2020 Craven County
Comprehensive Transportation Plan

Craven County

2020 Craven County
Comprehensive Transportation Plan

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Transportation Planning Division
N.C. Department of Transportation

In Cooperation with: Craven County
New Bern Metropolitan Planning Organization
City of Havelock
Town of Cove City
Town of Dover
Town of Vanceboro
Down East Rural Planning Organization

Published: Month Year

Professional Seal Here

Name
Title

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Executive Summary

In September of 2016, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and Craven County initiated a study to cooperatively develop the Craven County Comprehensive Transportation Plan (CTP), which includes Bridgeton, Cove City, Dover, Havelock, New Bern, River Bend, Trent Woods, and Vanceboro. 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 2020 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 Craven County CTP. The major recommendations for improvements are listed below. More detailed information about these and other recommendations can be found in Chapter 2.

HIGHWAY

- **Future I-42/ US 70:** Upgrade the existing facility from Jones County to Carteret County to interstate standards
- **US 70 (Havelock Bypass):** Construct a freeway on a new location from North of Pine Grove to North of Carteret County Line.
- **US 17 (New Bern Bypass):** Extend US 17 from US 70 to US 17 near Ernul
- **Terminal Drive / Airline Drive:** Airport Master Plan includes the addition of roundabouts at Airport Road & Clermont Road, Terminal Drive & Clermont Road, and the realignment of Williams Road
- **NC 43 (Vanceboro bypass):** The CTP project proposal for SPOT project H150068 is to study alternative solution to accommodate projected traffic volumes on US 17 Business (Main Street)/ NC 43 from NC 118 (Bailey Lane/ Dawson Lane) to Streets ferry Road (SR 1440).

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PITT COUNTY

LENOIR COUNTY

BEAUFORT COUNTY

PAMLICO COUNTY

CARTERET COUNTY

Neuse River

Adopted by:

Town of Cove City
Date:

Craven County
Date:

Town of Dover
Date:

New Bern Area MPO
Date:

City of Havelock
Date:

Town of Vanceboro
Date:

NCDOT
Date:

Endorsed by:

Down East RPO
Date:

Recommended by:

Transportation Planning Division
Date:

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Craven County

Comprehensive Transportation Plan

Plan date: 03/09/2020

Sheet 1 **Adoption Sheet**

Sheet 2 **Highway Map**

Sheet 3 **Public Transportation and Rail Map**

Sheet 4 **Bicycle Map**

Sheet 5 **Pedestrian Map**

Legend

- Schools
- Airport
- Roads
- Rail
- Rivers_Streams
- Water Bodies
- Municipal Bounderies
- State Park
- MPO Boundary
- County Bounderies
- Military Base

Miles

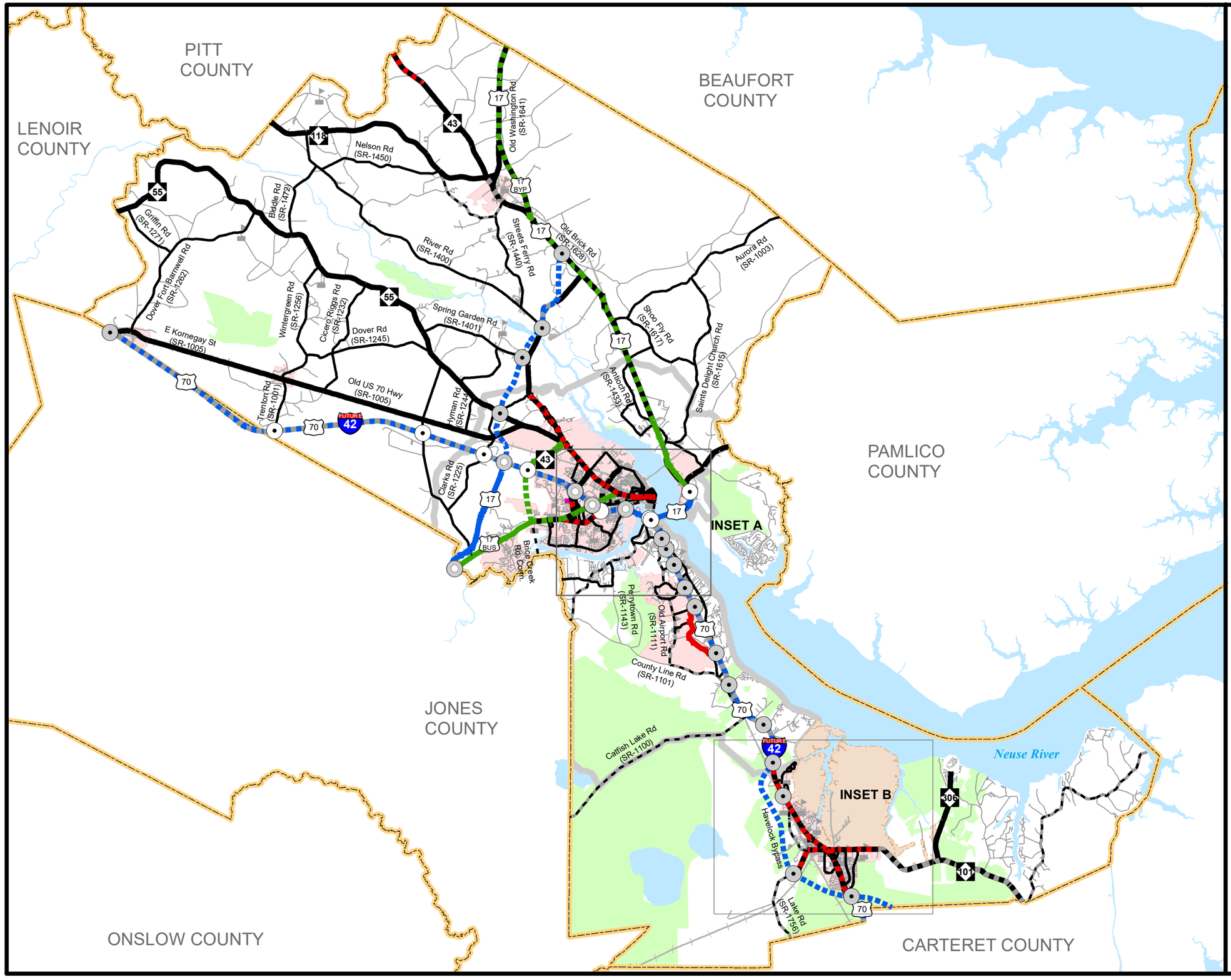
0 1 2 4 6

Sheet 1 of 5

Base map date: 01/10/2019

Refer to CTP document for more details

Back of Figure



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Highway Map

Craven County

1712

Craven County

Comprehensive Transportation Plan

Plan date: 6/12/2019

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

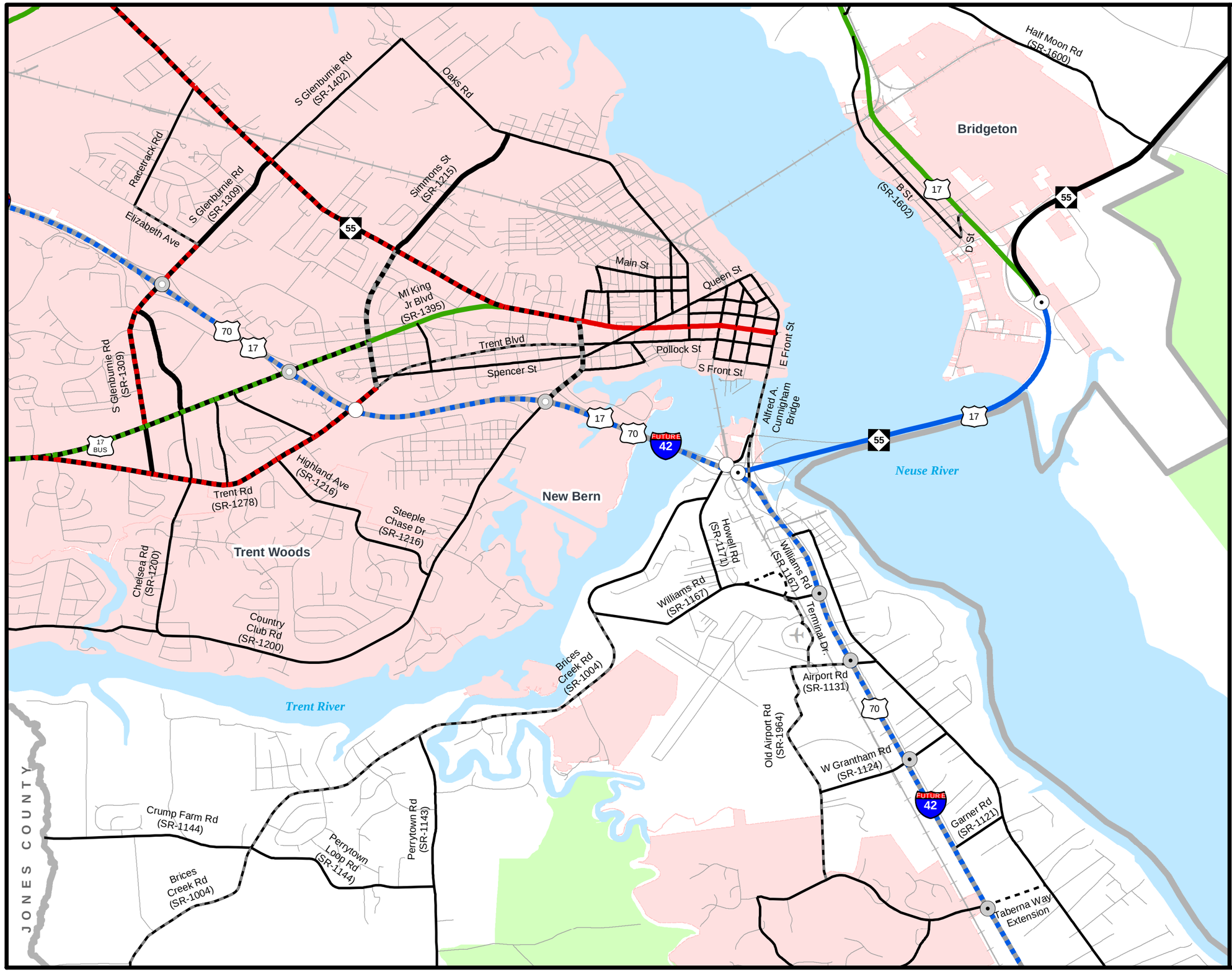
N W E S

0 1.25 2.5 5 Miles

Sheet 2 of 5

Base map date: 1/10/2019

Refer to CTP document for more details



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Highway Map INSET A

Craven County

1712

Craven County

Comprehensive Transportation Plan

Plan date: 03/09/2020

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

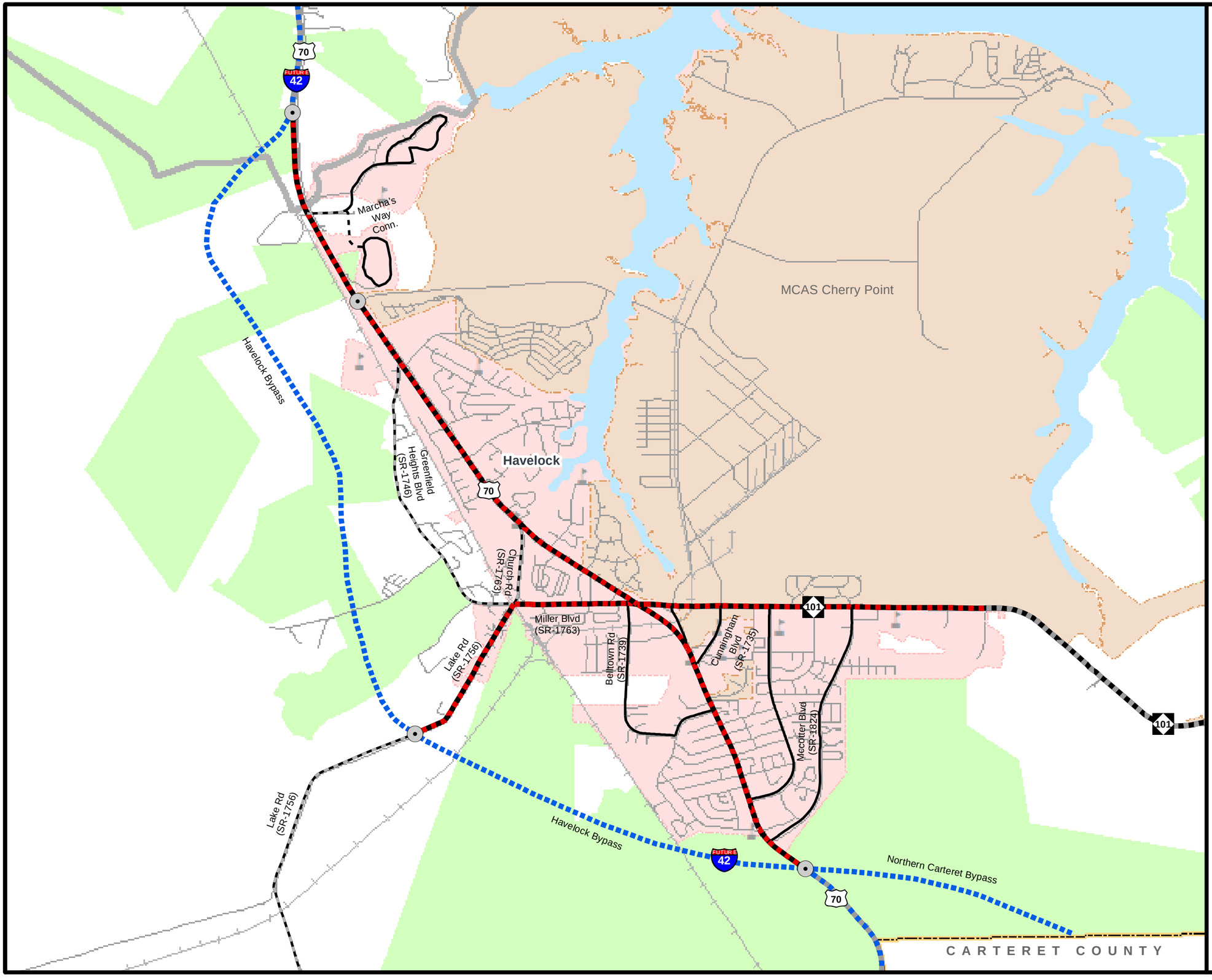
N W E S

0 0.225 0.45 0.9 Miles

Sheet 2A of 5

Base map date: 1/10/2019

Refer to CTP document for more details



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Highway Map INSET B

Craven County

1712

Craven County

Comprehensive Transportation Plan

Plan date:03/09/2020

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

N W E S

0 0.25 0.5 1 Miles

Sheet 2B of 5

Base map date: 1/10/2019

Refer to CTP document for more details

PITT COUNTY

BEAUFORT COUNTY

LENOIR COUNTY

PAMLICO COUNTY

JONES COUNTY

CARTERET COUNTY

INSET A

INSET B

Greyhound and Amtrak Thruway Services provides bus service within Craven County.
For more information on Greyhound and Amtrak Thruway Services bus routes please visit:
www.greyhound.com
www.amtrak.com

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Public Transportation and Rail Map

Craven County

1712

Craven County Comprehensive Transportation Plan

Plan date: 03/09/2020

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 1 2 4 6

N W E S

Sheet 3 of 5

Base map date: 1/10/2019

Refer to CTP document for more details

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Public Transportation and Rail Map Inset A

Craven County

Craven County

Comprehensive Transportation Plan

Plan date: 03/09/2020

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

0 0.25 0.5 1 Miles

Sheet 3A of 5

Base map date: 1/10/2019

Refer to CTP document for more details

Greyhound and Amtrak Thruway Services provides bus service within Craven County.
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www.greyhound.com
www.amtrak.com

Bridgeton

New Bern

Trent Woods

Neuse River

Trent River

Briarwood Ln (SR 1463)

S Glenburnie Rd (SR 1402)

Simmons St (SR 1215)

B St (SR 1602)

ML King Jr Blvd

Highland Ave (SR 1216)

Chelsea Rd (SR 1200)

River Rd (SR 1214)

Trent Woods Dr (SR 1213)

Country Club Rd (SR 1200)

Madam Moores Ln (SR 1004)

Williams Rd (SR 1187)

Old Airport Rd (SR 1964)

17 70 55 BUS 17

DRAFT

Public Transportation and Rail Map Inset B

Craven County

Craven County

Comprehensive Transportation Plan

Plan date: 03/09/2020

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 0.125 0.25 0.5

Sheet 3B of 5

Base map date: 1/10/2019

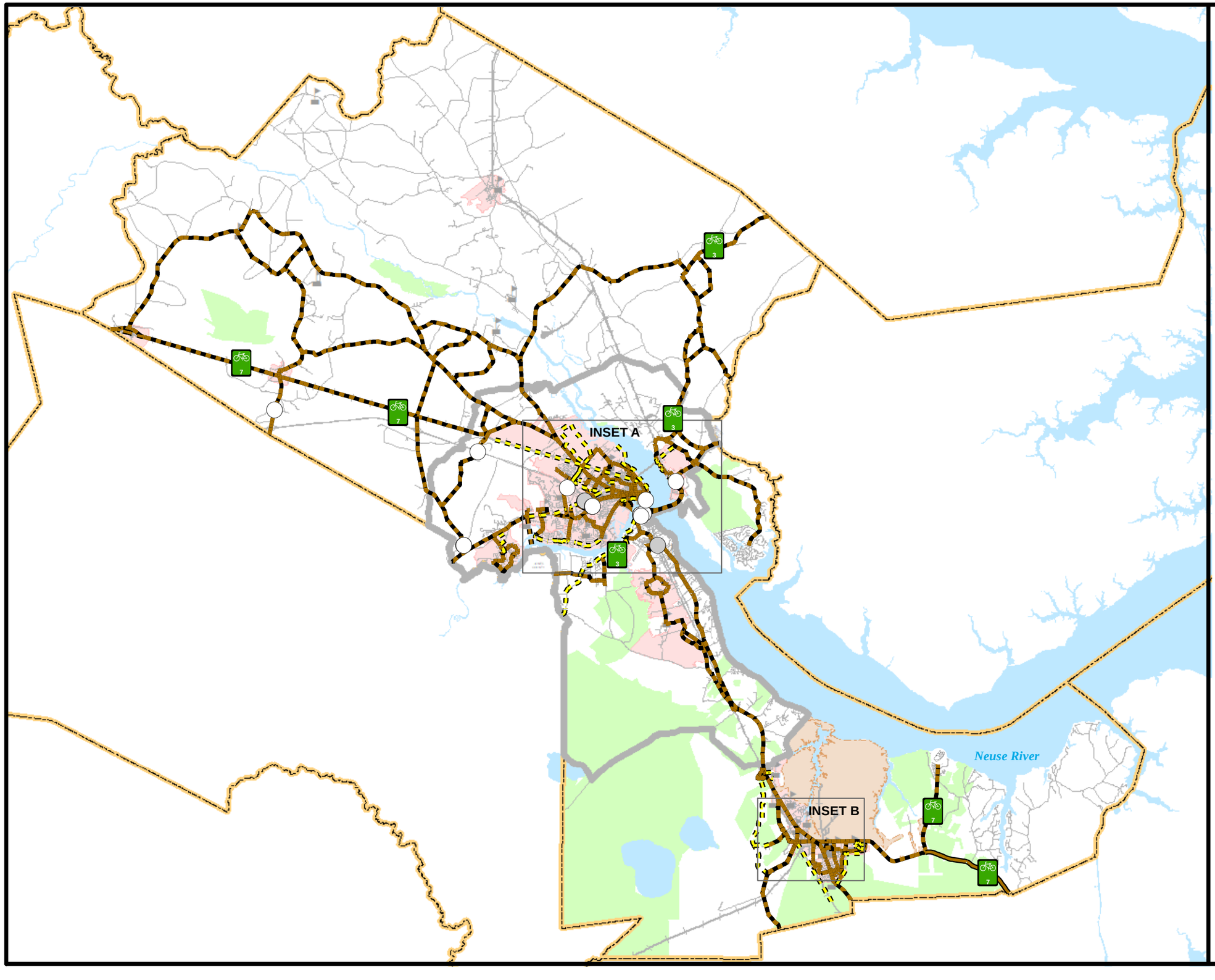
Refer to CTP document for more details

Havelock

MCAS Cherry Point

N
W E
S

Greyhound and Amtrak Thruway Services provides Bus service within Craven County.
For more information on Greyhound and Amtrak Thruway Services bus routes please visit:
www.greyhound.com
www.amtrak.com



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Bicycle Map

Craven County

1712

Craven County

Comprehensive Transportation Plan

Plan date: 03/09/2020

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

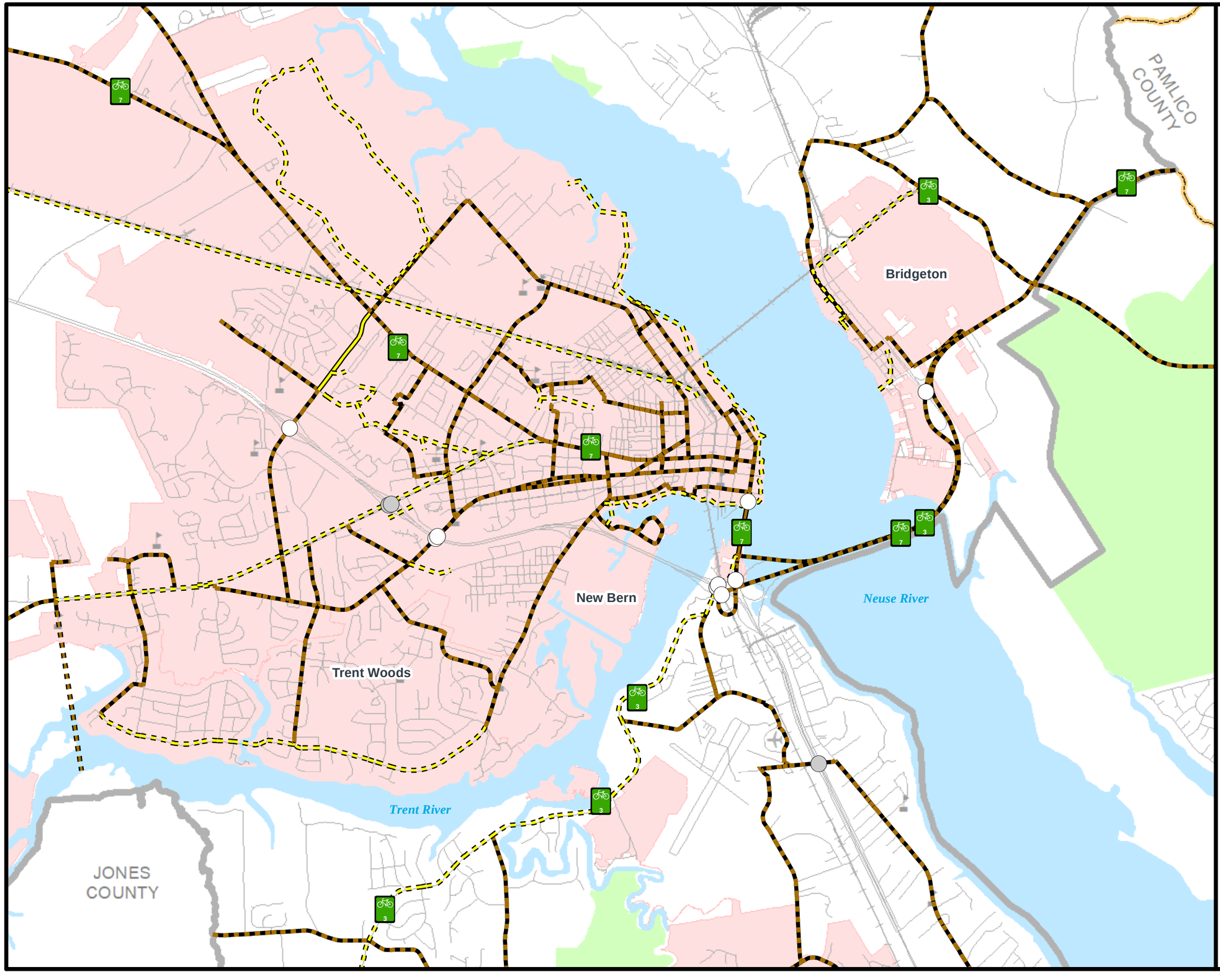
N
W E
S

0 1 2 4 6 Miles

Sheet 4 of 5

Base map date: 1/10/2019

Refer to CTP document for more details



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Bicycle Map Inset A

Craven County

Comprehensive Transportation Plan

Plan date: 03/09/2020

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

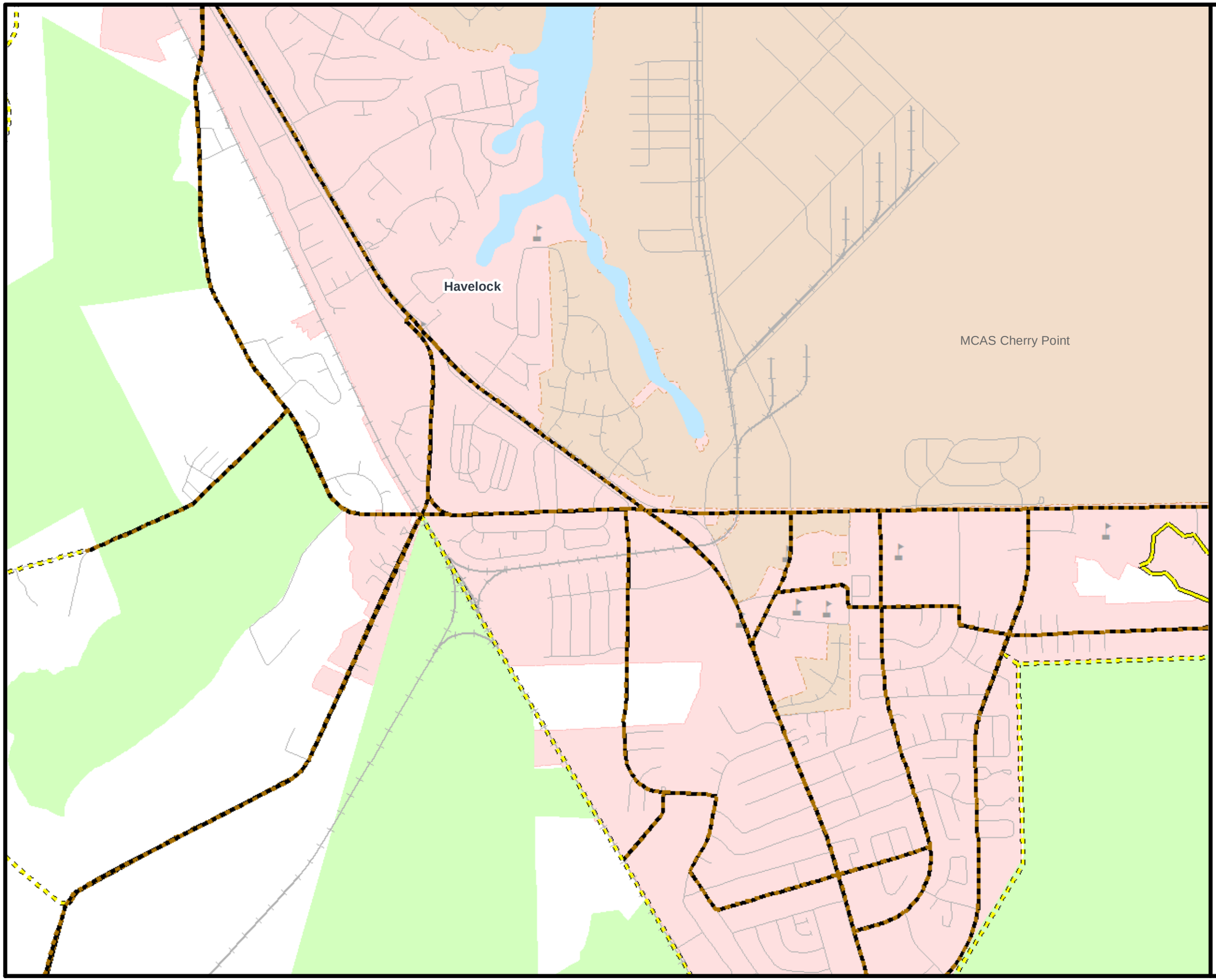
N W E S

0 0.275 0.55 1.1 Miles

Sheet 4A of 5

Base map date: 1/10/2019

Refer to CTP document for more details



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Bicycle Map
Inset B

Craven County

Comprehensive Transportation Plan

Plan date: 03/09/2020

Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

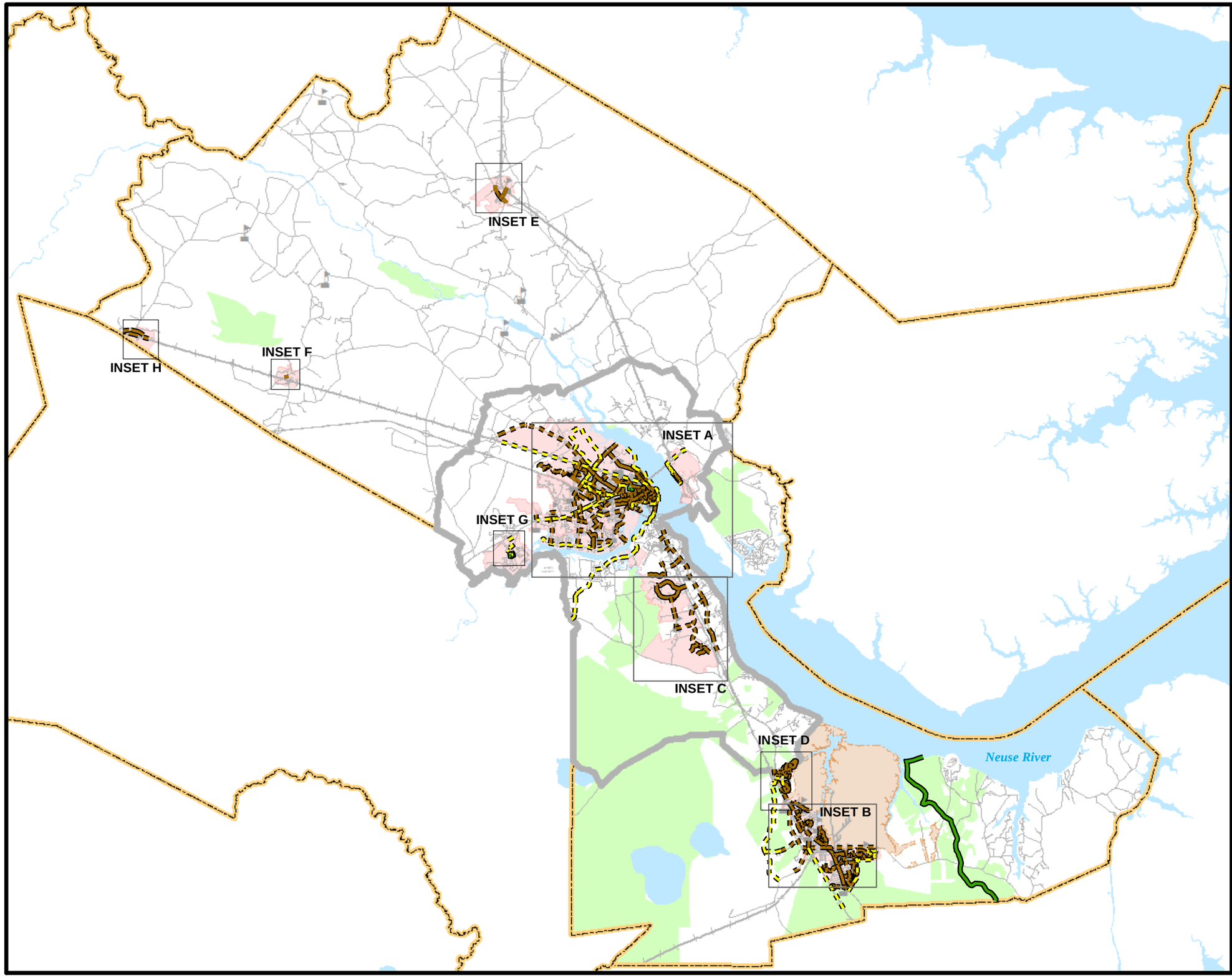
N
W E
S

0 0.125 0.25 0.5 Miles

Sheet 4B of 5

Base map date: 1/10/2019

Refer to CTP document for more details



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Pedestrian Map

Craven County

Comprehensive Transportation Plan

Plan date: 03/09/2020

Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

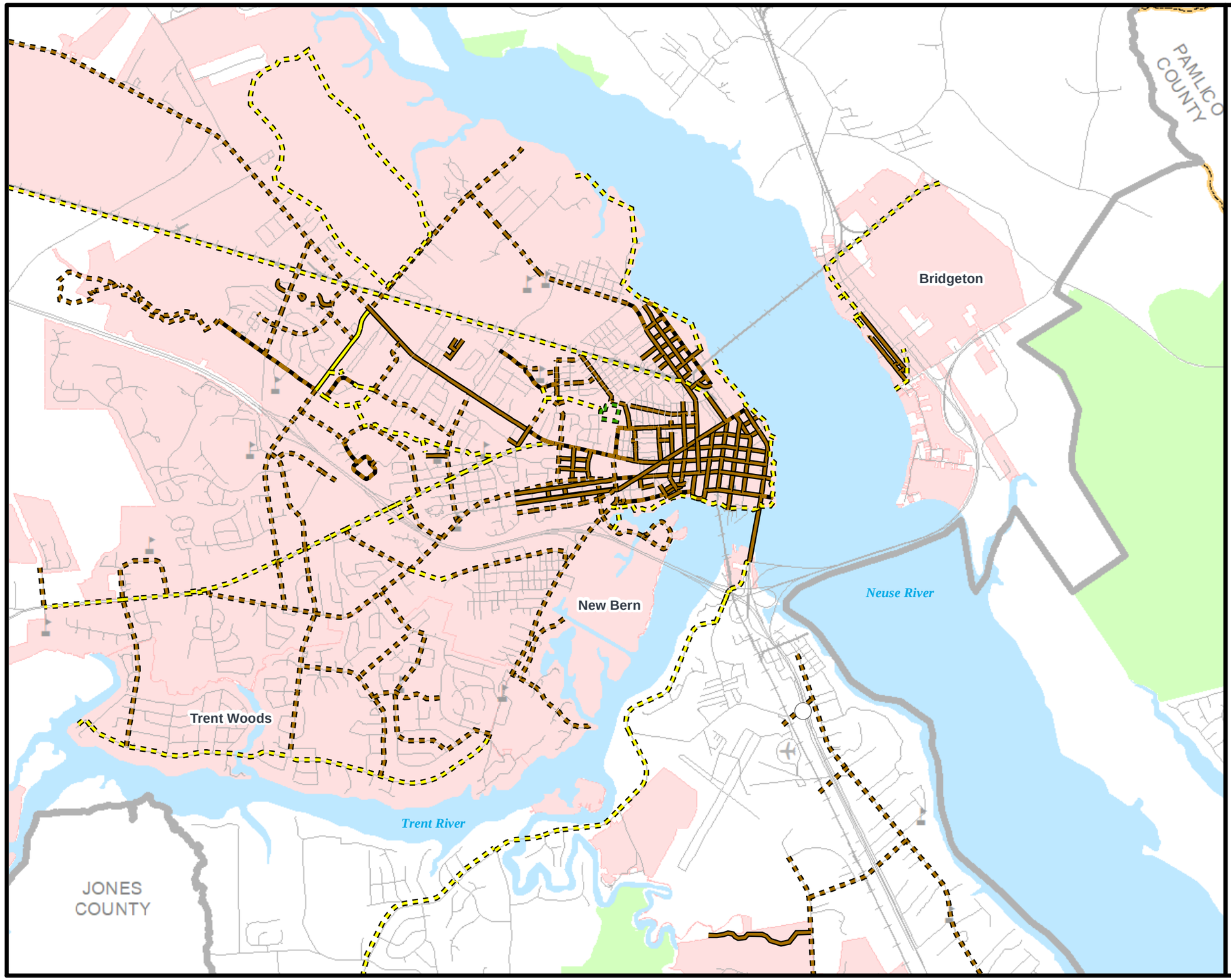
N
W E
S

0 1 2 4 6 Miles

Sheet 5 of 5

Base map date: 1/10/2019

Refer to CTP document for more details



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Pedestrian Map Inset A

Craven County

Comprehensive Transportation Plan

Plan date: 03/09/2020

Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

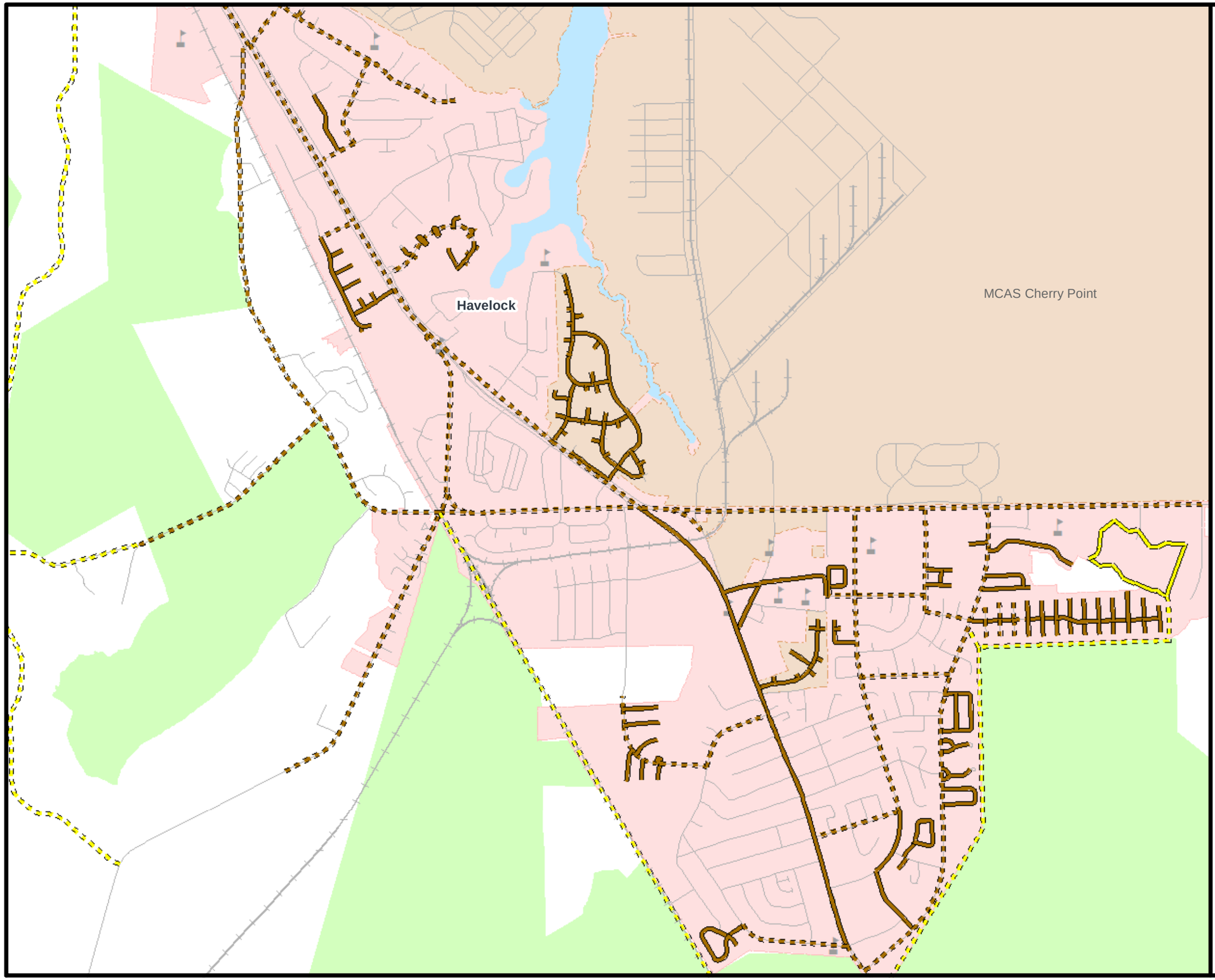
N
W E
S

0 0.275 0.55 1.1 Miles

Sheet 5A of 5

Base map date: 1/10/2019

Refer to CTP document for more details



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Pedestrian Map
Inset B

Craven County

Comprehensive Transportation Plan

Plan date: 03/09/2020

Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

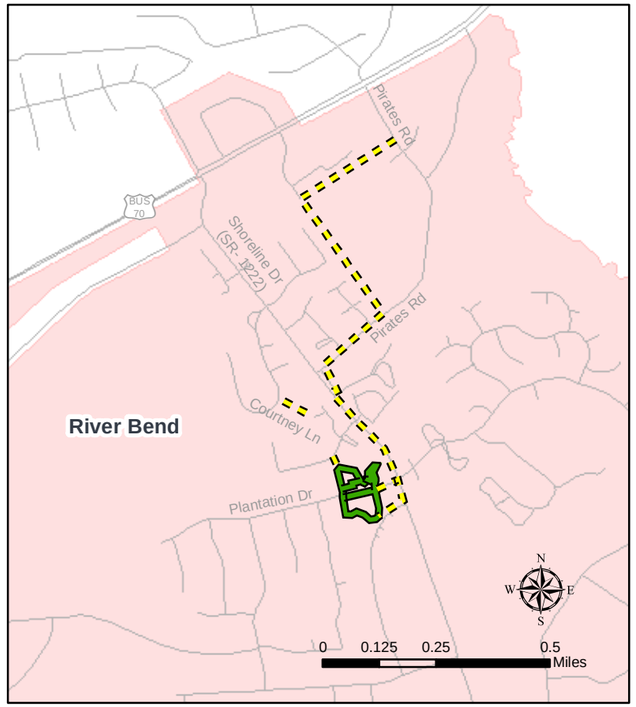
N
W E
S

0 0.15 0.3 0.6 Miles

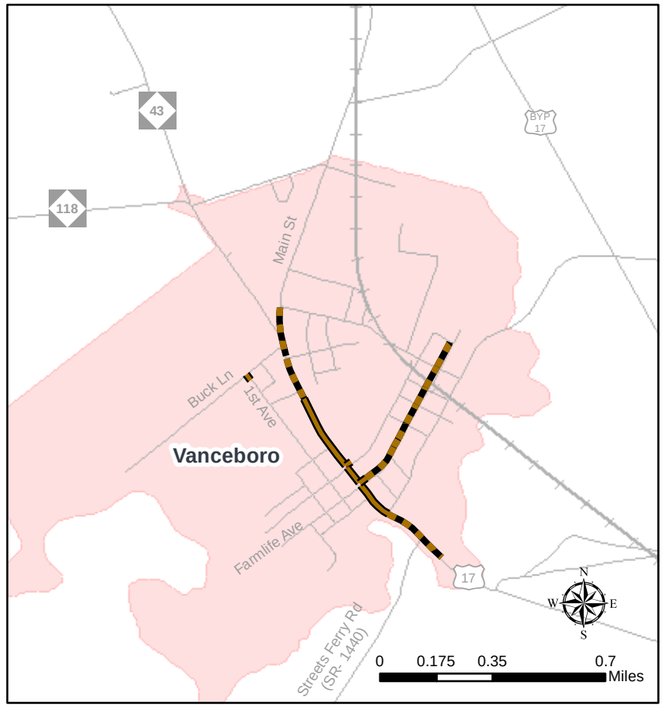
Sheet 5B of 5

Base map date: 1/10/2019

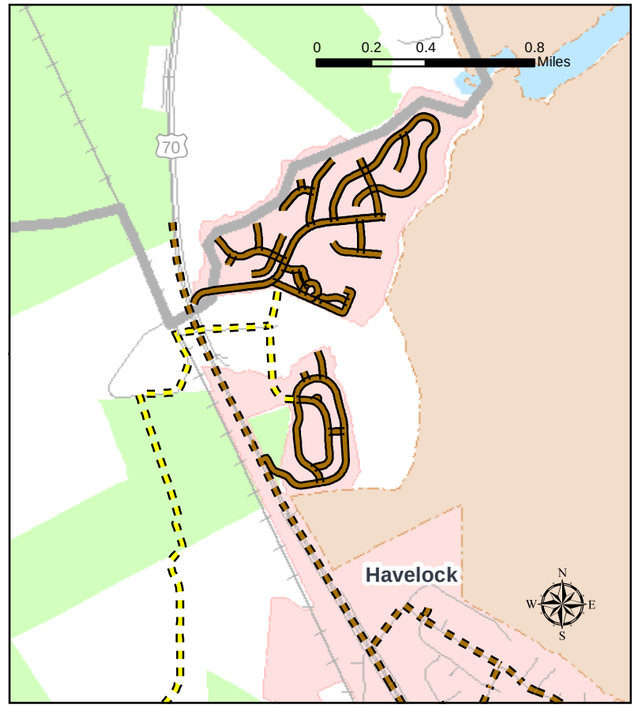
Refer to CTP document for more details



INSET G - River Bend

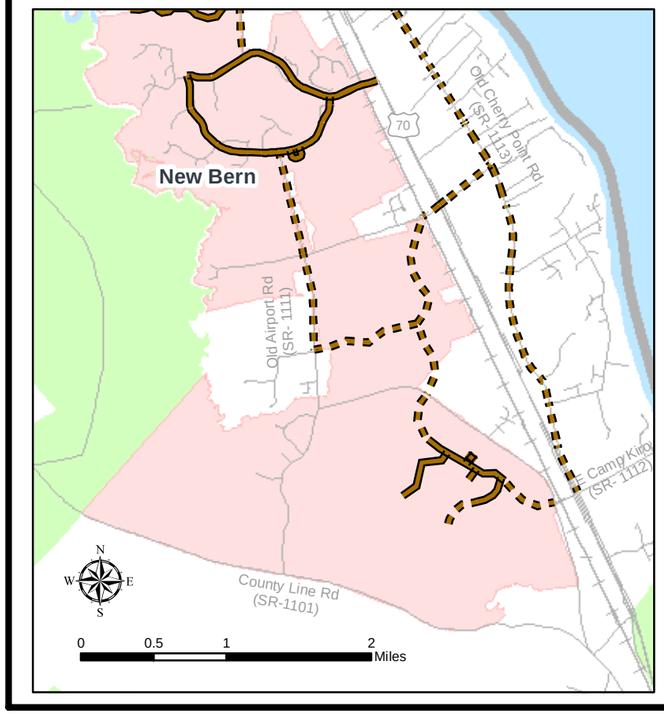


INSET E - Vanceboro

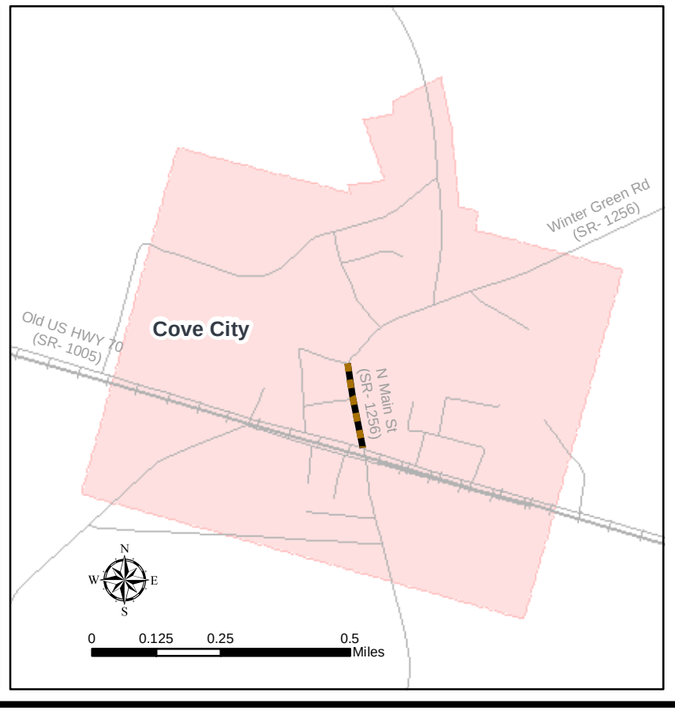


INSET D - Havelock

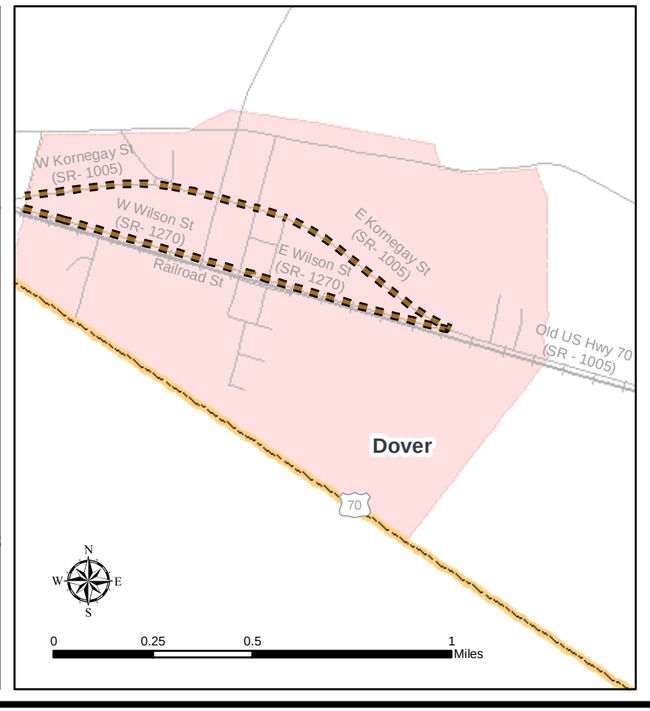
INSET C - New Bern



INSET F - Cove City



INSET H - Dover



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Pedestrian Map Inset Map

Craven County

Craven County

Comprehensive Transportation Plan

Plan date: 03/09/2020

Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Base map date: 1/10/2019

Refer to CTP document for more details

1. Analysis of the Existing and Future Transportation System

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

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

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

1.1 Analysis Methodology and Data Requirements

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

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

Roadway System Analysis

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

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

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

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

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

In the development of this plan, travel demand was projected from 2015 to 2040 using a travel demand model. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2040. In addition, local land use plans and growth expectations were used to develop future growth rates and patterns. The established future growth rates were endorsed by the CTP Steering Committee during their August 8th, 2018 meeting. Refer to Appendix G for more detailed information on growth expectations and the socio-economic data forecasting methodology.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least eighty percent of the capacity. Refer to Figure 2 for existing and future capacity deficiencies. The 2040 traffic volumes in Figure 2 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 2020 – 2029 State Transportation Improvement Program[2] (STIP).

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

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;

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

- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

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

LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to experience delay. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the Transportation Planning Branch's *LOS D Standards for Systems Level Planning*. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Appendix E for detailed information on LOS.

Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. The Traffic Safety Unit of NCDOT's Transportation Mobility and Safety Division identifies high frequency crashes at intersections and along roadway sections during a five year period. The high frequency crash locations examined during the development of the Craven County CTP occurred between January 1, 2013 and December 31, 2017. During this period, a total of 170 intersections and 1735 roadway sections were identified as having a high frequency of crashes as illustrated in Figure 3. 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. Thirty-one deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 4. 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
Volume and Capacity Deficiencies

1400
1600
15300

5600
6800
15900

6300
7800
15300

3300
3500
15300

900
1200
16400

9800
11500
12300

10000
12900
12600

600
800
16400

600
900
15300

1900
2500
15300

11000
14800
15800

900
1000
14800

1200
2200
14600

800
1000
14800

2000
2100
15300

2000
2200
15300

8000
11400
15800

1000
1200
14800

500
800
14800

1600
1700
15300

13000
15300
16400

16000
17600
14600

9100
11500
15800

12000
20500
63200

1000
1100
14800

12000
20700
63200

1000
1500
15300

Neuse River

3500
7000
66900

Trent River

-
5500
-

800
1100
12000

700
800
9000

29000
33500
43300

2700
6200
16400

200
400
9000

4000
7500
10700

8200
10000
14600

1800
2200
10700

5600
7500
14600

Comprehensive Transportation Plan

- Airports
- Ferry
- Schools

- Near Capacity (2015)
- Over Capacity (2015)
- Near Capacity (2040)
- Over Capacity (2040)
- Road Network
- Railroads
- Rivers and Streams
- Game Lands
- Municipal Bounderies
- County Boundary
- Military Base
- Water Bodies

2015 Volumes (AADT)
2040 Volumes (AADT)
2015 Capacity

N
W E
S

0 1.75 3.5 7 Miles

Sheet 1 of 3

Base map date:01/10/2019

Refer to CTP document for more details

DRAFT

Volume and Capacity Deficiencies

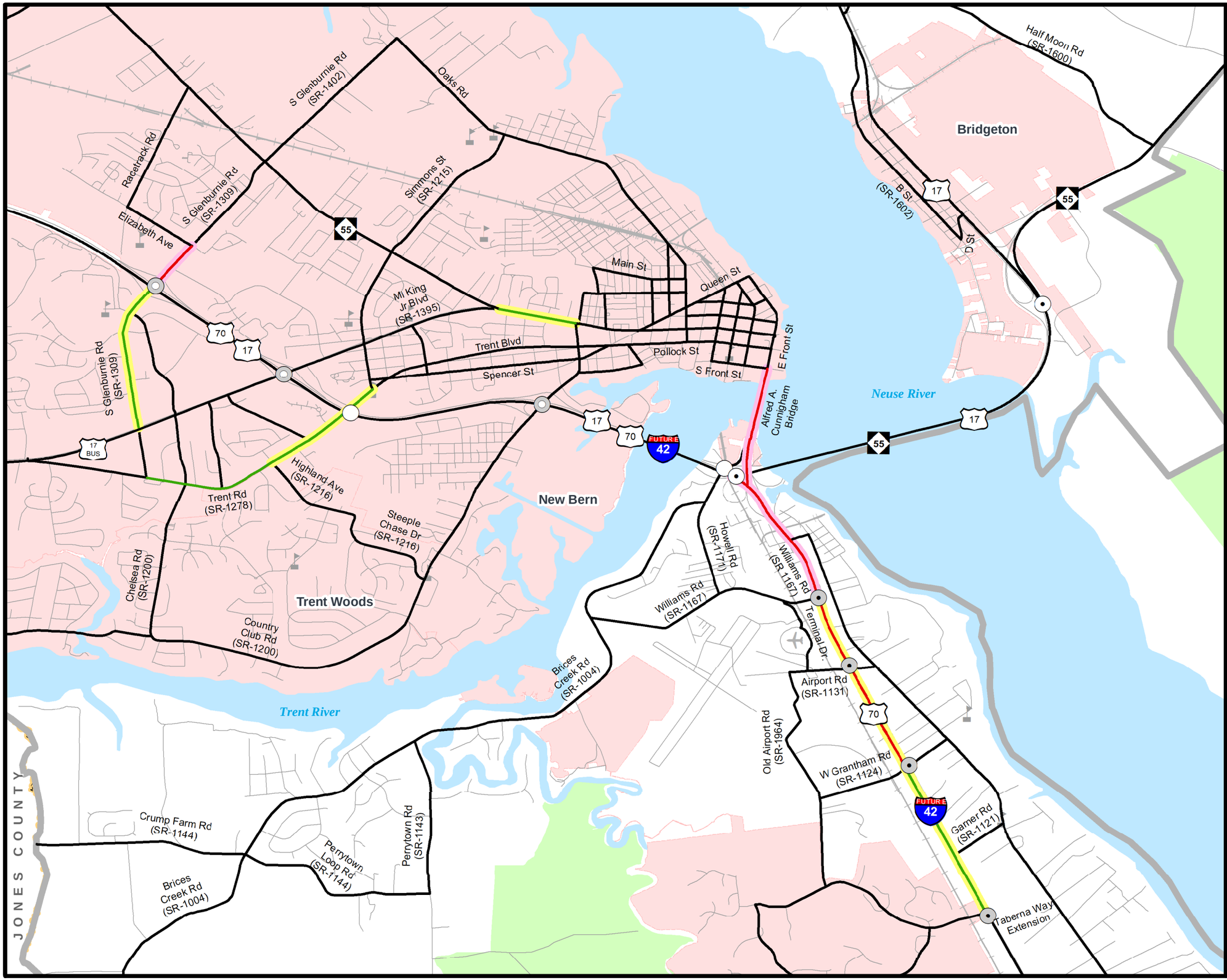
INSET A

Craven County

1712

Craven County

Comprehensive Transportation Plan



- Airports
- Ferry
- Schools

- Near Capacity (2015)
- Over Capacity (2015)
- Near Capacity (2040)
- Over Capacity (2040)
- Road Network
- Railroads
- Rivers and Streams
- Game Lands
- Municipal Bounderies
- County Boundary
- Military Base
- Water Bodies

2015 Volumes (AADT)
2040 Volumes (AADT)
2015 Capacity

N W E S

0 0.25 0.5 1 Miles

Sheet 2 of 3

Base map date:01/10/2019

Refer to CTP document for more details

DRAFT

Volume and Capacity Deficiencies

INSET B

Craven County

1712

Craven County

Comprehensive Transportation Plan

MCAS Cherry Point

Havelock

Marcha's Way Conn.

Havelock Bypass

Greenfield Heights Blvd (SR-1746)

Church Rd (SR-1763)

Miller Blvd (SR-1763)

Lake Rd (SR-1756)

Belltown Rd (SR-1739)

Cunningham Blvd (SR-1735)

Mecolfer Blvd (SR-1824)

25000 / 32800 / 43300

2800 / 4700 / 10300

31000 / 19700 / 41800

1500 / 2000 / 10300

31000 / 21900 / 41800

29000 / 19200 / 41800

-- / 14200 / --

4900 / 6700 / 11000

31000 / 29000 / 33100

15700 / 17700 / 13300

11000 / 12000 / 25500

11000 / 12200 / 12600

11000 / 11800 / 14600

7100 / 9800 / 13300

1500 / 2000 / 10600

6200 / 7300 / 10600

4500 / 9200 / 9900

28000 / 29100 / 33100

24000 / 25000 / 33100

4000 / 7500 / 10700

-- / 10200 / --

24000 / 35000 / 43900

CARTERET COUNTY

- Airports
- Ferry
- Schools

- Near Capacity (2015)
- Over Capacity (2015)
- Near Capacity (2040)
- Over Capacity (2040)
- Road Network
- Railroads
- Rivers and Streams
- Game Lands
- Municipal Bounderies
- County Boundary
- Military Base
- Water Bodies

/ #### /
2015 Volumes (AADT)
2040 Volumes (AADT)
2015 Capacity

N W E S

0 0.3 0.6 1.2 Miles

Sheet 2 of 3

Base map date: 01-10-2019

Refer to CTP document for more details

FIGURE 3

Craven County

Comprehensive Transportation Plan

HIGH FREQUENCY CRASH LOCATIONS

January 1, 2013 to
December 31, 2017

Crash Intersections
- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 5 to 9

Crash Sections
- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 5 to 9

- Schools
- Ferry
- Airports
- Study Roads
- Roads
- Railroads
- Rivers and Streams
- Water Bodies
- Municipal Boundaries
- County Boundary

Miles
0 1 2 4 6

Sheet 1 of 3

Base map date: 1/10/2019

Refer to CTP document for more details

BEAUFORT COUNTY
PITT COUNTY
LENOIR COUNTY
JONES COUNTY
PAMLICO COUNTY
CARTERET COUNTY

Inset A
Inset B

Miles
0 0.5 1

Maple Cypress Rd
Piney Neck Rd
River Rd
Dover Fort Barnwell Rd
Wintergreen Rd
Old US 70
Trenton Rd
Dry Monia Rd
West Craven Middle School Rd
Streets Ferry Rd
Aurora Rd
Saints Delight Church Rd
Tuscarora Rhems Rd
Broad Creek Rd
Brices Creek Rd
County Line Rd
Catfish Lake Rd
Lake Rd
Neuse River
Neuse Blvd
St Glenburnie Rd
Simmons St
MLK Jr Blvd
Trent Blvd
Broad St
E Front St
Greenfield Heights Blvd
Belltown Rd
Webb Blvd
McCotter Blvd

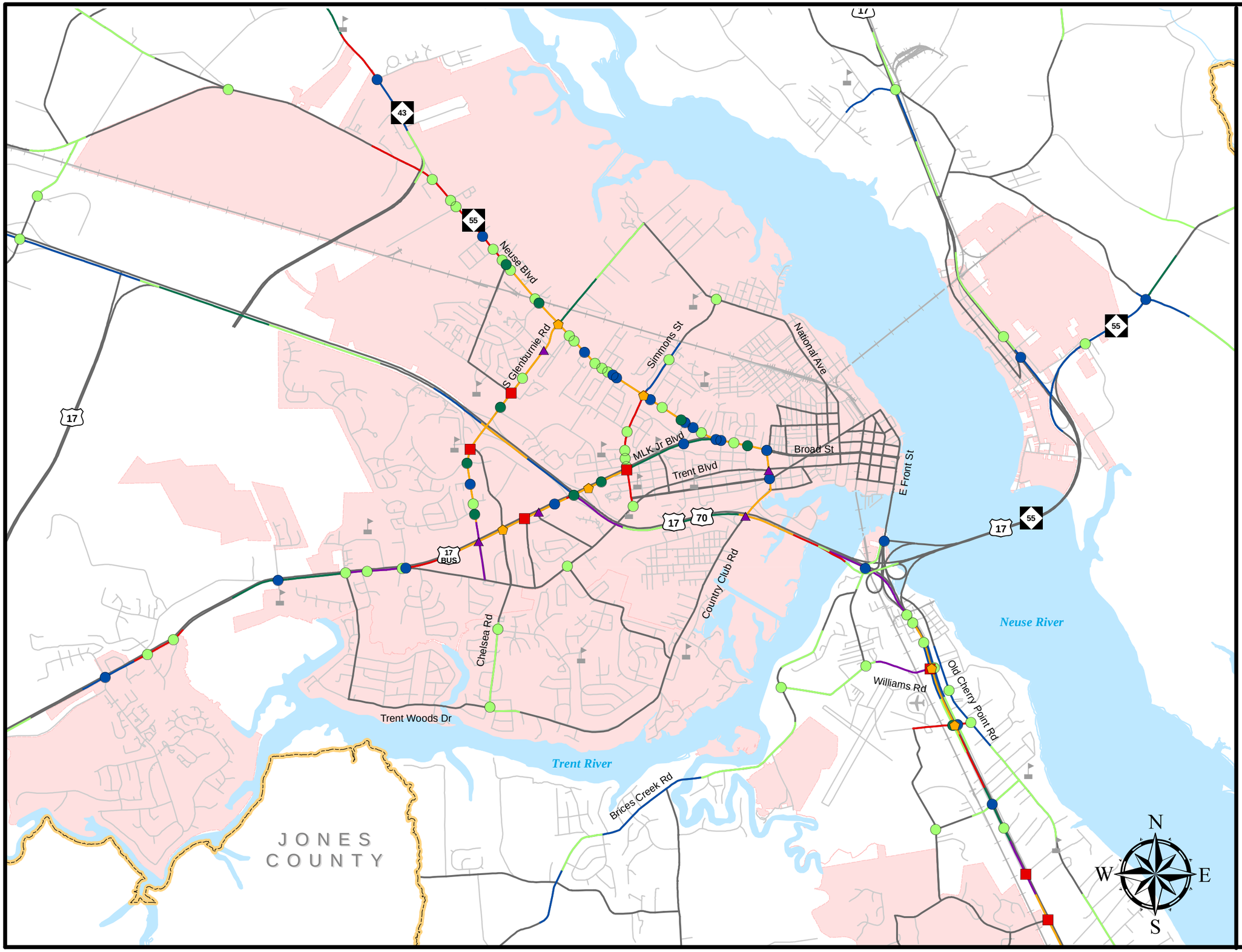


FIGURE 3

Craven County

Comprehensive Transportation Plan

HIGH FREQUENCY CRASH LOCATIONS

January 1, 2013 to
December 31, 2017

Inset A - New Bern

Crash Intersections

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

Crash Sections

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

- Study Roads
- Roads
- Schools
- Ferry
- Airports
- Railroads
- Rivers and Streams
- Water Bodies
- Municipal Boundaries
- County Boundary

0 0.75 1.5 Miles

Base map date: 1/10/2019

Refer to CTP document for more details

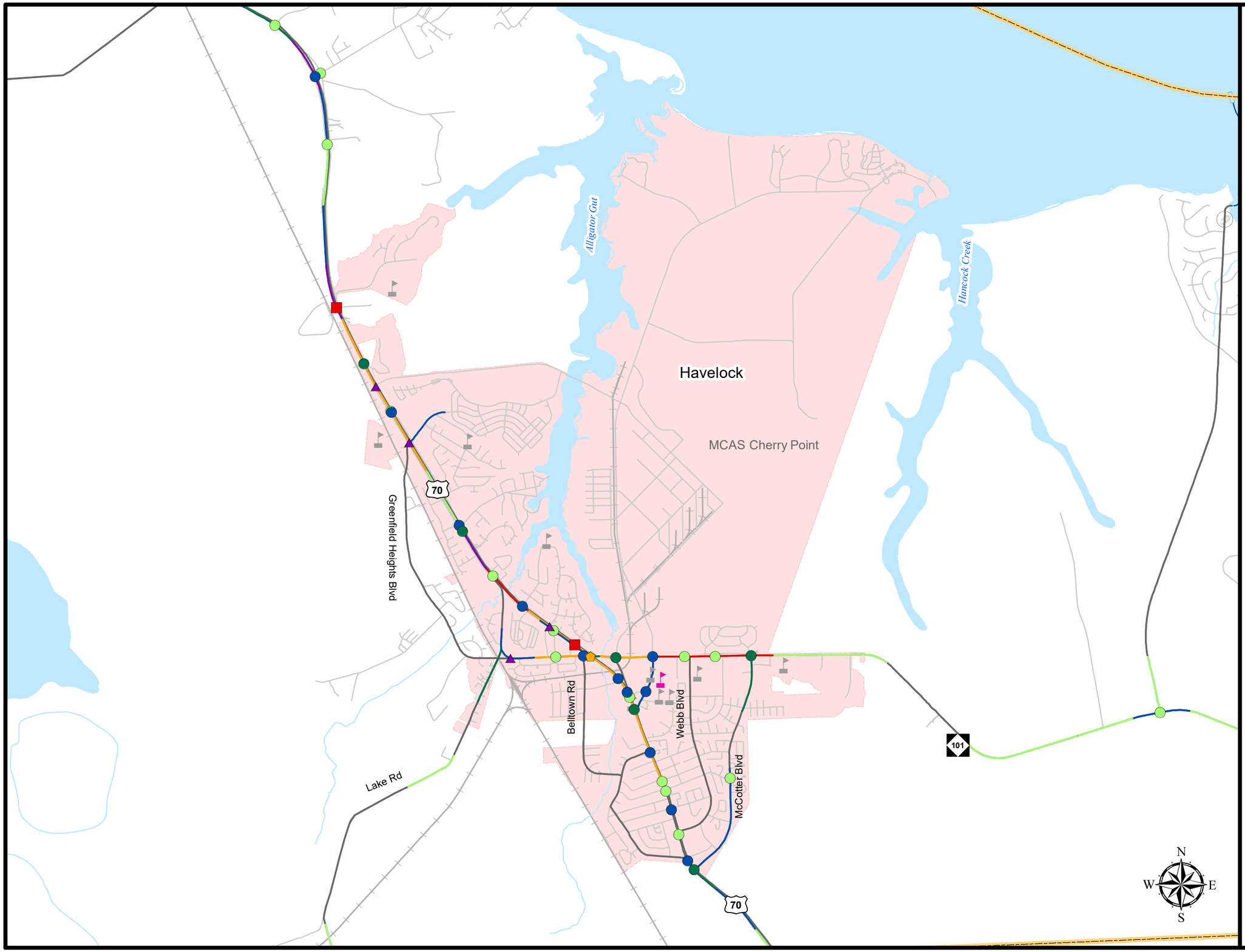


FIGURE 3

Craven County Comprehensive Transportation Plan

HIGH FREQUENCY CRASH LOCATIONS

January 1, 2013 to
December 31, 2017

Inset B - Havelock

Crash Intersections

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

Crash Sections

- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 5 to 9
- Schools
- Ferry
- Airports
- Study Roads
- Roads
- Railroads
- Rivers and Streams
- Water Bodies
- Municipal Boundaries
- County Boundary

Miles
0 0.5 1

Sheet 3 of 3

Base map date: 1/10/2019

Refer to CTP document for more details

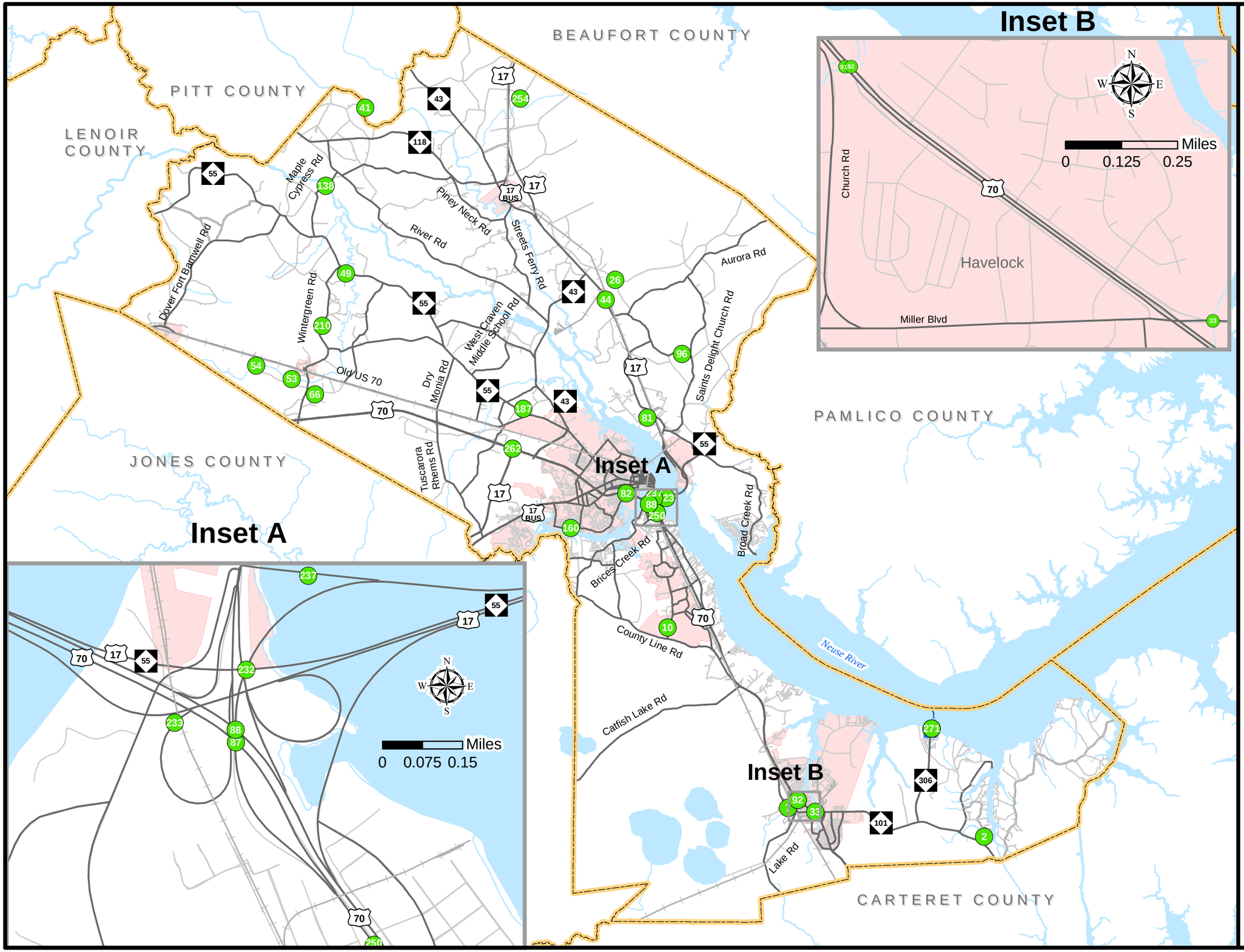


FIGURE 4

Deficient Bridges Map

Craven County

Comprehensive Transportation Plan

- Deficient Bridge (# Bridge Number)
- Schools
- Ferry
- Airports
- Study Roads
- Roads
- Railroads
- Rivers and Streams
- Water Bodies
- Municipal Boundaries
- County Boundary

Sheet 1 of 1

Base map date: 1/10/2019

Refer to CTP document for more details

Back of Figure

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 station and throughout the United States and Canada. Greyhound and Amtrak Thruway service operate in North Carolina. However, community, urban and regional transportation systems are providing increasing intercity service in North Carolina.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. Craven Area Rural Transit System (CARTS) is the primary provider of transportation services for Jones, Craven, and Pamlico County Residents. CARTS operates a fleet of 32 vehicles, including specially modified vans to accommodate the elderly and/or handicapped and a variety of other vehicles such as converted vans, mini-buses and sedans. Scheduled route structures are currently based on the requirements of the Human Service Agencies served by the system (i.e. Social Services (DSS), Monarch, Port Human Services, Senior Citizen's Centers, etc.) and include to/from trips to shopping centers, parks, Housing Authority, City Utilities, New Bern Internal Medicine, Craven Community College, and other points

of interest. Demand/Response service is also available to the public on a limited basis, again with emphasis on the elderly and/or handicapped. 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 the county, there are zero main passenger rail lines operated, and fifteen weekly freight train operations. All recommendations for rail were coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information for the Rail Division.

Bicycles & Pedestrians

Bicyclists and pedestrians are a growing part of the transportation system in North Carolina. Many communities are working to improve mobility for both cyclists and pedestrians.

NCDOT's Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities along the 77,000-mile state-maintained highway system.

The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by NCDOT are based upon this policy.

The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will participate with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a locality, state funds for 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 2016 New Bern Metropolitan Planning Organization (MPO) Metropolitan Transportation Plan (MTP),
NC Statewide Pedestrian and Bicycle Plan, Pedestrian and Bicycle Infrastructure Network (PBIN) NCDOT North Carolina Bicycle Facilities Map, Croatan Regional Bicycle and Trails Plan, City of New Bern Pedestrian Plan, Trent Woods Comprehensive Pedestrian Plan, and Havelock Comprehensive Transportation Plan were utilized in the development of these elements of the CTP. North Carolina Bicycle Route 7 goes along Old US 70 East to West, and NC Bicycle Route 3 runs through the county South to North. 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 following plans were used to meet this requirement (refer to Appendix H):

- 1992 Craven County Thoroughfare Plan
- 1993 City of Havelock Thoroughfare Plan
- 1993 New Bern – Bridgeton – Trent Woods – River Bend Thoroughfare Plan
- 2002 Eastern Carolina Joint Land Use Study
- 2009 City of Havelock Comprehensive Land Use Plan
- 2009 Craven County Coastal Area Management Act (CAMA) Core Land Use Plan
- 2016 New Bern Metropolitan Planning Organization (MPO) Metropolitan Transportation Plan (MTP)
- 2016 Cherry Point Regional Joint Land Use Study
- 2015 Pamlico Sound Regional Hazard Mitigation Plan
- Various Local Transportation Plans

Land use refers to the physical patterns of activities and functions within an area. Traffic demand in a given area is, in part, attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The spatial distribution of different types of land uses is a predominant determinant of when, where, and to what extent traffic congestion occurs. The travel demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

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

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

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

1.2 Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act[3] (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, every effort was made to minimize potential impacts to these features utilizing the best available data. Any potential impacts to these resources were identified as a part of the project recommendations in Chapter 2 of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that are typically examined as a part of a CTP study is shown in the following tables. Environmental features occurring within Craven County are shown in Figure 5 and are shown in bold text in Table 1.

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

Table 1 – Environmental Features

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

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

1.3 Public Involvement

Public involvement is a key element in the transportation planning process. Adequate documentation of this process is essential for a seamless transfer of information from systems planning to project planning and design.

A meeting was held with the Craven County Board of Commissioners in Month 20XX 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 Craven County CTP Steering Committee, which included a representative from each municipality, NC DOT Division 2, NC DOT Corridor Engineer, county staff, the Down East 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 Craven County to present the proposed CTP to the public and solicit comments. The first meeting was held on March 4th, 2020 at Havelock City Hall Auditorium; the second meeting was held on DATE at LOCATION. Each session was publicized in and was held from TIME. NUMBER comment forms were submitted during the session held on DATE.

A public hearing was held on DATE during the Generic County Commissioners meeting. The purpose of this meeting was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during this meeting.

The Down East RPO endorsed the CTP on DATE. The North Carolina Department of Transportation mutually adopted the Craven County CTP on DATE.

FIGURE 5

Environmental Features Map - Primary

Craven County Comprehensive Transportation Plan

PITT COUNTY

LENOIR COUNTY

BEAUFORT COUNTY

JONES COUNTY

PAMLICO COUNTY

CARTERET COUNTY

Neuse River

Miles

Neuse Blvd

S Glenburnie Rd

Simmons St

MLK Jr Blvd

Trent Blvd

Broad St

E Front St

Legend

- Railroads
- Airport Boundary
- Historic Resources Areas
- APNEP - Submerged Aquatic Veg.
- Natural Heritage Program Natural Areas
- NCDOT Maintained Mitigation Sites
- Conservation Tax Credit Prop
- Land & Water Conservation Funds
- Military Bases
- Managed Areas
- Landscape Habitat Indicator Guilds
- 24 K Hydro Lines
- NC-CREWS
- National Wetlands Inventory
- Hydrography Areas
- County Boundary
- Municipal Boundaries
- Roads
- Water Bodies

N W E S

0 1.5 3 6 9 Miles

Sheet 1 of 2

Base map date: 1/10/2019

Refer to CTP document for more details

PITT COUNTY

LENOIR COUNTY

BEAUFORT COUNTY

JONES COUNTY

PAMLICO COUNTY

CARTERET COUNTY

Neuse River

FIGURE 5

Environmental Features Map - Secondary

Craven County

Comprehensive Transportation Plan

Legend

- Beach Access
- Boating Access
- Emergency Operation Centers
- Hazard Substance Disposal Sites
- Hazard Substance Disposal Sites
- Hazardous Waste Facilities
- Sewer Treatment Plants
- Water Distribution Tanks
- Water Distribution Treatment Plants
- Sanitary Sewer Systems Discharges
- Sanitary Sewer Land Application Areas
- Sanitary Sewer Systems Pumps
- Water Pumping Stations
- Water Distribution Systems Wells
- 303D Streams
- Anadromous Fish Spawning Areas
- Bicycle Routes
- Regional Trails
- Sanitary Sewer Systems Pipes
- Water Distribution Systems Pipes
- Benthic Habitat
- Fish Nursery Areas
- Hazard Substance Disposal Sites
- High Quality Waters
- Railroads
- Military Bases
- Water Bodies
- Natural Heritage Element Occurrence
- County Boundary
- Municipal Boundaries

0 1 2 4 6 Miles

Sheet 2 of 2

Base map date: 1/10/2019

Refer to CTP document for more details

Back of Figure

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2020 Craven County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C: CTP Inventory and Recommendations.

NCDOT is committed to providing an efficient multimodal transportation network in North Carolina to safely meet the access, mobility and safety needs of motorists, transit users, bicyclists and pedestrians of all ages and abilities. The Complete 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.

NCDOT adopted a "Complete Streets 2.0 Recommendations- Action Plan [1]" policy in August 2019. The policy directs the Department to consider and incorporate all 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

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: CTP Inventory and Recommendations for recommended cross sections for all project proposals and Appendix D: Typical Cross-Sections for more detailed information on the typical cross sections.

2.1 Unaddressed Deficiency

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

Alfred A Cunningham Bridge/ E Front street, Local ID: CRAV0021-H

Alfred A Cunningham Bridge/ E Front Street connects US 70/ US17/ NC 55 and downtown New Bern. Alfred A Cunningham Bridge, is a two-lane bridge with a speed limit of 35 mph. E Front Street is a two-lane road with a speed limit of 25 mph. This mean coming off the highway into New Bern, one has to slow down from highway speeds, to 35 mph on the bridge, then 25 mph as soon as they cross the bridge.

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

Alfred A Cunningham Bridge/ E. Front Street is currently over capacity from US 70/US 17/NC 55 to S Front Street. By 2040, the section between US 70/ US 17/ NC 55 and S Front Street is projected to remain over capacity. Improvements are needed to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) of D capacity or better can be achieved. The base year has approximately 11,000 vpd which puts it over the capacity of 10,500 vpd for a LOS D on this section.

The CTP project proposal (CRAV0021-H) is to study and implement transportation demand management strategies along this corridor. There is a sidewalk on one side of the bridge and on both sides of E. Front Street. Other strategies that may be considered include modifying signal timing, intersection improvements, and any other strategies to reduce turning conflicts and improve safety near the intersection of S Front Street and E Front Street. Please consult NCDOT Transportation Mobility and Safety Division for more in-depth analysis.

Vanceboro Bypass, Local ID: H150068

US 17 Business (Main Street)/ NC 43 is a major north south corridor in Craven County connecting Greenville and New Bern. The facility is a vital connection in moving people and goods. NC 43 from NC 118 (Bailey Lane/Dawson Lane) to US 17 Business (Main Street) is projected to be near capacity by 2040 based on providing a LOS D. Annual Average Daily Traffic (AADT) on NC 43 is projected to increase from 9,800 vehicles per day (vpd) in 2015 to 11500 vpd in 2040, compared to a LOS D capacity of 12,300.

NC 43/ US 17 Bus (Main Street) from NC 43 Main Street to Streets Ferry Road (SR 1440) is projected to be over capacity by 2040 based on providing a LOS D. AADT on NC 43/ US 17 Bus (Main Street) is projected to increase from 10,000 vpd in 2015 to 12,900 vpd in 2040, compared to a LOS capacity of 12,600.

The Vanceboro Bypass (H150068) project was submitted to SPOT 4.0 as a Regional Impact project by Down-East RPO to address the congestion and improve mobility along NC 43/ US 17 Business corridor within Vanceboro. The project proposal was to construct a two-lane facility on new location from southeast of Wilmar Road to the northern intersection of US 17 Bypass, and US 17 Business.

Down-East RPO submitted a Vanceboro Bypass project to SPOT 4.0 as a Regional Impact Project. Down-East RPO also submitted NC 43 widening project (H170817) in SPOT 5.0. The proposed Vanceboro Bypass adjoins project H170817 NC 43 widening.

The CTP project proposal for SPOT project H150068 is to study alternative solution to accommodate projected traffic volumes on US 17 Business (Main Street)/ NC 43 from NC 118 (Bailey Lane/ Dawson Lane) to Streets ferry Road (SR 1440). During the discussions with Vanceboro Town officials, they have expressed their desire to study other alternatives/ improvements to address the deficiency rather than building the Vanceboro Bypass.

2.2 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. 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 Craven County, city of New Bern, Cove City, Dover, Vanceboro and city of Havelock. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Down East RPO and New Bern Area MPO for regional prioritization and submittal to NCDOT. Refer to Appendix A: Resources and Contacts for contact information on regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the project 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]*For more information on SEPA, go to: http://www.doa.nc.gov/clearing/faq.aspx.*

2.3 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 for TIP projects where the purpose and need for the project has already been established.

New Bern Area Metropolitan Planning Organization (NBAMPO) Projects:

New Bern Area Metropolitan Planning Organization (NBAMPO) is the regional planning body for the New Bern Metropolitan Area and includes central Craven County, James City and the towns of New Bern, Trent Woods, River Bend and Bridgeton. This report includes the projects proposed in the Metropolitan Transportation Plan Destination 2040. For more information about these projects please contact NBAMPO, Appendix A: Resources and Contacts.

ID	Route	Description
R-4463	NC 43 Connector	NC 43/NC 55 to US 17 in New Bern. Construct route on new location with interchange at US 70
R-1015	US 70 (Havelock Bypass)	North of Pine Grove to north of Carteret County line. Construct multi-lane facility on new location
U-5713	US 70	Neuse River Bridge to Grantham Road. Upgrade existing facility to freeway standards
R-2301	US 17 New Bern Bypass	US 70 in New Bern to SR 1400 River Road. Construct four-lane divided freeway on new location
CRAV0010-H	Trent Boulevard	Transition from a two-lane road to a facility with two lanes, one TWLTL and two bicycle lanes. The road diet project applies to Trent Boulevard, from Simmons Road to First Street
U-5992	Broad Street to Pembroke Ave	Road diet on First Street/Country Club Drive from Broad Street to Pembroke Ave. The facility will have two lanes, one TWLTL and two bicycle lanes and a sidewalk
U-3448	Trent Road (SR 1278)	SR 1278 (Trent Road), US 17 (MLK Jr., Boulevard) to SR 1215 (Simmons street). Widen to a multi-lane facility that includes bicycle and pedestrian facilities
R-3403B	SR 1433 to NC 43	North of SR 1433 (Antioch road) to NC 43. Upgrade two-lane to four-lane highway
R-5777	US 70	Grantham Road to Havelock bypass to be upgraded from arterial to freeway standards
CRAV0004-H	Brices Creek Road Connector	US 17 to Brices Creek Road in New Bern. Construct route on a new location with a bridge across Trent River
CRAV0005-H	Brices Creek Road	Brices Creek Road widening
CRAV0006-H	NC 43	Upgrade Washington Post Road to Boulevard standards
CRAV0007-H	SR 1402 Glenburnie Road	Widen to six lanes from Elizabeth to Craven Community College
CRAV0008-H	Elizabeth Avenue	Upgrade to a two-lane facility with TWLTL
CRAV0009-H	US 17/MLK Boulevard	US 70 interchange to west of Trent Creek Road/Future NC 43. Recommended Superstreet design/access control strategies
Part of I-6002	US 70/US 17	Widen to six lanes from DMLK Boulevard to Country Club Road/First Street
CRAV0011-H	Simmons Street	Road diet on Simmons Street from Trent Boulevard to Neuse Boulevard. The facility will have two lanes, one TWLTL and two bicycle lanes and pedestrian facilities

Recommended Interchange Improvements		
-	US 70/US 17 Bypass Interchange	Upgrade interchange to accommodate two-lane ramps
-	US 70	Upgrade interchange at Glenburnie Road
-	US 70	Upgrade interchange at DMLK Jr. Boulevard
-	US 70	Upgrade interchange at US 17 at Country Club Road

Future I-42/US 70: From Jones County to Carteret County

US 70 is a vital transportation corridor for eastern North Carolina that stretches from I-40 near Raleigh in Johnston County to the Atlantic Ocean in Carteret County. Within North Carolina, I-42/US 70 provides a direct connection between Raleigh-Clayton, Goldsboro, Kinston, New Bern, and Morehead City. The purpose of this project is to improve mobility and connectivity of statewide transportation operations along the I-42/US 70 corridor.

The I-42/US 70 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network[3] (NCTN). The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NC Transportation Network (NCTN) is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity. The I-42/US 70 corridor provides connections to four major activity centers: The Research Triangle Park in Raleigh-Durham, Seymour Johnson Air Force Base in Goldsboro, the Global TransPark in Kinston, Marine Corps Air Station Cherry Point in Havelock, and the Port of Morehead City.

Project Description and Overview

The project proposal is to upgrade the existing facility to interstate standards from the Jones County line, into New Bern and through James City, and to the Carteret County line.

I-6002: US 70 Widening and Resurfacing

This project includes widening, strengthening, and resurfacing the roadway to Interstate standards from Dover to New Bern. It is fully funded in the 2018-2027 STIP and is currently under construction.

U-6102: US 70 Upgrade Interchange

The U-6102 project upgrades the interchange at US 70/NC 43 (S Glenburnie Rd) to interstate standards. It is currently funded in the 2020-2029 STIP.

U-5713/R-5777AB: US 70 Upgrade to Interstate Standards

US 70 is being upgraded to interstate standards from Neuse River Bridge to Thurman Road Interchange. The project is fully funded under the 2020-2029 STIP. Additionally, this project is included in the New Bern Area MPO's 2040 MTP and is currently under construction.

R-5777C: US 70 Upgrade to Interstate Standards

R-5777C upgrades US 70 to interstate standards from Thurman Road Interchange to the Havelock Bypass Interchange. This project proposes interchanges at East Camp Kiro Road (SR 1112), Stately Pines Road, and Fisher Avenue (SR 1104). It is currently funded in the 2020-2029 STIP.

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

R-5516: US 70 Improvements at Slocum Gate

The R-5516 project is located at the interchange from US 70 to Slocum Road at MCAS Cherry Point. The project includes a flyover ramp from eastbound US 70 to Slocum Road, closure of the US 70 intersection with MacDonald Boulevard and rerouting of traffic along a new alignment to the Pine Grove Road/Hickman Hill Road intersection with US 70, and the extension of Sermons Boulevard to Pine Grove Road. It is under construction and is fully funded as part of the 2018-2027 STIP.

R-2553: Kinston Bypass including proposed interchange at Dover

Kinston bypass R-2553 includes the construction of an interchange at the Town of Dover in Craven County. Currently the environmental document is under way. The proposed project R-2553 is to upgrade the existing facility to freeway standards. As development occurs along this corridor every effort should be made to limit access in order to maintain mobility. This project is currently in the project development process for environmental analysis. For additional information about this project, including the Purpose and Need, contact NCDOT's Division 2 or visit the project website.

R-1015: US 70 Havelock Bypass

Havelock Bypass (R-1015) will construct a freeway on new location from North of Pine Grove Road to north of Carteret County Line. It is fully funded in 2020-2029 STIP and is currently under construction. This project is included in the New Bern Area MPO's 2040 MTP.

CRAV0019-H: US 70 Improvements and Access Management

US 70 from south of Pine Grove Road to north of Havelock Bypass (Southern End) is projected to be near capacity based on the providing a LOS D or better capacity.

Havelock Bypass I-1015 Final Environmental Impact Study report[4], the US 70 Access Management Study (Kimley-Horn, 2005)[5] and the US 70 Corridor Commission Access Management Plan (US 70 Corridor Commission, 2012b)[6], recommended the Havelock Bypass and access management improvements on existing US 70 corridor within the Town limits of Havelock. US 70 from south of Havelock Bypass to the Carteret County Line is recommended to be upgraded to freeway standards.

The existing route is a four-lane, median-divided roadway with service roads and consolidated signalized intersections. The project proposal is to improve existing US 70 by managing access with median closures, directional crossovers, service road extensions, signal removal, and improvements to the US 70/NC 101 intersection.

[4] https://xfer.services.ncdot.gov/PDEA/Web/US70HavelockBypass/R1015_FEIS_VolI.pdf
[5] https://www.ncdot.gov/projects/us-70-corridor/Documents/US70_Access_Management_Study_Report.pdf
[6] http://www.super70corridor.com/

US 17, New Bern Bypass, STIP No. R-2301

STIP R-2301B is the continuation of US 17 south of US 70 up to NC 43/US 17 and is currently a non-upgraded part of the National Highway System.

R-2301 proposes to widen US 17 south of New Bern to US 17 north of New Bern to a four-lane divided freeway with part on new location. Section R-2301A: US 17 South of US 70 has already been completed. STIP R-2301 ties into STIP R-2514D which includes the proposed interchange with US 17 at Craven-Jones county line. Project R-2301B extends from US 70 north to US 17. The proposed improvement will help aid in system linkage, improve connectivity, and mobility. For additional information, including Purpose and Need, contact NCDOT Division 2[7].

US 17, STIP No. R-3403B

Currently there is only one main route, US 17,connecting Carteret County and Craven County which is part of the National Highway System. Improvements are needed to accommodate projected traffic in order to improve mobility and connectivity. The 2020-2029 STIP includes project R-3403B to address this problem by widening the road to allow for greater mobility.

R-3403 proposes to widen US 17 to a multi-lane facility, from a two-lane undivided roadway to a four-lane median divided expressway. Section R-3403AB and R-3403AA from Mill Street to Antioch Road (SR 1433) have already been completed. Project R-3403B extends from Antioch Road (SR 1433) in Bridgeton, NC to the start of R-2513A (NC 43).

R-3403 B is scheduled for construction in 2024 in the NCDOT 2020-2029 STIP. For additional information[8], including Purpose and Need, contact NCDOT Division 2.

US 17, STIP No. R-2513

This section of US 17 is a vital transportation corridor that connects New Bern in Craven County to Beaufort County and it is part of the Strategic Transportation Network. This project is one of many with the purpose to improve mobility and connectivity of statewide transportation operations along the US 17 corridor. This facility is intended to provide mobility in eastern North Carolina, and ultimately, connectivity between Norfolk, Virginia and Myrtle Beach, South Carolina.

US 17 is designated as a Strategic Transportation Corridor (STC) which was completed in March 2015.

The existing facility is currently a two-lane major thoroughfare with 12-foot lanes. The proposed project (TIP No.: R-2513) is to widen the existing facility to a four-lane divided

[7] https://connect.ncdot.gov/projects/planning/FeasibilityStudiesDocuments/R-2301_Feasibility-Study_Report_1988.pdf

[8] https://connect.ncdot.gov/site/Preconstruction/division/div02/R-3403B/Project%20Development/R-3403B_R-2513A%20SEA-FONSI_July2019%20FINAL%20Combined.pdf

expressway from south of Possum Track Road (SR 1127) in Beaufort County to Spruill Town Road (SR 1438) in Craven County.

Current 2020-2029 STIP lists project R-2513 programmed for construction in year 2024. For additional information, including Purpose and Need, contact NCDOT Division 2.

NC 43, SPOT ID: H170817

NC 43 connects Greenville Metropolitan Area in Pitt County with New Bern Metropolitan Area in Craven County. Improvements are needed to this corridor to accommodate projected traffic in order to improve mobility and connectivity.

This section of NC 43 currently has a two-lane, 12-foot lane cross section. The 2015 annual average daily traffic (AADT) is 5,600 vehicles per day (vpd); by 2040, the AADT is expected to be 6,800 vpd.

The CTP project proposal (SPOT H170817) is to widen NC 43 from Pitt County to proposed Vanceboro Bypass to a four-lane divided boulevard facility with 46’ depressed median and paved shoulders.

Down East RPO and Mid East RPO submitted this project in SPOT 4.0 in the Regional Impact category.

NC 55 (Neuse Boulevard) Roundabout, TIP: U-5993

NC 55 (Neuse Boulevard) and US 17 (MLK Boulevard) intersection needs improvements. The 2020-2029 STIP includes the U-5993 project. The project is identified as a roundabout improvement. The project has been delayed with the let date scheduled for early 2020. For additional information, including Purpose and Need, contact NCDOT Division 2.

NC 55 (Neuse Boulevard), Local ID: CRAV0018-H

NC 55 (Neuse Boulevard) from US 17 (MLK Boulevard) to NC 55 (First Street) is near capacity in the base year (2015) and is forecasted to be near capacity in the future year (2040).

Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) of D capacity or better can be achieved. Traffic on NC 55 (Neuse Boulevard) is 20,000 vehicles per day (vpd) in 2015 and is projected to increase to 23,500 vpd in in 2040, compared to a LOS D capacity of 24,300 vpd.

NC 55 (Neuse Boulevard) is currently a five-lane facility. There is an intersection TIP project (U-5993) at NC 55 (Neuse Boulevard) / US 17 (MLK Boulevard) and a TIP project (U-5992) at NC 55 (First Street). CRAV0018-H recommends the upgrade of this section of roadway to boulevard standards (four-lane divided facility).

NC 55 (Neuse Boulevard), Local ID: H -190033

NC 55 (Neuse Boulevard) from US 17 (MLK Boulevard) to NC 43 (Washington Post Rd) has been identified for a Feasibility Study (H-190033). The feasibility study will look at widening to four lanes divided with pedestrian accommodations. It will be a two-phased project. Phase 1 is from NC 43 to S Glenburnie Rd. Phase 2 is from S. Glenburnie Rd to Doctor MLK Jr Blvd. Intersection improvements to Racetrack road at NC 55/Neuse Blvd (H190020) are also a part of this project.

NC 101, Local ID: CRAV0017-H

NC 101 connects Beaufort with Havelock in Craven County. It provides connectivity and mobility, especially for freight as it connects to the deep-water port of Morehead.

Sections of NC 101 from Outer Banks Drive to Carteret County/Adams Creek Road (SR 1392) is projected to be near capacity by 2040. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) of D capacity or better can be achieved.

NC 101 is currently a two-lane facility. Traffic on NC 101 is in range of 5,700 to 11,000 in 2015. It is projected to increase in range of 7,500 to 11,800 vehicles per day (vpd) in 2040, compared to a LOS D of 14,600 vpd.

The primary purpose of the project (Local ID No. CRAV0017-H) is widening and resurfacing, on the existing NC 101 facility from Outer Banks Drive to Carteret County/ Adams Creek Road. Recommendations include widening to two 12-foot lanes with paved shoulders and center left turn lane where needed.

NC 101 is a 2-lane facility with 10 to 12-foot lanes. Outside of municipal limits, the posted speed limit is 55 mph.

The 2014 Carteret County Comprehensive Transportation Plan includes the widening of NC 101 in Carteret County to 2 lanes with center turn lane where needed. TIP U-3431 includes NC 101 Fontana Boulevard/ Miller Boulevard (SR 1763) widening project in Craven County. The project proposal (CRAV0014-H) will tie in with Carteret County NC 101 widening project and TIP U-3431 Fontana Boulevard /Miller Boulevard (SR 1763) project.

NC 101 (Fontana Boulevard) / Miller Boulevard (SR 1763), STIP No. U-3431

NC 101 (Fontana Boulevard) /Miller Boulevard (SR 1763) from Lake Road (SR 1756) to Outer Banks Drive (SR 1834) currently is a two lane, undivided connector that intersects with US 70. It is a major connector between Havelock, the town of Beaufort and the eastern part of Carteret County.

In order to improve capacity and safety, the project U-3431 widens NC 101 (Fontana Boulevard) /Miller Boulevard (SR 1763) from Lake Road (SR 1756) to Outer Banks Drive (SR 1834) to four lanes and make intersection improvements at Miller Boulevard (SR

1763)/Lake Road (SR 1756). TIP U-3431 is scheduled for Right-of-Way in 2021 with construction beginning in 2024. For additional information, including Purpose and Need, contact NCDOT Division 2.

Airport Road (SR 1131), SPOT: H090943

Airport Road (SR 1131) provides the main entrance to the Coastal Carolina Regional Airport (EWN). Improvements are needed to this corridor in order to improve mobility and Airport access.

Airport Road (SR 1131) is currently a two-lane, 12-foot lane cross section. The CTP project proposal (SPOT H090943) is to widen Airport Road (SR 1131) from US 70 to Lagoon Road (SR 1111) to a two-lane facility with a center left turn lane.

New Bern MPO submitted this project in SPOT 5.0 in the Division Needs category.

D Street Road (SR 1661), Local ID: CRAV0013-H

D Street used to be the access point for a bridge across the Neuse River. This bridge has since been deconstructed and D Street now ends on the gravel Purifoy Street. The proposed project is a road diet along D street, which would convert it to a two-lane minor thoroughfare with a bike lane on either side from US 17 to B Street. This would help with traffic calming as that geographic area is primarily residential.

Lake Road (SR 1756), Local ID: CRAV0014-H

Lake Road (SR 1756) from Miller Boulevard (SR 1763) to Havelock Bypass (R-1015) is projected to be near capacity by 2040. Improvements are needed to accommodate projected traffic volumes such that a minimum Level of Service (LOS) D capacity can be achieved.

Lake Road is currently a two-lane facility. The Havelock Bypass (R-1015) project includes an interchange at Lake Road (SR 1756). Traffic on Lake Road (SR 1756) is projected to increase from 4,500 vehicles per day (vpd) in 2015 to 9,200 in 2040, compared to a LOS D capacity of 9,900 vpd.

The project proposal (CRAV0014-H) is to widen the existing facility to a four-lane divided boulevard. This will tie into the Miller Boulevard (U-3431) project.

Northern Carteret Bypass, TIP: R-4431

The 2014 Carteret County Comprehensive Transportation Plan identified the Northern Carteret Bypass (R- 4431) from the Havelock Bypass to Beaufort. This will be a new road starting at the interchange of Havelock Bypass and US-70 south of Havelock. A Feasibility Study (TIP No. R-4431 / FS-9902C) was completed for this project in 1999, and later additional alternatives were analyzed in 2009. The Carteret County CTP

proposes to construct a four-lane divided freeway on new location. A small section of the proposed project will be in Craven County connecting to the Havelock Bypass.

This project was submitted in the SPOT 3.0 cycle by the Down East RPO in the Statewide Mobility category.

Old Cherry Point Road Connector, SPOT ID: H170911

Old Cherry Point Road Connector is proposed to connect US 70 to Old Cherry Point Road (SR 1113). There is a planned interchange at US 70 and Taberna Way (SR 1922). The proposed connector will provide additional connectivity to US 70.

This Project was submitted in the SPOT 5.0 cycle by the New Bern Area MPO in the Division Needs category.

South Glenburnie Road (SR 1309), Local ID: CRAV0016-H

South Glenburnie Road (SR 1309) is currently a five-lane facility. By 2040 South Glenburnie Road from McCarthy Boulevard to US 17 BUS is projected to be near capacity based on providing LOS D. Traffic on South Glenburnie Road (SR 1309) is 24,000 vpd in 2015 and is projected to increase to 25,400 vpd in in 2040, compared to an existing LOS D capacity of 29,000 vpd. Improvements are needed to accommodate projected traffic volumes such that a minimum of LOS D capacity or better can be achieved.

A crash assessment performed during the development of the CTP identified numerous intersections and roadway sections along this segment that experience a high number of crashes between January 1, 2013 to December 31, 2017. The intersection at US 17 BUS experienced 40 to 49 crashes, and the intersection with McCarthy Boulevard experienced 30 to 39 crashes. This segment of road has over 50 crashes between January 1, 2013 and December 31, 2017. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts.

The project proposal (CRAV0016-H) is to widen South Glenburnie Road from McCarthy Boulevard to US 17 Business to 4 lanes with median. There is a project (CRAV0007-H) in Destination 2040 New Bern MTP along South Glenburnie Road from Elizabeth Avenue to Craven Community College (McCarthy Boulevard) that widens South Glenburnie Road from 5 lanes to 6 lanes with median.

Terminal Drive / Airline Drive, Local ID: CRAV0012-H

Coastal Carolina Regional Airport (EWN) is Craven County's only airport, and a major source of economic growth. The EWN Airport Master Plan[9] calls for expanding the airport to allow for more freight traffic which would require an elongation of the runway. To accommodate the runway extension, Williams Road needs to be realigned. Additionally, Terminal Drive is a one-way facility. This combination results in a traffic pattern that requires all cars between Williams Road and Airport Road (SR 1131) to go around to the

[9] https://www.newbernairport.com/master-plan-update/project-components/

terminal to get from Williams Road to Airport Road. The Airport Master Plan included the addition of roundabouts at Airport Road & Clermont Road, Terminal Drive & Clermont Road, and the realignment of Williams Road.

Lake Road (SR 1756), Local ID: CRAV0020-H

Lake Road (SR 1756) from proposed Havelock Bypass to the Carteret County line is recommended for improvements. Proposed Havelock Bypass may potentially put more vehicles, including trucks, on Lake Road (SR 1756). Due to this, it is recommended to widen to existing Lake Road to have a minimum of two 12-foot lanes with paved shoulders in order to improve mobility. It is also recommended to have a left turn lane where needed.

Minor Widening Improvements

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

- **Church Road (SR 1763), CRAV0001-H:** from US 70 to Lake Road (SR 1756)
- **Brice Creek Road (SR 1004), CRAV0015-H:** from County Line Road (SR 1101) to Perrytown Loop (SR 1144)
- **Catfish Lake Road (SR 1100), CRAV0002-H:** from Jones County Line to County Line Road (SR 1101). Note: The portion of this facility that goes through Croatan National Forest is currently unpaved.
- **Catfish Lake Road (SR 1100), CRAV0002-H:** from County Line Road (SR 1101) to US 70
- **County Line Road (SR 1101), CRAV0003-H:** from Catfish Lake Road (SR 1100) to Old Airport Road (SR 1111)
- **Old Airport Road (SR 1111), H150858:** from Airport Road (SR 1131) to County Line Road (SR 1101)
- **Greenfield Heights Boulevard (SR 1746), CRAV0022-H:** from US 70 (SR 1773) to Miller Boulevard (SR 1745)
- **Adams Creek Road (SR 1700), CRAV0023-H:** from NC 101 to end of road / Waterway Road.
- **Streets Ferry Road (SR 1440), CRAV0024-H:** from US 17 to Piney Neck Road (SR 1444)
- **Piney Neck Road (SR 1444), CRAV0025-H:** from US 17 to Piney Neck Road (SR 1444)

PUBLIC TRANSPORTATION & RAIL

Public transportation and rail assessment were completed during the development of the CTP. Existing and planned public transportation and rail facilities are shown on the Public Transportation and Rail Map, Sheet 3 of Figure 1. Park and Ride locations are referenced from New Bern 2016 MTP. Public transportation and rail improvements recommended during the development of the CTP are based on examining the following as well as analyzing future needs:

- R-171837 grade separated intersection at Lake Road (SR 1756) and closure of existing at-grade crossing (Crossing # 722 882P) near Havelock
- R-170099 grade separated intersection at US 17 near Bridgeton
- R-170933 grade separated intersection at US 17 Bypass (Crossing # 466 092D) near Vanceboro
- Craven Area Rural Transit System (CARTS) Existing Routes
- 2017 CARTS Transit Development Plan (TDP)
- Amtrak
- Greyhound
- Carteret County Area Transportation System (CCATS) Down East Express
- NCDOT GIS Data Layers (NCDOT Rail Division Data - NCDOT Rail Track, NCDOT Rail Crossings, NCDOT Rail Facility)
- STIP Projects
- 2016 New Bern Metropolitan Planning Organization (MPO) Metropolitan Transportation Plan (MTP)
- Global TransPark to Port of Morehead City Mobility Corridor Rail Improvements Study

BICYCLE

A bicycle assessment was completed during the development of the CTP. Existing and planned bicycle routes are shown on Sheet 4 of Figure 1. Recommended bicycle improvements identified during the development of the CTP are based on examining the following as well as analyzing future needs:

- NCDOT GIS Data Layer (NCDOT Bike Routes – State Bicycle Routes)
- 2016 New Bern Metropolitan Planning Organization (MPO) Metropolitan Transportation Plan (MTP)
- 2013 NC Statewide Pedestrian and Bicycle Plan
- Pedestrian and Bicycle Infrastructure Network (PBIN) NCDOT North Carolina Bicycle Facilities Map
- 2014 Croatan Regional Bicycle and Trails Plan
- 2009 City of New Bern Pedestrian Plan
- 2014 Trent Woods Comprehensive Pedestrian Plan
- 2009 Havelock Comprehensive Plan
- 2019 Town of River Bend Bicycle & Pedestrian Plan

Additionally, during the development of the CTP, the following facilities were recommended to have pedestrian accommodations:

- **CRAV0001-B:** Wilson Street from Railroad Street to E Kornegay Street (SR 1005)
- **CRAV0002-B:** Cunningham Boulevard (SR 1735) from US 70 (East Main Street) to NC 101 Fontana Boulevard
- **CRAV0003-B:** High School Drive from Middle School Lane to Webb Boulevard
- **CRAV0004-B:** McCotter Boulevard (SR 1824) from US 70 (East Main Street) to NC 101 Fontana Boulevard
- **CRAV0005-B:** Middle School Lane from Cunningham Boulevard (SR 1735) to High School Drive

PEDESTRIAN

During the development of the CTP, a goal of the Craven County CTP Steering Committee was to develop a transportation system that preserves and promotes the quality of life within the county. One of the objectives of this goal is to improve pedestrian opportunities throughout Craven County. These pedestrian opportunities are represented on Sheet 5 of Figure 1 and are taken from the following sources:

- 2016 New Bern Metropolitan Planning Organization (MPO) Metropolitan Transportation Plan (MTP)
- 2013 NC Statewide Pedestrian and Bicycle Plan
- Pedestrian and Bicycle Infrastructure Network (PBIN) NCDOT North Carolina Bicycle Facilities Map
- 2014 Croatan Regional Bicycle and Trails Plan
- 2009 City of New Bern Pedestrian Plan
- 2014 Trent Woods Comprehensive Pedestrian Plan
- 2009 Havelock Comprehensive Plan
- 2019 Town of River Bend Bicycle & Pedestrian Plan

Additionally, during the development of the CTP, the following facilities were recommended to have pedestrian accommodations:

- **CRAV0001-P:** Old Cherry Point Road, from Elder Street (SR 1138) to E Camp Kiro Road (SR 1112)
- **CRAV0002-P:** Wilson Street, from Railroad Street to E Kornegay Street (SR 1005)
- **CRAV0003-P:** Kornegay Street, from W Wilson Street (SR 1270) to E Wilson Street (SR 1270)
- **CRAV0004-P:** Lake Road (SR 1756) from Miller Boulevard (SR 1763) to Proposed Havelock Bypass
- **CRAV0005-P:** Greenfield Heights Boulevard (SR 1746) from Miller Boulevard (SR 1763) to US 70
- **CRAV0006-P:** Sunset Drive (SR 1747) from Greenfield Heights Boulevard (SR 1746) to Pulley Road

Multi-Use

During the development of the CTP, a goal of the Craven County CTP Steering Committee was to develop a transportation system that preserves and promotes the quality of life within the county. These multi-use opportunities are represented on Sheet 5 of Figure 1 and are taken from the following sources:

- 2016 New Bern Metropolitan Planning Organization (MPO) Metropolitan Transportation Plan (MTP)
- 2013 NC Statewide Pedestrian and Bicycle Plan
- Pedestrian and Bicycle Infrastructure Network (PBIN) NCDOT North Carolina Bicycle Facilities Map
- 2014 Croatan Regional Bicycle and Trails Plan
- 2009 City of New Bern Pedestrian Plan
- 2014 Trent Woods Comprehensive Pedestrian Plan
- 2009 Havelock Comprehensive Plan
- 2019 Town of River Bend Bicycle & Pedestrian Plan

Additionally, during the development of the CTP, the following facilities were recommended to have Multi-use accommodations:

- **CRAV0001-M:** Extension of the multi-use path on Brices Creek Road from Perry Town Road (SR 1143) to the county line.

APPENDICES

Appendix A
Resources and Contacts

Local Planning Organization

Down East Rural Planning Organization (*http://www.eccog.org)*
Contact the RPO for information on long-range multi-modal planning services.
233 Middle Street, Ste. 300 New Bern, NC 28563; (252) 6383185-6589 Ext: 3001

New Bern Area Metropolitan Planning Organization: (NBAMPO)

North Carolina Department of Transportation

Customer Service Office
Contact information for other units within the NCDOT that are not listed in this appendix is available by calling the Customer Service Office or by visiting the NCDOT directory:

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

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

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

Highway Division 2 *(https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx)*
2815 Rouse Road Extension Kinston, NC 28504 (252) 775-6100

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

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

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
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 shape file. 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 2020 - 2029 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.
- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.

- **Tier:** Tiers are defined as part of the North Carolina Multimodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- **Proposals for Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H= highway, T= public transportation, R= rail, B= bicycle, P= pedestrian, and M= multi-use path).

CTP INVENTORY AND RECOMMENDATIONS

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HIGHWAY																				
		Section				2015 Existing System							2045 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)	2015 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Proposals for Other Modes
I-6002	US 70	Kornegay St (SR 1005)	NC 41/ Trenton Rd (SR 1001)	Jones	8.57	24	4-D	12	180	70	63200	12000	20500	20500	63200	4A	300	F	
I-6002	US 70	NC 41/ Trenton Rd (SR 1001)	Tuscarora Rhems Rd (SR 1224)	Jones	6.6	24	4-D	12	180	70	63200	12000	20500	20500	63200	4A	300	F	
I-6002	US 70	Tuscarora Rhems Rd (SR 1224)	Clarks Rd (SR 1225)	Craven	2.9	24	4-D	12	185	70	63200	12000	20700	20700	63200	4A	300	F	
I-6002	US 70	Clarks Rd (SR 1225)	US 17	Craven	0.91	24	4-D	12	185	70	63200	17000	24000	24000	63200	4A	300	F	
	US 17	US 70	NC 43	Craven	0.33	31	4-D	12	185	70	63200	17000	24000	24000	63200	4A	300	F	
	US 17	NC 43	Glenburnie Rd (SR 1309)	Craven	2.3	24	4-D	12	180	70	63200	21000	28000	28000	63200	4A	300	F	
	US 17	Glenburnie Rd (SR 1309)	US 17 Bus/ ML King Jr Blvd (SR 1395)	New Bern	0.95	24	4-D	12	180	65	66900	28000	35500	35500	66900	4A	300	F	
	US 17	US 17 Bus/ ML King Jr Blvd (SR 1395)	Trent Rd (SR 1278)	New Bern	0.43	24	4-D	12	180	65	66900	45000	50800	50800	66900	6A	300	F	
CRAV0018-H	US 17 Hwy N (NS 901)	Trent Rd (SR 1278)	Country Club Rd (SR 1200)	New Bern	1.13	24	4-D		180	55	66900	45000	50800	50800	66900	6A	300	F	
CRAV0019-H	US 70	Country Club Rd (SR 1200)	Madam Moores Ln (SR 1004)	Craven	0.44	36	4-D	12	-	55	98900	53000	58000	58000	98900			F	
CRAV0021-H	US 17 (NS 901)	Madam Moores Ln (SR 1004)	US 17	Craven	0.07	36	4-D	12	-	55	41800	48000	51000	51000	0	6B	200	F	
U-5713	US 70	US 17	US 70 Hwy (SR 1149)	Craven	0.75	24	4-D	12	130	55	41800	48000	51000	51000	41800	6B	200	F	
U-5713	US 70	US 70 Hwy (SR 1149)	Williams Rd (SR 1167)	Craven	0.23	24	4-D	12	130	50	41800	48000	51000	51000	41800	6B	200	F	
U-5713	US 70	Williams Rd (SR 1167)	Airport Rd (SR 1167)	Craven	0.52	24	4-D	12	130	50	41800	38000	49000	49000	41800	6B	200	F	
U-5713	US 70	Airport Rd (SR 1167)	Grantham Rd (SR 1124)	Craven	0.75	24	4-D	12	130	50	41800	38000	48100	48100	41800	6B	200	F	
R-5777	US 70	Grantham Rd (SR 1124)	Taberna Way	Craven	1.09	24	4-D	12	130	55	43300	35000	40600	40600	43300	4H	195	F	
R-5777	US 70	Taberna Way	Catfish Lake Rd (SR 1100)	Craven	6.24	24	4-D	12	130	55	43300	29000	33500	33500	43300	4A	300	F	
R-5777	US 70	Catfish Lake Rd (SR 1100)	Havelock Bypass (North)	Craven	1.5	24	4-D	12	130	55	43300	25000	32800	32800	43300	4H	195	F	
CRAV0019-H	US 70	Havelock Bypass (North)	Hickman Hill Loop Rd (SR 1759)	Craven	0.8	24	4-D	12	130	55	41800	31000	19700	19700	41800	4H	195	B	B

HIGHWAY																				
		Section				2015 Existing System							2045 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)	2015 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Proposals for Other Modes
CRAV0019-H	US 70	Hickman Hill Loop Rd (SR 1759)	Gray Rd (SR 1746)	Havelock	1.32	24	4-D	12	130	35	41800	31000	21900	21900	41800	4H	195	B	B,P
CRAV0019-H	US 70	Gray Rd (SR 1746)	Crest Dr (SR 1757)	Havelock	0.84	24	4-D	12	130	50	41800	29000	19200	19200	41800	4H	195	B	B,P
CRAV0019-H	US 70	Crest Dr (SR 1757)	Church Rd (SR 1763)	Havelock	0.52	24	4-D	12	130	50	41800	26000	27700	27700	41800	4H	195	B	B,P
CRAV0019-H	US 70	Church Rd (SR 1763)	Main St (SR 1775)	Havelock	0.21	24	4-D	12	130	50	33100	31000	29000	29000	33100	4H	195	B	B,P
CRAV0019-H	US 70	Main St (SR 1775)	Holly Dr (SR 1776)	Havelock	0.15	30	4-D	12	130	40	33100	31000	29000	29000	33100	4H	195	B	B,P
CRAV0019-H	US 70	Holly Dr (SR 1776)	Holly Dr (SR 1776)	Havelock	0.29	26	4-D	12	130	40	33100	31000	29000	29000	33100	4H	195	B	B,P
CRAV0019-H	US 70	Holly Dr (SR 1776)	Main St (SR 1777)	Havelock	0.27	24	4-D	12	130	40	33100	31000	29000	29000	33100	4H	195	B	B,P
CRAV0019-H	US 70	Main St (SR 1777)	NC 101	Havelock	0.17	72	4-D	12	130	40	33100	31000	29000	29000	33100	4H	195	B	B,P
CRAV0019-H	US 70	NC 101	Roosevelt Blvd (SR 1737)	Havelock	0.45	28	4-D	12	50	40	33100	23000	24000	24000	33100	4H	195	B	B,P
CRAV0019-H	US 70	Roosevelt Blvd (SR 1737)	Cunningham Blvd (SR 1735)	Havelock	0.03	41	4-D	12	50	40	33100	28000	29100	29100	33100	4H	195	B	B,P
CRAV0019-H	US 70	Roosevelt Blvd (SR 1737)	Cunningham Blvd (SR 1735)	Havelock	0.13	41	4-D	12	50	40	33100	28000	29100	29100	33100	4H	195	B	B,P
CRAV0019-H	US 70	Cunningham Blvd (SR 1735)	Mccotter Blvd (SR 1824)	Havelock	0.12	30	4-D	12	60	40	33100	28000	29100	29100	33100	4H	195	B	B,P
CRAV0019-H	US 70	Cunningham Blvd (SR 1735)	McCotter Blvd (SR 1824)	Havelock	1.36	30	4-D	12	60	40	33100	28000	29100	29100	33100	4H	195	B	B,P
CRAV0019-H	US 70	Mccotter Blvd (SR 1824)	Havelock Bypass (South)	Craven	0.3	24	4-D	12	90	55	33100	24000	25000	25000	33100	4H	195	B	B,P
R-1015	US 70	Havelock Bypass (South)	Carteret County Line	Craven	0.3	24	4-D	12	90	55	33100	24000	25000	25000	98900	6B	--	F	
R-1015	Havelock Bypass	US 70	Lake Rd (SR 1756)	Craven	5.3	--	--	--	--	--	--	--	14200	14200	65400	4A	--	F	
R-1015	Havelock Bypass	Lake Rd (SR 1756)	US 70	Craven	2.8	--	--	--	--	--	--	--	10200	10200	65400	4A	--	F	
R-4431	Northern Carteret Bypass	US 70 / Havelock Bypass (South)	Carteret County Line	Craven	--	--	--	--	--	--	--	--	--	5000	--	--	--	F	
I-6002	US 17/ US 70	US 17	Tuscarora Rhems Rd (SR 1224)	Craven	1.27	39	2	12	-	70	66900	3500	7000	7000	66900			F	
I-6002	US 17/ US 70	Tuscarora Rhems Rd (SR 1224)	US 17/ US 70	Craven	3.73	37	2	12	-	70	66900	3500	7000	7000	66900			F	
I-6002	US 17/ US 70	US 70	NC 55	Craven	2.45	24	2	12	-	55	66900	27000	28200	28200	66900			F	
I-6002	US 17/ US 70	NC 55	Old Vanceboro Rd (SR 1616)	Bridgeton	2.33	30	2	12	-	45	46400	13000	15500	15500	46400			E	

HIGHWAY																				
		Section				2015 Existing System							2045 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)	2015 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Proposals for Other Modes
I-6002	US 17/ US 70	Old Vanceboro Rd (SR 1616)	Antioch Rd (SR 1433)	Craven	1.22	60	2	12	-	55	57100	9100	11500	11500	57100			E	
I-6002	US 70	Antioch Rd (SR 1433) South	Antioch Rd (SR 1433) North	Craven	2.86	28	2	12	75-150	55	15800	9100	11500	11500	15800	2A	60	E	
R-2513B	US 17 / NC 43	Antioch Rd (SR 1433)	NC 43 / Macedonia Church Rd (SR 1482)	Craven	4.32	28	2	12	100	55	15800	8000	11400	11400	15800	2A	60	E	
R-2513D	US 17 / NC 43	NC 43 / Macedonia Church Rd (SR 1482)	US 17 BUS (Main St)	Craven	3.36	24	2	12	100	55	15800	11000	14800	14800	15800	4A	300	E	
R-2513D	US 17	US 17 BUS (Main St South)	US 17 BUS (Main St North)	Craven	3.73	48	1	12	100-150	55	16400	6000	7500	10000	0	4A	300	E	
R-2513D	US 17	US 17 BUS (Main St North)	Mile Rd (SR 1646)	Craven	2.64	22	2	11	100	55	15300	7100	8900	8900	15300	4A	300	E	
R-3403B	US 17	Mile Rd (SR 1646)	Beautort County	Craven	1.44	22	2	11	100	55	15300	6300	7800	7800	15300	4A	300	E	
	US 17 BUS	Craven	Tuscarora Rhems Rd (SR 1224)	Craven	1	43	2	12	-	55	47500	9300	12600	12600	47500	ADQ	ADQ	E	
	US 17 BUS	Tuscarora Rhems Rd (SR 1224)	Proposed NC 43/ Rocky Run Rd (SR 1221)	Craven	3.01	24	2	12	-	55	47500	16000	18200	18200	47500	ADQ	ADQ	E	
CRAV0009-H	US 17 BUS	Proposed NC 43/ Rocky Run Rd (SR 1221)	Greenleaf Cemetary Rd (SR 1214)	New Bern	0.72	24	2	12	75	55	47500	19000	21300	21300	47500	4H	195	E	B,P
CRAV0009-H	US 17 BUS	Greenleaf Cemetary Rd (SR 1214)	Glenburnie Rd (SR 1309)	New Bern	0.62	36	2	16	75-150	50	61000	22000	23900	23900	61000	4H	195	E	B,P
CRAV0009-H	US 17 BUS	Greenleaf Cemetary Rd (SR 1214)	Glenburnie Rd (SR 1309)	New Bern	0.57	36	3	13	75	50	61000	25000	26900	26900	61000	4H	195	E	B,P
CRAV0009-H	US 17 BUS	Glenburnie Rd (SR 1309)	US 17	New Bern	1	36	3	13	75	50	61000	35000	40200	40200	61000	4H	195	E	B,P
	US 17 BUS/ NC 43 (Main St)	US 17	Old Brick Rd (SR 1628)	Craven	1.16	24	1	12	-	55	16400	5700	7300	4000	16400	ADQ	ADQ	MJ2	
	US 17 BUS/ NC 43 (Main St)	Old Brick Rd (SR 1628)	Streets Ferry Rd (SR 1440)	Vanceboro	0.29	40	2	12	-	35	12600	5700	7700	4200	12600	ADQ	ADQ	MJ2	
	US 17 BUS/ NC 43 (Main St)	Streets Ferry Rd (SR 1440)	NC 43	Vanceboro	0.77	40	2	12	-	35	12600	10000	12900	10000	12600	ADQ	ADQ	MJ2	
	US 17 BUS	NC 43	NC 118 (Bailey Ln)	Vanceboro	0.56	40	2	12	-	45	13800	1400	2000	2000	13800	ADQ	ADQ	MJ2	
	US 17 BUS/ NC 43 (Main St)	NC 118 (Bailey Ln)	US 17	Craven	1.41	24	1	11	-	55	15300	1500	2600	2600	15300	ADQ	ADQ	MJ2	

HIGHWAY																				
		Section				2015 Existing System							2045 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)	2015 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Proposals for Other Modes
R-2301B	New Bern Bypass / PRJ-17	US 17 / US 70	NC 55	Craven	2.27	--	--	--	--	--	--	--	--	7500	66900	4A	300	F	
R-2301B	New Bern Bypass / PRJ-17	NC 55	Spring Garden Rd (SR 1401)	Craven	2.63	--	--	--	--	--	--	--	--	7500	66900	4A	300	F	
R-2301B	New Bern Bypass / PRJ-17	Spring Garden Rd (SR 1401)	River Rd (SR 1400) / NC 43	Craven	1.61	--	--	--	--	--	--	--	--	7500	66900	4A	300	F	
R-2301B	New Bern Bypass / PRJ-17	NC 43	US 17	Craven	2.19	--	--	--	--	--	--	--	--	6000	66900	4A	300	F	
	NC 306	NC 101	Apple Dr (SR 1873)	Craven	1.83	24	2	12	-	55	16400	2700	6200	6200	16400	ADQ	ADQ	MJ2	
	NC 306	Apple Dr (SR 1873)	Seven Seas Dr (SR 1838)	Craven	2.44	24	2	12	-	55	16400	2700	6200	6200	16400	ADQ	ADQ	MJ2	
	NC 306	Seven Seas Dr (SR 1838)	DEAD-END	Craven	0.26	24	2	12	-	55	16400	2700	6200	6200	16400	ADQ	ADQ	MJ2	
	NC 118	Pitt County	River Rd (SR 1400)	Craven	1.71	20	2	10	-	55	15300	3300	3500	1600	15300	ADQ	ADQ	MJ2	
	NC 118	River Rd (SR 1400)	Butler Ford Rd (SR 1478)	Craven	5.78	20	2	10	-	55	15300	1400	1600	1600	15300	ADQ	ADQ	MJ2	
	NC 118	Butler Ford Rd (SR 1478)	Nelson Rd (SR 1450)	Craven	0.94	20	2	10	-	55	15300	2300	2400	2400	15300	ADQ	ADQ	MJ2	
	NC 118	Nelson Rd (SR 1450)	NC 43	Craven	2.19	20	2	10	-	55	15300	3000	3400	3400	15300	ADQ	ADQ	MJ2	
	NC 118 (Bailey Ln) (NC 118)	NC 43	US 17	Vanceboro	0.44	18	2	9	-	45	13800	1900	2100	2100	13800	ADQ	ADQ	MJ2	
CRAV0017-H	NC 101	Carteret County Line	Harlow Rd (SR 1855)	Craven	0.93	20	2	10	100	55	14600	5600	7500	7500	14600	3C	110	MJ2	
CRAV0017-H	NC 101	Harlow Rd (SR 1855)	NC 306	Craven	3.85	20	2	10	100	55	14600	8200	10000	10000	14600	3C	110	MJ2	
CRAV0017-H	NC 101	NC 306	Outer Banks Dr (SR 1834)	Havelock	2.57	20	2	10	100	55	14600	11000	11800	11800	14600	3C	110	MJ2	B
U-3431	NC 101 / Fontana Blvd	Outer Banks Dr (SR 1834)	Mccotter Blvd (SR 1824)	Havelock	0.85	20	2	10	100	55	12600	11000	12200	12200	12600	4D	110	B	B
U-3431	NC 101 / Fontana Blvd	McCotter Blvd (SR 1824)	Cunningham Blvd (SR 1735)	Havelock	0.85	20	2	12	100	35	12600	11000	12200	12200	12600	4D	110	B	B

HIGHWAY																				
		Section				2015 Existing System							2045 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)	2015 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Proposals for Other Modes
U-3431	NC 101 / Fontana Blvd	Cunningham Blvd (SR 1735)	Roosevelt Blvd (SR 1737)	Havelock	0.32	29	2	12	100	35	25500	11000	12000	12000	25500	4D	110	B	B
U-3431	NC 101 / Fontana Blvd	Roosevelt Blvd (SR 1737)	Main St (SR 1777)	Havelock	0.14	52	2	12	100	35	13300	15700	17700	17700	13300	4D	110	B	B
U-3431	NC 101 / Fontana Blvd	Main St (SR 1777)	US 70	Havelock	0.06	52	2	12	100	35	13300	15700	17700	17700	13300	4D	110	B	B
	NC 55	Pamlico County Line	Sand Hill Rd (SR 1614)	Craven	0.43	67	4	12	-	55	33300	11000	12000	12000	33300	ADQ	ADQ	MJM	
	NC 55	Sand Hill Rd (SR 1614)	Broad Creek Rd (SR 1600)	Craven	1.03	67	4	12	-	55	33300	11000	12000	12000	33300	ADQ	ADQ	MJM	
	NC 55	Broad Creek Rd (SR 1600)	US-17/ US 70	Bridgeton	0.6	67	4	12	-	55	34500	17000	17700	17700	34500	ADQ	ADQ	MJM	
U-5992	NC 55/Country Club Rd	US-17/ US 70	Walt Bellamy Dr	New Bern	0.3	48	4	12	200	35	25500	10000	10200	10200	25500	3E	90	MJ2	
U-5992	NC 55/ First St	Walt Bellamy Dr	Queen St	New Bern	0.09	48	4	12	200	35	25500	11000	11500	11500	25500	3C	80	MJ2	B,P
U-5992	NC 55/ First St	Queen St	Pollock St	New Bern	0.08	48	4	11	200	35	25500	9800	10200	10200	25500	3C	80	MJ2	B,P
U-5992	NC 55/ First St	Pollock St	Neuse Blvd	New Bern	0.17	48	4	12	200	35	25500	8500	8900	8900	25500	3C	80	MJ2	B,P
	NC 55/ Neuse Blvd	First St	MLKing Jr Blvd (SR 1395)	New Bern	0.4	36	2	12	-	35	24300	20000	23500	23500	24300	4D	110	MJM	
	NC 55/ Neuse Blvd	MLKing Jr Blvd (SR 1395)	Simmons St (SR 1215)	New Bern	0.72	36	2	12	-	35	22200	13000	15500	15500	22200	ADQ	ADQ	MJM	
	NC 55/ Neuse Blvd	Simmons St (SR 1215)	Glenburnie Rd (SR 1309)	New Bern	0.95	48	4	12	-	35	25500	17000	18900	18900	25500	ADQ	ADQ	MJM	
	NC 55/ Neuse Blvd	Glenburnie Rd (SR 1309)	Racetrack Rd	New Bern	0.7	48	4	12	-	45	27600	15000	16100	16100	27600	ADQ	ADQ	MJM	
	NC 55/ Neuse Blvd	Racetrack Rd	NC 43	New Bern	0.67	48	4	12	-	45	27600	19000	20200	20200	27600	ADQ	ADQ	MJM	
	NC 55	NC 43	Old US 70 Hwy (SR 1005)	New Bern	1.78	24	2	10	-	45	13600	5300	6200	6200	13600	ADQ	ADQ	MJ2	
	NC 55	Old US 70 Hwy (SR 1005)	Future US 17	Craven	1.21	20	2	10	-	55	15300	2200	2500	2500	15300	ADQ	ADQ	MJ2	
	NC 55	Future US 17	Hyman Rd (SR 1244)	Craven	1.36	20	2	10	-	55	15300	2500	2700	2700	15300	ADQ	ADQ	MJ2	
	NC 55	Hyman Rd (SR 1244)	Dry Monia Rd (SR 1224)	Craven	2.02	20	2	10	-	55	15300	3000	3500	3500	15300	ADQ	ADQ	MJ2	
	NC 55	Dry Monia Rd (SR 1224)	Dover Rd (SR 1245)	Craven	0.65	20	2	10	-	55	15300	3000	3300	3300	15300	ADQ	ADQ	MJ2	
	NC 55	Dover Rd (SR 1245)	Spring Garden Rd (SR 1401)	Craven	1.02	20	2	10	-	55	15300	2000	2200	2200	15300	ADQ	ADQ	MJ2	
	NC 55	Spring Garden Rd (SR 1401)	Cicero Riggs Rd (SR 1232)	Craven	3.49	20	2	10	-	55	15300	2000	2200	2200	15300	ADQ	ADQ	MJ2	
	NC 55	Cicero Riggs Rd (SR 1232)	Wintergreen Rd (SR 1256)	Craven	2.24	20	2	10	-	55	15300	2000	2100	2100	15300	ADQ	ADQ	MJ2	

HIGHWAY																				
		Section				2015 Existing System							2045 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)	2015 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Proposals for Other Modes
	NC 55	Wintergreen Rd (SR 1256)	Biddle Rd (SR 1472)	Craven	2.04	20	2	10	-	55	15300	2000	2100	2100	15300	ADQ	ADQ	MJ2	
	NC 55	Biddle Rd (SR 1472)	Dover Fort Barnwell Rd (SR 1262)	Craven	2.03	20	2	10	-	35	10600	1500	1700	1700	10600	ADQ	ADQ	MJ2	
	NC 55	Dover Fort Barnwell Rd (SR 1262)	William Pearce Rd (SR 1475)	Craven	5.24	20	2	10	-	55	16400	900	1200	1200	16400	ADQ	ADQ	MJ2	
	NC 55	William Pearce Rd (SR 1475)	Lenoir County	Craven	3.06	24	2	12	-	55	16400	600	800	800	16400	ADQ	ADQ	MJ2	
	NC 43	US 17	NC 55	Craven	2	34	2	12	-	55	58800	7800	11500	11500	58800	ADQ	ADQ	E	
CRAV0006-H	NC 43	NC 55	Ipock Ln (SR 1243)	New Bern	2.54	24	2	12	90	55	14600	16000	17600	17600	14600	4H	195	B	
	NC 43	Ipock Ln (SR 1243)	Spring Garden Rd (SR 1401)	Craven	1.34	32	2	12	-	55	16400	13000	15300	15300	16400	ADQ	ADQ	MJ2	
	NC 43	Spring Garden Rd (SR 1401)	River Rd (SR 1400)	Craven	1.06	28	2	12	-	55	16400	13000	15300	15300	16400	ADQ	ADQ	MJ2	
R-2301B	NC 43	River Rd (SR 1400)	Proposed New Bern Bypass/ PRJ-US 17	Craven	1.39	40	2	12	150	55	16400	7200	8500	9500	16400	4A	300	F	
	NC 43	Proposed New Bern Bypass/ PRJ-US 17	US 17/ NC43	Craven	1.69	28	2	12	-	55	16400	6700	7500	3500	16400	ADQ	ADQ	MJ2	
	NC 43	US 17/ NC43	NC 118	Vanceboro	0.5	22	2	11	-	35	12300	9800	11500	8200	12300	ADQ	ADQ	MJ2	
	NC 43	NC 118	Mile Rd (SR 1646)	Craven	1.52	22	2	11	-	55	15900	6100	7300	4000	15900	ADQ	ADQ	MJ2	
	NC 43	Mile Rd (SR 1646)	0.2 m S of Wilmer Rd	Craven	3.55	22	2	11	-	55	15900	5600	6800	3500	15900	ADQ	ADQ	MJ2	
H170817	NC 43	0.2 m S of Wilmer Rd	Pitt County	Craven	1.83	22	2	11	100	55	15900	5600	6800	6800	15900	4A	300	B	
	NC 41	Jones County Line	US 70	Craven	0.31	24	2	12	-	55	16400	1900	2500	2500	16400	ADQ	ADQ	MJ2	
CRAV0012-H	Airline Dr	Terminal Dr	Williams Rd (SR 1167)		0.16	24	2	12	-	25	10000	4500	5400	5400	10000	2B	60	MN	
H090943	Airport Rd (SR 1131)	Old Cherry Point Rd (SR 1113)	US 70	Craven	0.14	20	2	10	-	55	12400	2300	2800	2800	12400	3C	80	MN	B, P
H090943	Airport Rd (SR 1131)	US 70	Old Airport Rd (SR 1964)	Craven	0.35	20	2	10	-	45	12400	2300	2800	2800	12400	3C	80	MN	B, P
	Antioch Rd (SR 1433)	US 17	Branch Canal Rd (SR 1430)	Craven	2.78	18	2	9	-	45	12000	600	700	700	12000	ADQ	ADQ	MN	
	Antioch Rd (SR 1433)	Branch Canal Rd (SR 1430)	US 17	Craven	0.49	18	2	9	-	45	12000	1600	2000	2000	12000	ADQ	ADQ	MN	

HIGHWAY																				
		Section				2015 Existing System							2045 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)	2015 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Proposals for Other Modes
	Aurora Rd (SR 1003)	US 17	Shoo Fly Rd (SR 1617)	Craven	0.62	18	2	9	-	45	13100	1400	1700	1700	13100	ADQ	ADQ	MN	
	Aurora Rd (SR 1003)	Shoo Fly Rd (SR 1617)	Great Swamp Rd (SR 1627)	Craven	0.29	18	2	9	-	45	13100	1000	1200	1200	13100	ADQ	ADQ	MN	
	Aurora Rd (SR 1003)	Great Swamp Rd (SR 1627)	Purifoy Rd (SR 1611)	Craven	3.24	18	2	9	-	55	14800	1000	1200	1200	14800	ADQ	ADQ	MN	
	Aurora Rd (SR 1003)	Purifoy Rd (SR 1611)	High Bridge Rd (SR 1623)	Craven	1.3	18	2	9	-	55	14800	1000	1100	1100	14800	ADQ	ADQ	MN	
	Aurora Rd (SR 1003)	High Bridge Rd (SR 1623)	Tunstall Swamp Rd (SR 1003)	Craven	3.63	18	2	9	-	55	14800	900	1000	1000	14800	ADQ	ADQ	MN	
	B St	US 17 (D St)	US 17	Bridgeton	1.6	20	2	10	-	25	9000	500	600	600	9000	ADQ	ADQ	MN	
	Belltown Rd (SR 1739)	Gray Fox Rd (SR 1739)	Miller Blvd (SR 1763)	Havelock	0.88	20	2	10	-	25	10600	1500	2000	2000	10600	ADQ	ADQ	MN	
	Bern St (NS 97635)	George St (SR 1708)	Queen St	New Bern	0.49	20	2	10	-	25	10500	500	800	800	10500	ADQ	ADQ	MN	
CRAV0005-H	Brices Creek Rd (SR 1004)	Baron Point Rd (SR 1186)	Perrytown Rd (SR 1143)	Craven	0.38	24	2	12	100	45	12900	8200	9100	9100	12900	2R	100	MN	B, P
CRAV0005-H	Brices Creek Rd (SR 1004)	Perrytown Rd (SR 1143)	Crump Farm Rd (SR 1144)	Craven	1.29	18	2	9	-	45	12900	8200	9100	9100	0	2R	100	MN	B
CRAV0015-H	Brices Creek Rd (SR 1004)	County Line Rd (SR 1101)	Perrytown Loop Rd (SR 1144)	Craven	2.12	18	2	9	-	55	12900	3000	3800	3800	12900	2R	100	MN	B
	Biddle Rd (SR 1472)	Maple Cypress Rd (SR 1470)	NC 55	Craven	2.08	18	2	9	-	55	14800	1300	1600	1600	14800	ADQ	ADQ	MN	
	Broad St (NS 901)	E Front St	Craven St	New Bern	0.14	24	2	12	-	25	10500	5100	6100	6100	10500	ADQ	ADQ	B	
	Broad St (NS 901)	Craven St	Middle St	New Bern	0.09	24	2	12	-	35	10500	7000	7500	7500	10500	ADQ	ADQ	B	
	Broad St (NS 901)	Middle St	Hancock St	New Bern	0.09	24	2	12	-	35	14000	7000	7800	7800	14000	ADQ	ADQ	B	
	Broad St (NS 901)	Hancock St	Pollock St	New Bern	0.17	24	2	12	-	30	14000	8100	8500	8500	14000	ADQ	ADQ	B	
	Broad St (NS 901)	Pollock St	Queen St	New Bern	0.27	24	2	12	-	30	14000	7500	7700	7700	14000	ADQ	ADQ	B	

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION *							
Local ID	Facility/Corridor	Section (From - To)/Location	Speed Limit (mph)	Distance (mi)	Existing Type	Proposed Type	Other Modes

* For the list of the public transportation systemand proposals, refer to Public Transportation section of Chapter-2 of this document.

RAIL**												
						Existing System			Proposed System			
Local ID	Facility/Route	Section (From - To)	Class	Train Speed (mph)	Distance (mi)	Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day	Other Modes

** For the list of the rail proposals, refer to Public Transportation section of Chapter-2 of this document.

BICYCLE AND PEDESTRIAN

BICYCLE

Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Cross-Section				
				(ft)	lanes	Type	Cross-Section	
CRAV0001-B	Wilson Street	Railroad Street to E Kornegay Street (SR 1005)	1	18	2	Bicycle	2E	P

PEDESTRIAN

Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Type	Side of Street	Type	Side of Street	
CRAV0001-P	Old Cherry Point Road (SR 1113)	Elder Street (SR 1138) - E Camp Kiro Road (SR 1112)	6.1	-	-	Sidewalk	Both	
CRAV0002-P	Wilson Street	Railroad Street - E Kornegay Street (SR 1005	1	-	-	Sidewalk	Both	B
CRAV0003-P	Kornegay Street	W Wilson Street (SR 1270) - E Wilson Street (SR 1270)	1.2	-	-	Sidewalk	Both	

MULTI-USE PATH

Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Location	Cross-Section	Location	Cross-Section	
CRAV0001-M	Brices Creek Road	Perry Town Rd (SR 1143) - county Line	3.4	-	-	North	MA	

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.

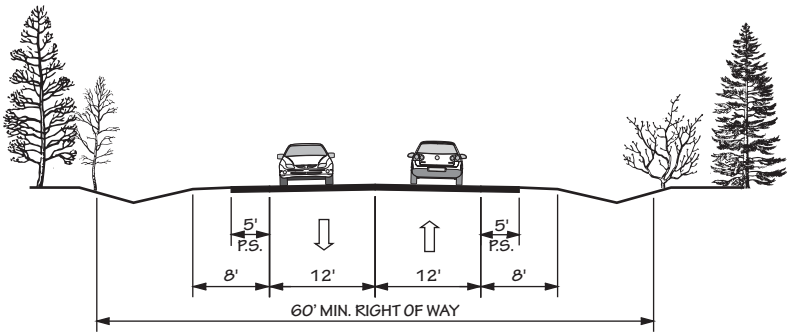
On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following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

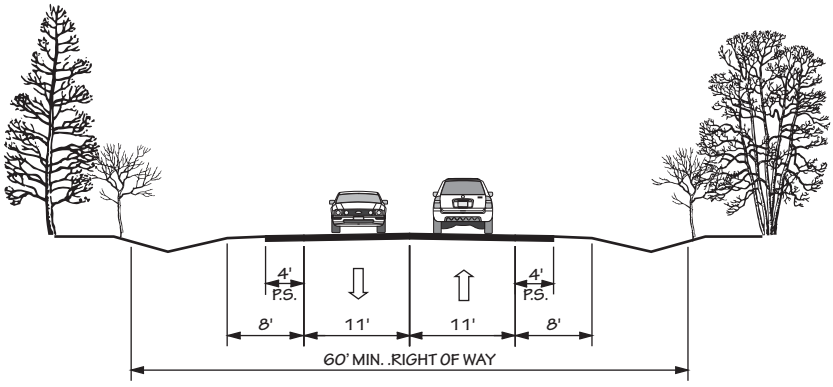
2A



2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 55 MPH

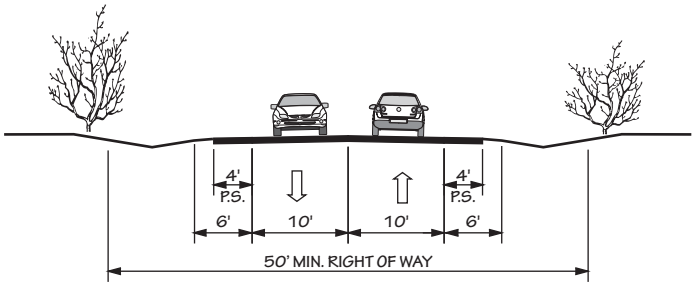
2B



2 LANES UNDIVIDED

POSTED SPEED 45 MPH OR LESS

2C



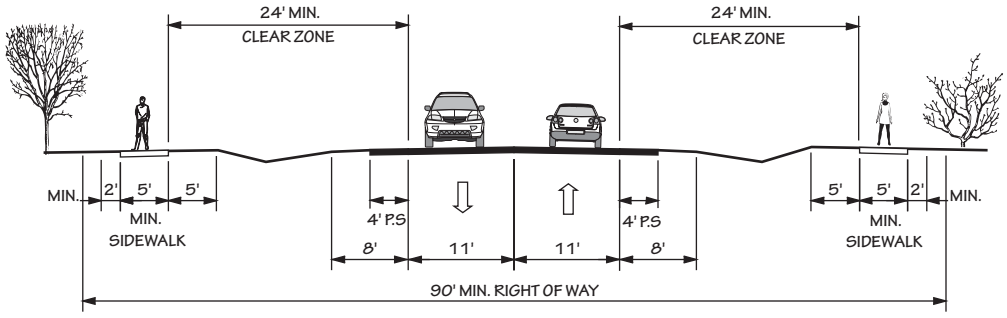
2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 25 - 35 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

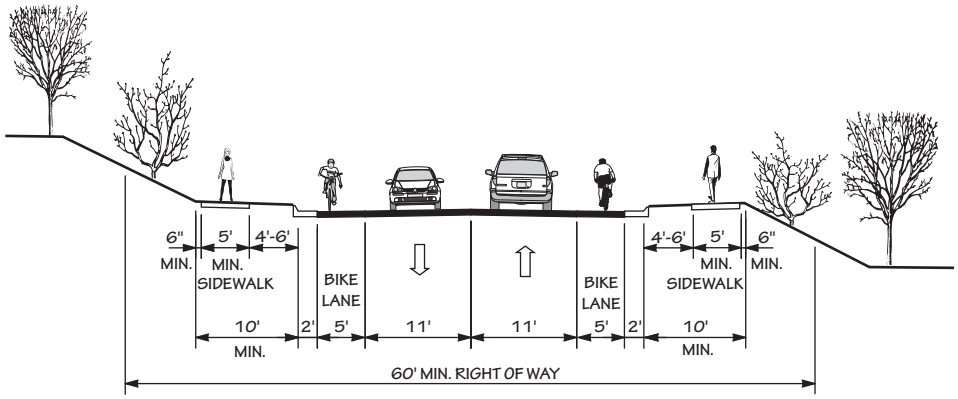
2D



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 25-45 MPH

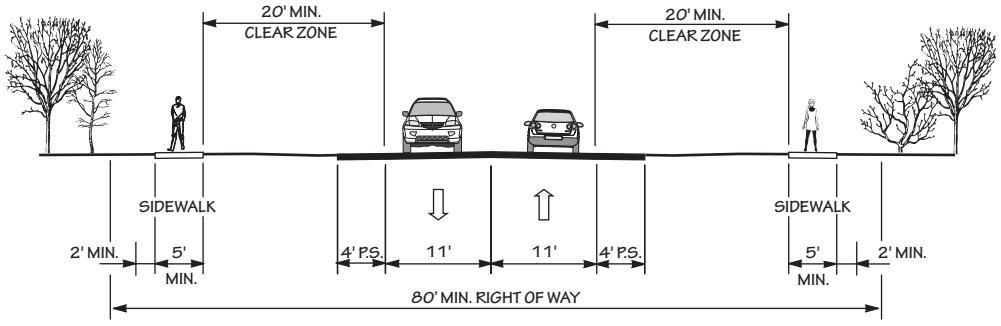
2E



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

POSTED SPEED 25-45 MPH

2F



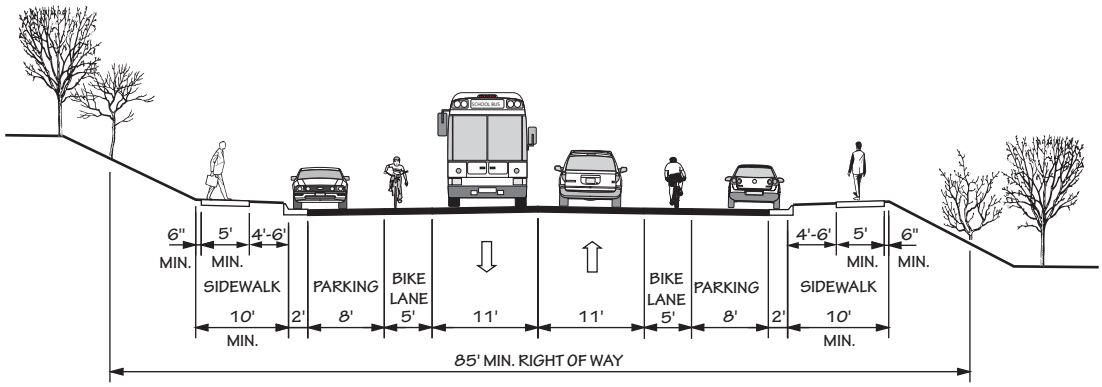
2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CAMA COUNTIES

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

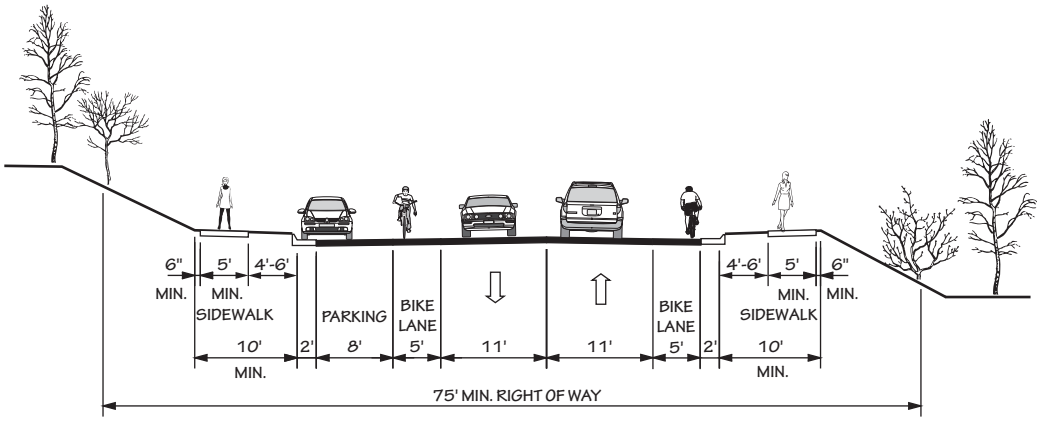
2G



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

POSTED SPEED 25-45 MPH

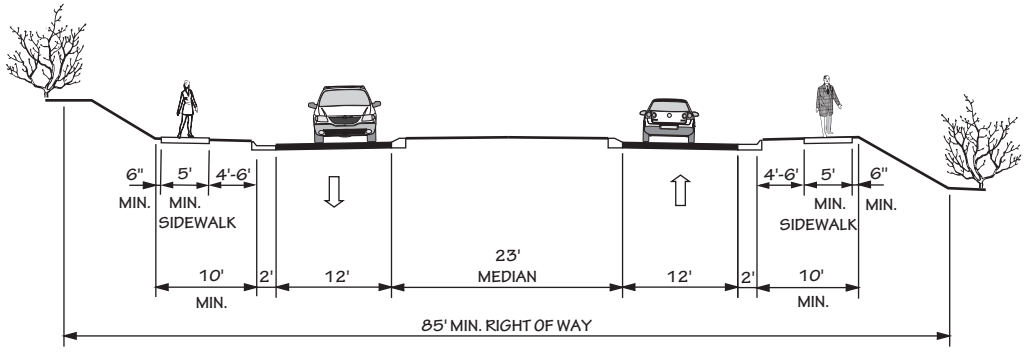
2H



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

POSTED SPEED 25-45 MPH

2I



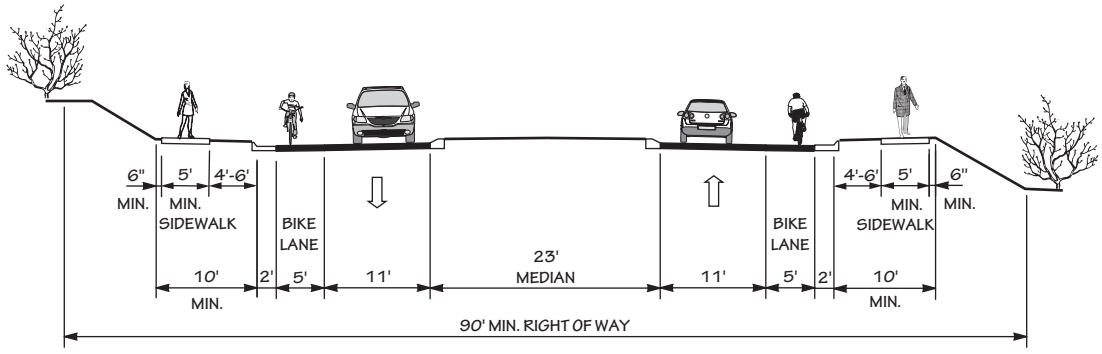
2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

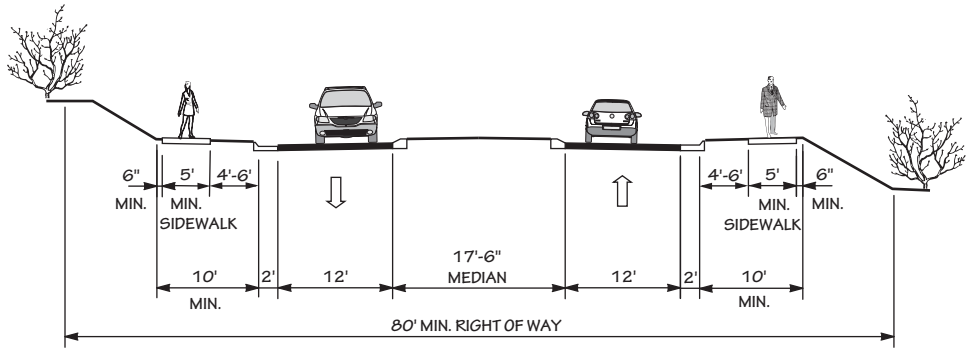
2J



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

POSTED SPEED 25-45 MPH

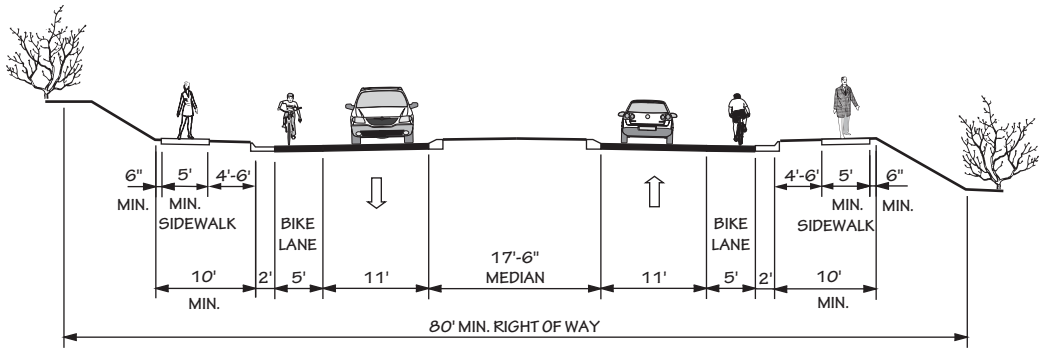
2K



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

POSTED SPEED 25-45 MPH

2L



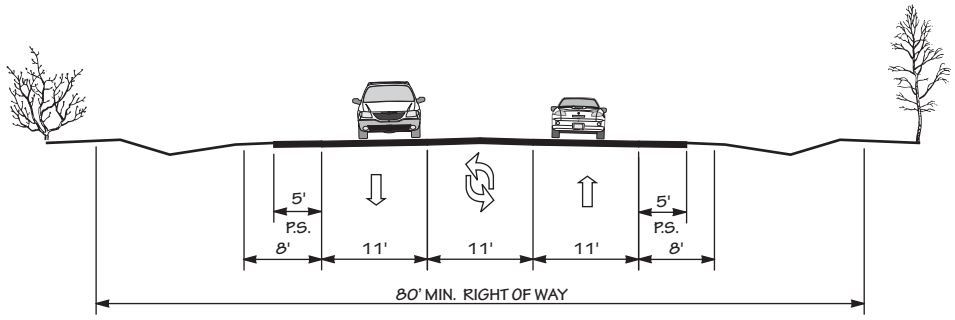
2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

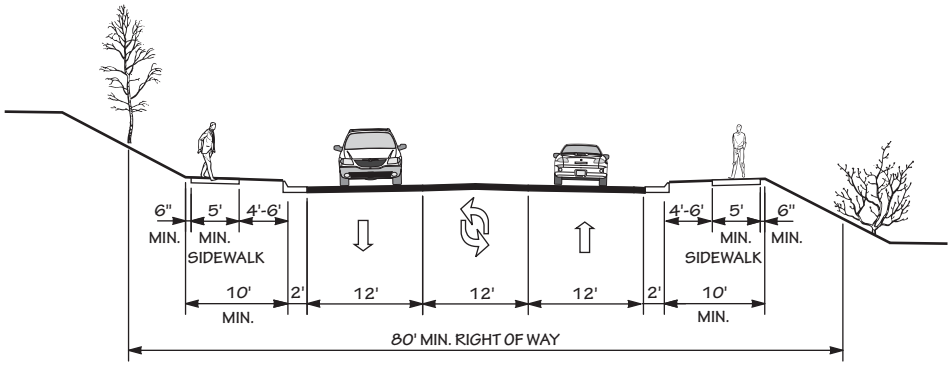
3A



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

POSTED SPEED 25-55 MPH

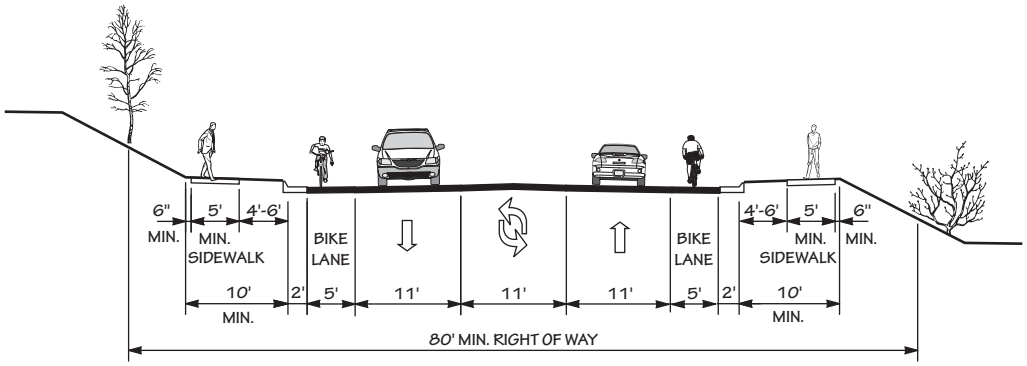
3B



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

POSTED SPEED 25-45 MPH

3C

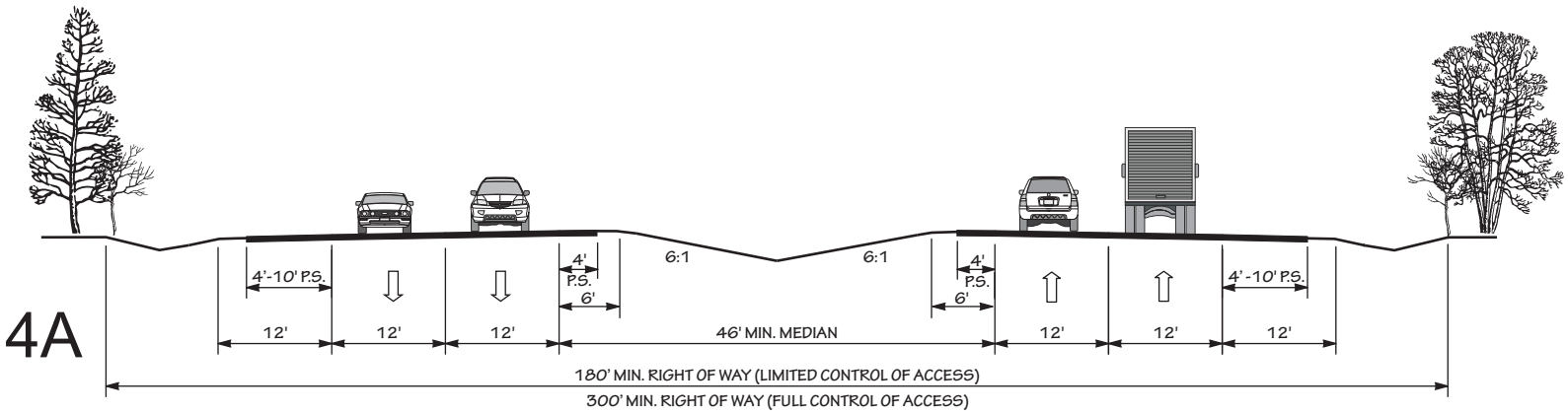


2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

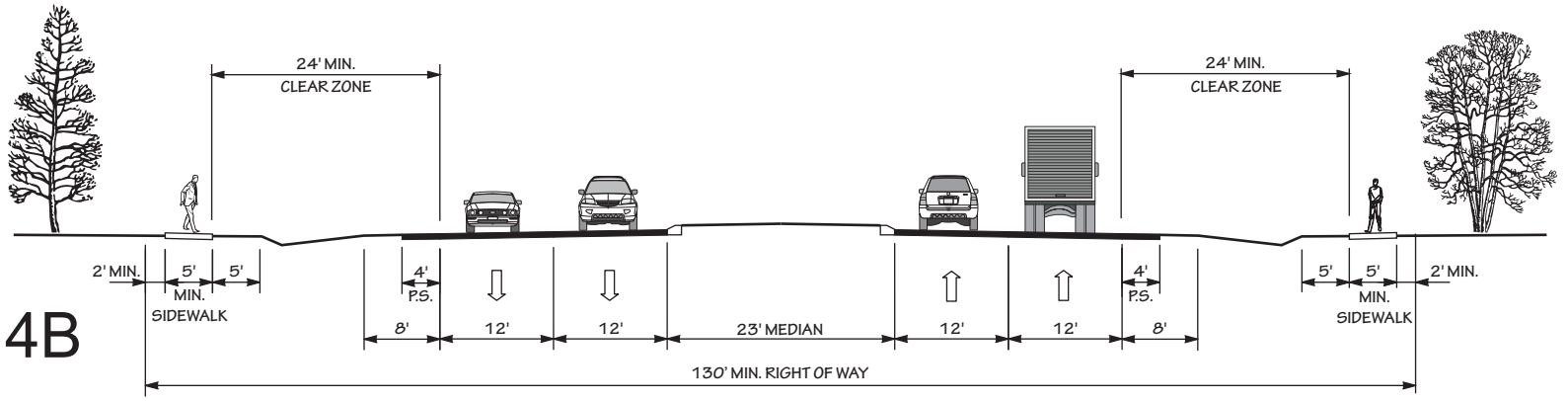
Revised 05/05/2014

"Typical" Highway Cross Sections



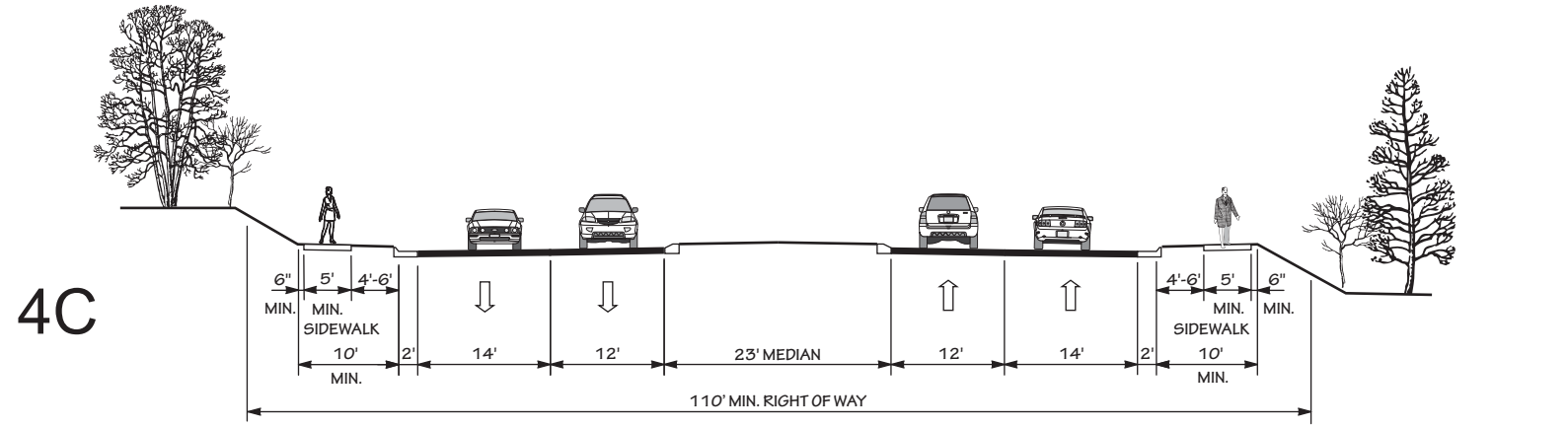
4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH



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

POSTED SPEED 35-55 MPH



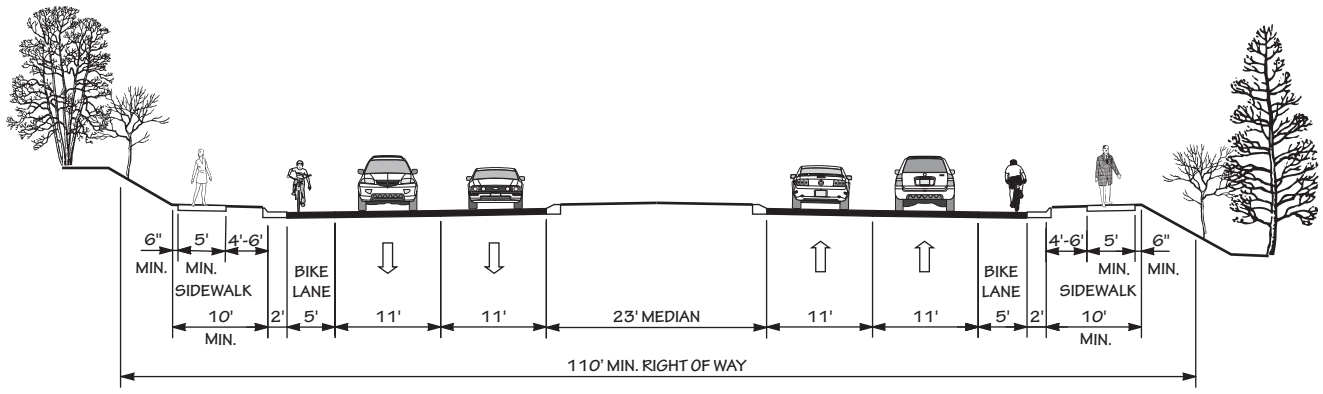
4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"Typical" Highway Cross Sections

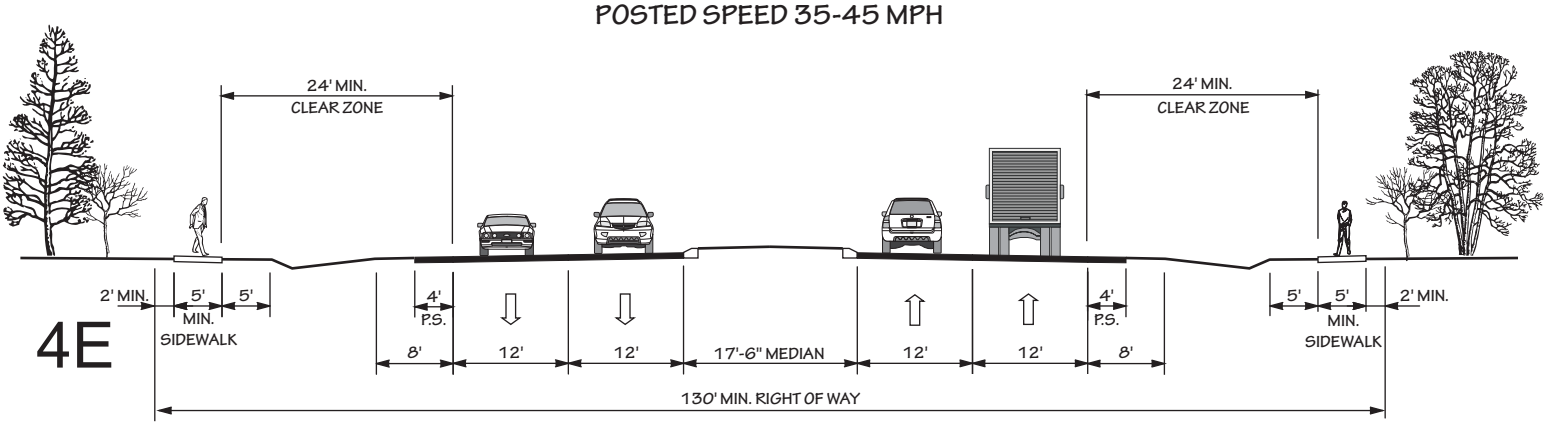
4D



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

POSTED SPEED 35-45 MPH

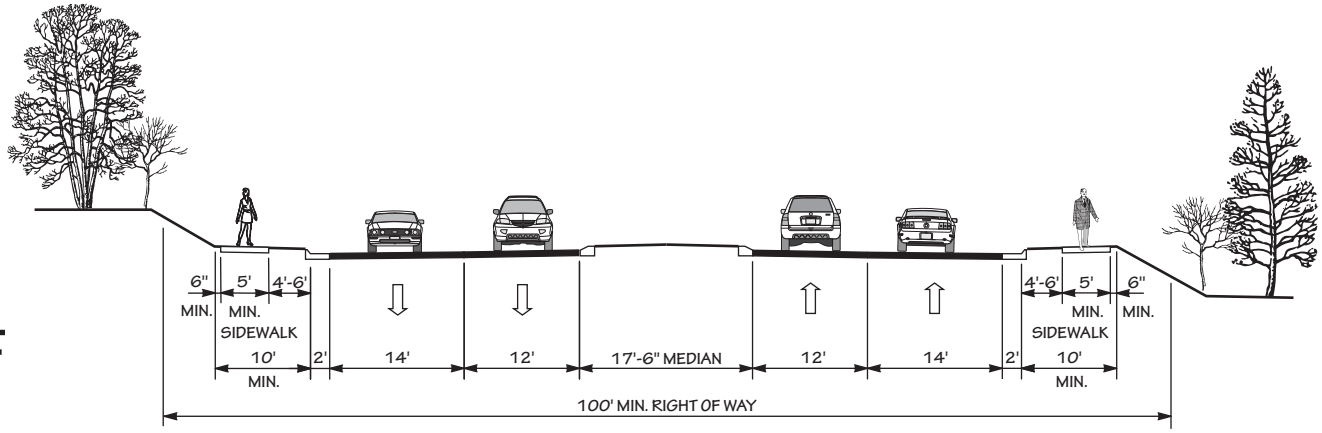
4E



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

POSTED SPEED 35-55 MPH

4F



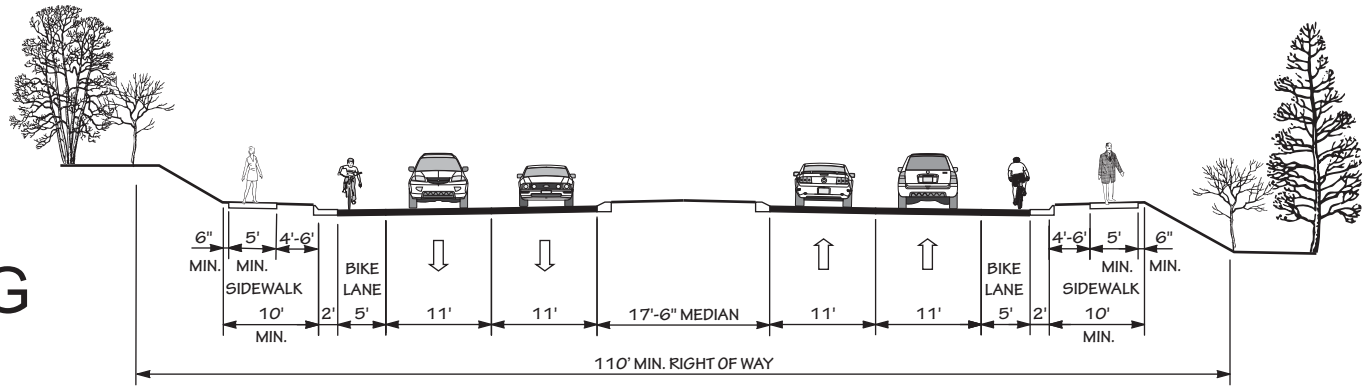
4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

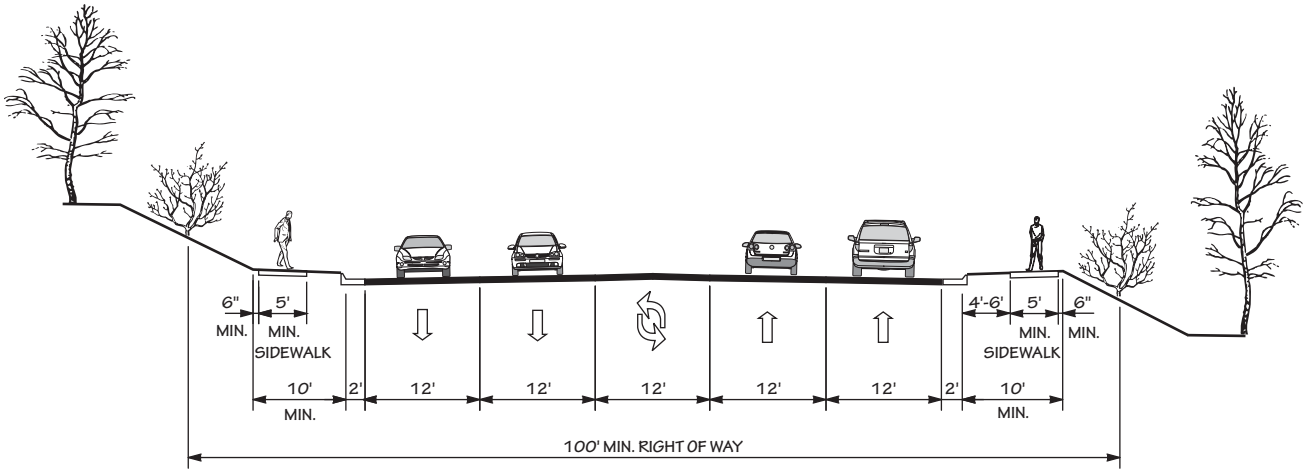
4G



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

POSTED SPEED 35-45 MPH

5A

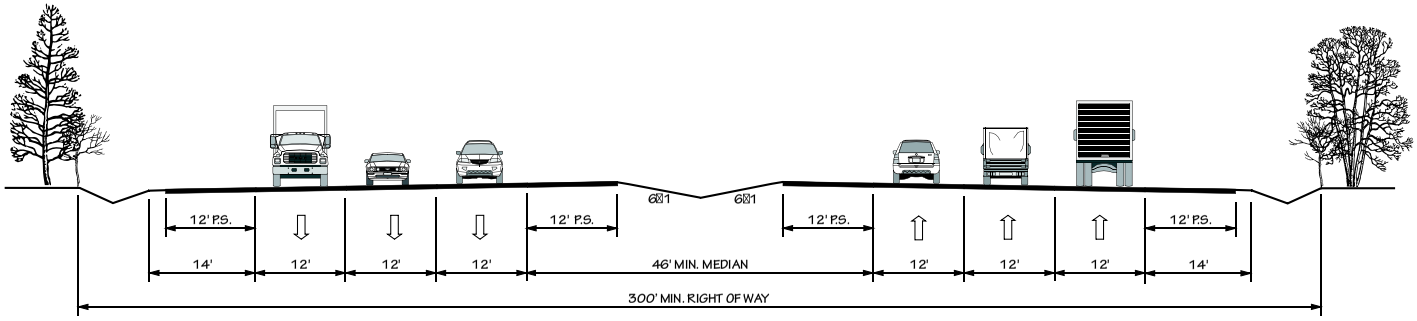


4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 35-45 MPH

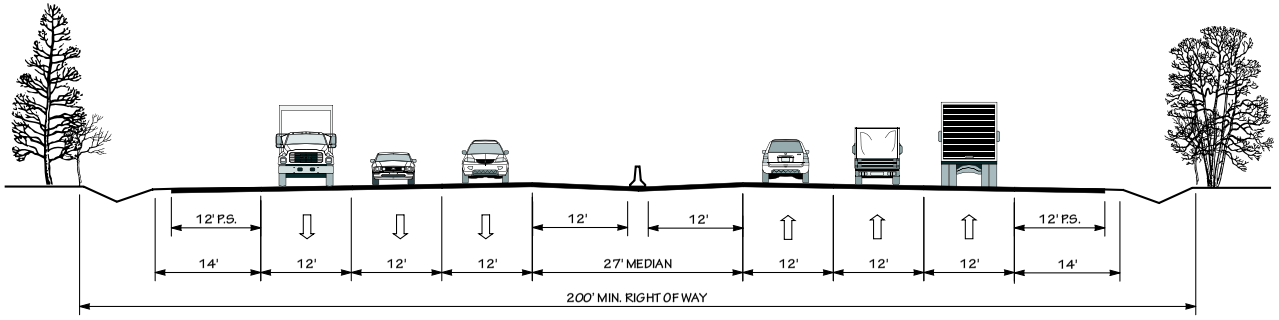
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

POSTED SPEED 45-70 MPH

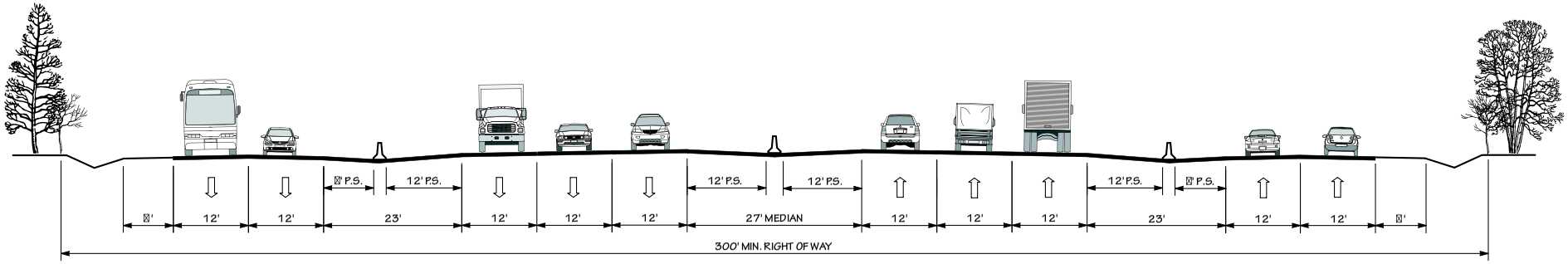


6B 6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

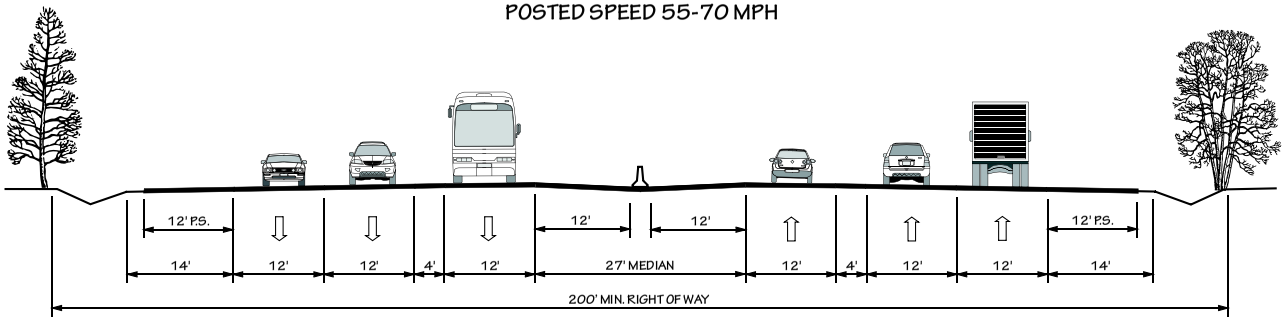
"TYPICAL" HIGHWAY CROSS SECTIONS



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



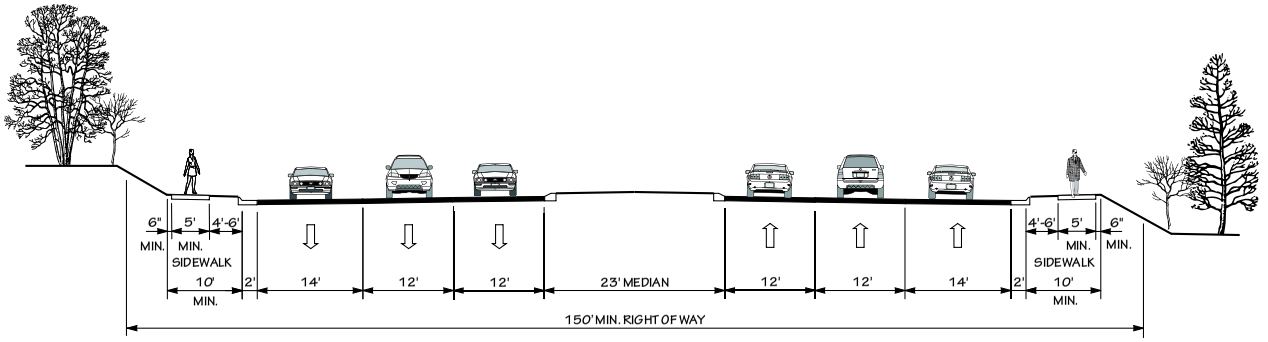
6D

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

POSTED SPEED 55-70 MPH

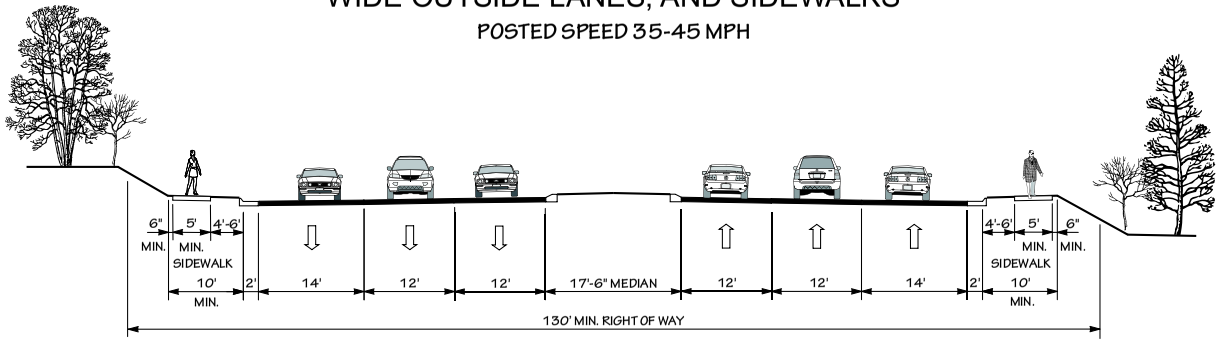
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

POSTED SPEED 35-45 MPH



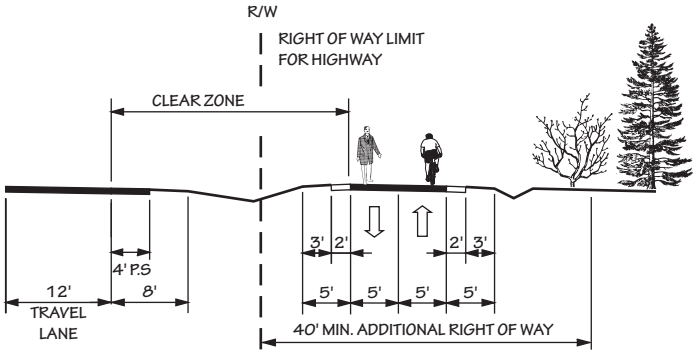
6F 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

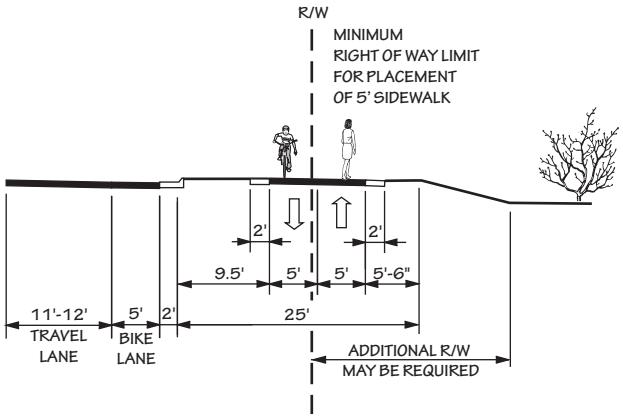
"TYPICAL" HIGHWAY CROSS SECTIONS

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 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.

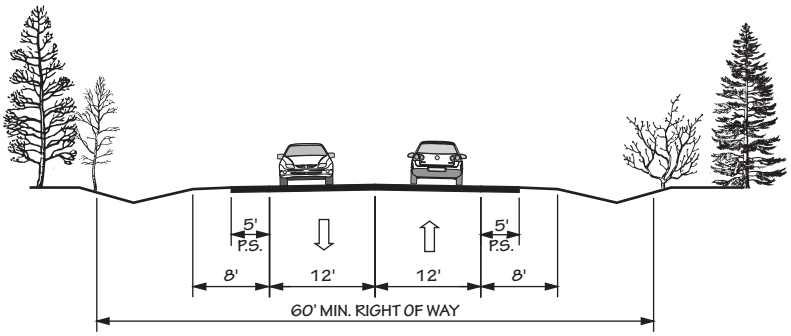
On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following 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 9
"TYPICAL" HIGHWAY CROSS SECTIONS

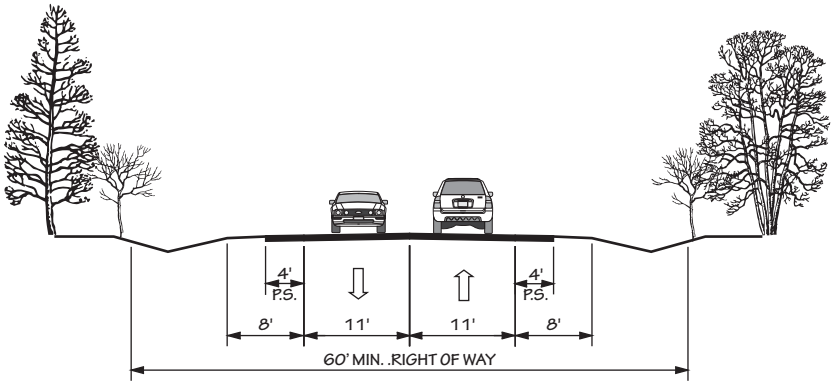
2A



2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 55 MPH

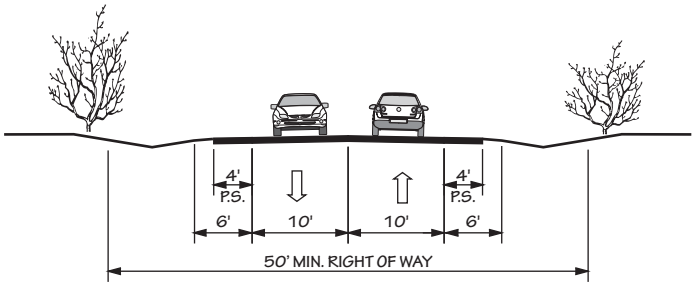
2B



2 LANES UNDIVIDED

POSTED SPEED 45 MPH OR LESS

2C



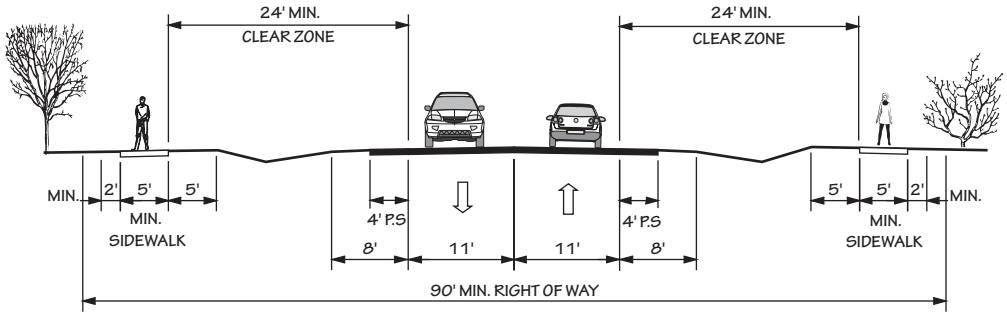
2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 25 - 35 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

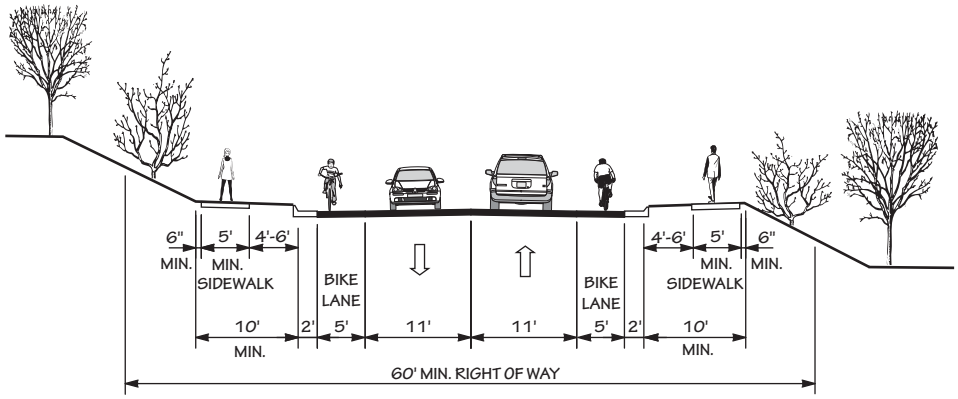
2D



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 25-45 MPH

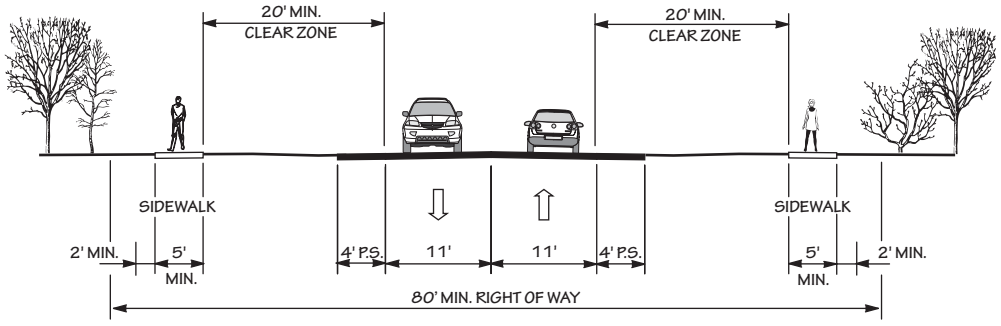
2E



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

POSTED SPEED 25-45 MPH

2F



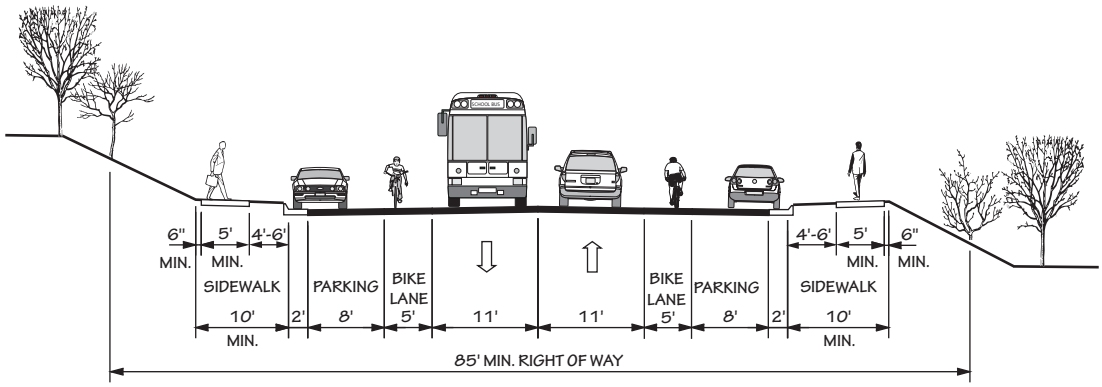
2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CAMA COUNTIES

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

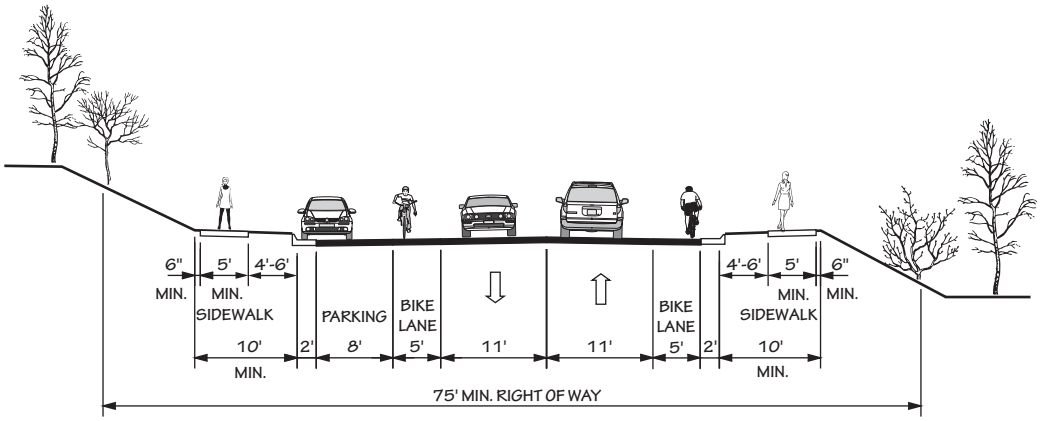
2G



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

POSTED SPEED 25-45 MPH

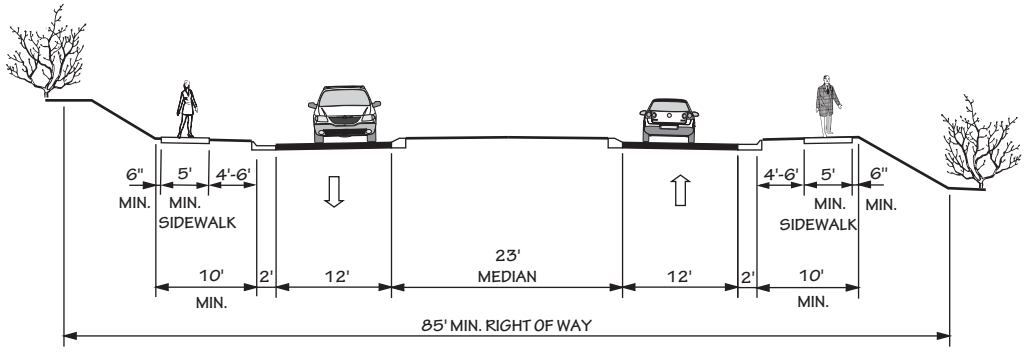
2H



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

POSTED SPEED 25-45 MPH

2I



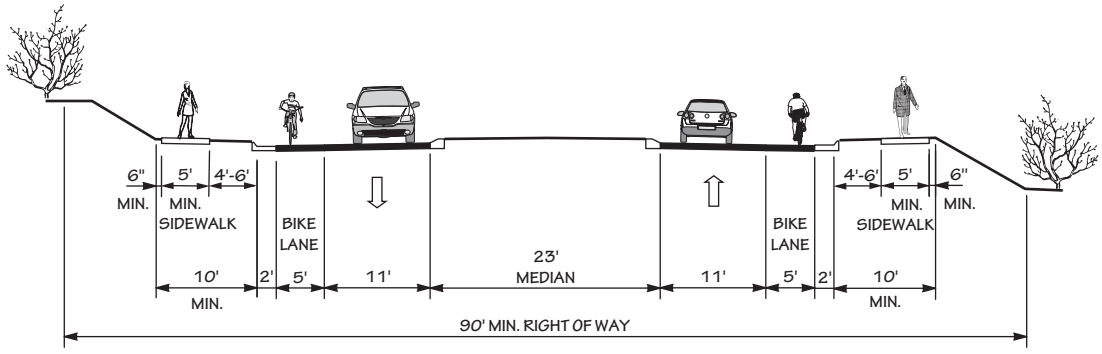
2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

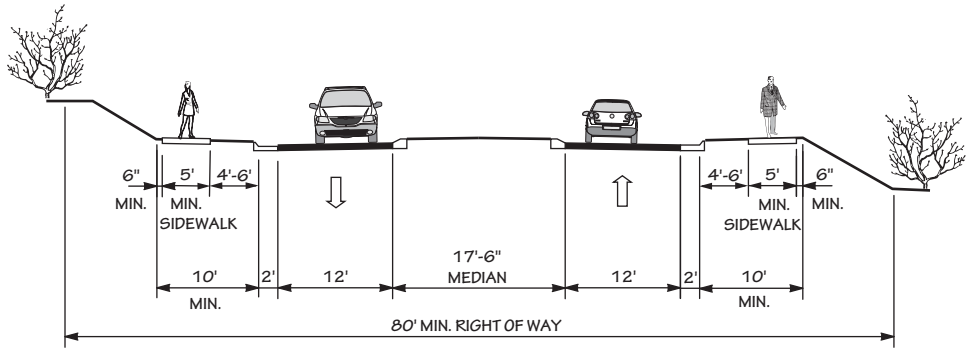
2J



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

POSTED SPEED 25-45 MPH

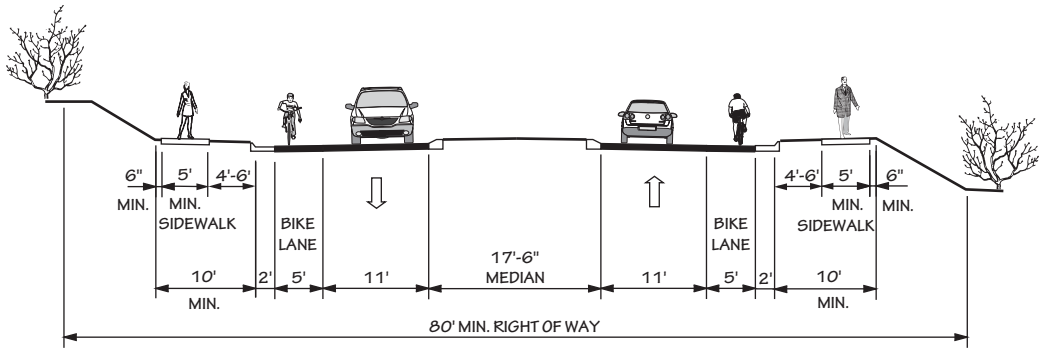
2K



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

POSTED SPEED 25-45 MPH

2L



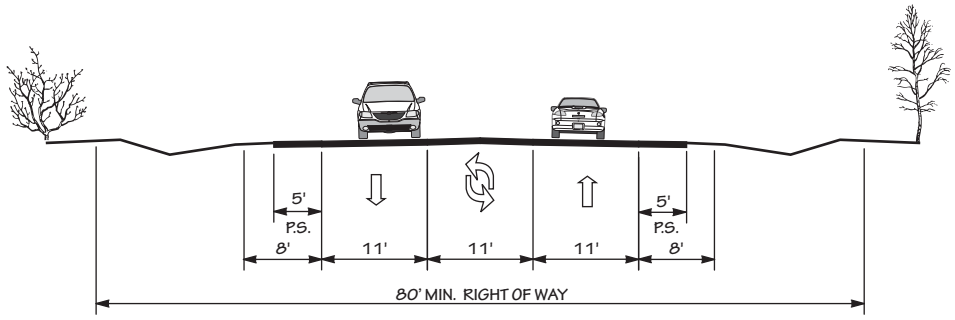
2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

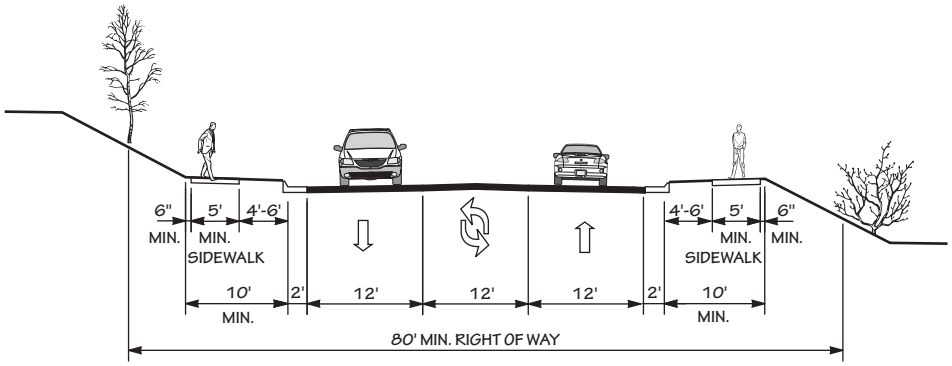
3A



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

POSTED SPEED 25-55 MPH

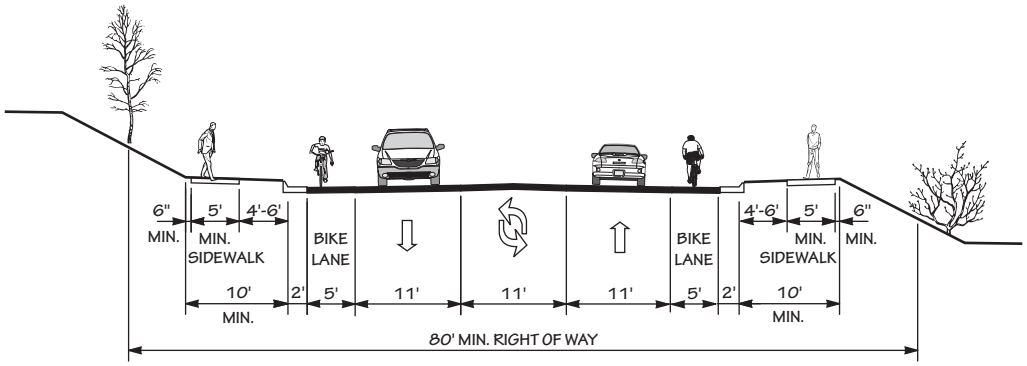
3B



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

POSTED SPEED 25-45 MPH

3C

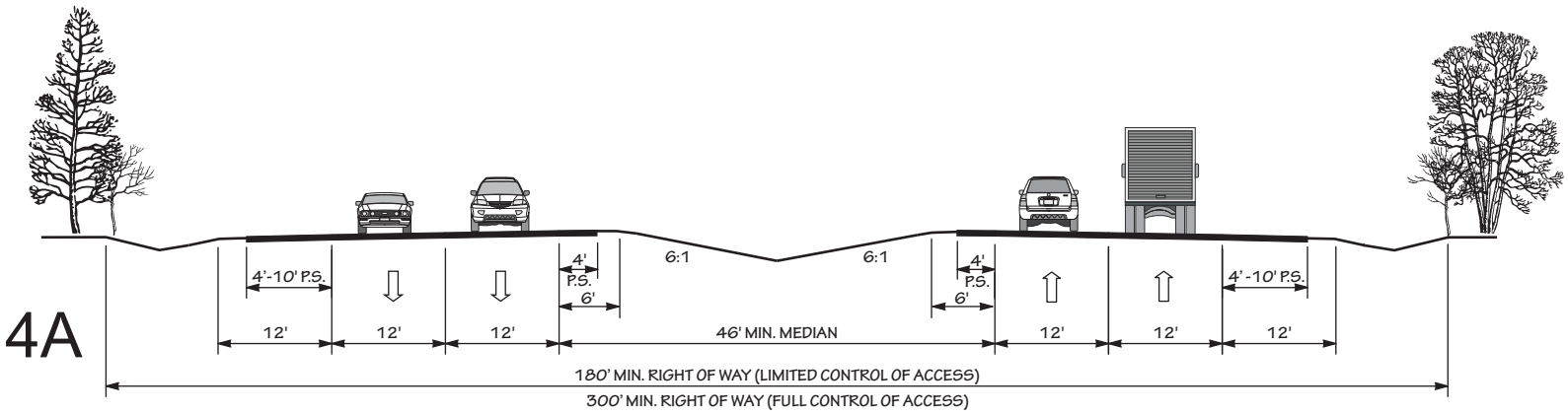


2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

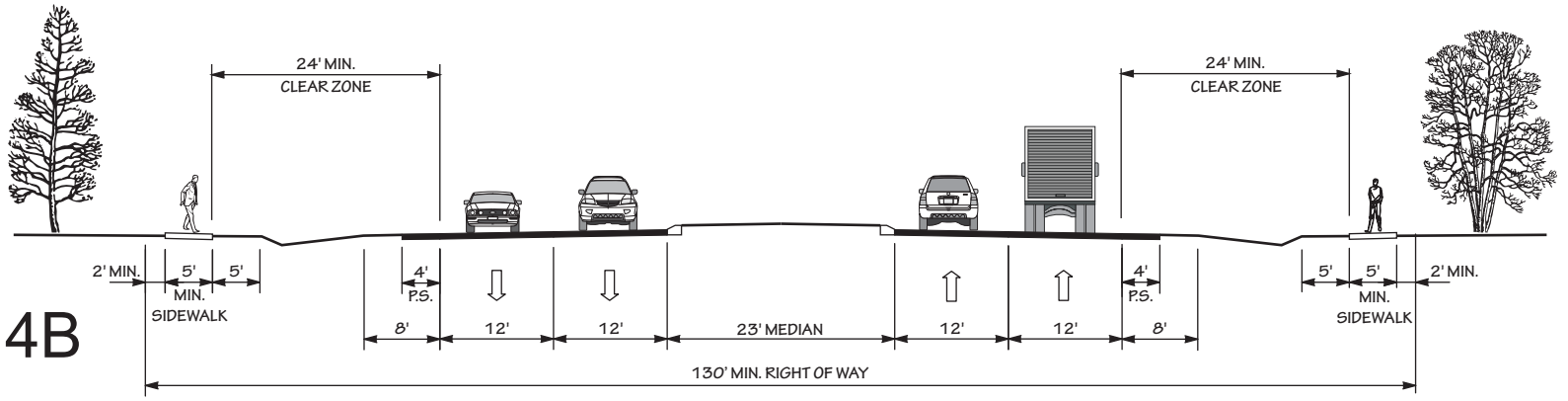
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



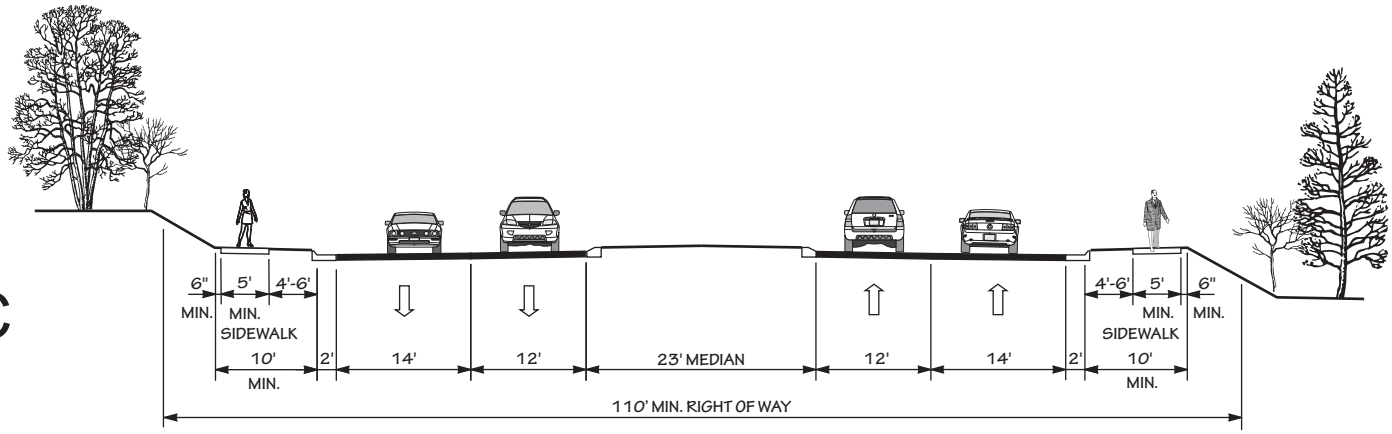
4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH



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

POSTED SPEED 35-55 MPH



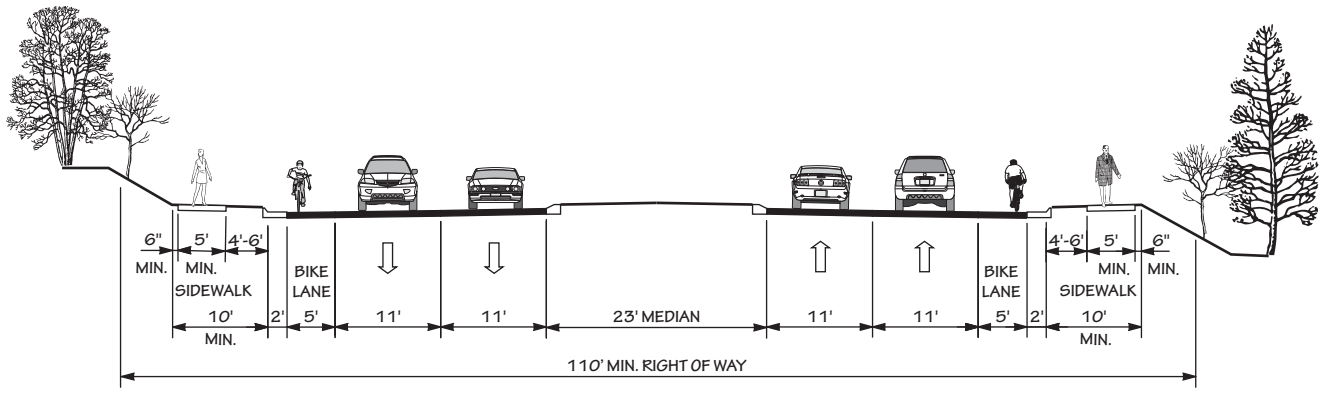
4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

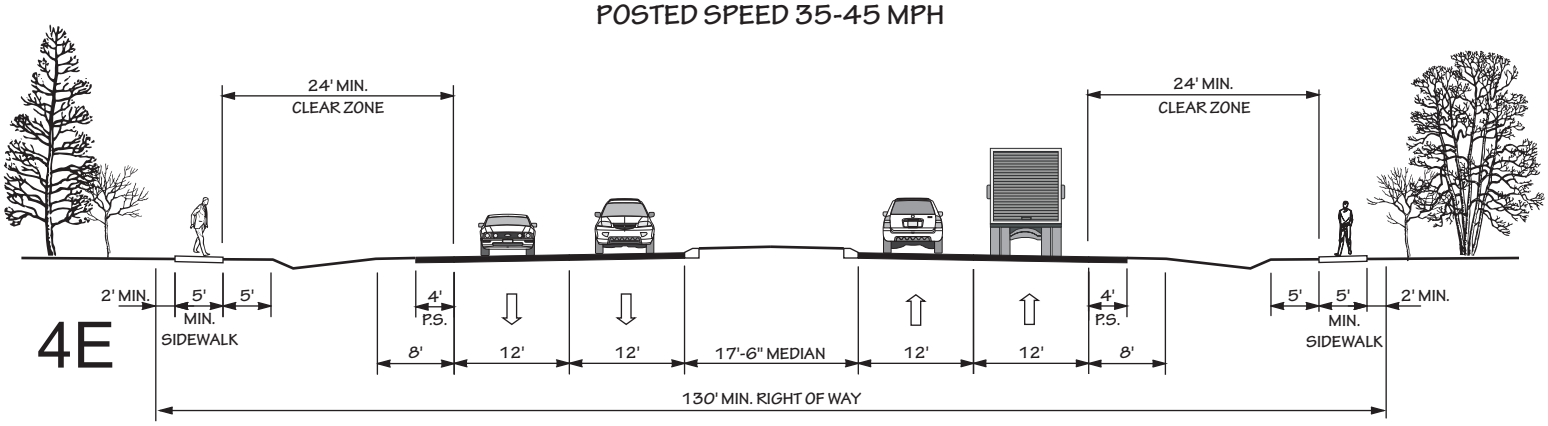
4D



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

POSTED SPEED 35-45 MPH

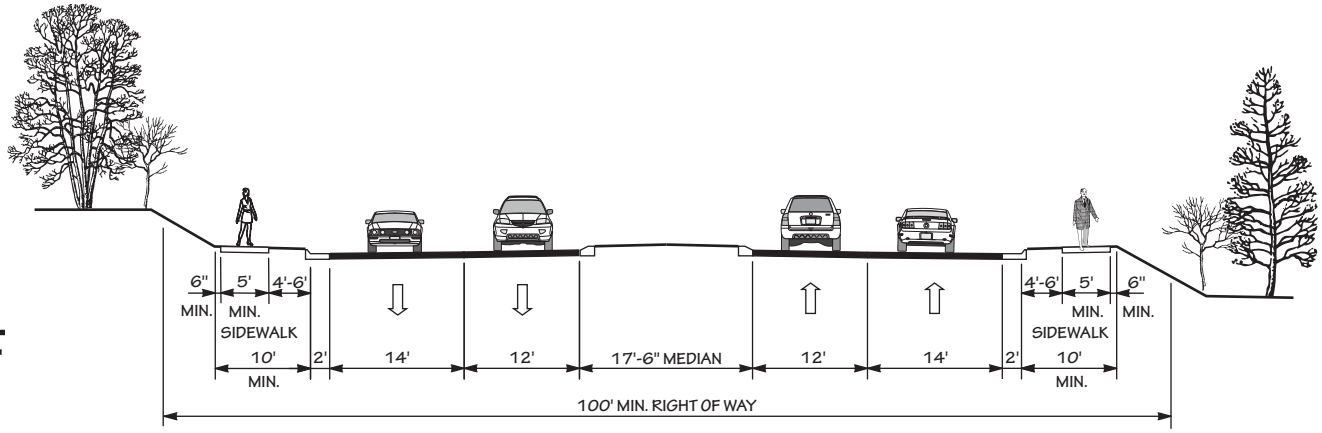
4E



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

POSTED SPEED 35-55 MPH

4F



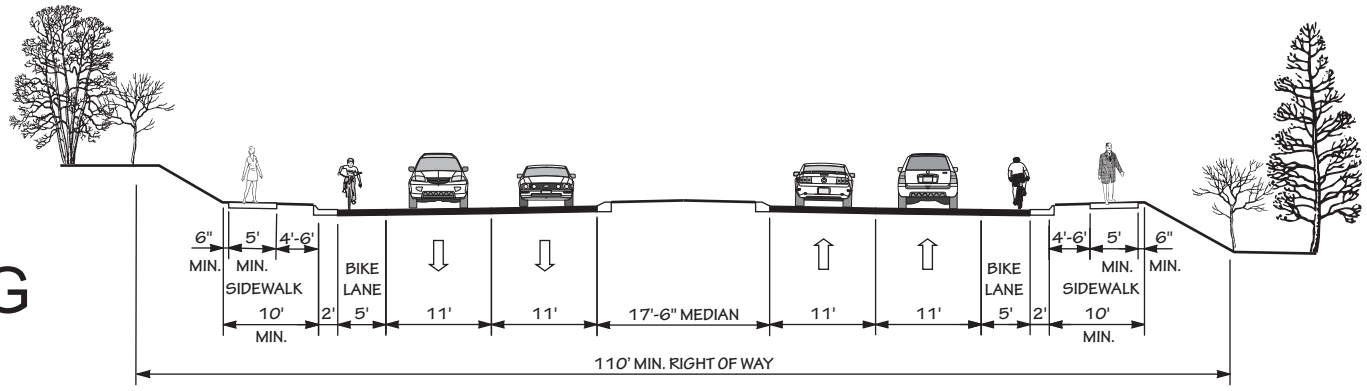
4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

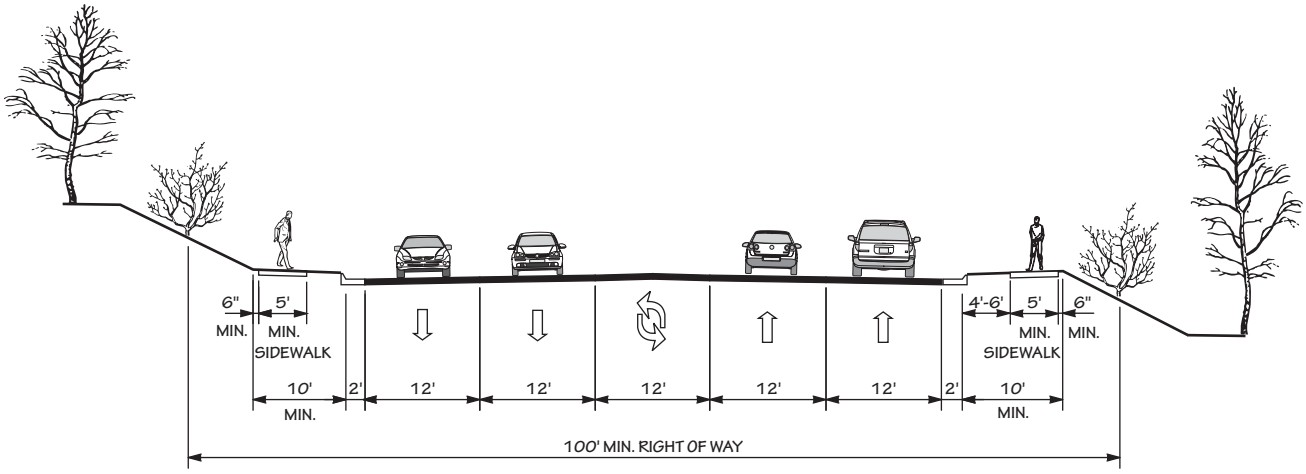
4G



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

POSTED SPEED 35-45 MPH

5A

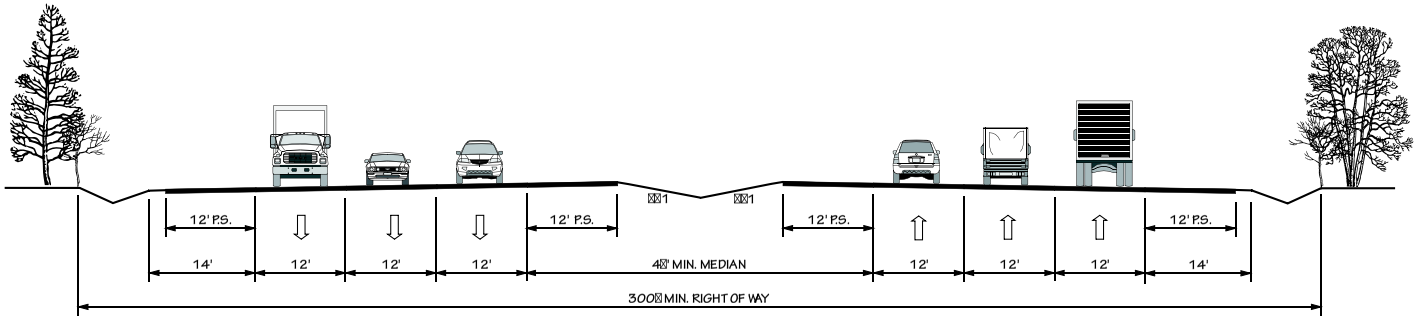


4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 35-45 MPH

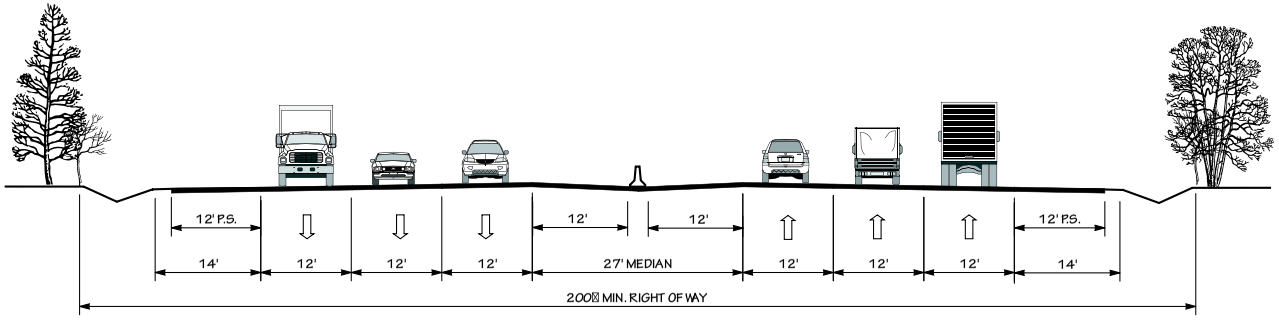
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

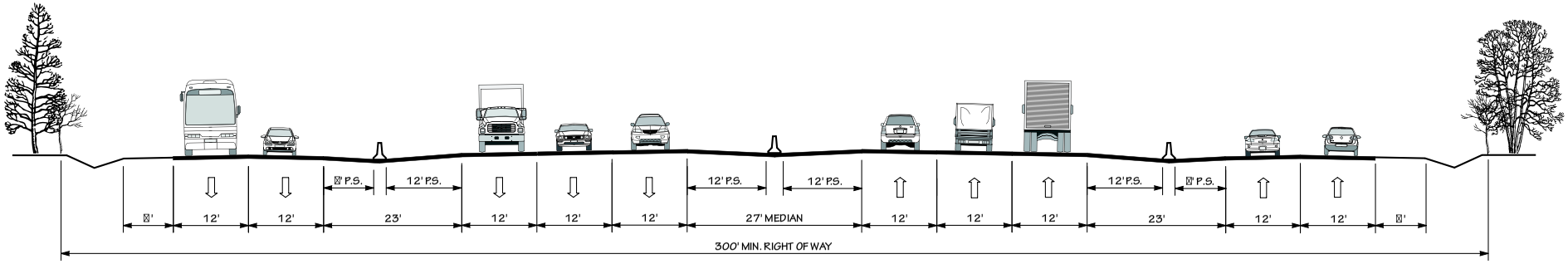
POSTED SPEED 45-70 MPH



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

POSTED SPEED 55-70 MPH

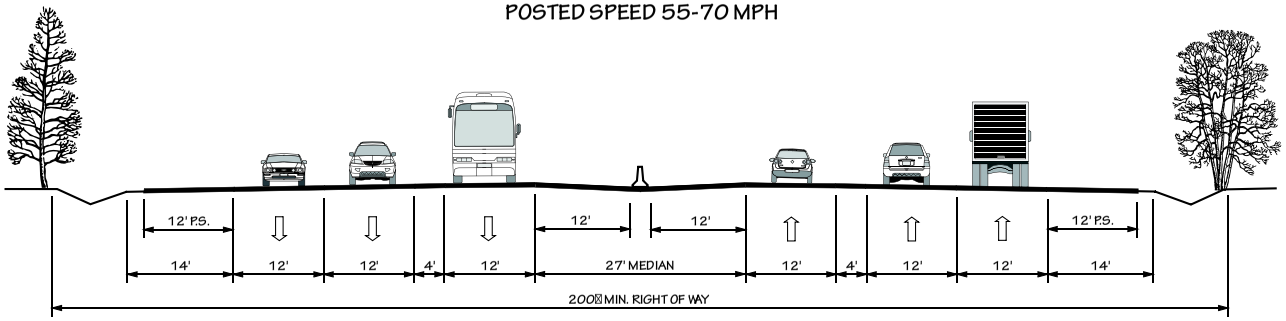
"TYPICAL" HIGHWAY CROSS SECTIONS



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



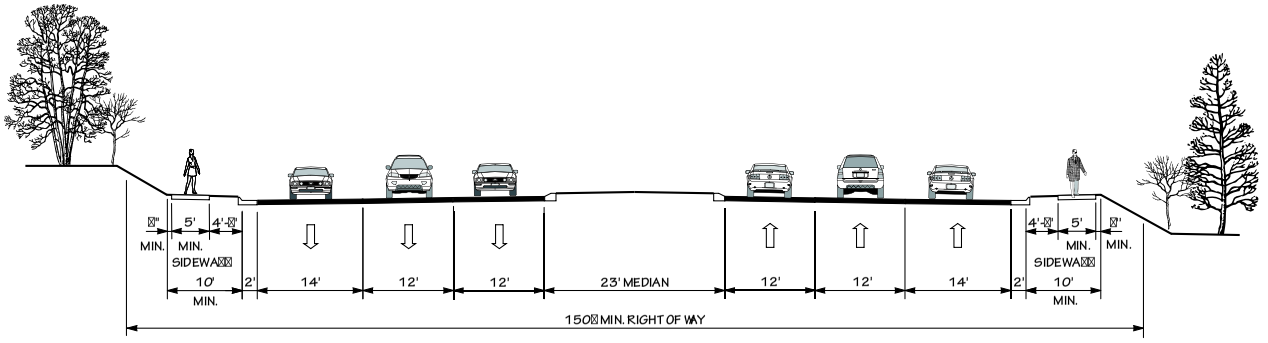
6D

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

POSTED SPEED 55-70 MPH

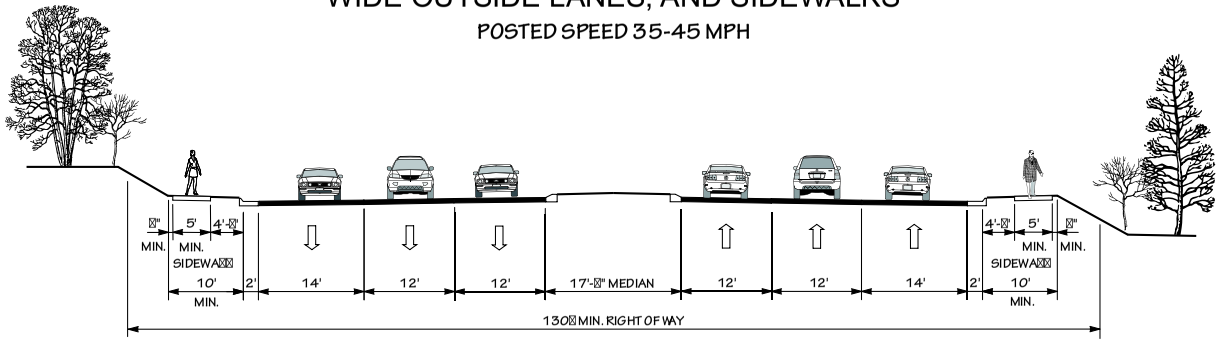
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

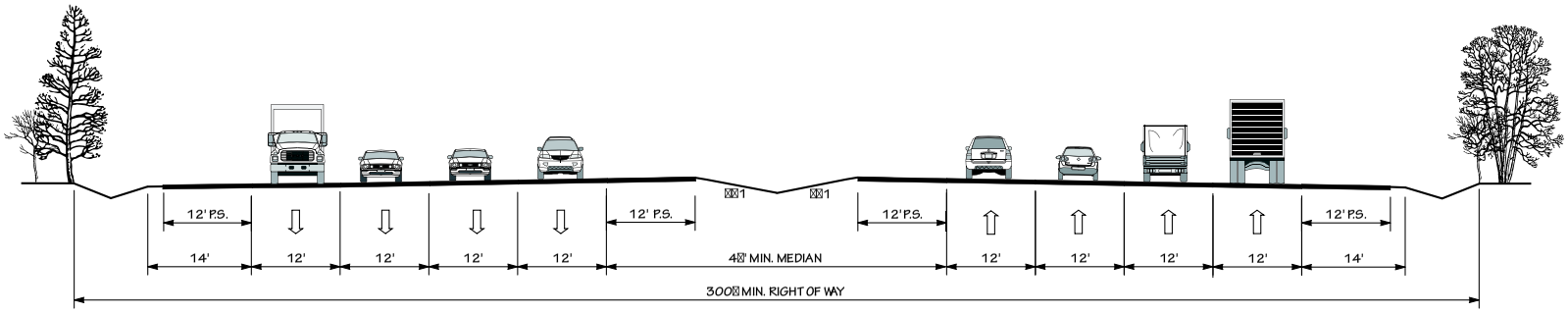
POSTED SPEED 35-45 MPH



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

POSTED SPEED 35-45 MPH

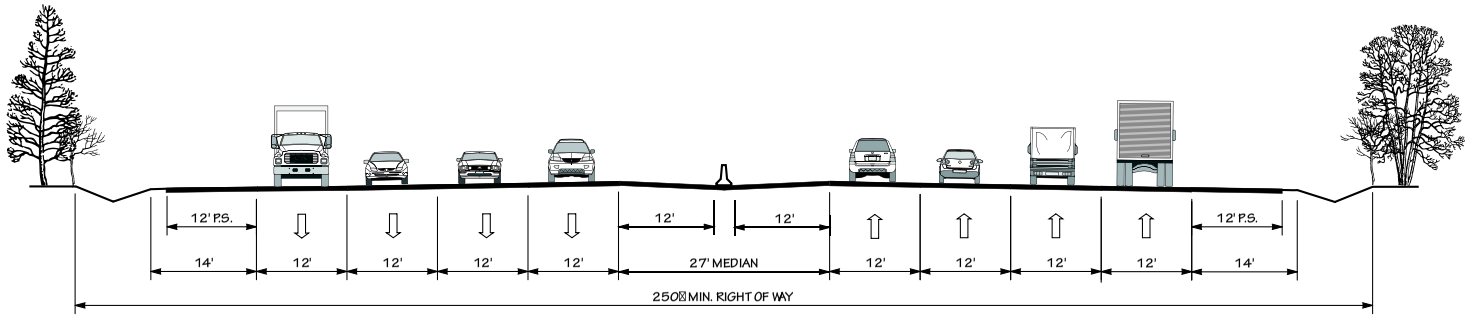
"TYPICAL" HIGHWAY CROSS SECTIONS



8A

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

POSTED SPEED 45-70 MPH



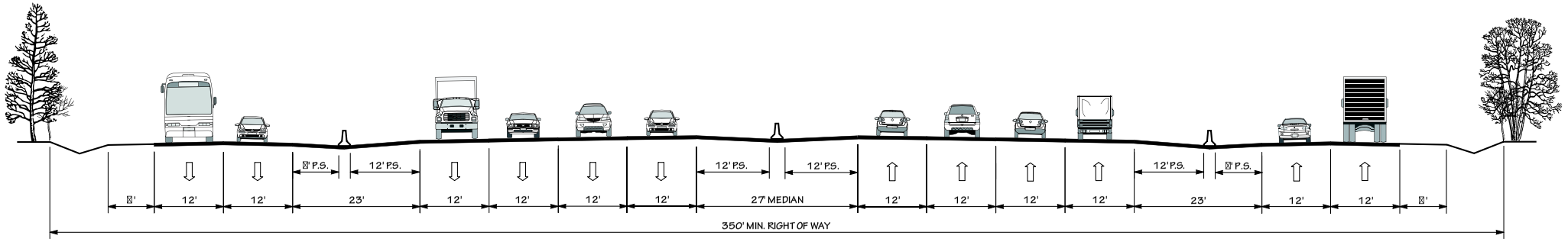
8B

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

POSTED SPEED 55-70 MPH

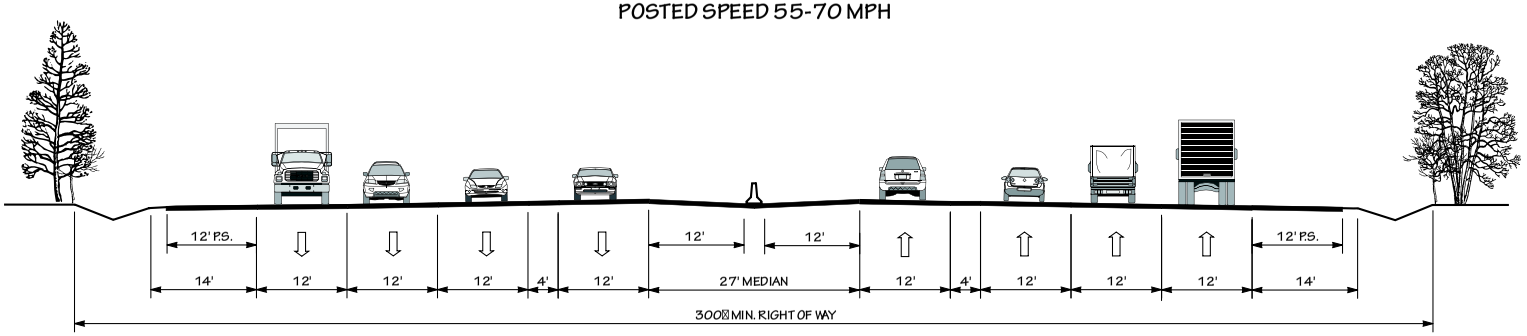
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



8C 8 LANE FREEWAY (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS AND 2 LANE ONE-WAY SERVICE ROADS EACH SIDE

POSTED SPEED 55-70 MPH

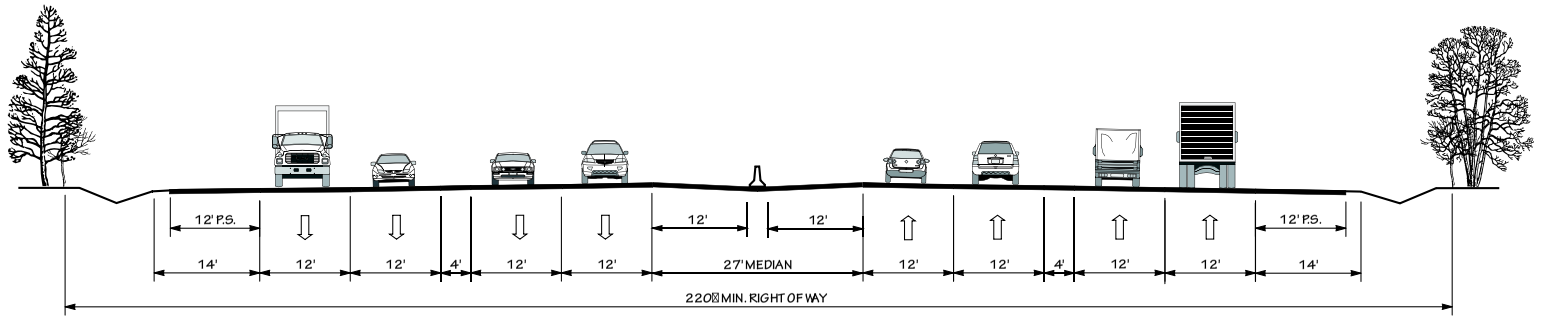


8D 8 LANE FREEWAY (6 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

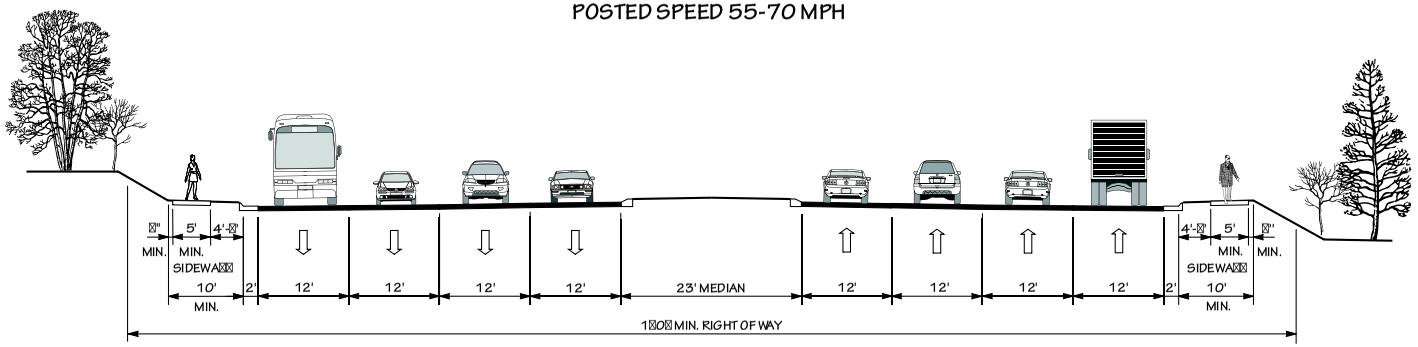
"TYPICAL" HIGHWAY CROSS SECTIONS



8E

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

POSTED SPEED 55-70 MPH

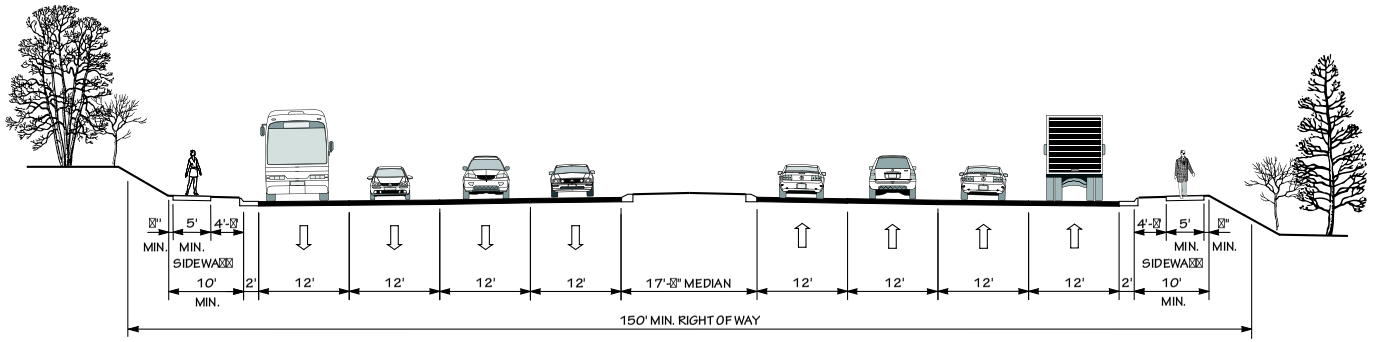


8F

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

POSTED SPEED 35-45 MPH

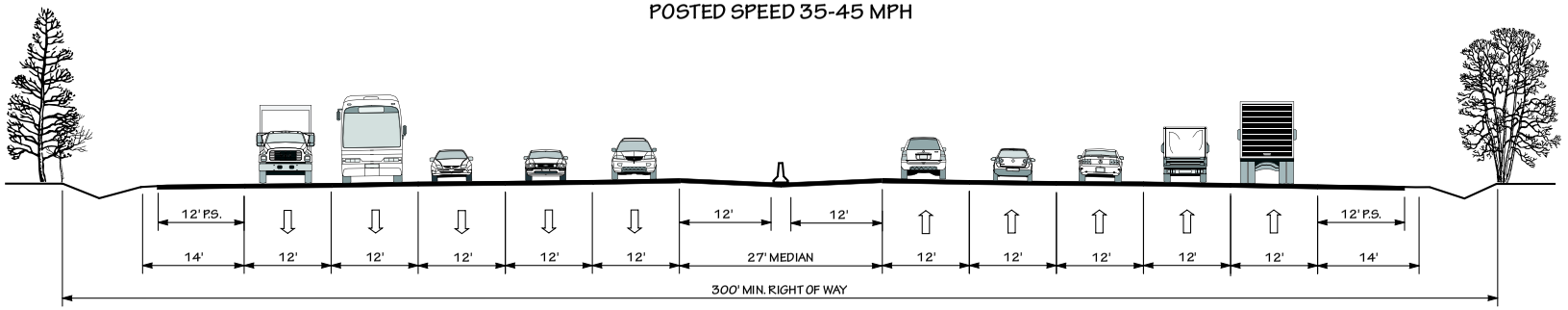
"TYPICAL" HIGHWAY CROSS SECTIONS



8G

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

POSTED SPEED 35-45 MPH



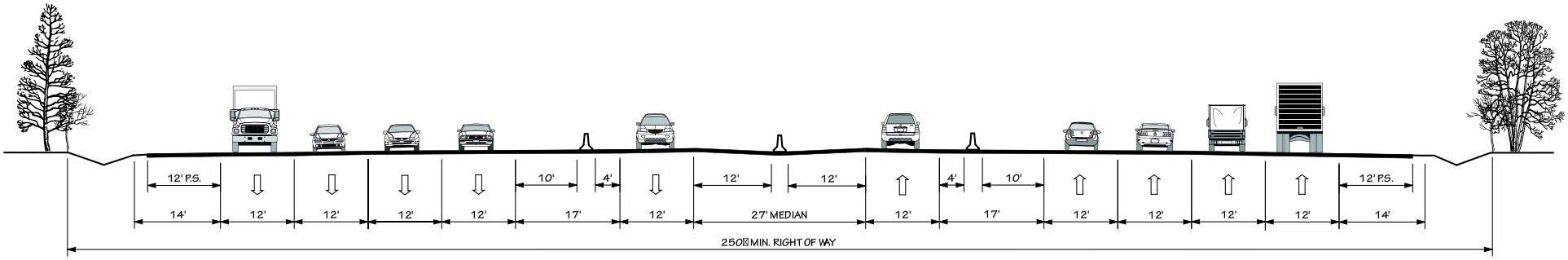
10A

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

POSTED SPEED 55-70 MPH

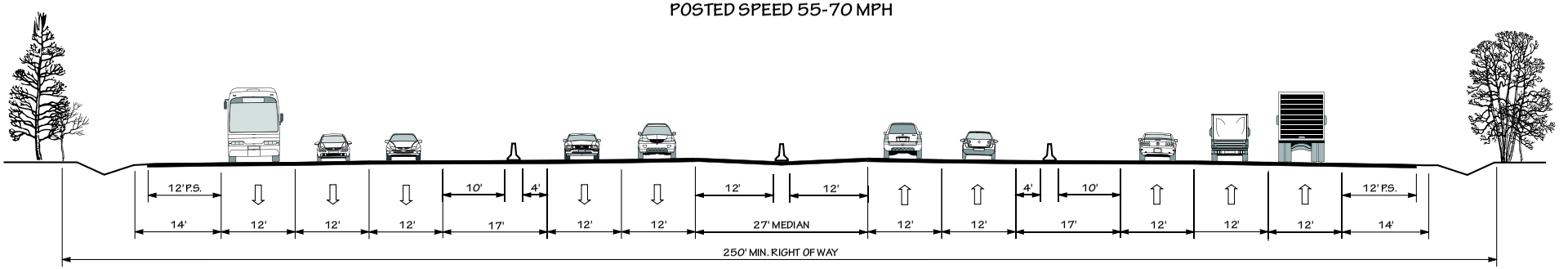
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



10B 10 LANE FREEWAY (8 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

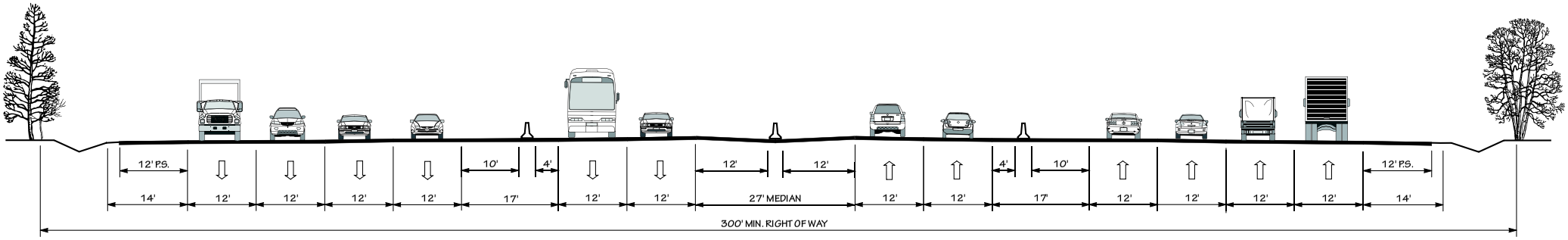


10C 10 LANE FREEWAY (6 GENERAL PURPOSE LANES, 4 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



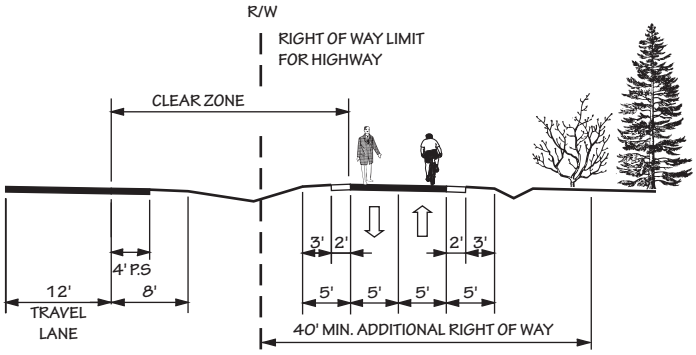
12A 12 LANE FREEWAY (8 GENERAL PURPOSE LANES, 4 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

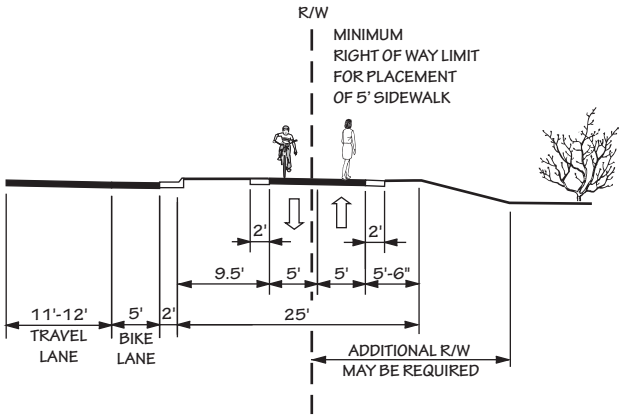
"TYPICAL" HIGHWAY CROSS SECTIONS

M A



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

M B



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

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 6.

- **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 6 - 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
2	SR1715 (Blades Rd)	MORTONS MILL POND	SD & FO	
7	SR1746 (Greenfield Heights Blvd)	S. PRONG. SLOCUM CR.	FO	
10	SR1997	BRICE CREEK	FO	
26	SR1621 (Hills Neck Rd)	BEAVER DAM SWAMP	FO	
33	NC101	E. PRONG SLOCUM CR.	FO	U-3431
41	SR1464 (Pughtown Rd)	SWIFT CREEK	SD	
44	US17	LITTLE SWIFT CREEK	FO	
49	NC55	CORE CREEK	FO	
53	SR1239 (Up Creek Rd)	CORE CREEK	FO	
54	SR1239 (Up Creek Rd)	CORE CREEK	FO	
66	SR1232 (Asbury Rd)	GRAPE CREEK	FO	
81	SR1431 (Wildlife Rd)	MILLS BRANCH	FO	
82	SR1200 (Country Club Rd)	US17,US70BYP,NC55	FO	
87	US70 EBL	US17S,US70W BUS	FO	U-5713
88	US70 W BYP	US17, US70 BUS	FO	CRAV0021-H
91	US70 EBL	SLOCUM CREEK	FO	CRAV0019-H
92	US70 W	S. PR. SLOCUM CREEK	SD & FO	CRAV0019-H
96	SR1620 (Spring Hope Church Rd)	MORGAN SWAMP	SD	
138	SR1470 (Maple Cypress Rd)	NEUSE RIVER	SD & FO	
160	SR1213 (Trent Woods Dr)	WILSON CREEK	FO	
187	SR1420 (Beaman Rd)	CASWELL BRANCH	FO	
210	SR1256 (Wintergreen Rd)	MILL BRANCH	FO	
214	NC306 FERR	NEUSE RIVER	FO	
231	US17, NC55	NEUSE R. & US70	FO	
232	US17 SBL RAMP	US70E RP, 70W BUS, N&S RR	FO	
237	US70 BUS W RAMP	NEUSE RIVER	FO	
254	SR1642 (Chandler Rd)	BR. OF PALMETTO SWP.	SD	
250	PEDESTRIAN OVERPAS	US70	FO	U-5713
262	US17 SBL	US70	FO	
233	US17 EBL RAMP	NORFOLK & SOUTHERN R/R	FO	
271	NC306 FERRY	NEUSE RIVER	FO	

Appendix G
Socio-Economic Data Forecasting Methodology

Before projecting the population and housing data to the future year of 2040, the current population and housing data must be determined. For the Craven County Planning Area, the population and persons per household was derived from 2010 Census data. It was then updated to reflect the number of dwelling units that had been added between 2010 and 2015. Using this data, the population was determined to be 111,617 and the number of dwelling units was determined to be 40,299 in 2015.

Population and Housing Projections

In order to project the base year employment and population data, a target population was determined for the future year of 2040. Much like determining an interest rate, a population growth rate must be determined. To do this, historic population data was gathered from the North Carolina Office of State Budget and Management for Craven County. Past trends in Census Data from 1990, 2000 to 2010 for Craven County were analyzed.

Population data is listed in the Table 6 below with the future information projected by the North Carolina Office of State Budget and Management as well as the 1990, 2000 and 2010 Census Data for the Craven County.

Using the known data, a growth rate was determined with the formula:

$$F = P\ (1+r)^N \text{ where:}$$

F = Future Population
P = Present Population
r = Rate of Growth
N = Number of Years

Randolph County showed the following growth rates:

Table 5 – Growth Rates

Growth Rates Per Year	1980-1989	1990-1999	2000-2009
Craven County	1.33%	1.10%	1.09%
North Carolina	1.11%	1.83%	1.56%

Population trends were estimated using available data from the Office of State Budget and Management (OSBM) and input from the locals and CTP Steering committee members. Table 6 shows current and projected population through the year 2040. The 2015 and 2040 population were projected by the Craven County CTP Steering Committee.

Growth rates for each horizon year were calculated and given in the table below. The established future growth rates were endorsed by the Craven County CTP Steering Committee on November 2018.

Table 6: Population Data

Township	2015 Pop Estimates	2040 Pop Estimates	Annual Linear Growth %
Vanceboro	8,134	9,652	0.75%
Bridgeton	8,435	9,686	0.59%
Cove City/Dover	3,465	3,996	0.61%
West Craven	3,393	3,819	0.50%
New Bern/TW/RB	35,403	43,930	0.96%
James City/BC	14,137	17,192	0.86%
Havelock	36,177	42,767	0.73%
Harlowe	2,473	2,741	0.43%
TOTAL	**111,617**	**133,782**	**0.79%**

Employment

Future employment conditions within Craven County were approved by the CTP Steering Committee. This included approximate locations and intensity for proposed employment centers. Any anticipated heavy demand on the future transportation system as a result of these proposals is accounted for in projected traffic volumes. Employment totals were based on US Census Bureau "Quick Facts," and growth rates came from the Federal Deposit Insurance Corporation (FDIC). Initial distribution for the modeled area was achieved with the help of GIS data provided by New Bern MPO and Down East RPO. Countywide 2040 employment totals were based on maintaining the same population-employment ratio as in 2015.

Table 7 – Employment Data

Township	2015 Emp Estimates	2040 Emp Estimates	Annual Linear Growth %
Vanceboro	1,942	2,096	0.32%
Bridgeton	1,169	1,239	0.24%
Cove City/Dover	441	486	0.41%
West Craven	451	485	0.30%
New Bern/TW/RB	23,039	27,337	0.75%
James City/BC	4,951	5,763	0.66%
Havelock	14,302	18,067	1.05%
Harlowe	223	244	0.38%
TOTAL	**46,518**	**55,717**	**0.79%**

Table 8: Employment Types

Classification	2015 Employment	2015 Percentage	2040 Employment	2040 Percentage
Industry	6267	13.47%	7394	13.27%
Retail	5589	12.01%	6808	12.22%
Highway Retail	4707	10.12%	5497	9.87%
Service	11265	24.22%	12978	23.30%
Office	9364	20.13%	10646	19.11%
Military Employment	9326	20.05%	9326	16.74%
Total Employment	46518	100%	55720	100.00%

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Figure 9: Existing Land Use Plan

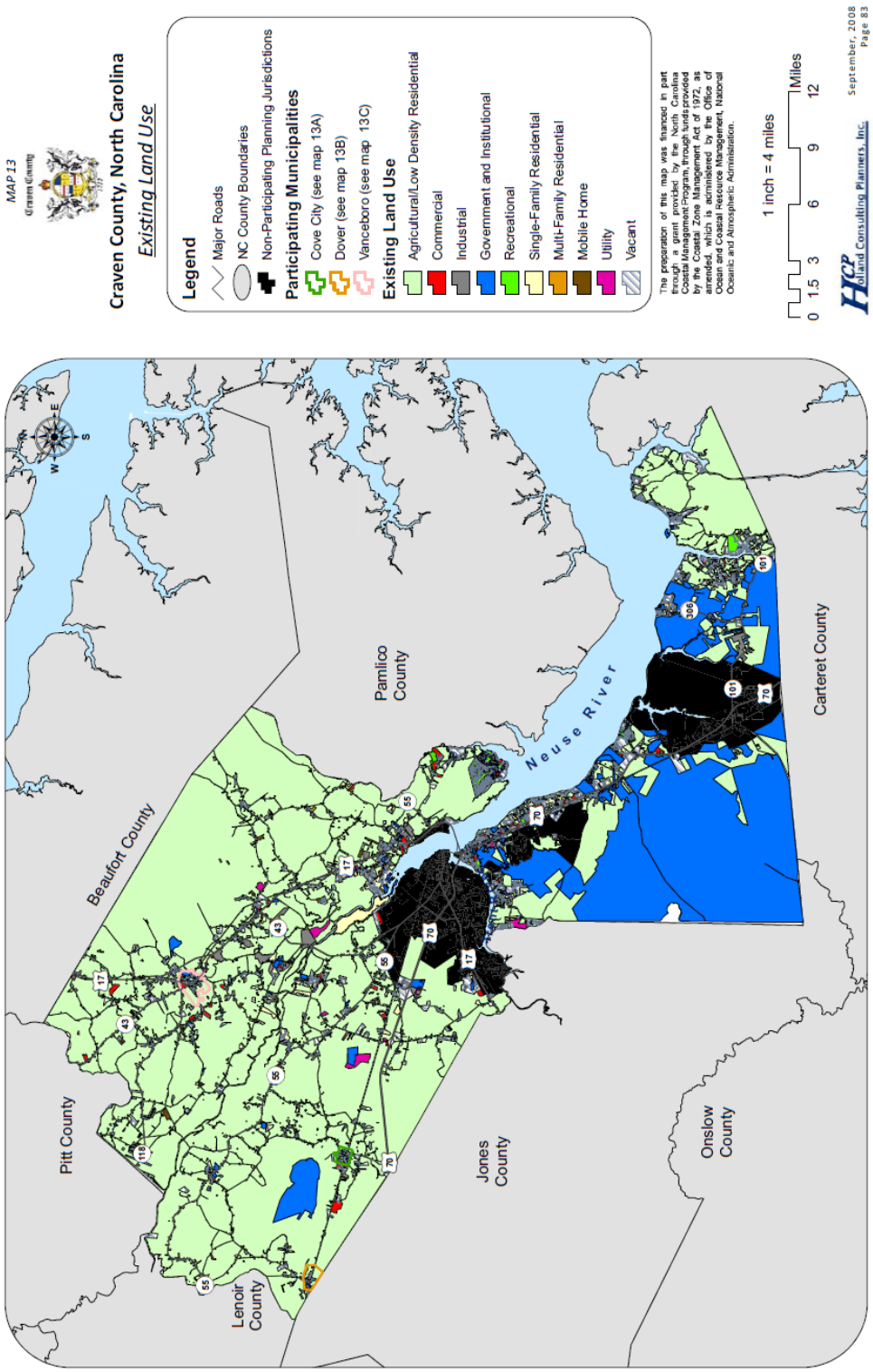

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Figure 9A: Existing Land Use Plan

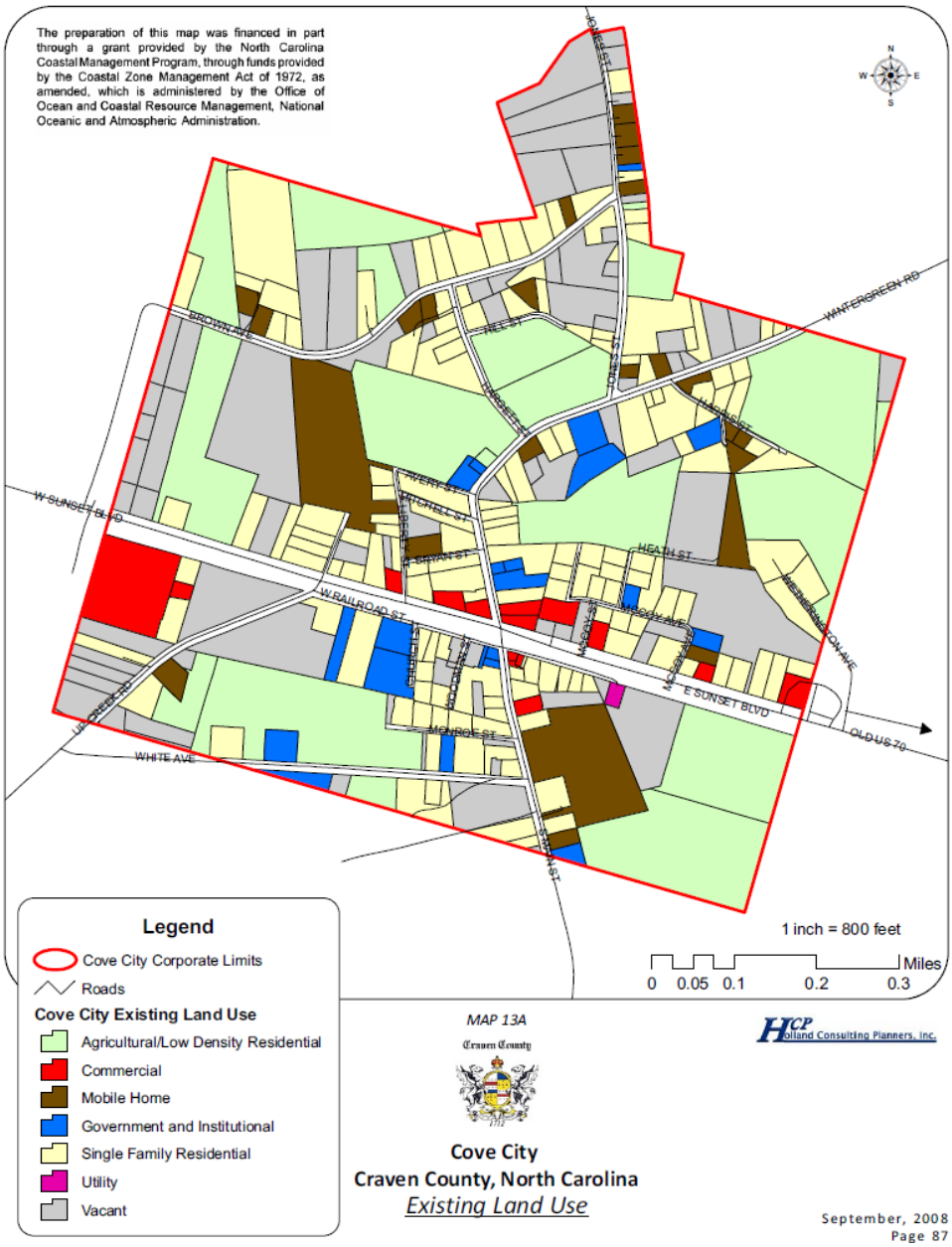

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Figure 9B: Existing Land Use Plan

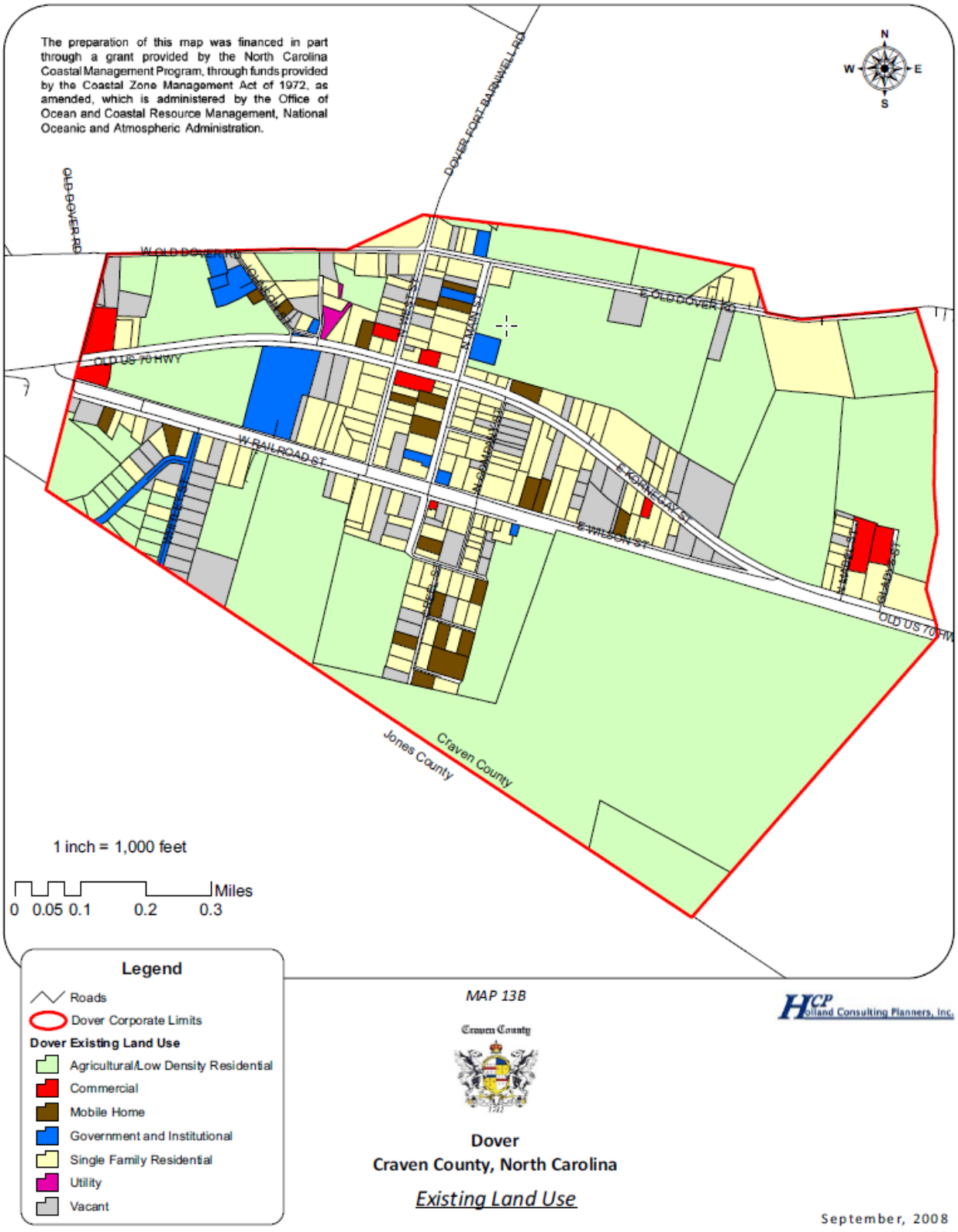

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Figure 9D: Existing Land Use Plan

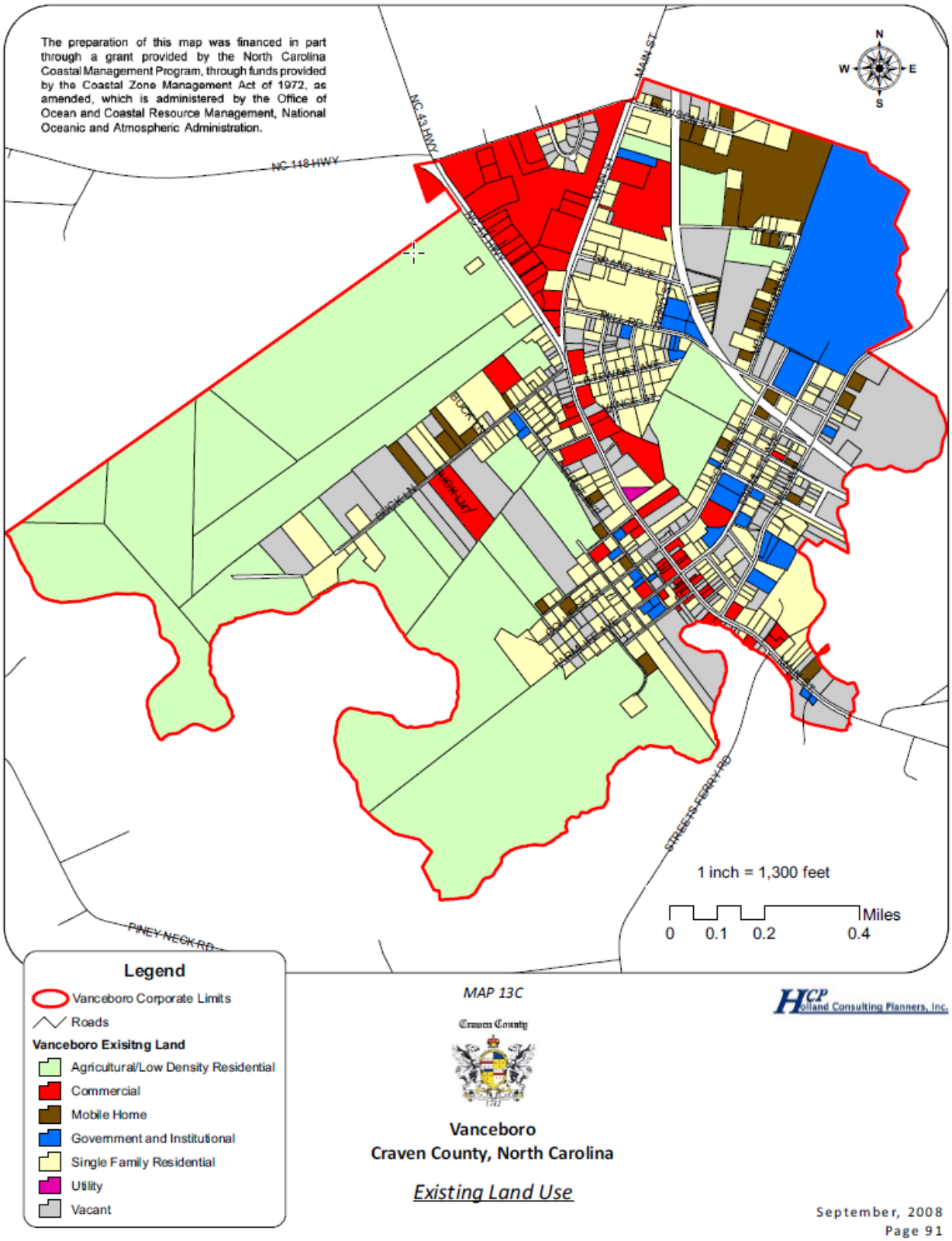

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Figure 10: Future Land Development Plan Map

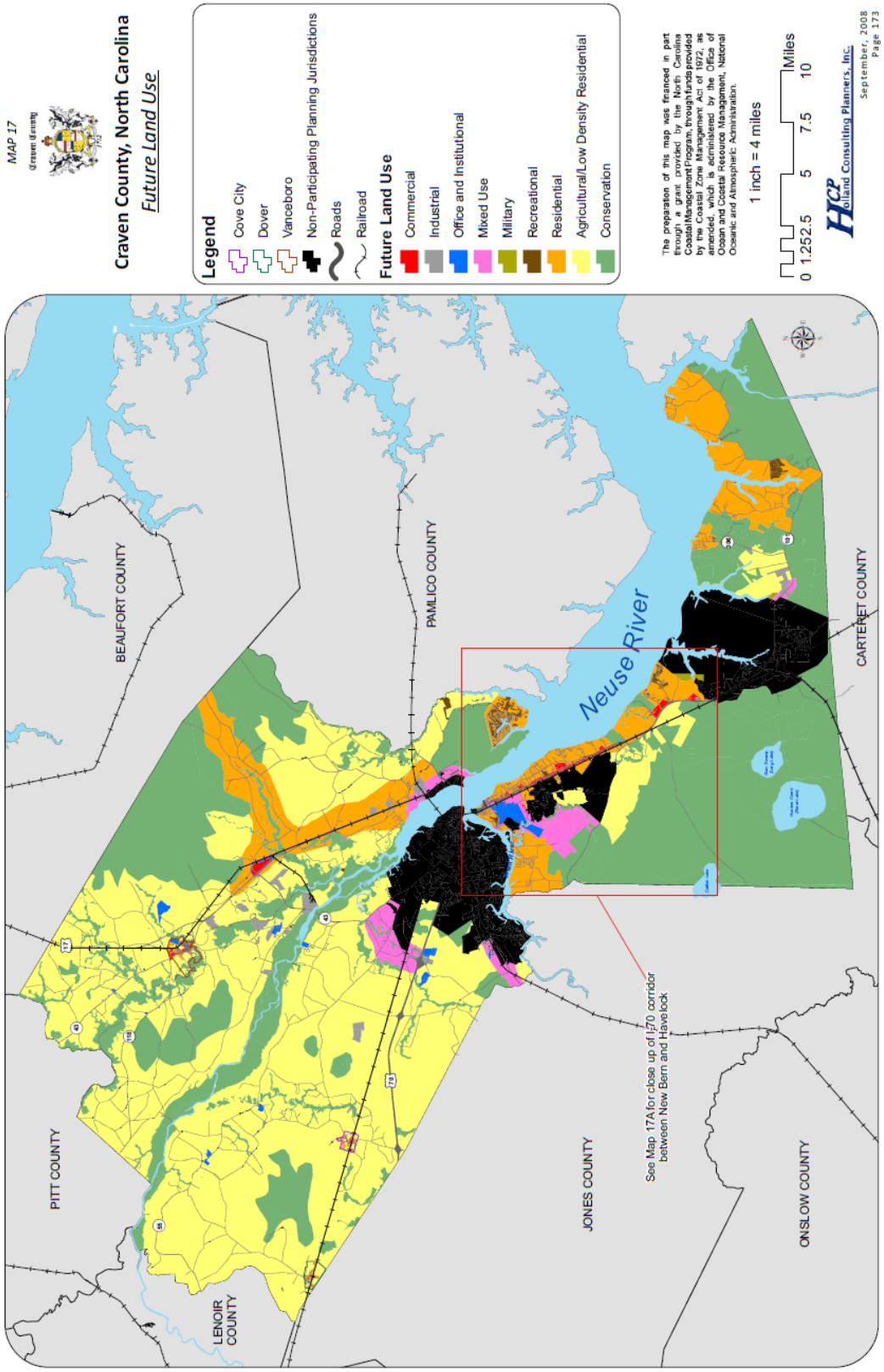

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Figure 10-1: Future Land Development Plan Map

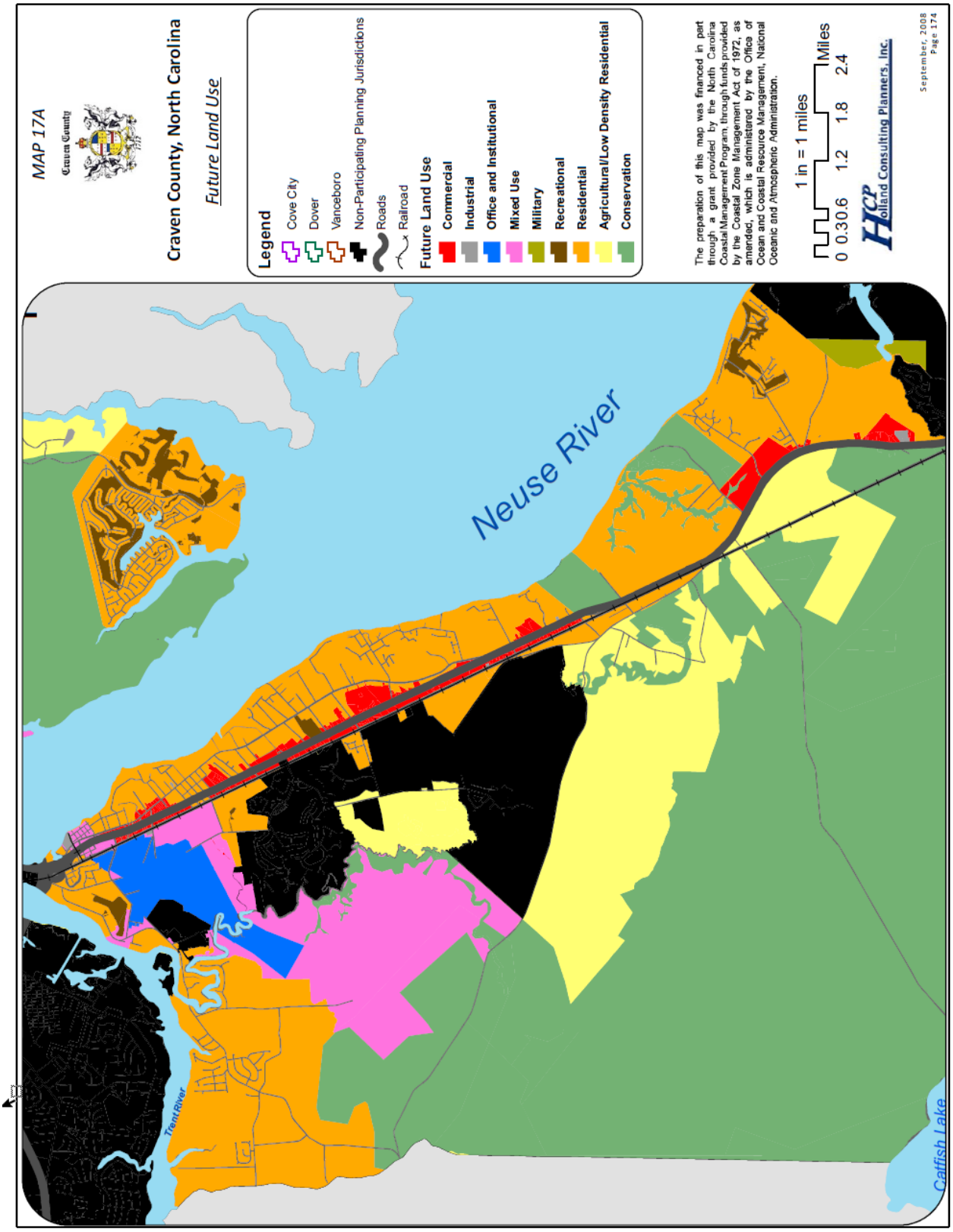

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Figure 10A: Future Land Development Plan Map

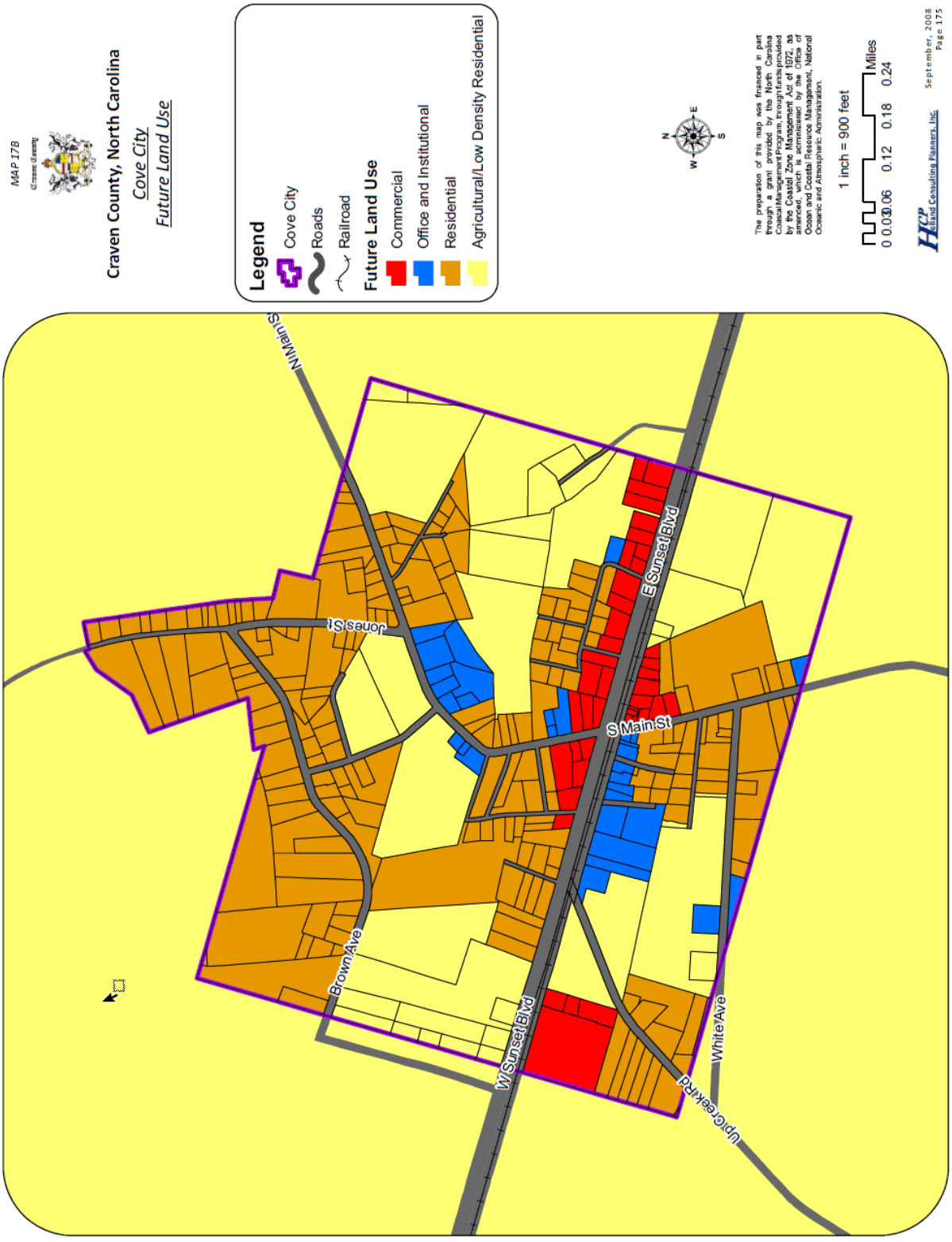

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Figure 10B: Future Land Development Plan Map

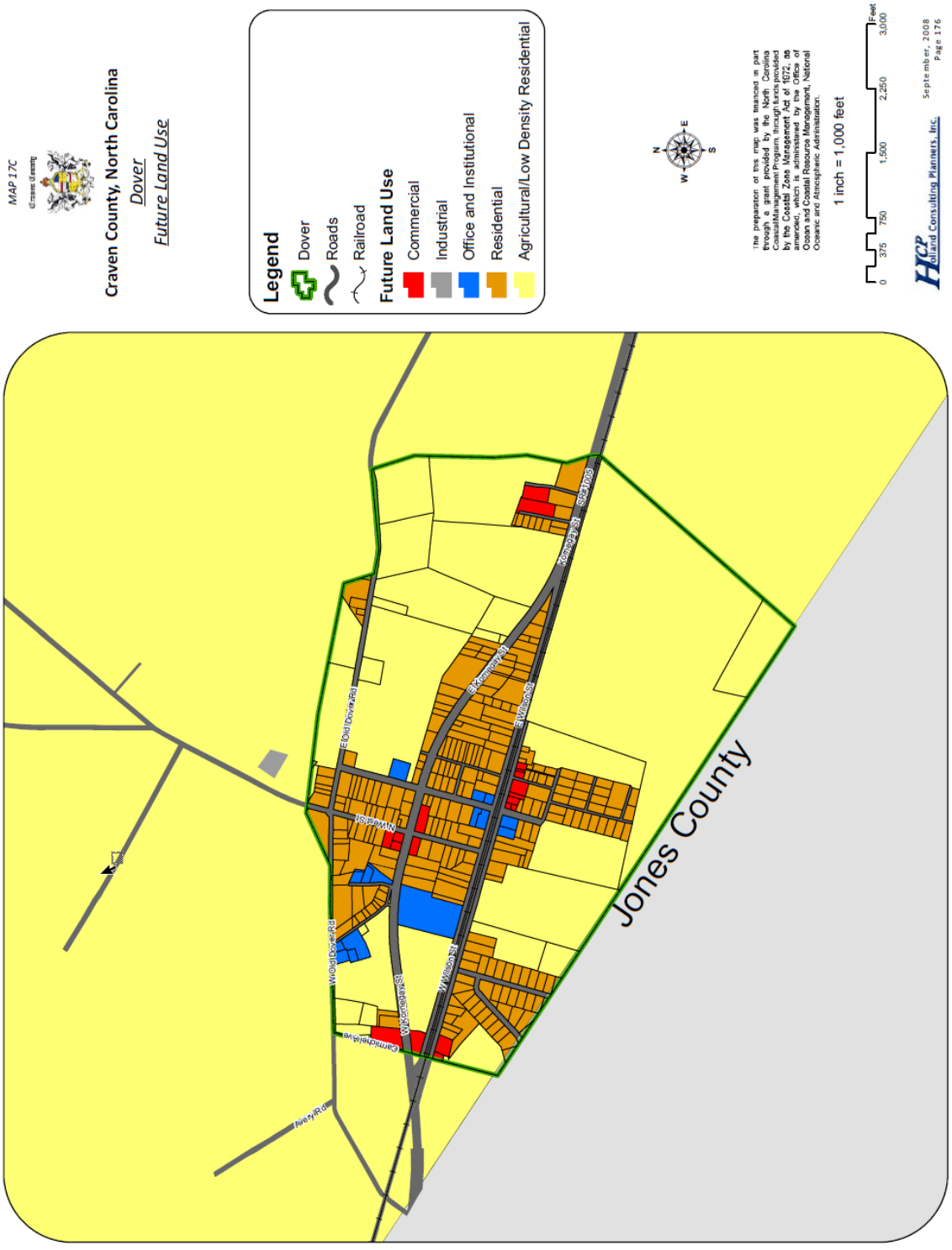

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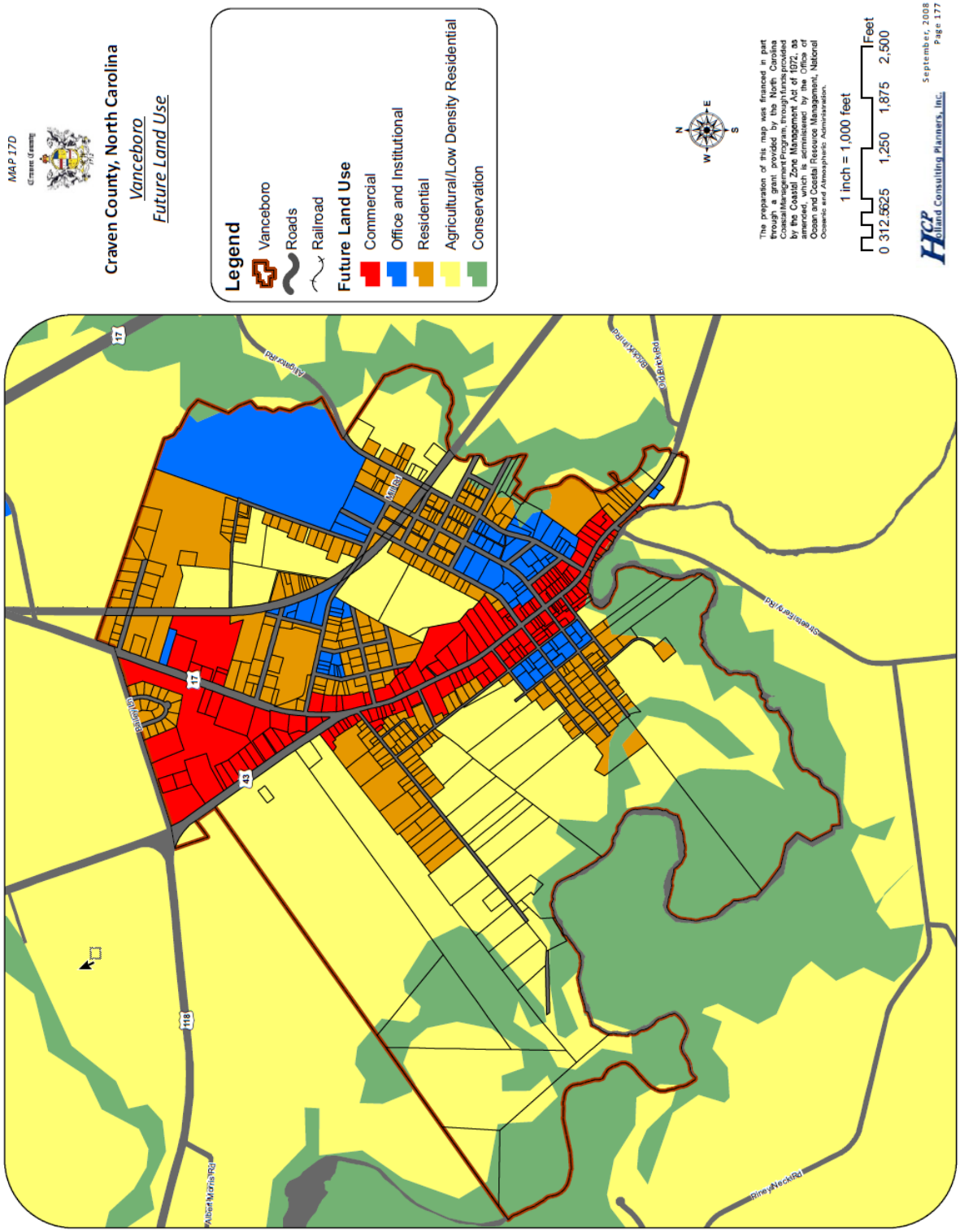
Figure 10C: Future Land Development Plan Map



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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 Craven County CTP is given below.

- Tom Hewitt – atomiccycles@gmail.com
- Scott Harrelson – health@cravencountync.gov
- Jeff Kincaid – croatan@fs.fed.us
- Andy Shorter – New Bern Airport Director
- Billy Wilkes – Craven County Recreation Director
- Catherine Peele – Environmental Program Supervisor and Interim Planning and Development Manager for NCDOT Ferry Division
- Chad Strawn – Craven County Assistant Planning & Inspections Director
- Cheryl J Collins – NCDOT Railroad Planning Engineer Consultant
- Don Baumgardner – Craven County Planning & Inspections Director
- Felicia McRee – New Bern Area MPO Creative Technician
- Gene Hodges – Craven County Assistant County Manager
- Ira Whitford – Craven County Assistant Emergency Services Director
- Jason Frederick – Craven County Planning & Inspections
- Jeff Wood – Craven County Economic Development Director
- John Wetherington – Dover Mayor
- Katrina Marshall – Havelock Planning & Inspections Director
- Kelly Walker – Craven Area Rural Transit System Director
- Kim Maxey – New Bern Area MPO Administrator
- Diane K Hampton – NCDOT Division 2 Corridor Development Engineer
- Mary B Houston – NCDOT Highway Division 2 Maintenance Staff Engineer
- Leonard E White – NCDOT Highway Division 2 Planning Engineer
- Mary Harris – New Bern Riverfront Convention Center Director
- Neil L Perry – NCDOT Rail Planning Manager
- Rhonda Murray – Cherry Point Community Planner
- Roy Beeson – Craven County Assistant Transportation Director
- Scott Harrelson – Craven County Health Director
- Sonja Gaskins-Hill – Cove City Town Clerk
- Travis Adams – Havelock Director of Parks and Recreation
- Theron McCabe - Craven County District 5 Commissioner
- Chad Braxton – Mayor of the town of Vanceboro
- Beverly Drake – Town of Vanceboro Town Clerk
- Eric Howell – Eastern Carolina Council Community Planner
- Patrick Flanagan – Eastern Carolina Council Planning Director

CTP Vision, Goals, Objectives and MOEs

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

The vision statement, goals and objectives reflect what is important for the area and defines any local preferences concerning the transportation system and community assets. The vision statement is the framework for the area's strategic planning. Goals and objectives document how the area plans to fulfill its vision. The goals break down the vision statement into themes, while the objectives document how the area plans to make progress towards achieving each goal. MOEs are established to enable the area to track the progress of each objective.

Vision: A safe and efficient transportation system that maximizes economic vitality and mobility throughout the region.

Goals & Objectives:

1. **Goal: Expand the network and ensure connectivity of mode choices for all users**

   Objective: Increase aeronautical viability of the Coastal Carolina Regional Airport to accommodate an increase in commercial and private aviation activities.
   Objective: Enhance ground access to and from the Coastal Carolina Regional Airport for both commercial and private aviation activities.
   Objective: Improve access to and from the Cherry Branch-Minnesott Beach Ferry.
   Objective: Promote freight rail systems that reduce heavy truck demand on the highway network.
   Objective: Integrate pedestrian and bicycle facility development with Complete Streets.

2. **Goal: Embrace emerging transportation technologies**

   Objective: Increase the number of charging stations installed for electric vehicles, and install refueling stations for alternative fuel vehicles throughout the county.
   Objective: Ensure that technology infrastructure is included in transportation planning, including fiber corridors, autonomous vehicles, and Intelligent Transportation Systems (ITS).

3. **Goal: Enhance transportation elements that promote economic development**

   Objective: Provide multimodal access to employment resources and industrial parks.
   Objective: Increase commerce through access to businesses from the highway network.

4. **Goal: Maintain existing infrastructure while embracing safety improvements**

   Objective: Extend the life of transportation infrastructure by continuing preventive maintenance.

Objective: Embrace current and future safety measures to reduce the number of vehicle crashes.

5. **Goal: Integrate transportation connections and land use**

   Objective: Design roadways using access management best practices.
   Objective: Incorporate communities' land use plans in the design and development of projects.

6. **Goal: Improve efficient movement of vehicles and freight**

   Objective: Increase efficiency of major roads and freight corridors to enhance supply chains.
   Objective: Upgrade major roads such as US 70 and US 17 to Interstate standards to allow for more efficient and safer movement of vehicles.

7. **Goal: Provide an effective transportation system that considers the impacts of natural disasters**

   Objective: Develop emergency contingency plans to maintain effective operation of the road network during disaster events.
   Objective: Upgrade the network to allow for quicker and more efficient evacuations.

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 Craven County G&O survey is given below.

Public Meetings

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

Public Workshop # 1
Insert summary.
Public Workshop # 2
Insert summary.
Public Hearings
Insert summary.

Craven County CTP Goals & Objectives Survey (Second Survey Results)

Q: Map it!

Item	Total	Comments
Congestion Traffic	1172	550
Vehicle Accidents	514	168
Transit Needs	371	138
Pedestrian Needs	337	196
Cycling Needs	384	153
Parking	167	110

Q: Where do you work?

Answer Options	Responses
Vanceboro	7
Bridgeton	5
Cove City/Dover	5
West Craven	7
Havelock	146
New Bern/Trent Woods/River Bend	295
James City/Brices Creek	50
Outside Craven County	23

Q: Where do you live?

Answer Options	Responses
Vanceboro	11
Bridgeton	22
Cove City/Dover	6
West Craven	9
Havelock	60
New Bern/Trent Woods/River Bend	282
James City/Brices Creek	135
Harlowe	5
Outside Craven County	39

Q: Where do you travel?

Answer Options	Responses
Kinston	104
Greenville	331
Jacksonville	264
Morehead City	335
Raleigh	228
Wilson	27
Other	65

Q: How should we pay for transportation?

Answer Options	Responses
A gasoline tax	167
Charging transportation	239
A local bond referendum	226
Toll Roads	86
Vehicle Miles Traveled	62
Increase in local sales	140

Q: Tell us about you

Answer Options	Responses
White or Caucasian	510
Black or African American	45
Hispanic or Latino	17
Asian or Asian American	8
American Indian or Alaska Native	9
Native Hawaiian or other Pacific Island	3
Another Race	16

Q: Tell us about you

Answer Options	Responses
Under 18	2
18-24	7
25-34	82
35-44	109
45-54	113
55-64	129
65+	137

Q: Tell us which strategies you agree with to increase the ability of a road to carry more traffic

Answer Options	1	2	3	4	5
Additional Traffic Lanes	42	48	80	228	212
Bypass Around a Town	43	54	94	137	284
Control Driveways and Cross Streets	40	72	139	189	174
Improve Intersections Traffic Signals	38	24	39	171	340

Craven County CTP Additional Questions (Second Survey Results)

Q: Priority Ranking

Item	Ranking Average	# of Inputs
Faster Car Travel Times	2.67	27
More Transportation Choices	2.73	51
More Public Transit Options	2.79	47
Environmental Protection	2.8	44
Economic Growth	2.93	55
Preserve Community & Culture	3.05	58
Improve Access	3.08	61
Service of Special Needs	3.5	32

Q: Strategy Rating

Group	Item	Agrees	Disagrees
Additional	Create Park and Ride lots for carpooling	64	32
	I am concerned with the interruption of automobile traffic by trains	18	71
	I have experienced roadway flooding	77	23
Multimodal Transport	Add on road bike lanes	68	29
	Build greenways multiuse paths	77	21
	Increase bus service	69	23
	Increase Sidewalks	85	20
	Provide more crosswalks	61	34
Road Features	Enhance roadway landscaping	58	34
	Implement access control	74	26
	Lighting on roadways	82	24
	Provide better signage for drivers	75	28
Roads	Add turn lanes at specific intersections	97	10
	Build new roads	55	44
	Improve intersection design	108	4
	Improve pavement and road maintenance	97	11
	Widen existing roads	83	25

Q: Budget Allocation

Options	Average Chips Spent
Maintain Existing Residential Streets	16.2
Build New Major Streets and Highways	14.6
Maintain Existing Major Streets and Highways	21.8
Expand Bus Service	8.5
Expand Carpooling or Vanpooling Programs	3.4
Build New Sidewalks	11.6
Build New Greenways	10.3
Build New Bike Lanes	9.3
Remaining	4.3

Craven County CTP Goals & Objectives Survey (First Survey Results)

Q1: Which of these locations would you like to have improved access to (please check all that apply)?

Answer Choices	%	Responses
Kinston	9.26	10
Greenville	65.7	71
Jacksonville	34.26	37
Morehead City	62.04	67
Raleigh	32.41	35
Wilson	5.56	6
Other (please specify)	23.15	25

Other (please specify):

- Washington
- None
- Havelock
- No location, bypass fixes all around Havelock, hurry!
- Across the Trent Upriver
- Fayetteville
- 17/43 is very substandard. Greenville might chip in to get more people to visit
- Wilmington
- Points north of here – US 17N out of Bridgeton to the VA line
- Need to finish the widening of 17N
- Washington, Wilmington

Q2: Are there congestion issues in Craven County?

Answer Choices	%	Responses
Yes	88.9	96
No	11.1	12
Where? (Please specify)	--	82

Where? (please specify):

- Between NB/Vanceboro & Greenville; HWY 43 (2)
- James City (60)
- Glenburnie Ramp (7)
- Williams Rd.
- Seasonal, but that's expected
- MLK BLVD (8)
- Intersection of Broad & Queen

Q3: Are you concerned with vehicle accident problems at any specific location?

Answer Choices	%	Responses
Yes	67.6	73
No	34.4	35
Where? (please specify)	--	72

Where? (please specify):

- Glenburnie/MLK Intersection/HWY 17 (4)
- HWY 43 (10)
- James City (35)
- Queen/George St; N. Glenburnie Rd/Oaks Rd.
- Williams Rd (3)
- Kelso Rd.
- Broad & Middle Street
- Garner Rd
- River Bend Entrance
- McCarthy Blvd & MLK
- 70E (19) • Catawba Rd; Havelock
- Thurman Rd

Q4: Is commercial truck traffic negatively affecting your area?

Answer Choices	%	Responses
Yes	28.7	31
No	71.3	77
Where? (please specify)	--	27

Where? (please specify):

•HWY 17 (4)
• HWY 70
• HWY 43 (2)
• Trent Rd.
• Pleasant Hill HWY 55W
• Garner Rd
• Side roads
• Freedom Bridge to Taberna; Slocum to East end of Havelock
• Neuse Blvd & Race Track Rd.
• James City (6)
• Routes to Jacksonville & Greenville

Q5: Would you use a Park and Ride Lot if provided

Answer Choices	%	Responses
Yes	17.6	19
No	82.4	89
Where? (please specify)	--	16

Where? (please specify):

• Howell's Rd to Downtown
• Havelock to New Bern
• James City to New Bern
• Cherry Point
• HWY 70 E
•Anywhere
• Clarks & Carolina Colours
• Downtown New Bern
• Outside of Raleigh/Raleigh airport
• Glenburnie & MLK

Q6: Would you use a designated bus route if provided?

Answer Choices	%	Responses
Yes	20.4	22
No	79.6	86
Where? (please specify)	--	14

Where? (please specify):

• Outback to Downtown
• Students at Craven Community College
• Anywhere
• Trent Road; MLK; Neuse Blvd; James City into New Bern
• New Bern
• We have no bus service
• HWY 70
• James City Area
• Maybe
• Inside New Bern
• Downtown New Bern to Trent Woods Area
• Shopping center, apartment complex, job sites, day care center, airport, Health Dept.
• Neighborhoods to downtown area
• Around New Bern

Q7: Are you concerned with pedestrian or bicycle safety at any specific location?

Answer Choices	%	Responses
Yes	74.1	80
No	25.9	28
Where? (please specify)	--	73

Where? (please specify):

• Throughout the city! The mile of bike lane added to Trent Road is merely a tease... please add them EVERYWHERE!!!
• Hwy 70; Old Cherry Point Road
• On Madame Moore's Ln. and also Brice's Creek Rd. all the way to Pollocksville. So dangerous.
• HWY 70 between Morehead and New Bern
• Brices Creek Rd/Madam Moore's Lane
• Williams Rd, Madam Moores Ln, Howell Rd, Hwy 17, Hwy 70, Trent Rd,
• Five Points area
• Brices Creek Rd (2)
• all areas, hardly any bike lanes
• Madam Moores Lane- Brices Creek Rd- Country Club Rd
• Country Club Rd. & Trent Rd., New Bern/Trent Woods
• Can't leave River Bend without taking your life in your hands on Highway 17. We need dedicated bike paths and protected bike lanes.
• Brices creek road from New Bern to Pollocksville
• Old Airport Road
• Broad and Middle Streets, New Bern
• Pembroke/country club rd.
• Country Club Road, New Bern
• Many major roads have neither sidewalks nor sufficient shoulders to facilitate pedestrians and bicycles.
• Williams Rd/Hwy 70

• Glennburnie Road and Hwy 17 and Hwy 70
• No specific road lane area for bicycle traffic along with vehicles.
• any location that does not have a wide pedestrian or bicycle path. 12" to 18”-inch strips along road shoulder are not sufficient and seem unsafe.
• Along Trent road in New Bern and various roads with no shoulder
• Bikes everywhere on busy roads; need lanes
• Around town and especially over the bridge of 17 and 55. It would be great if a lane with protective railing could be placed on the bridge. A great example, but definitely a larger scale, is the Woodrow Wilson Bridge connecting Virginia and Maryland. It allowed walkers and bikers safer access to get to work and reduced cars on the road
• TRENT WOODS (2)
• Bicycle riders are oblivious to traffic and signals. They blow past stop lights and stop signs with impunity.
• New Bern
• Almost everywhere, New Bern is largely NOT bicycle friendly.
• bike routes in New Bern are not wide enough; bikers don't know rules
• Hwy 17 (3)
• US 70 (2)
• Anywhere without bike lanes and well marked cross walks. Need much more education regarding cross walks - pedestrians DO have the right of way.
• Almost all normal traffic roads in Craven County could be improved starting with the busiest ones and also starting with the main roads into/from each neighborhood/township
• Corner of Broad Street and Middle Street Downtown New Bern - Probably needs a traffic light
• New Bern, Trent Woods - lots of riders and runners early morning/late evening
• All - insufficient bike lanes all over. Not safe for cyclists on our roads.
• Trent Woods drive where the bicyclists think it's okay to ride 5 abreast at 5:00-6:00 and the Trent Woods police do nothing about it. But if one were to be hit, the driver would be to blame
• Madam Moore Lane to Brice’s Creek Road
• Country Club R d in New Bern & Trent Woods and First St in New Bern
• Madam Moores Lane & Brices Creek Rd. There's no shoulder, fast traffic, and many dangerous curves.
• Trent Woods, James City, Downtown
• Glenburnie, MLK (3)
• Bicycles traveling in wrong direction on Neuse Blvd.
• Too many bikes on narrow roads. All roads should have 2- 3ft for pedestrians, bikers & mail delivery so they don't block traffic & force cars to go into the other lane to avoid them. This is an easy fix for all roads. Plus, it would increase tourism
• There is no safe way to ride a bicycle into New Bern from the east, or get over the bridges
• James City
• Neuse Blvd. between Wendy's and Speedway. • MLK Blvd, Glenburnie, Simmons St, Neuse Blvd
• All over New Bern (7)
• Everywhere in Eastern NC
• TRENT Woods/Country Club Dr
• Yes, we need bike paths and get them off the roads.
• Stay off highways especially two lanes
• in most areas of New Bern and Trent Woods
• Old airport road
• cyclists use 2 lane section of 17S outside of New Bern
• Throughout the city and county.
• Madam Moores lane
• Hardly any bicycle routes to/from anywhere

Q8: Are there areas where you would like to see sidewalks constructed or improved?

Answer Choices	%	Responses
Yes	59.3	64
No	40.7	44
Where? (please specify)	--	53

Where? (please specify):

• Up and down MLK and Neuse Blvd., to encourage walking to shops, services, etc.
• Glenburnie Road; Old Cherry Point Road
• Rice Road, extend the sidewalk all the way down without having to cross the street.
• From Bridge (from down town) to Madame Moore's Ln. and continued down Brices Creek Rd.
• I think all residential areas should have sidewalks
• Areas connecting to downtown, like Ghent. Only part of the Ghent area has sidewalks.
• highway 17 near mall
• All of New Bern, there are very limited sidewalks or pedestrian marked walkways
• All major roads that carrier of major vehicles and commercial traffic.
• River Bend
• Country club Rd (2)
• Olde Towne
• Trent Woods (9)
• Glenburnie, MLK (3)
• everywhere there is a worn trail where people have walked enough to kill the grass & created a rut. Also an easy fix as far as finding where they are needed in the city limits of New Bern
• Hwy 17 Bus
• main street Walmart and Twin River mall
• Old Cherry Point Rd
• Haywood Farms Road
• First St in New Bern and Country Club Rd in New Bern & Trent Woods
• West Thurman road
• Along the new 43 Connector from the neighborhoods to MLK and Ben Quinn school.
• Downtown New Bern (3)
• Simmons St., Glenburnie, MLK.
• Beyond what Swiss Bear has already done in downtown New Bern
• Riverside; Duffyfield; Woodrow
• Martin Luther King Blvd, Country Club Road/1st Street
• Olde Towne Neighborhood; From Olde Towne Neighborhood to Trent Woods; From Olde Towne Neighborhood to Downtown New Bern
• All of New Bern (3)
• Trent Road (3)
• Neuse Blvd. between Wendy's and Speedway.
• Neuse Blvd. by Bosch and down by Dollar General
• streets in Havelock
• within city limits of New Bern (Trent Road, MLK)
• From Glenburnie/Neuse Blvd. to Bosch Blvd.

Q9: Would you use on road bicycle facilities such as bicycle lanes and wider shoulders?

Answer Choices	%	Responses
Yes	61.1	66
No	38.9	42
Where? (please specify)	--	40

Where? (please specify):

• Definitely! They've been promised since I arrived in 2005.... 13 years later and ....
• Old Cherry Point Road
• Madame Moore's Ln and all the way down Brice's Creek Rd. • But I think we should widen roads and add Bicycle lanes. There are areas that get a lot of bike traffic and the roads really aren't wide enough to share the road and not cross into the oncoming traffic lane
• All around NB especially Madam Moores Lane Brices Creek rd and Neuse Rd. In Pamlico County
• All over Craven County. (2)
• Within River Bend
• Country club road
• need more in Westbrook (Havelock) kids ride in the road on the way to school.
• Country Club Rd in New Bern & Trent Woods (2)
• James City (2)
• Both the draw and main bridges need something safer to allow bikes and walkers shared access. Around downtown especially the waterfront section down from the Galley gas station towards the historic neighborhoods. There are people who work in downtown who would like to commute in from areas like Bridgeton and FFH.
• Trent Woods and Trent Road (5)
• Downtown and the historic district (8)
• To get to Downtown New Bern from Olde Towne Neighborhood and Trent Woods area
• Madam Moores Lane/Brices Creek Rd /Island Creek Rd • Glenburnie, MLK (2)
• This is a no-brainer. Plus it gets the mail trucks off the road & people can quit putting cones or other devices to keep mail trucks off what they think is their grass
• I think there should be separate bike/sidewalks from vehicular!
• All of the side roads from James city east have poor bicycle lanes except for Taberna. Old airport road is treacherous
• But that is where I would like to see bikes restricted.

Q10: Are there areas where you would like to see multi-use paths (for bicycling or walking) constructed or improved?

Answer Choices	%	Responses
Yes	61.1	66
No	38.9	42
Where? (please specify)	--	55

Where? (please specify):

- Look up Rails to Trails programs -- it's fabulous in Northern Virginia!!
- Madame Moore's Ln and Brices Creek Rd. all the way to Crump Farm Rd. at least.
- Absolutely! It would be great if it connected different areas of town. Similar to the Atlanta Beltline or the Raleigh Greenway
- near downtown, Ghent, and through the MLK Blvd. areas
- Brices Creek Rd, Madam Moores Ln, Country Club Rd.
- James City to downtown New Bern (2)
- River Bend
- residential and shopping areas, parks
- Olde Towne
- Old Cherry Point Rd
- Country Club Rd (4)
- alongside Brices Creek Road • Downtown New Bern (4)
- Simmons, MLK, Glenburnie
- These would be nice in our natural area such as Croatan Forest
- Martin Luther King Blvd, Country Club Road/1st Street
- Any trails, bike paths, walking paths around town would be great
- Chelsea Rd. (2)
- Trent Woods & Trent Road (11)
- Glenburnie, MLK (3)
- Along busy corridors where you see ruts from current use & specifically near schools, churches, housing area & commercial districts, along busy roads
- Hwy 17 Bus
- Along the railroad right of way all the way to New Bern from Carolina colours
- Away from highways
- All over New Bern (10)
- Swansboro Bear Creek Mathews Landing Shell Rock landing
- Trent Road, Country Club Road, Old Airport Road
- From Glenburnie/Neuse Blvd. to Bosch Blvd.

Q11: Would you use passenger rail service if provided?

Answer Choices	%	Responses
Yes	57.4	62
No	42.6	46
Where? (please specify)	--	45

Where? (please specify):

- Again, lived in NYC and DC... could not have done that without rail and bus!!
- Wilmington (3)
- from Outback to downtown and also from Mall to downtown.
- Depending on price I would love to see light rail from James city to New Bern, Greenville, Morehead City, Atlantic Beach, Jacksonville, and even Kinston
- New Bern to RDU, CLT, ATL, etc.
- To Charlotte from New Bern, or nearby area Kinston etc. • travel to major cities for airports and other methods of travel
- Eastern NC (2)
- Possibly. Current tickets pricing is prohibitive. • To Raleigh, Washington DC and New York NY • Greenville, Mountains - West
- let's get real!
- Anywhere (6) City to City
- Morehead City (4)
- loved it in DC
- Perhaps
- New Bern to Amtrak stations
- Hwy 70 Corridor from Raleigh to Morehead City/ New Bern to Greenville and Wilson to Amtrak
- Not Really sure where, but I would use it if it got me to places I need to go
- Charlotte, Chapel Hill, Cary
- Raleigh to the Coast (11)
- Urban areas
- West (2) Mountains
- It is already in place from Rocky Mount nothing or south.
- Possibly but not often enough to justify
- To travel North & South (2)
- Wilson

Q12: Are there any other transportation issues in Craven County?

Answered	108
Skipped	0

• The stop light at Yarmouth and Glenburnie needs to be evaluated. It stays red for longer than necessary and then is only green long enough for 2-3 cars to pass (from Yarmouth onto Glenburnie)
• We REALLY NEED public transportation -- think of all those old folks who should not be driving.... think of all the folks who really cannot afford to buy cars.... in my view, that covers the majority of our citizens...
• James City congestion; dangerous intersections on Hwy 70E
• It would be nice to have a transportation bus in our area.
• Harlowe into town.
• N/A – NO (27)
• I did want to mention that there are a lot of people who could benefit from an expanded public transportation in Craven County. I would love to see the route expanded to include local schools, especially from low income areas to the designated schools to encourage parent involvement. Other areas where expanded public transportation would be useful is during local events such as fire work displays, festivals etc. Currently the only place I know of that supports shuttles is the Twin Rivers Mall. If I live in James city and I want to go to Mumfest it doesn't make sense to drive to the mall to get the shuttle. If the route was expanded it would cut down on congestion during large events.
• Lack of public transport
• Not enough safe spaces to walk from neighborhood to neighborhood.
• Getting the beach/base traffic out of the James City area on Highway 70
• Potholes on country club Rd
• access to Hwy 70 in James City/Grantham area
• MLK
• Turn lanes are needed on Neuse Blvd.
• Too many to name. We need a lot or work if we are trying to grow
• Hwy 70
• not in Havelock area
• Almost all roads in terrible condition and need resurfacing regardless of whether city, county or state is responsible for maintenance.
• Need some public transportation in New Bern
• Bicyclists, runners, walkers really need more access that is safer. The concentration should be on creating better conditions for pedestrians. Obviously, you know it would be a win win, more pedestrian traffic be it biking or walking, less car traffic congestion and better for our overall health and environment. No need to build any more bridges just adjust the ones that are in place.
• Train schedules, Bridge schedules, poorly timed traffic lights, Poorly designed entries/exits into businesses/parking lots
• I think the construction going to Morehead City i s being addressed already with the plans in the coming years
• parking in downtown New Bern
• Yes, although we have CARTS, it does not operate after 5 typically. With transportation a huge barrier to employment a service that operates after 5 may help with that.
• Bicycle Lanes especially where we route for the bike rides that bring income to the area
• James City area is extremely limited in access outside of cars and traffic continues to build, Would like bypass around Kingston and bypass to Morehead City Additional bridges or ferry passages to Pamlico county from James City may alleviate traffic in Havelock
• Yes, broken pavement in many areas of New Bern
• The James City is not safe
• Repaving method making roads wider, for disabled vehicle trouble.
• How will congestion issues be handled during construction of Hwy 70 improvements in James City?
• Too many traffic lights. Spotty bus service. Rumble strips and no shoulders on many highways
• I think having public transportation is essential. • Lack of public transportation
• CARTS needs more stops especially at apartment complexes and more publicity about who can ride.
• Re: Broad/Middle Crosswalk - I have to cross Broad from Middle to get to Federal Court regularly. The new pedestrian signs still haven't slowed vehicles down, unfortunately. I would love trails, bike paths, walking trails anywhere around the city, and, while I have a designated parking spot in Downtown New Bern, I understand the need for more parking in Downtown New Bern.
• We will never be seriously considered for any kind of industrial growth if goods and services can't get to the rest of the World. ENC needs very good access to ports in Southport and Norfolk. Four lane US 17 all the way through ENC.
• n/a
• Traffic is horrible downtown when the draw bridge opens at 5pm every day. Drawbridge open times should not be during high traffic times (i.e. 5pm or lunch time).
• traffic into downtown New Bern
• Bicycles
• New Bern need true bypass

• CARTS needs rebranding and reimagining. It's currently viewed as a mentally/physically handicapped transportation service.
• JAMES CITY
• HWY 17 North dead ends in a rock quarry
• Not that concern me
• US 17 between Bridgeton and Beufort County. How long before that gets 4-lanes?
• congestion in James city area going to the beach hwy 70 e
• I am not someone who uses or needs public transportation but suggest better education about and expansion of CARTS. Aldermen and commissioners should be expected to educate their constituents
• Enact law statewide whereby it is illegal for large trucks to occupy left lane of a dual lane road! Creates traffic hazard
• People sometimes avoid downtown New Bern because of congestion and no parking.
• Yes, CARTs are not convenience. We need regular bus route running all the time day and night and also to job sites (e.g. BSH, Moen, Hotels), apartment complex too.
• Utilize blinking turn arrows so if traffic is clear, you can turn left instead of being forced to wait for a green arrow
• Hwy 17
• I'm sure there are, but my commute is relatively short, so I may not be as impacted by traffic/transportation issues as many are.
• There needs to be a dedicated "right turn" lane at the intersection of Neuse Blvd and Glenburnie where you turn right onto Glenburnie from Neuse, next to the Gas Station
• Complete 70 and 17 projects sooner
• Need public transportation other than CARTS
• Havelock 70
• Are areas seem to be being addressed. James City, Kinston, Havelock, except Morehead. They need another bridge around Hibbs Rd to the beach.
• Catfish lake road needs to be paved! Twenty-five minutes faster from Jacksonville to Havelock. Military would be best user. Great opportunity for Jones County real estate expansion!
• While I would not use it, public transportation such as a local public bus route would be advantageous for the county
• public bus availability for those without transportation
• Yes. Access to future areas to be developed. NCDOT needs to plan to allow access to areas that will be future growth area around the county and specifically New Bern. NB has limited areas for future growth as it is surrounded by water, historic & already developed areas & Croatan National Forest.
• We desperately need a transportation system in New Bern and the County
• Primary issue are James City, 4 lane 17 to Greenville, completion of 4 lane to Jacksonville, and bypass around Havelock
• Signs are needed for slower traffic to GET spur of the left lane EVERYWHERE people ride the left lane and create congestion
• Craven county is a non-issue. It's only folks trying to get to the beach faster that's the issue. Not a problem in nontourist months. But in Onslow County we need sidewalks connecting rural areas to town to allow kids and communities to ride bikes to town or school during these months that congest our roads and make pedestrian and bike travel dangerous
• Biggest issues for me are two-lane U.S. 17 and N.C. 43 from Bridgeton to Greenville.
• Glenburnie exit ramp off of US 70 West bound • Yes some sort of transportation to the industrial park. could be bus, shuttle another creative means
• Lack of public transportation in New Bern
• All 2-lane sections of HWY 17 are dangerous. 17 has many high-speed areas with a significant amount of traffic. There are a large number of log trucks and drivers often try to pass them or slower passenger cars and it creates dangerous situations.
• Beach traffic on holidays
• Highway 17 to the North
• Brices Creek Rd and Old Airport Rd condition and overuse/congestion

Q13: How would you classify your race (please check all that apply)?

Answer Choices	%	Responses
White or Caucasian	94.4	102
Black or African America	4.6	5
Hispanic or Latino	4.6	2
Asian or Asian America	1.9	2
American Indian or Alaska Native	1.9	2
Native Hawaiian or other Pacific Islander	0.9	1

Another Race	3.7	4

Q14: What is your age group?

Answer Choices	%	Responses
Under 18	0.9	1
18-24	0	0
25-34	4.6	5
35-44	25	27
45-54	20.4	22
55-64	25.9	28
65+	23.2	25

Q15: Please check the Township you primarily work in. (please reference map above)

Answer Choices	%	Responses
Vanceboro	0	0
Bridgeton	0.9	1
Cove City/Dover	0.9	1
West Craven	3.7	4
Havelock	4.6	5
New Bern/Trent Woods/River Bend	81.5	88
James City/ Brice's Creek	3.7	4
Harlowe	0	0
Outside Craven County	4.6	5

Q16: Please check the Township you primarily live in. (please reference map above)

Answer Choices	%	Responses
Vanceboro	0.0	0
Bridgeton	2.8	3
Cove City/Dover	1.9	2
West Craven	1.9	2
Havelock	3.7	4
New Bern/Trent Woods/River Bend	55.6	60
James City/ Brice's Creek	24.1	26
Harlowe	0.9	1
Outside Craven County	9.3	10

Q17: Thank you for filling out this survey. If you'd like to answer more detailed questions about transportation in Craven County please click "Provide additional feedback". Otherwise, click "I'm done" to end the survey. Your time is appreciated!

Answer Choices	%	Responses
Provide Additional Feedback	16.7	18
I'm done	83.3	90

Q18: To address the transportation issues in the area, which improvements should be considered? Please rank your top 5 choices from 1 (Most Important) to 5 (Least Important). (choose only 5)

Item	1 (Most Important)	2	3	4	5 (Least Important)	Total	Weighted Average
Widen existing roads	4	3	4	2	0	13	2.31
Add turn lanes at specific intersections	5	5	2	1	1	14	2.14
Improve pavement and road maintenance	6	0	2	7	0	15	2.67
Lighting on roadways	3	2	3	4	0	12	2.67
Provide or increase bus service	3	1	4	1	7	16	3.5

Build new roads	2	1	5	1	3	12	3.17
Provide more crosswalks	2	0	5	1	4	12	3.42
Enhance roadway landscaping	1	3	1	3	4	12	3.5
Provide better signage for drivers	0	4	3	3	3	13	3.38
Increase the number of sidewalks	2	5	3	0	4	14	2.93
Add on-road bike lanes	3	3	3	1	5	15	3.13
Build greenways and multi-use paths	3	3	3	1	4	14	3
Create park-and ride lots for carpooling	2	0	3	3	4	12	3.58
Implement access controls including: limited driveways, limited cross streets, and right-in / right-out only turning movements	3	2	4	2	3	14	3
Improve intersection design, better traffic signal timing, and build roundabouts	4	6	3	1	3	17	2.59

Q19: Please rank the following transportation goals from 1 (Most Important) to 8 (Least Important).

Item	1	2	3	4	5	6	7	8	Total	Score
Increased Transportation Choices (More and safer opportunities to walk or bike to destinations)	1	3	1	2	1	4	0	2	14	4.5
Faster Automobile Travel Times (Higher-speed roads with more lanes and fewer Intersections; less congestion)	2	4	5	0	1	1	1	1	15	5.6
Economic Growth (Building or improving roads and railways to attract new businesses and to allow existing businesses to expand)	5	3	3	0	2	0	0	0	13	6.7
Increased Public Transit Options (Bus service to more destinations; Park-n-Ride lots to facilitate carpooling and transit use)	0	0	0	5	2	1	6	1	15	3.3
Community & Rural Culture Preservation (Keep business downtown, preserve culture, existing buildings, neighborhoods, and landscape)	0	4	1	1	3	1	5	0	15	4.3
Environmental Protection (Minimizing the impact on wetlands, streams, and wildlife; reducing air pollution)	2	0	1	2	1	4	0	4	14	3.7
Service of Special Needs (Better transportation services for elderly, low-income, and disabled residents)	0	1	3	3	3	1	2	3	16	3.9
Improved Access (Better connection to employment, medical, higher education, and shopping facilities)	6	1	2	3	1	1	0	2	16	5.7

Q20: Should we be spending more or less money on the following?

Item	Much Less	Less	Same	More	Much More	Total	Weighted Average
Maintaining existing residential streets	0	0	5	3	3	17	3.65
Building new major streets and highways	0	4	6	2	2	17	3.35
Maintaining existing major streets and highways	0	0	8	3	3	17	3.82
Creating or expanding bus service	5	1	6	1	1	17	2.82
Expanding carpooling or vanpooling programs	5	4	1	1	1	17	2.35
Building new sidewalks	3	0	7	4	4	17	3.53
Building new greenways	3	0	3	5	5	17	3.41

Q21: Have you experienced travel delays due to roadway flooding caused by weather events?

Answer Choices	%	Responses
Yes	17.65	3
No	35.29	6
Where? (Please specify)	47.06	8

Where? (please specify)

- Vanceboro (2)
- Brice's Creek Rd & underpass by Outback
- Country Club Rd.
- Many locations in Western Craven County
- US 70 through Kinston
- All low-lying areas near rivers
- McCarthy Blvd & downtown New Bern

Q22: If additional money is needed to fund transportation projects, which of the following would you be willing to support (please check all that apply)?

Answer Options	%	Responses
A gasoline tax	33.33	5
Charging transportation	53.33	8
A local bond referendum	46.67	7
Toll Roads	26.67	4
Vehicle Miles Traveled	20	3
Increase in local sales	33.33	5

Q23: Are you concerned with the interruption of automobile traffic by trains?

Answer Choices	%	Responses
Yes	17.65	3
No	82.35	14

Q24: Do you agree with the following strategies to increase the ability of a road to carry more traffic?

Item	Agree	No opinion	Disagree
Building additional traffic lanes	11	6	0
Controlling the number of driveways & cross streets that access a road	8	6	3
Making improvements to intersections and/or the timing of traffic signals	15	2	0
Building a Bypass around a town	13	1	3

Q25: Are there other major transportation issues in Craven County that haven't been addressed in the preceding questions?

Answered	5
Skipped	103

- Stay right pass left
- Yes Bridge in downtown New Bern
- Fix the intersection at US 70 and Kelso Rd.
- No
- Please start Bus ASAP