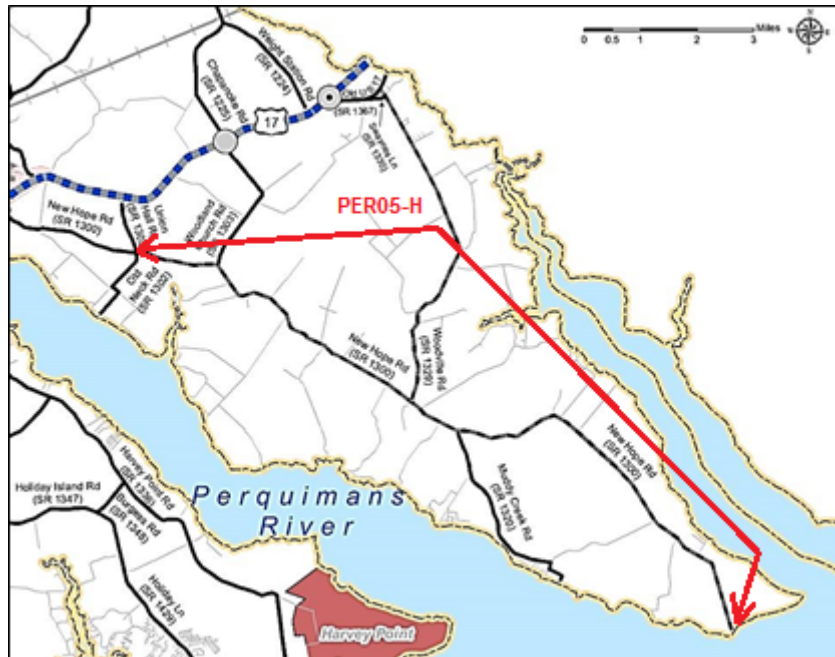


New Hope Road (SR 1300) Widening, Local ID: PER05-H

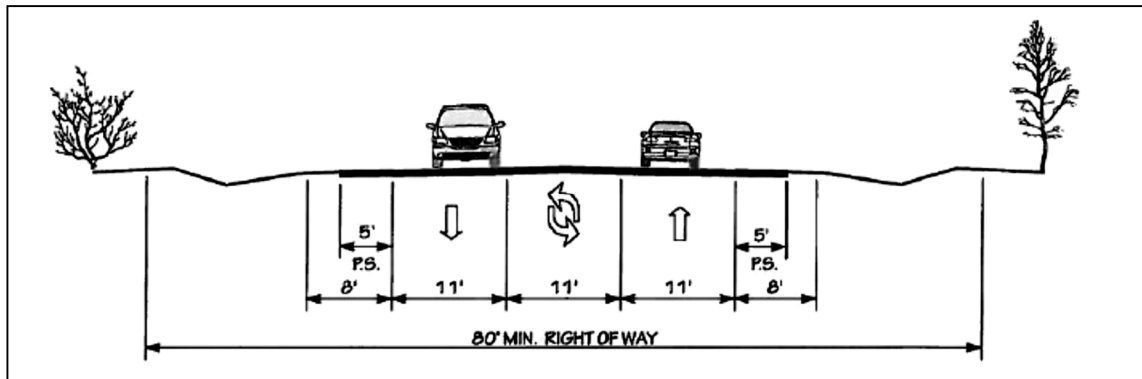
There are large subdivisions plated and are currently being built upon at the end of New Hope Road shown in Figure 2.5a. This road is currently 18-foot wide with minimal shoulders. This project will widen this road from Union Hall Road (SR 1302) to Cross Neck Road (SR 1321) as in Figure 2.5b.

Figure 2.5 Alignment and proposed cross-section of New Hope Road

(a) Horizontal alignment of New Hope Road



(b) Proposed cross-section of New Hope Road



B) PUBLIC TRANSPORTATION & RAIL

A public transportation and rail assessment was completed during the development of the CTP. There are no recommended improvements associated with the public transportation mode.

C) BICYCLE

During the development of the CTP, the following segments are recommended to receive improvements and accommodations for bicycles.

In accordance with the American Association of State Highway and Transportation Officials (AASHTO) guidelines, roadways identified to incorporate specific bicycle accommodations should incorporate the following standards as roadway improvements are made and funding is available. The particular facilities selected, and their detailed design should be determined in accordance with guidance provided in the AASHTO Guide to Planning and Design of Bicycle Facilities, 4th edition (2012):

- Curb & gutter sections require bike lanes designed in accordance with the 2012 AASHTO Bike Guide and generally a minimum of 5 feet wide, or wider where certain conditions exist as recommended by the standards.
- Shoulder sections require a paved shoulder designed in accordance with the 2012 AASHTO Bike Guide and generally a minimum of 4 feet wide, or wider along segments with conditions in which additional width is recommended by the standards.
- All bridges along roadways where bike facilities are recommended should be designed in accordance with the NCDOT Bridge Policy (including width, bikeway accommodation, and railing design) and with AASHTO standard guidance for bicycle accommodations. Bridge railings should be 54 inches in height.

In more densely settled areas, some people rely on utilitarian use of the bicycle as ordinary transportation, particularly where income or other constraints limit access to motor vehicle transportation. The lack of safety improvements and a connected network of bicycle transportation is the main barrier to safety and mobility in these areas, but long distances between destinations also affect utilitarian bicycle use. Bicycling is a mode that is economically and socially important to the county.

Existing roads and streets in Perquimans County listed below are recommended accommodations for bicycles, which were incorporated from the Albemarle Regional Bike Plan. NCDOT's Complete Streets policy states that streets and roads, particularly within and around towns and cities and their growth areas, should accommodate all modes

Recommended - Segments to have bicycle facilities added

- **Beach Springs Road (SR-1111), PER01-B:** From Center Hill Highway (SR-1110) to Goodwin Mill Road (SR-1111)
- **Bear Swamp Road (SR-1101), PER02-B:** From Center Hill Highway (SR-1110) to Snug Harbor Road (SR-1340)
- **Belvidere Road (NC-37), PER03-B:** From the intersection between Drinking Hole Road (SR-1118) and Belvidere Road (NC-37) to Gliden Road (NC-37) in Chowan County
- **Body Road (SR-1305), PER04-B:** From New Hope Road (SR-1300) traveling northeast towards Pasquotank County
- **Burnt Mill Road (SR-1341), PER05-B:** From Snug Harbor Road (SR-1340) traveling south towards Chowan County
- **Center Hill Highway (SR-1110), PER06-B:** From Bear Swamp Road (SR-1101) to West Grubb Street
- **Creek Drive (US-17 Business), PER07-B:** From Phelps Street to Ocean Highway (US-17)
- **Goodwin Mill Road (SR-1111), PER08-B:** From Beach Springs Road (SR-1111) to Belvidere Road (NC-37)
- **New Hope Road (SR-1300), PER09-B:** From Ocean Highway (US-17) to Woodland Church Road (SR-1303)
- **Pender Road (SR-1339), PER10-B:** From Harvey Point Road (SR 1336) to Snug Harbor Road (SR-1340)
- **Woodland Church Road (SR 1303), PER11-B:** From Body Road (SR-1305) to New Hope Road (SR-1300)

Town of Hertford:

- **Academy Street East, PER12-B:** From West Grubb Street traveling south towards Hyde Park Street
- **Ainsley Avenue, PER13-B:** From Jimmy Hunter Drive to Wynne Fork Road
- **Carolina Street, PER14-B:** From West Grubb Street to Dobbs Street
- **Church Street, PER15-B:** From Grubb Street to White Street
- **Dobbs Street (US-17 Business), PER16-B:** From Edenton Road Street to Gaither Street
- **Hyde Park Street, PER17-B:** From King Street to Ainsley Avenue
- **West Grubb Street, PER18-B:** From Kenyon drive to Sunshine lane

Town of Winfall

- **Catherine Street, PER19-B:** From Main Street (NC-37) traveling south towards Winfall Boulevard
- **Main Street (NC-37), PER20-B:** From near King Street extending all the way up to Winfall town boundary
- **Winfall Boulevard (NC-37), PER22-B:** From the intersection between Catherine Street and Winfall Boulevard to Creek Drive

Needs Improvement - Segments with bicycle facilities or sufficient pavement

Town of Hertford:

- **Dobbs Street (US-17 Business), PER23-B:** From Church Street to South Edenton Road
- **Edenton Road Street, PER24-B:** From West Grubb Street to King Street
- **North Church Street, PER25-B:** From Phelps Street to Grubb Street
- **South Church Street, PER26-B:** From White Street to North Commerce Drive
- **West Grubb Street, PER27-B:** From Church Street to Kenyon Drive

Town of Winfall

- **Main Street (NC-37), PER28-B:** From Bembury Road (SR-1219) to King Street

Multiuse Path – Recommended

Town of Hertford:

- **PER30-M:** From King Street to the shopping center south of US-17
- **PER31-M:** From Harvey Point Road (SR 1336) to South Granby Street
- **PER32-M:** From Church Street to Berry Street
- **PER33-M:** From Harvey Point Road (SR 1336) to Perquimans County Park
- **PER34-M:** A connection between Gaston Drive and Ainsley Drive
- **PER35-M:** From Dobbs Street to the south of Peanut Drive in Chowan County

D) PEDESTRIAN

Pedestrian travel in the County is most important when considering towns and settled areas, or origins and destinations that are in close proximity, such as neighborhoods, schools, or shopping centers. It is important economically for downtown businesses since those storefronts typically have a pedestrian orientation and are in central, densely developed areas. Hertford County is an active member community of the North Carolina Main Street Program with a downtown business revitalization committee, a grid street network, and settlement pattern that supports a downtown business district. Winfall has a grid street network with high intersection density that can support walking particularly if safe and connected facilities are provided.

The 2007 Hertford Comprehensive Pedestrian Plan lists needs and deficiencies for pedestrian travel. This plan should be consulted for more detail on existing facilities and recommended improvements to the pedestrian network:
(<https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/Hertford%20Ped%20Plan.pdf>)

NCDOT Complete Streets policy states that streets and roads, particularly within and around towns and cities and their growth areas, should accommodate all modes.

Existing roads and streets in Perquimans County are generally lacking recommended accommodations for pedestrians, particularly in and near settled areas where walking needs are highest. Sidewalks are present along many streets within municipal limits and growth areas, but not all. There is a general lack of crossing improvements to form a complete and safe pedestrian network. Curb ramps are lacking, or, where they exist, are non-compliant with current ADA requirements. Five pedestrian crashes during 2007-2013 in the county evidence a need for safety improvements.

In addition to and as part of sidewalk construction, related facilities, accommodations, and safety measures should be constructed as appropriate, particularly crossing improvements and intersection improvements that make sidewalk networks safe and functional. Mid-block crossing facilities should be added where appropriate.

As facilities are proposed for improvements, road and street segments should be identified that are appropriate for consideration of treatments such as alterations in pavement markings to reduce excessive lane widths, addition of high-visibility crosswalks, median refuges, and/or curb extensions, and other appropriate measures to enhance pedestrian safety and mobility.

Pedestrian facilities at intersections are as essential to a connected network as sidewalks and multi-use paths, and should be constructed as part of sidewalk improvements as roadway improvements are made and funding is available. Road resurfacing also triggers the requirement for adjacent curb ramps and other crossing improvements to comply with current ADA standards.

The particular facilities selected, and their detailed design, should be determined in accordance with the most recent guidance for pedestrian facilities, particularly recent ADA and AASHTO guidance.

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

Pedestrian Facilities – Recommended

Town of Hertford:

- **Brace Avenue, PER01-P:** From King Street to the west end of Brace Avenue
- **Carolina Street, PER02-P:** From West Grubb Street to Dobbs Street
- **Charles Street, PER03-P:** From West Grubb Street to Dobbs Street
- **Clark Street, PER04-P:** From the north end of Clark Street to West Grubb Street
- **Dobbs Street, PER05-P:** From Perry Street to Kenyon Drive
- **Gaither Street, PER06-P:** From Gaither Street to Dobbs Street
- **Hiland Park Avenue, PER07-P:** From the north end of Hiland Park Avenue to West Grubb Street
- **Nates Drive, PER08-P:** From West Grubb Street to the north end of Nates Drive
- **Pennsylvania Avenue, PER09-P:** From the west side of Railroad Avenue to the east of Charles Street
- **Perquimans Street, PER10-P:** From West Grubb Street to the north end of Perquimans Street
- **Perry Street, PER11-P:** From Willow Street to Dobbs Street
- **Punch Alley, PER012-P:** From the west end of North Church Street to West Grubb Street
- **Railroad Avenue, PER13-P:** From Market Street to West Grubb Street
- **Saunders Street, PER14-P:** From West Grubb Street to Winslow Street
- **South Church Street, PER15-P:** From King Street to White Street
- **Stokes Street, PER16-P:** From King Street to Stokes Street
- **West Grubb Street, PER17-P:** From Woodland Avenue to Cedar Stretch Road
- **White Street, PER18-P:** From South Church Street to the end of White Street
- **Willow Street, PER19-P:** From the east end of Woodland Avenue to the intersection with Railroad Avenue
- **Wingfield Street, PER20-P:** From Dobbs Street to the south end of Wingfield Street
- **Winslow Street, PER21-P:** From Hiland Park Avenue to Saunders Street
- **Woodland Avenue, PER22-P:** From Dobbs Street traveling up north to the far end of the avenue
- **Woodland Circle, PER23-P:** A small residential street connected to Dobbs Street
- **Woods Street, PER24-P:** From Dobbs Street to the south end of Wingfield Street

Sidewalks – Recommended

Town of Winfall:

- **Belvidere Street, PER25-P:** From West Main Street to West River Street

- **Catherine Street, PER26-P:** From the North end of Catherine Street to River Street
- **Church Street, PER27-P:** From King Avenue to Main Street (NC-37)
- **King Avenue, PER28-P:** From Two Mile Desert Road (SR- 1218) to West Main Street
- **Louise Street, PER29-P:** From the north end of Louise Street to Main Street (NC-37)
- **Mason Street, PER30-P:** From White Street to the west end of Mason Street
- **River Street, PER31-P:** From Catherine Street to Belvidere Street
- **Smith Road, PER32-P:** From Main Street (NC-37) to Smith Cove Road
- **Main Street (NC-37), PER33-P:** From the intersection between Bembury Road (SR-1219) to Wiggins Road to the end of Winfall town limits
- **White Street, PER34-P:** From the north end of White Street to the intersection with River Street

APPENDICES

Appendix A Resources and Contacts

Local Planning Organization

Albemarle Rural Planning Organization (<http://www.albemarlecommission.org/>)

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

512 South Church Street Hertford, NC 27944 (252) 426-5753

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

113 Airport Drive Suite 100 Edenton, NC 27932 (252) 482-8722

Contact the Highway Division with questions concerning NCDOT activities within each Division.

Contact the following NCDOT divisions and units¹ for:

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

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

| | |
|--|--|
| <u>Program Development Branch</u> | <i>Information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).</i> 1542 Mail Service Center Raleigh, NC 27699 (919) 707-4610 |
| <u>Public Transportation Division</u> | <i>Information on public transit systems.</i> 1550 Mail Service Center Raleigh, NC 27699 (919) 707-4670 |
| <u>Rail Division</u> | <i>Rail information throughout the state.</i> 1553 Mail Service Center Raleigh, NC 27699 (919) 707-4700 |
| <u>Division of Bicycle and Pedestrian Transportation</u> | <i>Bicycle and pedestrian transportation information throughout the state.</i> 1552 Mail Service Center Raleigh, NC 27699 (919) 707-2600 |
| <u>Structures Management Unit</u> | <i>Information on bridge management throughout the state.</i> 1581 Mail Service Center Raleigh, NC 27699 (919) 707-6400 |
| <u>Roadway Design Unit</u> | <i>Information regarding design plans and proposals for road and bridge projects throughout the state.</i> 1582 Mail Service Center Raleigh, NC 27699 (919) 707-6200 |
| <u>Transportation Mobility and Safety Division</u> | <i>Information regarding crash data throughout the state.</i> 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 the Road Characteristics Shapefile on ArcGIS. 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 '2012 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 '2012 Volume with CTP' is an estimate of the volume in 2040 with all proposed CTP improvements assumed to be in place. The '2012 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 AADT 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).

| HIGHWAY | | | | | | | | | | | | | | | | | | | | |
|----------|-------------------------|-------------------------------|-------------------------|--------------|------------|----------------------------|-------|-----------------|----------|-------------------|-------------------------|----------------------|-----------------|----------------------|-------------------------|---------------|--------------------|------|---------------------------|----------|
| Local ID | Facility | Section | | Jurisdiction | Dist. (mi) | 2012 Existing System | | | | | | 2040 Proposed System | | | | | CTP Classification | Tier | Proposals for Other Modes | |
| | | From | To | | | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2012 Volume | 2012 Volume E+C | 2040 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | | | | ROW (ft) |
| | Belvidere Rd. (NC 37) | | | | | | | | | | | | | | | | | | | |
| | | Main St. (NC 37) | County Line | Perquimans | 8.1 | Concurrent with NC 37 | | | | | | 2,000 | 2,000 | 2,600 | 15,300 | ADQ | 60 | Maj | Sub | - |
| | SR 1348 | | | | | | | | | | | | | | | | | | | |
| | | SR 1347 | SR 1336 | Perquimans | 0.7 | 20 | 2 | 10 | 50 | 55 | 9,200 | 1,600 | 1,600 | 2,100 | 9,200 | ADQ | 50 | Min | Sub | - |
| | SR 1341 | | | | | | | | | | | | | | | | | | | |
| | | County Line | SR 1340 | Perquimans | 2.5 | 18 | 2 | 9 | 60 | 55 | 7,700 | 560 | 560 | 800 | 7,700 | ADQ | 60 | Min | Sub | - |
| | Catherine St. (NC 37) | | | | | | | | | | | | | | | | | | | |
| | | Winfall Blvd. | Main St. | Perquimans | 0.2 | Concurrent with NC 37 | | | | | | 3,500 | 3,500 | 4,600 | 12,600 | ADQ | 60 | Maj | Sub | - |
| | SR 1107 | | | | | | | | | | | | | | | | | | | |
| | | SR 1107 | SR 1110 | Perquimans | 1.1 | 20 | 2 | 10 | 60 | 55 | 9,200 | 740 | 740 | 1,600 | 9,200 | ADQ | 60 | Min | Sub | - |
| | SR 1110 | | | | | | | | | | | | | | | | | | | |
| | | County Line | SR 1113 | Perquimans | 1.6 | 20 | 2 | 10 | 60 | 55 | 9,200 | 1,100 | 1,100 | 1,800 | 9,200 | ADQ | 60 | Min | Sub | - |
| | | SR 1113 | SR 1107 | Perquimans | 3.3 | 20 | 2 | 10 | 60 | 45 | 9,200 | 1,300 | 1,300 | 1,800 | 9,200 | ADQ | 60 | Min | Sub | - |
| | | SR 1107 | Sunshine Ln. | Perquimans | 0.9 | 20 | 2 | 10 | 60 | 55 | 9,200 | 1,300 | 1,300 | 1,800 | 9,200 | ADQ | 60 | Min | Sub | - |
| | SR 1225 | | | | | | | | | | | | | | | | | | | |
| | | US 17 | Parkers Ln. | Perquimans | 1.8 | 18 | 2 | 9 | 60 | 55 | 7,700 | 470 | 470 | 800 | 7,700 | ADQ | 60 | Min | Sub | - |
| | | Parkers Ln. | SR 1221 | Perquimans | 1.8 | 18 | 2 | 9 | 60 | 45 | 7,700 | 340 | 340 | 500 | 7,700 | ADQ | 60 | Min | Sub | - |
| | | SR 1221 | County Line | Perquimans | 2.3 | 18 | 2 | 9 | 60 | 55 | 7,700 | 400 | 400 | 500 | 7,700 | ADQ | 60 | Min | Sub | - |
| | Church St. (US 17 Bus.) | | | | | | | | | | | | | | | | | | | |
| | | US 17 | Winfall Blvd. (NC 37) | Perquimans | 1.7 | Concurrent with US 17 Bus. | | | | | | 5,500 | 5,500 | 7,300 | 12,200 | ADQ | 100 | Maj | Sub | B, P |
| | Creek Dr. (US 17 Bus.) | | | | | | | | | | | | | | | | | | | |
| | | Winfall Blvd. (NC 37) | US 17 | Perquimans | 0.9 | Concurrent with US 17 Bus. | | | | | | 3,300 | 3,300 | 4,400 | 13,300 | ADQ | 100 | Maj | Sub | - |
| | Dobbs St. (US 17 Bus.) | | | | | | | | | | | | | | | | | | | |
| | | Edenton Road St. (US 17 Bus.) | Church St. (US 17 Bus.) | Perquimans | 0.4 | Concurrent with US 17 Bus. | | | | | | 1,900 | 1,900 | 2,500 | 11,000 | ADQ | 100 | Maj | Sub | - |

| HIGHWAY | | | | | | | | | | | | | | | | | | | | |
|----------|-------------------------------|-----------------------|------------------------|--------------|------------|----------------------------|-------|-----------------|----------|-------------------|-------------------------|-------------|----------------------|----------------------|-------------------------|---------------|----------|--------------------|------|---------------------------|
| Local ID | Facility | Section | | Jurisdiction | Dist. (mi) | 2012 Existing System | | | | | | | 2040 Proposed System | | | | | CTP Classification | Tier | Proposals for Other Modes |
| | | From | To | | | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2012 Volume | 2012 Volume E+C | 2040 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | | | |
| | SR 1118 | | | | | | | | | | | | | | | | | | | |
| | | SR 1111 | Belvidere Rd. (NC 37) | Perquimans | < 0.1 | 20 | 2 | 10 | 60 | 55 | 9,200 | 840 | 840 | 1,800 | 9,200 | ADQ | 60 | Min | Sub | - |
| | Edenton Road St. (US 17 Bus.) | | | | | | | | | | | | | | | | | | | |
| | | US 17 | Dobbs St. (US 17 Bus.) | Perquimans | 1.5 | Concurrent with US 17 Bus. | | | | | 1,900 | 1,900 | 2,500 | 14,900 | ADQ | 100 | Maj | Sub | - | |
| | SR 1232 | | | | | | | | | | | | | | | | | | | |
| | | SR 1223 | County Line | Perquimans | 0.4 | 24 | 2 | 12 | 60 | 55 | 10,500 | 400 | 400 | 500 | 10,500 | ADQ | 60 | Min | Sub | - |
| | SR 1111 | | | | | | | | | | | | | | | | | | | |
| | | SR 1111 | SR 1118 | Perquimans | 1.9 | 18 | 2 | 9 | 60 | 55 | 7,700 | 480 | 480 | 600 | 7,700 | ADQ | 60 | Min | Sub | - |
| | SR 1110 | | | | | | | | | | | | | | | | | | | |
| | | Sunshine Ln. | SR 1108 | Perquimans | 0.4 | 20 | 2 | 10 | 60 | 45 | 12,400 | 3,500 | 3,500 | 4,600 | 12,400 | ADQ | 60 | Min | Sub | - |
| | | SR 1108 | Kenyon Dr. | Perquimans | 0.3 | 30 | 2 | 14 | 60 | 45 | 13,300 | 3,500 | 3,500 | 4,600 | 13,300 | ADQ | 60 | Min | Sub | - |
| | | Kenyon Dr. | US 17 Bus. | Perquimans | 0.9 | 34 | 2 | 16 | 60 | 35 | 11,000 | 3,500 | 3,500 | 4,600 | 11,000 | ADQ | 60 | Min | Sub | - |
| | SR 1336 | | | | | | | | | | | | | | | | | | | |
| | | US 17 | SR 1475 | Perquimans | 0.7 | 36 | 3 | 12 | 60 | 55 | 17,200 | 3,600 | 3,600 | 7,400 | 17,200 | ADQ | 60 | Min | Sub | - |
| | | SR 1475 | SR 1351 | Perquimans | 7.9 | 20 | 2 | 10 | 60 | 55 | 9,200 | 2,600 | 2,600 | 5,800 | 9,200 | ADQ | 60 | Min | Sub | - |
| | SR 1429 | | | | | | | | | | | | | | | | | | | |
| | | SR 1347 | SR 1444 | Perquimans | 0.9 | 18 | 2 | 9 | 60 | 35 | 7,700 | 2,000 | 2,000 | 4,700 | 7,700 | ADQ | 60 | Min | Sub | - |
| | | SR 1444 | SR 1445 | Perquimans | 0.8 | 18 | 2 | 9 | 60 | 55 | 7,700 | 2,000 | 2,000 | 4,700 | 7,700 | ADQ | 60 | Min | Sub | - |
| | SR 1347 | | | | | | | | | | | | | | | | | | | |
| | | SR 1339 | SR 1347 | Perquimans | 4.4 | 18 | 2 | 9 | 60 | 55 | 7,700 | 2,000 | 2,000 | 4,700 | 7,700 | ADQ | 60 | Min | Sub | - |
| | SR 1214 | | | | | | | | | | | | | | | | | | | |
| | | US 17 | SR 1224 | Perquimans | 6.3 | 20 | 2 | 10 | 60 | 55 | 9,200 | 630 | 630 | 900 | 9,200 | ADQ | 60 | Min | Sub | - |
| | Main St. (NC 37) | | | | | | | | | | | | | | | | | | | |
| | | Winfall Blvd. (NC 37) | Belvidere Rd. (NC 37) | Perquimans | 0.6 | Concurrent with NC 37 | | | | | 3,600 | 3,600 | 4,800 | 12,600 | ADQ | 60 | Maj | Sub | - | |
| | SR 1320 | | | | | | | | | | | | | | | | | | | |
| | | SR 1300 | SR 1321 | Perquimans | 3.1 | 18 | 2 | 9 | 60 | 55 | 7,700 | 550 | 550 | 900 | 7,700 | ADQ | 60 | Min | Sub | - |

| HIGHWAY | | | | | | | | | | | | | | | | | | | | |
|----------|-------------------------------|-------------------------------------|-------------------------------------|--------------|------------|----------------------|-------|-----------------|----------|-------------------|-------------------------|----------------------|-----------------|----------------------|-------------------------|---------------|--------------------|------|---------------------------|----------|
| Local ID | Facility | Section | | Jurisdiction | Dist. (mi) | 2012 Existing System | | | | | | 2040 Proposed System | | | | | CTP Classification | Tier | Proposals for Other Modes | |
| | | From | To | | | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2012 Volume | 2012 Volume E+C | 2040 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | | | | ROW (ft) |
| PER05-H | SR 1300 | | | | | | | | | | | | | | | | | | | |
| | | US 17 | County Line | Perquimans | 16.3 | 18 | 2 | 9 | 60 | 55 | 7,700 | 1,400 | 1,400 | 1,700 | 7,700 | 2A | 80 | Min | Sub | B |
| | SR 1302 | | | | | | | | | | | | | | | | | | | |
| | | SR 1301 | SR 1300 | Perquimans | 0.8 | 18 | 2 | 9 | 60 | 55 | 7,700 | 190 | 190 | 400 | 7,700 | ADQ | 60 | Min | Sub | - |
| | SR 1339 | | | | | | | | | | | | | | | | | | | |
| | | SR 1340 | SR 1336 | Perquimans | 4.3 | 18 | 2 | 9 | 60 | 55 | 7,700 | 660 | 660 | 1,200 | 7,700 | ADQ | 60 | Min | Sub | - |
| PER04-H | SR 1202 | | | | | | | | | | | | | | | | | | | |
| | | Belvidere Rd. (NC 37) | SR 1203 | Perquimans | 6.4 | 18 | 2 | 9 | 60 | 55 | 7,700 | 280 | 280 | 500 | 7,700 | 2A | 80 | Min | Sub | - |
| | SR 1001 | | | | | | | | | | | | | | | | | | | |
| | | Belvidere Rd. (NC 37) | County Line | Perquimans | 8.6 | 18 | 2 | 9 | 60 | 55 | 7,700 | 480 | 480 | 600 | 7,700 | ADQ | 60 | Min | Sub | - |
| | SR 1340 | | | | | | | | | | | | | | | | | | | |
| | | US 17 | SR 1461 | Perquimans | 4.8 | 18 | 2 | 9 | 60 | 55 | 7,700 | 1,900 | 1,900 | 3,600 | 7,700 | ADQ | 60 | Min | Sub | - |
| | | SR 1461 | End of road | Perquimans | 1.3 | 18 | 2 | 9 | 60 | 35 | 7,700 | 1,300 | 1,300 | 2,000 | 7,700 | ADQ | 60 | Min | Sub | - |
| | SR 1214 | | | | | | | | | | | | | | | | | | | |
| | | SR 1001 | SR 1214 | Perquimans | 5.1 | 18 | 2 | 9 | 60 | 55 | 7,700 | 760 | 760 | 1,100 | 7,700 | ADQ | 60 | Min | Sub | - |
| | SR 1330 | | | | | | | | | | | | | | | | | | | |
| | | SR 1367 | SR 1329 | Perquimans | 0.4 | 18 | 2 | 9 | 60 | 55 | 7,700 | 360 | 360 | 500 | 7,700 | ADQ | 60 | Min | Sub | - |
| | SR 1001 | | | | | | | | | | | | | | | | | | | |
| | | SR 1204 | County Line | Perquimans | 4.2 | 18 | 2 | 9 | 60 | 55 | 7,700 | 530 | 530 | 600 | 7,700 | ADQ | 60 | Min | Sub | - |
| | Two Mile Desert Rd. (SR 1218) | | | | | | | | | | | | | | | | | | | |
| | | Main St. (NC 37) | 0.3 Miles north of Main St. (NC 37) | Perquimans | 0.3 | 18 | 2 | 9 | 60 | 35 | 9,900 | 550 | 550 | 700 | 9,900 | ADQ | 60 | Min | Sub | - |
| | | 0.3 Miles north of Main St. (NC 37) | 0.6 Miles north of Main St. (NC 37) | Perquimans | 0.3 | 18 | 2 | 9 | 60 | 45 | 12,000 | 550 | 550 | 700 | 12,000 | ADQ | 60 | Min | Sub | - |
| | | 0.6 Miles north of Main St. (NC 37) | SR 1214 | Perquimans | 1.5 | 18 | 2 | 9 | 60 | 55 | 7,700 | 390 | 390 | 500 | 7,700 | ADQ | 60 | Min | Sub | - |
| | SR 1302 | | | | | | | | | | | | | | | | | | | |
| | | SR 1300 | US 17 | Perquimans | 1.1 | 18 | 2 | 9 | 60 | 55 | 7,700 | 400 | 400 | 500 | 7,700 | ADQ | 60 | Min | Sub | - |

| HIGHWAY | | | | | | | | | | | | | | | | | | | | |
|----------|-----------------------|-------------------------|----------------------|--------------|------------|-----------------------|-------|-----------------|----------|-------------------|-------------------------|-------------|----------------------|----------------------|-------------------------|---------------|----------|--------------------|------|---------------------------|
| Local ID | Facility | Section | | Jurisdiction | Dist. (mi) | 2012 Existing System | | | | | | | 2040 Proposed System | | | | | CTP Classification | Tier | Proposals for Other Modes |
| | | From | To | | | Total Width (ft) | Lanes | Lane Width (ft) | ROW (ft) | Speed Limit (mph) | Existing Capacity (vpd) | 2012 Volume | 2012 Volume E+C | 2040 Volume with CTP | Proposed Capacity (vpd) | Cross-Section | ROW (ft) | | | |
| | SR 1208 | | | | | | | | | | | | | | | | | | | |
| | | SR 1001 | SR 1001 | Perquimans | 2.5 | 18 | 2 | 9 | 60 | 55 | 7,700 | 160 | 160 | 200 | 7,700 | ADQ | 60 | Min | Sub | - |
| | SR 1224 | | | | | | | | | | | | | | | | | | | |
| | | SR 1225 | US 17 | Perquimans | 2.3 | 18 | 2 | 9 | 60 | 55 | 7,700 | 570 | 570 | 900 | 7,700 | ADQ | 60 | Min | Sub | - |
| | SR 1220 | | | | | | | | | | | | | | | | | | | |
| | | US 17 | SR 1214 | Perquimans | 0.1 | 22 | 2 | 11 | 80 | 45 | 12,900 | 2,300 | 2,300 | 3,300 | 12,900 | ADQ | 80 | Min | Sub | - |
| | Winfall Blvd. (NC 37) | | | | | | | | | | | | | | | | | | | |
| | | Church St. (US 17 Bus.) | Main St. (NC 37) | Perquimans | 1.3 | Concurrent with NC 37 | | | | | | 3,500 | 3,500 | 4,600 | 13,800 | ADQ | 60 | Maj | Sub | - |
| | SR 1303 | | | | | | | | | | | | | | | | | | | |
| | | SR 1300 | US 17 | Perquimans | 2.6 | 18 | 2 | 9 | 60 | 55 | 7,700 | 650 | 650 | 700 | 7,700 | ADQ | 60 | Min | Sub | - |
| PER03-H | SR 1329 | | | | | | | | | | | | | | | | | | | |
| | | SR 1300 | Longview Estates Rd. | Perquimans | 5.1 | 20 | 2 | 10 | 60 | 55 | 9,200 | 1,800 | 1,800 | 3,100 | 9,200 | 2A | 80 | Min | Sub | - |
| | | Longview Estates Rd. | SR 1367 | Perquimans | 1.1 | 20 | 2 | 10 | 60 | 45 | 9,200 | 3,300 | 3,300 | 5,700 | 9,200 | 2A | 80 | Min | Sub | - |
| | SR 1338 | | | | | | | | | | | | | | | | | | | |
| | | SR 1339 | US 17 | Perquimans | 2.3 | 18 | 2 | 9 | 60 | 55 | 7,700 | 770 | 770 | 1,000 | 7,700 | ADQ | 60 | Min | Sub | - |
| | | US 17 | US 17 Bus. | Perquimans | 0.5 | 22 | 2 | 11 | 60 | 45 | 12,900 | 1,400 | 1,400 | 1,900 | 12,900 | ADQ | 60 | Min | Sub | - |

BICYCLE AND PEDESTRIAN¹

| BICYCLE | | | | | | | | |
|----------|--------------------------------|---|---------------|-----------------|-------|-----------------|---------------|-------------|
| Local ID | Facility/ Route | Section (From - To) | Distance (mi) | Existing System | | Proposed System | | Other Modes |
| | | | | Cross-Section | | Type | Cross-Section | |
| | | | | (ft) | lanes | | | |
| PER01-B | Beach Springs Road (SR-1110) | Center Hill Highway (SR-1110) - Goodwin Mill Road (SR-1111) | 3.3 | 20 | 2 | On Road | 2A | - |
| PER02-B | Bear Swamp Road (SR-1110) | Center Hill Highway (SR-1110) - Snug Harbor Road (SR-1340) | 4.5 | 18 | 2 | On Road | 2A | - |
| PER03-B | Belvidere Road (NC-37) | the intersection between Drinking Hole Road (SR-1118) and Belvidere Road (NC-37) - Gliden Road (NC-37) in Chowan County | 4.2 | 22 | 2 | On Road | 2A | P |
| PER04-B | Body Road (SR-1305) | New Hope Road (SR-1300) traveling northeast towards Pasquotank County | 3.6 | 18 | 2 | On Road | 2A | - |
| PER05-B | Burnt Mill Road (SR-1341) | Snug Harbor Road (SR-1340) traveling south towards Chowan County | 2.5 | 18 | 2 | On Road | 2A | - |
| PER06-B | Center Hill Highway (SR-1110) | Bear Swamp Road (SR-1101) - West Grubb Street | 4.7 | 20 | 2 | On Road | 2A | - |
| PER07-B | Creek Drive (US-17 Busine | Phelps Street - Ocean Highway (US-17) | 1.6 | 22 | 2 | On Road | 2A | - |
| PER08-B | Goodwin Mill Road (SR-1110) | Beach Springs Road (SR-1111) - Belvidere Road (NC-37) | 1.9 | 18 | 2 | On Road | 2A | - |
| PER09-B | New Hope Road (SR-1300) | Ocean Highway (US-17) - Woodland Church Road (SR-1303) | 4.1 | 18 | 2 | On Road | 2A | H |
| PER10-B | Pender Road (SR-1339) | Harvey Point Road (SR 1336) - Snug Harbor Road (SR-1340) | 5.2 | 18 | 2 | On Road | 2A | - |
| PER11-B | Woodland Church Road (SR-1303) | Body Road (SR-1305) - New Hope Road (SR-1300) | 1.3 | 18 | 2 | On Road | 2A | - |
| PER12-B | Academy Street East | West Grubb Street traveling south towards Hyde Park Street | 0.1 | 18 | 2 | On Road | 2A | - |
| PER13-B | Ainsley Avenue | Jimmy Hunter Drive - Wynne Fork Road | 0.6 | 24 | 2 | On Road | 2A | - |
| PER14-B | Carolina Street | West Grubb Street - Dobbs Street | 0.1 | 26 | 2 | On Road | 2A | P |
| PER15-B | Church Street | Grubb Street - White Street | 0.3 | 36 | 2 | On Road | 2A | H, M, P |
| PER16-B | Dobbs Street (US-17 Busine | Edenton Road Street - Gaither Street | 0.5 | 30 | 2 | On Road | 2A | P |
| PER17-B | Hyde Park Street | King Street - Ainsley Avenue in the south | 0.4 | 18 | 2 | On Road | 2A | - |
| PER18-B | West Grubb Street | Kenyon drive - Sunshine lane in the west | 0.8 | 30 | 2 | On Road | 2A | P |
| PER19-B | Catherine Street | Main Street (NC-37) traveling south towards Winfall Boulevard | 0.2 | 18 | 2 | On Road | 2A | - |
| PER20-B | Main Street (NC-37) | near King Street extending all the way up - Winfall town boundary | 0.3 | 30 | 2 | On Road | 2A | P |
| PER22-B | Winfall Boulevard (NC-37) | the intersection between Catherine Street and Winfall Boulevard - Creek Drive in the south | 1.1 | | 2 | On Road | 2A | - |
| PER23-B | Dobbs Street (US-17 Busine | Church Street - South Edenton Road | 0.4 | 30 | 2 | On Road | 2A | - |
| PER24-B | Edenton Road Street | West Grubb Street - King Street | 0.2 | 30 | 2 | On Road | 2A | - |
| PER25-B | North Church Street | Phelps Street - Grubb Street | 0.3 | 30 | 2 | On Road | 2A | H |
| PER26-B | South Church Street | White Street - North Commerce Drive | 1.3 | 36 | 2 | On Road | 2A | P |
| PER27-B | West Grubb Street | Church Street - Kenyon Drive | 0.9 | 30 | 2 | On Road | 2A | P |
| PER28-B | Main Street (NC-37) | Bembury Road (SR-1219) - King Street | 0.6 | 30 | 2 | On Road | 2A | P |

| PEDESTRIAN | | | | | | | | |
|------------|-----------------|---|---------------|-----------------|----------------|-----------------|----------------|-------------|
| Local ID | Facility/ Route | Section (From - To) | Distance (mi) | Existing System | | Proposed System | | Other Modes |
| | | | | Type | Side of Street | Type | Side of Street | |
| PER01-P | Brace Avenue | King Street - the west end of Brace Avenue | 0.1 | - | - | On Road | Both | - |
| PER02-P | Carolina Street | West Grubb Street - Dobbs Street | 0.1 | - | - | On Road | Both | B |
| PER03-P | Charles Street | West Grubb Street - Dobbs Street | 0.1 | - | - | On Road | Both | - |
| PER04-P | Clark Street | the north end of Clark Street - West Grubb Street | 0.2 | - | - | On Road | Both | - |
| PER05-P | Dobbs Street | Perry Street - Kenyon Drive | 0.3 | - | - | On Road | Both | B |

| BICYCLE | | | | | | | | |
|----------|---------------------|---|----------|-----------------|---------------|-----------------|---------------|-------|
| Local ID | Facility/ Route | Section (From - To) | Distance | Existing System | | Proposed System | | Other |
| | | | | Side of Street | Cross-Section | Side of Street | Cross-Section | |
| PER06-P | Gaither Street | Gaither Street - Dobbs Street | 0.1 | - | - | On Road | Both | - |
| PER07-P | Hiland Park Avenue | the north end of Hiland Park Avenue - West Grubb Street | 0.1 | - | - | On Road | Both | - |
| PER08-P | Nates Drive | West Grubb Street - the north end of Nates Drive | 0.2 | - | - | On Road | Both | - |
| PER09-P | Pennsylvania Avenue | The west side of Railroad Avenue - the east of Charles Street | 0.3 | - | - | On Road | Both | - |
| PER10-P | Perquimans Street | West Grubb Street - the north end of Perquimans Street | 0.1 | - | - | On Road | Both | - |
| PER11-P | Perry Street | Willow Street - Dobbs Street | 0.2 | - | - | On Road | Both | - |
| PER12-P | Punch Alley | the west of North Church Street - West Grubb Street | 0.2 | - | - | On Road | Both | - |
| PER13-P | Railroad Avenue | Market Street - West Grubb Street | 0.1 | - | - | On Road | Both | - |
| PER14-P | Saunders Street | West Grubb Street - Winslow Street | 0.1 | - | - | On Road | Both | - |
| PER15-P | South Church Street | King Street - White Street | 0.1 | - | - | On Road | Both | B |
| PER16-P | Stokes Street | King Street - Stokes Street | 0.1 | - | - | On Road | Both | - |
| PER17-P | West Grubb Street | Woodland Avenue - Cedar Stretch Road | 0.6 | - | - | On Road | Both | B |
| PER18-P | White Street | South Church Street - the end of White Street | 0.1 | - | - | On Road | Both | - |
| PER19-P | Willow Street | the east of Woodland Avenue - the intersection with Railroad Avenue | 0.2 | - | - | On Road | Both | - |
| PER20-P | Wingfield Street | Dobbs Street - the south end of Wingfield Street | 0.1 | - | - | On Road | Both | - |
| PER21-P | Winslow Street | Hiland Park Avenue - Saunders Street | 0.1 | - | - | On Road | Both | - |
| PER22-P | Woodland Avenue | Dobbs Street traveling up north - the far end of the avenue | 0.2 | - | - | On Road | Both | - |
| PER23-P | Woodland Circle | A small residential street connected - Dobbs Street | 0.1 | - | - | On Road | Both | - |
| PER24-P | Woods Street | Dobbs Street - the south end of Wingfield Street | 0.1 | - | - | On Road | Both | - |
| PER25-P | Belvidere Street | West Main Street - West River Street | 0.1 | - | - | On Road | Both | B |
| PER26-P | Catherine Street | the North end of Catherine Street - River Street in the south | 0.2 | - | - | On Road | Both | - |
| PER27-P | Church Street | King Avenue - Main Street (NC-37) | 0.1 | - | - | On Road | Both | B, H |
| PER28-P | King Avenue | Two Mile Desert Road (SR- 1218) - West Main Street | 0.4 | - | - | On Road | Both | - |
| PER29-P | Louise Street | the north end of Louise Street - Main Street (NC-37) | 0.2 | - | - | On Road | Both | - |
| PER30-P | Mason Street | White Street - the west end of Mason Street | 0.1 | - | - | On Road | Both | - |
| PER31-P | River Street | Catherine Street - Belvidere Street | 0.3 | - | - | On Road | Both | - |
| PER32-P | Smith Road | Main Street (NC-37) - Smith Cove Road | 0.3 | - | - | On Road | Both | - |
| PER33-P | Main Street (NC-37) | the intersection between Bembury Road (SR-1219) - Wiggins Road - the end of Winfall town limits | 0.9 | - | - | On Road | Both | B |
| PER34-P | White Street | the north end of White Street - the intersection with River Street | 0.3 | - | - | On Road | Both | B |

| MULTI-USE PATH | | | | | | | | |
|----------------|-----------------|--|---------------|-----------------|---------------|-----------------|---------------|-------|
| Local ID | Facility/ Route | Section (From - To) | Distance (mi) | Existing System | | Proposed System | | Other |
| | | | | Side of Street | Cross-Section | Side of Street | Cross-Section | |
| PER30-M | - | King Street - the shopping center south of US-17 | 1.5 | - | - | - | MB | - |
| PER31-M | - | Harvey Point Road (SR 1336) - South Granby Street | 1.3 | - | - | - | MB | - |
| PER32-M | - | Church Street - Berry Street | 0.6 | - | - | - | MB | B |
| PER33-M | - | Harvey Point Road (SR 1336) - Perquimans County Park | 1.3 | - | - | - | MB | - |
| PER34-M | - | A connection between Gaston Drive and Ainsley Drive | 0.1 | - | - | - | MB | - |
| PER35-M | - | Dobbs Street - the south of Peanut Drive in Chowan County. | 10.1 | - | - | - | MB | - |

¹ Only major routes and proposals are shown here. For further documentation of bicycle and pedestrian facilities and proposals, refer to the Hertford Comprehensive Pedestrian Plan and the Albemarle Regional Bicycle 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 Investments¹ (STI) law (House Bill 817) and are also consistent with SPOTOnline (used for project prioritization²), 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 streets³, 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 Act⁴ (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/>.

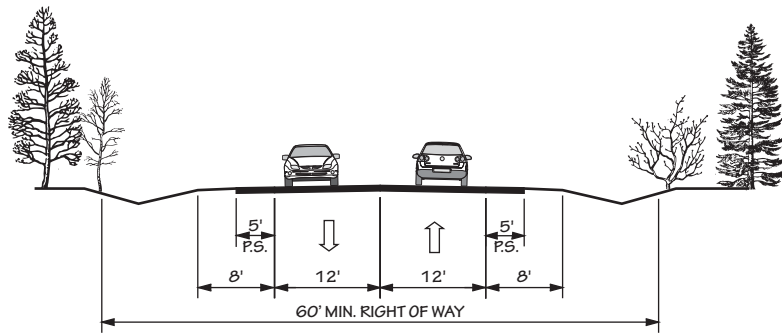
² For more information on prioritization, go to: <https://connect.ncdot.gov/projects/planning/Pages/StrategicPrioritization.aspx>.

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/>.

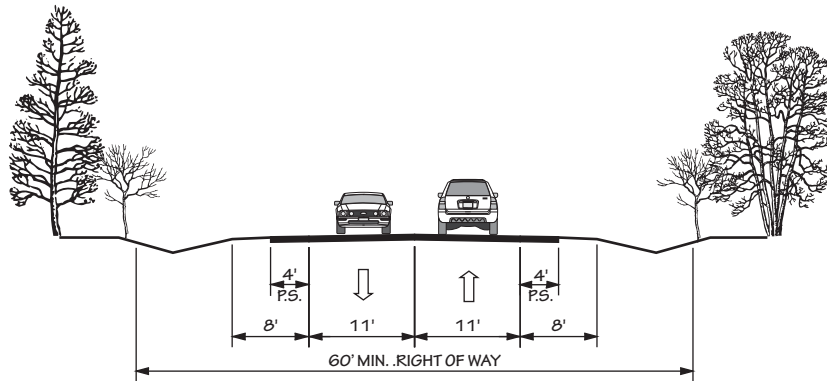
FIGURE 7 "TYPICAL" HIGHWAY CROSS SECTIONS

2A



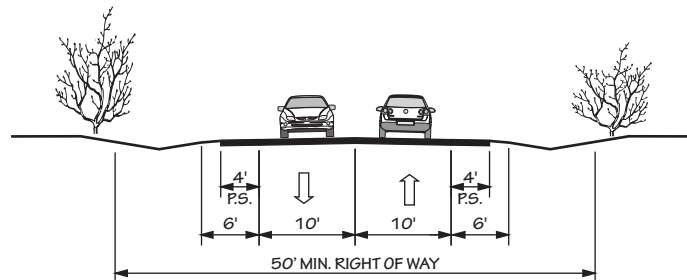
2 LANE UNDIVIDED WITH PAVED SHOULDERS
POSTED SPEED 55 MPH

2B



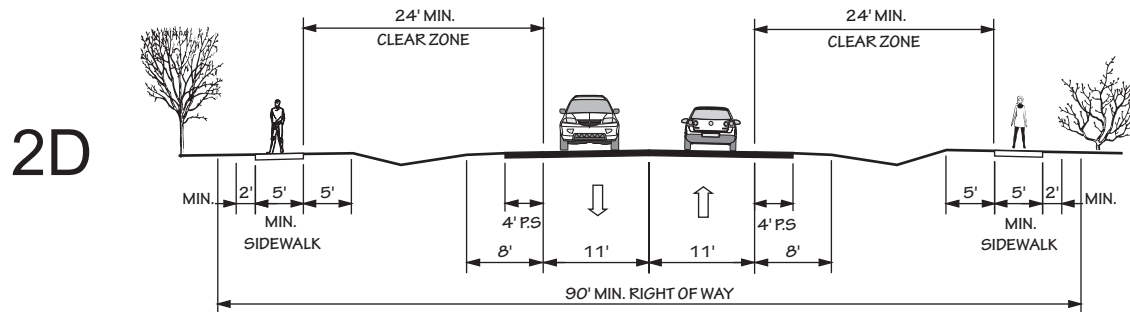
2 LANES UNDIVIDED
POSTED SPEED 45 MPH OR LESS

2C

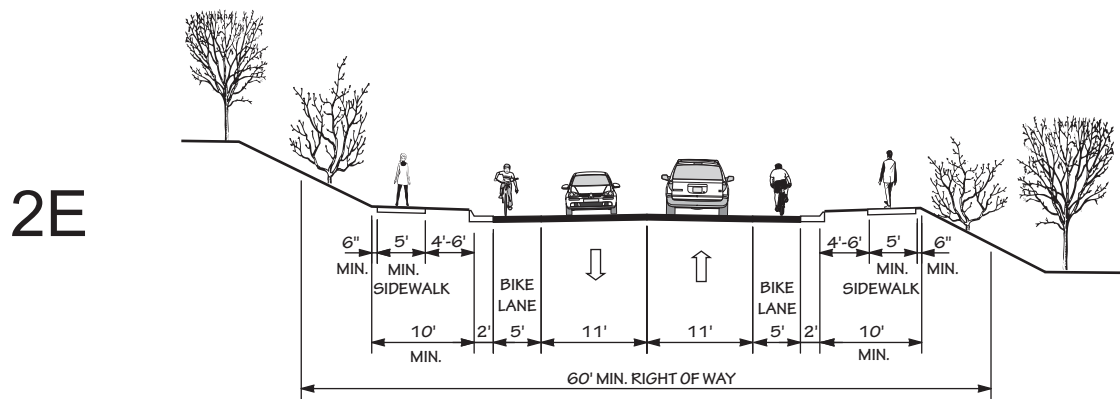


2 LANE UNDIVIDED WITH PAVED SHOULDERS
POSTED SPEED 25 - 35 MPH

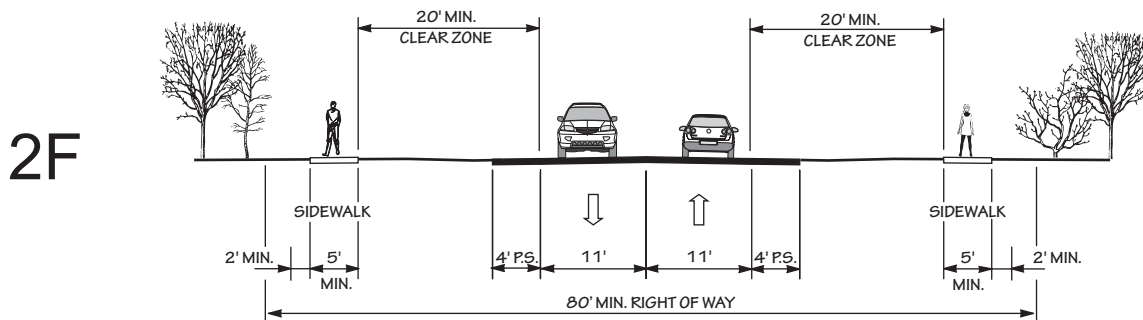
"TYPICAL" HIGHWAY CROSS SECTIONS



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
POSTED SPEED 25-45 MPH

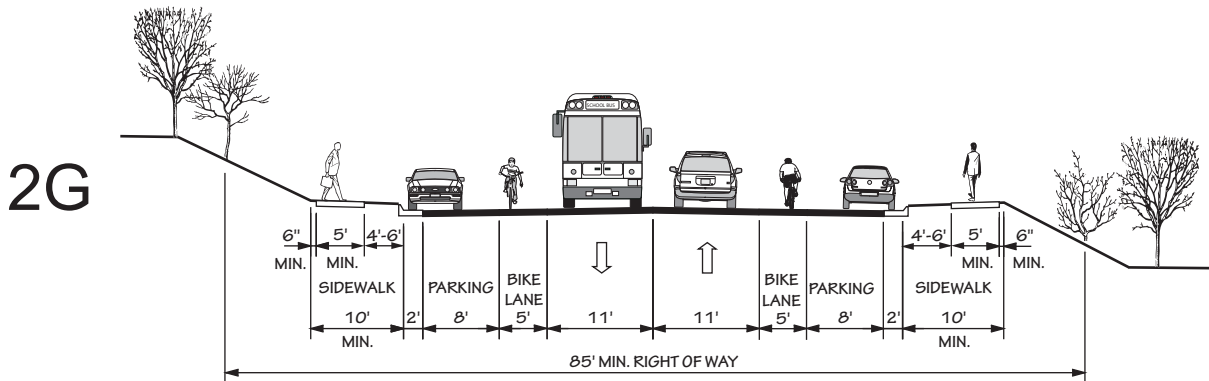


2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

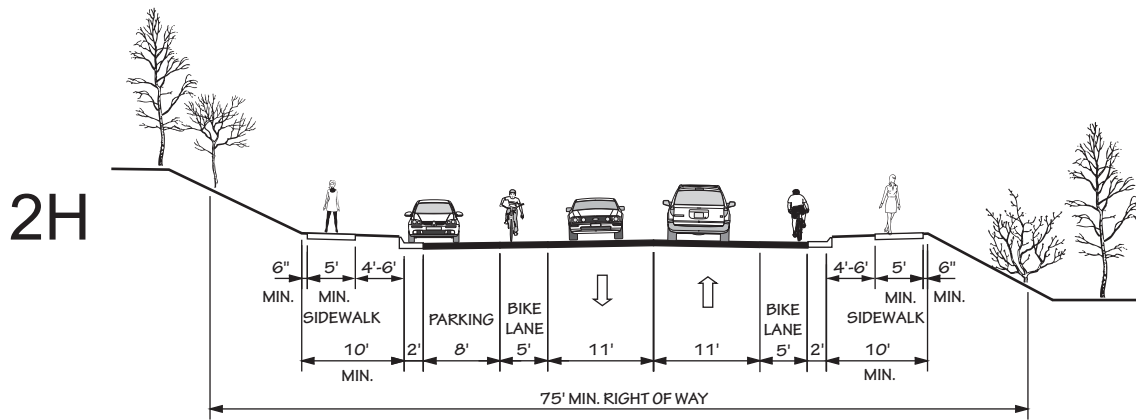


2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CAMA COUNTIES
POSTED SPEED 25-45 MPH

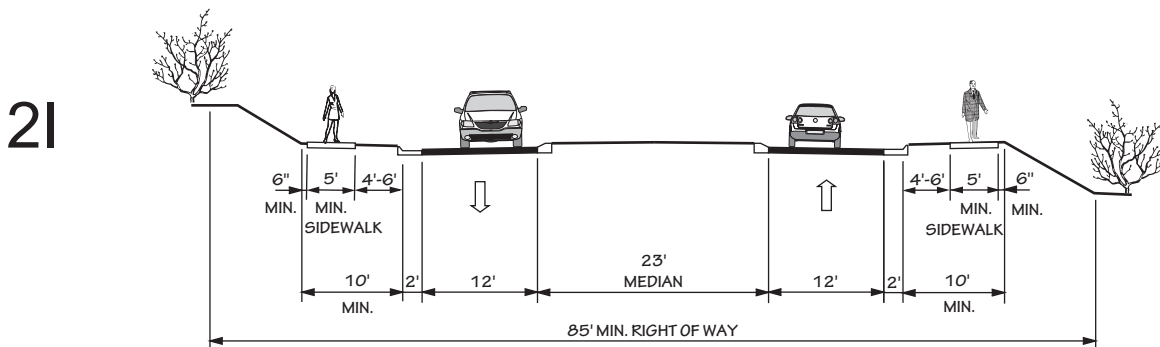
"TYPICAL" HIGHWAY CROSS SECTIONS



2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING BOTH SIDES,
BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH



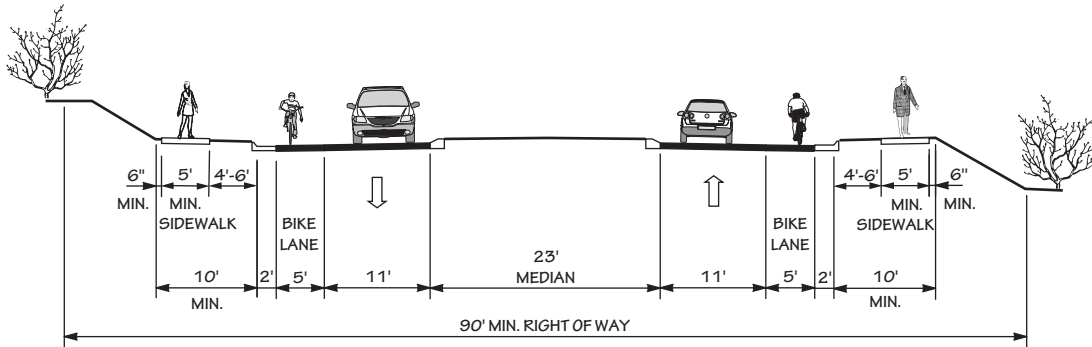
2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING ONE SIDE,
BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH



2 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER AND SIDEWALKS
POSTED SPEED 25-45 MPH

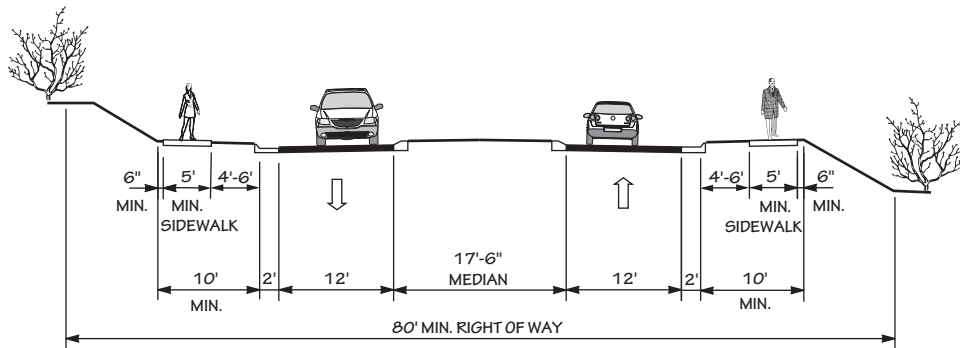
"TYPICAL" HIGHWAY CROSS SECTIONS

2J



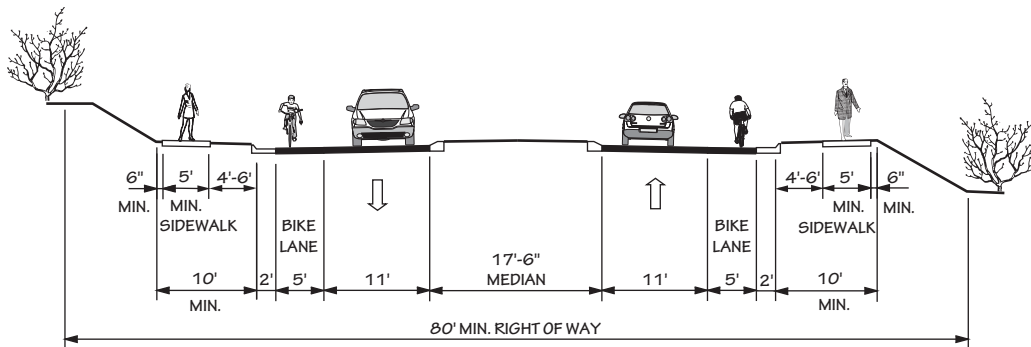
2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

2K



2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS
POSTED SPEED 25-45 MPH

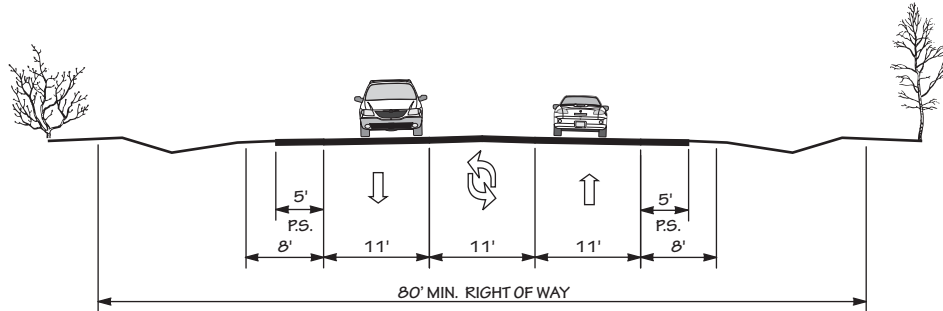
2L



2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

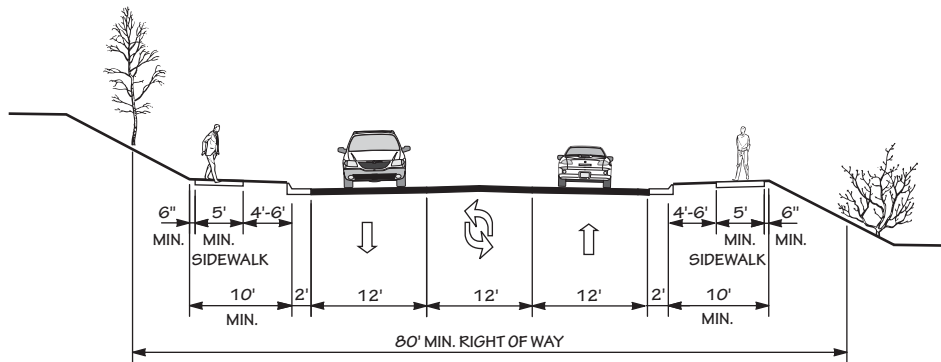
"TYPICAL" HIGHWAY CROSS SECTIONS

3A



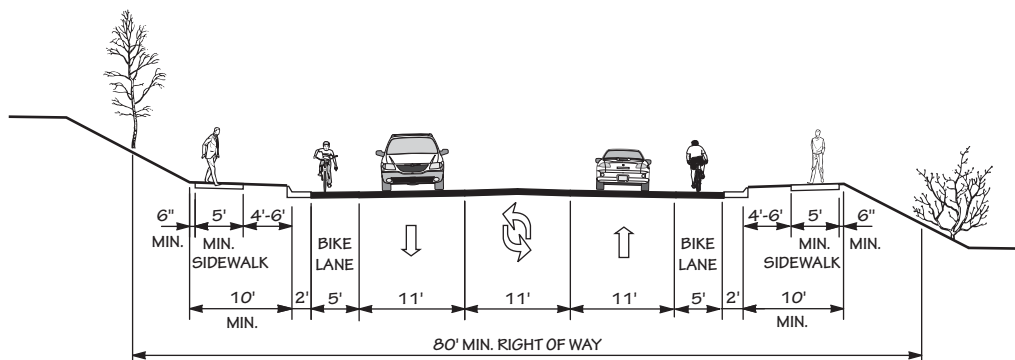
2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS
POSTED SPEED 25-55 MPH

3B



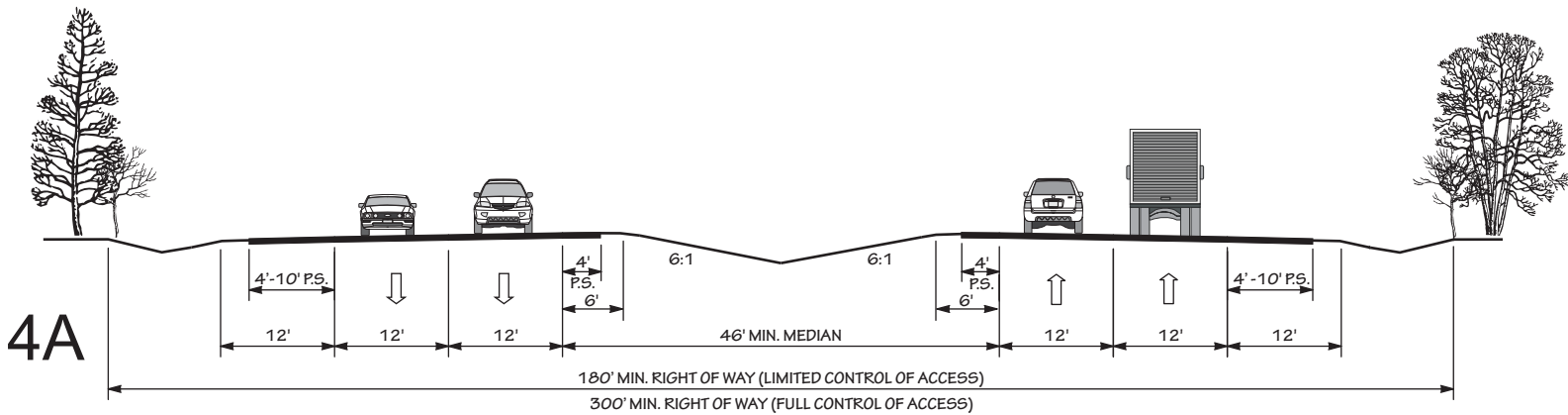
2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
AND SIDEWALKS
POSTED SPEED 25-45 MPH

3C

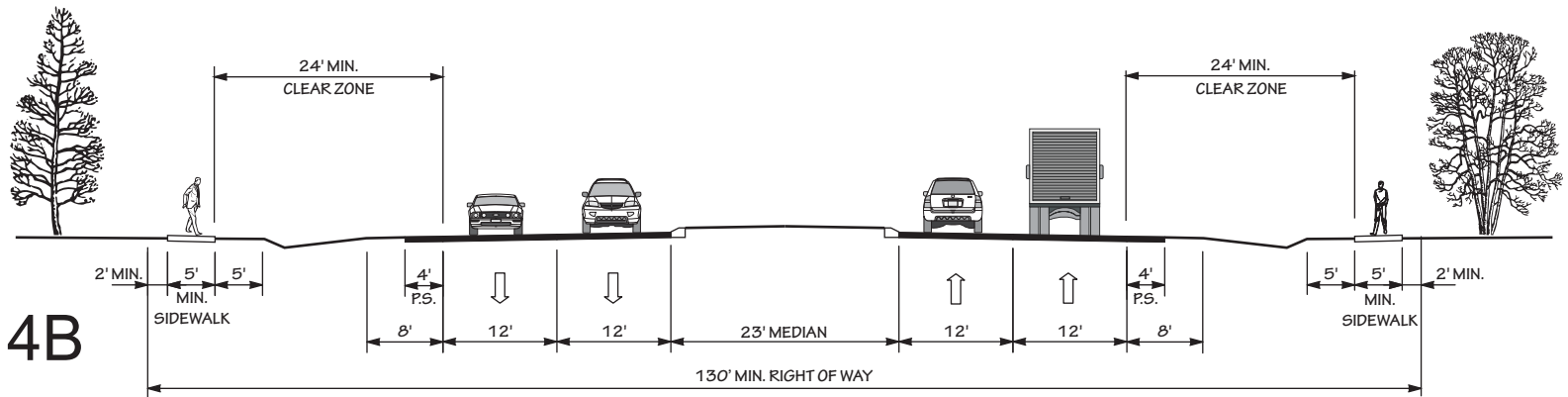


2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

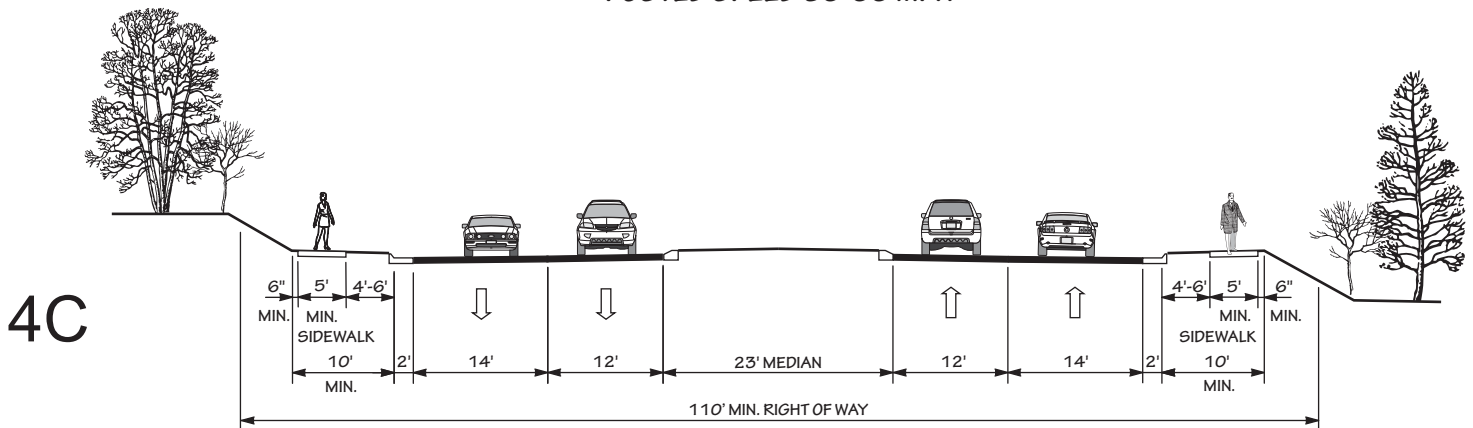
"TYPICAL" HIGHWAY CROSS SECTIONS



4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS
POSTED SPEED 45-70 MPH

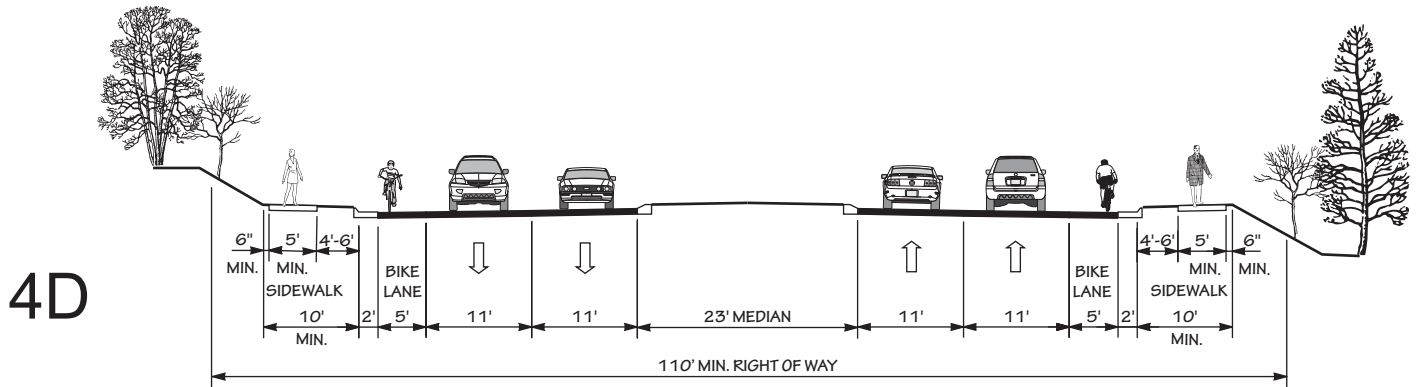


4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS
AND SIDEWALKS
POSTED SPEED 35-55 MPH

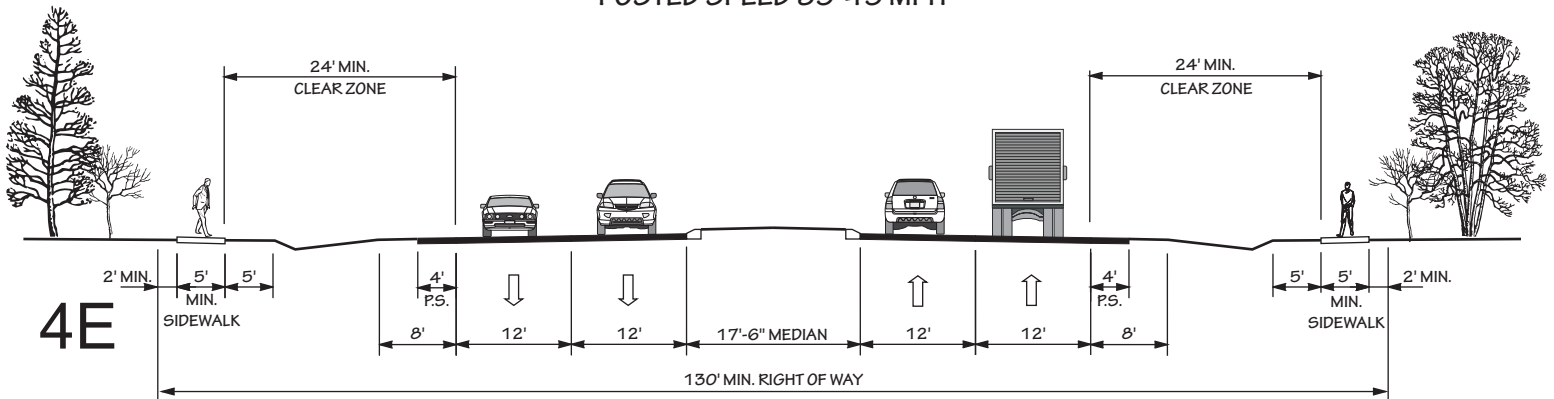


4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER,
WIDE OUTSIDE LANES, AND SIDEWALKS
POSTED SPEED 35-45 MPH

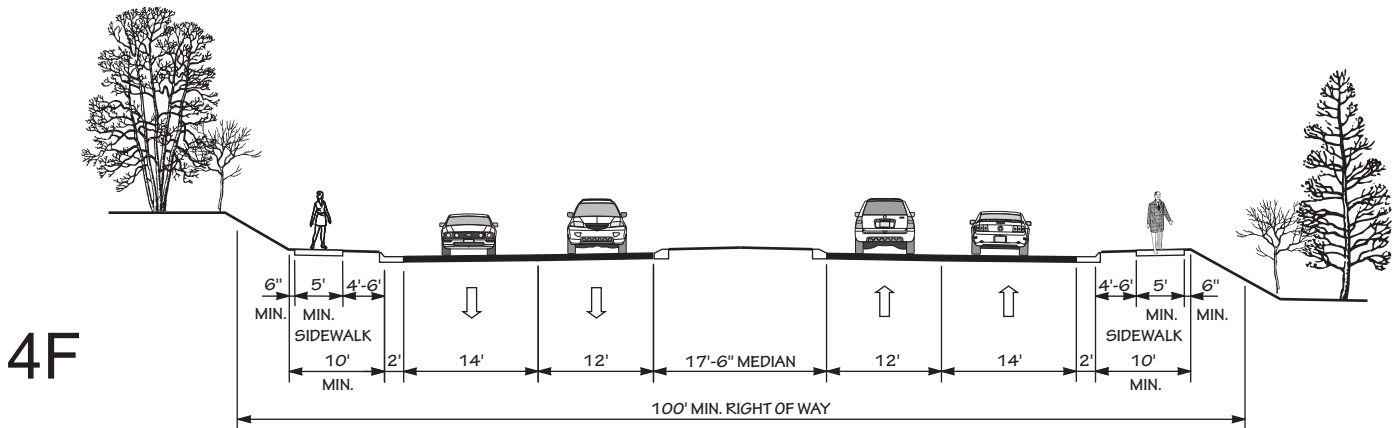
"TYPICAL" HIGHWAY CROSS SECTIONS



4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES AND SIDEWALKS
POSTED SPEED 35-45 MPH

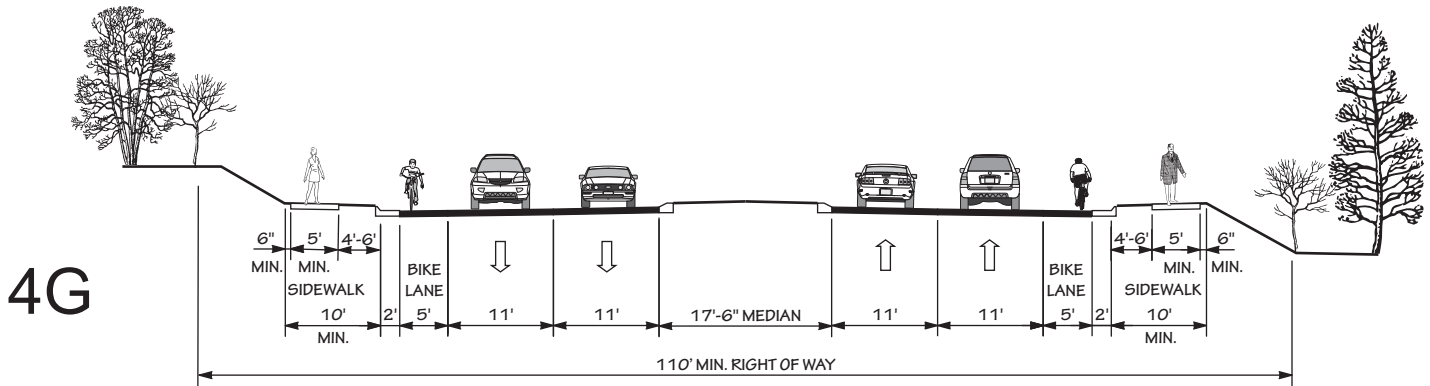


4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS
POSTED SPEED 35-55 MPH

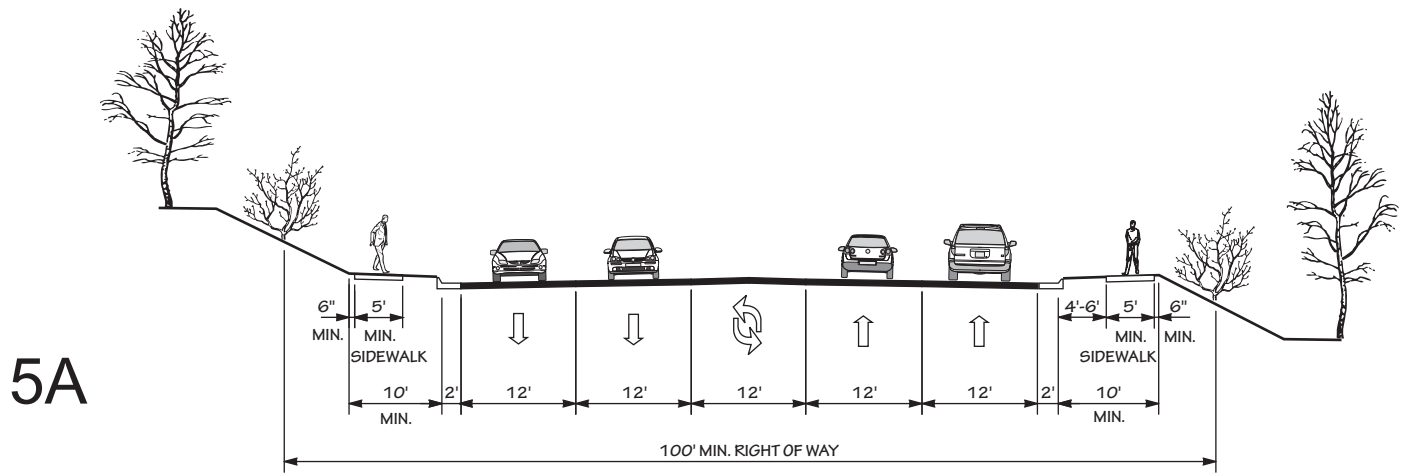


4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES AND SIDEWALKS
POSTED SPEED 35-45 MPH

"TYPICAL" HIGHWAY CROSS SECTIONS

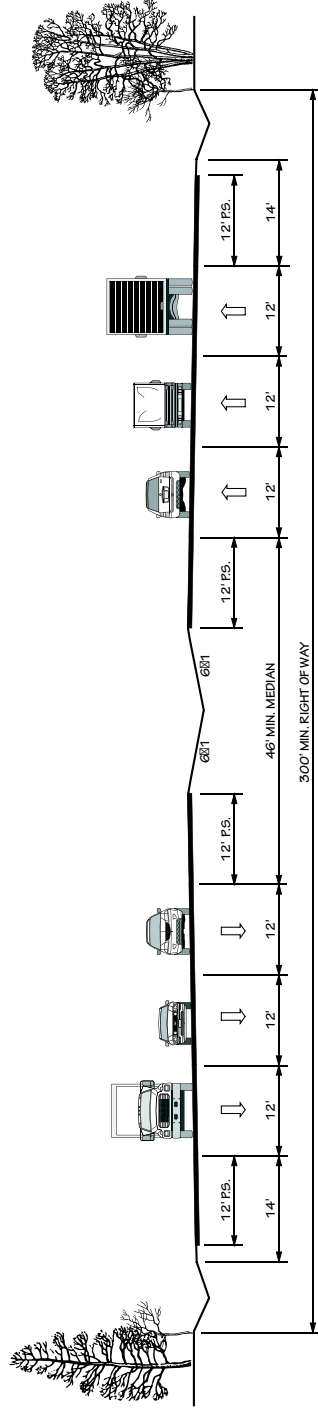


4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS
POSTED SPEED 35-45 MPH

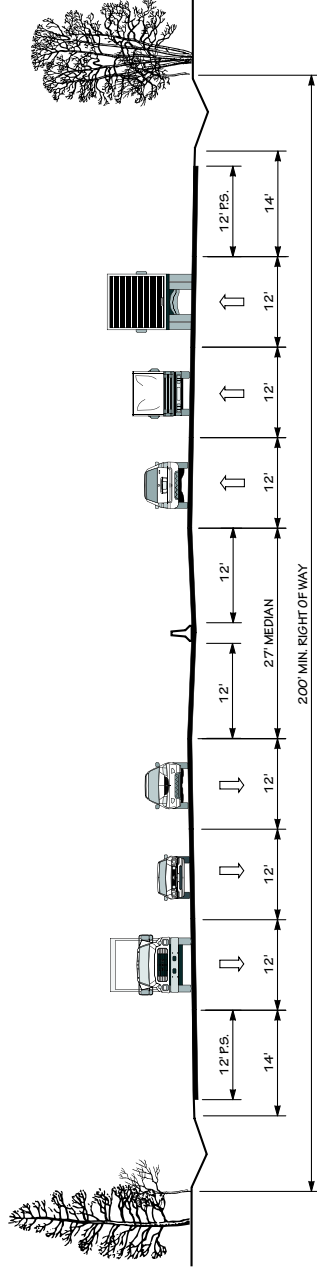


4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS
POSTED SPEED 35-45 MPH

“TYPICAL” HIGHWAY CROSS SECTIONS

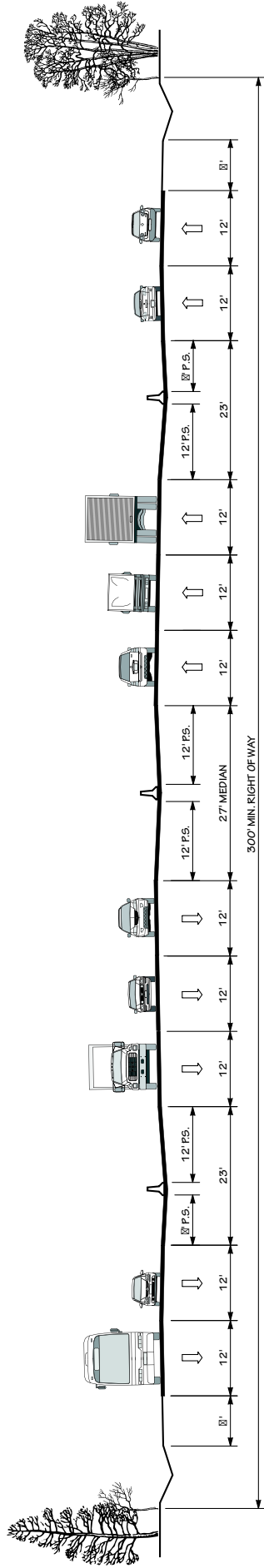


6A 6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS
POSTED SPEED 45-70 MPH



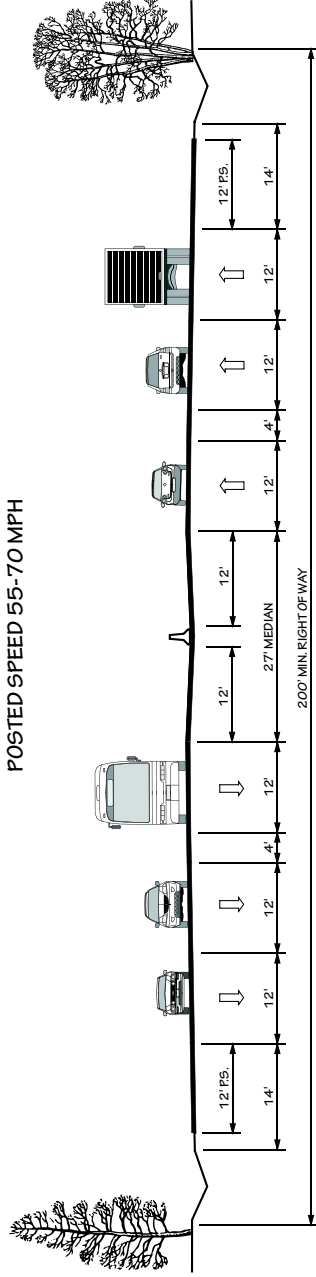
6B 6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER)
WITH PAVED SHOULDERS
POSTED SPEED 55-70 MPH

“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

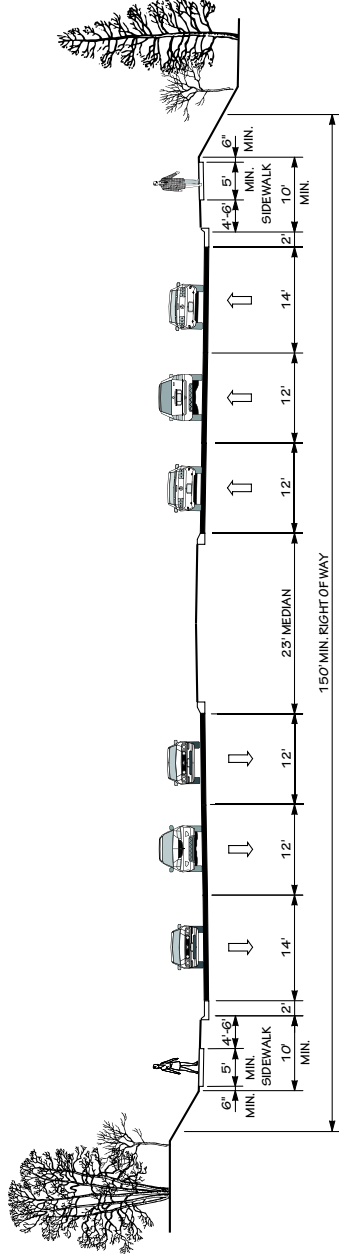
POSTED SPEED 55-70 MPH



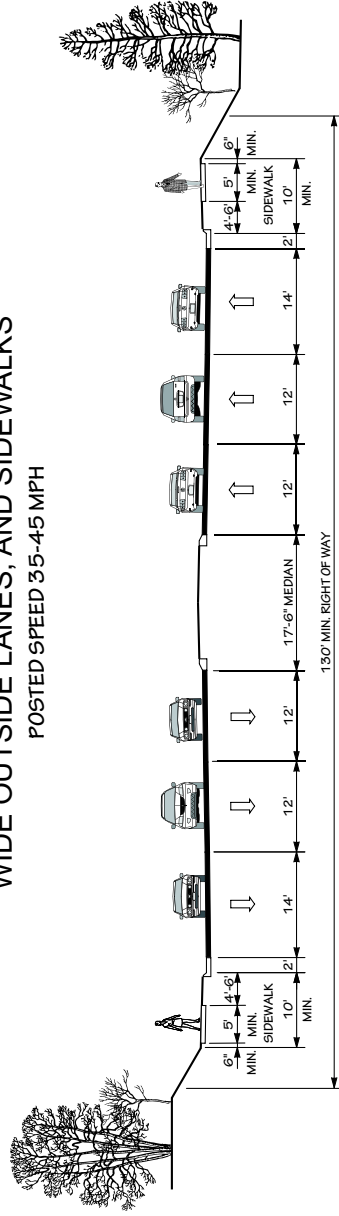
6D 6 LANE FREEWAY (4 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN
WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

“TYPICAL” HIGHWAY CROSS SECTIONS

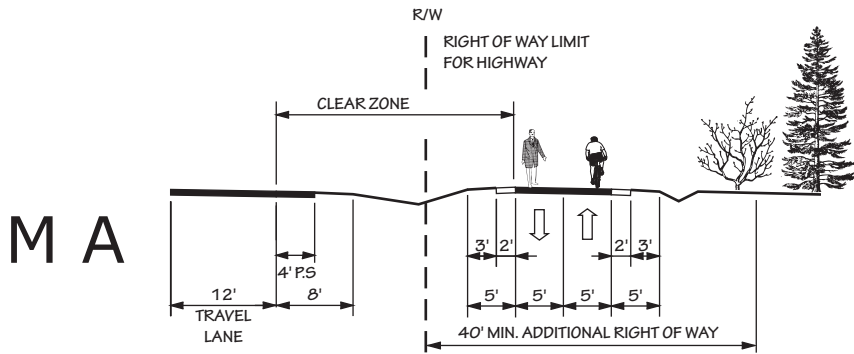


6E 6 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER,
WIDE OUTSIDE LANES, AND SIDEWALKS
POSTED SPEED 35-45 MPH

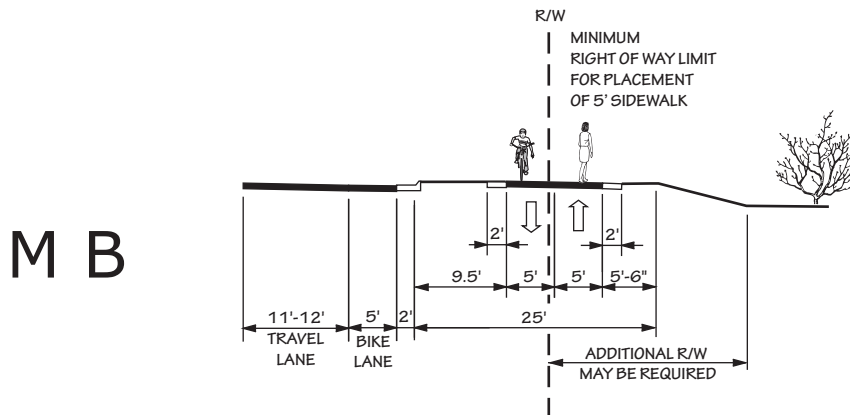


6F 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,
WIDE OUTSIDE LANES, AND SIDEWALKS
POSTED SPEED 35-45 MPH

“TYPICAL” HIGHWAY CROSS SECTIONS



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



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

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



LOS A



LOS B



LOS C



LOS D



LOS E



LOS F

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 |
|---------------|-----------------------------|-------------------------|-----------|----------|
| 2 | Muddy Creek Rd (SR1320) | Muddy Creek | | |
| 4 | New Hope Rd (SR1300) | Sutton Creek | | PER05-H |
| 6 | NC 37 | Burnt Mill Creek | | |
| 7 | Lake Rd (SR1221) | Creek | SD | |
| 8 | US 17BUS | Perquimans River | SD & FO | PER01-H |
| 11 | Wynne Fork Rd (SR1338) | Castleton Creek | SD & FO | |
| 12 | Burnt Mill Rd (SR1341) | Creek | SD & FO | |
| 13 | Burnt Mill Rd (SR1341) | Burnt Mill Creek | | |
| 15 | NC 37 | Perquimans River | FO | |
| 21 | Beech Springs Rd (SR1111) | Goodwin Creek | | |
| 24 | Up River Rd (SR1208) | Creek | | |
| 25 | Turnpike Rd (SR1001) | Indian Creek | | |
| 28 | Sandy Cross Rd (SR1204) | Perquimans River | | |
| 30 | Perrys Bridge Rd (SR1202) | Perquimans River | SD & FO | PER04-H |
| 46 | Weight Stations Rd (SR1224) | Swamp | | |
| 62 | Center Hill Hwy (SR1110) | Bear Swamp Canal | | |
| 66 | Turnpike Rd (SR1001) | Branch Of Perquimans R. | | |
| 68 | Swamp Rd (SR1214) | Mill Creek | | |
| 79 | Turnpike Rd (SR1001) | Canal | | |
| 81 | US17 | Creek | | PER02-H |
| 83 | Perrys Bridge Rd (SR1202) | Perquimans River | | PER04-H |
| 84 | US 17BUS | Dirt | FO | PER01-H |
| 86 | Woodville Rd (SR1329) | Canal | | PER03-H |
| 85 | US 17BUS | Perquimans River | FO | PER01-H |
| 87 | US 17BUS | Perquimans River | FO | PER01-H |

Appendix G

Socio-Economic Data Forecasting Methodology

In the development of the Perquimans County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns.

For Perquimans County, including Hertford and Winfall, travel demand was projected from 2010 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2011. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. For this CTP, the 2005-2006 CAMA Core Land Use Plan Update 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. This data was adopted by the Perquimans County Commissioners on January 4, 2016.

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 simple exponential growth. Table 6 shows current and projected population through the year 2035 which were taken from the OSBM website. The 2040 population was projected by applying the same growth rate as 2030 to 2035. For those years, an annual growth rate of 1.1% was used in Perquimans County.

Table 4 – Population Data

| Year | Population – Perquimans County |
|-------------|---------------------------------------|
| 2010 | 13477 |
| 2015 | 13566 |
| 2020 | 13689 |
| 2025 | 14137 |
| 2030 | 14646 |
| 2035 | 15172 |
| 2040 | 16025 |

* Extrapolated by NCDOT

Employment

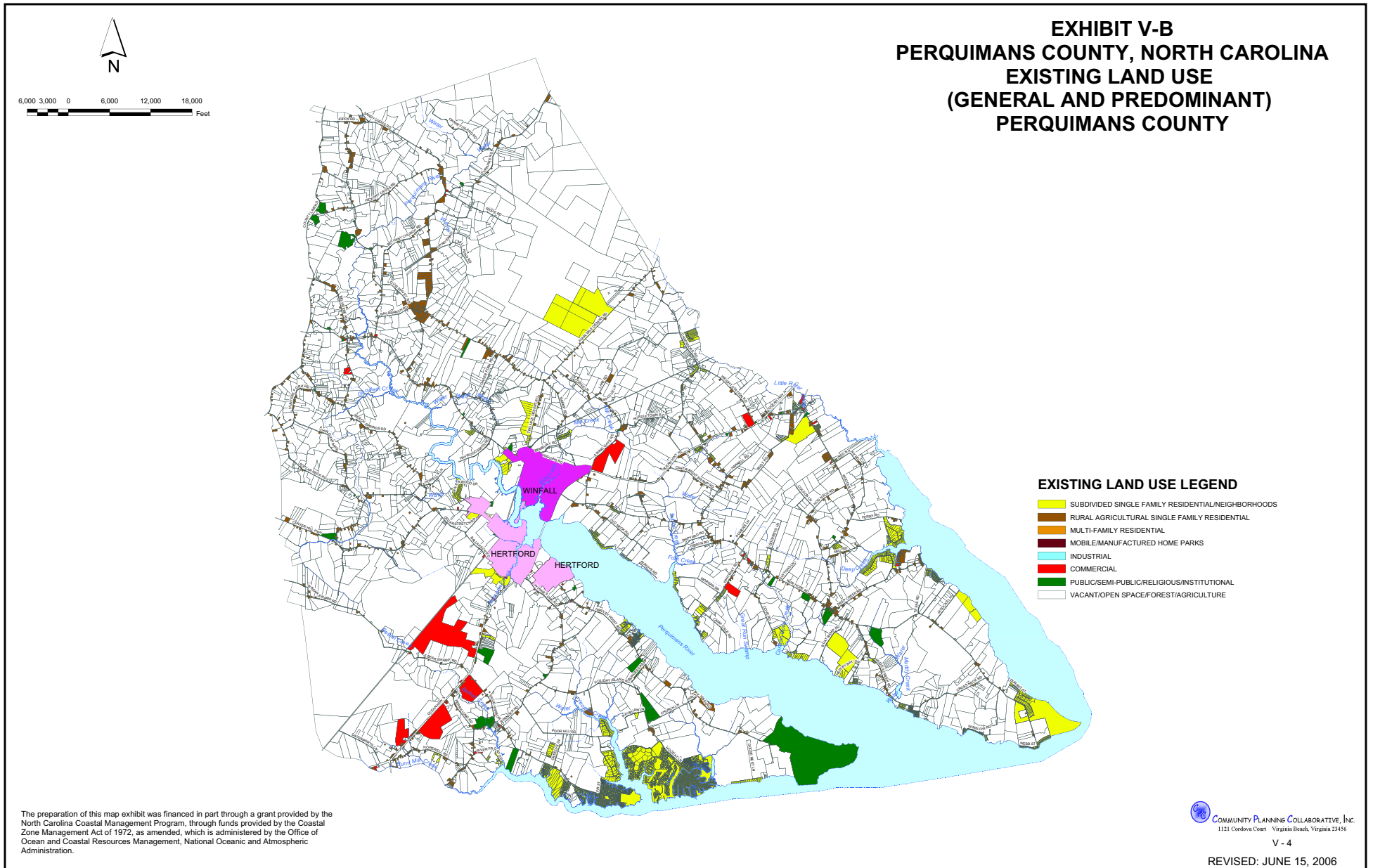
Future employment conditions within Perquimans County were approved by the CTP Steering Committee. This included approximate locations and intensity for proposed employment centers. Any anticipated heavy demand on the future transportation system as a result of these proposals is accounted for in projected traffic volumes. Employment totals were based on US Census Bureau “Quick Facts”.

Table 5 – Employment Data

| Year | 2014 | 2015 | 2016 | 2017 | 2018 | | 2040* |
|---------------------------------------|------|------|------|------|------|--|-------|
| Employment - Perquimans County | 1919 | 1940 | 1961 | 1983 | 2005 | | 2550 |

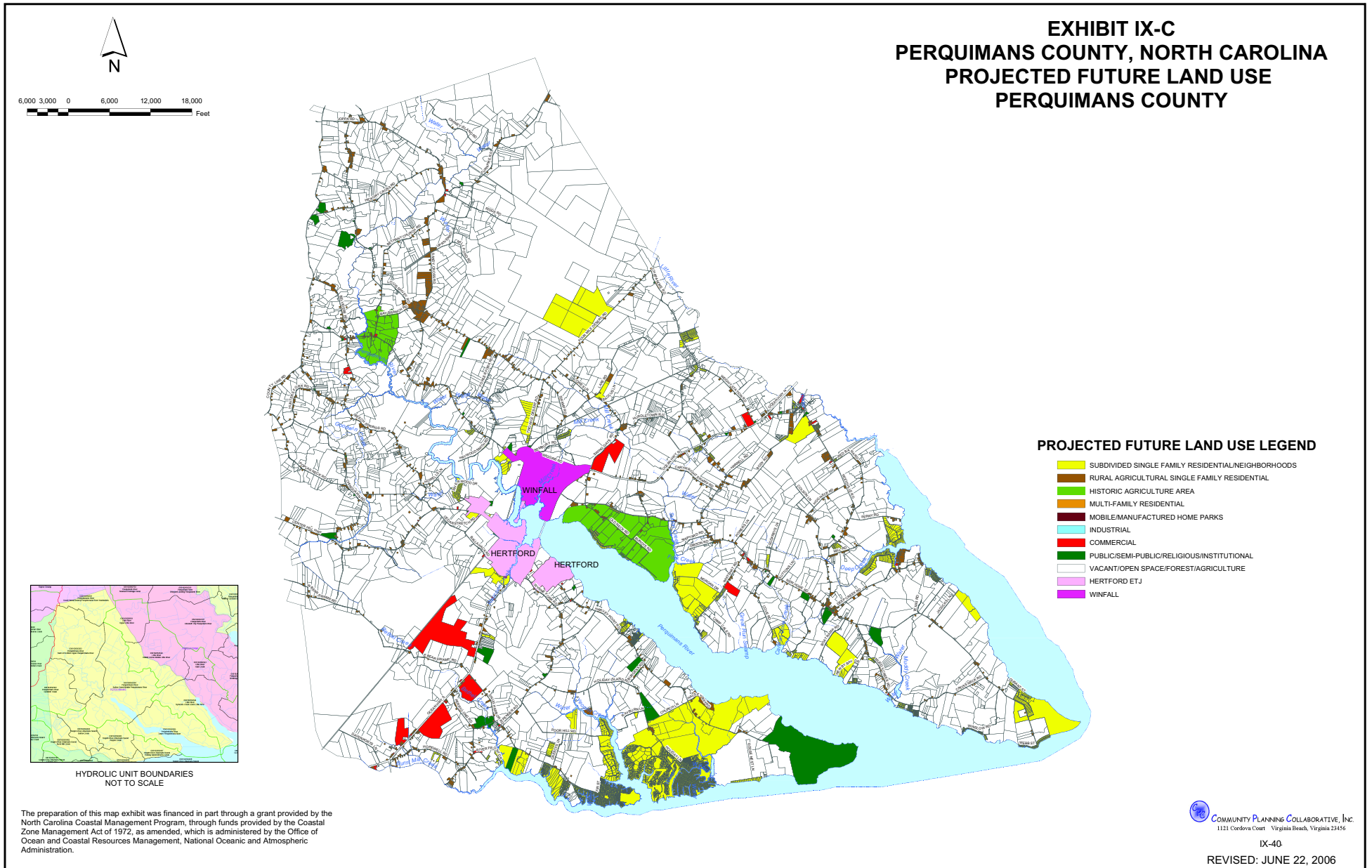
* Estimated by NCDOT

Figure 9



Back of Figure

Figure 10



Back of Figure

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 Perquimans County CTP is given below.

- ❖ Frank Heath, Perquimans County Manager
- ❖ Donna Godfrey, Perquimans Planning and Zoning
- ❖ Brandon Shoaf, Hertford Town Manager
- ❖ Ed Muzzulin, Perquimans County Board of Commissioners
- ❖ Herb Mullen, Inter-County Public Transportation
- ❖ Stella Knight, Attorney
- ❖ Rhonda Money, GIS planner
- ❖ Gretchen Byrum, Division 1 Planning Engineer
- ❖ Angela Welsh, Albemarle 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 MOEs 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.

Perquimans County
Community Vision and CTP Goals and Objectives Statement

Vision:

Enhance transportation connectivity within Perquimans County by providing a safe, reliable, efficient, and sustainable multi-modal transportation network that supports economic development and efficient movement of people and products while being compatible with environmental and land use patterns.

Goals:

Complete a study of transportation facilities, capacity, connectivity, crashes, and access management techniques and develop a plan that address traffic congestion safety, traffic flow and considers economic impacts.

Provide means to identifying and prioritizing needs and improvements that would enhance quality of life through multi-modal CTP implementation.

Make recommendations for implementing alternative means of transportation including, but not limited to transit, walking and bicycling.

Coordinate Perquimans County transportation and land use plans with Albemarle Rural Planning Organization, NCDOT, and other relevant local and state organizations.

Coordinate with Perquimans County Emergency Management and relevant organizations to ensure that emergency plans are considered in plan development.

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. The Perquimans County CTP survey was distributed and collected online.

Public Meetings

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

Public Workshop # 1

Public workshop for the Perquimans County CTP was held on September 23, 2015 from 4pm to 7pm.

Appendix I

Existing Transportation Plans

The following Thoroughfare Plan for areas within the county that was incorporated as a part of this plan is listed below and may be viewed on the web. Refer to this report for detailed descriptions of recommendations that were not **documented** as a part of this report.

- ❖ 1991 Thoroughfare Plan for the Towns of Hertford and Winfall
<https://archive.org/details/thoroughfareplan1991nort>
- ❖ 2007 Hertford Comprehensive Pedestrian Plan
<https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/Hertford%20Ped%20Plan.pdf>
- ❖ 2013 Albemarle Regional Bicycle Plan
<https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/Albemarle%20Regional%20Bicycle%20Plan.pdf>

