2015 Washington County
Comprehensive Transportation Plan

2015 Washington County Comprehensive Transportation Plan

Prepared by: Hemal Shah, Project Engineer
Dr. Wayne Davis, PE, Triad Planning Group Supervisor
Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with: Washington County
Town of Creswell
Town of Roper
Town of Plymouth
Albemarle Rural Planning Organization

Published: August 2015

W Davis, Ph.D. P.E.

Wayne C. Davis, Ph.D., P.E.
Triad Planning Group Supervisor

Table of Contents

List of Figures

List of Tables

Executive Summary

In December of 2013, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and Washington County initiated a study to cooperatively develop the Washington County Comprehensive Transportation Plan (CTP), which includes Creswell, Roper and Plymouth. 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 2015. 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 county, its municipalities and NCDOT. Refer to Chapter 2 for information on the implementation process.

This report documents the recommendations for improvements that are included in the Washington 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 64, Local ID: WASH0001-H:** Convert the existing five lane facility to a four lane boulevard from Washington Street (SR 1357) to East Main Street (SR 1325).
- **NC 32 Connector, TIP No: R-3620:** Construct a two lane major thoroughfare wit 12 foot lanes on new location from NC 32/94 to US 64 east of Roper and improve Beasley Road (SR 1139) to 12 foot lanes from the proposed connector to US 64.
- **Newland Road Connector, TIP No: R-4909:** Construct a two lane minor thoroughfare on new location from Newland Road (SR 1126) to East Millpond Road (SR 1125).
- **Rankin Lane (SR 1342) Southern Extension, Local ID: WASH0004-H:** Extend existing Rankin Lane (SR 1342) as a two lane minor thoroughfare with 12 foot lanes on new location from US 64 to NC 45.
- **Plymouth Airport Road (SR 1195) Extension, Local ID: WASH0005-H:** Construct a two lane minor thoroughfare with 12 foot lanes on new location from US 64 to the existing Plymouth Airport Road (SR 1195) at Morrattock Road (SR 1106).

Adopted by:

Washington County
Date: June 1, 2015

Town of Creswell
Date: May 11, 2015

Town of Plymouth
Date: May 11, 2015

Town of Roper
Date: May 11, 2015

NCDOT
Date: August 6, 2015

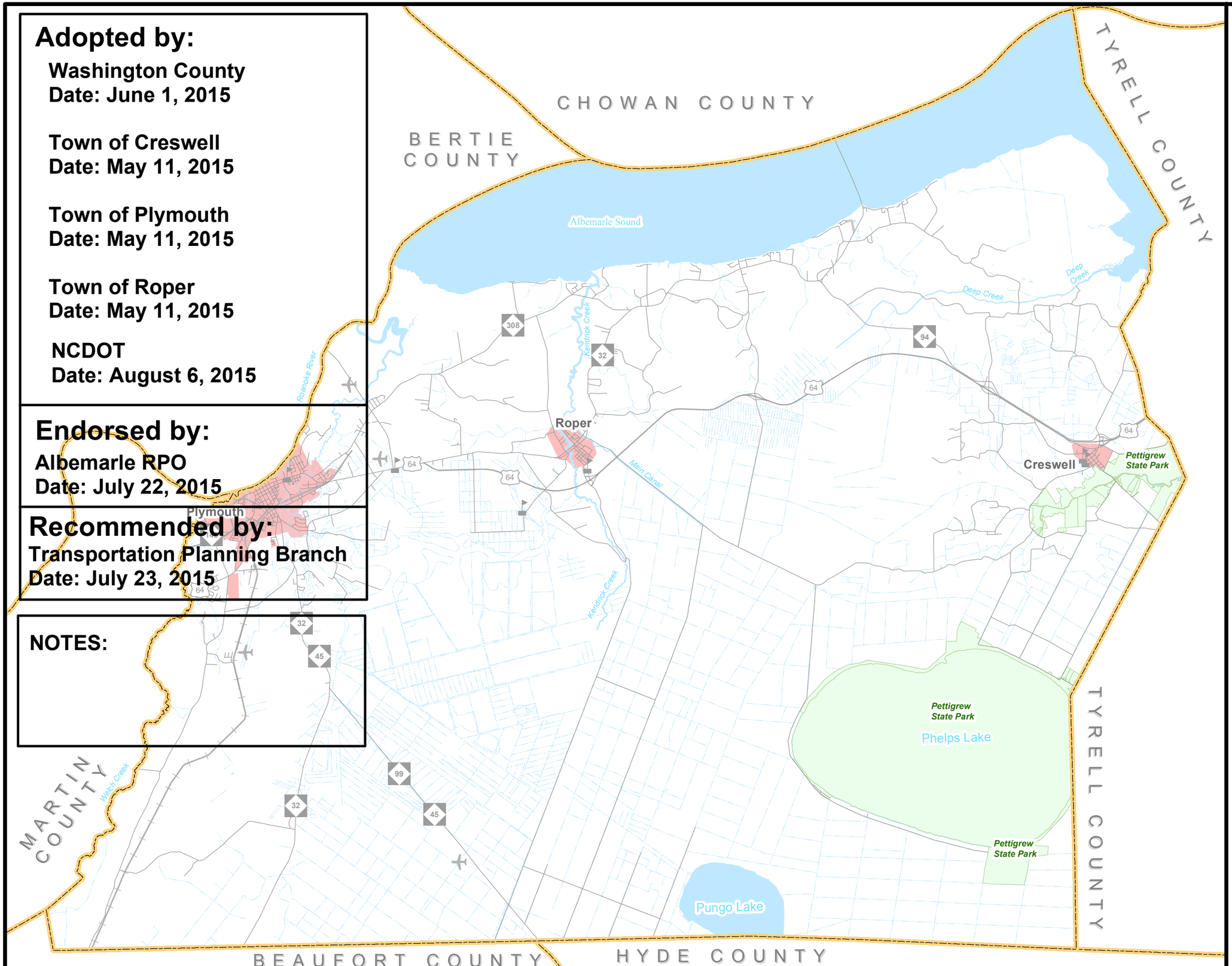
Endorsed by:

Albemarle RPO
Date: July 22, 2015

Recommended by:

Transportation Planning Branch
Date: July 23, 2015

NOTES:



Washington County
Comprehensive Transportation Plan

Plan date: May 7, 2015

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

Legend

- Airport
- Schools
- RailRoads
- Roads
- Rivers and Streams
- Canals
- Municipal Boundaries
- Water Bodies
- County Boundary
- State Park

N W E S

Figure 1- Sheet 1 of 5

0 0.5 1 2 3 Miles

Base map date: October 2014

Refer to CTP document for more details

Highway Map

Washington COUNTY N.C. The Natural Choice

Washington County

Comprehensive Transportation Plan

Plan date: May 7, 2015

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

0 0.5 1 2 3 Miles

N W E S

Figure 1 - Sheet 2 of 5

Base map date: October 2014

Refer to CTP document for more details

CHOWAN COUNTY
BERTIE COUNTY
TYRELL COUNTY
MARTIN COUNTY
BEAUFORT COUNTY
HYDE COUNTY
Albemarle Sound
Roanoke River
Welch Creek
Kendrick Creek
Deep Creek
Pungo Lake
Phelps Lake
Inset A
Inset B
Inset C
Plymouth
Roper
Creswell
32
94
308
45
64
149
99
PEA RIDGE RD (SR 1302)
JONES WHITE RD (SR 1303)
HOLLY NECK RD (SR 136)
BEASLEY RD (SR 1139)
PROPOSED NC 32 CONNECTOR
DEEP CREEK RD (SR 1309)
DAVENPORT FORKS RD (SR 1303)
ALLIGOOD RD (SR 1310)
BACK RD (SR 1142)
SPRUILL BRIDGE RD (SR 1142)
FOLLY RD (SR 1329)
CROSS RD (SR 1301)
E MILL POND RD (SR 1125)
W MILL POND RD (SR 1125)
NEWLAND RD (SR 1126)
NORTHLINE RD
MORRATTOCK RD (SR 1106)
LONG RIDGE RD (SR 1100)
RAILROAD BED RD (SR 1127)
SHORE DR (SR 1183)
WESTON RD (SR 1126)
SPRUILL TOWN RD (SR 1163)
MOUNTAIN CANAL RD (SR 1156)
THIRTY FT CANAL RD (SR 1160)
WESTON RD (SR 1164)
LAKE SHORE RD (SR 1166)

Highway Map (Inset A)

Washington COUNTY N.C. The Natural Choice

Washington County

Comprehensive Transportation Plan

Plan date: May 7, 2015

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

0 0.1 0.2 0.4 0.6 Miles

N W E S

Figure 1 - Sheet 2A of 5

Base map date: October 2014

Refer to CTP document for more details

BERTIE COUNTY

MARTIN COUNTY

Plymouth

Roanoke River

Roanoke River

Welch Creek

Welch Creek

Conaby Creek

E MAIN ST (SR 1325)

W MAIN ST (SR 1325)

PLYWOOD RD

RANKIN LN REALIGNMENT

RANKIN LN (SR 1342)

THIRD ST

W THIRD ST (SR 1335)

WASHINGTON ST (SR 1357)

CREEKSIDE DR (SR 1337)

MACKEYS RD (SR 1300)

RANKIN LN SOUTHERN EXTENSION

OLD ROPER RD (SR 1114)

WILSON ST (SR 1335)

AIRPORT RD EXTENSION

NC 45 REALIGNMENT

MORRATUCK RD (SR 1106)

64

64

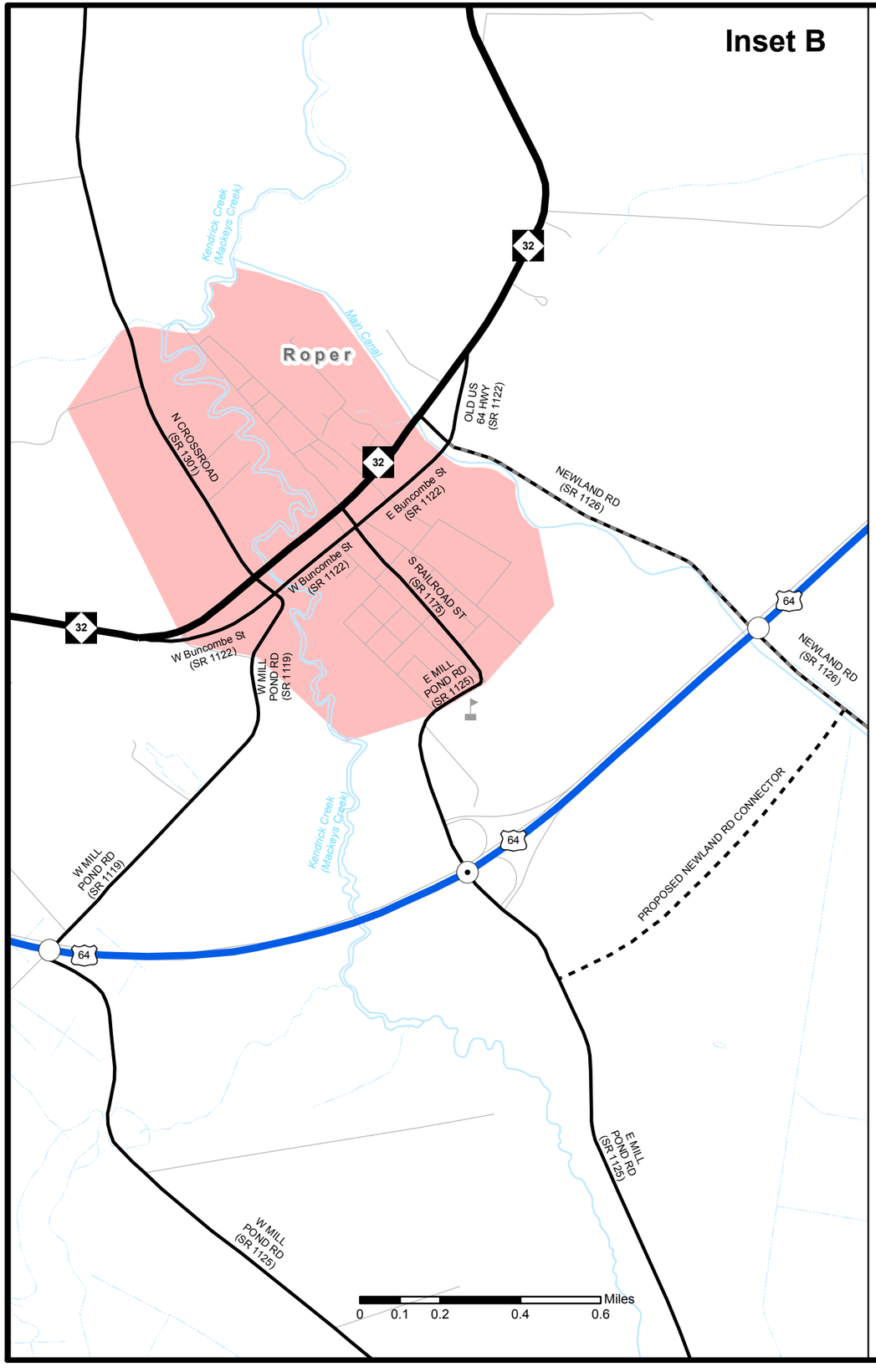
45

45

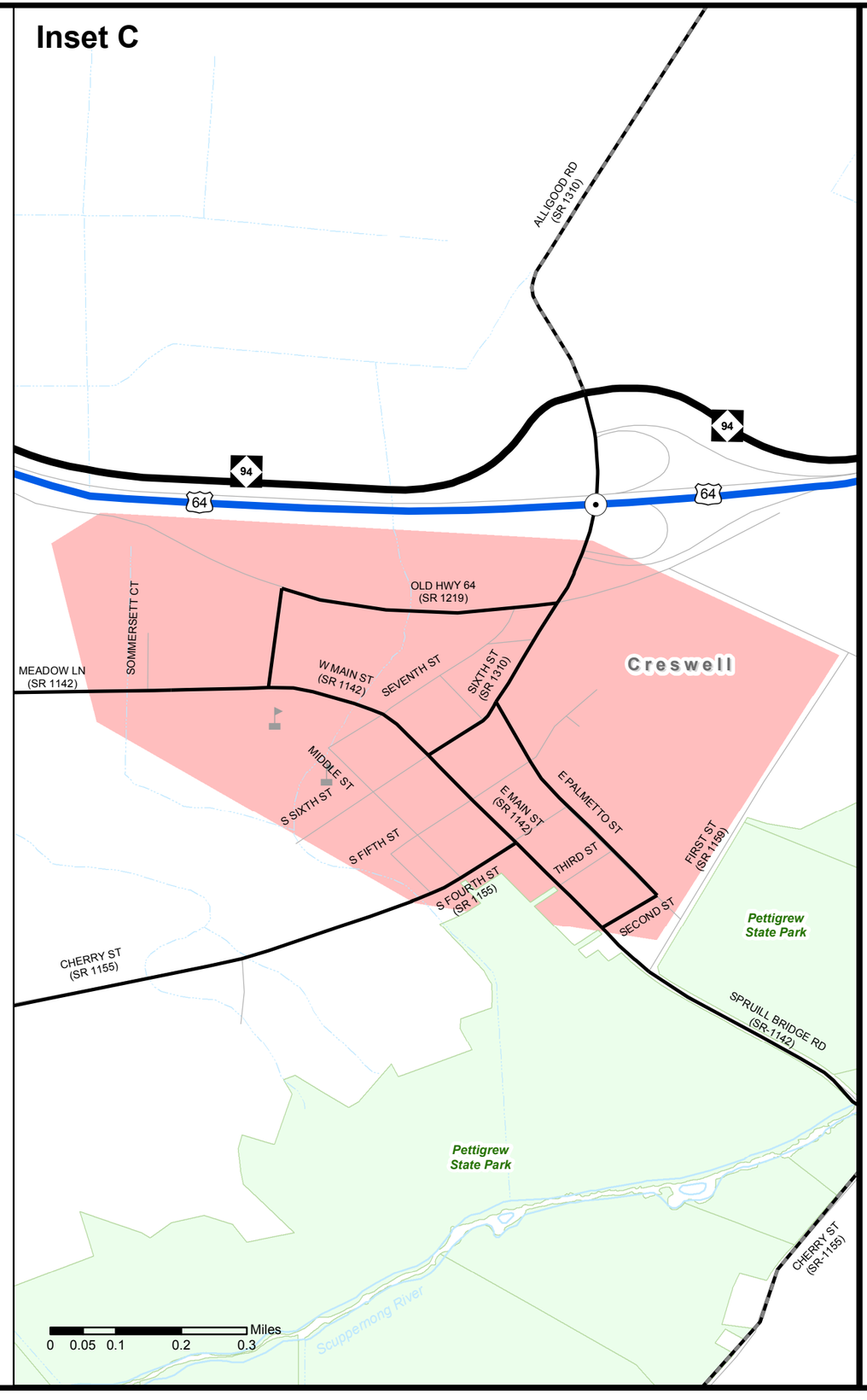
32

149

Inset B



Inset C



Highway Map (Insets B & C)

Washington County

Comprehensive Transportation Plan

Plan date: May 7, 2015

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

Figure 1 - Sheet 2B of 5

Base map date: October 2014

Refer to CTP document for more details

Public Transportation and Rail Map

Washington COUNTY N.C. The Natural Choice

Washington County Comprehensive Transportation Plan

Plan date: May 7, 2015

Bus Routes
- Existing
- Needs Improvement
- Recommended

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

Rail Corridor
- Active
- Inactive
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

Multimodal Connector
- Existing
- Recommended

Park and Ride Lot
- Existing
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles: 0 0.5 1 2 3

N W E S

Figure 1 - Sheet 3 of 5

Base map date: October 2014

Refer to CTP document for more details

CHOWAN COUNTY
BERTIE COUNTY
TYRELL COUNTY
MARTIN COUNTY
BEAUFORT COUNTY
HYDE COUNTY
Albemarle Sound
Roanoke River
Kendrick Creek
Deep Creek
Main Canal
Welch Creek
Plymouth
Roper
Creswell
Phelps Lake
Pungo Lake
PEA RIDGE RD (SR 1302)
JONES WHITE RD (SR 1303)
HOLLY NECK RD (SR 1136)
DEEP CREEK RD (SR 1308)
DAVENPORT FORKS RD (SR 1303)
ALLIGOOD RD (SR 1310)
SPRUILL BRIDGE RD (SR 1142)
BACK RD (SR 1142)
CROSS RD (SR 1301)
FOLLY RD (SR 1329)
BEASLEY RD (SR 1139)
NORTHLINE RD
W MILL POND RD (SR 1125)
E MILL POND RD (SR 1125)
NEWLAND RD (SR 1126)
WESTON RD (SR 1126)
SPRUILL TOWN RD (SR 1163)
THIRTY FT CANAL RD (SR 1160)
WESTON RD (SR 1164)
MOUNTAIN CANAL RD (SR 1156)
SHORE DR (SR 1183)
LAKE SHORE RD (SR 1166)
MOSRATTOCK RD (SR 1106)
LONG RIDGE RD (SR 1100)
RAILROAD BED RD (SR 1127)

Bicycle Map

Washington COUNTY N.C. The Natural Choice

Washington County

Comprehensive Transportation Plan

Plan date: May 7, 2015

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 0.5 1 2 3 Miles

N W E S

Figure 1 - Sheet 4 of 5

Base map date: October 2014

Refer to CTP document for more details

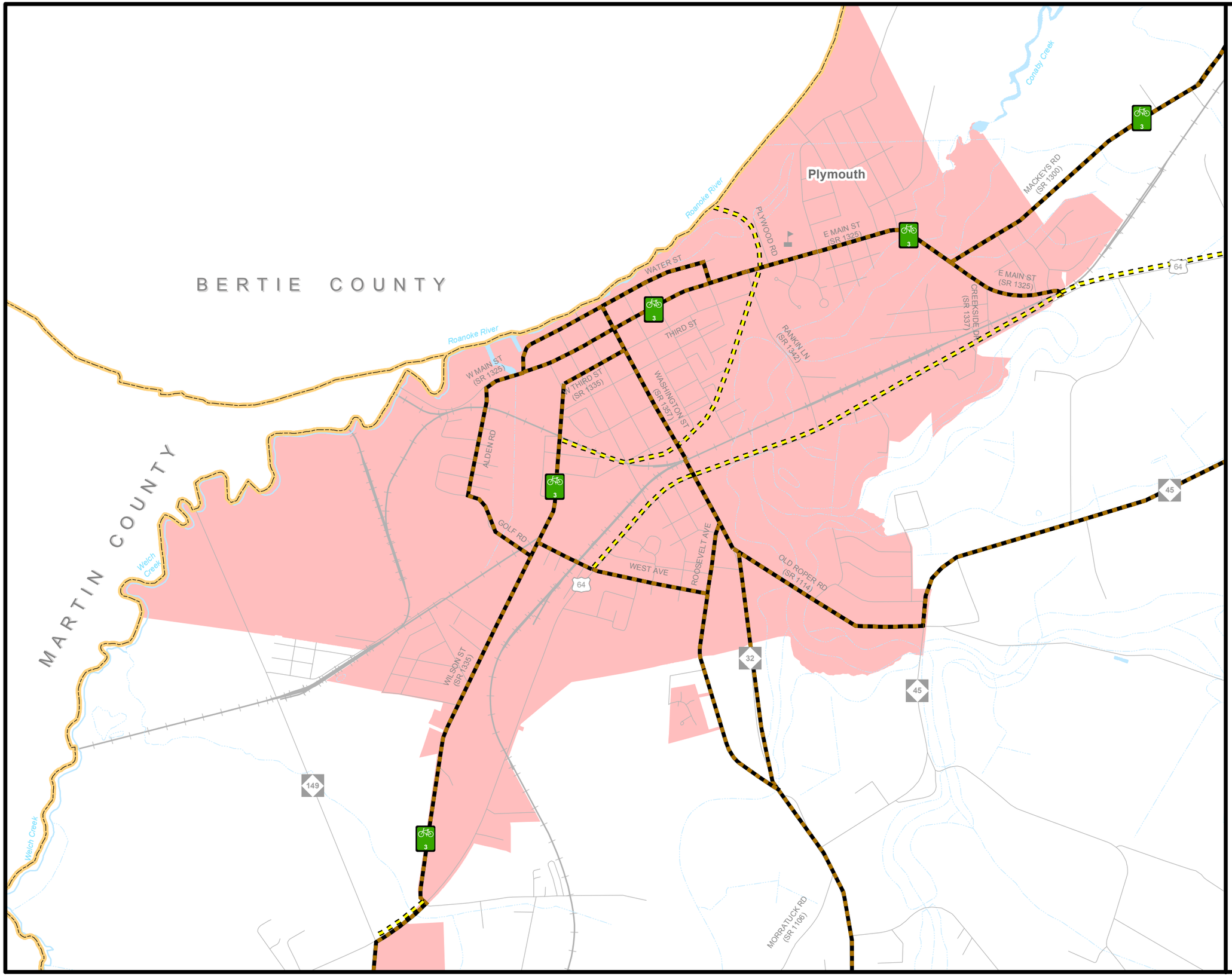
CHOWAN COUNTY
BERTIE COUNTY
TYRELL COUNTY
MARTIN COUNTY
BEAUFORT COUNTY
HYDE COUNTY
Albemarle Sound
Roanoke River
Kendrick Creek
Welch Creek
Deep Creek
Pungo Lake
Phelps Lake
Inset A
Inset B
Inset C
Plymouth
Roper
Creswell
PEA RIDGE RD (SR 1302)
JONES WHITE RD (SR 1303)
HOLLY NECK RD (SR 1136)
DEEP CREEK RD (SR 1305)
DAVENPORT FORKS RD (SR 1303)
ALLISWOOD RD (SR 1310)
CROSS RD (SR 1301)
BEASLEY RD (SR 1139)
NORTHLINE RD
W MILL POND RD (SR 1125)
E MILL POND RD (SR 1125)
NEWLAND RD (SR 1126)
WESTON RD (SR 1126)
WESTON RD (SR 1164)
SPRUILL TOWN RD (SR 1163)
MOUNTAIN CANAL RD (SR 1156)
THIRTY FT CANAL RD (SR 1160)
SPRUILL BRIDGE RD (SR 1142)
SHORE DR (SR 1183)
LAKE SHORE RD (SR 1166)
RAILROAD BED RD (SR 1127)
MORRATTOCK RD (SR 1106)
LONG RIDGE RD (SR 1100)

Bicycle Map (Inset A)

Washington COUNTY N.C. The Natural Choice

Washington County Comprehensive Transportation Plan

Plan date: May 7, 2015



On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

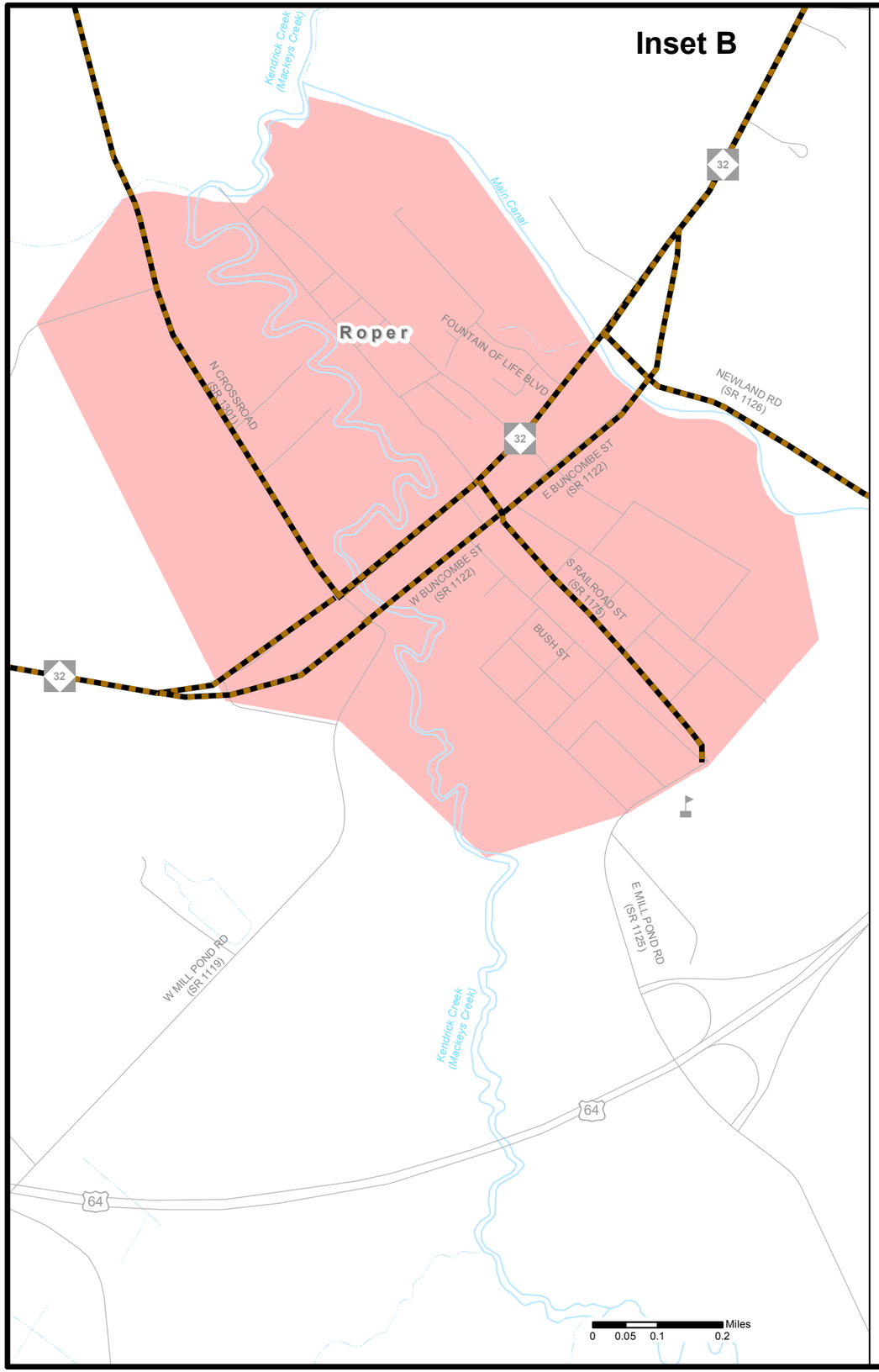
0 0.1 0.2 0.4 0.6 Miles

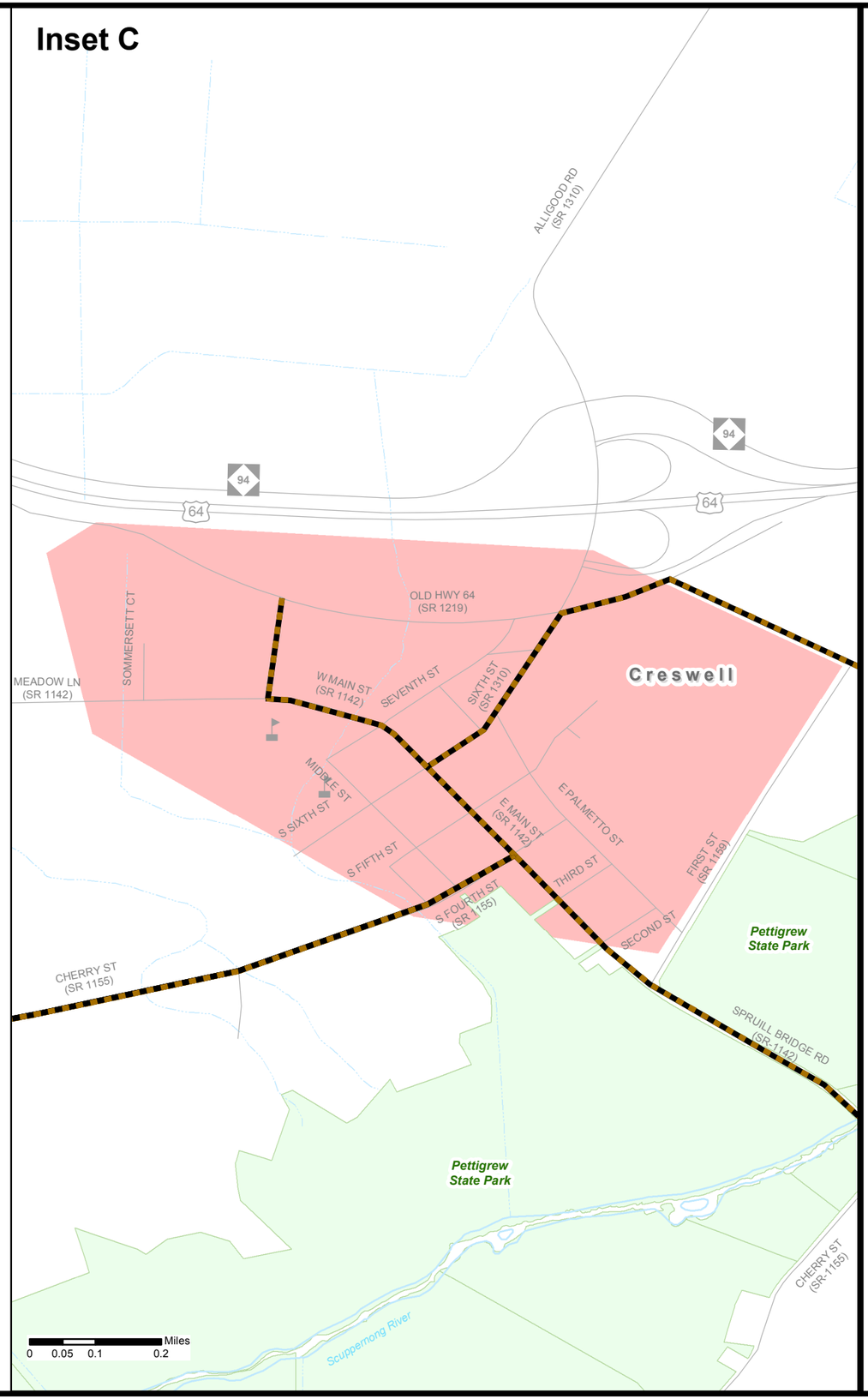
N W E S

Figure 1 - Sheet 4A of 5

Base map date: October 2014

Refer to CTP document for more details





Bicycle Map (Insets B & C)

Washington COUNTY N.C. The Natural Choice

Washington County

Comprehensive Transportation Plan

Plan date: May 7, 2015

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

N W E S

Figure 1 - Sheet 4B of 5

Base map date: October 2014

Refer to CTP document for more details

Pedestrian Map

Washington County

Comprehensive Transportation Plan

Plan date: May 7, 2015

CHOWAN COUNTY

BERTIE COUNTY

TYRELL COUNTY

MARTIN COUNTY

BEAUFORT COUNTY

HYDE COUNTY

Albemarle Sound

Roanoke River

Kendrick Creek

Deep Creek

Main Canal

Welch Creek

Pungo Lake

Phelps Lake

Inset A

Inset B

Inset C

Plymouth

Roper

Creswell

Pettigrew State Park

PEA RIDGE RD (SR 1302)

JONES WHITE RD (SR 1303)

HOLLY NECK RD (SR 1136)

DEEP CREEK RD (SR 1309)

DAVENPORT FORKS RD (SR 1303)

ALLINGOOD RD (SR 1310)

BEASLEY RD (SR 1139)

CROSS RD (SR 1301)

FOLLY RD (SR 1329)

BACK RD (SR 1142)

NORTHLINE RD

W MILL POND RD (SR 1125)

E MILL POND RD (SR 1125)

NEWLAND RD (SR 1126)

WESTON RD (SR 1126)

SPRUILL TOWN RD (SR 1163)

SPRUILL BRIDGE RD (SR 1142)

WESTON RD (SR 1164)

MOUNTAIN CANAL RD (SR 1156)

THIRTY FT CANAL RD (SR 1160)

SHORE DR (SR 1183)

LAKE SHORE RD (SR 1166)

MORRATTOCK RD (SR 1106)

LONG RIDGE RD (SR 1100)

RAILROAD BED RD (SR 1127)

64 308 32 94 149 45 99

Sidewalks

- Existing
- Needs Improvement
- Recommended

Off-road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 0.5 1 2 3 Miles

N W E S

Figure 1 - Sheet 5 of 5

Base map date: October 2014

Refer to CTP document for more details

Pedestrian Map (Inset A)

Washington COUNTY N.C. The Natural Choice

Washington County

Comprehensive Transportation Plan

Plan date: May 7, 2015

Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 0.1 0.2 0.4 0.6 Miles

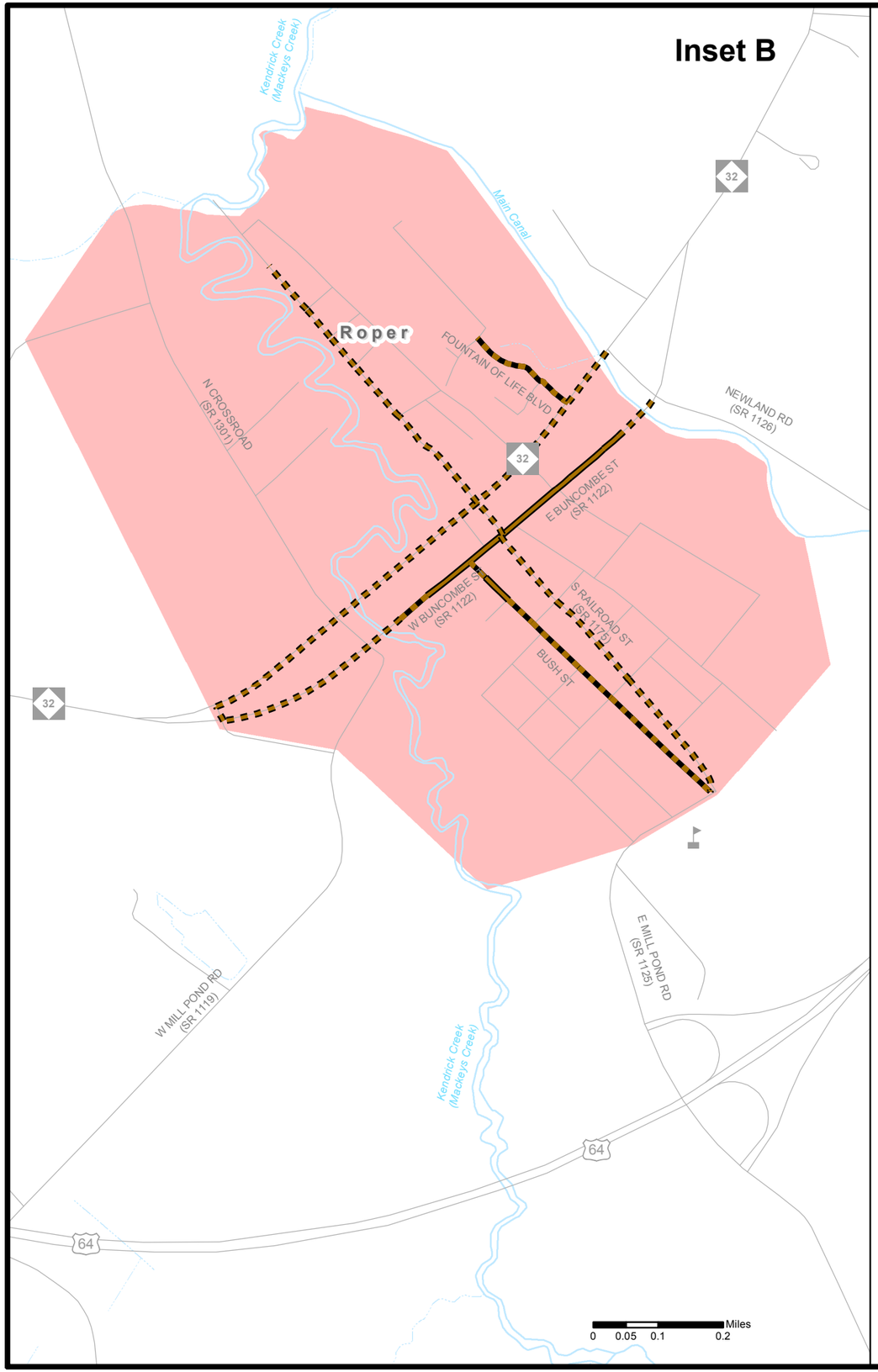
N W E S

Figure 1 - Sheet 5A of 5

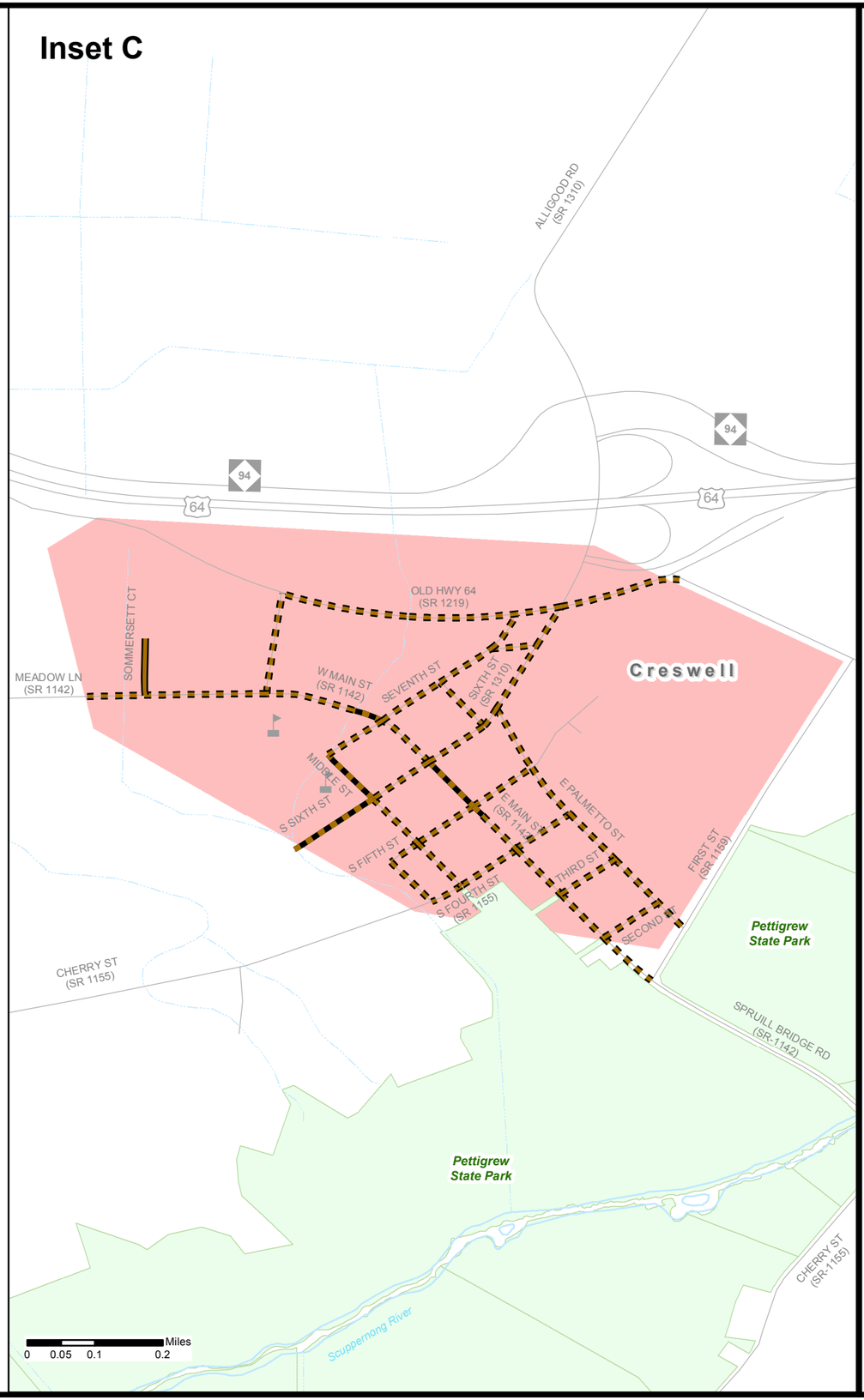
Base map date: October 2014

Refer to CTP document for more details

Inset B



Inset C



Pedestrian Map (Insets B & C)

Washington COUNTY N.C. The Natural Choice

Washington County

Comprehensive Transportation Plan

Plan date: May 7, 2015

Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

N W E S

Figure 1 - Sheet 5B of 5

Base map date: October 2014

Refer to CTP document for more details

1. Analysis of the Existing and Future Transportation System

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

In order to develop a CTP, the following are considered:

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

1.1 Analysis Methodology and Data Requirements

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

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

Roadway System Analysis

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

One of those statewide initiatives is the North Carolina Strategic Transportation Corridor (STC) Policy[1] adopted by the Board of Transportation on March 4, 2015. The STC is an

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

initiative to protect and maximize the mobility and connectivity on a critical set of transportation corridors throughout North Carolina, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods.

The primary purpose of the STC is to provide a network of core multimodal transportation corridors that move most of North Carolina's freight and people, link critical centers of economic activity to international air and sea ports, and support interstate commerce. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor. Individual CTPs shall establish a vision for each corridor that preserves the inter-regional, long-distance travel needs into and through the study region. Strategic Transportation Corridors in Washington County include US 64. Refer to Appendix A for contact information for the STC.

In the development of this plan, travel demand was projected from 2014 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2012. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by the Washington County Commissioners on July 7, 2014. Refer to Appendix H for more detailed information on growth expectations and the socio-economic data forecasting methodology.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least eighty percent of the capacity. Refer to Figures 2 and 3 for existing and future capacity deficiencies. The 2040 traffic 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 2012 – 2018 Transportation Improvement Program[2] (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;
- Access control, including streets and driveways, or lack thereof, along the roadway;

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

- 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 Washington County CTP occurred between January 1, 2007 and December 31, 2011. During this period, a total of sixteen intersections and thirty two 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. Fifteen deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 5. Of these, one is scheduled for replacement in the 2015 – 2025 TIP. Additionally, one other is funded for right of way and utility relocation through Bridge Preservation Funds and 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
2014
Volume and Capacity Deficiencies

Washington COUNTY N.C. The Natural Choice

Washington County Comprehensive Transportation Plan

CHOWAN COUNTY
BERTIE COUNTY
TYRELL COUNTY
MARTIN COUNTY
BEAUFORT COUNTY
HYDE COUNTY

Albemarle Sound
Roanoke River
Welch Creek
Kendrick Creek
Deep Creek
Main Canal
Pungo Lake
Phelps Lake

Inset A
Plymouth
Inset B
Roper
Inset C
Creswell

Pettigrew State Park

4500 12700
2000 13300
4000 12700
3900 12700
3000 12700
2300 12700
2400 12700
3700 12700
600 15300
3200 12700
500 15300
400 15300
500 15300
5500 64700
4500 64700
4800 64700
13000 29900
1200 9900
600 15900
600 15300
300 14800
700 15300
12200 29900
3300 15300
800 9000
2200 12000
1500 12000
600 15300
300 16400

PEA RIDGE RD (SR 1302)
JONES WHITE RD (SR 1303)
DEEP CREEK RD (SR 1309)
DAVENPORT FORKS RD (SR 1303)
ALLIGOOD RD (SR 1310)
HOLLY NECK RD (SR 1136)
BEASLEY RD (SR 1139)
CROSS RD (SR 1301)
FOLLY RD (SR 1329)
BACK RD (SR 1142)
NEWLAND RD (SR 1126)
NORTHLINE RD
E MILL POND RD (SR 1125)
W MILL POND RD (SR 1125)
MORRATTOCK RD (SR 1106)
LONG RIDGE RD (SR 1100)
RAILROAD BED RD (SR 1127)
SHORE DR (SR 1183)
LAKE SHORE RD (SR 1166)
WESTON RD (SR 1126)
SPRUILL TOWN RD (SR 1163)
MOUNTAIN CANAL RD (SR 1156)
THIRTY FT CANAL RD (SR 1160)
WESTON RD (SR 1164)
SPRUILL BRIDGE RD (SR 1142)

Airport
Schools
Study Roads
Near Capacity
Over Capacity
Canals
Rivers and Streams
Railroads
Water Bodies
State Park
Municipal Boundaries
County Boundaries
2014 Volumes (AADT)
2014 Capacity

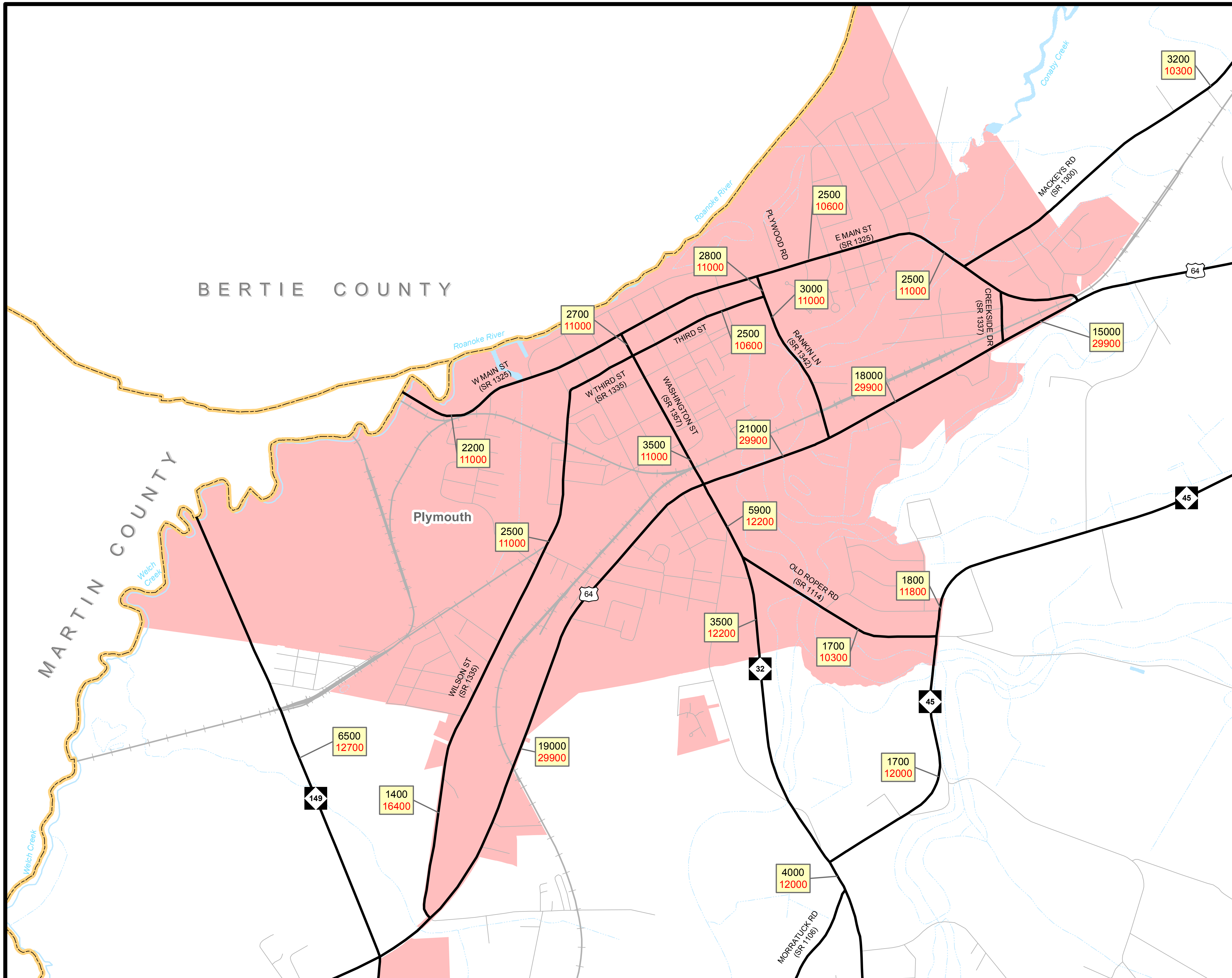
N W E S

0 0.5 1 2 3 Miles

Sheet 1 of 3

Base map date: October, 2014

FIGURE 2
2014 Volume and Capacity Deficiencies (Inset A)



BERTIE COUNTY
MARTIN COUNTY
Roanoke River
Welch Creek
Conaby Creek
Plymouth
W MAIN ST (SR 1325)
E MAIN ST (SR 1325)
W THIRD ST (SR 1335)
THIRD ST
WASHINGTON ST (SR 1357)
PLYWOOD RD
RANKIN LN (SR 1342)
CREEKSIDE DR (SR 1337)
MACKEYS RD (SR 1300)
OLD ROPER RD (SR 1114)
WILSON ST (SR 1335)
MORRATUCK RD (SR 1106)
64
45
32
149
3200 10300
2500 10600
2800 11000
3000 11000
2500 11000
2700 11000
2500 10600
15000 29900
18000 29900
2200 11000
21000 29900
3500 11000
5900 12200
2500 11000
1800 11800
3500 12200
1700 10300
6500 12700
19000 29900
1700 12000
1400 16400
4000 12000

Washington County Comprehensive Transportation Plan

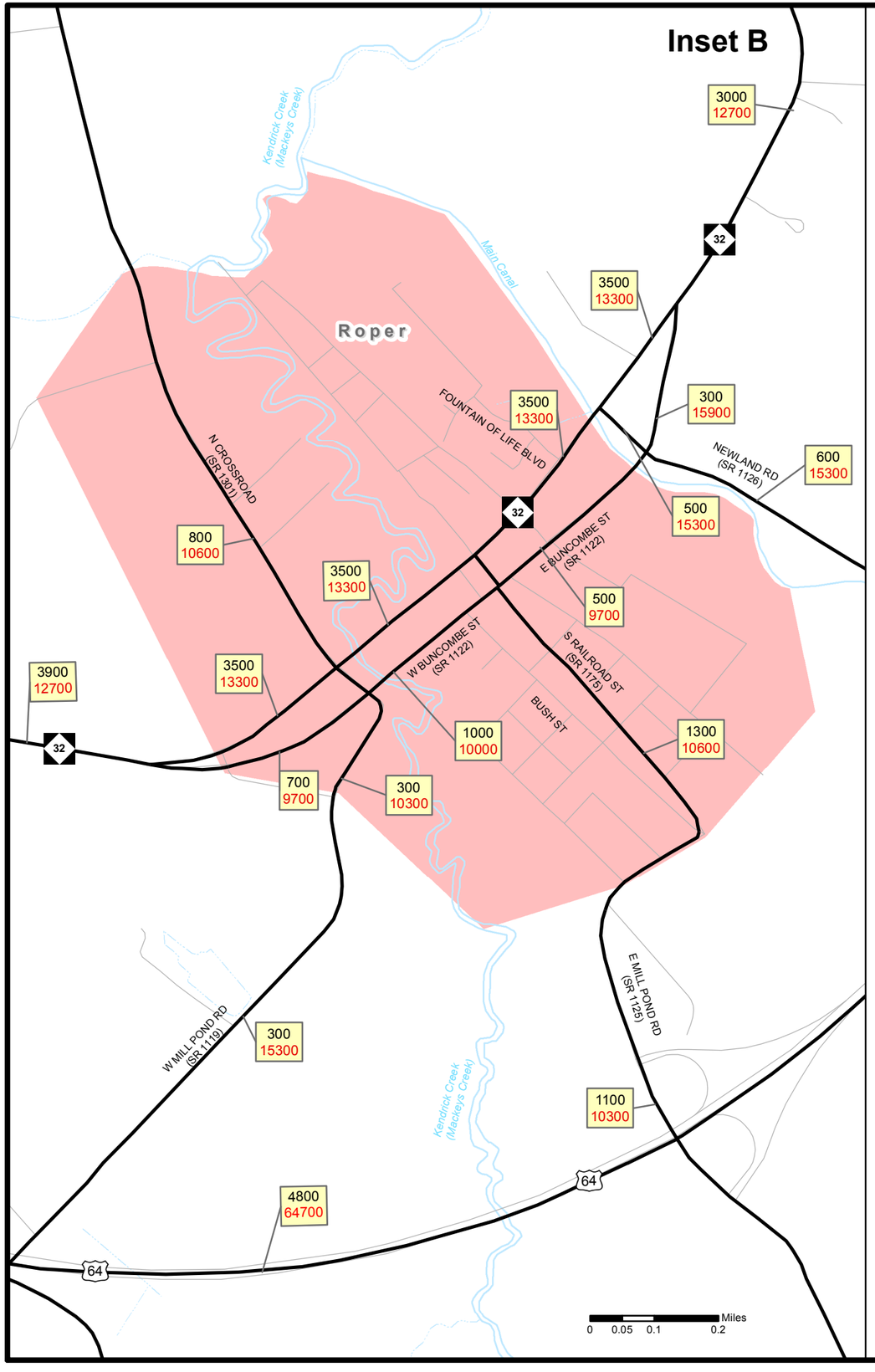
Airport
Schools
Study Roads
Near Capacity
Over Capacity
Canals
Rivers and Streams
Railroads
Water Bodies
State Park
Municipal Boundaries
County Boundaries
2014 Volumes (AADT)
2014 Capacity

N W E S

0 0.1 0.2 0.4 0.6 Miles

Sheet 2 of 3

Base map date: October, 2014



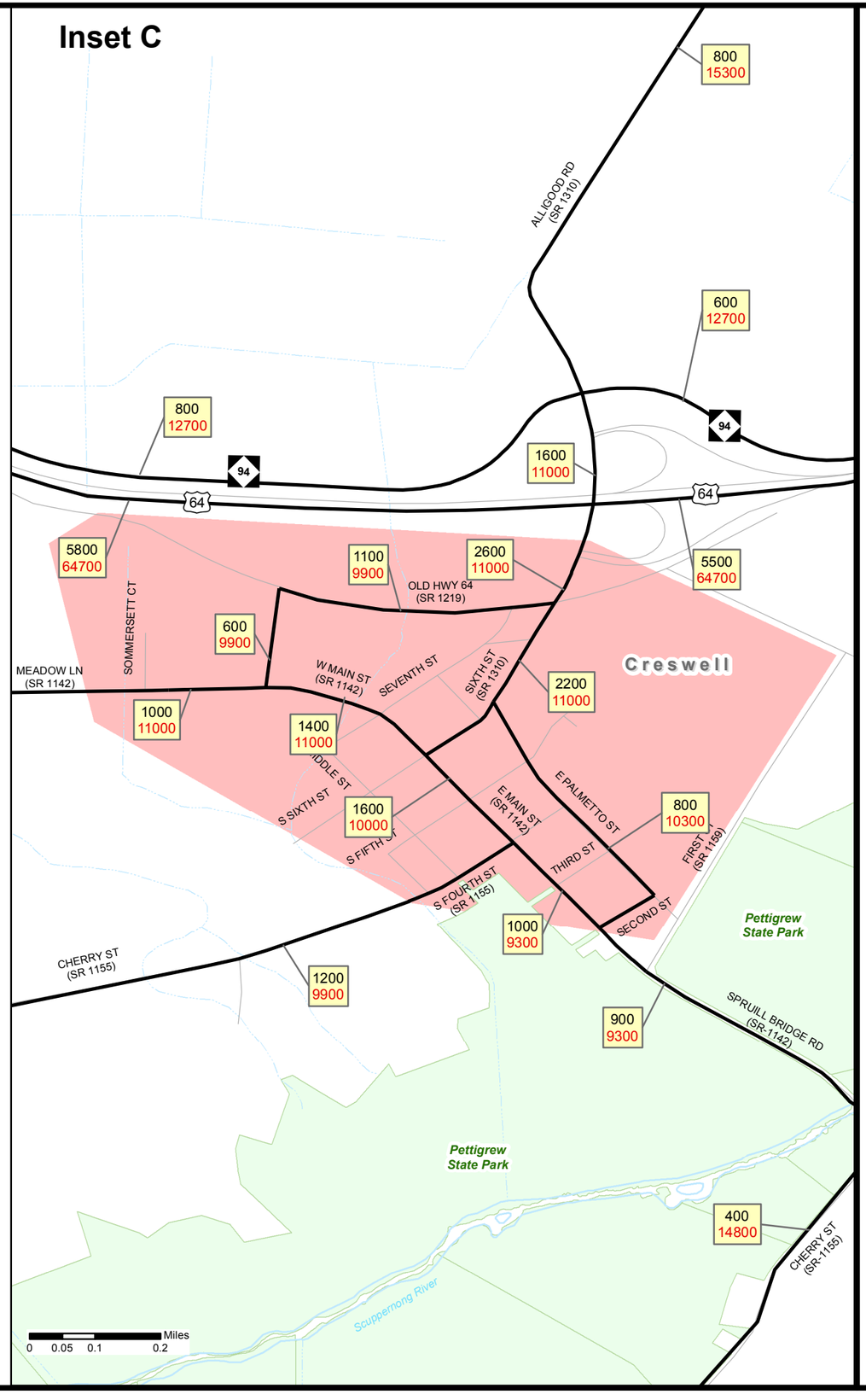


FIGURE 2
2014
Volume and Capacity Deficiencies (Insets B & C)

Washington COUNTY N.C. The Natural Choice

Washington County Comprehensive Transportation Plan

- Airport
- Schools
- Study Roads
- Near Capacity
- Over Capacity
- Canals
- Rivers and Streams
- Railroads
- Water Bodies
- State Park
- Municipal Boundaries
- County Boundaries
- #### 2014 Volumes (AADT)
- #### 2014 Capacity

N W E S

Sheet 3 of 3

Base map date: October 2014

Refer to CTP document for more details

FIGURE 3

2040 Volume and Capacity Deficiencies

Washington COUNTY N.C. The Natural Choice

Washington County Comprehensive Transportation Plan

CHOWAN COUNTY

BERTIE COUNTY

TYRELL COUNTY

MARTIN COUNTY

BEAUFORT COUNTY

HYDE COUNTY

Albemarle Sound

Roper

Inset A

Inset B

Inset C

Plymouth

Creswell

Pettigrew State Park

Phelps Lake

Pungo Lake

Roanoke River

Welch Creek

Kendrick Creek

Deep Creek

Main Canal

PEA RIDGE RD (SR 1302)

JONES WHITE RD (SR 1303)

DEEP CREEK RD (SR 1309)

DAVENPORT FORKS RD (SR 1303)

ALLIGOOD RD (SR 1310)

HOLLY NECK RD (SR 1136)

BEASLEY RD (SR 1139)

PROPOSED NC 32 CONNECTOR

FOLLY RD (SR 1329)

CROSS RD (SR 1301)

BACK RD (SR 1142)

SPRUILL BRIDGE RD (SR 1142)

NEWLAND RD (SR 1126)

NORTHLINE RD

E MILL POND RD (SR 1125)

W MILL POND RD (SR 1125)

MORRATTOCK RD (SR 1106)

LONG RIDGE RD (SR 1100)

RAILROAD BED RD (SR 1127)

WESTON RD (SR 1126)

SPRUILL TOWN RD (SR 1163)

THIRTY FT CANAL RD (SR 1160)

WESTON RD (SR 1164)

MOUNTAIN CANAL RD (SR 1156)

LAKE SHORE RD (SR 1166)

SHORE DR (SR 1183)

7000	12700
2600	13300
6000	12700
4400	12700
18600	29900
7500	64700
16000	29900
4100	15300
1100	9000
3100	12000
2200	12000
900	15300
400	14800
1100	15300
3000	12700
3200	12700
5500	12700
900	15300
2200	14600
3900	12700
7200	64700
900	15300
4200	12700
1200	16400
600	15300
700	15300
8000	64700
1600	9900
800	15900
400	16400

Airport

Schools

Study Roads

Near Capacity

Over Capacity

Canals

Rivers and Streams

Railroads

Water Bodies

State Park

Municipal Boundaries

County Boundaries

2040 Volumes (AADT)
2014 Capacity

N W E S

0 0.5 1 2 3 Miles

Sheet 1 of 3

Base map date: October 2014

Refer to CTP document for more details

FIGURE 3

2040 Volume and Capacity Deficiencies (Inset A)

Washington COUNTY N.C. The Natural Choice

Washington County Comprehensive Transportation Plan

BERTIE COUNTY

MARTIN COUNTY

Roanoke River

Conaby Creek

Welch Creek

Plymouth

E MAIN ST (SR 1325)

W MAIN ST (SR 1325)

THIRD ST

W THIRD ST (SR 1335)

WASHINGTON ST (SR 1357)

PLYWOOD RD

RANKIN LN (SR 1342)

CREEKSIDE DR (SR 1337)

MACKEYS RD (SR 1300)

OLD ROPER RD (SR 1114)

WILSON ST (SR 1335)

MORRATUCK RD (SR 1106)

4200	10300
3100	10600
4200	11000
4400	11000
3100	11000
4300	11000
3200	10600
20000	29900
24200	29900
2900	11000
5000	11000
28500	29900
7200	12200
3200	11000
2500	11800
4800	12200
2700	10300
8000	12700
21600	29900
2300	16400
2200	12000
5100	12000

64 45 32 149

- Airport
- Schools
- Study Roads
- Near Capacity
- Over Capacity
- Canals
- Rivers and Streams
- Railroads
- Water Bodies
- State Park
- Municipal Boundaries
- County Boundaries
- #### 2040 Volumes (AADT)
- #### 2014 Capacity

N W E S

0 0.1 0.2 0.4 0.6 Miles

Sheet 2 of 3

Base map date: October 2014

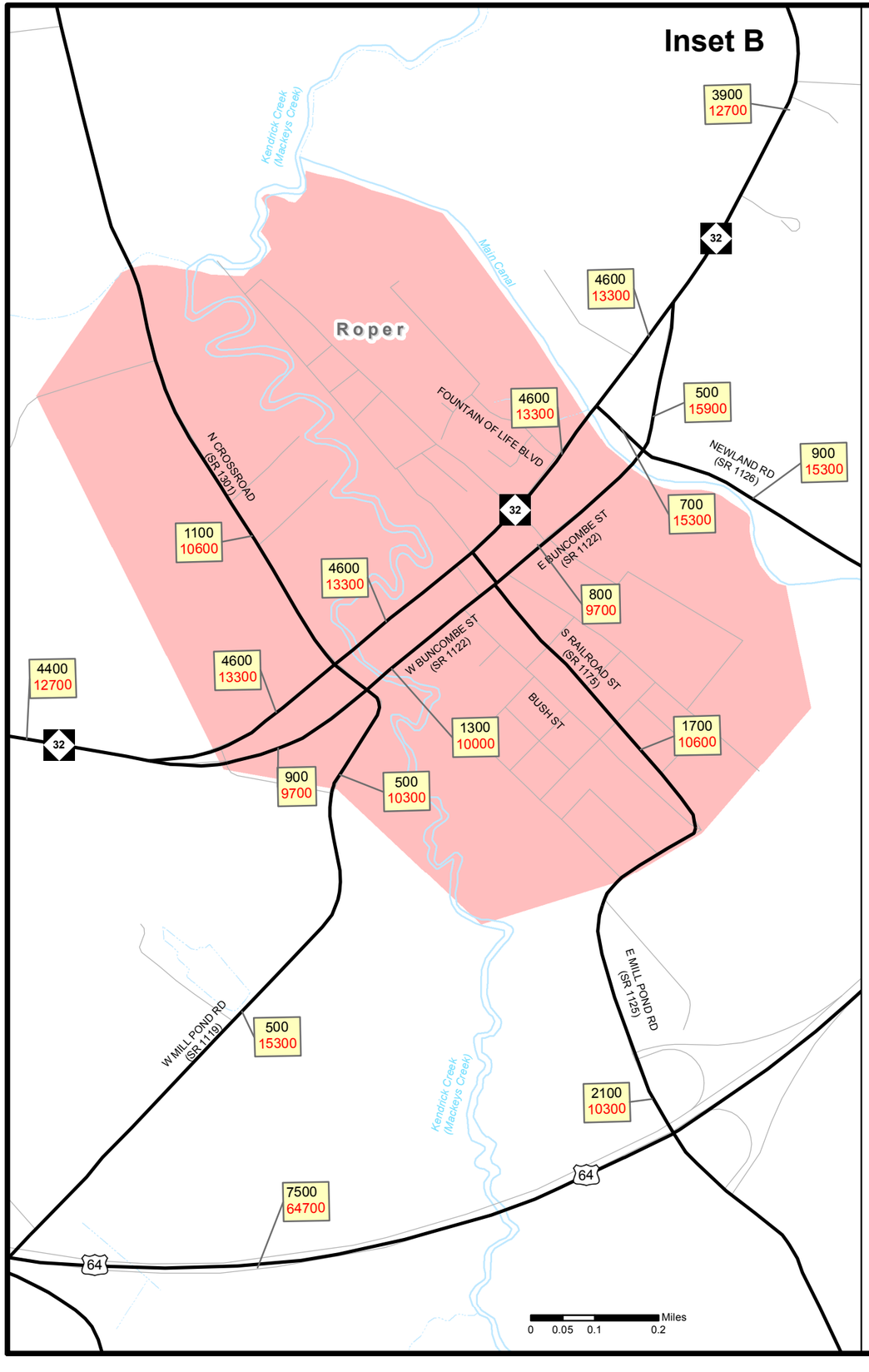
Refer to CTP document for more details

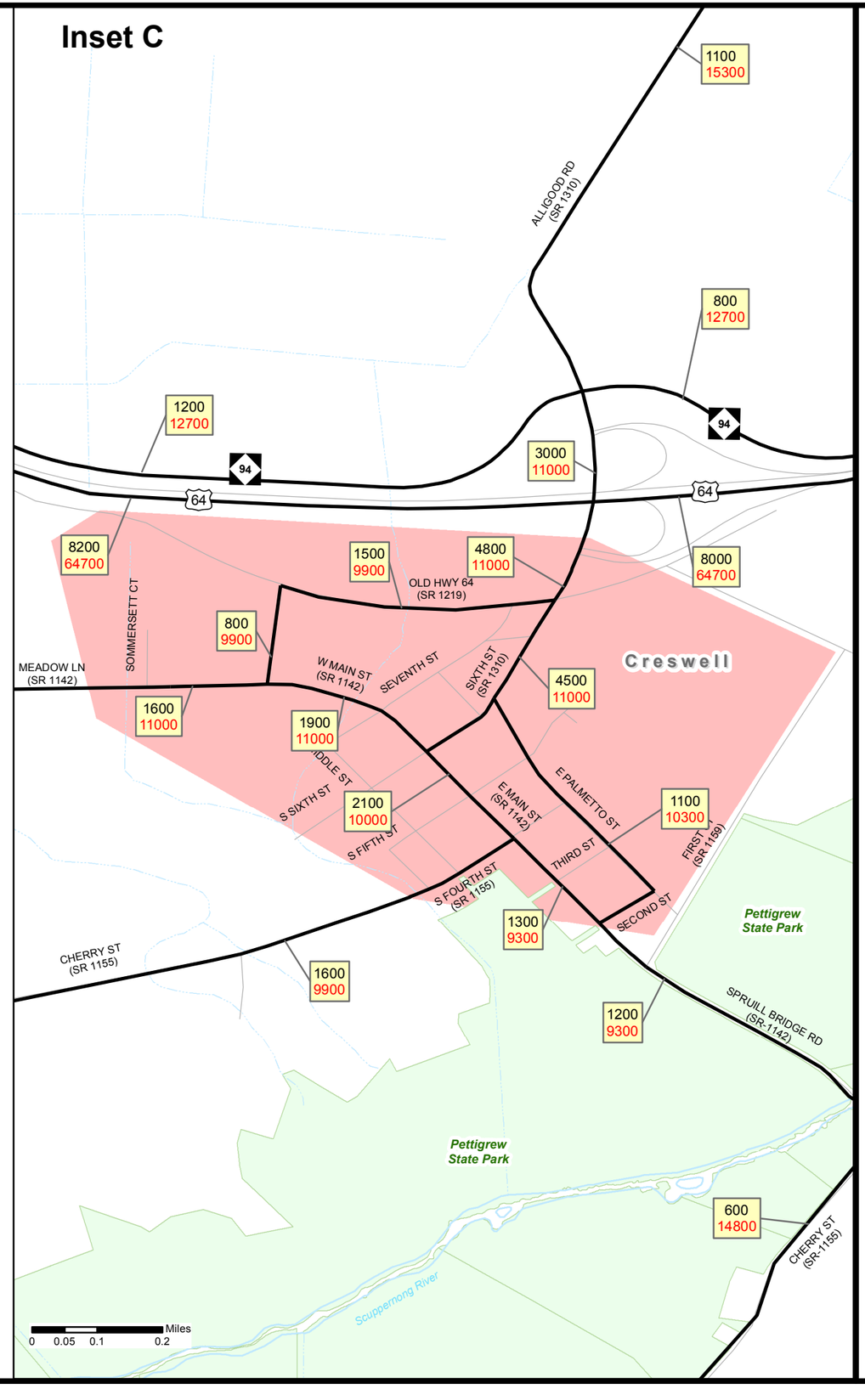
FIGURE 3

2040 Volume and Capacity Deficiencies (Insets B & C)

Washington COUNTY N.C. The Natural Choice

Washington County Comprehensive Transportation Plan





Airport

Schools

Study Roads

Near Capacity

Over Capacity

Canals

Rivers and Streams

Railroads

Water Bodies

State Park

Municipal Boundaries

County Boundaries

2040 Volumes (AADT)
2014 Capacity

N W E S

Sheet 3 of 3

Base map date: October 2014

Refer to CTP document for more details

FIGURE 4

HIGH FREQUENCY CRASH LOCATIONS

January 1, 2007 to
December 31, 2011

Washington COUNTY N.C. The Natural Choice

Washington County Comprehensive Transportation Plan

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
- Canals
- Rivers and Streams
- Water Bodies
- Municipal Boundaries
- County Boundary

N W E S

0 0.5 1 2 3 Miles

Sheet 2 of 2

Base map date: October 2014

CHOWAN COUNTY
BERTIE COUNTY
TYRELL COUNTY
MARTIN COUNTY
BEAUFORT COUNTY
HYDE COUNTY
Albemarle Sound
Roanoke River
Welch Creek
Kendrick Creek
Main Canal
Deep Creek
Pungo Lake
Phelps Lake
Pettigrew State Park
Roper
Creswell
Plymouth
Inset A
PEA RIDGE RD (SR 1302)
JONES WHITE RD (SR 1303)
DEEP CREEK RD (SR 1308)
DAVENPORT FORKS RD (SR 1303)
ALLIGOOD RD (SR 1310)
HOLLY NECK RD (SR 1136)
BEASLEY RD (SR 1139)
PROPOSED NC 32 CONNECTOR
CROSS RD (SR 1301)
FOLLY RD (SR 1329)
BACK RD (SR 1142)
SPRUILL BRIDGE RD (SR 1142)
NEWLAND RD (SR 1126)
NORTHLINE RD
E MILL POND RD (SR 1125)
W MILL POND RD (SR 1125)
WESTON RD (SR 1126)
SPRUILL TOWN RD (SR 1163)
THIRTY FT CANAL RD (SR 1160)
WESTON RD (SR 1164)
MOUNTAIN CANAL RD (SR 1156)
LAKE SHORE RD (SR 1166)
SHORE DR (SR 1183)
RAILROAD BED RD (SR 1127)
MORRATTOCK RD (SR 1106)
LONG RIDGE RD (SR 1100)
32 94 308 45 64 99 149

FIGURE 4
HIGH FREQUENCY CRASH LOCATIONS (Inset A)

Washington COUNTY N.C. The Natural Choice

Washington County Comprehensive Transportation Plan

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
- Canals
- Rivers and Streams
- Water Bodies
- Municipal Boundaries
- County Boundary

N W E S

0 0.1 0.2 0.4 0.6 Miles

Sheet 2 of 2

Base map date: October 2014

BERTIE COUNTY

MARTIN COUNTY

Plymouth

Roanoke River

Roanoke River

Welch Creek

Welch Creek

Conaby Creek

PLYWOOD RD

E MAIN ST (SR 1325)

MACKEYS RD (SR 1300)

W MAIN ST (SR 1325)

THIRD ST

W THIRD ST (SR 1335)

WASHINGTON ST (SR 1357)

RANKIN LN (SR 1342)

CREEKSIDE DR (SR 1337)

WILSON ST (SR 1335)

OLD ROPER RD (SR 1114)

MORRATUCK RD (SR 1106)

64

45

32

149

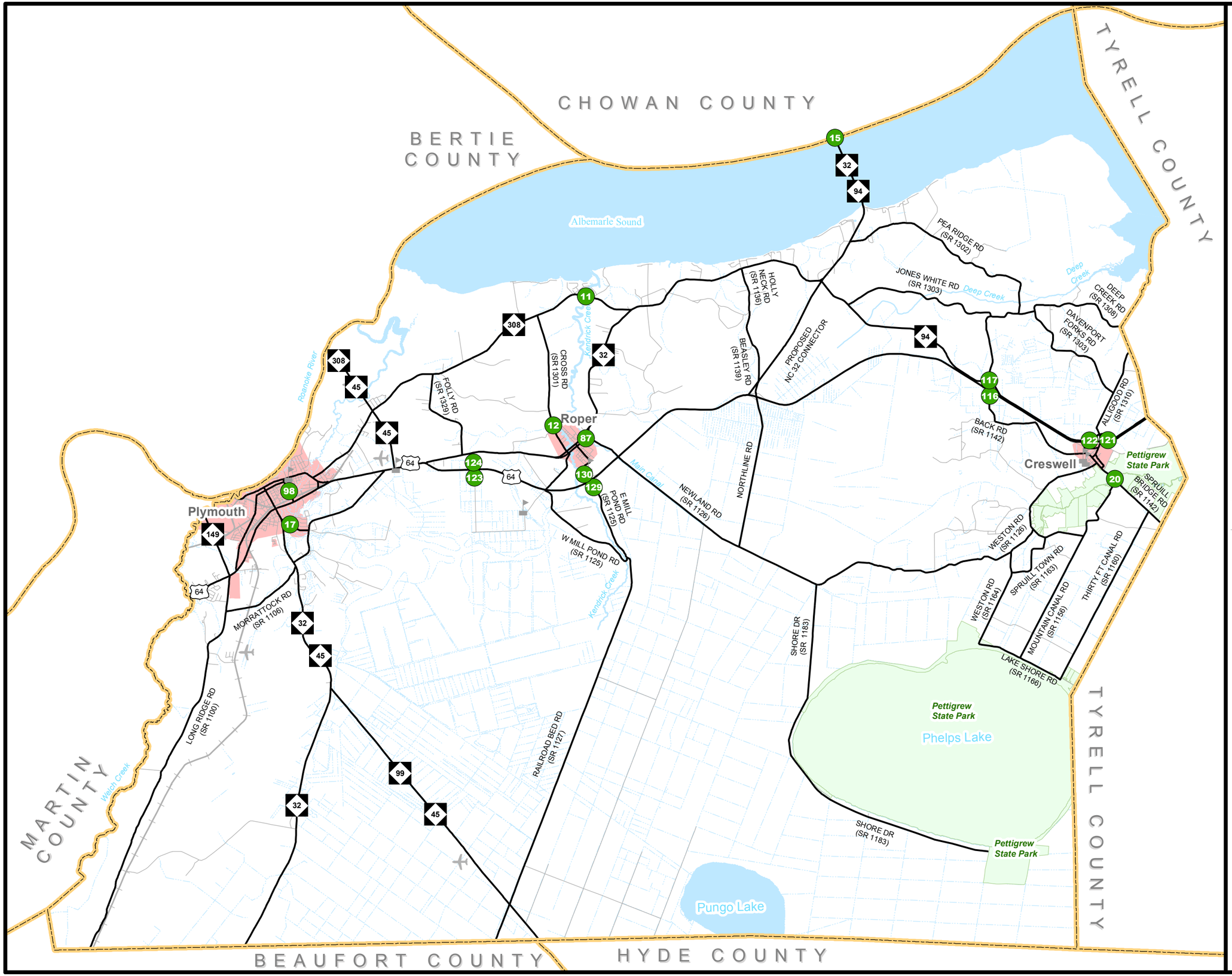


FIGURE 5

Deficient Bridges

Washington COUNTY N.C. The Natural Choice

Washington County Comprehensive Transportation Plan

Legend

- (#) Deficient Bridges (# Bridge Number)
- Airport
- Schools
- Study Roads
- Roads
- RailRoads
- Canals
- Rivers and Streams
- Municipal Bounderies
- State Park
- Water Bodies

0 0.5 1 2 3 Miles

N W E S

Base map date: October 2014

Refer to Appendix F for more details

Public Transportation and Rail

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

Public Transportation

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

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

An inventory of existing and planned fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. The Washington County Center for Human Services administers Riverlight Transit which is Washington County's community transportation program. Riverlight Transit is a single county transportation program which provides on-demand deviated fixed route transportation services. Riverlight Transit provides medical, nutrition, recreation, shopping, educational and human service trips. Out-of-county destinations include Martin County, Chowan County, Pitt County, Beaufort County and other nearby counties. All recommendations for public transportation were coordinated with the local governments and the Public

Transportation Division of NCDOT. Refer to Appendix A for contact information for the Public Transportation Division.

Rail

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

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

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

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 17 smaller freight railroads, known as shortlines.

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. Within Washington County, the rail lines are operated by Carolina Coastal Railway (CLNA) and CSX Transportation. There are no rail improvements proposed in this plan. Refer to Appendix A for contact information for the Rail Division.

Waterways

The inland waterways system is a key component of the nation's freight transportation network and includes about 12,000 miles of commercially navigable channels and some 240 lock sites. Every year, about 624 million tons of waterborne cargo transits the inland waterways, a volume equal to about 14% of all intercity freight. 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, Washington 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 Washington County area. These ports are capable of accommodating large ocean container vessels. The waterways of Washington County have historically served as transportation corridors and continue to be utilized daily for recreational and commercial transport in Washington County and beyond. One of the main transportation services involves moving freight on the Roanoke River and Albemarle Sound. These two waterways accommodate cargo barge traffic and transport services as follows:

- Roanoke River: Begins in Roanoke, Virginia and flows 400 miles to its ending point in the Albemarle Sound, near the town of Plymouth. This deep water river has the ability to accommodate barge traffic for shipment of materials and equipment.
- Albemarle Sound: Protected from the Atlantic Ocean by the Outer Banks, this sound extends east from Washington County for about 50 miles. A vital link in the Intracoastal Waterway, the Albemarle Sound connects with the Chesapeake Bay via canals. Barge traffic travels this route all the way to the Atlantic Ocean.

Based on the current transportation services and their proposed economic development vision, the Town of Plymouth expressed the interest developing the following recommendations:

- Add/ improve a paddle boat access at East Main Street and Conaby Creek crossing in Plymouth.
- Add the boat access at the State landfill remediation project site located at the end of East Water Street in Plymouth. (State funded environmental analysis for the property is under way).

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

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 4 and 5 of Figure 1. The 2013 Albemarle Regional Bicycle Plan and 2013 North Carolina Statewide Pedestrian and Bicycle Plan (WalkBikeNC) were utilized in the development of these elements of the CTP. NC Bicycle Route 3 runs north-south through Washington County from Chowan County to Beaufort County and passes through Plymouth. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information for the Division of Bicycle and Pedestrian Transportation.

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the 2009 Washington County CAMA Land Use Plan (refer to Appendix H) 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.

Residential land use in the county is primarily located in the three municipalities. Residential land uses outside of towns are clustered in crossroads development and in linear form along primary and secondary transportation routes. The majority of Washington County's commercial uses, both inside and outside the towns, are located along major roads largely in the form of small strip developments. The largest segments of commercial development can be found along the US 64 corridor. These include a broad array of gas stations, motels, small retail and dining franchises, car dealerships and several maintenance shops which are mainly located along major highways in the county including NC 32 and US 64.

The waterfront at Plymouth provides an example of commercial development in a central downtown location. The downtown includes a mix of restaurants, businesses, shops, and historic attractions. Evidence of downtown redevelopment can be seen through recent exterior building facade improvements and the addition of a new public access boardwalk on the riverfront.

Industrial uses in Washington County are primarily located in the town of Plymouth. These include a large area on the town's western border adjacent to Martin County which is occupied by the Domtar/Weyerhaeuser Company, a major employer for the county. Another concentration of industrial uses can be found in the industrial park located in the Plymouth Extraterritorial Jurisdiction (ETJ). As with commercial uses, the majority of industrial uses outside of the towns are concentrated along the US 64 corridor. Several grain operations are dispersed within the agricultural areas of the county.

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 Act[3] (NEPA) requires consideration of

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

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 Washington County are shown in Figure 6 and are shown in bold text in Table 1.

Table 1 – Environmental Features

- **24k Hydro Lines**
- **303D Streams**
- **Airport Boundaries**
- Anadromous Fish Spawning Areas
- **APNEP - Submerged Aquatic Vegetation**
- **Beach and Waterfront Access**
- Benthic Habitat
- **Bicycle Routes**
- **Boating Access**
- **Churches and Cemeteries**
- Colleges and Universities (Points)
- **Conservation Tax Credit Properties**
- Critical Habitat for Threatened and Endangered Species
- **Emergency Operation Centers**
- Fish Nursery Areas
- **Hazard Substance Disposal Sites (points & polygons)**
- **Hazardous Waste Facilities**
- **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**

Table 1 – Environmental Features (Cont.)

- **High Quality Waters and Outstanding Resource Water Management**
- **Historic Resources – National**
- Trout Streams (DWQ)
- Trout Waters WRC (arcs & polygons)
- **Unique Wetlands**
- **Water Distribution Systems –**

Register and Determined Eligible (points and polygons)

- **Hospitals**

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 Washington County Board of Commissioners in July 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 CTP Steering Committee which included a representative from each municipality, county staff, the RPO and others. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and developed proposed CTP recommendations. Refer to Appendix H for detailed information on the vision statement, the goals and objectives survey and a listing of committee members.

The public involvement process included holding two public drop-in sessions in Washington County to present the proposed CTP to the public and solicit comments. The first meeting was held on October 6, 2014 at the Stradar Building from 4:00pm to 7:00pm; the second meeting was held on April 14, 2015 at the Stradar Building from 4:00pm to 7:00pm. Each session was publicized in the local newspaper.

The Draft Washington County CTP was presented to the Washington County Board of Commissioners on April 6, 2015 and to town councils on April 13, 2015. The purpose of the meetings was to discuss the plan recommendations and to solicit further input from the public. The Washington County Board of Commissioners held a public hearing on the Washington County CTP on April 6, 2015 and opened a 30 day public comment period.

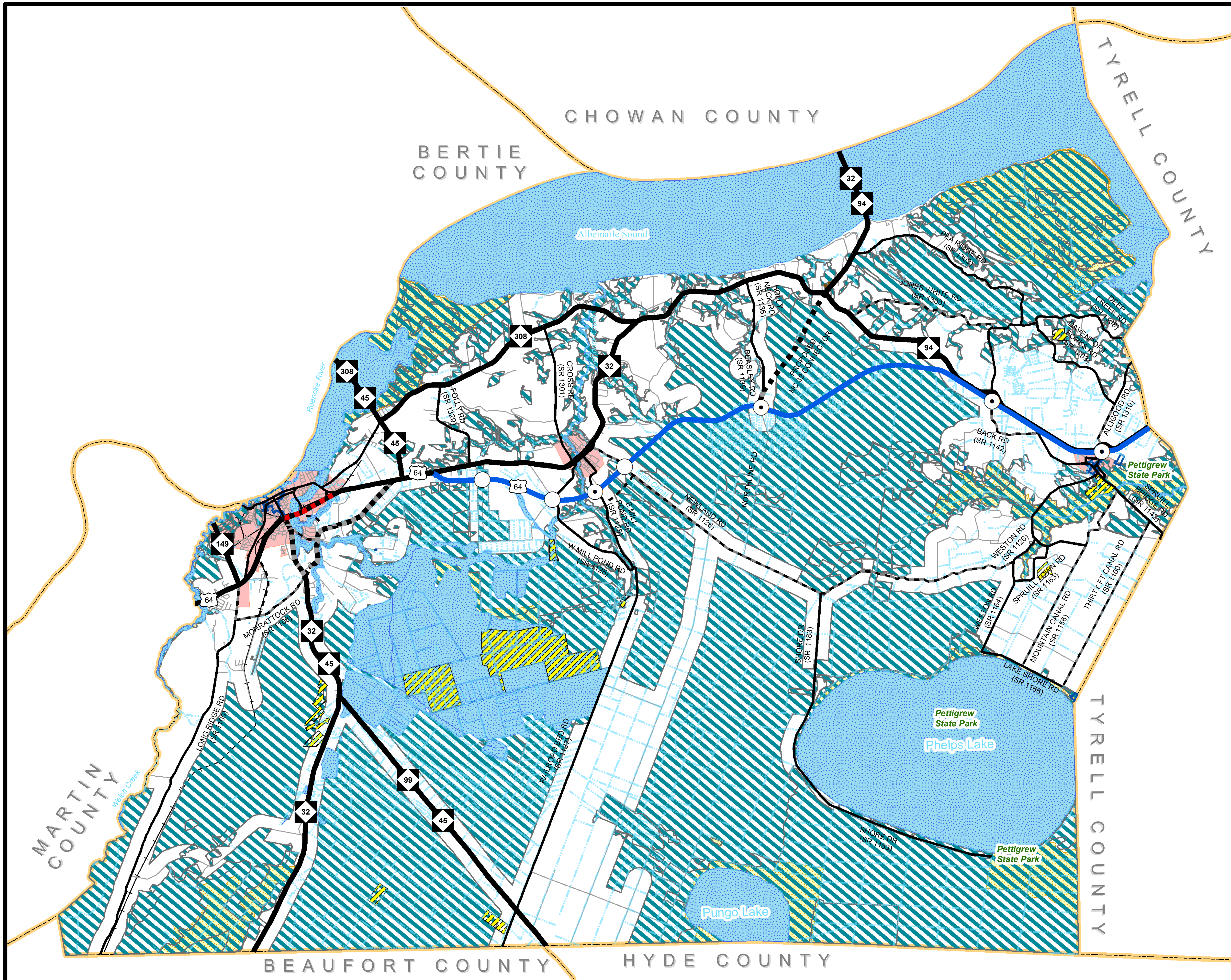
The Washington County CTP was presented to all jurisdictions for adoption as follows:

Locale	Date
Creswell Town Council	May 11, 2015
Plymouth Town Council	May 11, 2015
Roper Town Council	June 8, 2015
Washington County Board of Commissioners	June 1, 2015

The CTP was adopted during this meeting. The Albemarle RPO endorsed the CTP on July 22, 2015. The North Carolina Department of Transportation mutually adopted the Washington County CTP on August 6, 2015.

FIGURE 6
Environmental Features Map

Washington County Comprehensive Transportation Plan



Legend

- Roads
- Railroads
- 24k Hydro Lines
- Airport Boundary
- APNEP - Submersed Aquatic Veg.
- Conservation Tax Credit Prop.
- Historic Resources Areas
- Hydrography Areas
- Land & Water Conservation Funds
- Landscape Habitat Indicator Guilds
- Significant Natural Heritage Areas
- County Boundary
- Municipal Boundaries

0 0.5 1 2 3 Miles

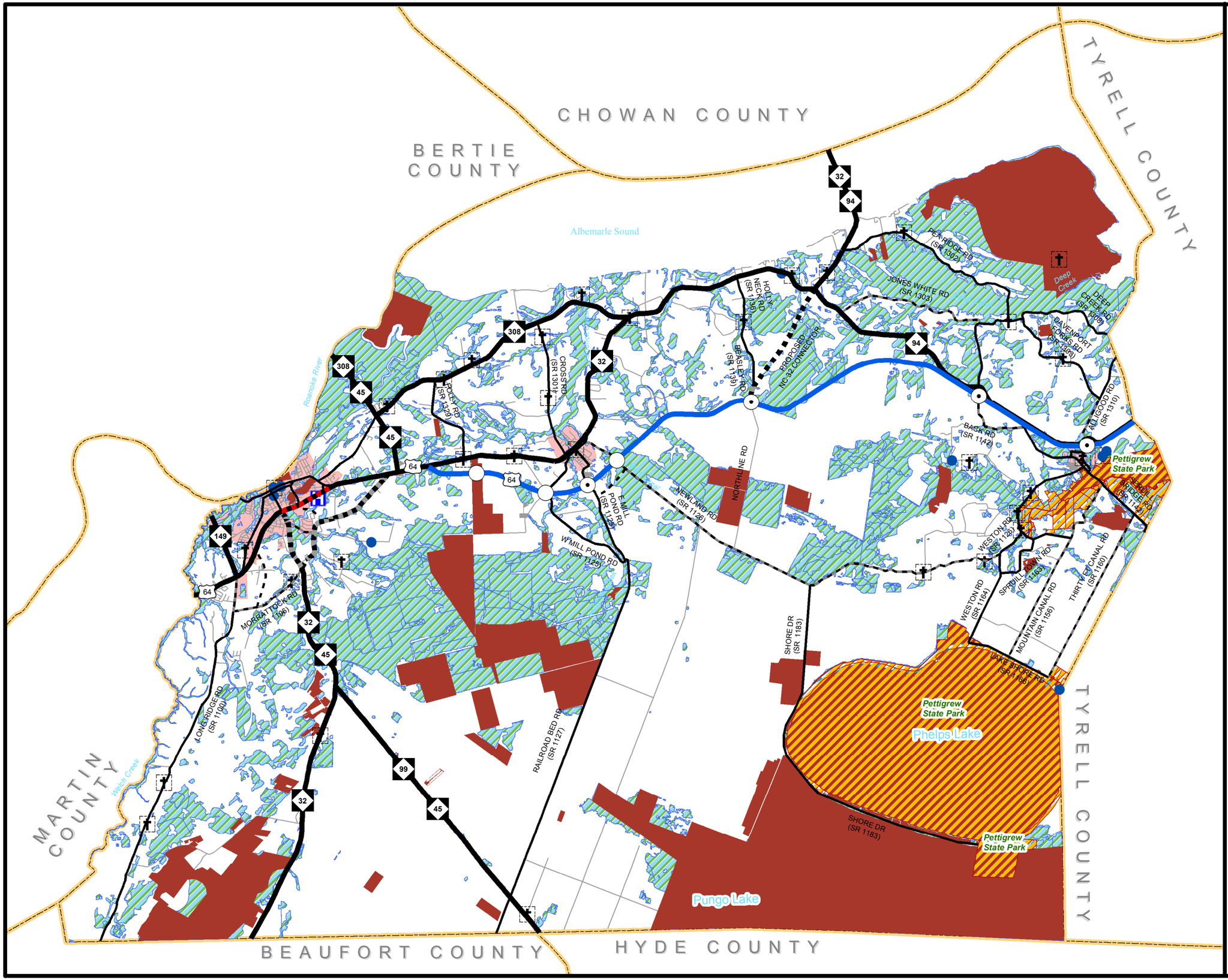
Sheet 1 of 3

Map Date: October 2014

FIGURE 6
Environmental Features Map

Washington COUNTY N.C. The Natural Choice

Washington County Comprehensive Transportation Plan



Legend

- Colleges and Universities
- Schools
- Hospitals
- Historic Resources Sites
- Churches & Cemetery
- Roads
- State Parks
- Unique Wetlands
- NCDOT Maintained Mitigation Sites
- Managed Areas
- NC-CREWS
- County Boundary
- Municipal Boundaries

Miles
0 0.5 1 2 3

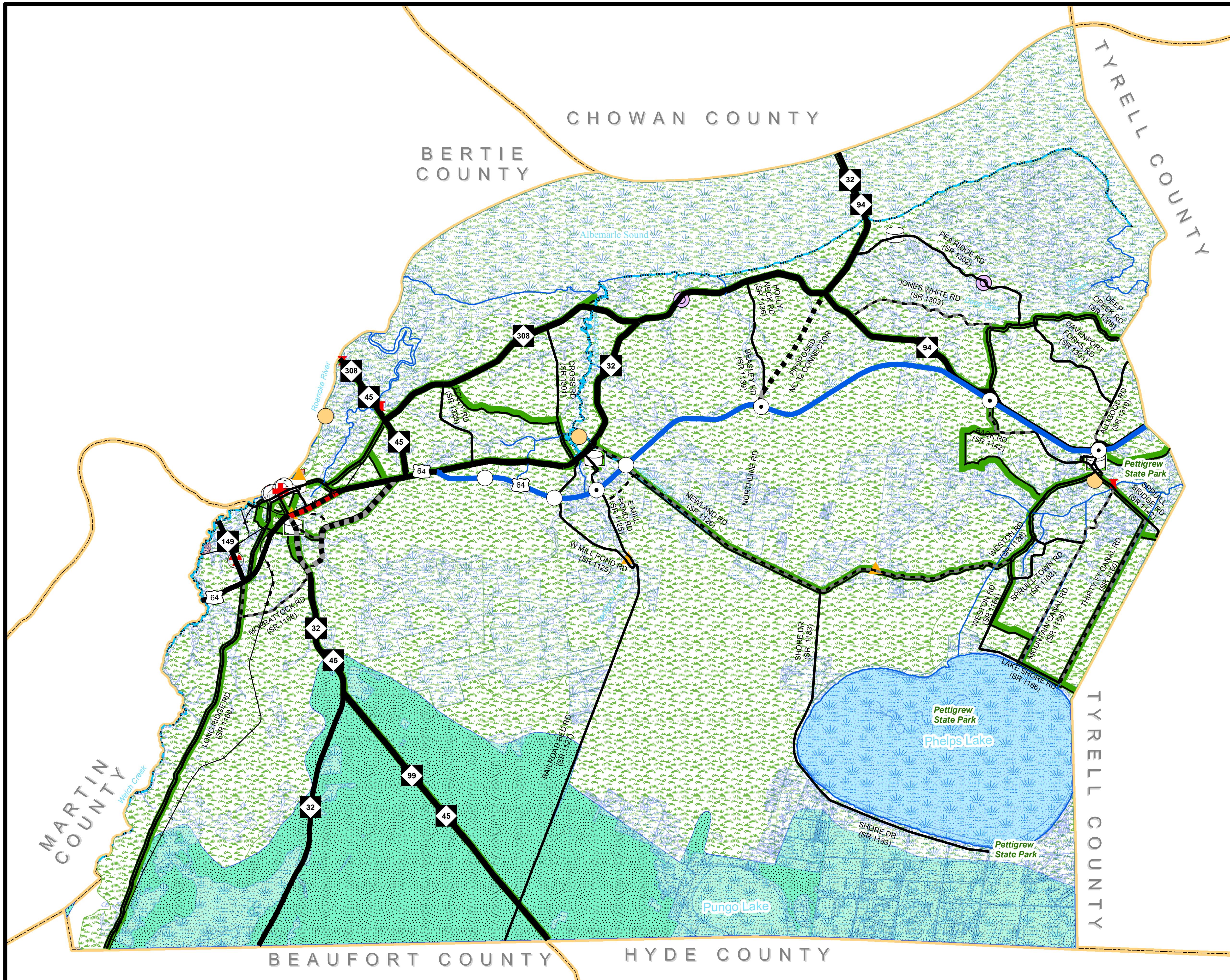
N W E S

Sheet 2 of 3
Map Date: October 2014

FIGURE 6
Environmental Features Map

Washington COUNTY N.C. The Natural Choice

Washington County Comprehensive Transportation Plan



Legend

- Emergency Operation Centers
- Beach Access
- Boating Access
- Hazardous Substance Disposal Sites
- Hazardous Waste Facilities
- Sewer Treatment Plants
- Water Distribution Tanks
- Water Pumping Stations
- WTP Water Distribution Treatment Plants
- Anadromous Fish Spawning Areas
- Bicycle Routes
- Railroads
- Roads
- National Wetland Inventory
- Hazardous Substance Disposal Sites
- High Quality Waters
- Target Local Watersheds - EEP
- Natural Heritage Element Occurence
- County Boundary
- Municipal Boundaries

0 0.5 1 2 3 Miles

N S E W

Sheet 3 of 3

Map Date: October 2014

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2015 Washington County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

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

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

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

2.1 Implementation

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

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the county and its municipalities. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Albemarle RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on regional prioritization and funding. Local

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

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

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

2.2 Problem Statements

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

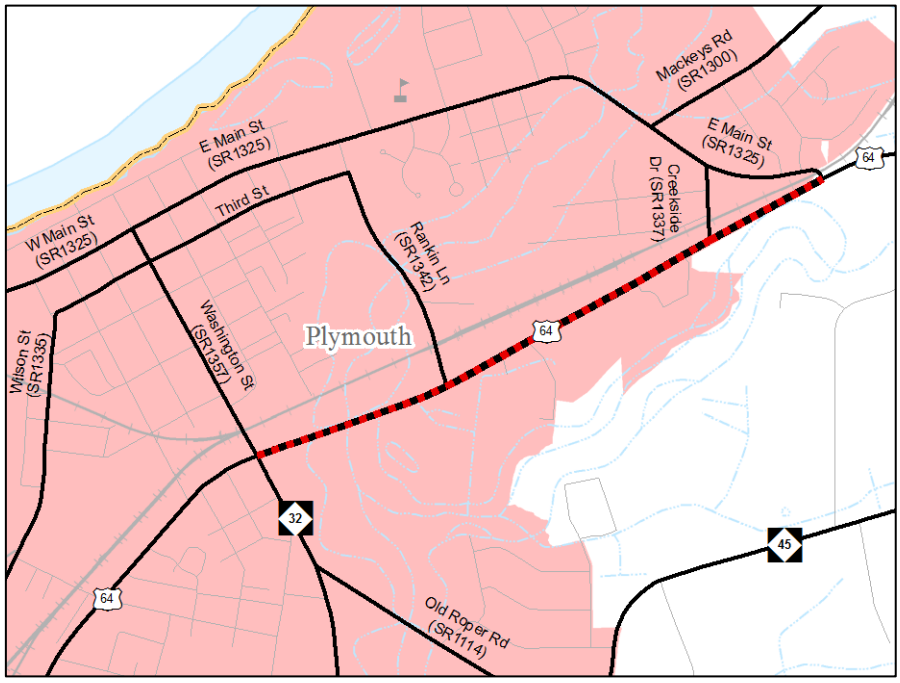
[2] *For more information on SEPA, go to: http://www.doa.nc.gov/clearing/faq.aspx.*

HIGHWAY

US 64 Proposed improvements from Washington Street (SR 1357) to East Main Street (SR 1325)	**Local ID: WASH0001-H** **Last updated: 2/5/2015**

Identified Problem

US 64 is projected to be near capacity by 2040 from Washington Street (SR 1357) to East Main Street (SR 1325). Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.



Justification of Need

US 64 is the only continuous east-west corridor through Washington County, connecting Plymouth, Roper and Creswell. US 64 also connects Washington County to the Outer Banks to the rest of the State. The US 64 corridor is vital to regional and statewide mobility and connectivity throughout the state. It is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and primarily serve mobility. US 64 is also a designated hurricane evacuation route in Washington County.

US 64 from Washington Street (SR 1357) to East Main Street (SR 1325) is currently a five lane facility with 12 foot lanes and center turn lane. By 2040 the facility is projected to be near capacity based on the providing a LOS D. The Annual Average Daily Traffic (AADT) on US 64 is projected to increase in range from 18,000 to 21,000 vehicles per day (vpd) in 2014 to a range of 24,200 to 28,500 vpd in 2040, compared to a LOS D capacity of 29,900 vpd.

Community Vision and Problem History

US 64 provides access to downtown Plymouth and also connects to Outer Banks. Given the total economic impact that the businesses along US 64 provide to the community, the community envisions that any improvement that takes place along the corridor should also preserve and enhance its economic vitality.

This is the first time this deficiency has been identified on a transportation plan.

CTP Project Proposal

Project Description and Overview

The CTP project proposal (WASH0001-H) is to improve US 64 to boulevard standards from Washington Street (SR 1357) to East Main Street (SR 1325), by converting the existing five lane facility into a four lane median divided facility with turn bays at major intersections. Sidewalks and a multi-use path are also recommended along this facility.

A crash assessment performed during the development of the CTP identified two intersections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. The intersections at US 64 and NC 32 as well as US 64 and Rankin Lane (SR 1342) each experienced 10 to 19 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationship to Land Use Plans

This section of US 64 has many driveways. The largest segments of commercial development can be found along the US 64 corridor. The current land use along US 64 is mixed use development, which includes a broad array of gas stations, motels, small retail, dining franchises, car dealerships, and several maintenance shops. The Washington County Hospital is also located along this section of US 64 just west of Creekside Drive.

The Future Land Use Map (FLUM) from the 2009 Washington County Coastal Area Management Act (CAMA) Plan categorizes this corridor as commercial/commercial corridor.

Linkages to Other Plans and Proposed Project History

The US 64 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.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project is within national wetland inventory, landscape habitat indicator guilds and natural heritage element occurrence areas. It also crosses several streams. The Washington County Hospital is also located along this section of US 64 just west of Creekside Drive.

Multi-modal Considerations

There are recommendations for a sidewalk and a multi-use path along this section of US 64.

Public/ Stakeholder Involvement

Improvements to US 64 were identified most frequently as a key transportation issue in the county by the respondents to the transportation survey conducted for this study. Respondents ranked US 64 as their number one concern on the following issues: safety, truck traffic, congestion and access. Additionally, US 64 was identified as desirable for providing bicycle and pedestrian facilities.

NC 32 Connector, TIP No: R-3620

NC 32 is a major north-south corridor through Washington County that currently passes through downtown Roper. The 2012 – 2018 TIP includes project R-3620 that will connect NC 32/94 to US 64 east of Roper, providing a direct connection between the two facilities to better facilitate travel both within and through Washington County.

The NC 32 connector is proposed to be constructed a major thoroughfare with 12 foot lanes on new location from NC 32/94 to Beasley Road (SR 1139) and improve Beasley Road (SR 1139) to 12 foot lanes from the proposed connector to US 64.

This project is currently under construction. For additional information about this project, including the Purpose and Need, contact NCDOT's Division 1 office.

Proposed Newland Road Connector, TIP No: R-4909

There is currently a grade separation on US 64 at Newland Road (SR 1126) and there is no direct access to US 64 from Newland Road (SR 1126). Currently, US 64 can only be accessed by traveling through downtown Roper from Newland Road (SR 1126). When travelling north along Newland Road (SR 1126) from the southeastern part of the county, the only way to access US 64 is to travel into Roper, turn west onto NC 32 then go back south using Railroad Street (SR 1175) and Mill Pond Road (SR 1125) to access the US 64 interchange. Improvements are needed for improved mobility and connectivity in this area of the county.

A minor thoroughfare with 12 foot lanes is proposed on new location from Newland Road (SR 1126) to East Millpond Road (SR 1125). There are several logging industries located on Newland Road (SR 1126) south of US 64. Currently, trucks using Newland Road (SR 1126) have to go through downtown Roper to access US 64. The proposed connector will provide the direct access to US 64 and remove the truck traffic from the downtown area.

This project is not funded within the 2012 – 2018 State Transportation Improvement Program (STIP). For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

NC 45 Realignment, Local ID: WASH0002-H

NC 45 is a major north-south thoroughfare serving western Washington County. South of Plymouth NC 45 and Morrattock Road (SR 1106) currently end approximately 600 feet apart. Improvements are needed to increase mobility in this area of the county.

The proposed realignment of NC 45 and Morrattock Road (SR 1106) will eliminate the sharp turn and improve the intersection geometry. This roadway serves an industrial and residential area. By providing the continuity between NC 45 and Long Ridge Road (SR 1100), the proposed improvements will also function as an alternate route to the US 64 corridor through Plymouth.

Based on a planning level environmental assessment using available GIS data, the proposed project is within a Natural Heritage Element Occurrence area.

This project recommendation was identified in the 2001 Washington County Thoroughfare Plan.

Rankin Lane (SR 1342) Realignment, Local ID: WASH0003-H

Rankin Lane (SR 1342) provides a vital connection between downtown Plymouth and the US 64 corridor. Plywood Road is a local road with river access. Rankin Lane (SR 1342) and Plywood Road currently end about 400 feet apart at East Main Street (SR 1325), forming an offset intersection. Improvements are needed to increase mobility in this area.

The 2009 Washington County CAMA Land Use Plan identifies the area along the Plywood Road as downtown waterfront mixed use. Washington County indicated that there is a proposal for an industrial development at the end of Plywood Road with the river access. Plywood Road also provides access to Plymouth High School. The property at the intersection of the East Main Street (SR 1325) and Rankin Lane (SR 1342) on southeast corner is owned by Washington County.

The proposed project is to realign Rankin Lane (SR 1342) to tie into East Main Street (SR 1325) at Plywood Road. The realignment of Rankin Lane (SR 1342) will eliminate the offset and improve the intersection geometry.

Based on a planning level environmental assessment using available GIS data, the proposed project is within a Natural Heritage Element Occurrence area. It may also potentially impact residential properties in the immediate vicinity.

Rankin Lane (SR 1342) Southern Extension; Local ID: WASH0004-H

US 64 is a major east-west corridor through Washington County, connecting Plymouth and Roper to the eastern and western parts of the county and also connects the Outer Banks to the rest of the State. NC 45 is a major thoroughfare serving the southeastern portion of Plymouth area. There is currently no direct connection between NC 45 and downtown Plymouth. Improvements are needed to enhance mobility and connectivity in the southeastern Plymouth.

Currently, Old Roper Road (SR 1114) and NC 32 must be used to access US 64 and downtown Plymouth from NC 45. A crash assessment performed during the development of the CTP identified the intersection at US 64 and NC 32 as experiencing a high number of crashes between January 1, 2007 and December 31, 2011. The intersection experienced 10 to 19 crashes during this period.

Rankin Lane (SR 1342) provides a vital connection between downtown Plymouth and the US 64 corridor. The project proposal is to extend existing Rankin Lane (SR 1342) as a two lane minor thoroughfare with 12 foot lanes on new location from US 64 to NC 45. Extending the roadway to NC 45 will provide a direct connection from NC 45 to

downtown Plymouth. This will also help to alleviate congestion and improve safety at the US 64/NC 32 intersection.

Based on a planning level environmental assessment using available GIS data, the proposed project crosses several streams and wetlands as well as impacts N.C. Coastal Region Evaluation of Wetland Significance areas, Landscape Habitat Indicator Guilds and Natural Heritage Element Occurrence areas.

This project recommendation was identified in the 1971 Plymouth Thoroughfare Plan and 2000 Plymouth Thoroughfare Plan.

Plymouth Airport Road (SR 1195) Extension; Local ID: WASH0005-H

The Plymouth Municipal Airport is located on Plymouth Airport Road (SR 1195) south of Morrattock Road (SR 1106). Currently, there is no direct access to airport from US 64. From US 64 in Plymouth, the airport can be accessed by traveling south on Long Ridge Road (SR 1100), east on Morrattock Road (SR 1106) then south on Plymouth Airport Road (SR 1195); or from NC 32 (Washington Street) south then west on Morrattock Road (SR 1106) and south on Plymouth Airport Road (SR 1195). Improvements are needed to increase mobility and access to the airport.

Plymouth Municipal Airport is a county owned, public use airport located south of the central business district of Plymouth. It is classified as a general aviation airport. For the 12 month period ending December 2014, the airport had estimated 12,410 aircraft operations, an average of 34 per day: 82% general aviation, 16% military, and 2% air taxi.

The Washington County Emergency Operations Plan lists the Plymouth Municipal Airport as designated County Receiving and Distribution Center (CDRC). US 64 is designated as an evacuation route. The proposed roadway will provide direct access to the municipal airport from US 64.

The project proposal is to construct a two lane minor thoroughfare with 12 foot lanes on new location from US 64 and to the existing Plymouth Airport Road (SR 1195) at Morrattock Road (SR 1106).

Based on a planning level environmental assessment using available GIS data, the proposed project crosses one canal and is within Natural Heritage Element Occurrence areas.

Minor Widening Improvements

The following routes are not expected to exceed capacity, but were identified as candidates for upgrading to NCDOT design standards. All facilities listed are recommended to have a minimum of 12 foot lanes with paved shoulders in order to improve mobility, safety and/or to accommodate bicycles. Additionally, some facilities may require improvements to the vertical and/or horizontal alignment. Implementation of the proposed projects should be coordinated through NCDOT's Highway Division 1

office (reference Appendix A for contact information).

- **NC 32 (Washington Street), WASH0006-H:** from Morrattock Road (SR 1106) to US 64
- **NC 45, WASH0007-H:** from the proposed NC 45 realignment (0.1 miles east of NC 32) to US 64
- **Alligood Road (SR1310), WASH0008-H:** from NC 94 to Davenport Forks Road (SR 1303)
- **Back Road (SR1142), WASH0009-H:** from Meadow Lane (SR 1142) to Benson Road (SR 1304)
- **Benson Road (SR1304), WASH0010-H:** from Back Road (SR 1142) to US 64
- **Jones White Road (SR 1303), WASH0016-H:** from NC 94 to Davenport Forks Road (SR 1303)
- **Long Ridge Road (SR1100), WASH0011-H:** from Morrattock Road (SR 1106) to US 64
- **Morrattock Road (SR1106), WASH0012-H:** from Long Ridge Road (SR 1100) to NC 32/45
- **Mountain Canal Road (SR1156), WASH0017-H:** from Lake Shore Road (SR 1166) to Old Cherry Road (SR 1155)
- **Newland Road (SR1126), WASH0013-H:** from E Buncombe Street (SR 1122) to Weston Road (SR 1126
- **Old Cherry Road (SR 1155), WASH0018-H:** from East Spruill Town Road (SR 1162) to Mountain Canal Road (SR 1156)
- **Old Roper Road (SR1114), WASH0014-H:** from NC 32 to NC 45
- **Thirty Foot Canal Road (SR 1160), WASH0015-H:** from Lake Shore Road (SR 1166) to Spruill Bridge Road (SR 1142). Bicycle accommodations are also recommended along this facility.

PUBLIC TRANSPORTATION AND RAIL

During the development of the CTP, the CTP steering committee and Riverlight Transit, Washington County's community transportation program, proposed a fixed deviated route transportation service connecting the towns of Plymouth, Roper and Creswell. Potential locations for park-and-ride lots were identified in Plymouth, Roper, Pea Ridge and Creswell. Final locations would be subject to agreements with towns, property owners, etc.

These facilities are shown on the Public Transportation and Rail Map, Sheet 3 of Figure 1. There are no rail projects proposed in this CTP.

- **WASH0001-T**: **Fixed Deviated Route (Plymouth-Roper-Creswell)**
  The proposed route will use the following facilities from Plymouth to Creswell:
  - East Main Street (SR 1325) – From the Adams Street (SR 1325) Park-and-Ride lot in Plymouth to US 64

- US 64 – From East Main Street (SR 1325) to NC 32
- NC 32 – From US 64 to NC 94
- NC 94 – From NC 32 to Alligood Road (SR 1310)
- Alligood Road (SR 1310) – From NC 94 to Sixth Street (SR 1310)
- Sixth Street (SR 1310) – From Alligood Road (SR 1310) to east Main Street (SR 1142)

- Park-and-Ride locations:
  - **WASH0002-T**: 103 East Water Street, Plymouth
  - **WASH0003-T**: Downtown Roper
  - **WASH0004-T**: Pea Ridge Civic Center
  - **WASH0005-T**: Downtown Creswell

BICYCLE

The 2013 Albemarle Regional Bicycle Plan and 2013 North Carolina Statewide Pedestrian and Bicycle Plan (WalkBikeNC) were used to identify bicycle routes throughout the county. These facilities are shown on the Bicycle Map, Sheet 4 of Figure 1.

Additionally, during the development of the CTP, the following bicycle improvements were recommended:

- **Roosevelt Avenue (SR 1108), WASH0001-B:** from West Avenue to NC 32 (South)
- **Thirty Feet Canal Road (SR 1160), WASH0015-H:** from Lake Shore Road (SR 1166) to Tom Pepper Road (SR 1161), south of Creswell. This improvement will provide access for bicyclists to both the Summerset Place State Historic Site and Pettigrew State Park.

PEDESTRIAN

The 2013 Albemarle Regional Bicycle Plan was used to identify multi-use trails throughout the county. These features are shown on the Pedestrian Map, Sheet 5 of Figure 1. In addition, the following facilities are recommended to have sidewalks for pedestrians:

Sidewalks - Recommended (Sidewalks needed on one side of a facility):

Town of Creswell:

- **East Main Street (SR 1142), WASH0001-P:** from Sixth Street (SR 1310) to Fifth Street
- **West Main Street (SR 1142), WASH0002-P:** from Smithson Canal to Seventh Street
- **West Middle Street, WASH0004-P:** from South Seventh Street to South Sixth

Street

- **South Sixth Street, WASH0003-P:** from dead end to Middle Street

Town of Plymouth:

- **US 64, WASH0001-H:** from Washington Street (SR 1357) to Rankin Lane (SR 1342)
- **US 64, WASH0005-P:** from Anne Street to Washington Street (SR 1357)
- **Albemarle Drive, WASH0006-P:** from dead end to US 64
- **Commodore Drive, WASH0007-P:** from dead end to Albemarle Drive
- **South Crescent Drive, WASH0008-P:** from Somerset Drive to US 64
- **West Main Street (SR 1325), WASH0009-P:** from West Water Street to Wilson Street
- **Madison Street, WASH0010-P:** from Eighth Street to East Third Street (SR 1335)
- **Monroe Street, WASH0011-P:** from West Third Street (SR 1335) to West Water Street
- **Pembroke Circle, WASH0012-P:** from Monroe Street (West) to Monroe Street (East)
- **Somerset Drive, WASH0013-P:** from Albemarle Drive to South Crescent Drive
- **Southfield Drive, WASH0014-P:** from Ausbon Drive (SR 1210) to dead end
- **West Water Street, WASH0015-P:** from West Main Street (SR 1325) to Jefferson Street
- **Washington Street (SR 1357), WASH0016-P:** from US 64 to Adams Street

Town of Roper:

- **Boush Street, WASH0017-P:** from South Railroad Street (SR 1175) / East Mill Pond Road (SR 1125) to John Street and 0.1 miles south of West Buncombe Street (SR 1122) to West Buncombe Street (SR 1122)
- **Fountain Of Life Boulevard, WASH0018-P:** from Avenue of Faith to NC 32
- **West Buncombe Street (SR 1122), WASH0019-P:** from 0.1 miles east of West Mill Pond Road (SR 1119) to 0.1 miles west Of Boush Street

<u>Sidewalks- Needs Improvement (Sidewalks needed on both sides of a facility)</u>

Town of Creswell:

- **Chesson Street, WASH0020-P:** from North Seventh Street to North Sixth Street
- **Eighth Street, WASH0021-P:** from West Main Street to Old Hwy 64 (SR 1219)
- **Fifth Street Extension, WASH0022-P:** from South Fifth Street to South Fourth

Street

- **North Fifth Street, WASH0023-P:** from East Main Street (SR 1142) to East Palmetta Street
- **South Fifth Street, WASH0024-P:** from East Fifth Street Extension to East Main Street (SR 1142)
- **North Fourth Street, WASH0025-P:** from East Main Street (SR 1142) to East Palmetta Street
- **South Fourth Street, WASH0026-P:** from East Fifth Street to East Main Street (SR 1142)
- **East Main Street (SR 1142), WASH0027-P:** from Fifth Street to North First Street(SR 1159) / Spruill Bridge Road (SR 1142)
- **West Main Street (SR 1142), WASH0016-P:** from Seventh Street to Sixth Street
- **West Main Street (SR 1142), WASH0028-P:** from Meadow Lane to Smithson Canal
- **East Middle Street, WASH0029-P:** from South Sixth Street to South Fourth Street
- **Old Hwy 64 (SR 1219), WASH0038-P:** from West of Eighth Street to St. David Road (SR 1158)
- **East Palmetta Street, WASH0030-P:** from Sixth Street (SR 1310) to First Street/ Eastern Town Limits
- **West Palmetta Street, WASH0031-P:** from Seventh Street to Sixth Street (SR 1310)
- **North Second Street, WASH0032-P:** from East Main Street (SR 1142) to East Palmetta Street
- **North Seventh Street, WASH0033-P:** from West Main Street (SR 1142) to Old Hwy 64 (SR 1219)
- **South Seventh Street, WASH0034-P:** from West Middle Street to West Main Street (SR 1142)
- **North Sixth Street (SR 1310), WASH0035-P:** from East Main Street (SR 1142) to Old Hwy 64 (SR 1219)
- **South Sixth Street, WASH0036-P:** from West Middle Street to West Main Street (SR 1142)
- **North Third Street, WASH0037-P:** from East Main Street (SR1142) to East Palmetta Street

Town of Plymouth:

- **US 64, WASH0039-P:** from Wilson Street (SR 1335) to Anne Street and from Rankin Lane (SR 1342) to East Main Street (SR 1325)

- **NC 32, WASH0040-P:** from 0.4 miles south of Old Roper Road (SR 1114) to US 64
- **Adams St, WASH0041-P:** from Washington Street (SR 1357) to East Fourth Street
- **Ausbon Drive (SR 1210), WASH0042-P:** from Southfield Drive to Roosevelt Avenue (SR 1108)
- **Brinkley Avenue, WASH0043-P:** from Wilson Street (SR 1335) to Monroe Street
- **North Crescent Drive, WASH0044-P:** from East Main Street (SR 1325) to Logan Avenue
- **East Fourth Street, WASH0045-P:** from Washington Street (SR 1357) to Andrew Jackson Avenue
- **West Fourth Street, WASH0046-P:** from Wilson Street to Jefferson Street
- **Mackey's Road (SR 1300), WASH0047-P:** from East Main Street (SR 1325) to 0.1 miles east of Ridgeway Drive
- **East Main Street (SR 1325), WASH0048-P:** from Rankin Lane (SR 1342) to Albemarle Drive and from North Crescent Drive to US 64
- **Monroe Street, WASH0049-P:** from US 64 to Brinkley Avenue and from Fort Williams Street to West Third Street (SR 1335)
- **Monroe Street, WASH0051-P:** from West Avenue to US 64
- **Old Roper Road (SR 1114), WASH0050-P:** from NC 32 to NC 45
- **Rankin Lane (SR 1342), WASH0052-P:** from US 64 to East Third Street
- **Rankin Lane (SR 1342) Realignment, WASH0003-H:** from East Third Street to East Main Street (SR 1325)
- **Roosevelt Avenue (SR 1108), WASH0053-P:** from Ausbon Drive (SR 1210) to NC 32
- **East Third Street, WASH0054-P:** from Madison Street to Rankin Lane (SR 1342)
- **West Third Street (SR 1335), WASH0055-P:** from Wilson Street to Monroe Street
- **West Avenue, WASH0056-P:** from Wilson Street (SR 1335) to Roosevelt Avenue (SR 1108)
- **Wilson Street (SR 1335), WASH0057-P:** from US 64 to West Main Street (SR 1325)

Town of Roper:

- **NC 32, WASH0058-P:** from Knowles Road (SR 1121) at the western town limits to Newland Road (SR 1126) at the eastern town limits
- **East Buncombe Street (SR 1122), WASH0059-P:** from 0.1 miles east of Plume

Street to Newland Road (SR 1126)

- **West Buncombe Street (SR 1122), WASH0060-P:** from Knowles Road (SR 1121) to 0.1 miles west of Boush Street
- **Knowles Road (SR 1121), WASH0061-P:** from West Buncombe Street (SR 1122) to NC 32
- **North Railroad Street (SR 1209), WASH0062-P:** from dead end (North Railroad Street) to Buncombe Street (SR 1122)
- **South Railroad Street (SR 1175), WASH0063-P:** from Buncombe Street (SR 1122) to Boush Street

APPENDICES

Appendix A
Resources and Contacts

Local Planning Organization

Albemarle Rural Planning Organization (http://www.albemarlecommission.org/planning/)
Contact the RPO for information on long-range multi-modal planning services.
512 S Church St. Hertford, NC 27944 (252) 426-5775

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) 482-1850

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

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

Transportation Planning Branch (TPB)	*Information on long-range multi-modal planning services.* 1554 Mail Service Center Raleigh, NC 27699 (919) 707-0900
Strategic Planning Office	*Information concerning prioritization of transportation projects.* 1501 Mail Service Center Raleigh, NC 27699 (919) 707-4740
Project Development & Environmental Analysis (PDEA)	*Information on environmental studies for projects that are included in the TIP.* 1548 Mail Service Center Raleigh, NC 27699 (919) 707-6000
State Asset Management Unit	*Information regarding the status for unpaved roads to be paved, additions and deletions of roads to the State maintained system and the Industrial Access Funds program.* 1535 Mail Service Center Raleigh, NC 27699 (919) 707-2500

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

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

Other State Government Offices

Department of Commerce – Division of Community Assistance

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

http://www.nccommerce.com/cd

Appendix B
Comprehensive Transportation Plan Definitions

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

Highway Map

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

Facility Type Definitions

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

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

❖ **Boulevards**

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

❖ **Other Major Thoroughfares**

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

❖ **Minor Thoroughfares**

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

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

Other Highway Map Definitions

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

Public Transportation and Rail Map

- **Bus Routes** – The primary fixed route bus system for the area. Does not include demand response systems.
- **Fixed Guideway** – Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail,

monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway transit, and ferryboats.

- **Operational Strategies** – Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- **Rail Corridor** – Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
  - Active – rail service is currently provided in the corridor; may include freight and/or passenger service
  - Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist
  - Recommended – It is desirable for future rail to be considered to serve an area.
- **High Speed Rail Corridor** – Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
  - Existing – Corridor where higher-speed rail service (over 79 mph) is provided or a corridor that is officially designated by FRA to run higher speed trains in the future. There is currently one federally designated high-speed rail corridor in North Carolina - The Southeast High Speed Rail Corridor.
  - Recommended – Proposed corridor for higher speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Multimodal Connector** - A location where more than one mode of transportation meet such as where light rail and a bus route come together in one location. (NOTE- intermodal refers to two or more modes that transfer the same cargo unit-like 40' shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes and in NC is used in public transit settings i.e. Charlotte Multimodal Station)
- **Park and Ride Lot** – A strategically located parking lot that provides commuters connections to transit or carpools.
- **Existing Grade Separation** – Locations where existing rail facilities are physically separated from existing highways or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where rail facilities are recommended to be physically separated from existing or recommended highways or other transportation facilities. These may be bridges, culverts, or other structures.

Bicycle Map

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

- **On Road-Recommended** – At the systems level, it is desirable for **a recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.

- **Off Road-Existing** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.

- **Off Road-Needs Improvement** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment.

- **Off Road-Recommended** – A facility needed to accommodate only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.

- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Pedestrian Map

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

- **Sidewalk-Needs Improvement** – Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need improvements. Improvements do not include re-paving or other maintenance activities but may include: filling in gaps, widening sidewalks, or meeting ADA (Americans with Disabilities Act) requirements.

- **Sidewalk-Recommended** – At the systems level, it is desirable for a recommended highway facility to accommodate pedestrian transportation **or** to add sidewalks on an existing facility where no sidewalks currently exist. The highway should be designed and built to safely accommodate pedestrian traffic.

- **Off Road-Existing** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.

- **Off Road-Needs Improvement** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way that will not adequately serve future pedestrian needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), improved horizontal or vertical alignment, and meeting ADA requirements.

- **Off Road-Recommended** – A facility needed to accommodate only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.

- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Appendix C
CTP Inventory and Recommendations

Assumptions/ Notes:

- **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- **Existing Cross-Section:** Listed under 'Total Width (ft)' is the approximate width of the roadway from edge of pavement to edge of pavement and under 'Lane Width (ft)' is the approximate width of a single lane based on centerline/ edge line markings. Listed under 'Lanes' is the total number of lanes, with 'D' if the facility is divided, and 'OW' if it is a one-way facility.
- **Existing ROW:** The estimated existing right-of-way is based on NCDOT's roadway characteristics shapefile. These right-of-way amounts are approximate and may vary.
- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed based on the 2000 Highway Capacity Manual using the Transportation Planning Branch's LOS D Standards for Systems Level Planning, as documented in Chapter 1.
- **Existing and Proposed Volumes**, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2040 Volume E+C' is an estimate of the volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2012 - 2018 Transportation Improvement Program (TIP). The '2040 Volume with CTP' is an estimate of the volume in 2040 with all proposed CTP improvements assumed to be in place. The '2040 Volume with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For additional information about the assumptions and techniques used to develop the 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.

This page intentionally left blank

- **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).

Table 2 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	US 64	0.1 m West of Loblolly Dr	NC 149 (Ken Towbridge Rd)	Washington County	1.2	64	5	12	100	45	29900	12200	16000	16000	29900	ADQ	ADQ	Maj	Sta	
	US 64	NC 149 (Ken Towbridge Rd)	Wilson St (SR 1335)	Washington County	0.2	64	5	12	100	45	29900	18500	21000	21000	29900	ADQ	ADQ	Maj	Sta	
	US 64	Wilson St (SR 1335)	Proposed Plymouth Airport Rd Ext	Plymouth	0.8	64	5	12	100	45	29900	19000	21600	21600	29900	ADQ	ADQ	Maj	Sta	P
	US 64	Proposed Plymouth Airport Rd Ext	NC 32	Plymouth	1.0	64	5	12	100	45	29900	19000	21600	21600	29900	ADQ	ADQ	Maj	Sta	P
WASH0001-H	US 64/ NC 32	NC 32	Rankin Ln (SR1342)	Plymouth	0.5	64	5	12	100	45	29900	21000	28500	28500	43900	4G	110	B	Sta	P
WASH0001-H	US 64/ NC 32	Rankin Ln (SR1342)	Creekside Dr (SR1337)	Plymouth	0.7	64	5	12	100	45	29900	18000	24200	24200	43900	4G	110	B	Sta	P
WASH0001-H	US 64/ NC 32	Creekside Dr (SR1337)	E Main St (SR 1325)	Plymouth	0.3	64	5	12	100	45	29900	15000	20000	20000	43900	4G	110	B	Sta	P
	US 64/ NC 32	E Main St (SR1325)	NC 45 South	Washington County	1.4	64	5	12	100	45-50	29900	13000	18600	18600	29900	ADQ	ADQ	Maj	Sta	T
	US 64/ /NC 32 /NC 45	NC 45 South	NC 45 North	Washington County	0.3	64	5	12	100	50	29900	14000	19000	19000	29900	ADQ	ADQ	Maj	Sta	T
	US 64/ NC 32	NC 45 North	NC 32 (Roper)	Washington County	0.8	64	5	12	100	50-55	29900	11000	15000	15000	29900	ADQ	ADQ	Maj	Sta	T
	US 64	NC 32 (Roper)	E Mill Pond Rd (SR1125)	Washington County	4.1	48	4 D	12	200	55	64700	4800	7500	7500	64700	ADQ	ADQ	F	Sta	
	US 64	E Mill Pond Rd (SR1125)	Beasley Rd (SR 1139)	Washington County	4.8	48	4 D	12	100	55	64700	4500	7200	7200	64700	ADQ	ADQ	F	Sta	
	US 64	Beasley Rd (SR 1139)	Benson Rd (SR1304)	Washington County	6.2	48	4 D	12	100	55	64700	4500	7200	7200	64700	ADQ	ADQ	F	Sta	
	US 64	Benson Rd (SR1304)	Alligood Rd (SR1310)	Washington County	3.0	48	4 D	12	100	55	64700	5800	8200	8200	64700	ADQ	ADQ	F	Sta	
	US 64	Alligood Rd (SR1310)	Woodley Station Rd (SR 1116)	Washignton County	1.3	48	4 D	12	100	55	64700	5500	8000	8000	64700	ADQ	ADQ	F	Sta	
	NC 32	0.1 m S of No.2 Canal Trail	NC 45/99	Washington County	6.7	20	2	10	60	55	12000	2200	3100	3100	12000	ADQ	ADQ	Maj	Reg	
	NC 32/45	NC 45/99	Morrattock Rd (SR1106)	Washington County	3.2	20	2	10	60	55	12000	4000	5200	5200	12000	ADQ	ADQ	Maj	Reg	B

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
WASH0006-H	NC 32/45	Morrattock Rd (SR1106)	NC 45	Washington County	0.1	20	2	10	60	55	12000	4000	5100	5100	16400	2A	60	Maj	Reg	B
WASH0006-H	NC 32	NC 45	0.1 m S of West Ave	Washignton County	0.7	20	2	10	60	55	12000	3500	4800	4800	16400	2A	60	Maj	Reg	B
WASH0006-H	NC 32	0.1 m S of West Ave	Old Roper Rd (SR1114)	Plymouth	0.4	22	2	11	60	35	12200	3500	4800	4800	16400	2A	60	Maj	Reg	B, P
WASH0006-H	NC 32	Old Roper Rd (SR1114)	US 64	Plymouth	0.3	22	2	11	60	35	12200	5900	7200	7200	16400	2A	60	Maj	Reg	B, P
	NC 32	US 64	Folly Rd (SR 1329)	Washignton County	0.9	22	2	11	100	45	13300	3400	3900	3900	13300	ADQ	ADQ	Maj	Reg	B,T
	NC 32	Folly Rd (SR 1329)	Buncombe Ave (SR 1122) (W	Washignton County	2.3	23	2	11	60	55	12700	3900	4400	4400	12700	ADQ	ADQ	Maj	Reg	B, T
	NC 32	Buncombe Ave (SR 1122) (W	W Mill Pond Rd (SR 1119)	Roper	0.3	23	2	11	60	45	13300	3500	4600	4600	13300	ADQ	ADQ	Maj	Reg	B, T, P
	NC 32	W Mill Pond Rd (SR 1119)	Railroad St (SR 1175)	Roper	0.3	23	2	11	60	45	13300	3500	4600	4600	13300	ADQ	ADQ	Maj	Reg	B, T, P
	NC 32	Railroad St (SR 1175)	Newland Rd (SR 1126)	Roper	0.3	23	2	11	60	45	13300	3500	4600	4600	13300	ADQ	ADQ	Maj	Reg	B, T, P
	NC 32	Newland Rd (SR 1126)	Buncombe Ave (SR 1122) (E	Washignton County	0.2	23	2	11	60	45	13300	3500	4600	4600	13300	ADQ	ADQ	Maj	Reg	B, T
	NC 32	Buncombe Ave (SR 1122)	NC 308 (Mackeys Rd)	Washignton County	3.3	23	2	11	60	55	12700	3000	3900	3900	12700	ADQ	ADQ	Maj	Reg	B, T
	NC 32	NC 308 (Mackeys Rd)	Holly Neck Rd (SR 1136)	Washignton County	3.0	23	2	11	60	50-55	12700	2300	3000	3000	12700	ADQ	ADQ	Maj	Reg	B, T
	NC 32	Holly Neck Rd (SR 1136)	NC 32/94	Washignton County	2.2	23	2	11	60	55	12700	2400	3200	3200	12700	ADQ	ADQ	Maj	Reg	B, T
	NC 32/94	NC 94	Pearidge Rd (SR 1302)	Washignton County	1.2	24	2	12	120	55	12700	3700	5500	5500	12700	ADQ	ADQ	Maj	Reg	B
	NC 32/94	Pearidge Rd (SR 1302)	Albemarle Sound	Washignton County	2.7	24	2	12	120	55	12700	3500	5000	5000	12700	ADQ	ADQ	Maj	Reg	B
R-3620	Proposed NC 32 Connector	Beasley Rd (SR1139)	NC 32	Washington County	2.9	*	*	*	*	*	*	*	2200	2200	16400	2A	60	Maj		
	NC 45/99	0.1 miles N of Rose and Allen Ln	Railroad Bed Rd (SR1127)	Washington County	1.1	20	2	10	60	55	12000	1600	2200	2200	12000	ADQ	ADQ	Maj	Reg	B
	NC 45/99	Railroad Bed Rd (SR1127)	NC 32	Washington County	6.8	20	2	10	60	55	12000	1500	2200	2200	12000	ADQ	ADQ	Maj	Reg	B

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	NC 45	NC 32	NC 45 Realignment	Plymouth	0.2	20	2	10	100	55	12000	1700	2200	2200	12000	ADQ	ADQ	Maj	Reg	
WASH0007-H	NC 45	NC 45 Realignment	Old Roper Rd (SR1114)	Plymouth	1.0	20	2	10	100	55	12000	1700	2200	2200	16400	2A	60	Maj	Reg	
WASH0007-H	NC 45	Old Roper Rd (SR 1114)	0.1 m N of Hazel St	Plymouth	0.2	20	2	10	100	35	11800	1800	2500	2500	16400	2A	60	Maj	Reg	B
WASH0007-H	NC 45	0.1 m N of Hazel St	US 64	Washington County	2.2	20	2	10	100	55	12000	1800	2500	2500	16400	2A	60	Maj	Reg	B
	NC 45	US 64	NC 308 (Mackeys Rd)	Washington County	1.5	24	2	12	100	55	12700	4000	6000	6000	12700	ADQ	ADQ	Maj	Reg	B
	NC 45, NC 308	NC 308 (Mackeys Rd)	Roanoke River	Washington County	1.9	24	2	12	100	55	12700	4500	7000	7000	12700	ADQ	ADQ	Maj	Reg	B
WASH0002-H	NC 45 Realignment	NC 45	Morrattock Rd (SR1106)	Plymouth	*	*	*	*	*	*	*	*	*	5100	16400	2A	60	Maj		
	NC 94	NC 32	Jones White Rd (SR1303)	Washignton County	0.9	23	2	11	60	55	12700	3200	4200	4200	12700	ADQ	ADQ	Maj	Reg	B, T
	NC 94	Jones White Rd (SR1303)	Scuppernong Rd (SR1304)	Washignton County	4.1	24	2	12	60	55	12700	3200	4200	4200	12700	ADQ	ADQ	Maj	Reg	B, T
	NC 94	Scuppernong Rd (SR1304)	Alligood Rd (SR1310)	Washington County	3.2	24	2	12	60	55	12700	800	1200	1200	12700	ADQ	ADQ	Maj	Reg	T
	NC 94	Alligood Rd (SR1310)	0.4 m E of Alligood Rd (SR1310)	Washington County	1.3	22	2	11	60	55	12700	600	800	800	12700	ADQ	ADQ	Maj	Reg	
	NC 149 (Ken Towbridge Rd)	US 64	Sandhill Rd	Washington County/ Plymouth	0.6	24	2	12	100	55	12700	6500	8000	8000	12700	ADQ	ADQ	Maj	Reg	
	NC 308 (Mackeys Rd)	NC 45	Folly Rd (SR1329)	Washington County	1.8	22	2	11	100	45-55	13300	2000	2600	2600	13300	ADQ	ADQ	Maj	Reg	B
	NC 308 (Mackeys Rd)	Folly Rd (SR1329)	Cross Rd (SR1301)	Washington County	3.0	22	2	11	100	45-55	13300	1200	1600	1600	13300	ADQ	ADQ	Maj	Reg	B
	NC 308 (Mackeys Rd)	Cross Rd (SR1301)	NC 32	Washington County	2.5	22	2	11	100	55	12700	1000	1400	1400	12700	ADQ	ADQ	Maj	Reg	B
	Alligood Rd (SR1310)	US 64	NC 94	Washington County	0.2	32	2	12	*	35	11000	1600	3000	3000	11000	ADQ	ADQ	Min		T

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
WASH0008-H	Alligood Rd (SR1310)	NC 94	Davenport Forks Rd (SR1303)	Washington County	1.1	20	2	10	*	55	15300	800	1100	1100	16400	2A	60	Min		
	Alligood Rd (SR1310)	Davenport Forks Rd (SR130	0.2 m S of Deep Creek Rd (SR1308)	Washington County	1.1	20	2	10	*	55	15300	500	700	700	15300	ADQ	ADQ	Min		
WASH0009-H	Back Rd (SR1142)	Benson Rd (SR1304)	Meadow Ln (SR1142)	Washington County	1.0	20	2	10	*	55	15300	500	800	800	16400	2A	60	Min		
R-3620	Beasley Rd (SR1139)	US 64	Proposed NC 32 Connector	Washington County	0.4	27	2	12	*	55	16400	500	2200	2200	16400	2A	60	Maj		
	Beasley Rd (SR1139)	Proposed NC 32 Connector	Holly Neck Rd (SR1136)	Proposed NC 32 Connector	1.8	20	2	10	*	55	15300	500	700	700	15300	ADQ	ADQ	Min		
WASH0010-H	Benson Rd (SR1304)	Back Rd (SR1142)	US 64	Washington County	0.8	30	2	12	*	55	16400	800	1200	1200	16400	2A	60	Min		B
	Benson Rd (SR1304)	US 64	NC 94	Washington County	0.2	20	2	10	*	55	15300	700	1100	1100	15300	ADQ	ADQ	Min		B
	E Buncombe St (SR1122)	N Railroad St (SR1209)	Newland Rd (SR1126)	Roper	0.3	22	2	11	*	25	9700	500	800	800	9700	ADQ	ADQ	Min		B, P
	E Buncombe St (SR1122)	Newland Rd (SR1126)	NC 32	Washington County	0.2	22	2	11	*	55	15900	500	800	800	15900	ADQ	ADQ	Min		B
	Cherry Rd (SR1155)	Weston Rd (SR1126)	E Main St (SR1142)	Washington County	2.6	18	2	9	*	35	9900	1200	1600	1600	9900	ADQ	ADQ	Min		B
	Creekside Dr (SR1337)	US 64	E Main St (SR1325)	Plymouth	0.2	20	2	10	*	35	10300	2600	3200	3200	10300	ADQ	ADQ	Min		
	Cross Rd (SR1301)	N Crossroad (SR1301)	NC 308 (MACKEYS RD)	Washington County	2.7	19	2	9	*	55	14800	300	500	500	14800	ADQ	ADQ	Min		B
	N Crossroad (SR1301)	NC 32	Cross Rd (SR1301)	Washington County	0.7	22	2	11	*	35	10600	800	1100	1100	10600	ADQ	ADQ	Min		
	Davenport Forks Rd (SR1303)	Jones White Rd (SR1303)	Pearidge Rd (SR1302)	Washington County	0.7	18	2	9	60	55	14800	500	700	700	14800	ADQ	ADQ	Min		B
	Davenport Forks Rd (SR1303)	Pearidge Rd (SR1302)	Deep Creek Rd (SR1308)	Washington County	0.4	20	2	10	*	55	15300	500	700	700	15300	ADQ	ADQ	Min		B

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Davenport Forks Rd (SR1303)	Deep Creek Rd (SR1308)	Alligood Rd (SR1310)	Washington County	3.1	20	2	10	*	55	15300	400	600	600	15300	ADQ	ADQ	Min		B
	Deep Creek Rd (SR1308)	Davenport Forks Rd (SR1303)	0.2 m West of Albemarle Church Rd (SR 1200)	Washington County	2.5	16	2	8	*	55	9000	300	500	500	9000	ADQ	ADQ	Min		B
	Eighth St	W Main St (SR1142)	Old Hwy 64 (SR 1219)	Creswell	0.2	18	2	9	*	35	9900	600	800	800	9900	ADQ	ADQ	Min		P
	Folly Rd (SR1329)	NC 32	NC 308 (MACKEYS RD)	Washington County	2.4	20	2	10	*	55	15300	900	1200	1200	15300	ADQ	ADQ	Min		
	Holly Neck Rd (SR1136)	Beasley Rd (SR1139)	NC 32	Washignton County	1.1	18	2	9	*	55	14800	500	700	700	14800	ADQ	ADQ	Min		
WASH0016-H	Jones White Rd (SR 1303)	NC 94	Davenport Forks Rd (SR 1303)	Washington County	3.9	18	2	9	60	45-55	12000	600	800	800	12000	2A	60	Min		
	Lake Shore Rd (SR 1166)	Weston Rd (SR 1164)	Mountain Canal Rd (SR 1156)	Washington County	1.1	18	2	9	*	55	14800	200	300	300	14800	ADQ	ADQ	Min		
	Lake Shore Rd (SR 1166)	Mountain Canal Rd (SR 1156)	Thirty Foot Canal Rd (SR 1160)	Washington County	1.1	18	2	9	*	55	14800	200	300	300	14800	ADQ	ADQ	Min		
	Long Ridge Rd (SR1100)	0.1 m S of Morris Tram Ro	Morrattock Rd (SR1106)	Washington County	9.0	16-20	2	8-10	*	55	9000	800	1100	1100	9000	ADQ	ADQ	Min		B
WASH0011-H	Long Ridge Rd (SR1100)	Morrattock Rd (SR1106)	US 64	Plymouth	0.9	20	2	10	*	55	15300	3300	4100	4100	16400	2A	60	Min		B
	Mackeys Rd (SR1300)	E Main St (SR 1325)	NC 45	Washignton County	2.2	20	2	10	100	35-55	10300	3200	4200	4200	10300	ADQ	ADQ	Min		B, P
	Main St (SR1142)	Meadow Ln (SR1142)	Eighth St	Creswell	0.1	24	2	12	*	35	11000	1000	1600	1600	11000	ADQ	ADQ	Min		B, P
	Main St (SR1142)	Eighth St	N Sixth St (SR1310)	Creswell	0.2	24	2	12	*	35	11000	1400	1900	1900	11000	ADQ	ADQ	Min		B, P
	Main St (SR1142)	N Sixth St (SR1310)	Cherry Rd (SR1155)	Creswell	0.2	53	2	12	*	20	10000	1600	2100	2100	10000	ADQ	ADQ	Min		B, P
	Main St (SR1142)	Cherry Rd (SR1155)	N Second St	Creswell	0.2	20-53	2	10	*	20-35	9300	1000	1300	1300	9300	ADQ	ADQ	Min		B, P

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Main St (SR1142)	N Second St	1st St	Creswell	0.1	20-53	2	10	*	20-35	9300	900	1200	1200	9300	ADQ	ADQ	Min		B, P
	Main St (SR1325)	Welch Creek	Washington St (SR1357)	Plymouth	0.8	24	2	12	*	35	11000	2200	2900	2900	11000	ADQ	ADQ	Min		B
	Main St (SR1325)	Washington St (SR1357)	Rankin Ln (SR1342)	Plymouth	0.5	24	2	12	*	35	11000	2200	2900	2900	11000	ADQ	ADQ	Min		B, T
	Main St (SR1325)	Rankin Ln (SR1342)	Plywood Ln	Plymouth	0.3	33	3	11	*	35	10600	2500	3100	3100	10600	ADQ	ADQ	Min		B, T, P
	Main St (SR1325)	Plywood Ln	General Pettigrew Dr	Plymouth	0.3	33	3	11	*	35	10600	2500	3100	3100	10600	ADQ	ADQ	Min		B, T
	Main St (SR1325)	General Pettigrew Dr	Mackeys Rd (SR1300)	Plymouth	0.4	24	2	12	*	35	11000	2500	3100	3100	11000	ADQ	ADQ	Min		B, T, P
	Main St (SR1325)	Mackeys Rd (SR1300)	Creekside Dr (SR1337)	Plymouth	0.2	24	2	12	*	35	11000	2200	2900	2900	11000	ADQ	ADQ	Min		B, T, P
	Main St (SR1325)	Creekside Dr (SR1337)	US 64	Plymouth	0.3	24	2	12	*	35	11000	2200	2900	2900	11000	ADQ	ADQ	Min		B, T, P
	Meadow Ln (SR1142)	Back Rd (SR1142)	W Main St (SR1142)	Washington County	1.4	18	2	9	*	55	14800	800	1200	1200	14800	ADQ	ADQ	Min		
	Mill Pond Rd (SR1125)	S Railroad St (SR1175)	E Mill Pond Rd (SR1125)	Roper	0.2	36	2	12	*	35	11000	1200	1700	1700	11000	ADQ	ADQ	Min		
	E Mill Pond Rd (SR1125)	Railroad Bed Rd (SR1127)	US 64	Washington County	2.1	20	2	10	*	35	10300	1100	2100	2100	10300	ADQ	ADQ	Min		
	E Mill Pond Rd (SR1125)	US 64	Walker St	Washington County	0.4	20	2	10	*	35	10300	1100	2100	2100	10300	ADQ	ADQ	Min		
	E Mill Pond Rd (SR1125)	Walker St	S Railroad St (SR1175)	Roper	0.2	36	2	10	*	35	11000	1100	2100	2100	11000	ADQ	ADQ	Min		
WASH0012-H	Morrattock Rd (SR1106)	Long Ridge Rd (SR1100)	NC 32/45	Washington County	2.1	20	2	10	60	55	15300	1700	2200	2200	16400	2A	60	Min		
WASH0017-H	Mountain Canal Rd (SR 1156)	Lake Shore Rd (SR 1166)	Old Cherry Rd (SR 1155)	Washington County	3.3	20	2	10	*	55	15300	300	400	400	15300	2A	60	Min		B
WASH0013-H	Newland Rd (SR1126)	Weston Rd (SR1126)	Shore Rd (SR 1183)	Washington County	5.1	22	2	11	60	55	15900	600	800	800	16400	2A	60	Min		B

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
WASH0013-H	Newland Rd (SR1126)	Shore Rd (SR 1183)	E Buncombe St (SR1122)	Washington County	6.6	20-22	2	10-11	60	45-55	15300	600	900	900	16400	2A	60	Min		B
	Newland Rd (SR1126)	E Buncombe St (SR1122)	NC 32	Roper	0.1	20	2	10	60	55	15300	500	700	700	15300	ADQ	ADQ	Min		B
R-4909	Proposed Newland Rd Connector	Newland Rd (SR 1126)	East Millpond Rd (SR 1125)	Washington County	3.2	*	*	*	*	*	*	*	*	2200	16400	2A	60	Min		
	Old Cherry Rd (SR1155)	Cherry Rd (SR1155)	E Spruill Town Rd (SR 1162)	Washington County	0.4	18	2	9	*	55	14800	500	700	700	14800	ADQ	ADQ	Min		B
WASH0018-H	Old Cherry Rd (SR 1155)	E Spruill Town Rd (SR 1162)	Mountain Canal Rd (SR 1156)	Washington County	1.7	18	2	9	*	55	14800	400	600	600	14800	2A	60	Min		B
WASH0014-H	Old Roper Rd (SR1114)	NC 45	NC 32	Plymouth	0.7	20	2	10	60	35	10300	1700	2700	2700	16400	2A	60	Min		B, P
	Old US 64 Hwy (SR1122)	W Buncombe St (SR1122)	NC 32	Washington County	0.1	22	2	11	*	25	9700	700	900	900	9700	ADQ	ADQ	Min		
	Old Us 64 Hwy (SR1122)	NC 32	Newland Rd (SR1126)	Washington County	0.2	22	2	11	*	55	15900	300	500	500	15900	ADQ	ADQ	Min		
	E Palmetta St	N Sixth St (SR1310)	N Second St	Creswell	0.4	20	2	10	*	35	10300	800	1100	1100	10300	ADQ	ADQ	Min		P
	Pearidge Rd (SR1302)	NC 32/94	Davenport Forks Rd (SR1303)	Washington County	5.5	20	2	10	*	55	15300	600	900	900	15300	ADQ	ADQ	Min		
WASH0005-H	Plymouth Airport Road (SR 1195) Extension	Morrattock Rd (SR1106)	US 64	Plymouth	*	*	*	*	*	*	*	*	*	800	16400	2A	60	Min		
	N Railroad St (SR1209)	E Buncombe St (SR1122)	NC 32	Roper	0.1	32	2	11	60	55	15900	1200	1600	1600	15900	ADQ	ADQ	Min		P
	Railroad Bed Rd (SR1127)	0.1 m N of Pike Rd	NC 45/99	Washington County	1.0	20	2	10	*	55	15300	600	900	900	15300	ADQ	ADQ	Min		
	Railroad Bed Rd (SR1127)	NC 45, NC 99	E Mill Pond Rd (SR1125)	Washington County	9.0	20	2	10	*	55	15300	700	1100	1100	15300	ADQ	ADQ	Min		

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
WASH0003-H	Rankin Ln (SR 1342) Realignment	Third St	East Main St (SR 1325)	Plymouth	*	*	*	*	*	*	*	*	*	4200	16400	2A	60	Min		P
	Rankin Ln (SR1342)	US 64	Third St	Plymouth	0.5	24	2	12	60	35	11000	3000	4400	4400	11000	ADQ	ADQ	Min		B
WASH0004-H	Rankin Ln (SR 1342) Southern Extension	NC 45	Rankin Ln (SR 1342)	Plymouth	*	*	*	*	*	*	*	*	*	2200	16400	2A	60	Min		
	S Railroad St (SR1175)	E Mill Pond Rd (SR1125)	W Buncombe St (SR1122)	Roper	0.5	22	2	11	*	35	10600	1300	1700	1700	10600	ADQ	ADQ	Min		B, P
	Scuppernong Rd (SR1304)	NC 94	Jones White Rd (SR1303)	Washington County	1.7	18	2	9	60	55	14800	500	700	700	14800	ADQ	ADQ	Min		B
	Shore Rd (SR 1183)	Newland Rd (SR1126)	Pettigrew State Park	Washington County	9.7	24	2	12	*	55	16400	300	400	400	16400	ADQ	ADQ	Min		
	N Second St	E Palmetta St	E Main St (SR1142)	Creswell	0.1	20	2	10	*	35	10300	500	700	700	10300	ADQ	ADQ	Min		P
	N Sixth St (SR1310)	W Main St (SR1142)	E Palmetta St	Creswell	0.1	30	2	12	*	35	11000	1800	3300	3300	11000	ADQ	ADQ	Min		B, T, P
	N Sixth St (SR1310)	E Palmetta St	US 64 Ramp (SR 1219)	Creswell	0.2	30	2	12	*	35	11000	2200	4500	4500	11000	ADQ	ADQ	Min		B, T, P
	N Sixth St (SR1310)	US 64 Ramp (SR 1219)	US 64	Creswell	0.2	30	2	12	*	35	11000	2600	4800	4800	11000	ADQ	ADQ	Min		B, T, P
	Spruill Bridge Rd (SR1142)	E Main St (SR1142)	Old Cherry Rd (SR 1155)	Washington County	0.4	20	2	10	*	45	12400	800	1100	1100	12400	ADQ	ADQ	Min		B
	Spruill Bridge Rd (SR1142)	Old Cherry Rd (SR 1155)	Thirty Foot Canal Rd (SR 1160)	Washington County	1.1	20	2	10	*	45	12400	700	1000	1000	12400	ADQ	ADQ	Min		B
	Spruill Bridge Rd (SR1142)	Thirty Foot Canal Rd (SR 1160)	Tom Pepper Rd (SR 1161)	Washington County	0.6	20	2	10	*	45	12400	500	1000	1000	12400	ADQ	ADQ	Min		B
	Spruill Town Rd (SR 1162)	Weston Rd (SR 1155)	Old Cherry Rd (SR1155)	Washington County	1.5	18	2	9	*	55	14800	300	400	400	14800	ADQ	ADQ	Min		

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	E Spruill Town Rd (SR 1162)	Old Cherry Rd (SR1155)	Spruill Town Rd (SR 1162)	Washington County	0.3	18	2	9	*	55	14800	300	400	400	14800	ADQ	ADQ	Min		
	Third St	Washington St (SR1357)	Rankin Ln (SR1342)	Plymouth	0.5	22	2	11	*	35	10600	2500	3200	3200	10600	ADQ	ADQ	Min		P
WASH0015-H	Thirty Foot Canal Rd (SR 1160)	Lake Shore Rd (SR 1166)	Spruill Bridge Rd (SR1142)	Washington County	4.6	18	2	9	*	55	14800	300	400	400	16400	2A	60	Min		B
	US 64 Ramp (SR 1219)	Eight St	N Sixth St (SR1310)	Creswell	0.4	18	2	9	*	35	9900	1100	1500	1500	9900	ADQ	ADQ	Min		P
	W Buncombe St (SR1122)	NC 32	Knowles Rd (SR 1121)	Washington County	0.1	12	1 OW	11	*	25	9700	700	900	900	9700	ADQ	ADQ	Min		B
	W Buncombe St (SR1122)	Knowles Rd (SR 1121)	W Mill Pond Rd (SR1119)	Roper	0.3	22	2	11	*	25	9700	700	900	900	9700	ADQ	ADQ	Min		B
	W Buncombe St (SR1122)	W Mill Pond Rd (SR1119)	S Railroad St (SR1175)	Roper	0.3	24	2	12	*	25	10000	1000	1300	1300	10000	ADQ	ADQ	Min		B
	W Buncombe St (SR1122)	S Railroad St (SR1175)	N Railroad St (SR1209)	Roper	0.0	24	2	12	*	25	10000	800	1100	1100	10000	ADQ	ADQ	Min		B
	W Mill Pond Rd (SR1125)	Railroad Bed Rd (SR1127)	Research Station Rd (SR 1119)	Washington County	2.9	18	2	9	*	55	14800	300	400	400	14800	ADQ	ADQ	Min		
	W Mill Pond Rd (SR1119)	Research Station Rd (SR 1119)	Slough Rd (SR 1120)	Washington County	0.1	30	2	10	*	55	15300	300	500	500	15300	ADQ	ADQ	Min		
	W Mill Pond Rd (SR1119)	Slough Rd (SR 1120)	Knowles Rd (SR 1121)	Washington County	0.9	20	2	10	*	55	15300	300	500	500	15300	ADQ	ADQ	Min		
	W Mill Pond Rd (SR1119)	Knowles Rd (SR 1121)	W Buncombe St (SR1122)	Roper	0.2	20	2	10	*	35	10300	300	500	500	10300	ADQ	ADQ	Min		
	W Mill Pond Rd (SR1119)	W Buncombe St (SR1122)	NC 32	Roper	0.1	22	2	11	*	35	10600	300	500	500	10600	ADQ	ADQ	Min		
	W Third St (SR1335)	Wilson St (SR1335)	Washington St (SR1357)	Plymouth	0.2	24	2	12	*	35	11000	2500	3200	3200	11000	ADQ	ADQ	Min		P
	Washington St (SR1357)	US 64	Third St	Plymouth	0.5	24	2	12	*	35	11000	3500	5000	5000	11000	ADQ	ADQ	Min		
	Washington St (SR1357)	Third St	E Main St (SR1325)	Plymouth	0.1	24	2	12	*	35	11000	2700	4300	4300	11000	ADQ	ADQ	Min		

HIGHWAY																				
		Section				2014 Existing System							2040 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Proposals for Other Modes
	Weston Rd (SR 1164)	Lake Shore Rd (SR 1166)	Spruill Town Rd (SR 1162)	Washington County	1.9	18	2	9	*	55	14800	400	600	600	14800	ADQ	ADQ	Min		B
	Weston Rd (SR 1155)	Spruill Town Rd (SR 1162)	Newland Rd (SR1126)	Washington County	0.5	18	2	9	*	55	14800	400	600	600	14800	ADQ	ADQ	Min		B
	Weston Rd (SR 1155)	Newland Rd (SR1126)	Cherry Rd (SR1155)	Washington County	0.8	18	2	9	*	55	14800	600	800	800	14800	ADQ	ADQ	Min		
	Wilson St (SR1335)	Pine St	Chestnut St	Plymouth	1.1	24	2	12	*	35	11000	2500	3200	3200	11000	ADQ	ADQ	Min		B, P
	Wilson St (SR1335)	Chestnut St	W Third St (SR1335)	Plymouth	0.3	30	3	10	*	35	10300	2500	3200	3200	10300	ADQ	ADQ	Min		B, P
	Wilson St Ext (SR1335)	US 64	Pine St	Washington County	0.6	24	2	12	*	55	16400	1400	2300	2300	16400	ADQ	ADQ	Min		

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION							
					Existing System	Proposed System	
Local ID	Facility/ Route	Section (From - To)	Speed Limit (mph)	Distance (mi)	Type	Type	Other Modes
WASH0001-T	Fixed Deviated Route (Plymouth-Roper-Pea Ridge-Creswell)	From East Water Street to Adams Street to East Main Street (SR1325) to US 64 to NC 32 to NC 94 to Alligood Road (SR 1310) to Sixth Street (SR 1310) to east Main Street (SR 1142)	Varies	27	*	Bus	
WASH0002-T	Plymouth Park and Ride	103 East Water Street, Plymouth				Park and Ride Lot	
WASH0003-T	Roper Park and Ride	Downtown Roper				Park and Ride Lot	
WASH0004-T	Pea Ridge Park and Ride	Pea Ridge Civic Center				Park and Ride Lot	
WASH0005-T	Creswell Park and Ride	Downtown Creswell				Park and Ride Lot	

RAIL												
						Existing System			Proposed System			
Local ID	Facility/ Route	Section (From - To)	Class	Speed Limit (mph)	Distance (mi)	Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day	Other Modes
	CLNA (Plymouth line)	Plymouth to Beaufort Co	Shortline	25 mph	16 miles, includes 1 mile to CSXT junction	Freight	*	2 Daily (M-F)	*	*	*	*
	CSXT (ABC Line)	~MP 187-186	I	10 mph	2 miles	Freight	*	2 Daily (M-F)	*	*	*	*

BICYCLE AND PEDESTRIAN [1]

BICYCLE								
				Existing System		Proposed System		
				Cross-Section				
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	(ft)	lanes	Type	Cross-Section	Other Modes
WASH0001-B	Roosevelt Ave (SR 1108)	West Ave - NC 32 (South)	1	22	2	Bicycle	2E	
WASH0015-H	Thirty Feet Canal Road (SR 1160)	Lake Shore Road (SR 1166) - Tom Pepper Road (SR 1161)	3.5	Concurrent with WASH0015-H project-See Highway table				H

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
Town of Creswell								
WASH0020-P	Chesson St	Seventh St - Sixth St (SR 1310)	0.06	--	--	Sidewalk	Both	
WASH0021-P	Eighth St	W Main St (SR 1142) - Old Hwy 64 (SR 1219)	0.15	--	--	Sidewalk	Both	
WASH0022-P	E Fifth Street Ext	Fifth St - Fourth St	0.08	--	--	Sidewalk	Both	
WASH0023-P	N Fifth St	E Main St (SR 1142) - E Palmetta St	0.09	--	--	Sidewalk	Both	
WASH0024-P	S Fifth St	E Fifth Street Ext - E Middle St	0.04	--	--	Sidewalk	Both	
WASH0024-P	S Fifth St	E Middle St - E Main St (SR 1142)	0.09	--	--	Sidewalk	Both	
WASH0025-P	N Fourth St	E Main St (SR 1142) - E Palmetta St	0.08	--	--	Sidewalk	Both	
WASH0026-P	S Fourth St	E Middle St - E Main St (SR 1142)	0.09	--	--	Sidewalk	Both	
WASH0026-P	S Fourth St	E Fifth Street Ext - E Middle St	0.04	--	--	Sidewalk	Both	
WASH0001-P	E Main St (SR 1142)	Sixth St (SR 1310) - Fifth St	0.09	Sidewalk	South	Sidewalk	North	
WASH0001-P	E Main St (SR 1142)	Fifth St - Fourth St	0.02	Sidewalk	North	Sidewalk	South	
WASH0027-P	E Main St (SR 1142)	Fourth St - Third St	0.09	--	--	Sidewalk	Both	
WASH0027-P	E Main St (SR 1142)	Third St - Second St	0.08	--	--	Sidewalk	Both	
WASH0027-P	E Main St (SR 1142)	Second St - First St/ Eastern Town Limits	0.09	--	--	Sidewalk	Both	
WASH0027-P	E Main St (SR 1142)	Fifth St - Fourth St	0.07	--	--	Sidewalk	Both	
WASH0002-P	W Main St (SR 1142)	Smithson Canal - Seventh St	0.04	Sidewalk	South	Sidewalk	North	
WASH0028-P	W Main St (SR 1142)	Seventh St - Sixth St (SR 1310)	0.08	--	--	Sidewalk	Both	
WASH0028-P	W Main St (SR 1142)	Eighth St - Smithson Canal	0.11	--	--	Sidewalk	Both	
WASH0028-P	W Main St (SR 1142)	Sommerset Ct - Eighth St	0.15	--	--	Sidewalk	Both	
WASH0028-P	W Main St (SR 1142)	Meadow Ln (SR 1142)/ Western Town Limits - Sommerset Ct	0.07	--	--	Sidewalk	Both	
WASH0029-P	E Middle St	Sixth St (SR 1310) - Fifth St	0.09	--	--	Sidewalk	Both	
WASH0029-P	E Middle St	Fifth St - Fourth St	0.08	--	--	Sidewalk	Both	
WASH0004-P	W Middle St	Seventh St - Sixth St (SR 1310)	0.09	Sidewalk	South	Sidewalk	North	
WASH0038-P	Old Hwy 64 (SR 1219)	Eighth St - N Seventh St	0.29	--	--	Sidewalk	Both	
WASH0038-P	Old Hwy 64 (SR 1219)	Sixth St (SR 1310) - St David Rd (SR 1158)	0.15	--	--	Sidewalk	Both	
WASH0038-P	Old Hwy 64 (SR 1219)	Seventh St - Sixth St (SR 1310)	0.06	--	--	Sidewalk	Both	
WASH0030-P	E Palmetta St	Fifth St - Fourth St	0.08	--	--	Sidewalk	Both	
WASH0030-P	E Palmetta St	Fourth St - Third St	0.09	--	--	Sidewalk	Both	
WASH0030-P	E Palmetta St	Third St - Second St	0.08	--	--	Sidewalk	Both	

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
WASH0030-P	E Palmetta St	Sixth St (SR 1310) - Fifth St	0.10	--	--	Sidewalk	Both	
WASH0030-P	E Palmetta St	Second St - First St/ Eastern Town Limits	0.05	--	--	Sidewalk	Both	
WASH0031-P	W Palmetta St	Seventh St - Sixth St (SR 1310)	0.09	--	--	Sidewalk	Both	
WASH0032-P	N Second St	E Main St (SR 1142) - E Palmetta St	0.08	--	--	Sidewalk	Both	
WASH0033-P	N Seventh St	W Main St (SR 1142) - W Palmetta St	0.09	--	--	Sidewalk	Both	
WASH0033-P	N Seventh St	W Palmetta St - Chesson St	0.08	--	--	Sidewalk	Both	
WASH0033-P	N Seventh St	Chesson St - Old Hwy 64 (SR 1219)	0.06	--	--	Sidewalk	Both	
WASH0035-P	N Sixth St (SR 1310)	E Main St (SR 1142) - W Palmetta St	0.09	--	--	Sidewalk	Both	
WASH0035-P	N Sixth St (SR 1310)	W Palmetta St - E Palmetta St	0.03	--	--	Sidewalk	Both	
WASH0035-P	N Sixth St (SR 1310)	E Palmetta St - Chesson St	0.11	--	--	Sidewalk	Both	
WASH0035-P	N Sixth St (SR 1310)	Chesson St - Old Hwy 64 (SR 1219)	0.07	--	--	Sidewalk	Both	
WASH0034-P	S Seventh St	W Middle St - W Main St (SR 1142)	0.08	--	--	Sidewalk	Both	
WASH0003-P	S Sixth St	Dead End - E Middle St	0.12	Sidewalk	North	Sidewalk	South	
WASH0036-P	S Sixth St	W Middle St - W Main St (SR 1142)	0.09	--	--	Sidewalk	Both	
	Somerset Ct	W Main St (SR 1142) - Dead End	0.09	Sidewalk	Both	--	--	
WASH0037-P	N Third St	E Main St (SR 1142) - E Palmetta St	0.08	--	--	Sidewalk	Both	
Town of Plymouth								
WASH0039-P	US 64	Wilson St (SR 1335) - Anne St	1.08	--	--	Sidewalk	Both	
WASH0005-P	US 64	Anne St - West Ave	0.24	Sidewalk	South	Sidewalk	North	
WASH0005-P	US 64	West Ave - Monroe St	0.16	Sidewalk	South	Sidewalk	North	
WASH0005-P	US 64	Monroe St(West) - Monroe St (East)	0.14	Sidewalk	South	Sidewalk	North	
WASH0005-P	US 64	Monroe St - Washington St (SR 1357)	0.19	Sidewalk	South	Sidewalk	North	
WASH0001-H	US 64	Washington St (SR 1357) - Rankin Ln (SR 1342)	0.46	Sidewalk	South	Sidewalk	North	H
WASH0039-P	US 64	Rankin Ln (SR 1342) - E Main St (SR 1325)	0.97	--	--	Sidewalk	Both	
WASH0040-P	NC 32	0.4 M South Of Old Roper Rd (SR 1114) - Old Roper Rd (SR 1114)	0.34	--	--	Sidewalk	Both	
WASH0040-P	NC 32	Old Roper Rd (SR 1114) - Roosevelt Ave (SR 1108)	0.10	--	--	Sidewalk	Both	
WASH0040-P	NC 32	Roosevelt Ave (SR 1108) - US 64	0.18	--	--	Sidewalk	Both	
WASH0041-P	Adams St	Washington St (SR 1357) - E Fourth St	0.36	--	--	Sidewalk	Both	
	Adams St	E Fourth St - E Third St (SR 1335)	0.08	Sidewalk	Both	--	--	
	Adams St	E Third St (SR 1335) - E Main St (SR 1325)	0.09	Sidewalk	Both	--	--	
	Adams St	E Main St (SR 1325) - W Water St	0.09	Sidewalk	Both	--	--	
WASH0006-P	Albemarle Dr	Dead End - US 64	0.22	Sidewalk	East	Sidewalk	West	
WASH0042-P	Ausbon Dr (SR 1210)	Southfield Dr - Roosevelt Ave (SR 1108)	0.22	--	--	Sidewalk	Both	
WASH0043-P	Brinkley Ave	Wilson St (SR 1335) - Monroe St	0.26	--	--	Sidewalk	Both	
	Brinkley Ave	Monroe St - Jefferson St	0.09	Sidewalk	Both	--	--	
	Brinkley Ave	Jefferson St - Washington St (SR 1357)	0.09	Sidewalk	Both	--	--	
WASH0007-P	Commodore Dr	Dead End - Albemarle Dr	0.05	Sidewalk	North	Sidewalk	South	
WASH0044-P	N Crescent Dr	E Main St (SR 1325) - Logan Ave	0.18	--	--	Sidewalk	Both	
WASH0008-P	S Crescent Dr	Somerset Dr - US 64	0.11	Sidewalk	West	Sidewalk	East	
	Fort Williams St	Monroe St - Jefferson St	0.09	Sidewalk	Both	--	--	
	Fort Williams St	Jefferson St - Washington St (SR 1357)	0.09	Sidewalk	Both	--	--	
WASH0045-P	E Fourth St	Washington St (SR 1357) - Adams St	0.09	--	--	Sidewalk	Both	

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
WASH0045-P	E Fourth St	Adams St - Madison St	0.09	--	--	Sidewalk	Both	
WASH0045-P	E Fourth St	Madison St- Andrew Jackson Ave	0.15	--	--	Sidewalk	Both	
WASH0046-P	W Fourth St	Wilson St - Monroe St	0.12	--	--	Sidewalk	Both	
WASH0046-P	W Fourth St	Monroe St - Jefferson St	0.09	--	--	Sidewalk	Both	
	W Fourth St	Jefferson St - Washington St (SR 1357)	0.09	Sidewalk	Both	--	--	
	Jefferson St	Brinkley Ave - Fort Williams St	0.13	Sidewalk	Both	--	--	
	Jefferson St	Fort Williams St - W Fourth St	0.13	Sidewalk	Both	--	--	
	Jefferson St	W Fourth St - W Third St (SR 1335)	0.08	Sidewalk	Both	--	--	
	Jefferson St	W Third St (SR 1335) - W Main St (SR 1325)	0.09	Sidewalk	Both	--	--	
	Jefferson St	W Main St (SR 1325) - W Water St	0.09	Sidewalk	Both	--	--	
WASH0047-P	Mackeys Rd (SR 1300)	E Main St (SR 1325) - 0.1 M East Of Ridgeway Dr	0.35	--	--	Sidewalk	Both	
WASH0010-P	Madison St	Eighth St - E Fourth St	0.22	Sidewalk	East	Sidewalk	West	
WASH0010-P	Madison St	E Fourth St - E Third St (SR 1335)	0.08	Sidewalk	East	Sidewalk	West	
	Madison St	E Third St (SR 1335) - E Main St (SR 1325)	0.09	Sidewalk	Both	--	--	
	Madison St	E Main St (SR 1325) - E Water St	0.09	Sidewalk	Both	--	--	
	E Main St (SR 1325)	Washington St (SR 1357) - Adams St	0.09	Sidewalk	Both	--	--	
	E Main St (SR 1325)	Adams St - Madison St	0.09	Sidewalk	Both	--	--	
	E Main St (SR 1325)	Madison St - Martin Ln	0.20	Sidewalk	Both	--	--	
	E Main St (SR 1325)	Martin Ln - Rankin Ln (SR 1342)	0.14	Sidewalk	Both	--	--	
WASH0048-P	E Main St (SR 1325)	Rankin Ln (SR 1342) - Albemarle Dr	0.17	--	--	Sidewalk	Both	
	E Main St (SR 1325)	Albemarle Dr - N Crescent Dr	0.09	Sidewalk	Both	--	--	
WASH0048-P	E Main St (SR 1325)	N Crescent Dr - Mackeys Rd (SR 1300)	0.51	--	--	Sidewalk	Both	
WASH0048-P	E Main St (SR 1325)	Mackeys Rd (SR 1300) - US 64	0.43	--	--	Sidewalk	Both	
WASH0009-P	W Main St (SR 1325)	W Water St - Wilson St	0.09	Sidewalk	North	Sidewalk	South	
	W Main St (SR 1325)	Wilson St - Monroe St	0.08	Sidewalk	Both	--	--	
	W Main St (SR 1325)	Monroe St - Jefferson St	0.08	Sidewalk	Both	--	--	
	W Main St (SR 1325)	Jefferson St - Washington St (SR 1357)	0.09	Sidewalk	Both	--	--	
	Monroe St	Brinkley Ave - Fort Williams St	0.13	Sidewalk	Both	--	--	
WASH0049-P	Monroe St	Fort Williams St - W Fourth St	0.13	--	--	Sidewalk	Both	
WASH0049-P	Monroe St	W Fourth St - W Third St (SR 1335)	0.08	--	--	Sidewalk	Both	
WASH0011-P	Monroe St	W Third St (SR 1335) - W Main St (SR 1325)	0.09	Sidewalk	West	Sidewalk	East	
WASH0011-P	Monroe St	W Main St (SR 1325) - W Water St	0.09	Sidewalk	West	Sidewalk	East	
WASH0051-P	Monroe St	West Ave - US 64	0.23	--	--	Sidewalk	Both	
WASH0049-P	Monroe St	US 64 - Brinkley Ave	0.18	--	--	Sidewalk	Both	
	Martin Ln	E Main St (SR 1325) - E Water St	0.08	Sidewalk	Both	--	--	
WASH0050-P	Old Roper Rd (SR 1114)	NC 32 - NC 45	0.74	--	--	Sidewalk	Both	
WASH0012-P	Pembroke Cir	Monroe St(West) - Monroe St (East)	0.15	Sidewalk	North	Sidewalk	South	
WASH0052-P	Rankin Ln (SR 1342)	US 64 - E Third St	0.54	--	--	Sidewalk	Both	
WASH0003-H	Rankin Ln (SR 1342) Realignment	E Third St - E Main St (SR 1325)	0.07	--	--	Sidewalk	Both	H
WASH0053-P	Roosevelt Ave (SR 1108)	Ausbon Dr (SR 1210) - West Ave	0.27	--	--	Sidewalk	Both	
WASH0053-P	Roosevelt Ave (SR 1108)	West Ave - NC 32	0.25	--	--	Sidewalk	Both	
	Somerset Dr (Loop)	Somerset Dr - Dead End	0.13	Sidewalk	Both	--	--	

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
WASH0013-P	Somerset Dr	Somerset Dr - Dead End	0.03	Sidewalk	North	Sidewalk	South	
WASH0013-P	Somerset Dr	Albemarle Dr - S Crescent Dr	0.10	Sidewalk	North	Sidewalk	South	
WASH0014-P	Southfield Dr	Ausbon Dr (SR 1210) - Dead End	0.18	Sidewalk	North	Sidewalk	South	
	E Third St	Washington St (SR 1357) - Adams St	0.09	Sidewalk	Both	--	--	
	E Third St	Adams St - Madison St	0.09	Sidewalk	Both	--	--	
WASH0054-P	E Third St	Madison St- Rankin Ln (SR 1342)	0.32	--	--	Sidewalk	Both	
WASH0055-P	W Third St (SR 1335)	Wilson St - Monroe St	0.08	--	--	Sidewalk	Both	
	W Third St (SR 1335)	Monroe St - Jefferson St	0.08	Sidewalk	Both	--	--	
	W Third St (SR 1335)	Jefferson St - Washington St (SR 1357)	0.09	Sidewalk	Both	--	--	
WASH0016-P	Washington St (SR 1357)	US 64 - Adams St	0.12	Sidewalk	East	Sidewalk	West	
	Washington St (SR 1357)	Adams St - Brinkley Ave	0.04	Sidewalk	Both	--	--	
	Washington St (SR 1357)	Brinkley Ave - Fort Williams St	0.13	Sidewalk	Both	--	--	
	Washington St (SR 1357)	Fort Williams St - W Fourth St	0.13	Sidewalk	Both	--	--	
	Washington St (SR 1357)	W Fourth St - W Third St (SR 1335)	0.08	Sidewalk	Both	--	--	
	Washington St (SR 1357)	W Third St (SR 1335) - W Main St (SR 1325)	0.09	Sidewalk	Both	--	--	
	Washington St (SR 1357)	W Main St (SR 1325) - W Water St	0.09	Sidewalk	Both	--	--	
	E Water St	Washington St (SR 1357) - Adams St	0.09	Sidewalk	Both	--	--	
	E Water St	Adams St - Madison St	0.09	Sidewalk	Both	--	--	
	E Water St	Madison St - Martin Ln	0.22	Sidewalk	Both	--	--	
WASH0015-P	W Water St	W Main St (SR 1325) - Monroe St	0.21	Sidewalk	South	Sidewalk	North	
WASH0015-P	W Water St	Monroe St - Jefferson St	0.08	Sidewalk	South	Sidewalk	North	
	W Water St	Jefferson St - Washington St (SR 1357)	0.09	Sidewalk	Both	--	--	
WASH0056-P	West Ave	Wilson St (SR 1335) - US 64	0.22	--	--	Sidewalk	Both	
WASH0056-P	West Ave	US 64 - Monroe St	0.21	--	--	Sidewalk	Both	
WASH0056-P	West Ave	Monroe St - Roosevelt Ave (SR 1108)	0.20	--	--	Sidewalk	Both	
WASH0057-P	Wilson St (SR 1335)	US 64 - West Ave	1.35	--	--	Sidewalk	Both	
WASH0057-P	Wilson St (SR 1335)	West Ave - Brinkley Ave	0.26	--	--	Sidewalk	Both	
WASH0057-P	Wilson St (SR 1335)	Brinkley Ave - W Fourth St	0.21	--	--	Sidewalk	Both	
WASH0057-P	Wilson St (SR 1335)	W Fourth St - W Third St (SR 1335)	0.09	--	--	Sidewalk	Both	
WASH0057-P	Wilson St	W Third St (SR 1335) - W Main St (SR 1325)	0.09	--	--	Sidewalk	Both	
Town of Roper								
WASH0058-P	NC 32	Knowles Rd (SR 1121) - N Railroad St (SR 1209)	0.50	--	--	Sidewalk	Both	
WASH0058-P	NC 32	N Railroad St (SR 1209) - Fountain Of Life Blvd	0.20	--	--	Sidewalk	Both	
WASH0058-P	NC 32	Fountain Of Life Blvd - Newland Rd (SR 1126)	0.10	--	--	Sidewalk	Both	
WASH0017-P	Boush St	0.1W Buncombe St (SR 1122) - 0.1 m South of W Buncombe St (SR 112	0.03	Sidewalk	North	Sidewalk	South	
	Boush St	0.1m South of W Buncombe St (SR 1122) - John St	0.05	Sidewalk	Both	--	--	
WASH0017-P	Boush St	John St - S Railroad St (SR 1175)	0.42	Sidewalk	North	Sidewalk	South	
	E Buncombe St (SR 1122)	S Railroad St (SR 1175) - 0.1 M East Of Plume St	0.23	Sidewalk	Both	--	--	
WASH0059-P	E Buncombe St (SR 1122)	0.1 M East Of Plume St - Newland Rd (SR 1126)	0.08	--	--	Sidewalk	Both	
WASH0060-P	W Buncombe St (SR 1122)	Knowles Rd (SR 1121) - 0.1 M East Of W Mill Pond Rd (SR 1119)	0.31	--	--	Sidewalk	Both	
WASH0019-P	W Buncombe St (SR 1122)	0.1 M East Of W Mill Pond Rd (SR 1119) - 0.1 M West Of Boush St	0.05	Sidewalk	North	Sidewalk	South	
	W Buncombe St (SR 1122)	0.1 M West Of Boush St - Boush St	0.08	Sidewalk	Both	--	--	

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
	W Buncombe St (SR 1122)	Boush St - S Railroad St (SR 1175)	0.06	Sidewalk	Both	--	--	
WASH0018-P	Fountain Of Life Blvd	Dead End - NC 32	0.17	Sidewalk	South	Sidewalk	North	
WASH0061-P	Knowles Rd (SR 1121)	W Buncombe St (SR 1122) - Nc 32	0.02	--	--	Sidewalk	Both	
WASH0062-P	N Railroad St (SR 1209)	NC 32 - Boucombe St (SR 1122)	0.06	--	--	Sidewalk	Both	
WASH0062-P	N Railroad St (SR 1209)	Dead End - NC 32	0.47	--	--	Sidewalk	Both	
WASH0063-P	S Railroad St (SR 1175)	Buncombe St (SR 1122) - Boush St	0.50	--	--	Sidewalk	Both	

MULTI-USE PATH								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Side of Street	Cross-Section	Side of Street	Cross-Section	Modes

[1] Only new routes and proposals are shown here. For further documentation of bicycle and pedestrian facilities and proposals, refer to *the 2013 Albemarle Regional Bicycle Plan and the 2013 North Carolina Statewide Pedestrian and Bicycle Plan (WalkBikeNC)* .

Appendix D
Typical Cross Sections

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

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

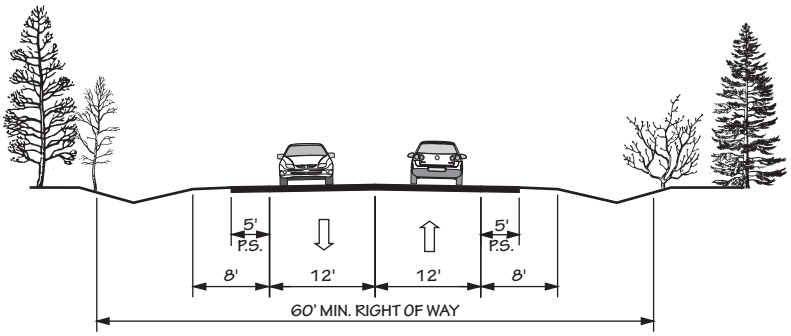
On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following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

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

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

FIGURE 7
"TYPICAL" HIGHWAY CROSS SECTIONS

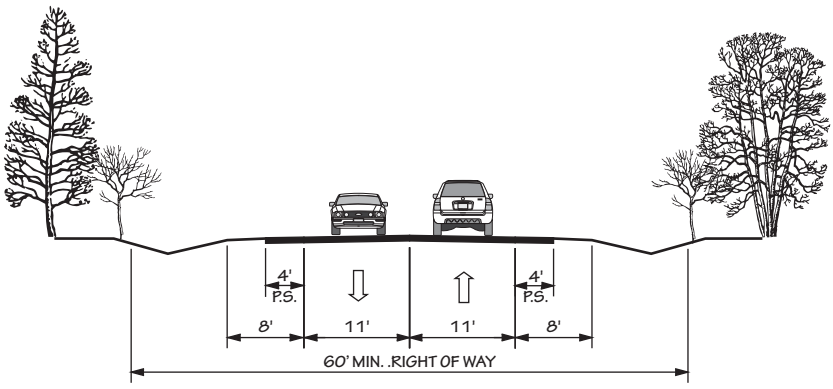
2A



2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 55 MPH

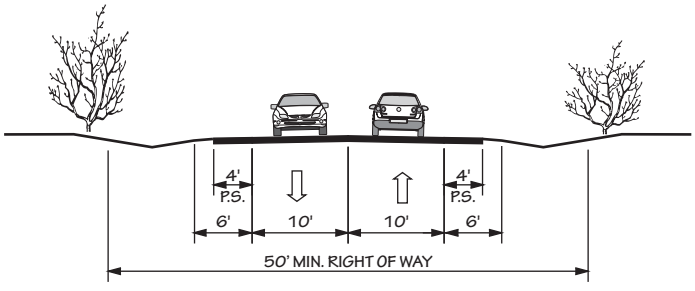
2B



2 LANES UNDIVIDED

POSTED SPEED 45 MPH OR LESS

2C



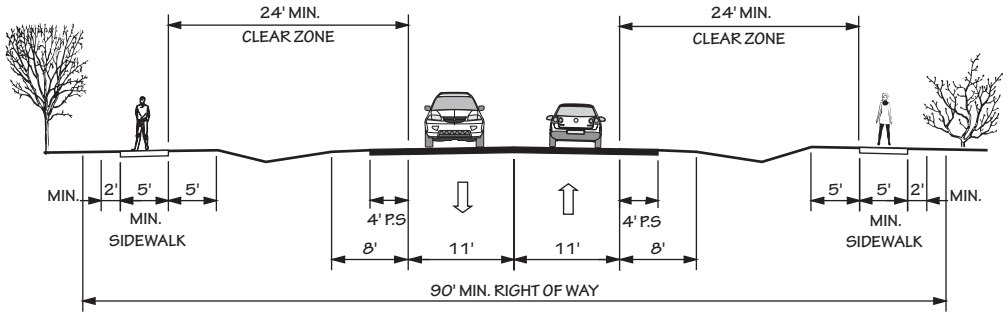
2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 25 - 35 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

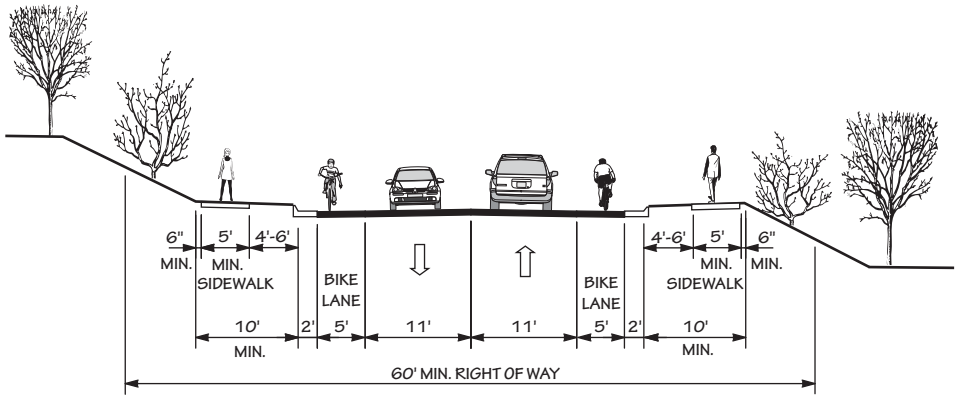
2D



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 25-45 MPH

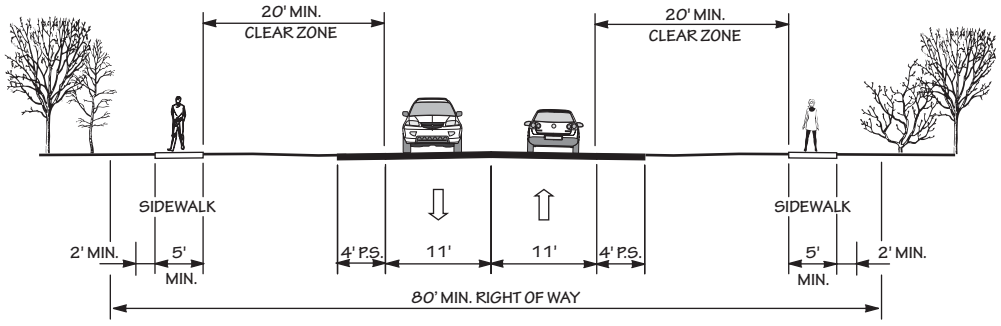
2E



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

POSTED SPEED 25-45 MPH

2F



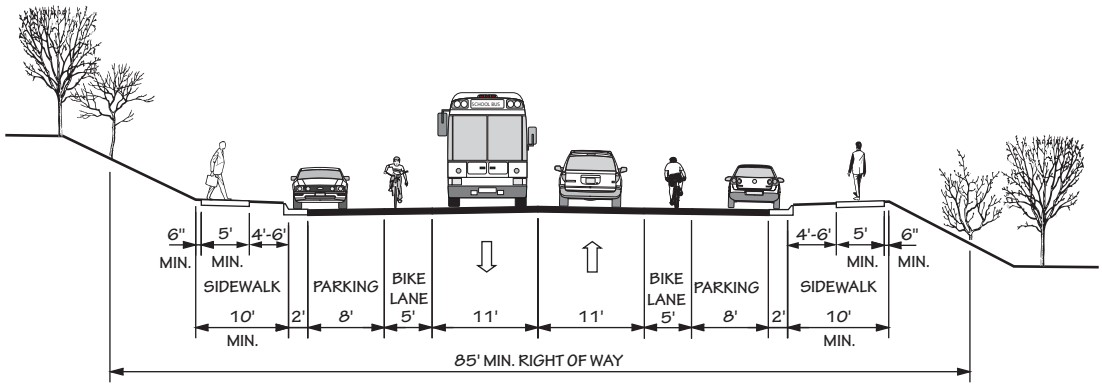
2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CAMA COUNTIES

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

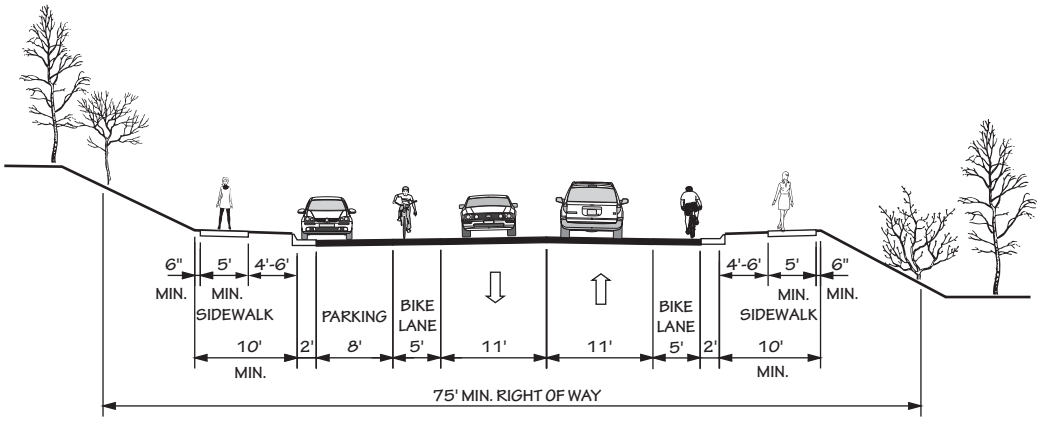
2G



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

POSTED SPEED 25-45 MPH

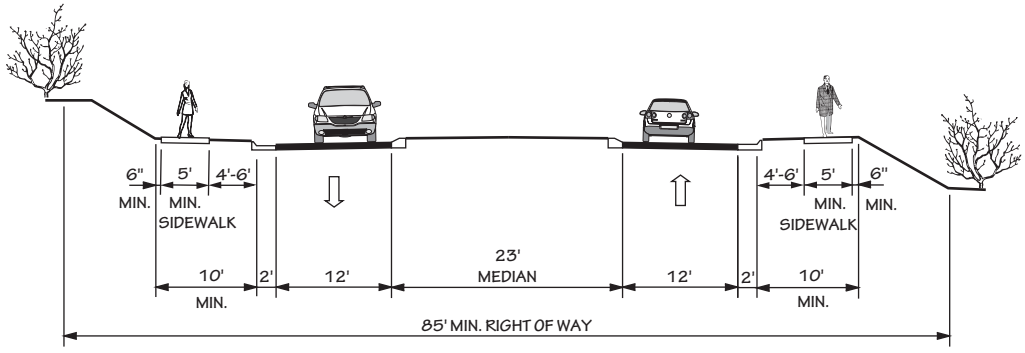
2H



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

POSTED SPEED 25-45 MPH

2I



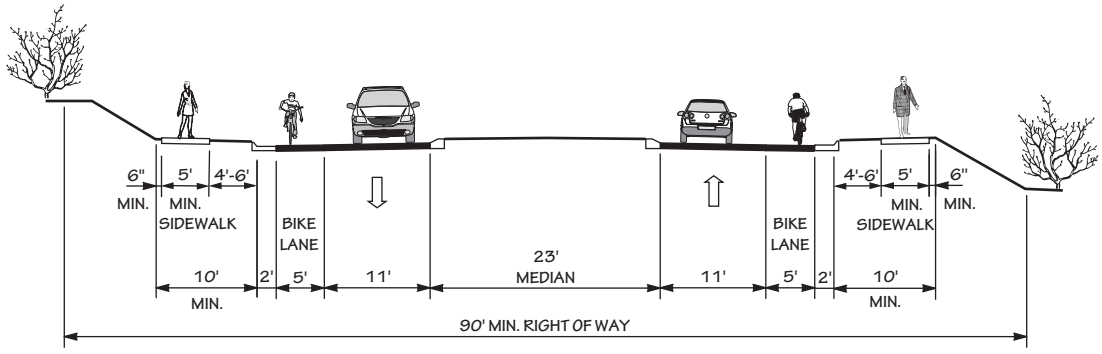
2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

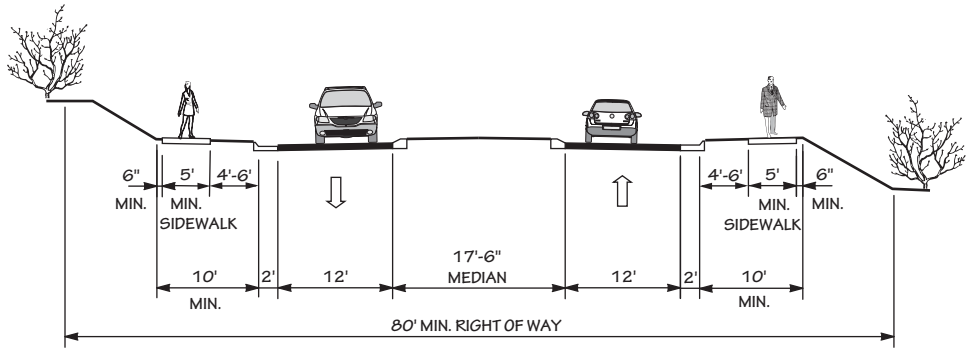
2J



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

POSTED SPEED 25-45 MPH

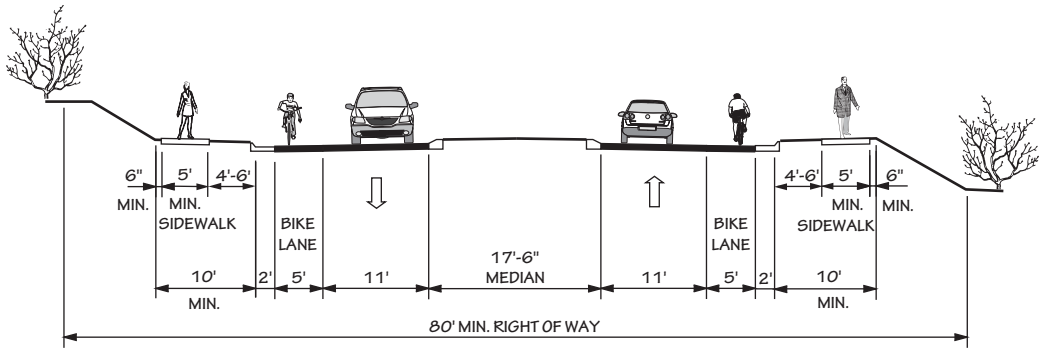
2K



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

POSTED SPEED 25-45 MPH

2L



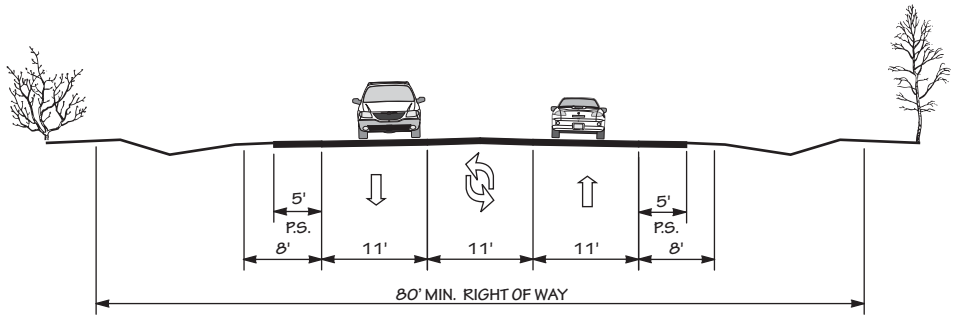
2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

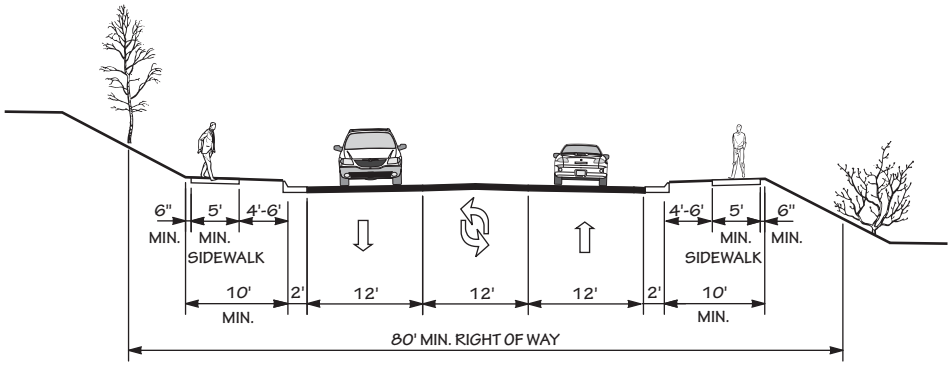
3A



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

POSTED SPEED 25-55 MPH

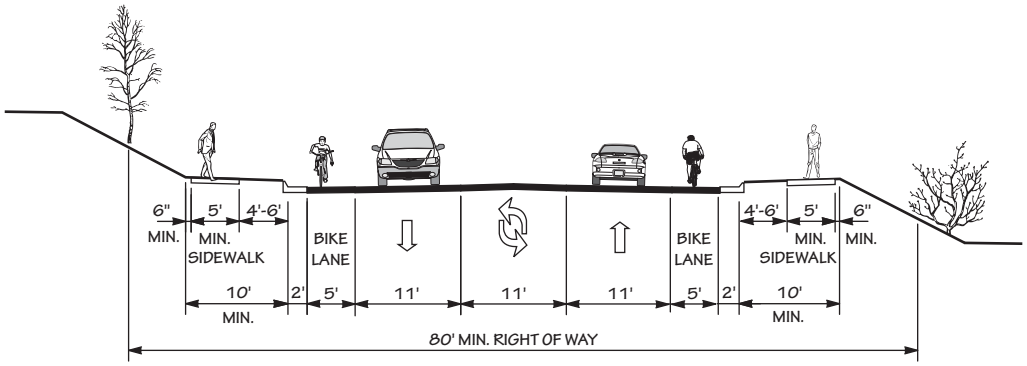
3B



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

POSTED SPEED 25-45 MPH

3C

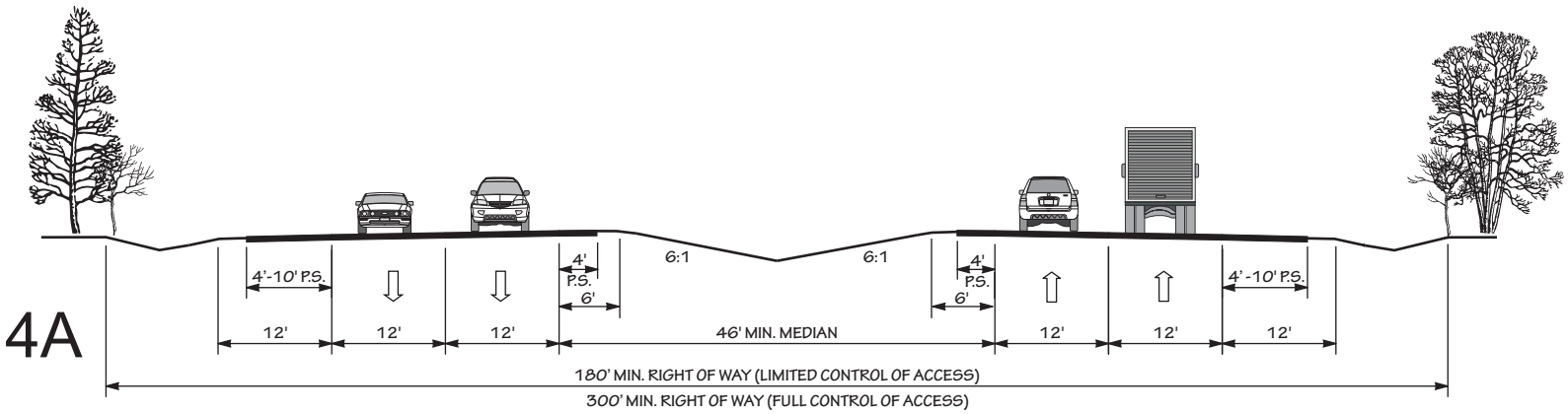


2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

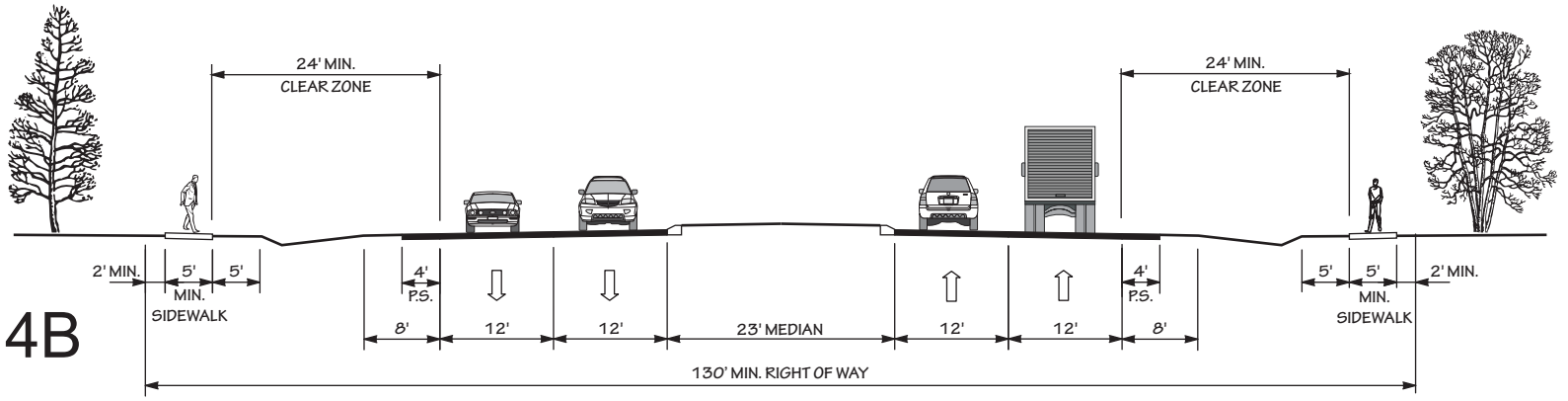
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



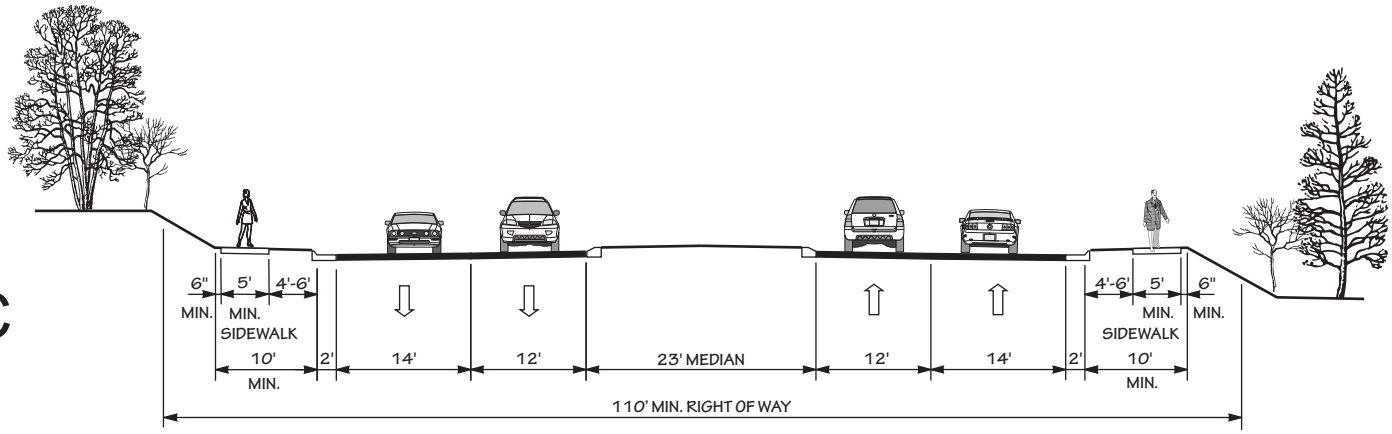
4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH



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

POSTED SPEED 35-55 MPH



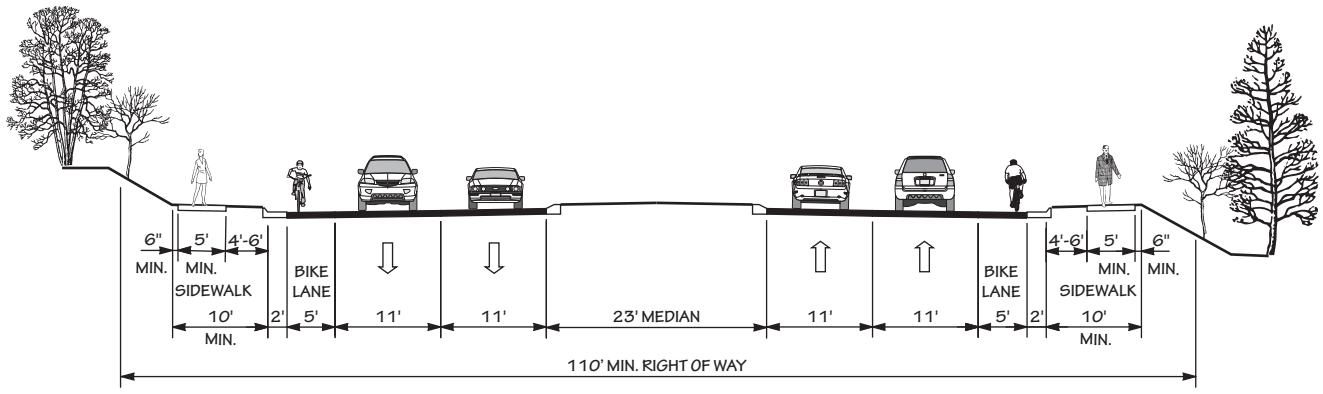
4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"Typical" Highway Cross Sections

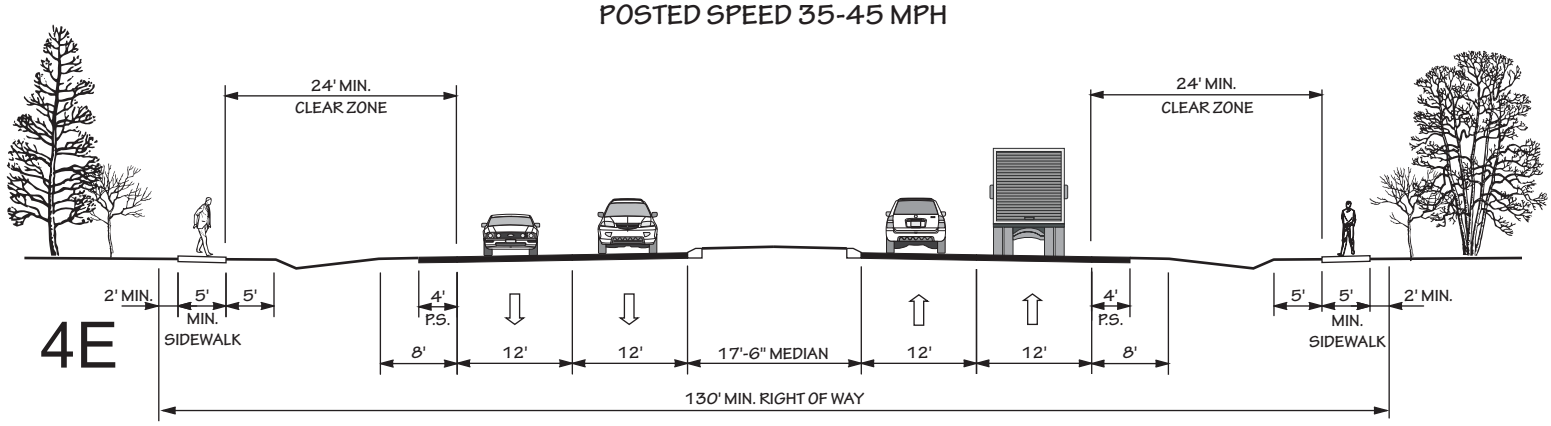
4D



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

POSTED SPEED 35-45 MPH

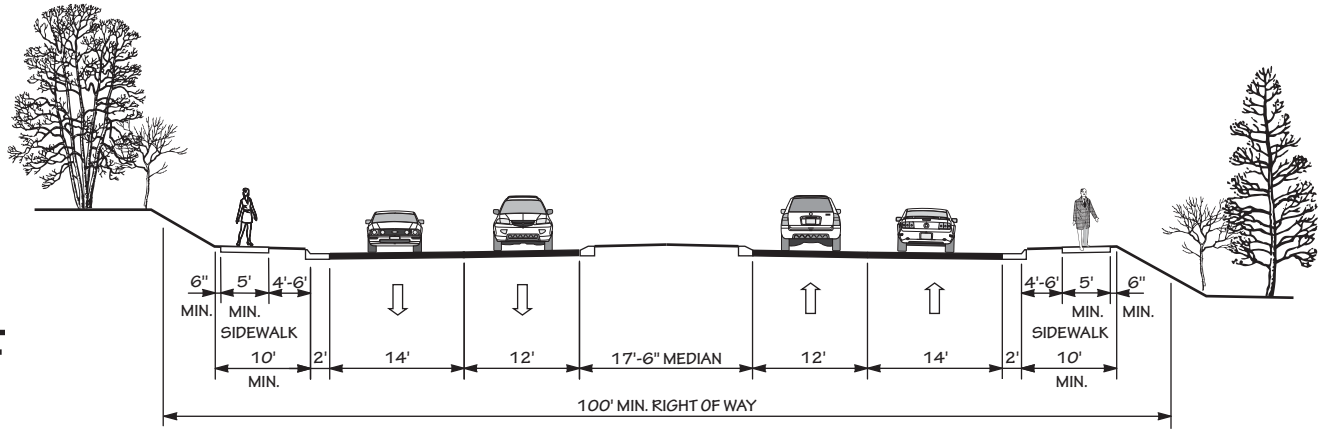
4E



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

POSTED SPEED 35-55 MPH

4F



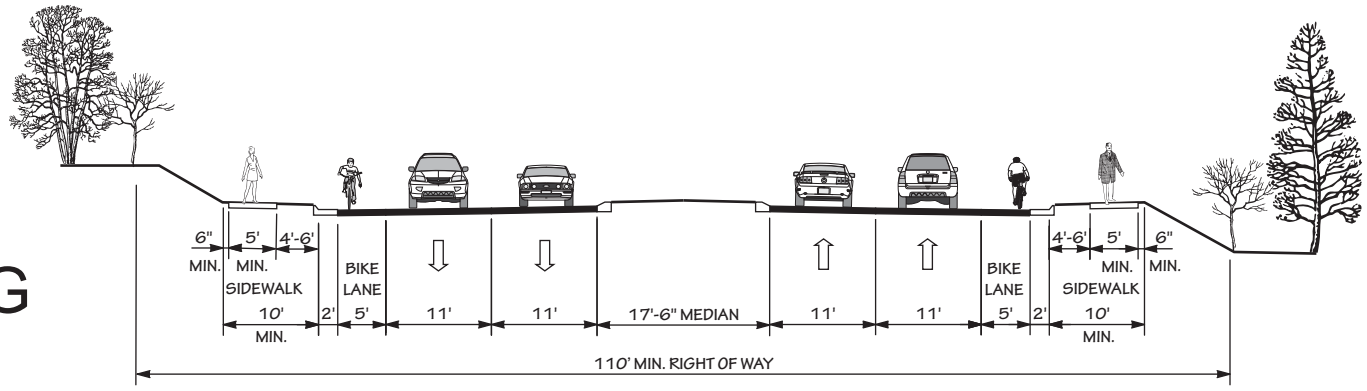
4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

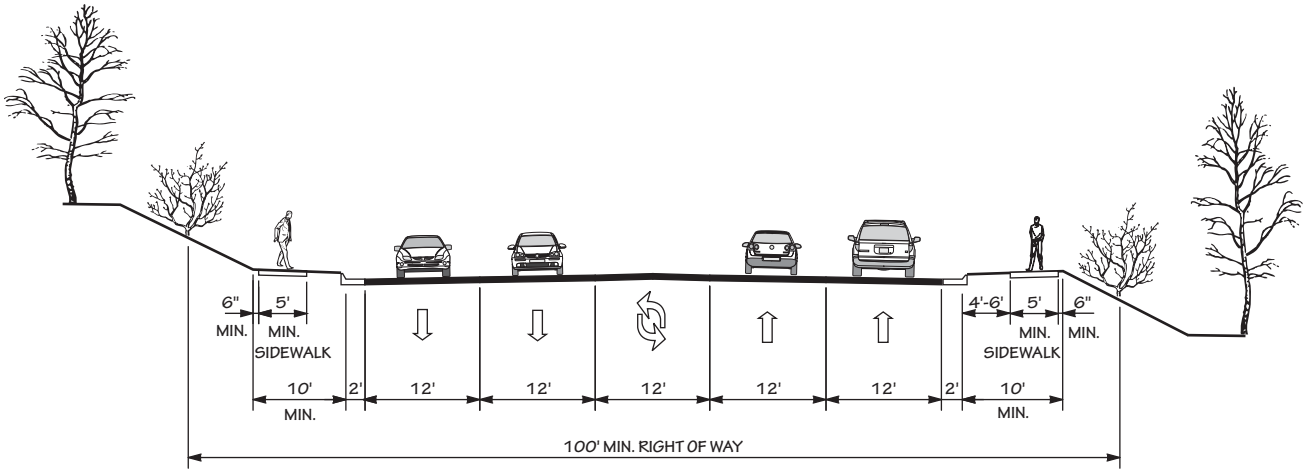
4G



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

POSTED SPEED 35-45 MPH

5A

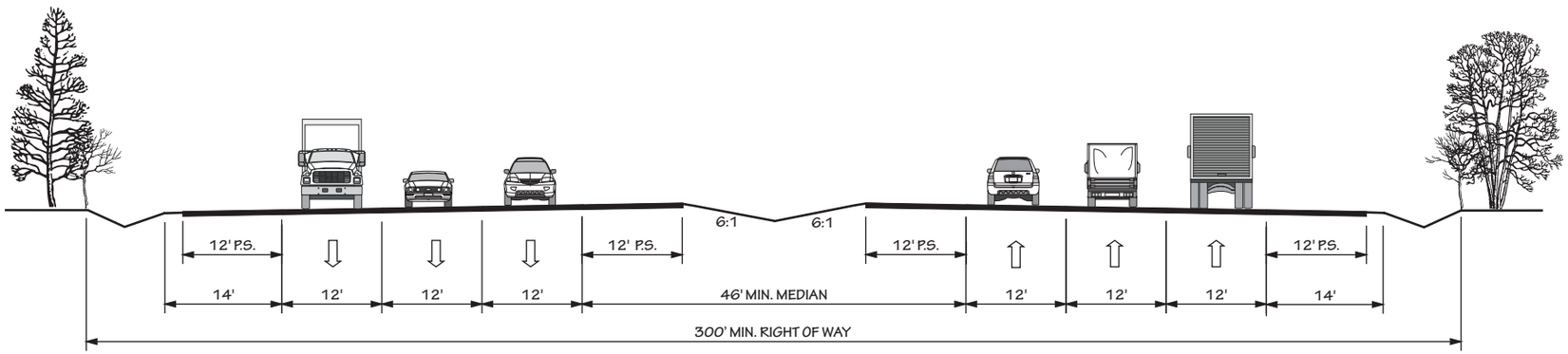


4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 35-45 MPH

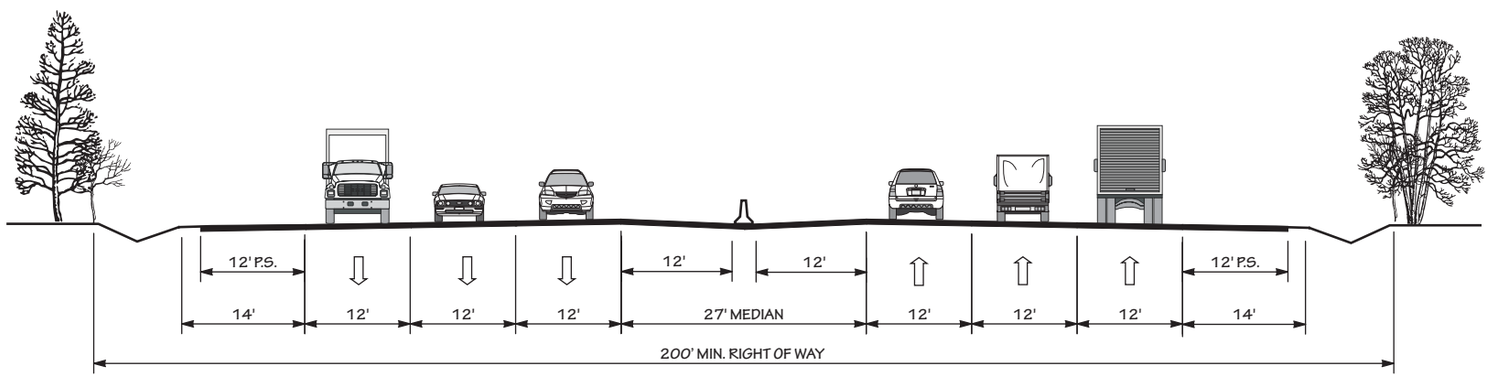
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

POSTED SPEED 45-70 MPH

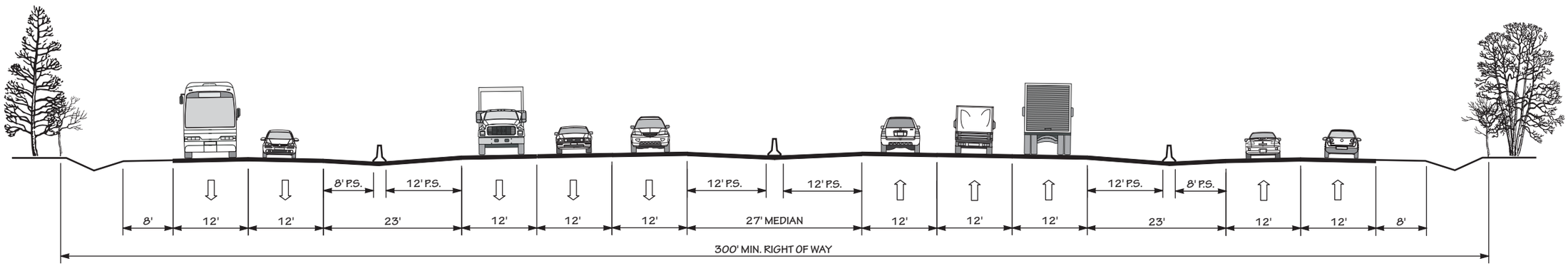


6B 6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

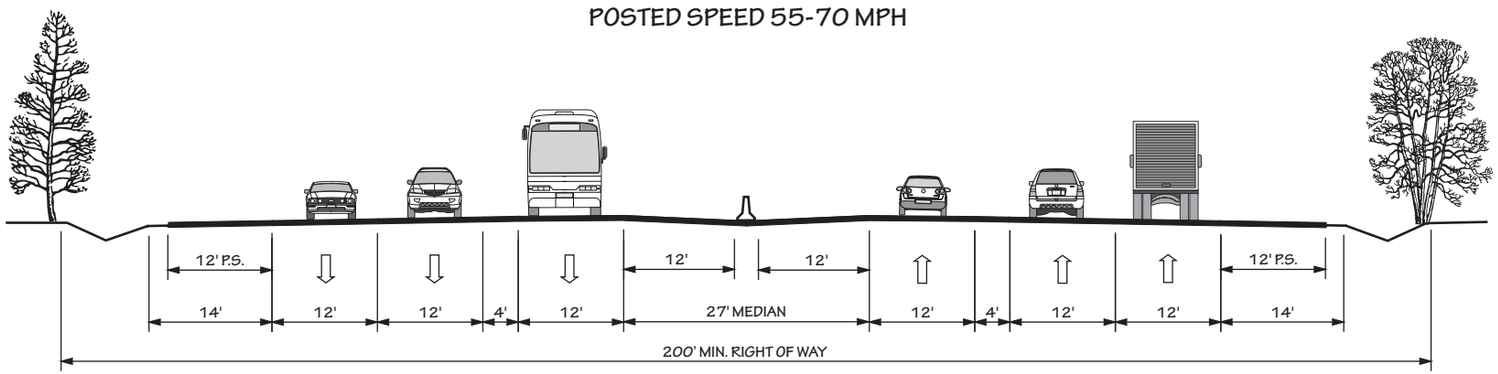
"TYPICAL" HIGHWAY CROSS SECTIONS



6C

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

POSTED SPEED 55-70 MPH



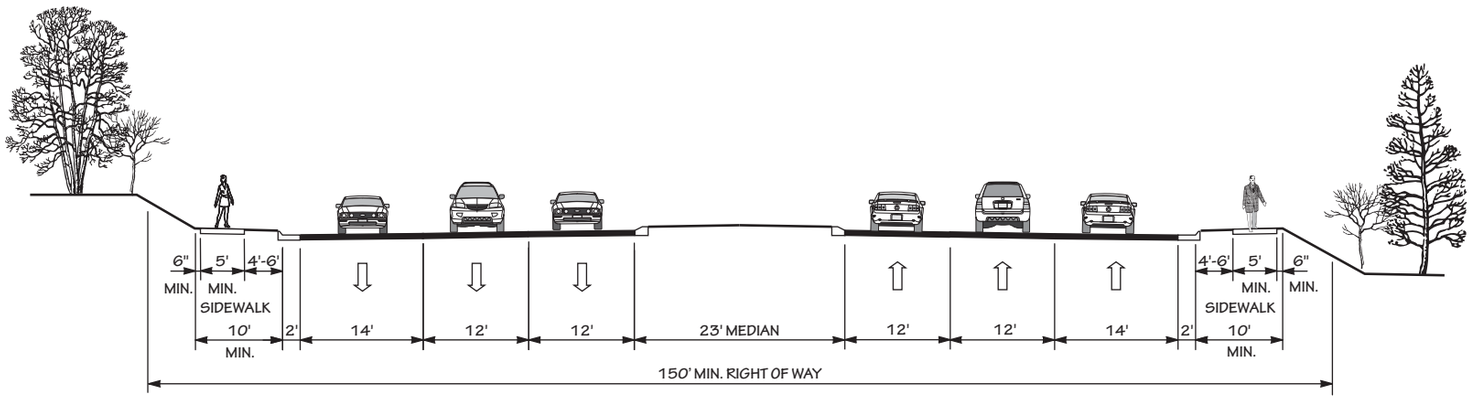
6D

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

POSTED SPEED 55-70 MPH

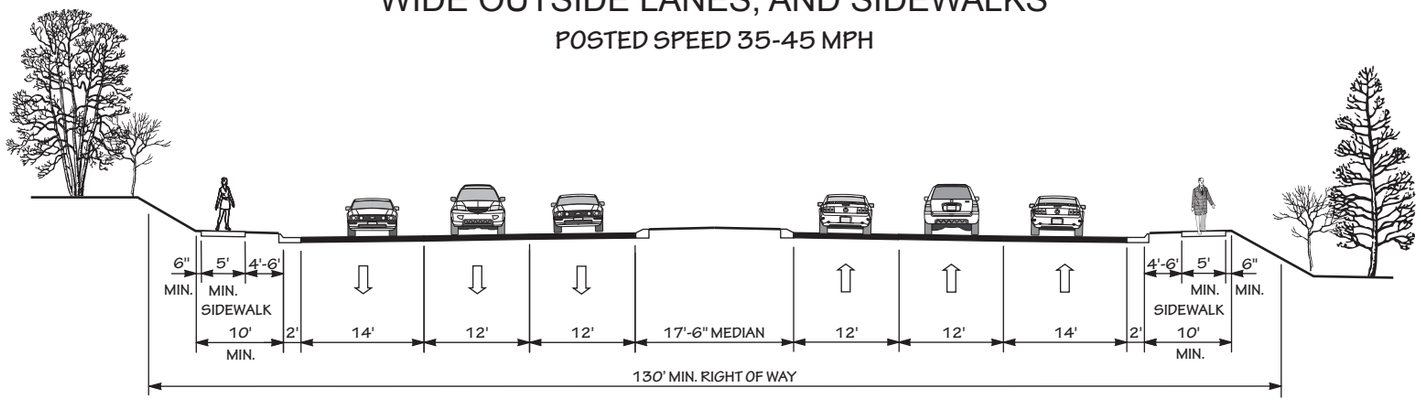
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

POSTED SPEED 35-45 MPH



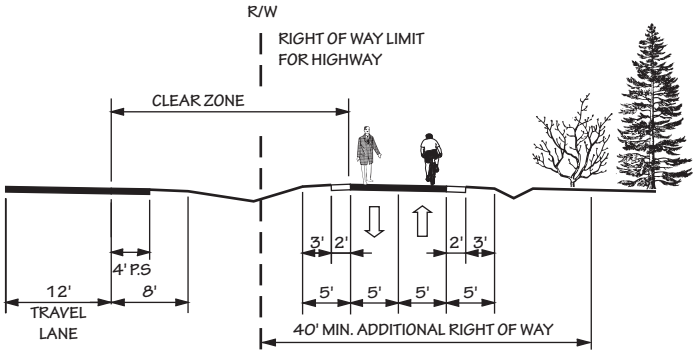
6F 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

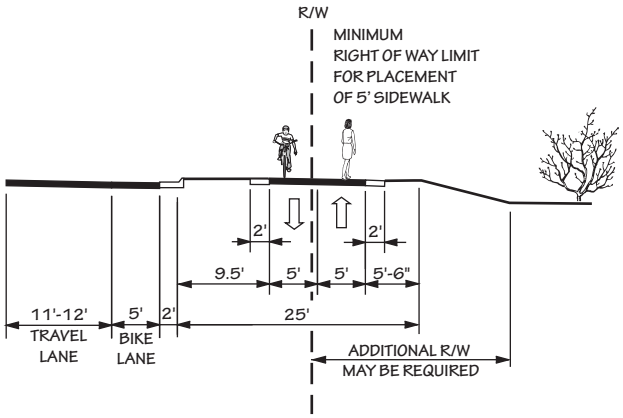
"TYPICAL" HIGHWAY CROSS SECTIONS

M A



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

M B



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

Revised 05/05/2014

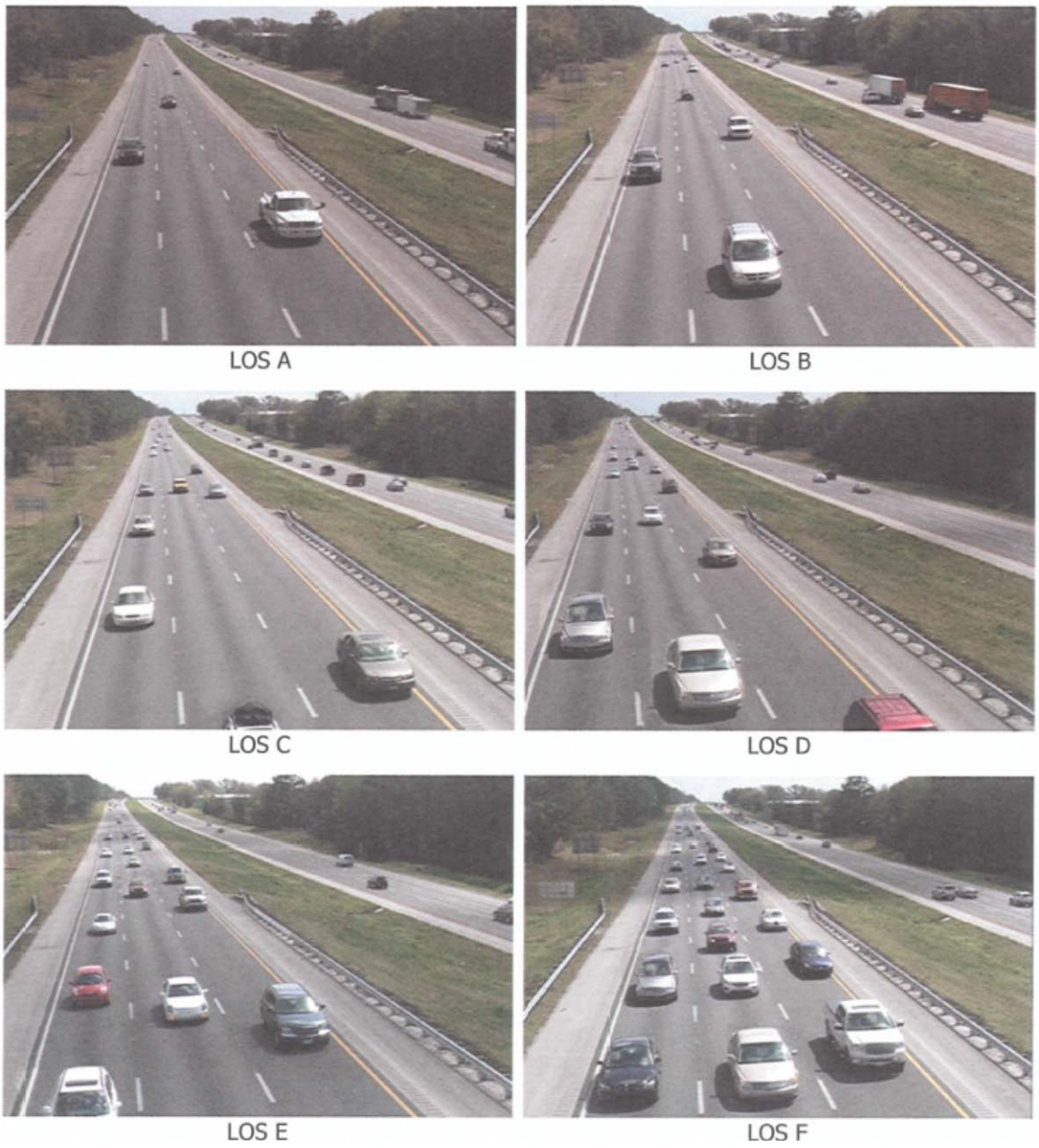
Appendix E
Level of Service Definitions

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

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 8.

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

Figure 8 - Level of Service Illustrations



Source: 2010 Highway Capacity Manual, Exhibit 11-4

Appendix F
Bridge Deficiency Assessment

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

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

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

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

A bridge must be classified as deficient in order to qualify for federal replacement funds. Additionally, the sufficiency rating must be less than 50% to qualify for replacement or less than 80% to qualify for rehabilitation under federal funding. Deficient bridges located on roads evaluated as a part of the CTP are listed in Table 3. For more details on deficient bridges within the planning area, contact the Structures Management Unit using the information in Appendix A.

Table 3 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	Local ID
11	NC 308	Mackeys Creek	SD & FO	B-5601
12	Cross Road (SR 1301)	Kendrick Creek	SD	*
15	NC 32	Albemarle Sound	SD	
17	Old Roper Road (SR 1114)	Conaby Creek	FO	WASH0014-H
20	Main Street (SR 1142)	Scuppernong River	SD & FO	
87	Old US 64 (SR 1122)	Main Canal	SD & FO	
98	Rankin Lane (SR 1342)	Conaby Creek	SD	
121	US 64 WBL	Sixth Street (SR 1310)	FO	
122	US 64 EBL	Sixth Street (SR 1310)	FO	
123	US 64 WBL	Front Street (SR 1119)	FO	
124	US 64 EBL	Front Street (SR 1119)	FO	
129	US 64 WBL	Bush Street (SR 1125)	FO	
130	US 64 EBL	Bush Street (SR 1125)	FO	
116	US 64 WBL	Cedar Wretch Road (SR 1141)	FO	
117	US 64 EBL	Cedar Wretch Road (SR 1141)	FO	

* Right of Way and Utility Relocation are funded through Bridge Preservation Funds.

Appendix G
Socio-Economic Data Forecasting Methodology

The Washington County CTP 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. For this CTP, the 2009 Washington County CAMA Land Use Plan was used and is illustrated in Figures 9 & 10. This data was endorsed by the CTP Committee on May 19, 2014. The established future growth rates were endorsed by the Washington County Commissioners on July 7, 2014.

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

Population Projections:

Population trends were estimated using historic population data from the North Carolina Office of State Budget and Management and from the LINC (Log In to North Carolina) report for Washington County and its surrounding counties. Much like determining an interest rate, a population growth rate was determined using simple linear growth. Past trends and projections through the year 2030 were looked at along with the growth in population. This data is listed in the Table 4 below with the future information projected by the North Carolina Office of State Budget and Management.

Table 4: Population Data

Location	1980	1990	2000	2010	2014	2020	2030
North Carolina	5,880,096	6,656,987	8,082,261	9,535,483	10,166,530	11,039,342	12,463,244
Washington County	14,801	13,997	13,723	13,228	13,134	13,073	13,050
Bertie County	21,024	20,388	19,773	21,282	21,857	22,677	24,042
Chowan County	12,558	13,506	14,150	14,793	14,282	13,563	12,636
Tyrell County	3,975	3,856	4,149	4,407	4,445	4,512	4,624
Hyde County	5,873	5,411	5,826	5,810	5,731	5,609	5,403
Beaufort County	40,355	42,283	44,958	47,759	50,500	54,372	60,828
Martin County	25,948	25,078	25,546	24,505	24,461	24,404	24,309

The data presented in Table 4 indicates a slight decline in overall growth for Washington County, while surrounding counties fluctuate between a slight decline and a slight increase in population. During discussions with the Washington County CTP Committee, committee members indicated that in recent years the US 64 corridor through Washington County has experienced growth of hotels and other businesses which serve not only the residents of Washington County but vacationers heading to and leaving the Outer Banks. Further, a total of 70 businesses have recently located in the area and employ local residents. The Domtar pulp mill located in Washington and Martin counties currently employees 450 people and is seeking opportunities to expand their barge operations which could lead to more employment opportunities in the future

as well. Plymouth Municipal Airport can also accommodate corporate jets and is currently in the second phase of a seven year plan of improvement. Additional employment opportunities are also anticipated to be added by developing the Industrial Park.

Considering all these factors, the Washington County CTP Committee proposed and endorsed population projections using a 0.5 % annual growth rate from 2014-2020 and 1.0% annual growth rate from 2021-2040. Using these rates, population projections utilized in the development of the CTP are given below in Table 5.

Table 5: Washington County Projected Population

	2014	2020	2040
Population	13,134	13,533	16,350

Employment Projections:

Total employment for 2010 in the Washington County was 5,586 jobs. To determine the number of future jobs in Washington County, a ratio of 2010 employment to 2010 population was calculated.

2010 Employment = 5,586

2010 Population = 13,228

Employment to Population ratio (emp/pop) = 0.4223

Table 6: Washington County Employment

Employment	1990	2000	2010	2014
Washington County	5,367	5,417	5,586*	5,600**

Source: U.S. Census Bureau (Published in 2009 CAMA Land Use Plan)
* InfoUSA data
**Linear Projection based on past growth.

The data in Table 6 indicates a slight increase in total employment. Therefore, the employment to population ratio is projected to be slightly higher for 2040 assuming the continued positive growth in the future and the potential for additional employment opportunities previously discussed. The total employment for 2040 is projected to be 6,920 jobs as calculated below.

2040 Population projections: 16,350

2040 Projected Employment to Population ratio (emp/pop) = 0.4230

2040 Employment projections: 16,350 x 0.423 = **6,920 jobs**

Figure 9 (Sheet 1 of 4)

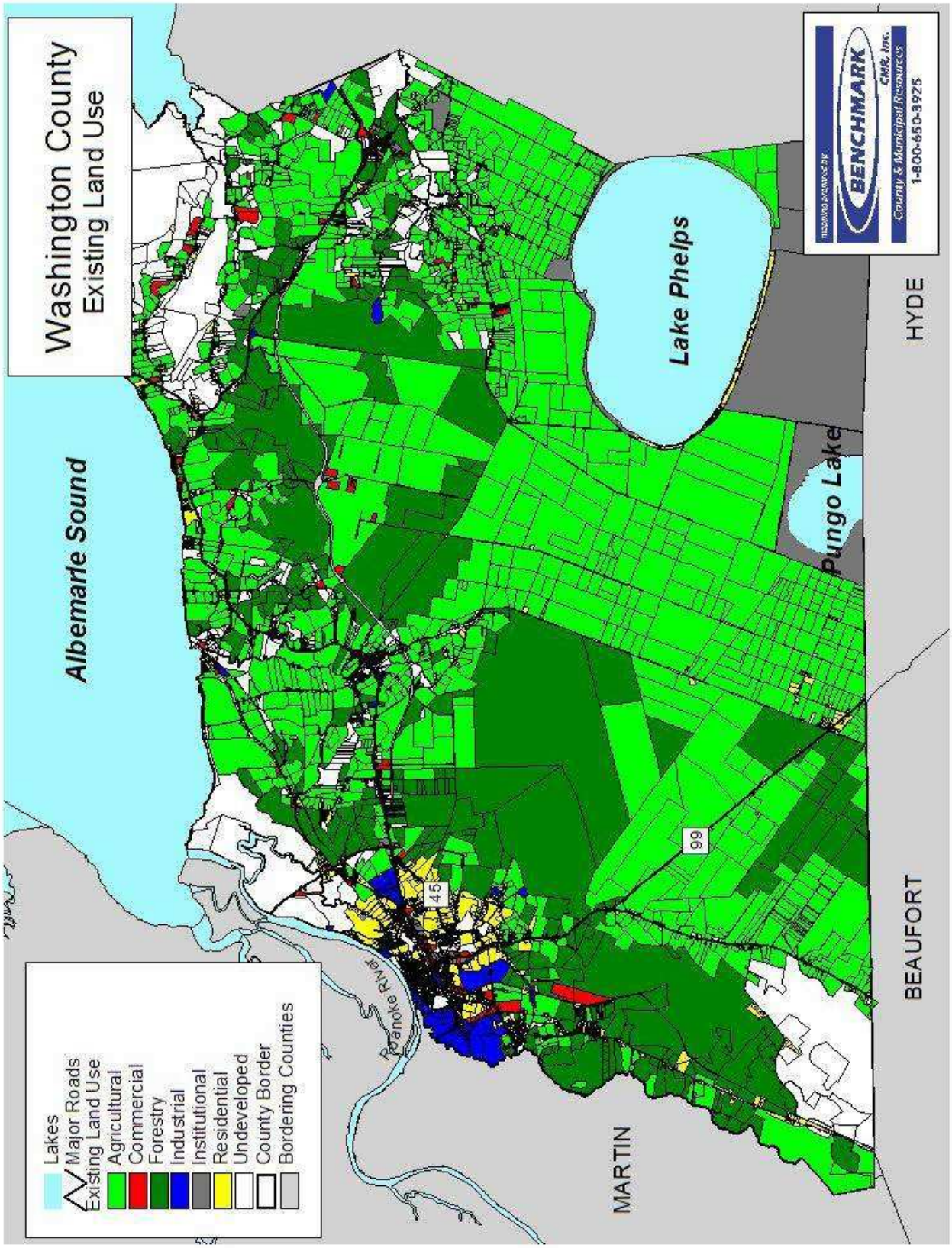


Figure 9 (Sheet 2 of 4)

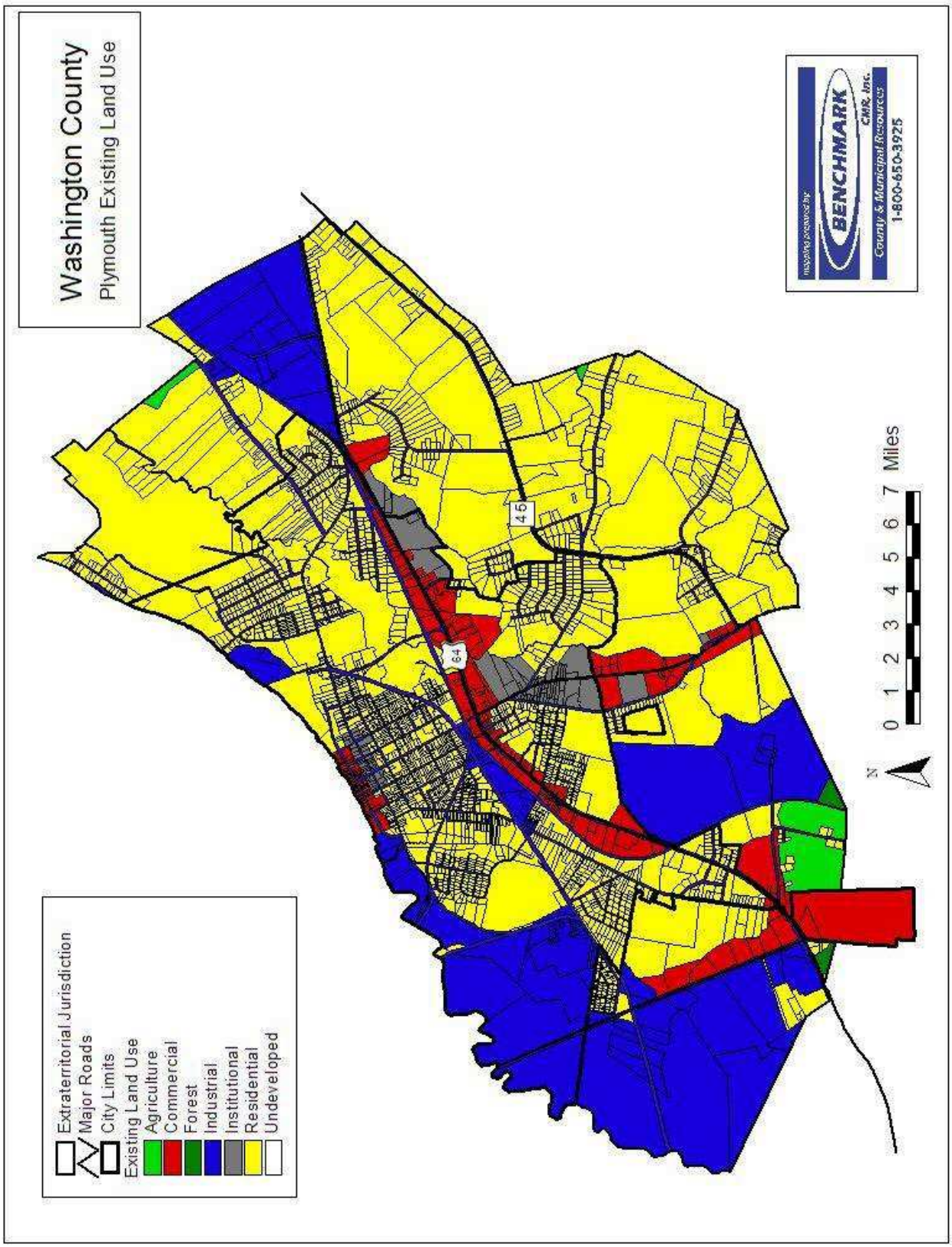


Figure 9 (Sheet 3 of 4)

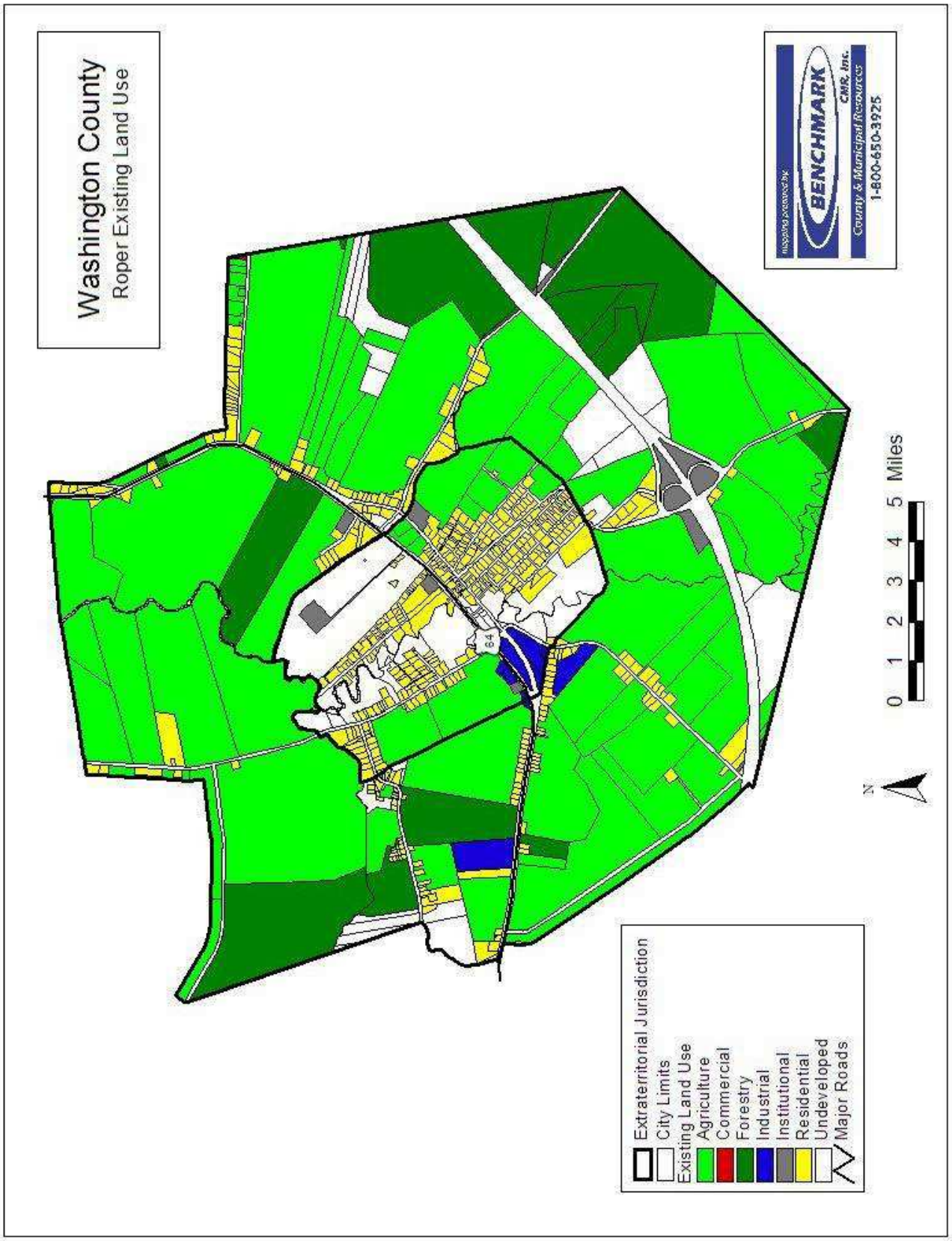


Figure 9 (Sheet 4 of 4)

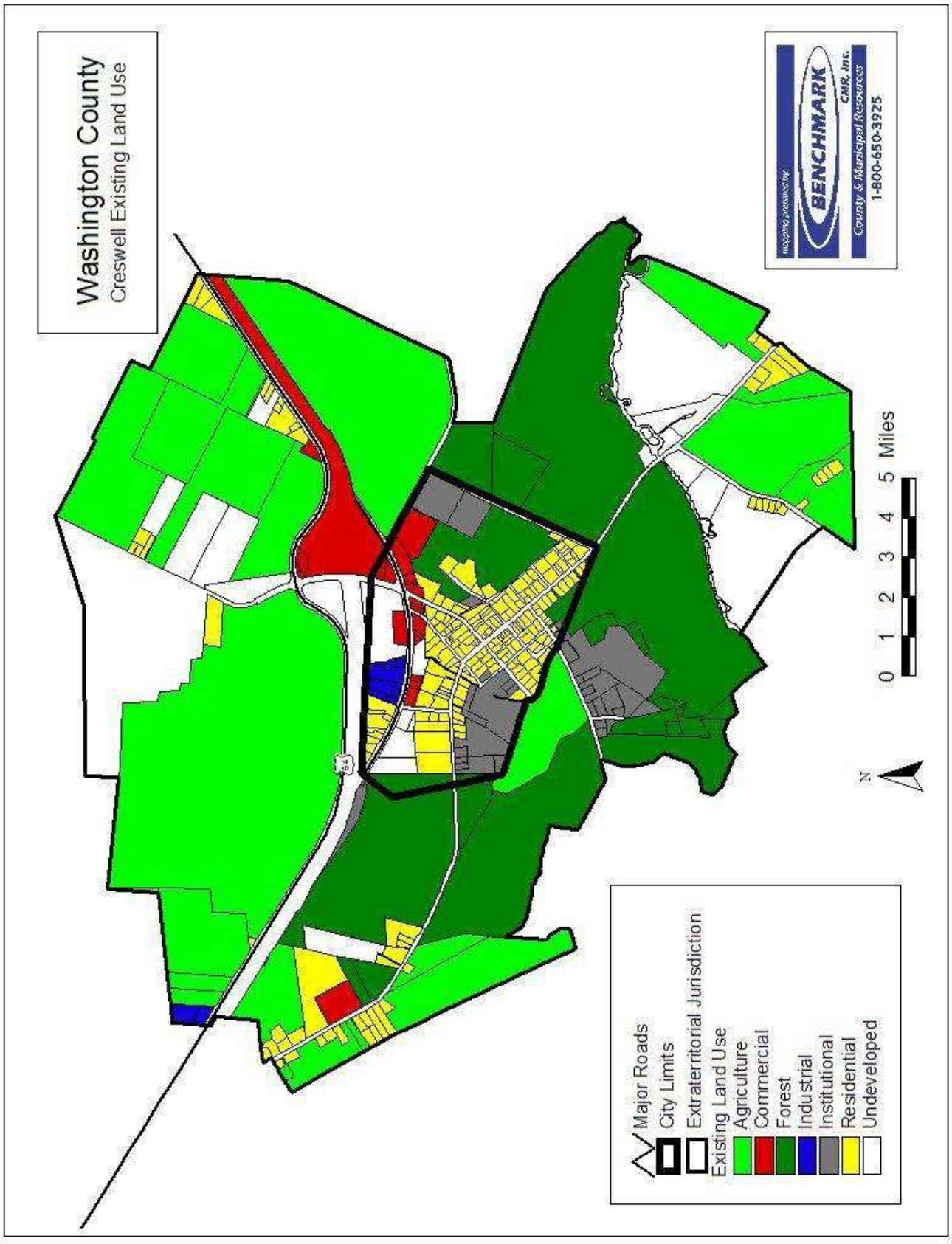


Figure 10 (Sheet 1 of 4)

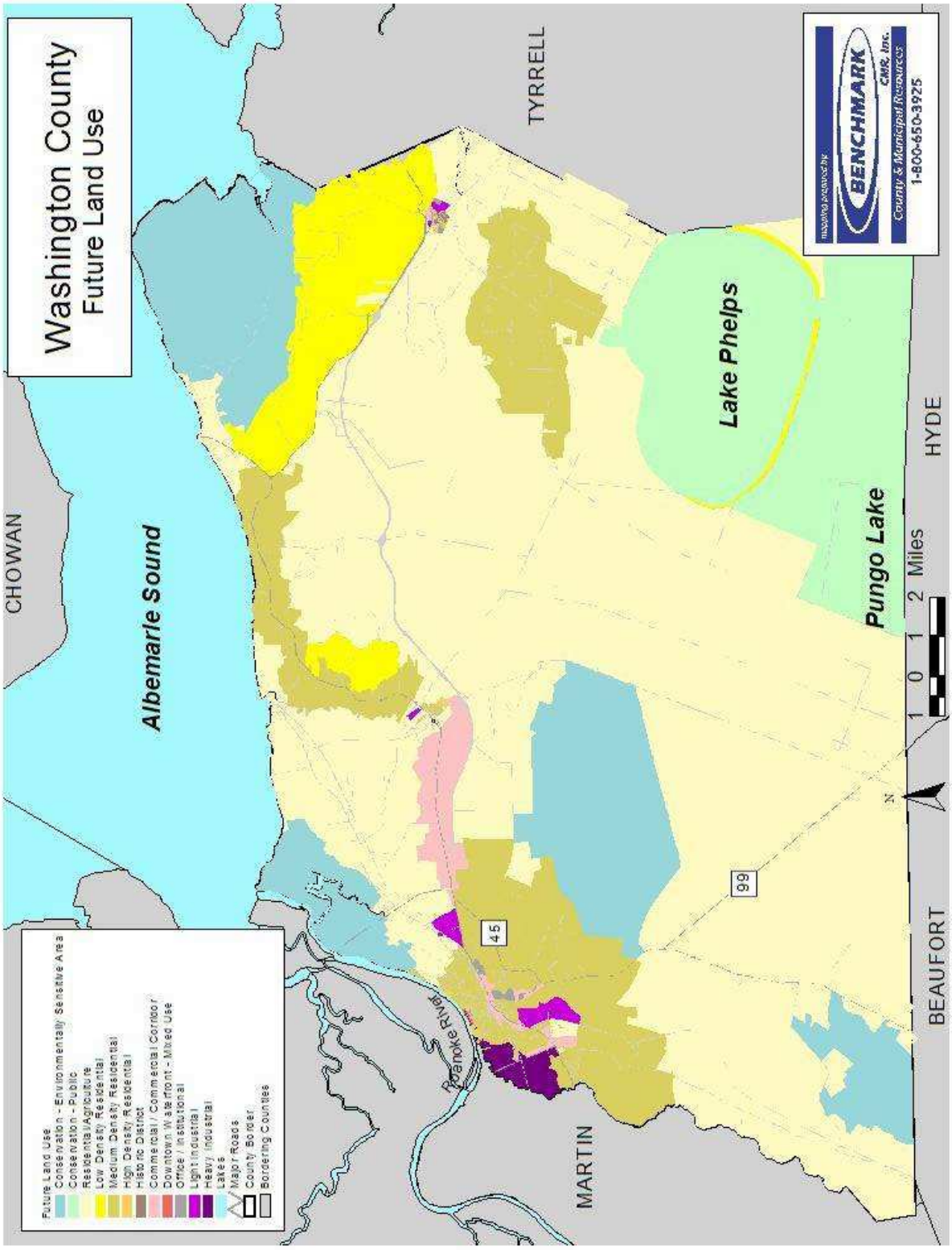


Figure 10 (Sheet 2 of 4)

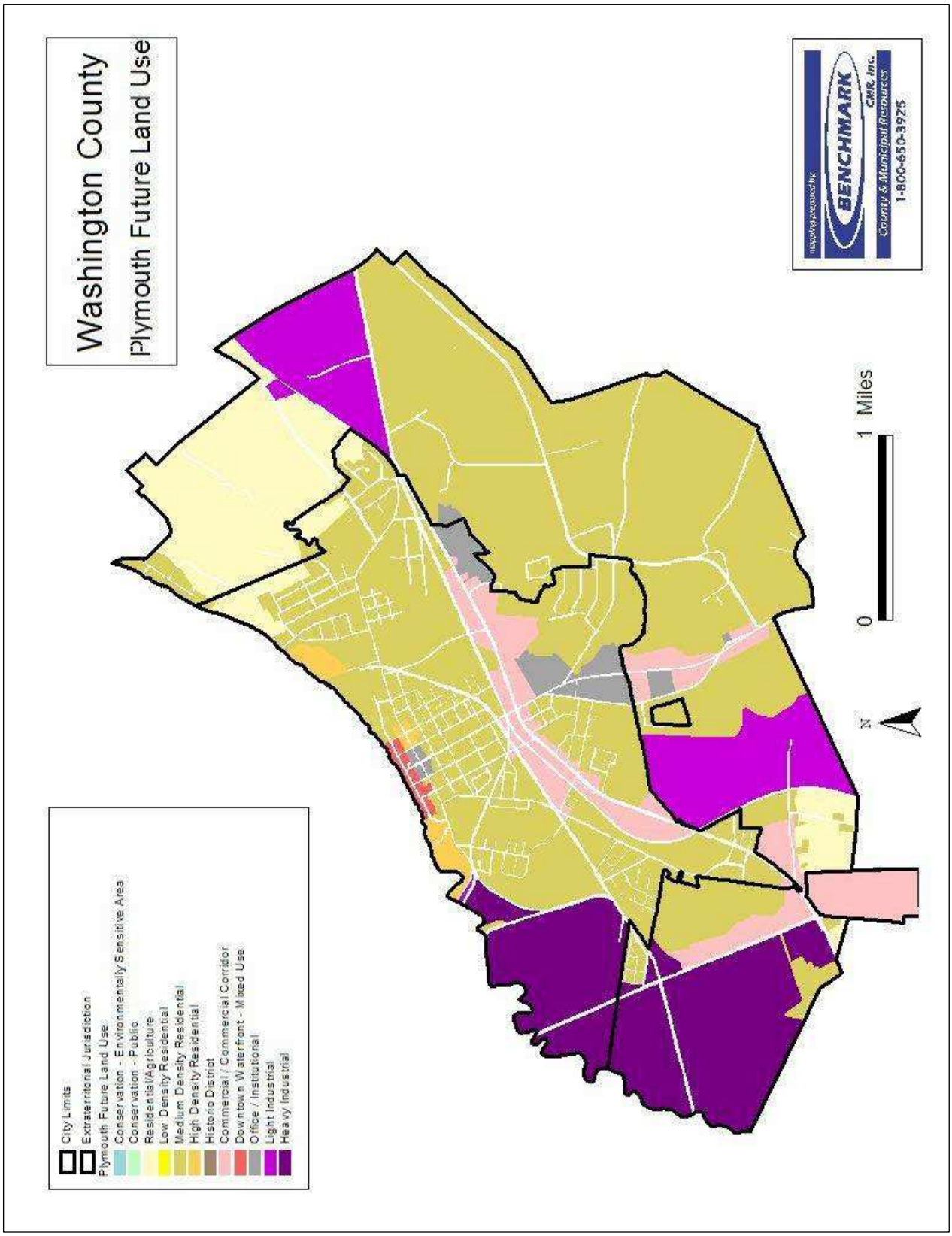


Figure 10 (Sheet 3 of 4)

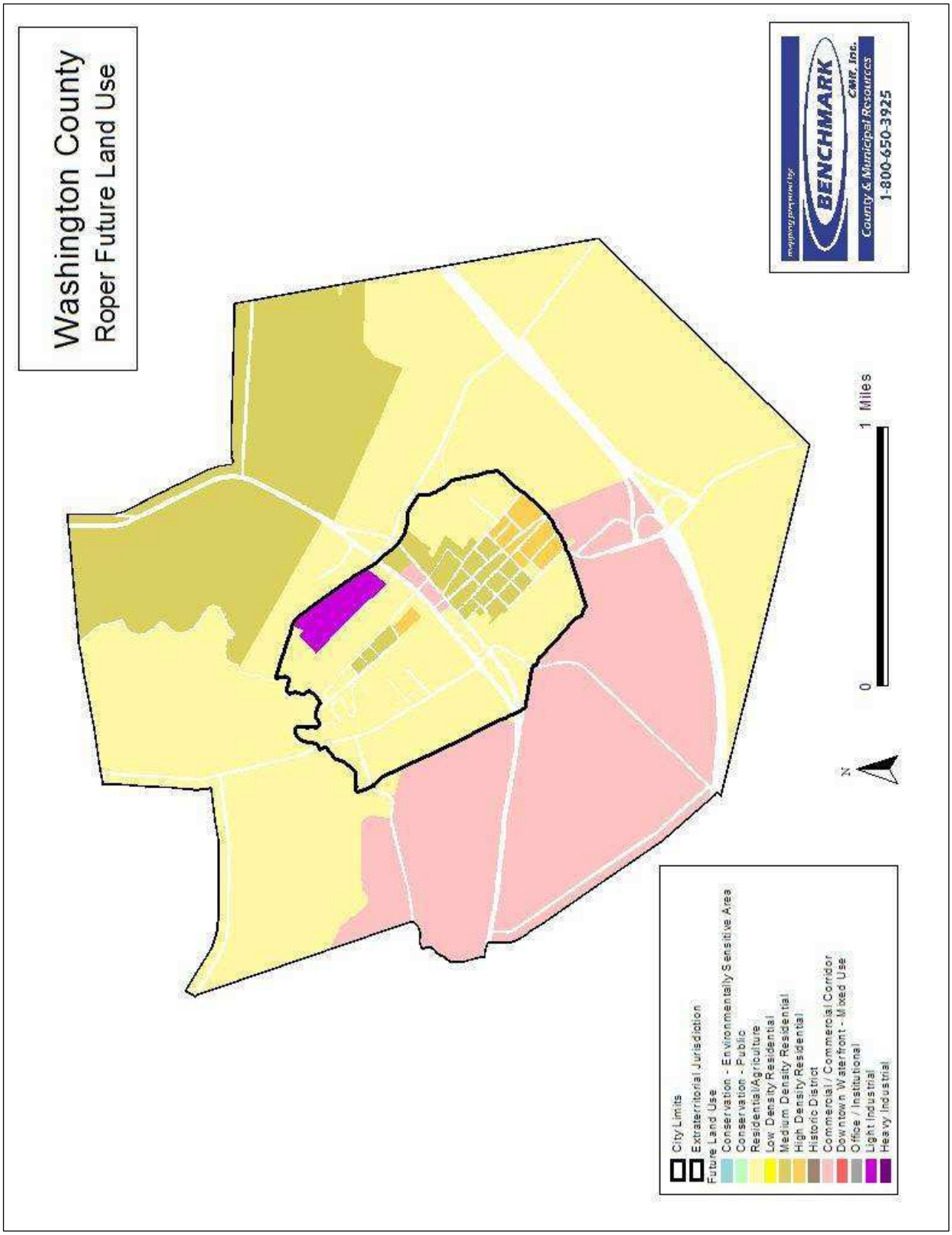
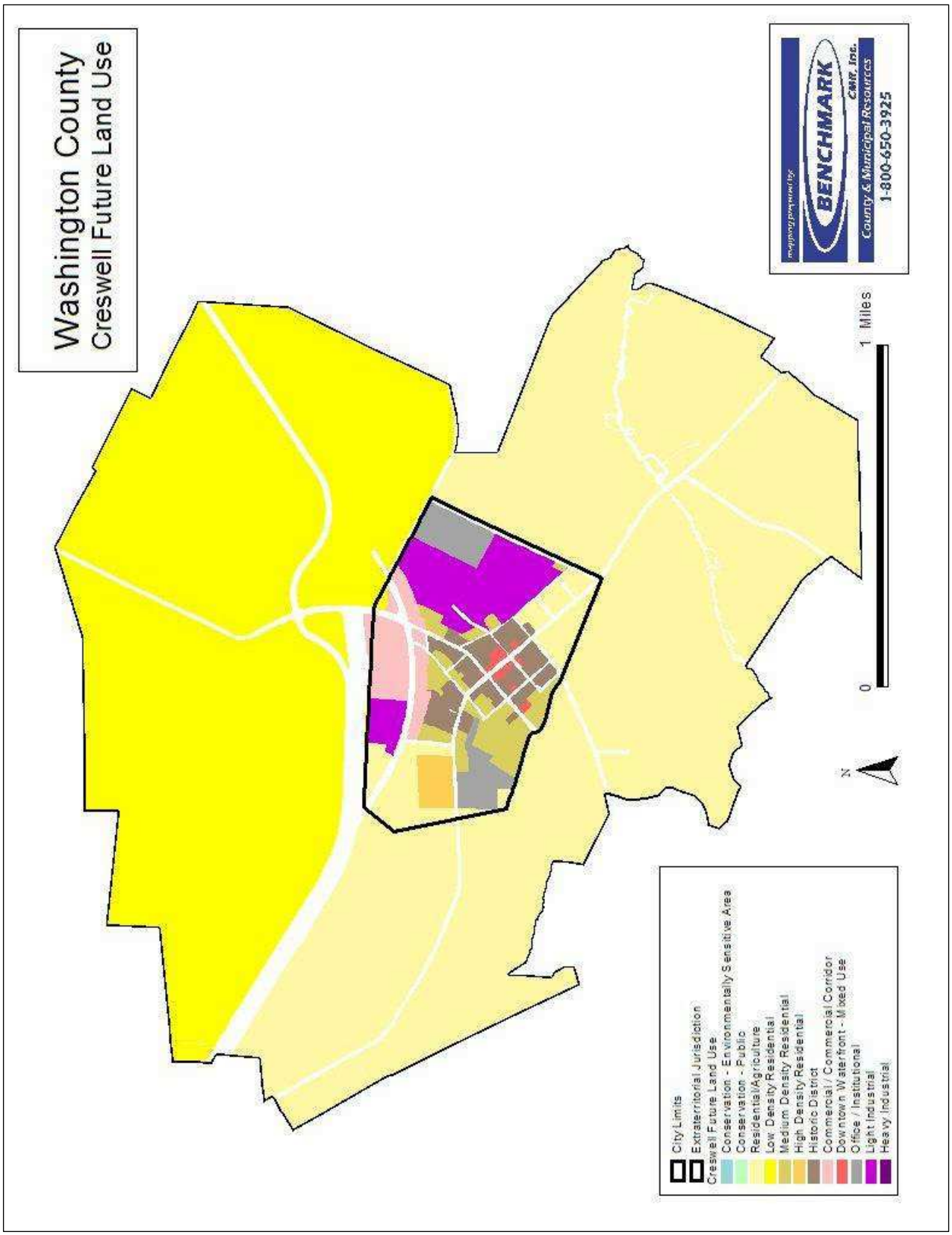


Figure 10 (Sheet 4 of 4)



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 Washington County CTP is given below.

- Jack Barnes, Washington County citizen
- Gretchen Byrum, NCDOT Division 1 Planning Engineer
- Elizabeth “Beth” Floyd, Washington County Chief Deputy Sherriff
- Carolyn Jannise, Washington County business owner
- Larry Jones, Washington County citizen
- Ann Keyes, Washington County Emergency Management
- Debra Lyle, Washington County business owner
- J.D. Melton, Creswell Town Councilman
- Jerry Rhodes, Washington County Manager
- Brian Roth, Plymouth Mayor
- William “Bill” Sexton Jr., Washington County Commissioner
- Wesley Stokes, Washington County school system
- Jonathan Taylor, Washington County Chamber of Commerce
- Angela Welsh, Albemarle Rural Planning Organization

CTP Vision, Goals, and Objectives

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, and objectives 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.

VISION:

To plan a safe, reliable, efficient and integrated multimodal transportation system throughout Washington County without regards to jurisdictional boundaries that encourages sustainable economic development, recreation, connectivity, and healthy living that is also compatible with the cultural, environmental, and land use patterns.

GOALS:

- Promote ease of access, mobility and safety on primary, secondary and tertiary roads.
- Adapt existing infrastructure to foster economic development and quality of life of residents and visitors.
- Create a network that is conducive to emergency preparedness and response.
- Enhance the character of rural community and preserve the historic nature of the county, while promoting growth.
- Enhance quality of life and health by promoting multi modal options.

Goals and Objectives Survey

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

Washington County Transportation Survey

1. How important are the following Transportation goals?

Answer Options	Not important	Important	Very important	Response Count
Public transportation options	15	39	50	104
Congested areas	22	55	23	100
Preserve community and rural character	14	51	36	101
Protect the environment	5	43	54	102
Support economic growth	3	34	64	101
Improve services for special needs	5	42	57	103
More opportunities for safe biking and walking instead of driving	10	41	51	102

Answered: 106; Skipped: 1

2. Please select which of the following methods you agree with for increasing roads efficiency.

Answer Options	Agree	Disagree	Response Count
Building additional travel lanes	65	32	97
Making improvements to intersection such as better traffic signal timing, adding guard rails, creating roundabouts	88	14	102
Controlling the frequency and locations of driveways and cross streets that access the road	77	20	97

Answered: 103; Skipped: 4

3. Are you concerned with bicycle and pedestrian safety at any specific locations?

Answer Options	Response Percent	Response Count
Yes	66.3%	69
No	33.7%	35
If yes, please list locations.		50
The top three responses included: • US 64 and Wilson Street • US 64 and Rankin Lane • Plymouth		

Answered: 104; Skipped: 3

4. Are you concerned with vehicle accident problems at any specific locations?

Answer Options	Response Percent	Response Count
Yes	58.7%	61
No	41.3%	43
If yes, please list locations.		46
The top two responses included: • US 64 in Plymouth • Wilson Street		

Answered: 104; Skipped: 3

5. Is commercial truck traffic negatively affecting your area?

Answer Options	Response Percent	Response Count
Yes	31.4%	32
No	68.6%	70
The top three responses included: • US 64 • Highway 45Plymouth		

Answered: 102; Skipped: 5

6. To what areas would you like to have improved access?

Answer Options	Response Percent	Response Count
Edenton, NC	32.4%	24
Greenville, NC	58.1%	43
Elizabeth City, NC	29.7%	22
Washington, NC	52.7%	39
Other	16.2%	12
Other (please specify)		37
The top two responses included: • Outer Banks • Williamston		

Answered: 74; Skipped: 33

7. What roads would you like to have improved access to?

Answer Options	Response Percent	Response Count
US 64	74.4%	61
NC 32	52.4%	43
NC 45	40.2%	33
NC 94	8.5%	7
NC 99	22.0%	18
NC 308	11.0%	9
US 17	40.2%	33
Other	1.2%	1
Other (please specify): *The top response was Plymouth*		5

Answered: 82; Skipped: 25

8. Are there areas where you would like to see sidewalks or multi-use paths (for bicycling or walking) constructed or improved?

Answer Options	Response Percent	Response Count
Yes	54.1%	53
No	45.9%	45
If yes, please list locations		46
The top three responses included: • US 64 in Plymouth • Wilson St • Downtown		

Answered: 98; Skipped: 9

9. Do you use the local waterways?

Answer Options	Yes	No	Response Count
	48	51	99
If yes, how do you use them?			
Answer Options	**commercially**	**recreationally**	**Response Count**
	4	41	45
Please list specific concerns about waterways. *The top response was clear debris.*			10

Answered: 100; Skipped: 7

10. Do you use Plymouth Municipal Airport?

Answer Options	Yes	No	Response Count
	4	96	100
If yes, what do you use it for?			

Answer Options	Commercial flying	Corporate flying	Private flying	Response Count
	0	0	3	3

Answered: 100; Skipped: 7

11. What improvements do you feel are needed at Plymouth Municipal Airport:

Answer Options	Response Count
The top three responses included: • New Terminal Building • More Hangers • Business Expansion	27

Answered: 27; Skipped: 80

12. Would you use on-road bicycle facilities such as bicycle lanes and wider road shoulders?

Answer Options	Response Percent	Response Count
Yes	60.6%	60
No	39.4%	39
If yes, list desired locations. *The top response was US 64 in Plymouth.*		28

Answered: 99; Skipped: 8

13. What is your age?

Answer Options	Response Percent	Response Count
Under 18	0.0%	0
18-24	2.9%	3
25-34	7.7%	8
35-44	17.3%	18
45-54	24.0%	25

55-64	32.7%	34
65-74	9.6%	10
Over 75	5.8%	6

Answered: 104; Skipped: 3

14. How would you classify your race?

Answer Options	Response Percent	Response Count
White	66.3%	67
Black	28.7%	29
Native American	0.0%	0
Hispanic	1.0%	1
Asian	1.0%	1
Other	3.0%	3

Answered: 101; Skipped: 6

15. How many people, including yourself, live in your household?

Answer Options	Response Percent	Response Count
1	13.6%	14
2	40.8%	42
3	16.5%	17
4	15.5%	16
5	10.7%	11
6	0.0%	0
7	1.0%	1
8 or more	1.9%	2

Answered: 103; Skipped: 4

16. Where do you live?

Answer Options	Response Percent	Response Count
Creswell	3.8%	4
Plymouth	60.6%	63
Roper	3.8%	4
Washington County	7.7%	8
Outside of Washington County	24.0%	25

Answered: 104; Skipped: 3

17. Where do you work?

Answer Options	Response Percent	Response Count
Creswell	0.0%	0
Roper	0.0%	0
Plymouth	77.6%	66
Washington County	11.8%	10
Outside of Washington County	10.6%	9

Answered: 85; Skipped: 22

Public Meetings

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

Public Workshop # 1

The first meeting was held on October 6, 2014 at Stradar Building from 4:00pm to 7:00pm. This workshop introduced the CTP process, showed existing deficiencies in the transportation system, and detailed expectations of the final plan. Four citizens were in attendance. They were given copies of the comment forms to fill out and were asked what they saw as needs for the area. A comment form was submitted during the session by Riverlight Transit representative. Riverlight Transit representatives were invited to the CTP steering committee meeting. At the CTP steering committee meeting, a fixed deviated route commenting Plymouth, Roper and Creswell was developed along with proposed park-and-ride locations.

Public Workshop # 2

The second meeting was held on April 15, 2015 at Stradar Building from 4:00pm to 7:00pm. This workshop detailed the draft recommendations for the Washington County CTP. Two citizens were in attendance. They were given the opportunity to look through the recommendations and give additional feedback. One comment was gathered about minor widening improvements on Jones White Road (SR 1303), Old Cherry Road (SR 1155) and Mountain Canal Road (SR 1156). These suggestions were included in the Washington County CTP. No other comments were gathered at this meeting.

The Draft Washington County CTP was presented to the Washington County Board of Commissioners on April 6, 2015 and to town councils on April 13, 2015. The purpose of the meetings was to discuss the plan recommendations and to solicit further input from the public. The Washington County Board of Commissioners held a public hearing on the Washington County CTP on April 6, 2015 and opened a 30 day public comment period.

The Washington County CTP was presented to all jurisdictions for adoption as follows:

Locale	Date
Creswell Town Council	May 11, 2015
Plymouth Town Council	May 11, 2015
Roper Town Council	June 8, 2015
Washington County Board of Commissioners	June 1, 2015

The CTP was adopted during this meeting. The Albemarle RPO endorsed the CTP on July 22, 2015. The North Carolina Department of Transportation mutually adopted the Washington County CTP on August 6, 2015.