

*U.S. Highway 158 & N.C. Highway 168  
Corridor Plan*



*Currituck County, North Carolina  
May, 1994*

*US Highway 158 and NC Highway 168  
Corridor Plan*

*Currituck County, North Carolina  
May 1994*

Prepared for the  
Currituck County Board of Commissioners  
by the  
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*US Highway 158 and NC Highway 168  
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**Table of Contents**

	<u>Page</u>
Acknowledgements.....	i
Table of Contents.....	ii
List of Figures.....	iv
Executive Summary.....	v
1. Introduction.....	1
2. Existing Conditions.....	4
Current Infrastructure Along NC 168/US 158	
Roads.....	4
Utilities.....	7
Physical Constraints of the Land.....	10
Existing Zoning and Land Uses.....	12
Existing Development Regulations.....	14
Traffic Accidents.....	15
3. Public Input.....	19
4. General Recommendations.....	23
Roadway Design.....	23
Guiding Principles for Development Along US 158 and NC 168.....	24
Future Roadway Improvement Recommendations.....	26
Recommended Changes to Development Regulations	
Driveways.....	30
Site Layout.....	31
Sign Regulations.....	33
Architecture.....	34
Zoning Patterns.....	35
Appearance.....	38
Economic Development.....	40
Conclusion.....	41
5. Community Specific Recommendations.....	43
Moyock Area.....	44
Sligo Area.....	50
Currituck & Maple Area.....	56
Coinjock Area.....	62
Grandy Area.....	68
Jarvisburg & Powells Point Area.....	74
Harbinger & Point Harbor Area.....	80
6. Implementation Plan.....	87
APPENDIX	
A. US 158 & NC 168 Traffic Accident Summary.....	95
B. 1992 Public Input Meeting Summary.....	96

C. Currituck County Property and Business Owner Survey.....	99
D. Resolution From Highway Corridor Advisory Committee to NCDOT...	103
E. Recommended Driveway Regulations.....	105
F. NCDOT Letter on Future Roadway Improvements.....	107
G. Sample of On-premise Sign Regulation.....	109
H. Recommended Rezoning Checklist.....	110

## List Of Figures

<u>Figure Number</u>		<u>Page</u>
1	Project Location Map.....	1
2	Traffic Counts.....	6
3	1988 Recommended Thoroughfare Plan Map.....	8
4	Currituck County Water System Map.....	9
5	General Soils Map.....	10
6	National Wetlands Inventory.....	11
7	100 Year Flood Boundary.....	12
8	Existing Development Standards on US 158 and NC 168.....	14
9	Percent of Accidents by Month.....	16
10	Percent of Accidents by Day.....	16
11	Traffic Accident Map: January 1988 to October 1993.....	17
12	Top Responses to Public Input Meeting.....	19
13	Typical 5-Lane Cross Section.....	23
14	Regional Profile.....	26
15	Proposed Roadway Extensions.....	28
16	Site Design Impact on Collector Streets.....	29
17	Right Turn Lanes.....	31
18	Photos of Building Site Layout Examples.....	31
19	Sample of Recommended Site Layout.....	32
20	Photo of Back of Off-Premise Sign.....	33
21	Photos of Poyners Oil Company and Church.....	34
22	Photo of Steel Building.....	35
23	Business Nodal Areas Designated in 1986.....	36
24	Photo of Dilapidated Building.....	39
25	Example of Community Entrance Sign.....	40
26	Example of Site Layout After Implementing Recommendations.....	41
27	Location of Community Sub-Areas.....	43
28	Moyock Sub-Area Location Map and Photos.....	44
29	Moyock 1993 Zoning and Land Use Map.....	46
30	Moyock Land Use & Zoning Chart.....	47
31	Moyock Area Recommendations.....	49
32	Sligo Sub-Area Location Map and Photos.....	50
33	Sligo Area 1993 Zoning and Land Use Map.....	52
34	Sligo Land Use & Zoning Chart.....	53
35	Sligo Area Recommendations.....	55
36	Currituck/Maple Sub-Area Location Map and Photos.....	56
37	Currituck & Maple 1993 Zoning and Land Use.....	58
38	Currituck & Maple Land Use/Zoning Chart.....	59
39	Currituck & Maple Area Recommendations.....	61
40	Coinjock Sub-Area Location Map and Photos.....	62
41	Coinjock Area 1993 Zoning and Land Use Map.....	64
42	Coinjock Land Use & Zoning Chart.....	65
43	Coinjock Area Recommendations.....	67
44	Grandy Sub-Area Location Map and Photos.....	68
45	Grandy Area 1993 Zoning and Land Use.....	70
46	Grandy Land Use & Zoning Chart.....	71
47	Grandy Area Recommendations.....	73
48	Jarvisburg & Powells Point Sub-Area Location Map and Photos.....	74
49	Jarvisburg & Powells Point 1993 Zoning and Land Use Map.....	76
50	Jarvisburg & Powells Point Land Use & Zoning Chart.....	77
51	Jarvisburg & Powells Point Area Recommendations.....	79
52	Harbinger & Point Harbor Sub-Area Location Map and Photos.....	80
53	Harbinger & Point Harbor 1993 Zoning and Land Use.....	82
54	Harbinger & Point Harbor Land Use/Zoning Chart.....	83
55	Harbinger & Point Harbor Area Recommendations.....	85

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# US Highway 158 and NC Highway 168 Corridor Plan Executive Summary

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In 1990, Currituck County adopted the 1990 Land Use Plan which noted the significance NC 168 and US 158 from the Virginia Line to the Wright Memorial Bridge would play in Currituck's future. The 43 mile corridor represents the only north to south link of Currituck County; it serves as the primary access to North Carolina's Outer Banks carrying close to 30,000 vehicles a day on weekends; is the primary location for employment and goods in Currituck County; and is the central route for evacuation in case of emergency.

The 1990 Land Use Plan identified several significant issues related to future development along the US 158 and NC 168 highway corridor. These issues include:

- 1) the proposed widening of NC 168 from the Virginia State Line to Barco scheduled to begin in 1998 (since moved to 1995);
- 2) the completion of widening US 158 from Barco to the Wright Memorial Bridge in 1990;
- 3) the proposed mid-county bridge connecting US 158 to the Currituck Outer Banks scheduled for construction in 2003;
- 4) construction of the parallel Wright Memorial Bridge connecting Currituck County to Dare County begun in 1992;
- 5) a conflict between the official county policy of nodal development and existing strip commercial zoning patterns particularly in the southern half of the county;
- 6) strong concerns raised by residents during preparation of the 1990 Land Use Plan about the inability to access NC 168/US 158 during the summer tourist season because of excessive traffic and the increasing danger of traveling on those highways;
- 7) recognition that NC 168/US 158 represents a vital component of Currituck County's economy;
- 8) the yearly increase of traffic on NC 168/US 158 as the Outer Banks continue to develop.

Having looked at the issues related to NC 168/US 158, the Board of Commissioners adopted the following goal in the 1990 Land Use Plan:

**"ENCOURAGE DEVELOPMENT PATTERNS ON HIGHWAY 158/168 THAT WILL ENHANCE ECONOMIC DEVELOPMENT IN THE COUNTY, WILL BE AESTHETICALLY PLEASING, AND WILL PROVIDE FOR SAFE AND EFFICIENT MOVEMENT OF TRAFFIC."**

To achieve this goal, it was clear that a thorough analysis of NC 168 and US 158 was needed. Therefore, the commissioners recommended a study of NC 168 and US 158 be prepared that would provide recommendations on how best to achieve the goal.

The Board of Commissioners appointed a 15 member Highway Corridor Advisory Committee to prepare the NC 168/US 158 Highway Corridor Plan. This committee, which began meeting in January of 1992, consisted of 9 members from the Economic Development Board (due to the economic significance of NC 168/US 158) and 8 at-large members. Members of the corridor committee represented many different interests including homeowners, businesses and farming as well as varied geographical areas from the northern to the southern end of the county (Note: the committee was reduced to

15 members during the course of the study). The Planning and Inspections Department provided staff support.

The challenge before the county and the corridor committee was clear:

*How can development be controlled along a 43-mile long five-lane highway of which 64% is already zoned for non-residential purposes in such a way as to: move vast amounts of traffic; serve local employment and service needs; maximize highway safety; enhance community appearance; promote economic development; and not lose touch with Currituck County's rural past?*

To address this challenge, the Highway Corridor Committee established a list of principles to guide development on US 158 and NC 168 which are as follows.

- a) Currituck County's very rich past has the potential to be overwhelmed and lost due to rapid development. It's critical that the county identify those things that are important to Currituck's heritage and preserve them for the enjoyment of future generations.
- b) As a tourist destination, the county should take advantage of the festive and relaxed attitude people seek while on vacation. This is already being done successfully by roadside vegetable markets that dot US 158 and NC 168. These markets use vividly colored canopies, colorful landscaping and an open market atmosphere that draws the traveling public to shop for goods.
- c) Currituck County has always been characterized for being informal, perhaps attributable to its remoteness and the historical reliance of it's citizens on the land. It is this informality that should not be lost as the highway corridor is developed. An illustration of this concept would be recommending gravel parking for small shops as opposed to the more formal paved parking areas.
- d) Water has always been an important part of life in Currituck County. The county should attempt to identify water access points for use by the public and take steps to acquire those sites. The county should encourage preserving open views of the water which are valued by residents and much anticipated by tourist traveling along US 158 and NC 168.
- e) Villages have historically been the center of activity in the county. Places like post offices, churches, commercial shops and schools were centrally located in villages and represent the main place for social gatherings. On the outskirts of villages was farmland which marked the village boundaries. As the county develops, it is important to emphasize the existing villages and agriculture along US 158 and NC 168.
- f) Highway safety is of primary importance to residents and visitors alike. Unfortunately, there is a conflict between moving traffic and providing access to lots. It is essential that highway safety be a major consideration as properties develop along the corridor.
- g) In order for the county to promote a positive image to the motoring public, improving the appearance along NC 168 and US 158 is critical.
- h) Establishment of new rules, regulations and administrative procedures to achieve long range development goals along the corridor should be minimized to the extent feasible. Efforts should be concentrated on enforcement or adjustment of existing regulations, volunteerism and providing guidance to property owners along the NC 168 and US 158 corridor.

- i) Currituck County must seize the opportunity to improve highway safety, promote economic development and enhance community appearance. Large sections of US 158 and NC 168 are relatively undeveloped at this time. However, with continued growth, these properties could be improved in the not-to-distant future. In order for Currituck to realize its full development potential along the corridor for maximum public benefit, action is needed now. Across the country communities are faced with the task of rehabilitating older highway corridors to address blight and spur community re-investment. It is far easier in terms of time, effort and dollars to act on this matter than it is to react. With timely action, Currituck County stands in a position to guide development along US 158 and NC 168 for the maximum benefit of the public.

To meet the challenges ahead, the Highway Corridor Committee established the following goals in addition to the goal established by the Board of Commissioners in the 1990 Land Use Plan:

- 
1. *Maximize the life span of the existing five-lanes of US 158 and the proposed five-lanes of NC 168.*
  2. *Promote economic development along NC 168 in such a manner as to minimize negative impacts to the traveling public.*
  3. *Improving highway safety on US 158 and NC 168 should be the primary focus of Currituck County and the State of North Carolina.*
  4. *Preserve and enhance community appearance along US 158 and NC 168 by making the corridor one of the most attractive roads in northeastern North Carolina by the year 2004.*
  5. *Protect Currituck County's heritage by preserving historic buildings and promoting development compatible with the county's rural character and encourage the preservation of agriculture.*
- 

In order to achieve the established goals, the Highway Corridor Committee recommends the actions listed below be taken. These recommendations are based largely upon comments received during the extensive public input process discussed more fully in Chapter 3. It should be noted that the order in which these recommendations appear do not represent their priority.

**GENERAL RECOMMENDATIONS APPLICABLE ALONG THE ENTIRE CORRIDOR:**

1. *Road widening of NC 168 must continue to be the top road improvement priority of Currituck County and construction should be moved-up as quickly as is feasible.*
2. *Currituck County must continue to request NCDOT take the necessary steps to eliminate standing water on US 158 between Coinjock and the Wright Memorial Bridge.*
3. *Currituck County must support HB 244 that will require the state to pay the cost of water line relocation required by the widening of NC 168.*
4. *Encourage North Carolina Power to place power lines underground where feasible.*
5. *Currituck County should continue to support Chesapeake, Virginia in their efforts to widen Highway 168 (Battlefield Boulevard).*
6. *Currituck County should continue to request NCDOT speed-up the mid-county bridge project. If construction cannot be moved-up, then the county should work with NCDOT to establish a ferry service from the mainland to Corolla as an interim measure to alleviate traffic congestion.*



7. *Multi-lane US 158 from Barco to the Camden County line and include in that project a northbound flyover in Barco at the NC 168 intersection.*
8. *Currituck County and NCDOT work together to amend the county's 1988 Thoroughfare Plan in order to identify a future bypass of NC 168.*
9. *Currituck County and NCDOT work together to amend the county's 1988 Thoroughfare Plan in order to identify future connector roads to facilitate north/south movement of local traffic.*
10. *Install lights on the Wright Memorial Bridge and the proposed mid-county bridge for the safety of frequently stranded motorists.*
11. *NCDOT should erect additional signs on US 158 from Powells Point to the Wright Memorial Bridge warning motorists not to pass in the center turn lane.*
12. *Currituck County should look at methods, including incentives, to reduce the number of lots fronting on collector street.*
13. *Currituck County should adopt driveway regulations for major arterial roads in order to extend their functional life and improve highway safety.*
14. *Currituck County should work with NCDOT to establish local criteria for requiring the installation of right-turn lanes.*
15. *Currituck County should adopt on-premise sign regulations and allow ample input from the business community.*
16. *Off-premise sign regulations should be amended to allow a second side be added to nonconforming signs up to 300 sq. ft. in area provided the entire support structure and framing be painted one neutral color (i.e. black, dark green).*
17. *Currituck County should prepare architectural/site layout guidelines providing a visual image to businesses of what the county should look like in the future.*
18. *The Economic Development Board should consider providing awards to businesses who do an outstanding job in improving the appearance of their operations.*
19. *The Currituck County Board of Commissioners should review and implement the methods listed below deemed most appropriate to minimize the impact of strip commercial development.*
  - a. *Rezoning of additional property to commercial along US 158 and NC 168 should only be allowed in rare circumstances where unusual conditions warrant such rezoning. An example might be where a property is split by a zoning district boundary or where the rear portion of a lot whose front is already zoned business is rezoned in order to allow commercial development deeper into the property. Rezoning requests should be carefully scrutinized for their benefit to the community.*
  - b. *Consider amending the Unified Development Ordinance to allow a greater variety of limited tourist related commercial uses along US 158 and NC 168 in non-commercial zoning districts. For example, allow small retail shops out of homes along the corridor with a conditional use permit. This would reduce the need to rezone those properties to business which would allow over 100 additional uses. Examples of small sections of property being rezoned to*

*commercial can be already be found on NC 168 just north of Sligo (see "Sligo 1993 Zoning and Land Use Map in Chapter 5).*

- c. Continue the practice of requiring Health Department septic tank approval prior to rezoning property.*
  - d. Designation of the NC 168 Bypass and widespread publication of the bypass may help to deter speculative business rezoning of large tracts of land in the northern part of the county.*
  - e. The county should identify agricultural preservation techniques such as agricultural zoning or open space easements thereby providing incentives to not develop property for commercial uses.*
  - f. While the recommendation for driveway standards (#13) is essential for new development, their impact would be limited for many small lots already existing along NC 168 and US 158, particularly in the Harbinger/Point Harbor area. Therefore the county should identify incentives for adjoining property owners to share access to US 158 and NC 168. An example might be to reduce side yard setbacks and landscaping between two properties that share access to the highway. Brochures on the procedures and sample access agreements could be provided by the county to perspective property owners.*
- 20. Adjust county landscaping regulations to ensure plant materials do not interfere with the sight visibility along streets thereby compromising safety.*
  - 21. Currituck County should vigorously seek NCDOT funding of landscaping projects within the state right-of-way for NC 168, US 158 and other county roadways where appropriate.*
  - 22. Currituck County should identify community organizations who could work with the Master Gardeners Program and NCDOT in providing maintenance for various landscaping projects within the state right-of-way or other public properties.*
  - 23. Currituck County should apply for available grants to help fund landscaping projects on public properties along the US 158 and NC 168 highway corridor.*
  - 24. NCDOT must continue to provide timely roadside maintenance (i.e. grass cutting, tree trimming, etc.) along the state right-of-way.*
  - 25. Currituck County Planning and Inspections Department should continue to enforce state building codes addressing the repair and demolition of dilapidated buildings, and assist in providing information to the public on disposal of demolition waste.*
  - 26. Currituck County should encourage public participation in the state's Adopt-A-Highway Program and should identify programs that could raise awareness of the roadside trash problem.*
  - 27. Currituck County should prepare a report identifying options and programs to preserve important "viewsheds" such as water bodies and agricultural land by means such as open space easements or other effective tools for consideration by the County Commissioners.*
  - 28. NCDOT should be contacted to determine the feasibility of allowing mile markers on NC 168 and US 158 as are found on US 158 in Dare County.*

29. *The County should select one name for NC 168 and US 158 from the Virginia line to the Wright Memorial Bridge and assign addresses along the highway.*
30. *Currituck County should fund the construction of up to two community entrance signs (at two signs each) with landscaping per year. Further, the county should identify various community organizations to maintain the signs and surrounding landscaping and also identify various grant sources to fund the projects (see community area plans for approximate location of the community entrance signs).*
31. *The Board of Commissioners should establish a permanent committee consisting of interested citizens to monitor development along the County's major corridors; oversee implementation of recommendations from this study; and address other matters as designated by the County Commissioners.*

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**RECOMMENDATIONS APPLICABLE TO SPECIFIC COMMUNITIES**

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**MOYOCK AREA**

32. *Locate community entrance signs north and south of Moyock.*
33. *Work with NCDOT and the Carolina and Northwestern Railway to identify landscaping projects between the highway right-of-way and the railroad tracks.*
34. *Encourage the preservation of historic buildings within the Village of Moyock.*
35. *Encourage higher density developments within the Village of Moyock and lower density development outside of the Village to enhance the rural village quality of Moyock.*
36. *Locate a recreational boating area along Moyock Creek within or adjacent to the Village of Moyock.*
37. *Work with NCDOT to locate a welcome center at the Virginia/North Carolina border.*
38. *Encourage agricultural preservation south of Moyock with incentives (see recommendations # 19 (e) and #27).*

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**SLIGO AREA**

39. *Locate community entrance signs north and south of Sligo.*
  40. *Work with NCDOT and the Carolina and Northwestern Railway to identify landscaping projects between the highway right-of-way and the railroad tracks (see recommendation #23)*
  41. *Landscape traffic island at the intersection of NC 168 and NC 34.*
  42. *Encourage agricultural preservation outside of Sligo with incentives (see Recommendations # 19(e) and # 27).*
-

### **CURRITUCK & MAPLE AREA**

43. *Erect community entrance signs north and south of Currituck and Maple and north of Barco.*
  44. *Encourage agricultural preservation outside of Currituck and Maple with incentives (see Recommendations # 19 (e) and #27).*
  45. *Encourage higher density development with a variety of housing types within Currituck and lower density development outside of Currituck.*
  46. *Establish a historical district for Currituck.*
  47. *Encourage surrounding development to be compatible with the historical character of the Currituck by preparing development guideline booklet.*
  48. *Establish a public waterfront recreation area along Coinjock Bay.*
  49. *Encourage development along Coinjock Bay to preserve open views of the water for the public during the site plan review process.*
  50. *Establish a northbound overpass for travelers staying on US 158 to Camden when US 158 is widened from Barco to Camden.*
  51. *Landscape median at the intersection of US 158 and NC 168 funded through grants or as part of the NC 168 road widening project.*
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### **COINJOCK AREA**

52. *Erect community entrance signs south of Barco and north and south of Coinjock.*
  53. *Encourage small scale village development in Coinjock with a variety of housing types.*
  54. *Encourage tourist related commercial development and promote the Intracoastal waterway.*
  55. *Improve the Wildlife Resources Commission recreation area for use by the Coinjock community.*
  56. *Southbound flyover on US 158 for traffic using the Currituck Mid-County Bridge.*
  57. *Limited access from mid-county bridge to the community of Aydlett.*
  58. *Concentrate high quality commercial development along US 158 and do not allow it to encroach into the Aydlett community. Access into commercial areas should be the minimum necessary to ensure proper flow of vehicles. Excellence in design is critical for this highly visible gateway to the outer banks and the mainland.*
  59. *Potential for golf course development along US 158 adjacent to the Maple Swamp.*
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### **GRANDY AREA**

60. *Erect community entrance signs north and south of Grandy and north of Jarvisburg.*

61. *Connect Grandy Road with Poplar Branch Road to facilitate north/south local traffic with minimum travel on US 158.*
  62. *Where applicable, have commercial areas connect to local connector roads such as Poplar Branch Road and Grandy Road to allow local access without having to travel on US 158.*
  63. *Connect Grandy Road with Jarvisburg Road to facilitate local north/south traffic with minimum travel on US 158.*
  64. *Encourage low density recreational oriented residential development such as golf course communities between secondary roads and sensitive swamp areas.*
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#### **JARVISBURG AND POWELLS POINT AREA**

65. *Erect Community entrance signs south of Jarvisburg and north and south of Powells Point.*
  66. *Potential boating access to the North River/Albemarle Sound in vicinity of Neuberns Landing Road.*
  67. *Connect Jarvisburg Road with North Spot Road to facilitate local north/south traffic without using US 158.*
  68. *Encourage low density recreational oriented residential development such as golf course communities between secondary roads and the Currituck Sound/North River.*
- 

#### **HARBINGER AND POINT HARBOR AREA**

69. *Erect community entrance signs north and south of Harbinger and Point Harbor.*
  70. *Connect South Spot Road with Church road to facilitate local north/south traffic without using US 158.*
  71. *Connect Griggs Acres Road with Harbinger Road to facilitate local north/south traffic without using US 158.*
  72. *Encourage specialty tourist commercial uses between Church Road and US 158.*
  73. *Encourage residential/recreational development along the Albemarle Sound south of Edgewater Drive and north of Griggs Acres Road.*
  74. *Encourage village residential development around commercial area adjacent to Church Road.*
  75. *Encourage village residential development south of Griggs Acres Road adjacent to the Albemarle Sound.*
  76. *Encourage waterfront commercial activity adjacent to the Wright Memorial Bridge.*
  77. *Landscape landings to the Wright Memorial Bridge within the state right-of-way.*
  78. *Identify traffic islands for future landscaping projects.*
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# Chapter 1

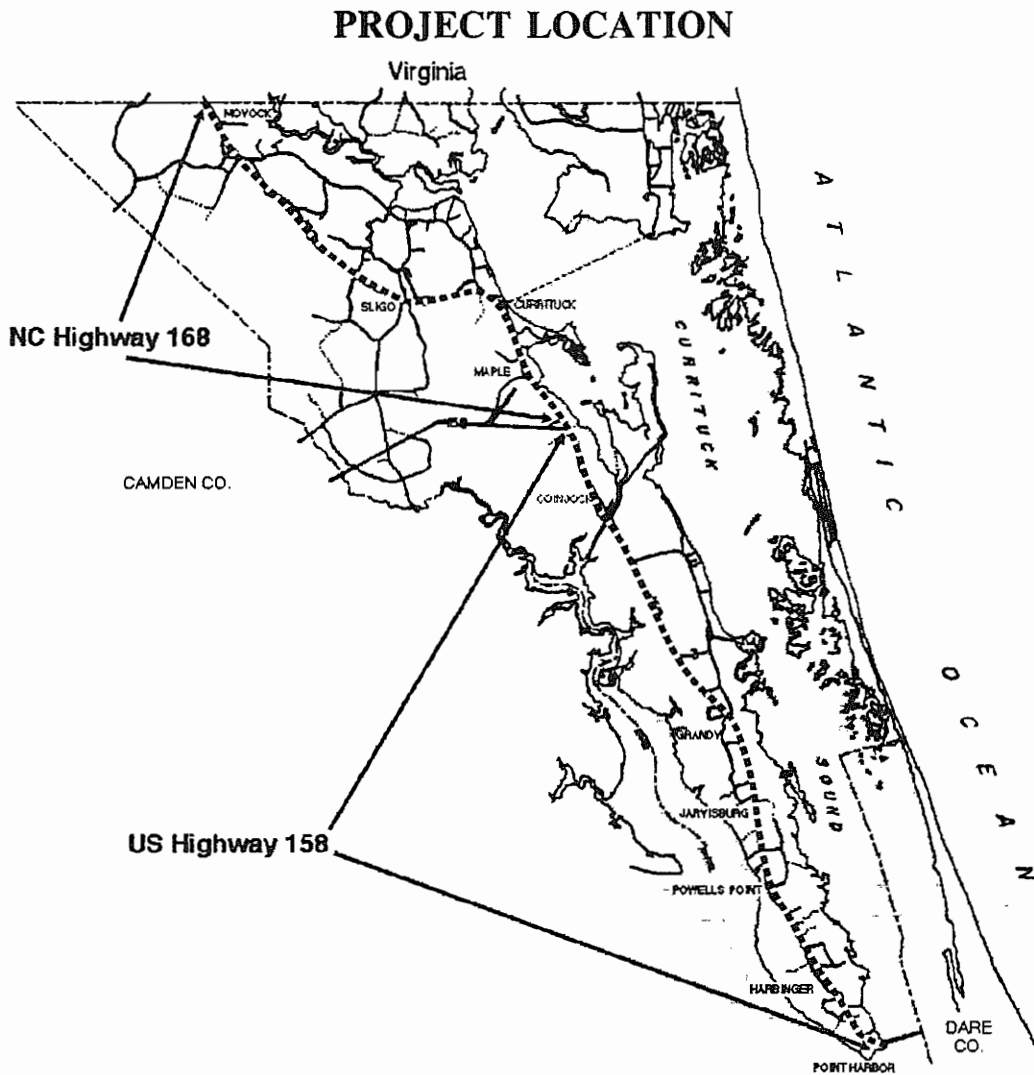
## Introduction

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In 1990, Currituck County adopted a Land Use Plan that evaluated issues relating to the physical development of the county, including among other things, the economy, transportation, population, land use and county facilities. The purpose of that plan was to look at where the county was at that time, and make recommendations on what steps need to be taken to improve the quality of life in Currituck County over the next ten years.

The 1990 Land Use Plan noted the significance NC 168 and US 158 from the Virginia Line to the Wright Memorial Bridge would play in Currituck's future (Figure 1). The 43-mile corridor represents the only north to south link of Currituck County; it serves as the primary access to North Carolina's Outer Banks carrying close to 30,000 vehicles a day on summer weekends; is the primary location for employment and goods in Currituck County; and is the central route for evacuation in case of emergency.

Figure 1



The 1990 Land Use Plan identified several critical factors related to future development along the US 158 and NC 168 highway corridor. These factors include:

- 1) the proposed widening of NC 168 from the Virginia State Line to Barco scheduled to begin in 1998 (since moved to 1995);
- 2) the completion of widening US 158 from Barco to the Wright Memorial Bridge in 1990;
- 3) the proposed mid-county bridge connecting US 158 to the Currituck Outer Banks scheduled for construction in 2003;
- 4) construction of the parallel Wright Memorial Bridge connecting Currituck County to Dare County begun in 1992;
- 5) a conflict between the official county policy of nodal development and existing strip commercial zoning patterns particularly in the southern half of the county;
- 6) strong concerns raised by residents during preparation of the 1990 Land Use Plan about the inability to access NC 168/US 158 during the summer tourist season because of excessive traffic and the increasing danger of traveling on those highways;
- 7) recognition that NC 168/US 158 represents a vital component of Currituck County's economy; and
- 8) the yearly increase of traffic on NC 168/US 158 as the Outer Banks continue to develop.

Having looked at the issues related to NC 168/US 158, the Board of Commissioners adopted the following goal in the 1990 Land Use Plan:

**"ENCOURAGE DEVELOPMENT PATTERNS ON HIGHWAY 158/168 THAT WILL ENHANCE ECONOMIC DEVELOPMENT IN THE COUNTY, WILL BE AESTHETICALLY PLEASING, AND WILL PROVIDE FOR SAFE AND EFFICIENT MOVEMENT OF TRAFFIC."**

To achieve this goal, it was clear that a thorough study of NC 168/US 158 was needed which was beyond the scope of the 1990 Land Use Plan. Therefore, the commissioners recommended a separate study for NC 168/US 158 be prepared that would provide recommendations on how best to achieve that goal.

In keeping with another goal of the 1990 Land Use Plan to encourage citizen advisory committees, the Board of Commissioners appointed a 17 member Highway Corridor Advisory Committee to prepare the NC 168/US 158 Highway Corridor Study. This committee consisted of 9 members from the Economic Development Board (due to the economic significance of NC 168/US 158) and 8 at-large members. Members of the corridor committee represented many different interests including homeowners, businesses and farming as well as varied geographical areas from the northern to the southern end of the county (Note: the committee was reduced to 15 members during the course of the study). The Planning and Inspections Department provided staff support.

What follows is the 1993 US Highway 158 and NC Highway 168 Corridor Study as prepared by Highway Corridor Advisory Committee and the Planning and Inspections Department. This study contains the following information:

1. Inventory of existing conditions including:
  - a. infrastructure (i.e. roads, utilities);
  - b. physical constraints of the land (i.e. wetlands, soils, flood hazards);
  - c. zoning and land use summary;
  - d. existing development regulation summary; and
  - e. traffic accident summary.
2. Public input.
3. General design recommendations.

4. Community specific design recommendations for 7 sub-areas.

5. Recommended implementation plan.

Once the NC 168/US 158 Highway Corridor Study is completed, it will be the responsibility of the Currituck County Planning Board and Board of Commissioners to take the necessary actions for implementation of recommendations contained in the study.



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## Chapter 2 Existing Conditions

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Before considering recommendations to promote economic development, enhance community appearance and improve safety on NC 168 and US 158, it is necessary to assess existing conditions along the corridor. This chapter will review the status of existing infrastructure along NC 168 and US 158, physical constraints of the land, existing zoning and land uses, existing development regulations, and traffic accident data.

### **Current Infrastructure Along NC 168/US 158**

#### ROADS

NC 168 extends 18.4 miles into Currituck County from the Virginia/North Carolina border at Chesapeake to Barco (see Figure 1). It is a two-lane roadway that in 1990 had an annual average daily traffic (AADT) count of between 7,300 and 9,900 vehicles per day (vpd). The AADT represents average daily traffic counts taken Monday through Thursday during various months of the year. These counts represented up to a 95% increase in traffic between 1980 and 1990.

While AADT counts provide an accurate picture of highway usage in most areas, they are ineffective for gauging highway usage in tourist areas such as Currituck where peak traffic occurs during the summer, particularly on weekends. For instance, during a July weekday in 1992 at the North Carolina and Virginia state line, daily traffic counts averaged 13,890 vpd; 28% higher than the AADT of 1990. At the same location on a July Saturday in 1992, the traffic count was at 27,839 vpd or 181% higher than the AADT of 1990. Peak traffic counts of 181% above the AADT figures are unheard of in the state according to North Carolina Department of Transportation (NCDOT) officials. Figure 2 indicates AADT counts from 1980, 1985 and 1990 as well as selected traffic counts taken by NCDOT in July of 1992. As can be seen by comparing these traffic counts, summer traffic loads are drastically higher than NCDOT's standard measurement of highway usage .

NCDOT recognized the severe need to improve NC 168 as the two-lane highway does not have the capacity to handle current traffic loads (Level of Service or LOS is rated at F according to NCDOT). Road widening of NC 168 to a five-lane facility is included in their road improvement recommendations of the Transportation Improvement Plan (TIP). According to the 1993 TIP, right-of-way acquisition will take place in 1994 and construction will begin in 1996. However, NCDOT has recognized the highway has been experiencing gridlock during past summers thereby severely compromising the safety of residents and tourists alike. As a result, NCDOT has moved the construction date up to 1995.

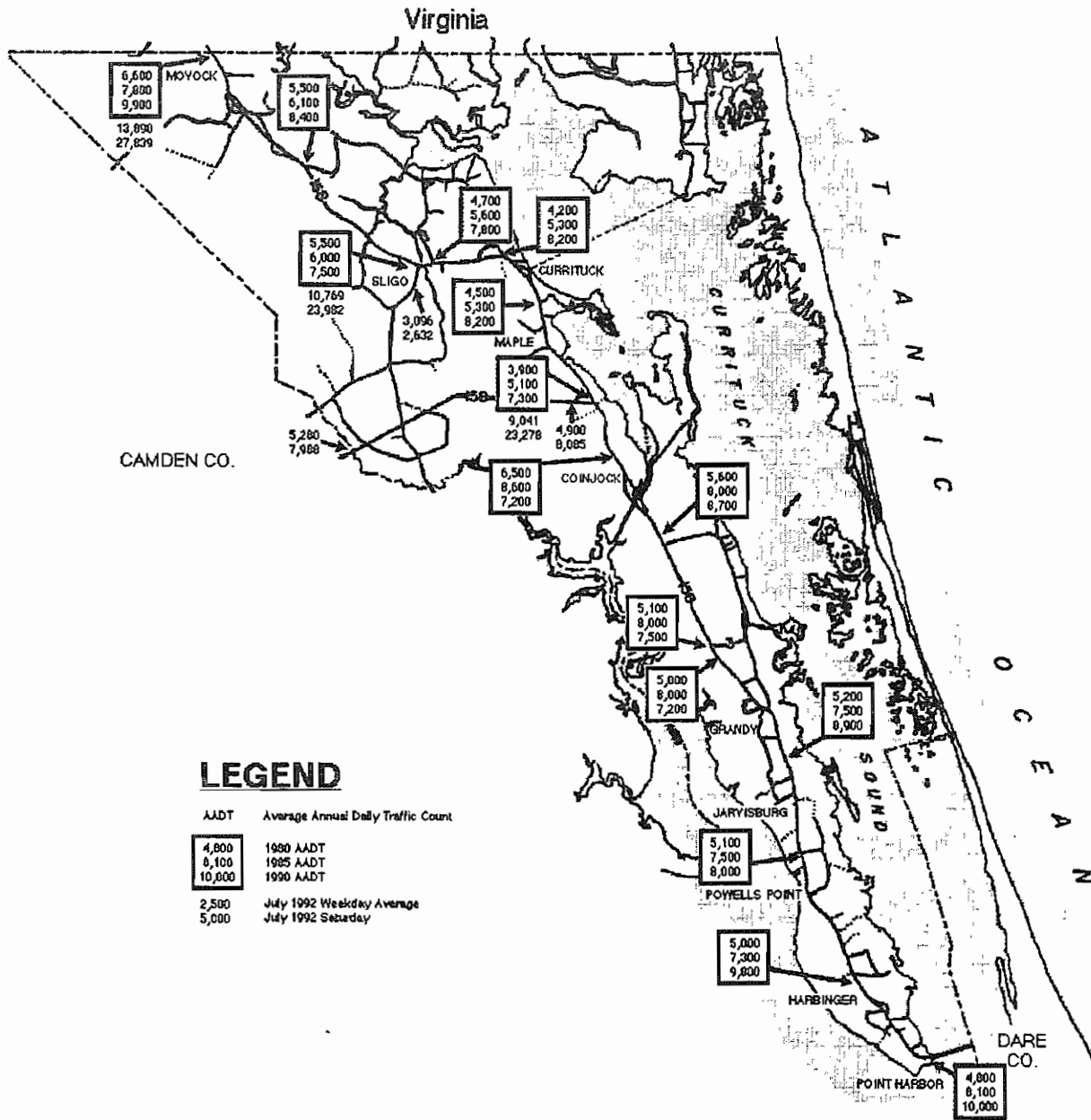
#### **RECOMMENDATION**

- 1. Road widening of NC 168 must continue to be the top road improvement priority of Currituck County and construction should be moved-up as quickly as is feasible.***

In its entirety, US 158 extends from the Currituck/Camden County line to the Wright Memorial Bridge. However, for purposes of this study, US 158 was examined from Barco to the Wright Memorial Bridge encompassing 24.4 miles. Formally a two-lane road, US 158 now has all 24.4 miles improved to a five-lane highway with the final section completed in 1990. As a result of the road widening, traffic flow has been greatly improved until it reaches the Wright Memorial Bridge which can only accommodate two-lanes of traffic at this time. A second parallel bridge is now under construction and is scheduled for completion in 1995.

Figure 2

## TRAFFIC COUNTS (Vehicles Per Day)



Although US 158 was recently improved to a five-lane facility, the highway is now experiencing base failure at some locations. This has resulted in water standing on the highway even during normal rainfalls. According to NCDOT officials, the road base in some sections of the recently completed highway is not performing up to standards. Hydroplaning of vehicles is common during rainstorms and has resulted in numerous accidents.

Standing water on the highway is a serious enough safety problem for residents of the area. However, with tens of thousands of tourists unfamiliar with trouble spots traveling US 158 daily in the summer, the safety problems are magnified to an even higher level. It is

imperative for the safety of travelers that NCDOT take action immediately to eliminate standing water on US 158 between Barco and the Wright Memorial Bridge.

**RECOMMENDATION**

**2. Currituck County must continue to request NCDOT take the necessary steps to eliminate standing water on US 158 between Barco and the Wright Memorial Bridge.**

While NC 168 and US 158 from Barco to the Wright Memorial Bridge are the focus of this study, several other existing and proposed roads will have a direct impact on the corridor. For instance, Tulls Creek Road and Narrow Shores Road serve as important north/south collector roads providing an alternative to NC 168 and US 158 for local traffic. In addition, the proposed mid-county bridge which will connect US 158 to the Outer Banks will have a significant impact on development along the NC 168/US 158 corridor. The county's 1988 Recommended Thoroughfare Plan Map provides an overview of the functional classification of current and proposed roads in Currituck County (Figure 3).

**UTILITIES**

All of NC 168 and approximately 55% of US 158 from Barco to the Wright Memorial Bridge has county water available (Figure 4). At present, the County water system has the ability to accommodate 18% more hookups before maximizing the 1 million gallon storage and treatment capacity now existing. Currituck County is currently in the process of analyzing the availability of subsurface water supplies for future water plant expansion. A plan for long term water supply needs should be completed in 1994.

Of vital concern to Currituck County is the cost of relocating water lines along NC 168 as a result of road widening proposed to begin in 1995. According to NCDOT engineers, cost of relocating the 18.1 miles of water line will cost the county between 1.2 to 1.3 million dollars. Such costs will severely impact Currituck County's rural water system.

While the State pays water line relocation costs incurred by small municipal systems of 5,000 or less population as a result of road widening projects, there are no similar provisions for small county water systems (Currituck County's water system can accommodate approximately 3,200 connections). However, there is a bill in the state legislature that if passed, would require North Carolina to pay for relocating Currituck County's water lines necessitated by the widening of NC 168.

**RECOMMENDATION**

**3. Currituck County must support HB 244 that will require the state to pay the costs of waterline relocation required by the widening of NC 168.**

All power lines along NC 168 and US 158 are above ground. It is the policy of North Carolina Power to bury power lines underground when such costs are incurred by the local community. Frequently this is achieved by adding a surcharge to local power bills. While burying of power lines underground would do much to improve the appearance of US 158 and NC 168, the county does not support adding a surcharge for that purpose at this time. Where feasible, particularly along NC 168 proposed for road widening, Currituck County should encourage North Carolina Power to install power lines underground to enhance the roadside appearance.

**RECOMMENDATION**

**4. Encourage North Carolina Power to place power lines underground where feasible.**

Figure 3

RECOMMENDED THROUGHFARE PLAN

MAP BY CURRITUCK COUNTY  
 UNDER SUPERVISION BY CURRITUCK COUNTY ENGINEER  
 PREPARED BY CURRITUCK COUNTY ENGINEER  
 1964

LEGEND

	EXISTING	PROPOSED
Principal Arterials	—————	—————
Interstate	—————	—————
Other	—————	—————
Minor Arterials	—————	—————
Major Collectors	—————	—————
Minor Collectors	—————	—————

CURRITUCK COUNTY  
 NORTH CAROLINA

PREPARED BY THE  
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS—PLANNING AND RESEARCH SECTION  
 U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION

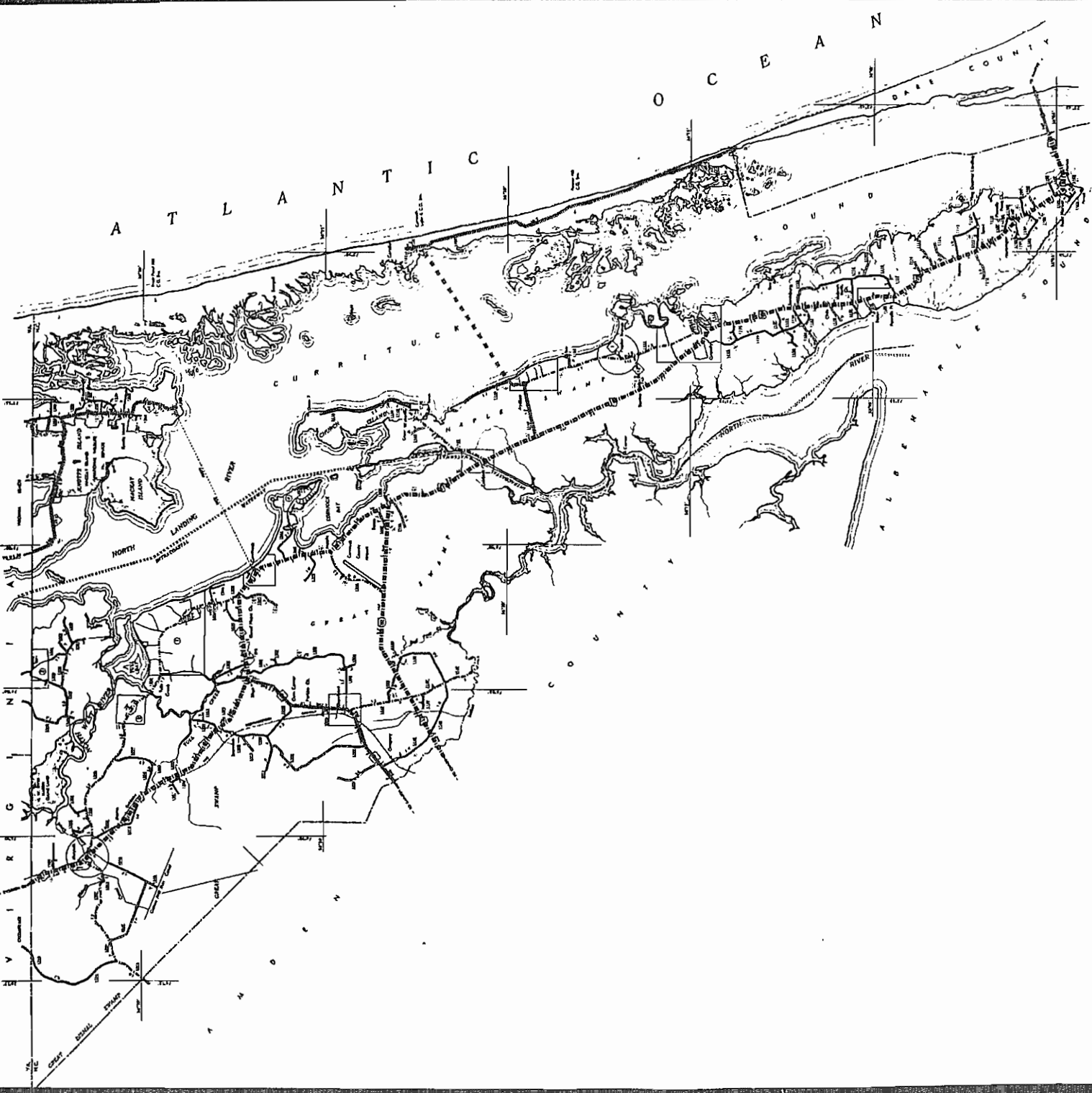
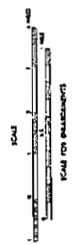
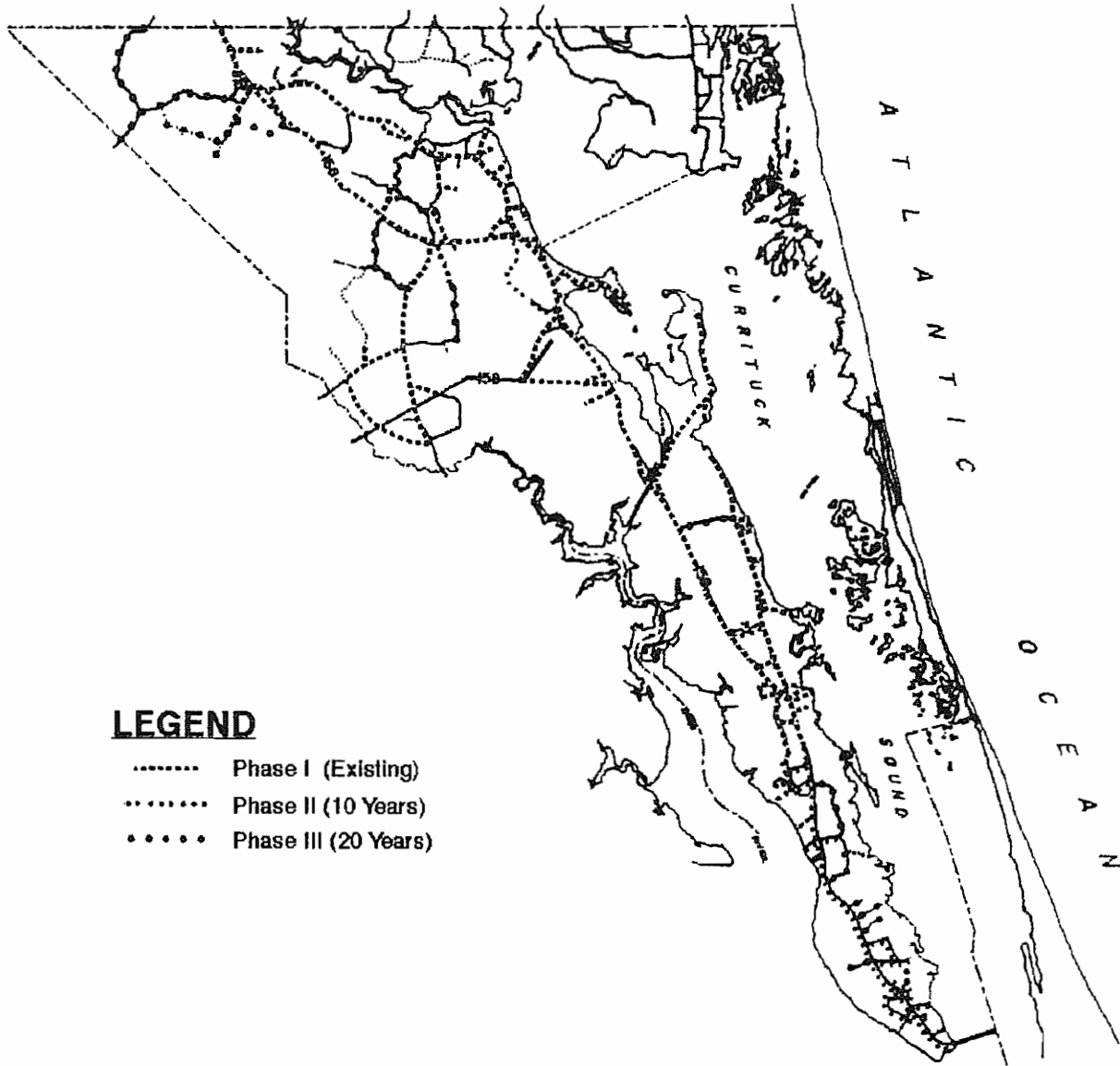


Figure 4

## CURRITUCK COUNTY WATER SYSTEM MAP



### LEGEND

- ..... Phase I (Existing)
- Phase II (10 Years)
- ..... Phase III (20 Years)

At present, Currituck County does not have a centralized sewer system. As a result, development within the county will be severely limited due to poor soils, particularly in the northern part of the county. The 1990 Land Use Plan calls for exploring the potential of a county-wide or community-wide centralized sewer system in 1995. Further, the county's 1990 Land Use Plan encourages the use of package treatment plants for future developments as opposed to individual septic tanks due to better environmental control and for more efficient utilization of land.

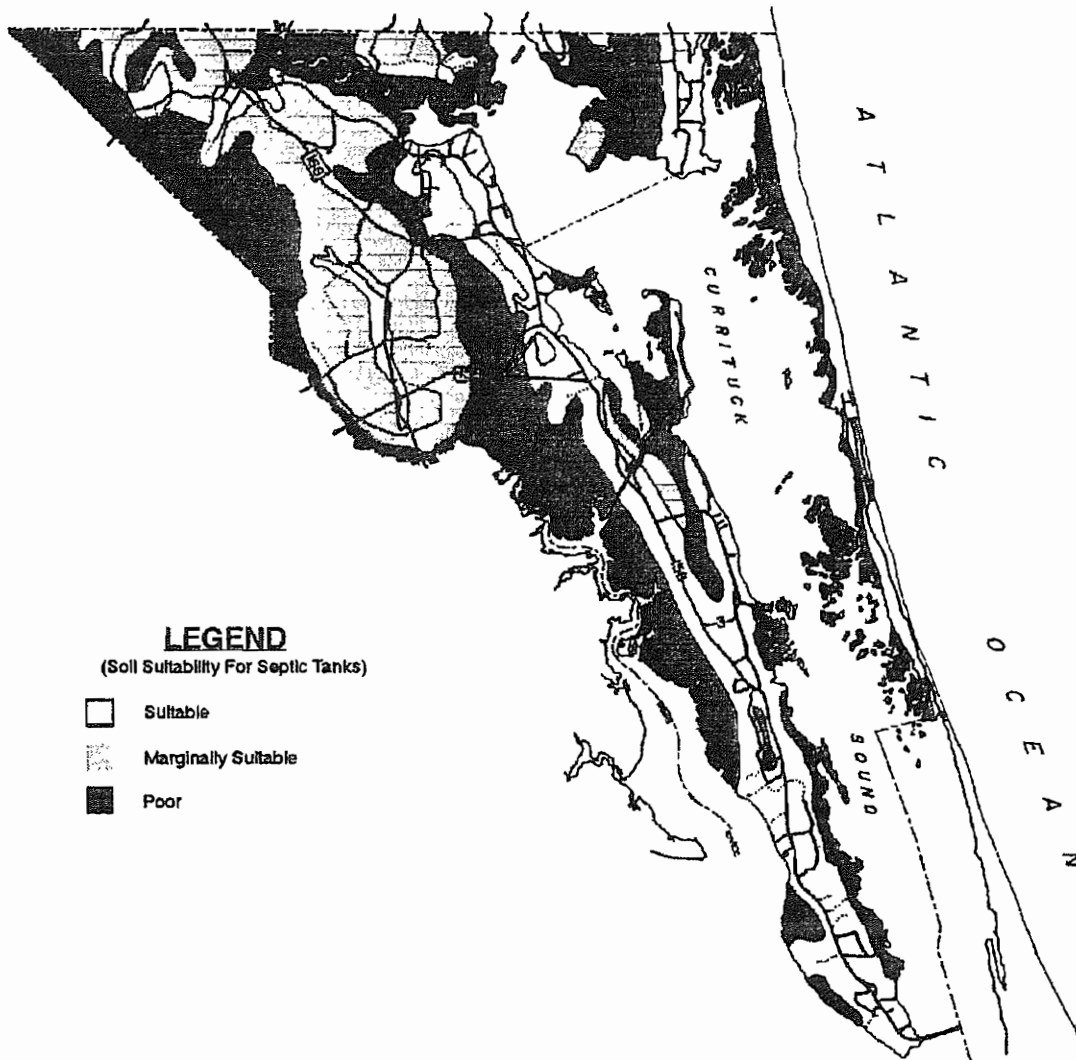
## Physical Constraints of the Land

Currituck County had a detailed soil survey prepared in 1982 by the United States Department of Agriculture. This survey indicates that over 88% of the county's soils are unsuitable for on-site septic systems, the primary method of sewage disposal in the county. Since the county does not have centralized sewage, the development potential of Currituck County is severely limited.

Figure 5 is a General Soils Map of the county showing the suitability for on-site septic treatment. While it should not be used to determine soil suitability for on-site treatment at a specific location, the map does provide a good overall view of development potential using on-site sewage treatment for Currituck County.

Figure 5

### GENERAL SOILS MAP FOR SEPTIC TANK SUITABILITY

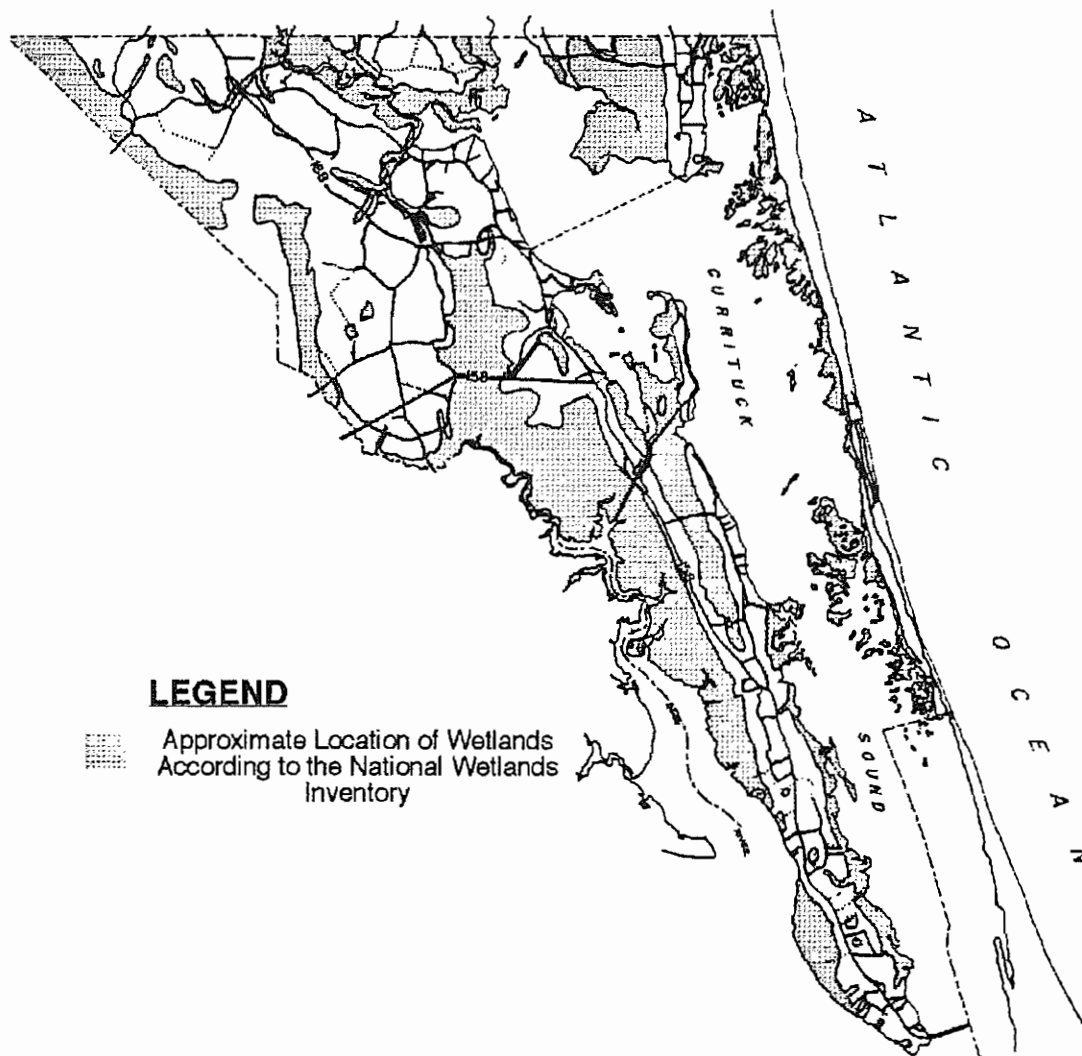


In general, soils along NC 168 fall into the marginally suitable to suitable category. However, there is a section within the Sligo area which contains unsuitable soils. Soils along US 158 are shown to be suitable for on-site sewage treatment. It should be noted that on the west side of US 158 from Barco to the Jarvisburg area there is a substantial amount of unsuitable soils which will limit the depth of development along this stretch of highway.

The US Fish and Wildlife Service prepared a National Wetlands Inventory Map for Currituck County in 1989 (Figure 6). As with the General Soils Map, the wetlands map should not be used to determine the presence of wetlands on a particular piece of property. Only an on-site analysis should be used to make that determination. However, the National Wetlands Inventory Map is valuable for providing an overall indication of the presence of wetlands within Currituck County.

Figure 6

## NATIONAL WETLANDS INVENTORY

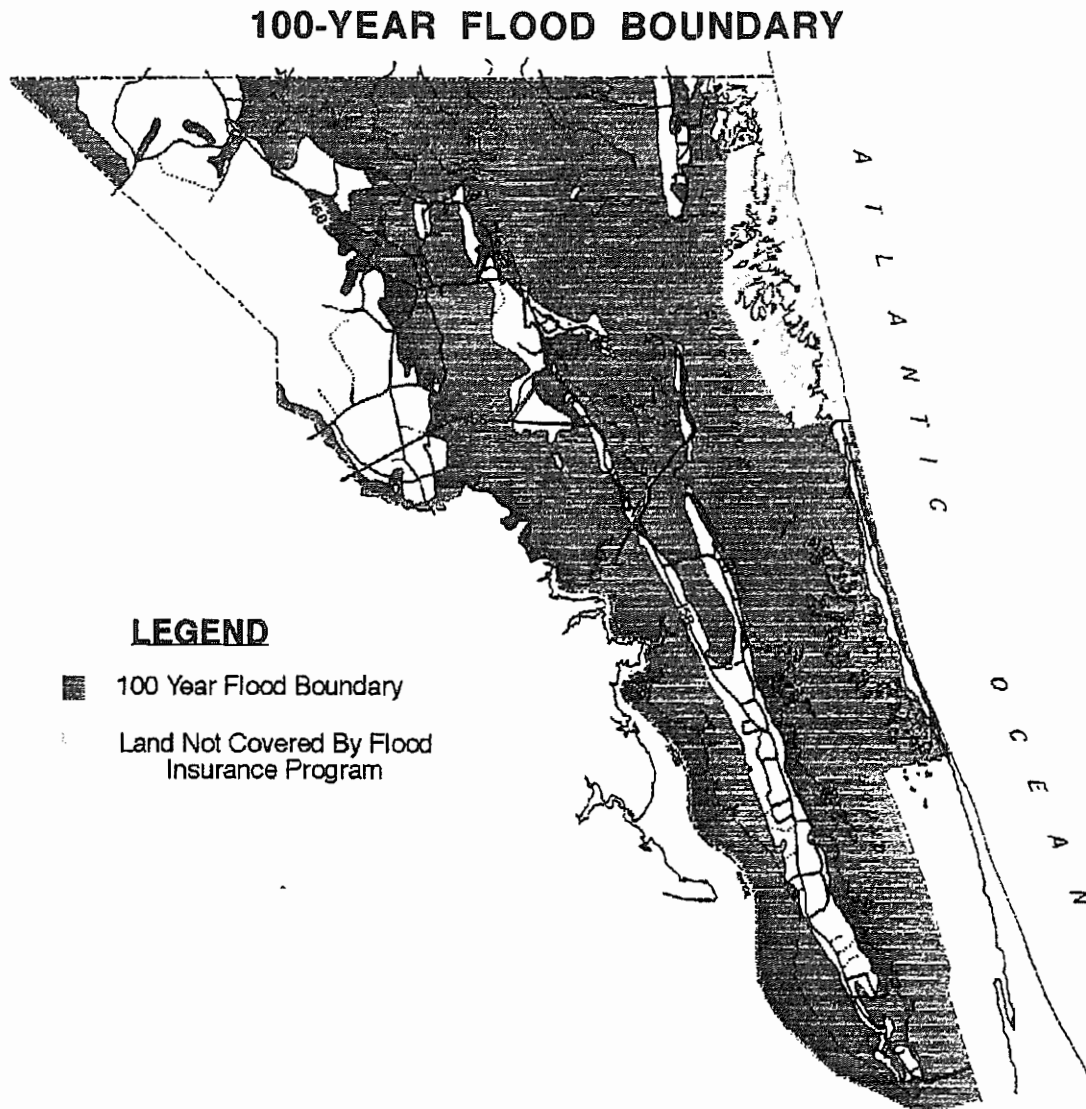


According to the General Wetlands Map, only a small amount of wetlands are present along NC 168. In general, wetlands are present where NC 168 crosses over creeks. US 158 does not

cross over wetlands according to the General Wetlands Map within the study area. It is significant to note that wetland areas closely follow the boundaries of unsuitable soils indicated in Figure 5. Specific details of soil suitability and wetland conditions are provided for each of the community specific recommendations found in Chapter 5.

Periodic flooding problems confront Currituck County. As can be seen in Figure 7, the 100-year flood boundary encompasses a sizable portion of Currituck. Several segments of NC 168 are within the 100-year flood boundary. These include an area just north and south of the intersection of NC 168 and NC 34 in Sligo. In addition, NC 168 in Maple is also within the 100-year flood boundary. Since NC 168 and US 158 serve as the only evacuation routes in Currituck County, it is important that road elevations be carefully scrutinized as these roads are improved.

Figure 7



### Existing Zoning and Land Uses

Over 64% of the land fronting on US 158 and NC 168 contains at least one side of non-residential zoning, a majority of which is zoned GB, "General Business". Along the 18.4 miles of NC 168, 41% has non-residential zoning on at least one side of the highway. US 158 extends 24.4 miles from Barco to the Wright Memorial Bridge, of which 82% has non-residential



zoning on at least one side. It is obvious that current zoning patterns will continue to promote strip commercial development contrary to the official county policy of nodal development. A discussion on specific zoning patterns is covered in greater detail in Chapter 5.

In order to determine land use patterns along NC 168 and US 158, it was necessary to establish boundary lines. For purposes of this study, the "zone of influence" of US 158 and NC 168 is defined as extending 1,000 feet from the center line on both sides of the highway. A detailed land use survey of this area was made in January 1993, the results of which are below.

**"A" Zoning District: 4,221 Acres**

*Use/ Acres/ # Units*

Residential: 331 acres; 298 units  
Commercial: 7 acres; 7 establishments  
Public/Inst.: 4 acres; 4 facilities

**Heavy Manufacturing: 165 Acres**

*Use/ Acres/ # Units*

Residential: 6 acres; 6 units  
Commercial: 14 acres; 6 establishments  
Industrial: 17 acres; 2 facilities

**"GB" Zoning District: 3,139 Acres**

*Use/ Acres/ # Units*

Residential: 355 acres; 450 units  
Commercial: 267 acres; 198 establishments  
Industrial: 7 acres; 4 establishments  
Public/Inst.: 47 acres; 31 facilities

**"RA" District: 822 Acres**

*Use/ Acres/ # Units*

Residential: 155 acres; 137 units  
Public/Inst.: 15 acres; 3 facilities

**Residential District: 1,111 Acres**

*Use/ Acres/ # Units*

Residential: 223 acres; 270 units  
Commercial: 11 acres; 5 establishments  
Industrial: 3 acres; 4 facilities  
Public/Inst.: 4 acres; 2 facilities

**Light Business: 34 Acres**

*Use/ Acres/ # Units*

Residential: 5 acres; 3 units  
Commercial: 7 acres; 3 establishments

**Light Business Hotel: 15 Acres**

*Use/ Acres/ # Units*

Commercial: 2 acres; 2 establishments

**Residential/Recreational: 69 Acres**

*Use/ Acres/ # Units*

Residential: 34 acres; 103 units

**Light Manufacturing : 28 Acres**

*Use/ Acres/ # Units*

Industrial: 4 acres; 5 establishments

**Land Use Totals:**

*Use/ Acres/% of Developed Acres/ # Units*

Residential: 1,109 acres; 73%; 1,267 units  
Commercial: 308 acres; 20%; 221 establishments  
Industrial: 31 acres; 2%; 15 establishments  
Public/Inst.: 68 acres; 5%; 38 facilities

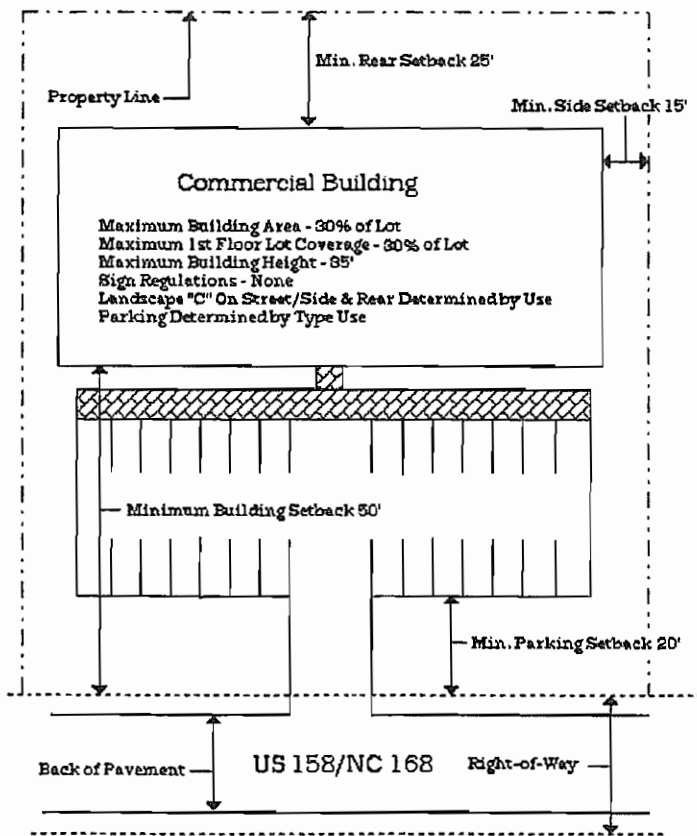
One of the most striking results of the land use survey is the small amount of commercial development that exists in relation to the vast area of land zoned GB, "General Business". According to the land use analysis, of the 3,139 acres zoned GB, "General Business" within 1,000 feet of both sides of US 158 and NC 168, only 267 acres or 9% of that land is used for business purposes. In contrast, residential uses occupy 355 acres or 11% of the land zoned GB. Further, of the 3,139 acres zoned GB, 2,463 acres or 78% remains vacant.

The land use survey clearly shows that Currituck County has more commercially zoned property than will be needed in the distant future. A majority of the property was designated as commercial before 1990. This is illustrated by the fact that between 1990 and 1993, a net of 11 acres has been rezoned to GB "General Business" along the corridor.

### Existing Development Regulations

Current development regulations list US 158 and NC 168 as major arterial roads. This designation requires a 50' setback requirement for structures and 20' setback requirement for parking lots. In addition, the County's Unified Development Ordinance (UDO) has a 35' maximum building height. Figure 8 indicates standards applicable to commercial development along US 158 and NC 168.

**Figure 8**  
**Existing Development Standards**  
**On US 158 and NC 168**



With setback standards as they exist, it is inevitable that property along US 158 and NC 168 will have characteristics similar to commercial strip development of other communities: parking adjacent to the highway with the building setback off the road. While this type of development pattern contrasts with the rural character of Currituck County, it does provide adequate space for future road widening with minimum impact to existing structures.

Currently, the UDO does not contain standards for driveways except in shopping center developments. As a result, NCDOT's driveway standards prevail for all other types of development. In general, every lot is eligible for a driveway permit. Specific numbers and sizes of driveway cuts are at the discretion of the NCDOT Division Engineer subject to meeting minimum design criteria. Because 64% of US 158/NC 168 is commercially zoned and the county is not in favor of involuntarily downzoning property, the location and number of driveway cuts will be critical to determining the capacity of the corridor.

For shopping center developments, the UDO has the following limits on driveways: 600' or less of frontage - 1 driveway; 600' to 800' of frontage - 2 driveways; over 800' of frontage provided the tract is not located on a corner - 3 driveways. Further, the UDO establishes a 36' maximum driveway width, 400' spacing between drives except where necessary to align with roads, and 50' setback from exterior property lines of the tract.

The UDO contains provisions for landscaping non-residential properties. Along street right-of-ways, one of two types of landscaping will be required depending on the use. They are: opaque (complete screening for 6'; intermittent above 6') and broken screening (intermittent screening). Land uses that will most likely locate along the highway corridor (i.e. retail, offices, services, recreation, etc.) will require a broken screening. Heavy industrial uses such as mining

operations will require opaque screening along the highway. Also, where non-residential uses adjoin residential uses, screening will be required between those uses.

Shading provisions are also included in the UDO. Trees must be planted in or adjacent to vehicular areas so that 20% of that area is shaded. Credit is given to each small and large deciduous tree planted and/or saved.

With respect to on-premise signs along the corridor, the UDO has few requirements. On-premise signs are required to be located away from driveways and may not have any copy that could be confused with traffic signals. Height is limited to 35' and there are no size or number limitations for on-premise signs. For the most part, existing on-premise signs in the county are not much different from those other communities with sign regulations. However, there are instances where "billboard sized" on-premise signs of 300 sq. ft. or more exist and some establishments have upwards of 10 or more signs on one lot.

According to NCDOT records, Currituck County's 184 off-premise signs rank 9th out of 100 counties for the greatest number of billboards along major roadways in the state. However, 31 of those signs are nonconforming to NCDOT regulations and are scheduled to be removed by the state in the next several years. Of the 31 nonconforming signs to be removed, 12 are along NC 168 and 19 are among US 158.

Most of the off-premise signs are facing southbound traffic along the US 158 and NC 168 corridor. For many years, Currituck County did not have off-premise sign regulations relying instead on NCDOT standards. During that period, a majority of off-premise signs were constructed.

As is often the case, a specific event created a change in the way Currituck County dealt with off-premise signs. In 1985 in an area on US 158 just below Coinjock, a series of off-premise signs were constructed spaced 300' apart in compliance with NCDOT regulations. This caused a great deal of community concern and as a result, local off-premise sign regulations were adopted in 1986.

There have been several relatively minor adjustments to the off-premise sign regulations since 1986. Most of the off-premise sign permits issued after 1986 have been for replacement of existing signs. Some new locations were added as additional properties were rezoned to GB (General Business), the zoning district required for off-premise signs.

In addition to being limited to the GB zoning district, off-premise signs are limited to 300 sq. ft. maximum area; require a 25' street setback, 10' - 15' side yard setback and 25' rear yard setback; and have a maximum height of 20'. Off-premise signs must also be spaced 1,500' from another off-premise sign on the same side of the road and must have the approval of any residential homeowner within 500' of the sign.

### **Traffic Accidents**

As would be expected, a majority of accidents occurring on US 158 and NC 168 happen during the summer season when traffic is at its peak, particularly on weekends. Of the 689 accidents that occurred on NC 168 from January 1988 to October 1993, 61% came in a five month period from May to September. The remaining 39% of accidents occurred during the 7 month period of October through April. Friday, Saturday and Sunday accounted for 60% of all accidents occurring during that same time period. The remaining 40% of accidents occurred between Monday and Thursday.

By far the greatest majority of accidents occurring on NC 168 were the result of rearend collisions (43%). The high number of rearend collisions illustrates the problem of NC 168 being a two-lane highway serving the conflicting needs of moving high volumes of traffic and providing local goods and services. While improving NC 168 to a five-lane facility will help to reduce the number of rearend collisions, the conflict between providing local services and

moving high volumes of traffic will remain. The second highest frequency accident type was running-off the right side of the road (14%).

Fifty-two percent of the 655 accidents occurring on US 158 from January 1988 to October 1993 happened between May and September. The remaining 48% of accidents occurred between the seven month period from October to April. Fifty percent of the accidents during this same time period happened on Friday, Saturday and Sunday. It is significant to note that the percentage of accidents occurring May through September and Friday through Sunday on US 158, while high, are approximately 10% lower than that found on NC 168. This appears to indicate the five-lane widening of US 158 has helped in reducing accidents during the peak summer season (Figure 9 and 10).

Figure 9

**PERCENT OF ACCIDENTS BY MONTH  
(JANUARY 1988 TO OCTOBER 1993)**

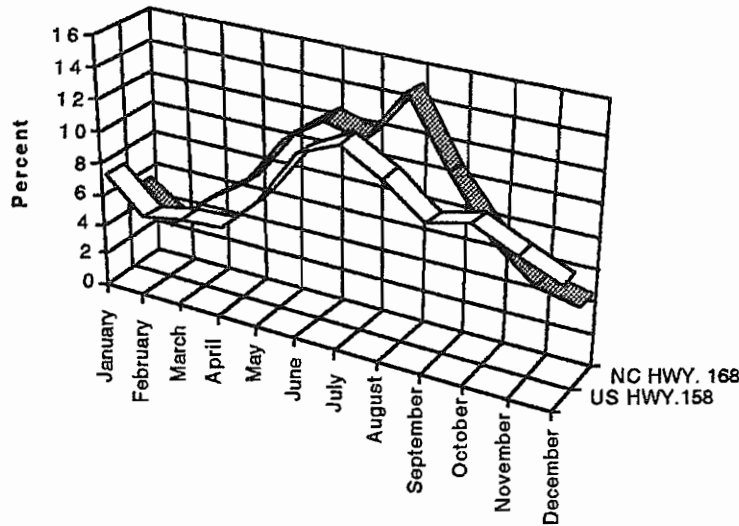
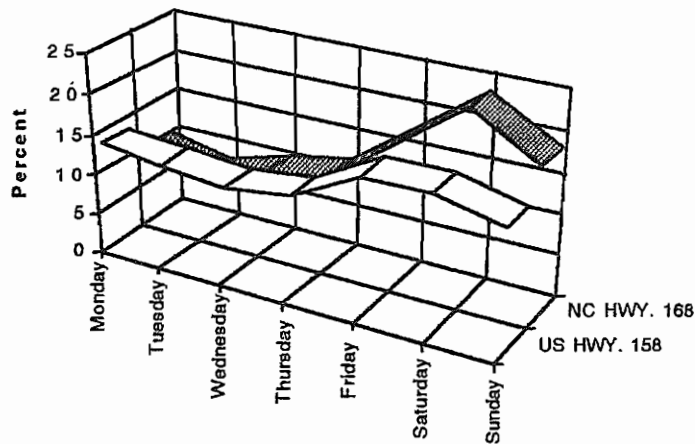


Figure 10

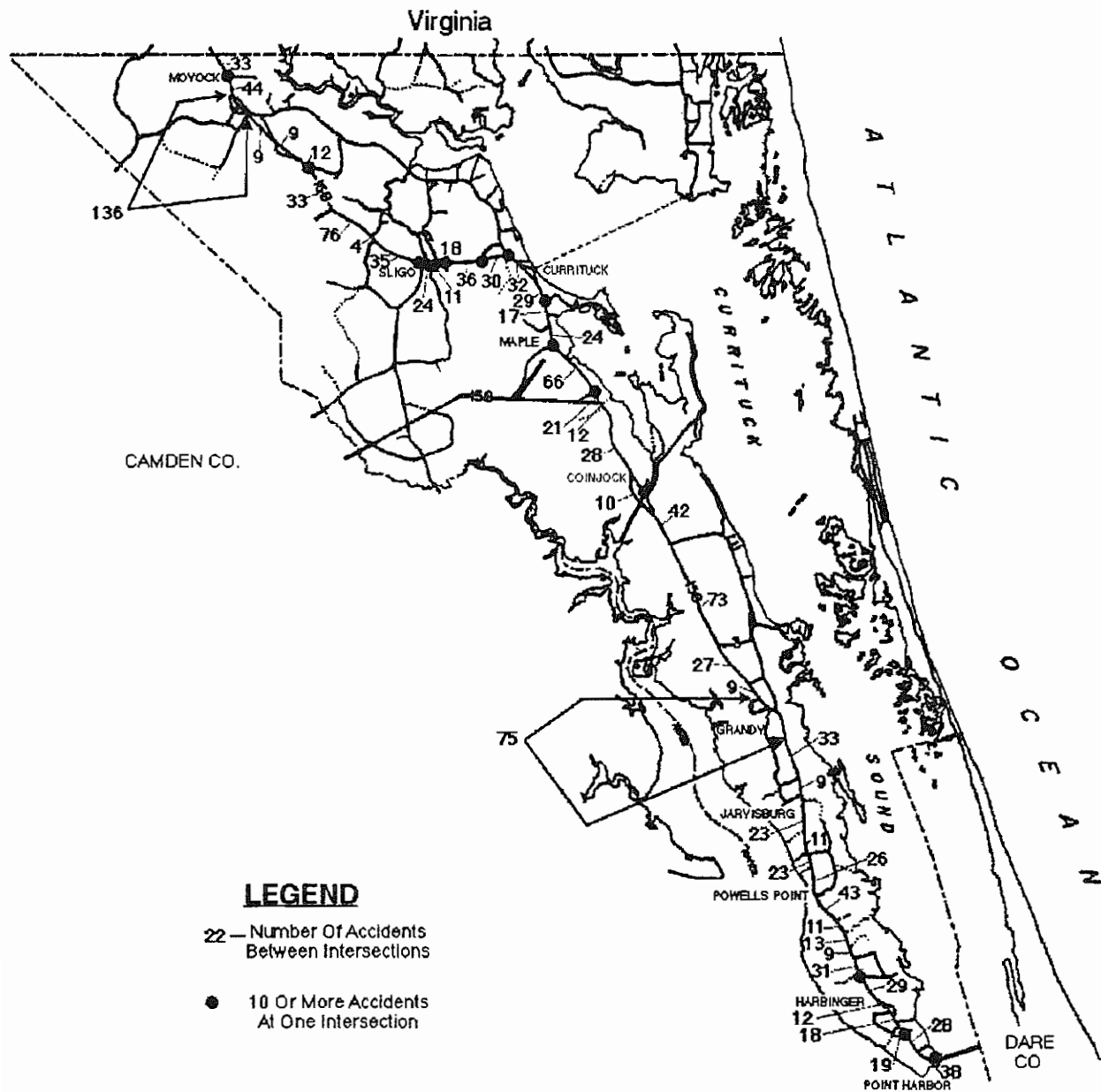
**PERCENT OF ACCIDENTS BY DAY  
(JANUARY 1988 TO OCTOBER 1993)**



A majority of accidents occurring on US 158 are a result of running-off the right side of the road (22%). Surprisingly, animals were the next highest cause of accidents on US 158 (21%). NCDOT officials are at a loss to explain the high rate of accidents caused by animals. It does, however, raise the need to consider establishing wildlife corridors when expanding roadways. The third highest cause of accidents are rearend slow or stop movements. While the rate of this type of accident is much lower than was found on NC 168 (17% vs. 43%), it represents a significant cause of accidents occurring along US 158. Figure 11 shows the number and location of traffic accidents occurring on US 158 and NC 168 from January 1988 to October of 1993 (Appendix A provides a detailed breakdown of traffic accidents from January 1988 to October 1993).

Figure 11

### TRAFFIC ACCIDENT MAP JANUARY 1988 TO OCTOBER 1993



## Chapter 3 Public Input

It is clear that no plan, regardless of its quality, is likely to be implemented without support of the public. It is also clear that a plan which does not reflect the attitudes of the citizens' it's intended to serve is built upon a weak foundation. The first step in preparing a highway corridor plan reflective of citizens attitudes was the appointment by the Currituck County Board of Commissioners of a broad based citizens committee to write the plan.

That group, the Highway Corridor Committee, represented a wide variety of persons with interests in the corridor: homeowners, business owners, farmers and elected officials to name a few. In an effort to generate public support and to prepare a plan reflective of the attitudes of Currituck citizens, the corridor committee used two methods to identify the thoughts and concerns of citizens as they relate to the US 158 and NC 168 highway corridor: public meetings and a mailout survey.

At the initial stages of preparing the highway corridor plan in 1992, the Highway Corridor Committee held public meetings in Moyock, Currituck and Grandy to identify public concerns. Combined, these meetings were attended by nearly 100 Currituck citizens.

At each meeting the public was asked to form small groups of between five to ten persons and answer the following question:

*What would you like to see done on US 158 and NC 168 from the Virginia Line to the Wright Memorial Bridge in terms of:*

1. *Economic Development*
2. *Highway Safety*
3. *Community Appearance*
4. *Quality of Life*

After allowing sufficient time to respond to the question, all participants were given an opportunity to vote on the responses within their group that they felt were the most important (see Figure 12 & Appendix B). The top five vote-getting responses for each topic are listed below.

**Figure 12**

Topic	Nos. Votes	Nos. Groups Mentioning Topic
<b><u>SITE SPECIFIC SAFETY ISSUES:</u></b>		
1. Improve existing NC 168 immediately	18	4
2. Bypass Moyock	16	4
3. Coordinate NC 168 improvements with Va.	11	3
4. Stop Light on NC 168 at Puddin Ridge Rd.	10	4
5. Southbound flyover on 158 @ mid-county bridge	8	1
<b><u>GENERAL SAFETY ISSUES:</u></b>		
1. Enforce traffic laws	11	5
2/3/4 More turning/deceleration lanes	9	2
Better road drainage	9	2
Keep traffic moving efficiently	9	1
5. No access from mid-county bridge to local community	8	1

Topic	Nos. Votes	Nos. Groups Mentioning Topic
<b><u>APPEARANCE ISSUES</u></b>		
1. More landscaping along corridor	10	5
2. Remove or reduce # of billboards	8	2
3/4/5 Improve appearance at state line	3	2
Clean-up yard trash	3	1
5-lane creates barrier; need to tie-in east/west	3	1
<b><u>ECONOMIC DEVELOPMENT/ZONING ISSUES:</u></b>		
1. Shopping center/mall/major chain store	32	8
2. Establish a central sewer system	16	3
3. Do not allow strip commercial development	11	2
4/5/6 Recruit light industry	5	2
Have industry at southern end of county	5	1
Use public promotions about Currituck	5	1

As can be seen from the responses related to site specific safety issues, there are strong feelings on both sides of the issue about the need to improve the existing NC 168 or to bypass the Moyock area. This division was illustrated at the October 1993 NCDOT Public Hearing on the road widening project where proponents of an NC 168 bypass vocally expressed their desires. This was followed-up by a petition signed by several hundred people supporting the improvement of NC 168 on the existing right-of-way. In December of 1993, NCDOT ultimately decided to improve NC 168 along the existing right-of-way.

Of all the comments received at the three public meetings, none had higher vote totals or was mentioned in more groups than establishing a shopping center/mall/major chain store in Currituck County. Many Currituck residents presently travel to Elizabeth City, the Outer Banks or the Hampton Roads area to satisfy their purchasing needs. Clearly, residents attending these meetings are willing to support such retail establishments if they were available in Currituck County.

The Highway Corridor Committee elected to use a mail-out survey to obtain additional public feedback about the highway 158/168 corridor. It was determined early on that everyone who owned property in Currituck County would be provided an opportunity to answer the survey. Therefore the results were not scientific. However, the survey did provide valuable information about those people who took the time to respond to the survey. To save costs, the two-page survey was included in over 7,000 quarterly newsletters sent to all property owners within the county. There were 303 property owner responses completed.

In addition, the committee sent surveys to 198 Currituck County business. Responses were received from 46 business. The results of the surveys can be found in Appendix C.

Below is a summary of the major points identified by the survey.

### **ECONOMIC DEVELOPMENT**

#### **TYPES OF BUSINESSES**

- Residents and business owners generally agreed the county needed more shopping centers, restaurants and service businesses
- Residents and business owners agreed that of the businesses listed in the survey, office development was rated as the lowest need
- Residents living north of the Coinjock Canal saw a greater need for shopping centers than did residents living south of the Coinjock Canal (67% vs. 50%)

#### WAYS TO IMPROVE ECONOMIC DEVELOPMENT

- Improving safety on highways 158/168 had the highest "very important" rating by residents and 2nd highest rating by businesses
- After highway safety, improving appearance on US 158/NC 168 was listed "very important" by more residents than other listed methods
- Business owners had the highest "very important" rating for expanding the county water system
- 50% of the residents who live south of the Coinjock Canal say that naming the highway, installing mileposts and assigning addresses are "very important" as opposed to 28% of the residents who live north of the Coinjock Canal
- 49% of the residents who live north of the Coinjock Canal say that county sewer is very important to economic development as opposed to 33% of the residents who live south of the Coinjock Canal

#### AMOUNT OF COUNTY ACTIVITY PROMOTING ECONOMIC DEVELOPMENT

- 56% of the residents and 67% of the businesses indicated the county should become more active in promoting economic development
- Only 10% of the residents and 7% of the businesses say the county should be less active in promoting economic development

### **HIGHWAY SAFETY**

#### RATING OF ROADS

- 78% of the residents and 76% of the businesses rated NC 168 as "very unsafe" or "safe"
- 66% of the residents and 83% of the businesses rated US 158 as "safe" or "very safe"

#### METHODS TO IMPROVE HIGHWAY SAFETY

- Providing turn lanes into businesses had the highest "very important" by both residents and businesses
- Reducing roadside clutter had the second highest "very important" rating by residents
- Better roadside drainage had the second highest "very important" rating by businesses
- Connecting community roads so local traffic can avoid US 158/NC 168 had the third highest "very important" rating from residents
- Establishing stop lights rated the highest "not at all important" by both businesses and residents

#### AMOUNT OF COUNTY ACTIVITY FOR IMPROVING HIGHWAY SAFETY

- 70% of the residents and 63% of the businesses think the county should be more active in improving highway safety
- Only 4% of the residents and 2% of the businesses think the county should be less active in improving highway safety

### **COMMUNITY APPEARANCE**

#### ATTRACTIVENESS OF ROADS

- 59% of the residents and 64% of the businesses rated NC 168 "unattractive" or "very unattractive"
- 57% of the residents and 68% of the businesses rated US 158 from Barco to the Wright Memorial Bridge "attractive" or "very attractive"

#### METHODS TO IMPROVE ROADSIDE APPEARANCE ALONG US 158 AND NC 168

- Clean-up roadside trash AND regular roadside maintenance had the highest and second highest "very important" rating for both residents and businesses
- Fix/tear down dilapidated buildings third "very important" rating for residents and businesses
- Residents gave protecting open views of farmland their fourth highest "very important" rating and businesses gave it their eighth highest "very important" rating



-Landscaping on private property had the highest "not at all important" rating for improving appearance for both residents and businesses

**AMOUNT OF COUNTY ACTIVITY IN IMPROVING THE APPEARANCE OF US 158/168**

-68% of the residents and 65% of the businesses think the county should become more active in improving the appearance of US 158 and NC 168

-Only 3 % of the residents and 7% of the businesses think the county should be less active in improving the appearance of US 158 and NC 168

While the results of the survey cannot be relied upon to represent prevailing attitudes in Currituck, they are valued by the county as an indication of attitudes of those citizens and business owners who took the time to respond.

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## Chapter 4

# General Recommendations

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To address the task of preparing a plan promoting economic development, enhancing community appearance and improving highway safety, the Highway Corridor Committee has prepared a list of general recommendations applicable along the entire corridor and specific recommendations that are applicable to each of the seven sub-areas being studied. This chapter contains recommendations that are applicable to the entire corridor. However, before covering the general recommendations, it is important to understand the roadway design background of US 158 and NC 168. This design dictated the Highway Corridor Committee's recommendations.

### Roadway Design

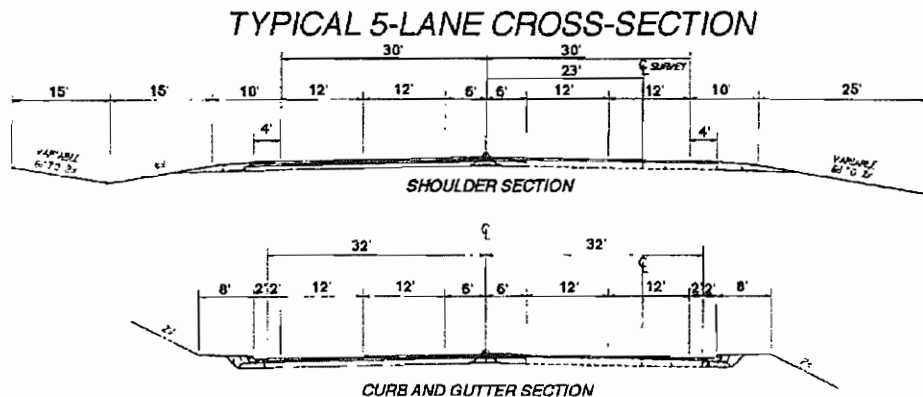
A Sketch Development Plan of Currituck County was prepared in 1972, which recommended a limited access highway for NC 168 and US 158 following the existing alignment except between Sligo and Barco. Later in that same year Currituck County began the process of preparing The Currituck Plan, a long range comprehensive plan for development of the county. The Currituck Plan recommended NC 168 and US 158 serve local traffic needs and a parallel limited access scenic parkway be built to service through traffic. However, the county's next long range planning document, the 1976 Land Use Plan, recommended that NC 168 and US 158 be four-lane facilities thereby abandoning the bypass alternative. Subsequent county planning documents no longer addressed bypassing US 158 or NC 168.

Ultimately, a decision was made by NCDOT to improve US 158 as a five-lane highway which was noted in the 1983 Finding Of No Significant Impact (FONSI) for that road widening project. In 1988, the county and NCDOT adopted The Currituck County Thoroughfare Plan which recommended NC 168 also be improved as a five-lane highway.

As was mentioned in Chapter 2, US 158 from Barco to the Wright Memorial Bridge is now improved as a five-lane highway (2 northbound lanes, 2 southbound lanes and a center turn lane). While in the design stages of the project, consideration was given to improving US 158 as a four-lane divided highway. According to NCDOT standards, a four-lane divided highway requires 180' to 250' of right-of-way while a five-lane highway requires between 100' to 150' of right-of-way.

After much discussion and public debate, it was determined by NCDOT that a five-lane facility for US 158 would be the best solution to alleviate traffic problems (Figure 13). Factors leading to this decision included significant impacts to existing development if the road was improved as a four-lane divided highway, negative impact to agricultural lands, environmental concerns of widening the highway and additional costs.

**Figure 13**



As was discussed previously, Currituck County's 1988 Thoroughfare Plan recommended NC 168 be improved as a five-lane facility, same as US 158. While preparing the corridor plan, the Highway Corridor Committee identified several advantages of a four-lane divided highway along the existing alignment or a bypass of NC 168 over the proposed five-lane highway. Issues considered included:

1. **Safety:** according to NCDOT traffic engineers, five-lane highways are not as safe as four-lane divided highways or a limited access bypass.
2. **Strip Commercial Development:** when NC 168 is combined with US 158, the corridor will be a 43-mile long five-lane highway going from the Virginia State Line to the Wright Memorial Bridge. This will make NC 168/US 158 one of the longest five-lane highways in the state. Already the corridor has commercial zoning along 64% of the road. A four-lane divided highway would limit access crossovers to key locations and a limited access bypass would eliminate strip commercial development altogether.
3. **Impact on Community Character:** a five-lane highway will create a physical and psychological barrier dividing communities along NC 168. A four-lane divided highway would provide opportunities for landscaping to break up the pavement and would be more in keeping with the rural character of the county. A limited access bypass would preserve the existing character.
4. Many sections along NC 168 are not developable due to the presence of poor soils and wetlands (see Figures 5 and 6). Therefore turning lanes in these areas will be unused. On sections of US 158 where this situation exists, weeds are growing in the turn lane.
5. A four-lane divided highway along the existing alignment or a bypass would have less paved area than a five-lane highway, thereby reducing storm water runoff.

While the corridor committee identified several advantages to NC 168 being improved as a four-lane divided highway or establishing an NC 168 bypass as opposed to the proposed five-lane highway, the committee did not support a four-lane divided facility or bypass if:

1. the road widening project would be seriously delayed (i.e. monetary constraints; design adjustments; etc.); or,
2. in the case of a four-lane divided highway on the existing alignment, additional right-of-way was needed above the 150' proposed as this would significantly disrupt existing development along the corridor and present numerous environmental concerns.

Officials at NCDOT advised the county that a four-lane divided highway would require at least 180 feet of right-of-way and preferably between 200 and 220 feet. State highway officials also advised the county that going from a five-lane highway to a four-lane divided highway or a bypass would delay the project a minimum of two years and that environmental constraints may prevent either project from ever being achieved. As a result of these problems, NCDOT and the county agreed that a five-lane facility along the existing alignment of NC 168 was appropriate.

### **Guiding Principles For Development Along US 158 and NC 168**

The challenge before Currituck County is now clear: *How can development be controlled along a 43-mile long five-lane highway of which 64% is already zoned for non-residential purposes in such a way as to: move vast amounts of traffic; serve local employment and service needs; maximize highway safety; enhance community appearance; promote economic development; and not lose touch with Currituck County's rural past?*

To address this challenge, the Highway Corridor Committee established a list of principles to guide development on US 158 and NC 168.

- 1) Currituck County's very rich past has the potential to be overwhelmed or lost due to rapid development. It's critical that the county identify those things that are important to Currituck's heritage and preserve them for the enjoyment of future generations.
- 2) As a tourist destination, the county should take advantage of the festive and relaxed attitude people seek while on vacation. This is already being done successfully by roadside vegetable markets that dot US 158 and NC 168. These markets use vividly colored canopies, colorful landscaping and an open market atmosphere that draws the traveling public to shop for goods.
- 3) Currituck County has always been characterized for being informal, perhaps attributable to its remoteness and the historical reliance of it's citizens on the land. It is this informality that should not be lost as the highway corridor is developed. An illustration of this concept would be recommending gravel parking for small shops as opposed to the more formal paved parking areas.
- 4) Water has always been an important part of life in Currituck County. The county should attempt to identify water access points for use by the public and take steps to acquire those sites. The county should encourage preserving open views of the water which are valued by residents and much anticipated by tourists traveling along US 158 and NC 168.
- 5) Villages have historically been the center of activity in the county. Places like post offices, churches, commercial shops and schools were centrally located in villages and represent the main place for social gatherings. On the outskirts of villages was farmland which marked the village boundaries. As the county develops, it is important to emphasize the existing villages and agriculture along US 158 and NC 168.
- 6) Highway safety is of primary importance to residents and visitors alike. Unfortunately, there is a conflict between moving traffic and providing access to lots. It is essential that highway safety be a major consideration as properties develop along the corridor.
- 7) In order for the county to promote a positive image to the motoring public, improving the appearance along NC 168 and US 158 is critical.
- 8) Establishment of new rules, regulations and administrative procedures to achieve long range development goals along the corridor should be minimized to the extent feasible. Efforts should be concentrated on enforcement or adjustment of existing regulations, volunteerism and providing guidance to property owners along the NC 168 and US 158 corridor.
- 9) Currituck County must seize the opportunity to improve highway safety, promote economic development and enhance community appearance. Large sections of US 158 and NC 168 are relatively undeveloped at this time. However, with continued growth, these properties could be improved in the not-to-distant future. In order for Currituck to realize its full development potential along the corridor for maximum public benefit, action is needed now. Across the country communities are faced with the task of rehabilitating older highway corridors to address blight and spur community re-investment. It is far easier in terms of time, effort and dollars to act on this matter than it is to react. With timely action, Currituck County stands in a position to guide development along US 158 and NC 168 for the maximum benefit of the public.

To meet the challenges ahead, the Highway Corridor Committee has established the following goals:

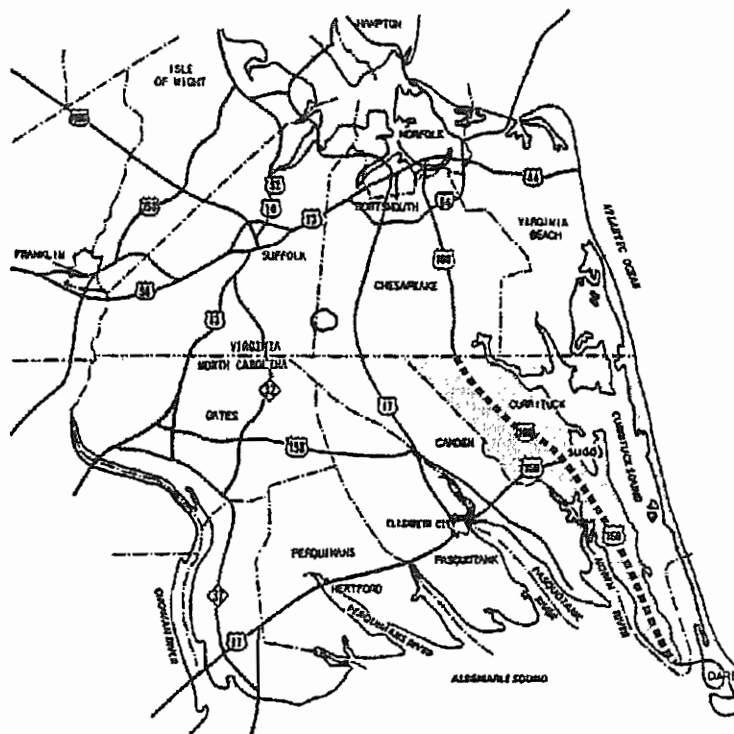
1. *Maximize the life span of the existing five-lanes of US 158 and the proposed five-lanes of NC 168.*
2. *Promote economic development along NC 168 in such a manner as to minimize negative impacts to the traveling public.*
3. *Improving highway safety on US 158 and NC 168 should be the primary focus of Currituck County and the State of North Carolina.*
4. *Preserve and enhance community appearance along US 158 and NC 168 by making the corridor one of the most attractive roads in northeastern North Carolina by the year 2004.*
5. *Protect Currituck County's heritage by preserving historic buildings and promoting development compatible with the county's rural character and encourage the preservation of agriculture.*

### Future Road Improvement Recommendations

Its clear based on the existing traffic loads and safety problems discussed in Chapter 3 that the widening of NC 168 is long overdue. In order to accommodate existing traffic needs and to maximize highway safety in Currituck County, it is imperative that NC 168 be widened as soon as is feasibly possible (see recommendation #1 in Chapter 2). In addition, Currituck County should continue to support Chesapeake, Virginia in their efforts to widen Highway 168 (Battlefield Boulevard). Although the Commonwealth of Virginia has recommended widening Highway 168 in their long range plans, no money has been allocated for its improvement (Figure 14).

Figure 14

### REGIONAL PROFILE



While the five-lane highway of US 158 and NC 168 will alleviate existing traffic flow problems, there is a concern regarding the ability of these roads to accommodate future traffic

demands. According to NCDOT's Traffic Forecasting Unit, under a high growth scenario, traffic volumes could reach 65,000 vehicles per day on a summer Saturday in the year 2016. Should that volume of traffic occur, the proposed five-lane facility for NC 168 and the existing five-lane facility of US 158 would operate at a level of service (LOS) "F" according to NCDOT (forced or breakdown flow-traffic approaching a point that exceeds the amount which can traverse the point).

Unfortunately, NCDOT does not acknowledge peak season traffic counts when determining the need to improve roads. Instead they rely on, among other things, Average Annual Daily Traffic counts (AADT). As was stated in Chapter 2, AADT's are inappropriate for gauging highway usage in tourist areas like Currituck County. While NCDOT may rely on AADT's as opposed to peak traffic demands in determining the need for road improvements, the reality is that Currituck County will again be facing gridlock during a significant portion of the year.

At some point in the future when the state acknowledges the LOS for US 158 and NC 168 is "F", NCDOT will have two options: either widen the existing highway to seven or more lanes or bypass the existing roadway. Both of these options have very serious implications.

If NC 168 or US 158 were widened to a seven or more lane highway, impacts to adjacent development would be extremely high. This was one of the key reasons why NCDOT did not propose to improve NC 168 or US 158 as a four-lane divided facility. In addition, safety on a seven-lane plus highway is an area of great concern for the county.

Should NCDOT propose to bypass the existing right-of-way of US 158 or NC 168, environmental constraints such as wetlands will be difficult to overcome. In addition, no alignment has been proposed for protection. Therefore rapid development within the county may preclude the most desirable location for a bypass. Another concern with a bypass in the southern end of the county is the lack of available land. Some sections of Currituck are less than 1.5 miles wide and wetlands are prevalent along almost the entire length of the North River and Currituck Sound.

Given the existing conditions, the Highway Corridor Committee recommends a bypass of NC 168 tying-into US 158 west of the Camden County line (Figure 15) once traffic on this road becomes over capacity. With the usable amount of land not developed in the area at present, timely designation of a bypass is feasible. However, the committee believes a bypass is not feasible for US 158 once capacity of that highway is exceeded due to existing development and the limited amount of available land (See Appendix D, Resolution from the NC 168/US 158 Highway Corridor Committee to NCDOT during public comments on widening NC 168).

It is obvious that maximizing the life span of the existing five-lanes of US 158 and the proposed five-lanes of NC 168 is in the best interests of the citizens of Currituck County and the taxpayers of North Carolina. The question is how can this best be achieved?

One way to extend the functional life for a portion of US 158 would be to establish a mid-county bridge. A bridge in the Waterlily/Aydlett area is in NCDOT's long range plans (construction to start in 2003-see Figure 3) and will help divert some of the traffic that would otherwise have to travel south of this area to the Wright Memorial Bridge. The 1989 mid-county bridge feasibility report estimates that approximately 33% of the traffic heading south to the beach would utilize the mid-county bridge while 67% will use the Wright Memorial Bridge. Discussions concerning funding for the bridge have centered around establishing it as a toll facility which will affect the number of travelers. However, even with a toll facility, travelers using the mid-county bridge will help reduce traffic on US 158 from the mainland landing to the Wright Memorial Bridge.

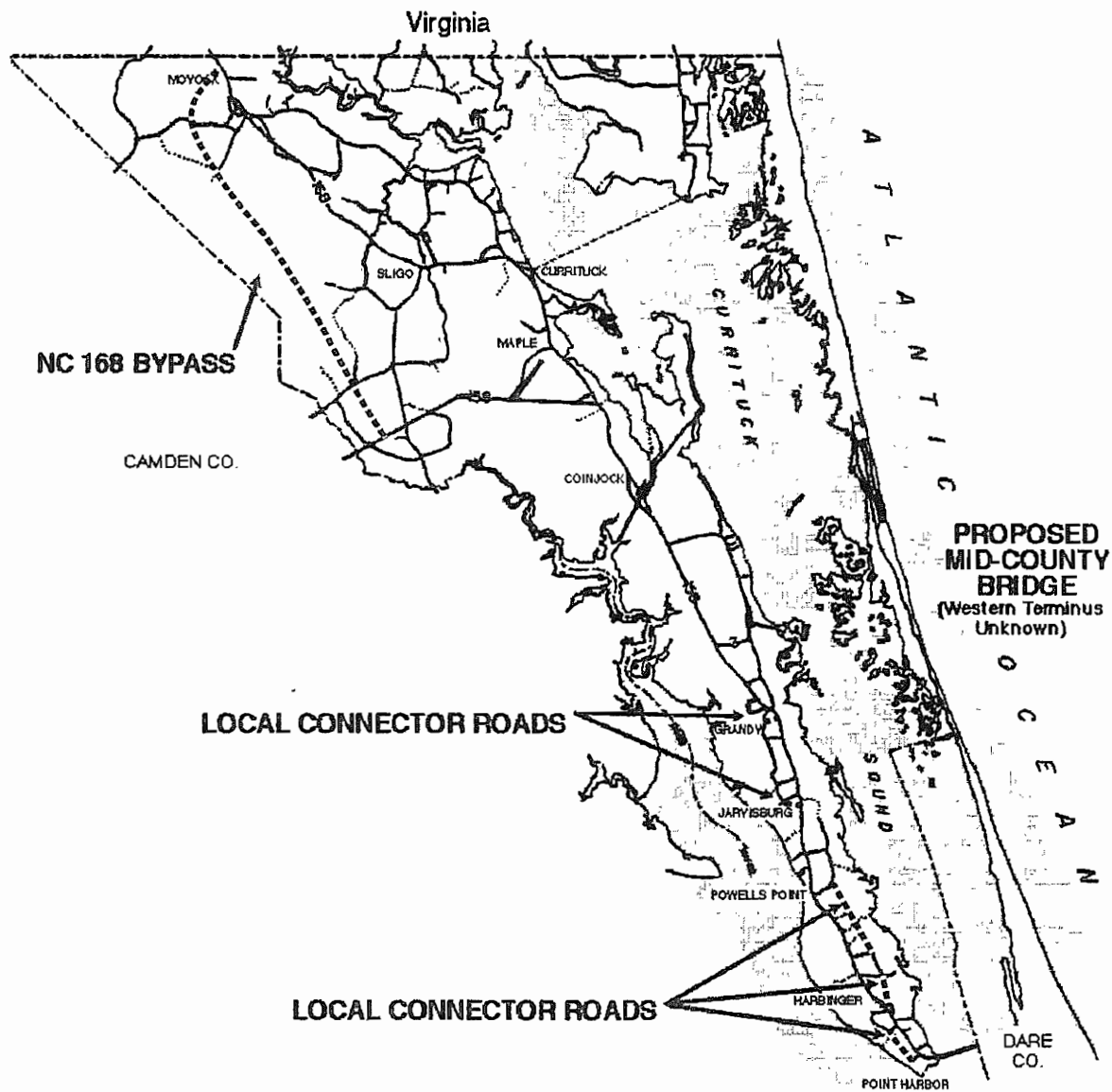
Improving US 158 from Barco to the Camden County line and ultimately to US 17 would help alleviate some of the traffic demands on NC 168 for travelers coming from the north. With the proposal by Virginia to widen US 17, southbound travelers from Virginia will have a multi-lane highway leading all the way into Currituck County (Figure 14). In order to minimize future traffic conflicts, it is recommended that when US 158 is widened that a flyover be included for traffic continuing on US 158 where it intersects with NC 168 at Barco.

Additional steps can be taken to maximize the useful life span of US 158 and NC 168. For instance, providing alternative transportation routes to US 158 and NC 168 for local residents will help to reduce the amount of trips on these highways. At present, NC 168 and US 158 are the only north/south connector roads serving the entire county. As a result, local residents have no option but to use these roads at some point in order to travel north and south.

Several roads run parallel to the 158/168 corridor, most notably Tulls Creek Road, Poplar Branch Road and Grandy Road. Unfortunately, the distances local traffic can travel on them is limited and at some point, residents must utilize US 158 or NC 168. However, if these collector roads were connected, local traffic would have more options to utilize them for north/south movement thereby reducing traffic on US 158 and NC 168. Figure 15 provides a general overview of recommended connector roads. For greater detail, refer to community specific recommendations in Chapter 5.

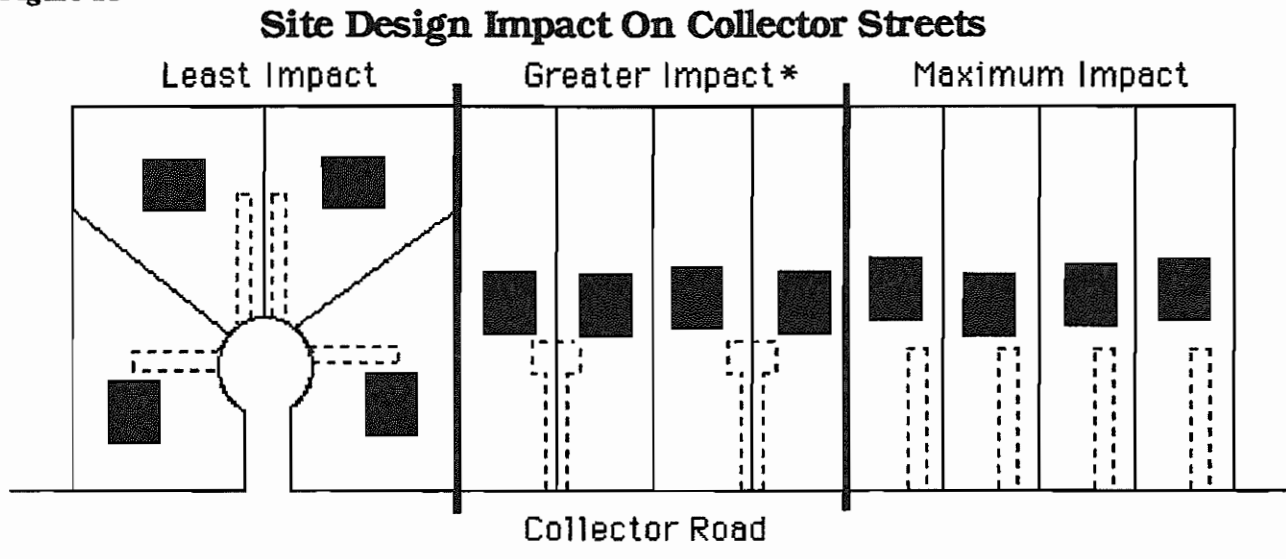
Figure 15

## PROPOSED ROAD EXTENSIONS



Because these roads serve as collector streets, it is important that development occurring along them have a minimum impact on their ultimate capacity. One important development trend that will limit the capacity of these roads is the creation of lots fronting on these streets. If lots fronted on internal streets, or if several lots shared driveways, capacity of collector streets would be extended (Figure 16).

Figure 16



\* Provisions for shared driveways must be clearly stated to avoid future complications between neighbors; individual driveways avoid this potential complication

While preparing this report, Troopers from the North Carolina Highway Patrol in Currituck County were asked what recommendations they have to improve safety on US 158 and NC 168. They suggested that lights be installed on the Wright Memorial Bridge for the safety of frequently stranded motorists. Troopers also suggested that NCDOT erect additional signs on US 158 from Powells Point to the Wright Memorial Bridge warning motorists not to pass in the center turn lane. According to the Highway Patrol, this has been a major problem during summer traffic jams.

**RECOMMENDATIONS (continued from Chapter 2):**

5. **Currituck County should continue to support Chesapeake, Virginia in their efforts to widen Highway 168 (Battlefield Boulevard).**
6. **Currituck County should continue to request that NCDOT speed-up the mid-county bridge project. If construction cannot be moved-up, then the county should work with NCDOT to establish a ferry service from the mainland to Corolla as an interim measure to alleviate traffic congestion.**
7. **Multi-lane US 158 from Barco to the Camden County line and include in that project a northbound flyover in Barco at the NC 168 intersection.**
8. **Currituck County and NCDOT work together to amend the county's 1988 Thoroughfare Plan in order to identify a future bypass of NC 168.**
9. **Currituck County and NCDOT work together to amend the county's 1988 Thoroughfare Plan in order to identify future connector roads to facilitate north/south movement of local traffic.**



- 10. Install lights on the Wright Memorial Bridge and the proposed mid-county bridge for the safety of frequently stranded motorists.**
- 11. NCDOT erect additional signs on US 158 from Powells Point to the Wright Memorial Bridge warning motorists not to pass in the center turn lane.**
- 12. Currituck County should look at methods, including incentives, to reduce the number of lots fronting on collector streets.**

**Recommended Changes to Development Regulations**

**DRIVEWAYS**

Control over the number and location of driveways is another factor that will greatly impact the functional life of US 158 and NC 168 and have an important bearing on highway safety. The county currently has no regulations for driveways except in the case of shopping centers (planned commercial developments over four acres in size). NCDOT driveway regulations prevail at all other locations in the county. In general, every lot is permitted at least one driveway according to NCDOT standards and in most cases, two driveways.

Shopping center developments are limited to the following: one driveway up to 600' of lot width; two driveways for tracts between 600' and 800' wide; and three driveways for tracts over 800' wide provided they are not located on a corner lot. While these regulations are helpful in limiting the number of driveway cuts, there will not be enough shopping center developments to make a major impact on the NC 168 and US 158 corridor.

With more than 64% of the corridor having at least one side of the highway zoned for business purposes, it is necessary to establish driveway regulations for non-shopping center developments in order to extend the functional life of US 158 and NC 168 and promote highway safety. This need is highlighted by the fact that the minimum lot width along US 158 and NC 168 is 125'. Without county driveway regulations, the functional life of US 158 and NC 168 will be shortened dramatically and highway safety will be compromised.

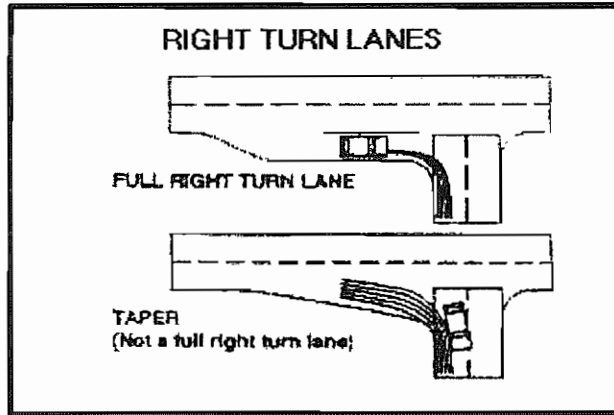
It is important that driveway regulations contain provisions for land that is subdivided in addition to provisions for exiting lots. A recommended driveway ordinance is included in Appendix E. As written, the proposed regulations establish an appropriate driveway standard while allowing the flexibility needed to deal with the inevitable unusual situations that occur when administering ordinances.

- RECOMMENDATION:**
- 13. Currituck County should adopt driveway regulations for major arterial roads in order to extend their functional life and improve highway safety.**

Right-turn lanes provide another opportunity to extend the life of roadways and improve safety. Vehicles are able to use right-turn lanes for deceleration, thereby safely removing them from through lanes. As was indicated in Chapter 3, the public survey indicated that improving safety was "very important" to promoting economic development on the corridor. The survey also indicated that providing right-turn lanes into businesses had the highest "very important" rating of all other safety improvement methods listed.

The National Highway Research Program Report # 279 says that a taper right-turn lane should be used when the volume is between 20 and 40 vehicles per hour. If the right-turn lane volume is over 60 vehicles per hour a full right-turn lane should be provided. Figure 17 below illustrates a full right-turn lane and a taper right-turn lane.

Figure 17



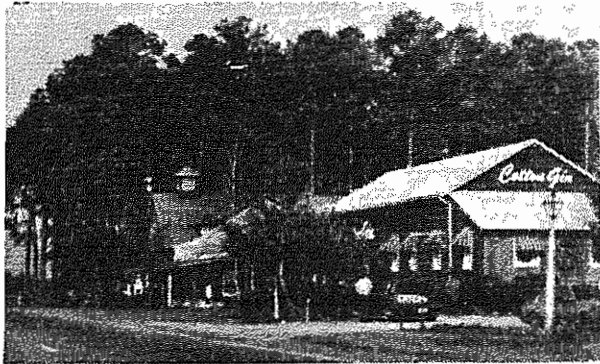
**RECOMMENDATION:**

**14. Currituck County should work with NCDOT to establish local criteria for requiring the installation of right-turn lanes.**

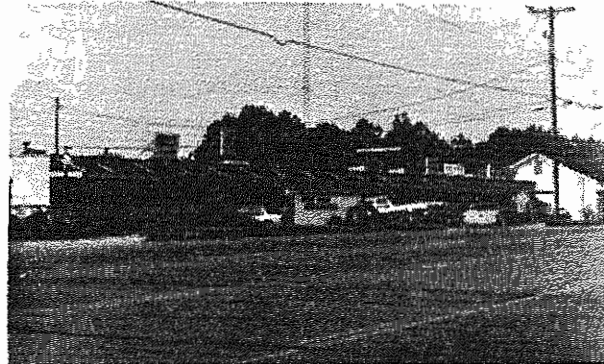
**SITE LAYOUT**

Where buildings and parking lots are situated on a lot can reflect on the character of that development and the community as a whole. For instance, commercial buildings constructed close to the street reflects a more human scale. On the other hand, strip commercial development predominate along five-lane highways almost always have buildings setback far from the road with parking lots between the building and street. Under this site layout, the human scale of development is lost (Figure 18).

Figure 18



Building close to street reflects human scale.



Parking next to street with building behind it loses human scale.

The Highway Corridor Committee gave serious consideration to recommending buildings be located closer to the highway with parking placed on the side or the rear of the lot. It was believed that this type of site layout would be more in keeping with the rural atmosphere of Currituck County and would separate development along US 158 and NC 168 from other five-lane highways across the nation.

However, the Corridor Committee had to temper these advantages with the reality that the existing and proposed five-lane highway may be over capacity sometime in the near future. As

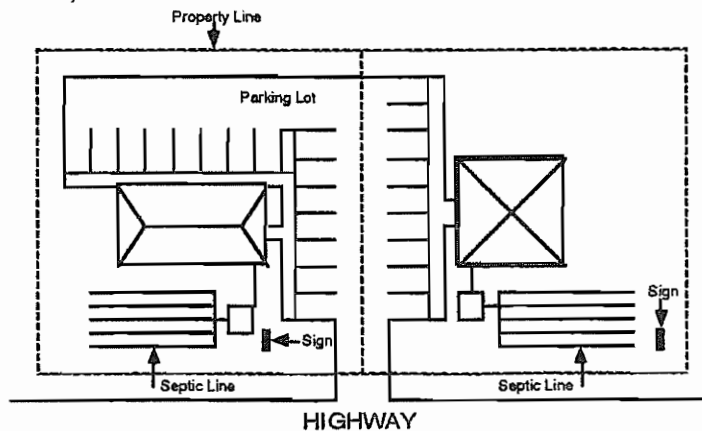
was mentioned previously, NCDOT traffic forecasters have indicated a possibility of the five-lane highway not being able to serve summer weekend traffic needs by the year 2016. In addition, Dare County is considering improving US 158 to a 7-lane highway as one of their options for the proposed thoroughfare plan now being prepared. It should be noted that NCDOT does not have any future plans to widen NC 168 or US 158 from five-lane facilities to seven or more lane facilities (see Appendix F concerning NCDOT's recommendation to update the county's Thoroughfare Plan).

While debating a recommended site development layout for US 158 and NC 168, the corridor committee considered the following issues:

1. It would not be in the best interest of the county or the citizens of North Carolina if additional monies had to be spent acquiring structures in the event the right-of-way must be expanded. Further, relocation and/or disruption to businesses and residents must be minimized to the greatest extent feasible;
2. Although a bypass of NC 168 is recommended in this report, an official Thoroughfare Plan indicating the same has not been adopted. Further, the presence of the Carolina and Northwestern Railway along NC 168 will require all future improvements to be opposite of the railroad right-of-way;
3. US 158 from Barco to the mainland landing of the proposed Mid-County Bridge will carry 100% of the beach traffic traveling on NC 168 and US 158;
4. NCDOT had estimated that 33% of beach traffic will utilize the mid-county bridge and 67% will remain traveling on US 158 to the Wright Memorial Bridge. However, this estimate was before NCDOT began considering a toll for the Mid-County bridge. At this point, it is extremely difficult to estimate traffic splits at the proposed mid-county bridge; and
5. Because of the narrow width of Currituck County, environmental constraints and existing development, it would not be feasible to construct a bypass of US 158 from Barco to the Wright Memorial Bridge.

Based on the above considerations, the Highway Corridor Committee is not recommending any adjustments to site development setbacks along US 158 and NC 168. Therefore the 50' setback for buildings and 20' setback for parking should remain in effect. However, the Planning and Inspections Department should be available to assist developers as their projects are in the design stages to encourage development that is sensitive to its surroundings (see recommendation # 17). Developers should still be encourage to place parking on the side or rear of buildings with septic systems located in the front adjacent to the highway right-of-way (Figure 19).

Figure 19



Sample of recommended site layout.

## SIGN REGULATIONS

Few elements have a greater impact than signs on the appearance of a community and traffic safety. Sign regulations must strike a proper balance of allowing business to effectively communicate their message while at the same time not detracting from community appearance or compromising highway safety.

Sign regulations can be broken into two categories: on-premise signs and off-premise signs. As was mentioned in Chapter 2, Currituck County has only minimal on-premise sign regulations on US 158 and NC 168 except in shopping center developments. As long as an on-premise sign is not over 35' high and is not placed too close to the driveway and street, it will be permitted regardless of its size. In fact, on-premise signs could be larger than many off-premise signs in the county.

Given Currituck County's high growth rate, it is inevitable that someone will eventually take advantage of the lack of on-premise sign restrictions. When that occurs, appearance of the community will be sacrificed, adjoining businesses will lose visibility, traffic safety will be compromised and ultimately the county will not be able to realize its full economic development potential. Therefore, Currituck County needs to adopt on-premise sign regulations. In so doing, it is important that the business community be provided ample input into the drafting of sign regulations and that regulations be easy to understand. Appendix G provides a sample on-premise sign regulation.

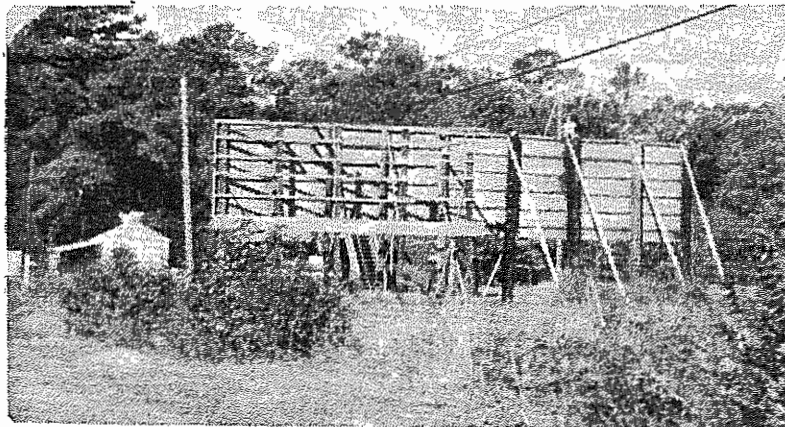
### **RECOMMENDATION**

***15. Currituck County should adopt on-premise sign regulations and allow ample input from the business community.***

Currituck County has had off-premise sign regulations since 1986 with few substantive changes since that time. As was stated in Chapter 2, Currituck is 9th out of 100 counties in the number of billboards. However, between 1990 and 1993, only 3 new off-premise sign permit locations were approved. Further, with the widening of NC 168, some of the existing off-premise signs will be removed along this section of highway.

Since the number of off-premise signs are holding steady, the county does not propose any changes to the spacing requirements (1,500 on the same side of the road) or other dimensional standards. However, there is a concern about how the backs of these signs detract from the appearance of US 158 and NC 168 because of a lack of a second side and the lack of one neutral color scheme (Figure 20).

**Figure 20**



*Back of off-premise sign along NC 168 and US 158*

A majority of the unfinished backs are facing northbound traffic where there is far less demand for off-premise signs than for southbound traffic. In addition to lack of demand, another reason why these signs do not have backs is that many of them are nonconforming because they do not meet current setbacks, height, or size limitations. As a result, a second side could not be added to these signs according to regulations now in effect.

It is clear that nonconforming off-premise signs will remain along the corridor for years to come. Therefore, in an effort to improve appearance along the 158/168 corridor, it is recommended that backs be allowed to be placed on these signs.

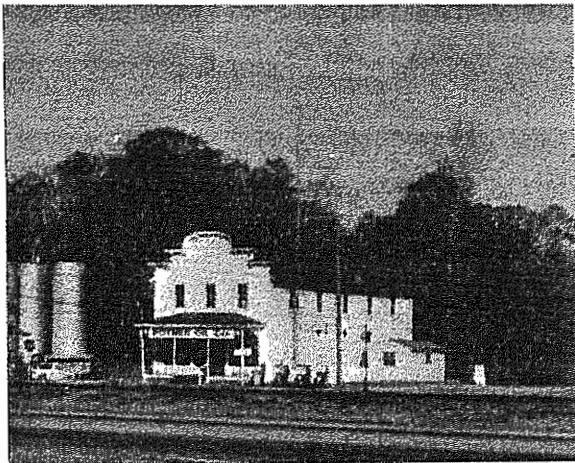
#### **RECOMMENDATION**

**16. Off-premise sign regulations should be amended to allow a second side be added to nonconforming signs up to 300 sq. ft. in area provided the entire support structure and framing be painted one neutral color (i.e. black, dark green).**

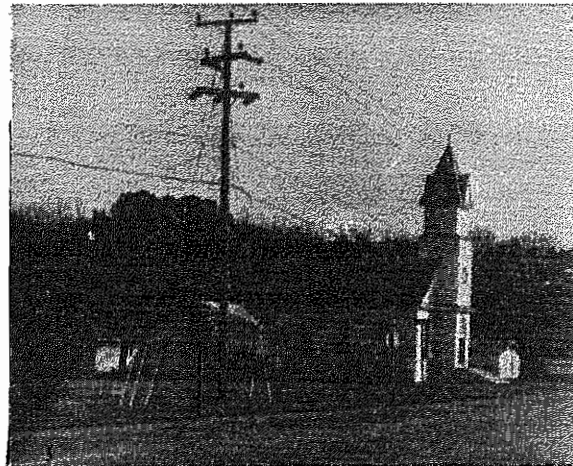
#### ARCHITECTURE

The way a community is perceived by people is a combination of many elements, including the architecture of the area. Currituck County has many fine examples of residential, commercial and institutional buildings scattered along or near the highway corridor. Most of these buildings were constructed in the late 1800's and early 1900's (Figure 21).

Figure 21



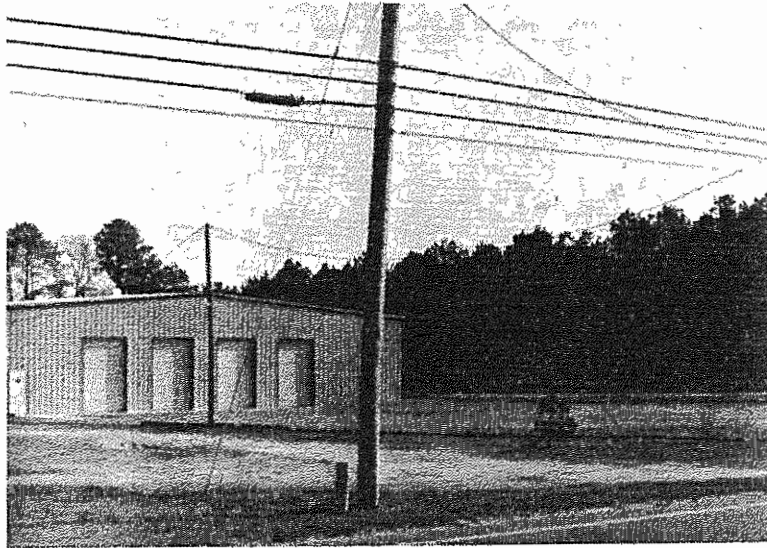
*Poyners Oil Company on NC 168*



*Church on US 158*

Unfortunately, architecture of today is predominated by steel buildings. Much of this style is attributable to the high costs of "site built" structures and the tight economic times of the late 1980's and early 1990's (Figure 22). While the county does not favor adopting architectural regulations, it is recommended that county officials provide guidance to business owners on how to improve the outward appearance of their operations. The North Carolina Chapter of the American Institute of Architects have established design assistance teams to help communities with such matters for nominal fees. With appropriate landscaping, signage and decorative features such as canopies, these properties can add appeal to the highway corridor.

Figure 22



*Steel Building Typical of the 1980's and 1990's*

In addition to paying attention to architectural details, consideration should also be given to presenting awards to businesses who do an outstanding job in improving the appearance of their operations. The county's Economic Development Board would provide the appropriate organization for presenting such awards. By government and businesses working together, appearance along the highway corridor would be greatly enhanced and property owners will gain from the added "curb appeal" of their operations.

**RECOMMENDATIONS:**

- 17. Currituck County should prepare architectural/site layout guidelines providing a vision to businesses of what the county should look like in the future.**
- 18. The Economic Development Board should consider providing awards to businesses who do an outstanding job in improving the appearance of their operations.**

**ZONING PATTERNS**

Concern about the negative effects of strip commercial development can be traced back to the Sketch Development Plan of Currituck County prepared in 1972. Among the recommendations from that plan is the following:

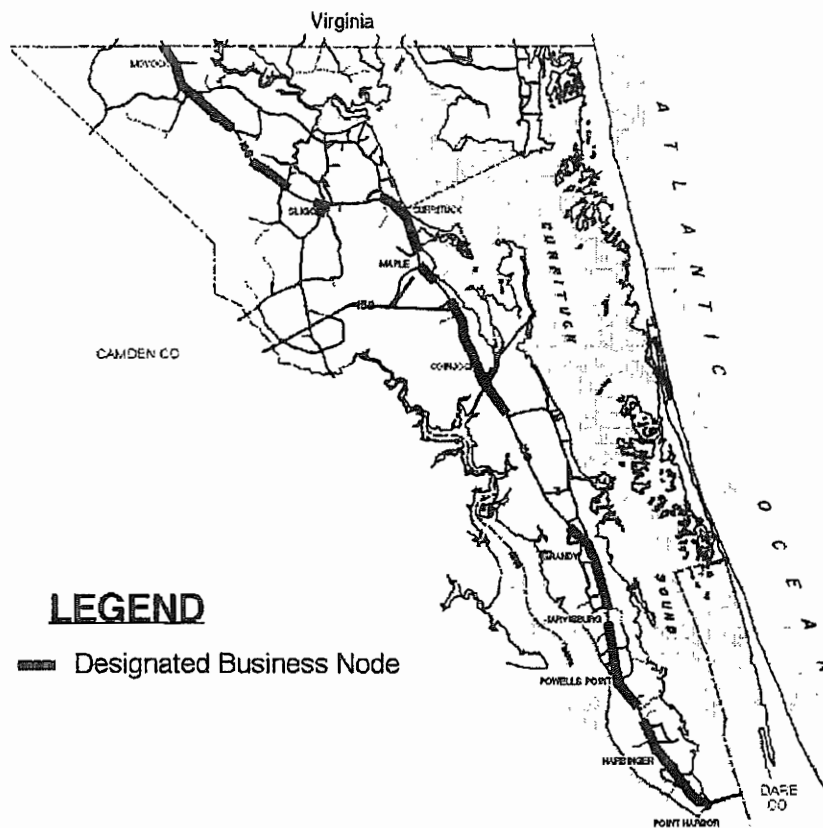
"Concentrate commercial usage in existing towns. The location of commercial areas in compact shopping areas aids the shopper by reducing travel and walking distance. The merchant also benefits by increased exposure to shoppers as they walk by from store to store. Scattered commercial development clogs highways; numerous individual entrances and exits frequently reduce the ability of the roadway to perform its primary function...that of efficiently and safely moving goods and people. The encroachment of individual residential and commercial driveways on major streets and county roads should be discouraged in favor of residential collector side streets and concentrated commercial areas that use one or two exits and entrances to serve many businesses."

These same concerns about strip commercial development were also echoed in the 1974 County Development Guide from The Currituck Plan which recommended a limited access scenic parkway for through traffic to bypass US 158 and NC 168. The guide also stated that with the use of clustered development, "Strip commercialism and sprawl could be eliminated...".

However, once the decision was made to widen US 158 and NC 168 to five-lane highways, the stage was set for the inevitable conflict: providing local goods and services along US 158 and NC 168 while simultaneously moving vast amounts of traffic. In 1986, the Commissioners adopted a business nodal development policy to try minimize this conflict. Figure 23 indicates the business nodal boundaries adopted by the commissioners.

Figure 23

### Business Nodal Areas Designated in 1986



The 1972 Sketch Plan, 1974 Development Guide and 1986 Business Nodal Policy attempted to minimize the negative effects of strip commercial development. Ultimately, however, it was difficult for elected officials to deny commercial rezoning requests along an existing and proposed five-lane highway carrying upwards of 30,000 vehicles per day on summer weekends. Between 1987 and 1989, 641 acres of property along US 158 and NC 168 was rezoned to business. Today, zoning patterns on US 158, and to a lesser extent on NC 168, exemplifies strip commercial development that was noted in the earlier plans of Currituck County. As was indicated in Chapter 2, 78% of the 3,193 acres zoned General Business along US 158 and NC 168 in 1993 was vacant.

The Highway Corridor Committee considered various methods to reduce the amount of commercial zoning along US 158 and NC 168, including down zoning (i.e. rezoning for less intensive uses such as agriculture). However, at the present time it is not recommended that the county down zone commercial properties to another less intensive zoning district. Down zoning would be difficult to justify in light of the existing and proposed five-lane highway, the tremendous amount of traffic US 158 and NC 168 carries, political realities, and the legal ramifications down zoning property against the wishes of property owners will have.

Another method considered to reduce the amount of, and direct the location of, commercial development was transfer of development rights (selling rights to develop property in areas where development is undesirable to areas where development is desirable). After a careful review, it was determined that the excessive amount of commercially zoned property severely

lessened the marketability of transfer of development rights. In addition, the burden of administering such a program was contrary to the principal of minimizing new rules and regulations (see page 24).

Ultimately, the Corridor Committee did not identify a viable method to substantially reduce the amount of commercially zoned land along US 158 and NC 168. It is understood that keeping these properties zoned for business will ultimately result in continued strip commercial development and all the negative impacts associated with such development; including the establishments of more stop lights.

The Corridor Committee concentrated their efforts to identify methods to minimize the negative impacts of strip commercial development. The methods listed below are in addition to the strategies previously mentioned concerning local roadway connections, driveways, site layout design, signs, and architectural recommendations. These methods should be reviewed by the Board of Commissioners for consideration of implementation.

**RECOMMENDATION:**

- 19. The Currituck County Board of Commissioners should review and implement the methods listed below deemed most appropriate to minimize the impact of strip commercial development.**
  - a. Rezoning of additional property to commercial along US 158 and NC 168 should only be allowed in rare circumstances where unusual conditions warrant such rezoning. An example might be where a property is split by a zoning district boundary or where the rear portion of a lot whose front is already zoned business is rezoned in order to allow commercial development deeper into the property. Rezoning requests should be carefully scrutinized for their benefit to the community - see Appendix H for recommended rezoning checklist.**
  - b. Consider amending the Unified Development Ordinance to allow a greater variety of limited tourist related commercial uses along US 158 and NC 168 in non-commercial zoning districts. For example, allow small retail shops out of homes along the corridor with a conditional use permit. This would reduce the need to rezone those properties to business which would allow over 100 additional uses. Examples of small sections of property being rezoned to commercial can already be found on NC 168 just north of Sligo (see "Sligo 1993 Zoning and Land Use Map" in Chapter 5).**
  - c. Continue the practice of requiring Health Department septic tank approval prior to rezoning property.**
  - d. Designation of the NC 168 Bypass and widespread publication of the bypass may help to deter speculative business rezoning of large tracts of land in the northern part of the county.**
  - e. The county should identify agricultural preservation techniques such as agricultural zoning or open space easements thereby providing incentives to not develop property for commercial uses.**
  - f. While the recommendation for driveway standards (#13) is essential for new development, their impact would be limited for many small lots already existing along NC 168 and US 158, particularly in the Harbinger/Point Harbor area. Therefore, the county should identify incentives for adjoining property owners to share access to US 158 and NC 168. An example might be to reduce side yard setbacks and landscaping between two properties that share access to the highway. Brochures on the procedures and sample access agreements could be provided by the county to perspective property owners.**

It's unfortunate that vast stretches of US 158 and NC 168 are already zoned commercial. As both of these roads have been or will be eventually five-laned, it is almost inevitable that this type of zoning pattern would occur to a certain degree. However, with proper adjustment of



existing regulations, the useful life span of US 158 and NC 168 can be extended and development along the corridor could be differentiated from other five-lane strip commercial development found throughout the nation.

### APPEARANCE

What a community looks like from the highway has a significant impact on the way people perceive that community. When the appearance is attractive, it reflects an attitude that the community cares about the way it looks. When the appearance is unflattering, it reflects negatively on the community. A community that is unattractive is a detriment to the pride of residents and has a negative effect on future economic development.

Landscaping plays a significant role in the appearance of a community. Existing county regulations call for landscaping private property while NCDOT is responsible for landscaping within the state right-of-ways. It is recommended to keep existing landscaping requirements but adjust them to ensure highway safety is maintained.

#### RECOMMENDATION:

*20. Adjust county landscaping regulations to ensure plant materials do not interfere with the sight visibility along streets, thereby compromising safety.*

One of the most successful public undertakings by NCDOT is the wildflower planting program. This program has gained national recognition and has demonstrated the ability to beautify roadways. Currituck County strongly supports the wildflower program and other landscaping programs within the state right-of-way. The county should vigorously seek NCDOT's support for landscaping along the US 158/NC 168 corridor and other roadways within the county where appropriate. According to NCDOT officials, landscaping within the state right-of-way is the most effective way to offset the impact of a five-lane highway.

#### RECOMMENDATION:

*21. Currituck County should vigorously seek NCDOT funding of landscaping projects within the state right-of-way for NC 168, US 158 and other county roadways where appropriate.*

One of the problems NCDOT faces when landscaping within the right-of-way is finding the manpower necessary to maintain those areas. In fact, the public survey indicated that proper roadway maintenance by NCDOT was one of the most important factors for improving the appearance of the highway corridor. Without proper maintenance, landscaping projects could be of greater detriment to roadway appearance than if the area was left in a natural state.

Community organizations are often willing to undertake beautification projects. The county could provide a vital link between NCDOT and various non-profit organizations such as garden clubs and community groups who would be willing to take over maintenance responsibilities and assist with planting. The Master Gardeners Program in Currituck County would provide an excellent opportunity for proper maintenance oversight of landscaping projects handled by community organizations.

#### RECOMMENDATIONS:

*22. Currituck County should identify community organizations who could work with the Master Gardeners Program and NCDOT in providing maintenance for various landscaping projects within the state right-of-way or other public properties.*

*23. Currituck County should apply for available grants to help fund landscaping projects on public properties along the US 158 and NC 168 highway corridor.*

**24. NCDOT must continue to provide timely roadside maintenance (i.e. grass cutting, tree trimming, etc.) along the state right-of-way.**

The presence of roadside trash and dilapidated buildings along the highway corridor are additional factors that impact appearance. The public survey showed that roadside trash and dilapidated buildings had the highest "very important" ratings to improve roadside appearance along US 158 and NC 168. If the county wants to improve roadside appearance, it will be necessary to address both of these problems (Figure 24).

Figure 24



*Dilapidated buildings detract from appearance*

**RECOMMENDATIONS:**

**25. Currituck County Planning and Inspections Department should continue to enforce state building codes addressing the repair and demolition of dilapidated buildings and assist in providing information to the public on disposal of demolition waste.**

**26. Currituck County should encourage public participation in the state's Adopt-A-Highway Program and should identify programs that could raise awareness of the roadside trash problem.**

A final matter affecting appearance is the views one sees traveling down the highway. Views such as open bodies of water or fields full of cotton are pleasant experiences the traveler can enjoy when driving on US 158 and NC 168. While some may think these views would be taken for granted by residents of Currituck, those responding to the survey did not show that to be the case. In fact, protecting open views of farmland and water bodies had the fourth highest "very important" rating of those methods listed to improve the appearance along US 158 and NC 168.

**RECOMMENDATION:**

**27. Currituck County should prepare a report identifying options and programs to preserve important "viewsheds" such as bodies of water and agricultural land by means such as open space easements or other effective tools for consideration by the County Commissioners.**

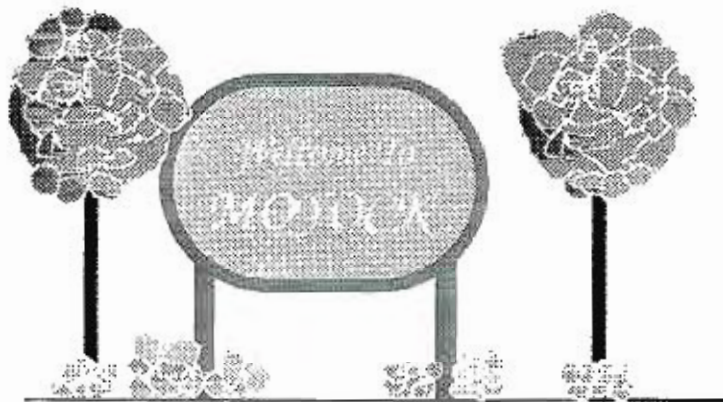
## ECONOMIC DEVELOPMENT

The recommendations listed above, if implemented, would help improve the economic outlook for Currituck County. In essence, if a community is attractive in appearance and safe to travel for residents and visitors alike, everyone will benefit, including the business community.

Making businesses easy to identify for the traveling public can help to improve economic development in Currituck County. This can be accomplished by naming the US 158 and NC 168 corridor, assign addresses and establish mile markers. This type of system has worked remarkably well on the Dare County Outer Banks and is a highly effective way to orient tourists. By establishing addresses and erecting mile markers, business will be more readily identified.

Another method to help identify the location of businesses for the traveling public is the erection of community entrance signs. These signs, if well made, properly landscaped and maintained, could effectively orient the public along the 43-mile stretch of US 158 and NC 168. Landscaping grants such as the America the Beautiful Program should be identified to help offset costs. Figure 25 provides an example of how community entrance signs could look.

Figure 25



Example of Community Entrance Sign

A final recommendation that applies to economic development as well as highway safety and community appearance, is the need to appoint a group to oversee long term development along the highway corridor as well as US 158 from the Camden County line to Barco. This group should meet on at least a quarterly basis to: review development trends; oversee the implementation of recommendations contained in this report; continue to press for needed road improvements on the state level; suggest alternative strategies to ensure development along the corridor is in the best interests of the citizens; prepare specific recommendations for development on US 158 from the Camden County line to Barco; and address other matters as directed by the Board of Commissioners.

### RECOMMENDATIONS:

28. NCDOT should be contacted to determine the feasibility of allowing mile markers on NC 168 and US 158 as are found on US 158 in Dare County.
29. Currituck County should select one name for NC 168 and US 158 from the Virginia line to the Wright Memorial Bridge and assign addresses along the Highway.

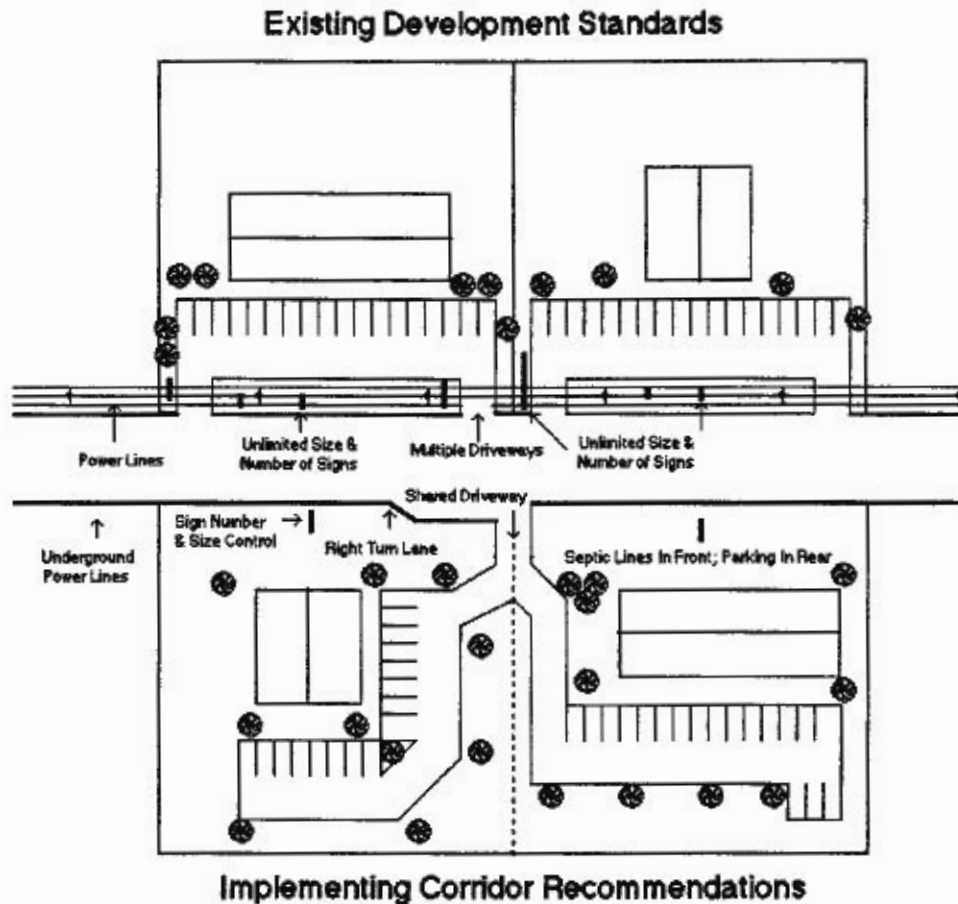
**30. Currituck County should fund the construction of up to two community entrance signs (at two signs each) with landscaping per year. Further, the county should identify various community organizations to maintain the signs and surrounding landscaping and also identify various grant sources to fund the projects.**

**31. The Board of Commissioners should establish a permanent committee consisting of interested citizens to monitor development along the County's major corridors, oversee implementation of recommendations from this study and address other matters as designated by the County Commissioners.**

### CONCLUSION

The general recommendations contained in this chapter, if implemented, will help to improve highway safety, enhance community appearance and promote economic development. Figure 26 below illustrates how existing development could be altered by implementing several of the concepts discussed in this chapter. Additional recommendations that are specific to each of the seven sub-areas that make-up the US 158 and NC 168 Corridor are outlined in Chapter 5.

Figure 26



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## Chapter 5

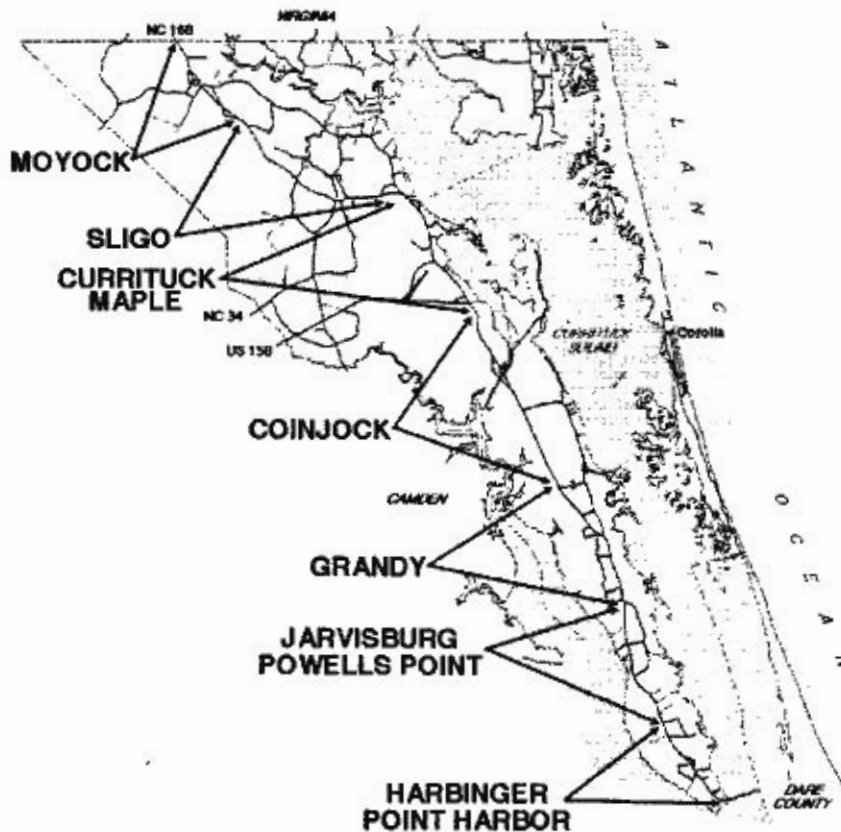
# Community Specific Recommendations

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Chapter 4 provided recommendations that were general in nature and applicable to the entire corridor. In this chapter, the Highway Corridor Plan provides specific recommendations for each of the seven community sub-areas that make-up the NC 168 and US 158 Highway Corridor. The seven community sub-areas are shown in Figure 27.

Figure 27

### Location of Community Sub-Areas



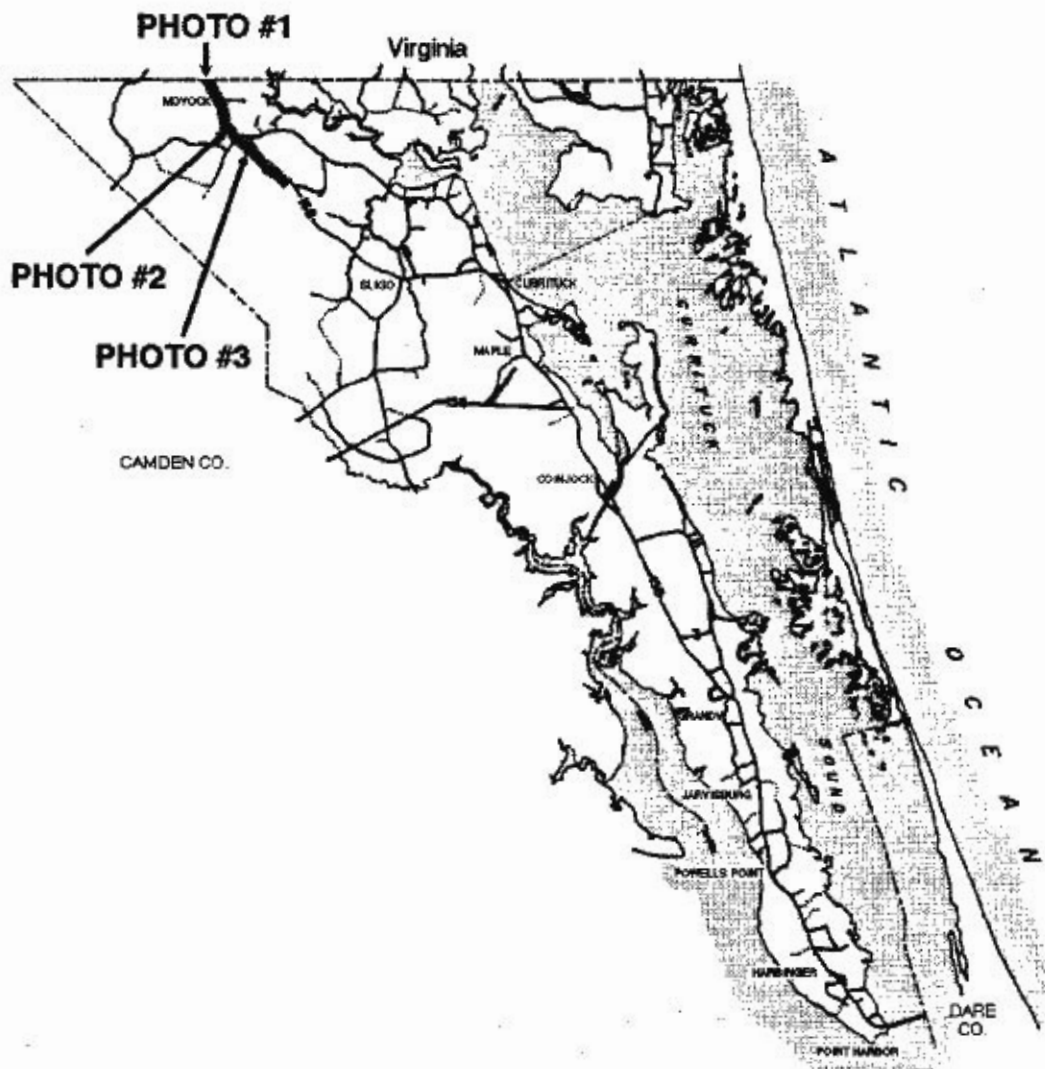
Each community sub-area contains the following information: 1) zoning/land use map; 2) detailed analysis of land use and zoning; 3) summary sheet providing a general description, areas of concern and opportunities; and 4) detailed map showing environmental constraints and recommended strategies for development.

Figure 28

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# MOYOCK AREA

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**PHOTO #1**  
At Virginia / North Carolina  
Border Looking South

**PHOTO #2**  
At the Intersection of NC 168  
and Puddin' Ridge Road Looking  
North; Railroad on Right



**PHOTO #3**  
On NC 168 South of Moyock  
Looking Towards Survey Road;  
Farmland on the Right and  
Railroad on the Left

Figure 29

# Moyock 1993 Zoning and Land Use Within 1,000 Feet Each Side of NC 168

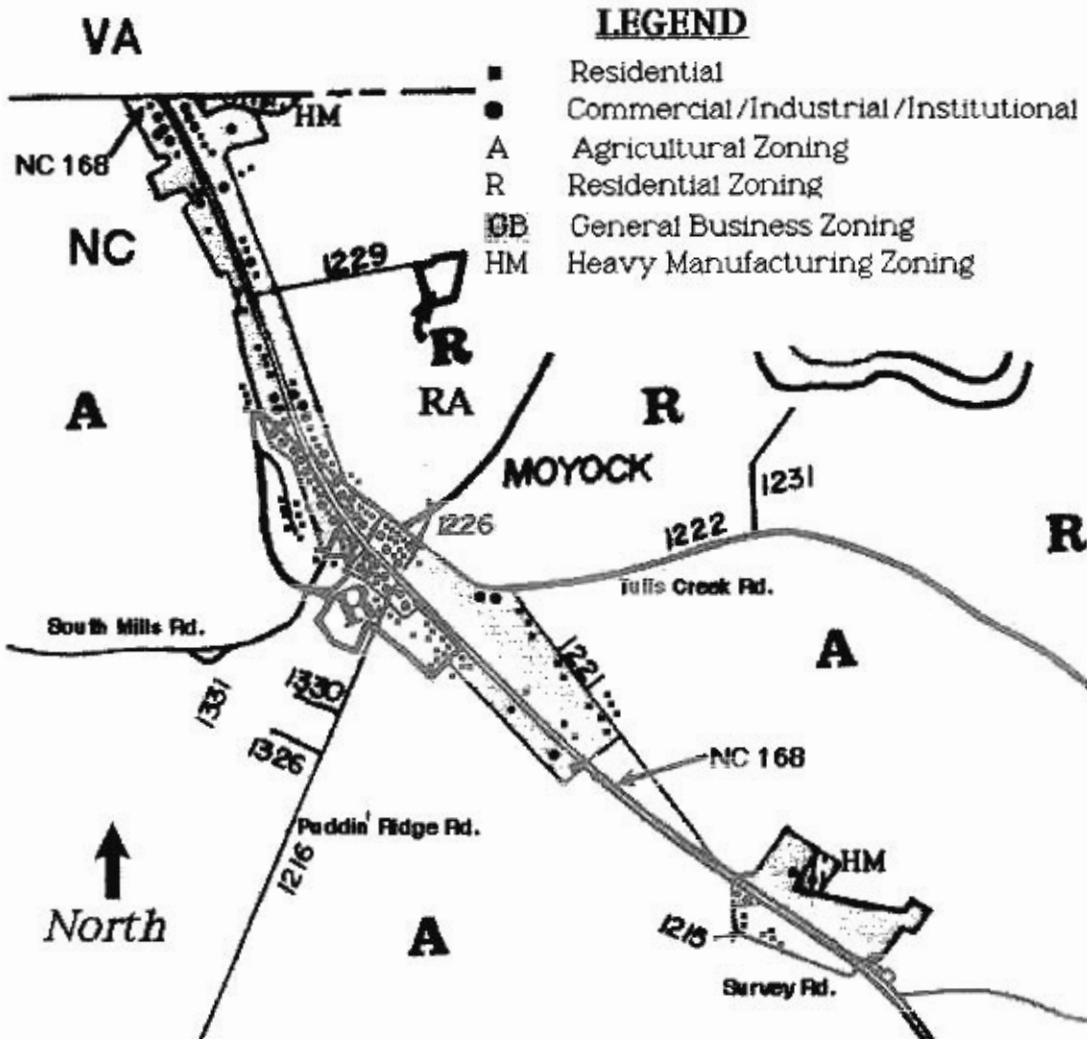




Figure 30

## MOYOCK LAND USE & ZONING WITHIN 1000' EACH SIDE OF NC 168

January 1993

**A ZONE - 445 Acres**

Use	Acres	Units
Residential	32	26
Vacant	413 (92%)	

**HM ZONE - 14 Acres**

Use	Acres	Units
Industrial	14	1
Vacant	0	

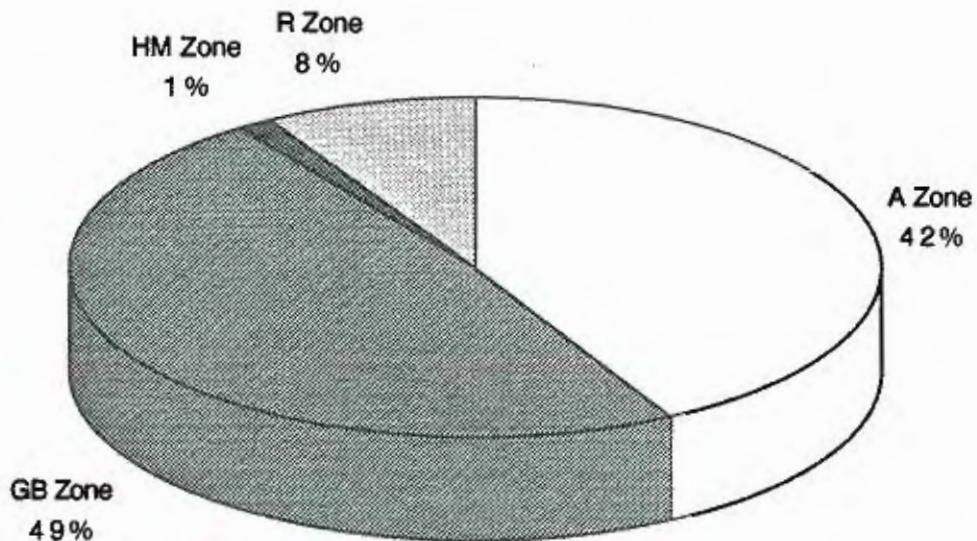
**GB ZONE - 512 Acres**

Use	Acres	Units
Residential	75	83
Commercial	86	55
Industrial	3	1
Public/Insti.	4	6
Vacant	344 (67%)	

**R ZONE - 88 Acres**

Use	Acres	Units
Residential	54	93
Commercial	.1	1
Public/Insti.	4	2
Vacant	30 (34%)	

### ACRES OF LAND BY ZONING DISTRICT-MOYOCK AREA



# MOYOCK SUMMARY

## General Description

Moyock is the gateway into Currituck County and North Carolina from Virginia. It is one of the two most populated areas along the NC 168 & US 158 corridor. Moyock is the center for local commercial activity (groceries, general retail, auto service, offices, miscellaneous services) and has several area churches and an elementary school. Moyock has creek access to the North West River leading to Tulls Bay and the Currituck Sound. Suburban residential development is on the increase over the last 5 years as a result of migration from the Hampton Roads area (i.e. between 1985 and 1988 there was an average of 31 new homes built per year; between 1989 and 1992 there were an average of 50 new homes built per year, a 61% increase from 1985-1988). The Carolina and Northwestern Railway runs adjacent to and on the east side of NC 168. From the Virginia line to Tulls Creek road the soils are suitable for development on the west side of NC 168 and unsuitable on the east side. While the area from Tulls Creek Road to A Street contains large sections of unsuitable soils, most of this area has already been developed. South of A Street to Survey Road has little development as soils are unsuitable.

## Areas of Concern

Improving NC 168 as a 5-lane highway will alter the rural village atmosphere of Moyock. Suburban development around Moyock will blur the village boundaries. There is a conflict between NC 168 serving local community needs (i.e. employment, social activities, shopping) and the need to move large quantities of traffic. Commercial zoning from the state line all the way through Moyock (Figure 29) will likely result in more stop lights being required as property continues to develop. NC 168 is dangerous for pedestrian traffic particularly on summer weekends. Requests to rezone farmland south of Moyock from agriculture to business is likely.

## Opportunities

Landscape entryway at the state line will help announce the entrance into Currituck County and North Carolina. A visitors center at state line would help orient tourists to the area. Some sections of Moyock may be appropriate for light industry due to the close proximity of the Hampton Roads area. There is a potential location for recreational area/canoe put-in along Moyock Creek where it intersects with Tulls Creek Road. Landscaping between the railroad right-of-way and NC 168 would greatly enhance the appearance of Moyock and would reduce the visual impact of a five-lane highway. Historic buildings (i.e. Poyners Oil, Moyock Elementary School, etc.) provide a glimpse of Moyock's history. Higher intensity development in the village area with community sewer treatment systems and lower intensity development on the fringes along with agricultural lands south of Moyock will help to emphasize the village boundaries.

Figure 31

# MOYOCK AREA RECOMMENDATIONS

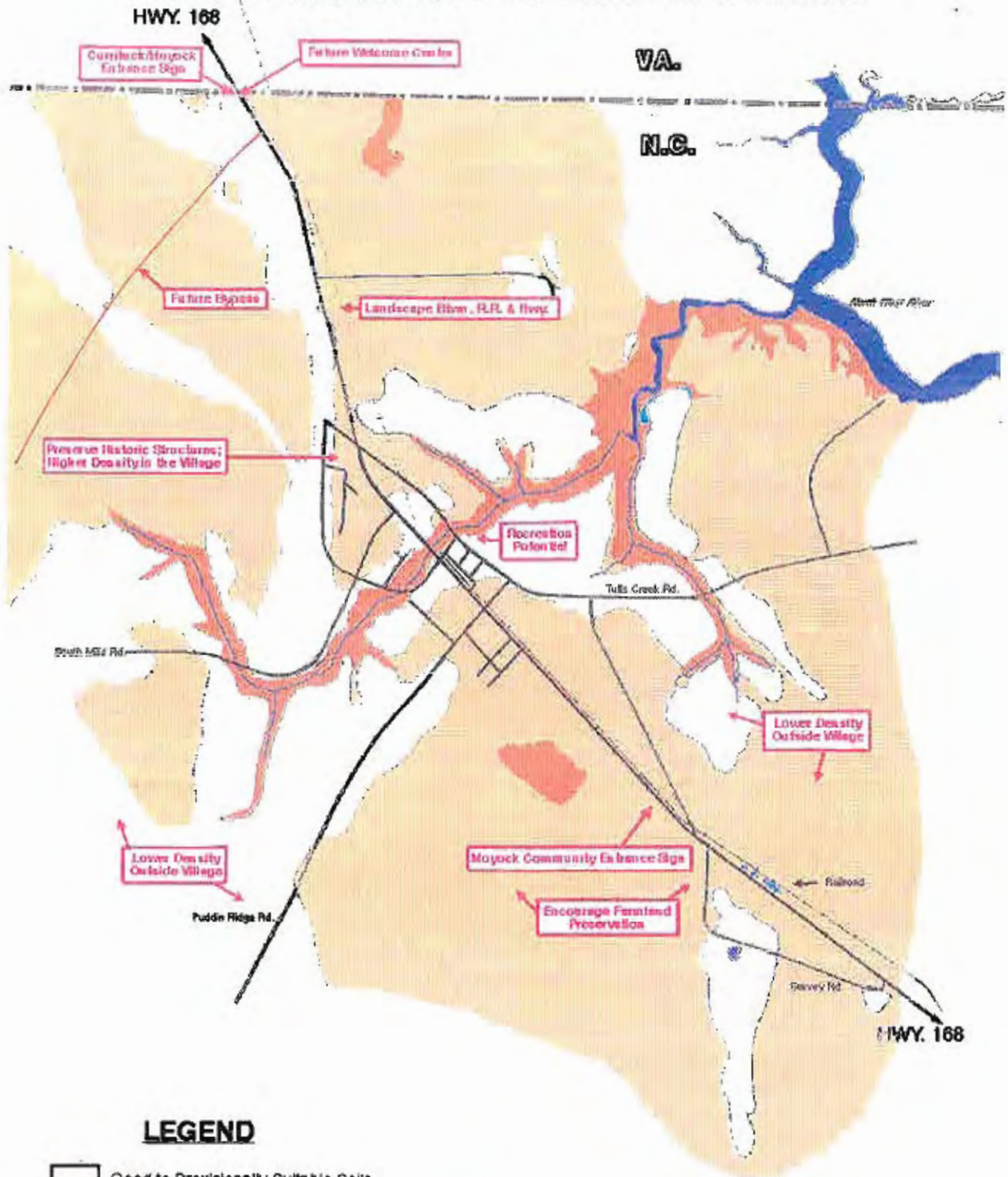
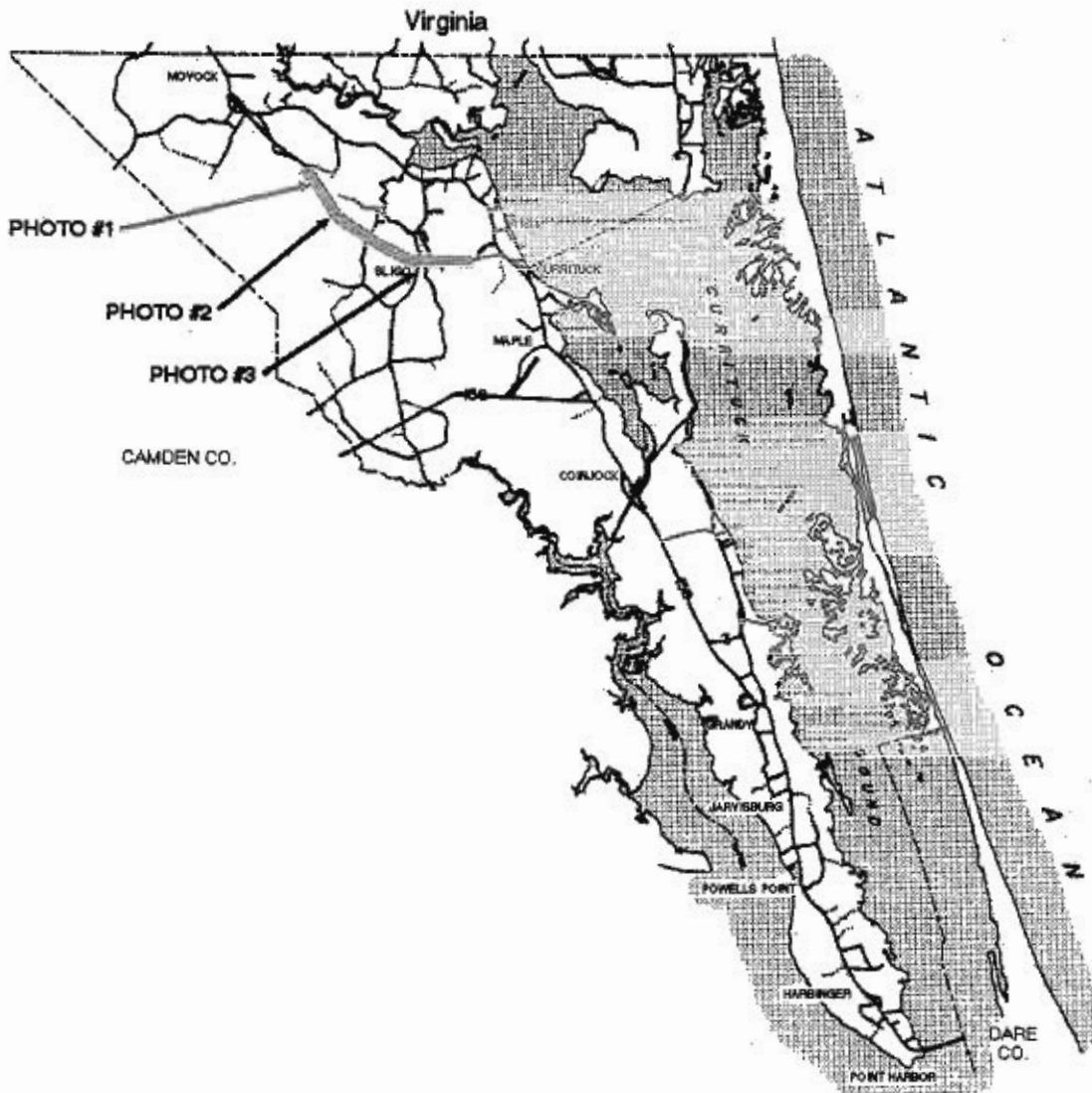


Figure 32

# SLIGO AREA





**PHOTO #1**  
**Looking South Just**  
**Below the Intersection**  
**Of SR 1214 and NC 168**

**PHOTO #2**  
**Looking South at**  
**Commercial Area Just**  
**Below Ranchland**



**PHOTO #3**  
**Looking South to the**  
**Intersection of NC 168**  
**and NC 34; Commercial**  
**Area on the Right Side**

Figure 33

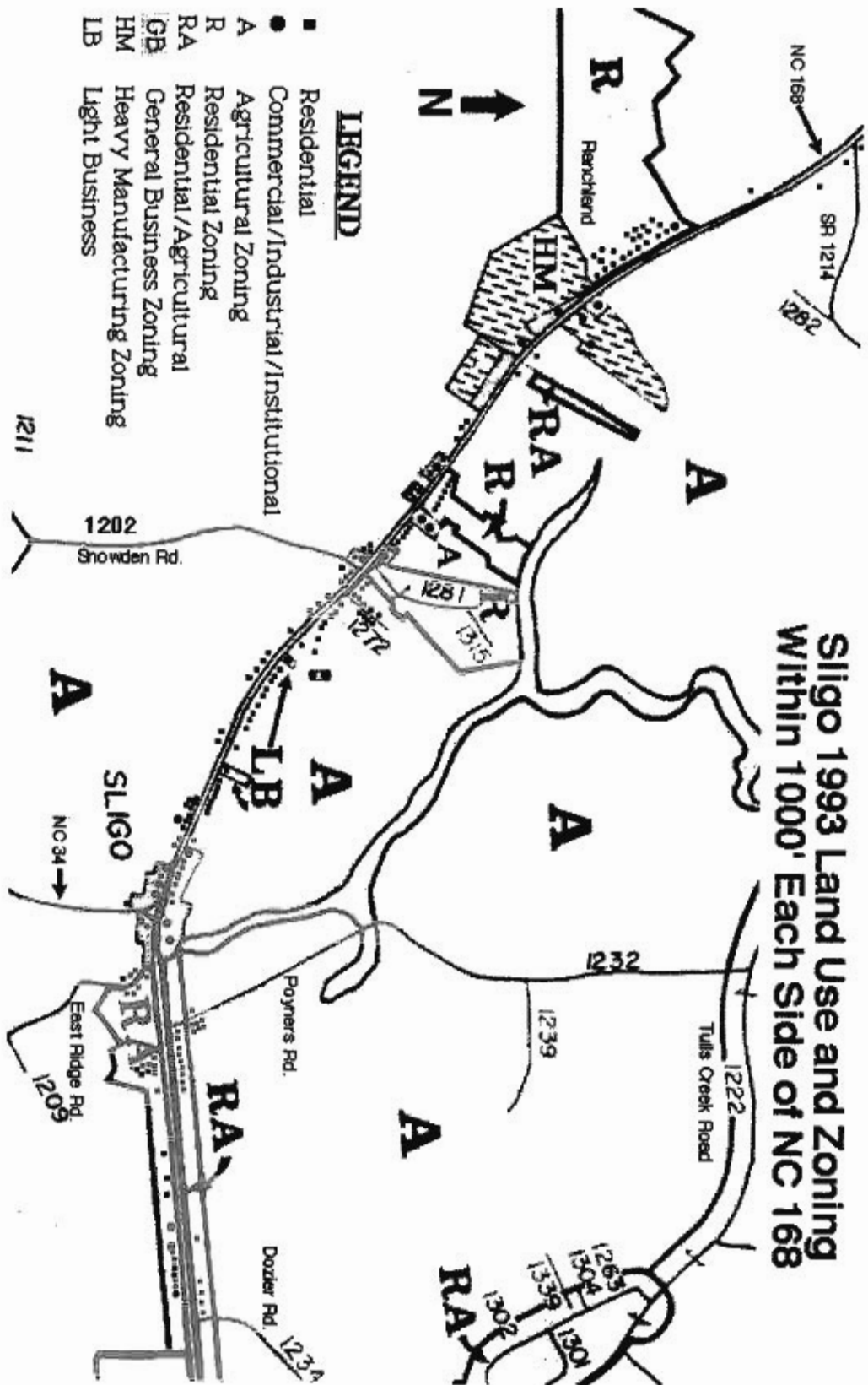


Figure 34

## SLIGO LAND USE & ZONING WITHIN 1000' EACH SIDE OF NC 168

January 1993

**A ZONE - 1105 Acres**

Use	Acres	Units
Residential	109	89
Commercial	.5	1
Vacant	995 (90%)	

**HM ZONE - 82 Acres**

Use	Acres	Units
Commercial	10	2
Industrial	3	1
Vacant	69 (84%)	

**GB ZONE - 82 Acres**

Use	Acres	Units
Residential	13	19
Vacant	69 (84%)	

**RA ZONE - 223 Acres**

Use	Acres	Units
Residential	51	62
Vacant	172 (77%)	

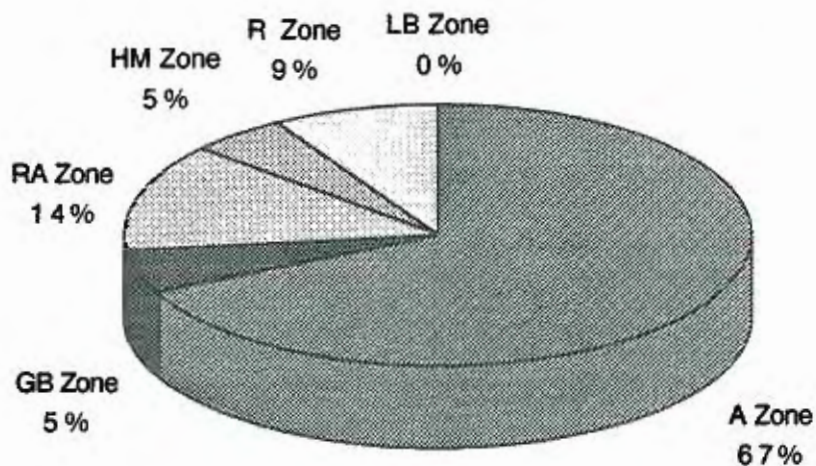
**R Zone - 140 Acres**

Use	Acres	Units
Residential	31	30
Vacant	109 (78%)	

**LB Zone - 3 Acres**

Use	Acres	Units
Residential	3	1
Commercial	.5	1
Vacant	0	

### ACRES OF LAND BY ZONING DISTRICT-SLIGO AREA



# SLIGO SUMMARY

## General Description

Poor soils dominate the Sligo area. This section of the corridor is rural in character. The Carolina and Northwestern Railway runs adjacent to NC 168 on both the east and west sides. NC 168 crosses several creeks. Ranchland and Beachwood Shores/Sleepy Hollow are major residential subdivisions in the area with access to NC 168 but are off the highway and buffered by trees. Farmland is abundant in the area. The intersection of NC 34 leading to Elizabeth City and NC 168 is one of the most significant along the corridor. Wetlands are predominate in the area adjacent to creeks. There is a future state/county boating and recreation area planned along Poyners Road.

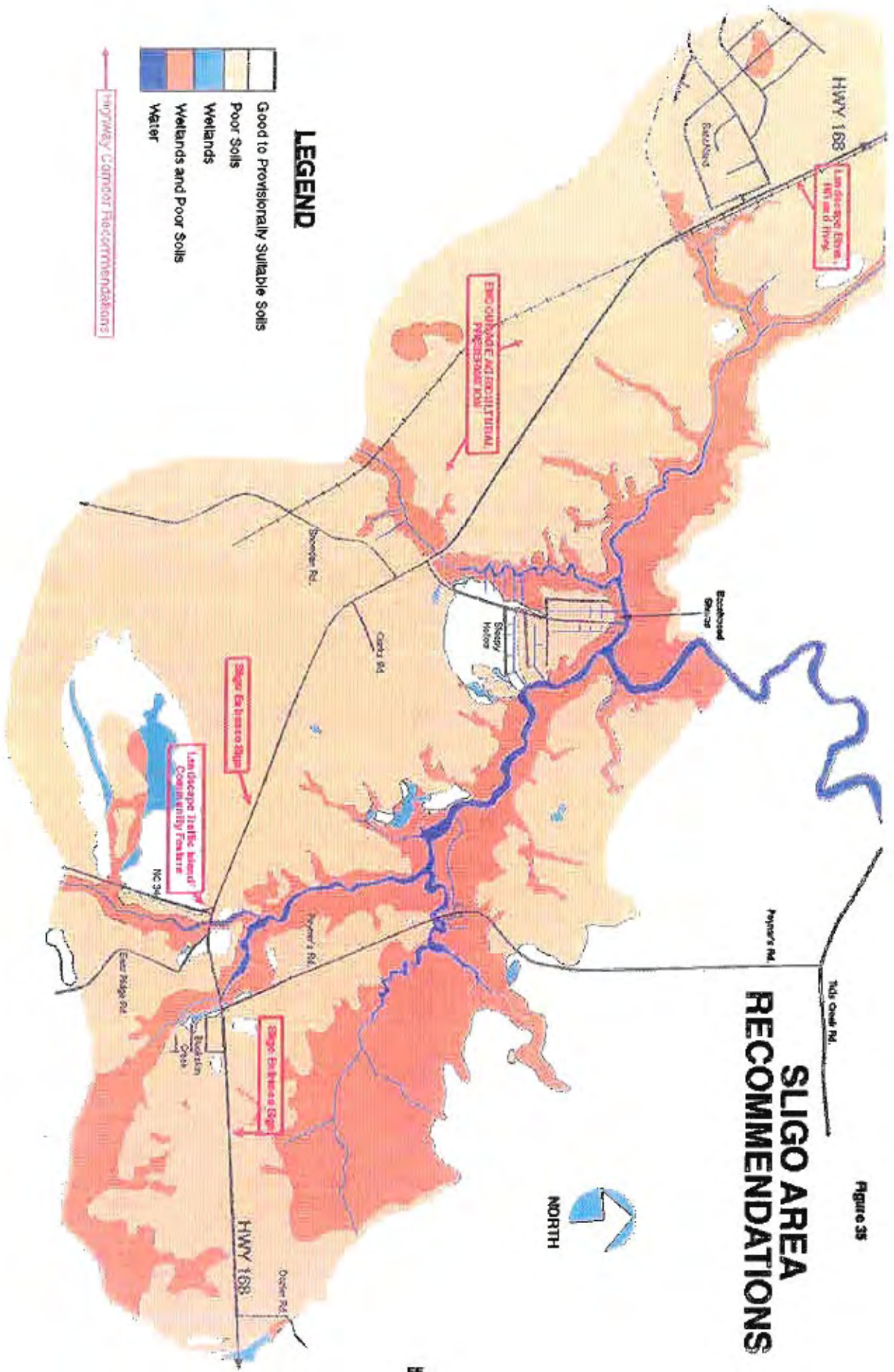
## Areas of Concern

The five-lane highway will alter the rural character of Sligo. There is a conflict between NC 168 serving local community needs and the need to move large quantities of traffic. Small sections of commercial zoning that have the potential for expansion as pressure to convert homes along this stretch of highway will be exerted in the future. There are large sections of environmentally sensitive areas along creeks.

## Opportunities

Community landscape entryways into the Sligo area are recommended. Landscaping along the railroad right-of-way provides a good opportunity to lessen the impact of the five-lane highway along this rural stretch of road. The agricultural landscape dominates the area and should be preserved where feasible with incentives. An excellent opportunity exists to provide a landscaped intersection where NC 34 and NC 168 meet.





**SLIGO AREA  
RECOMMENDATIONS**

Figure 35

**LEGEND**

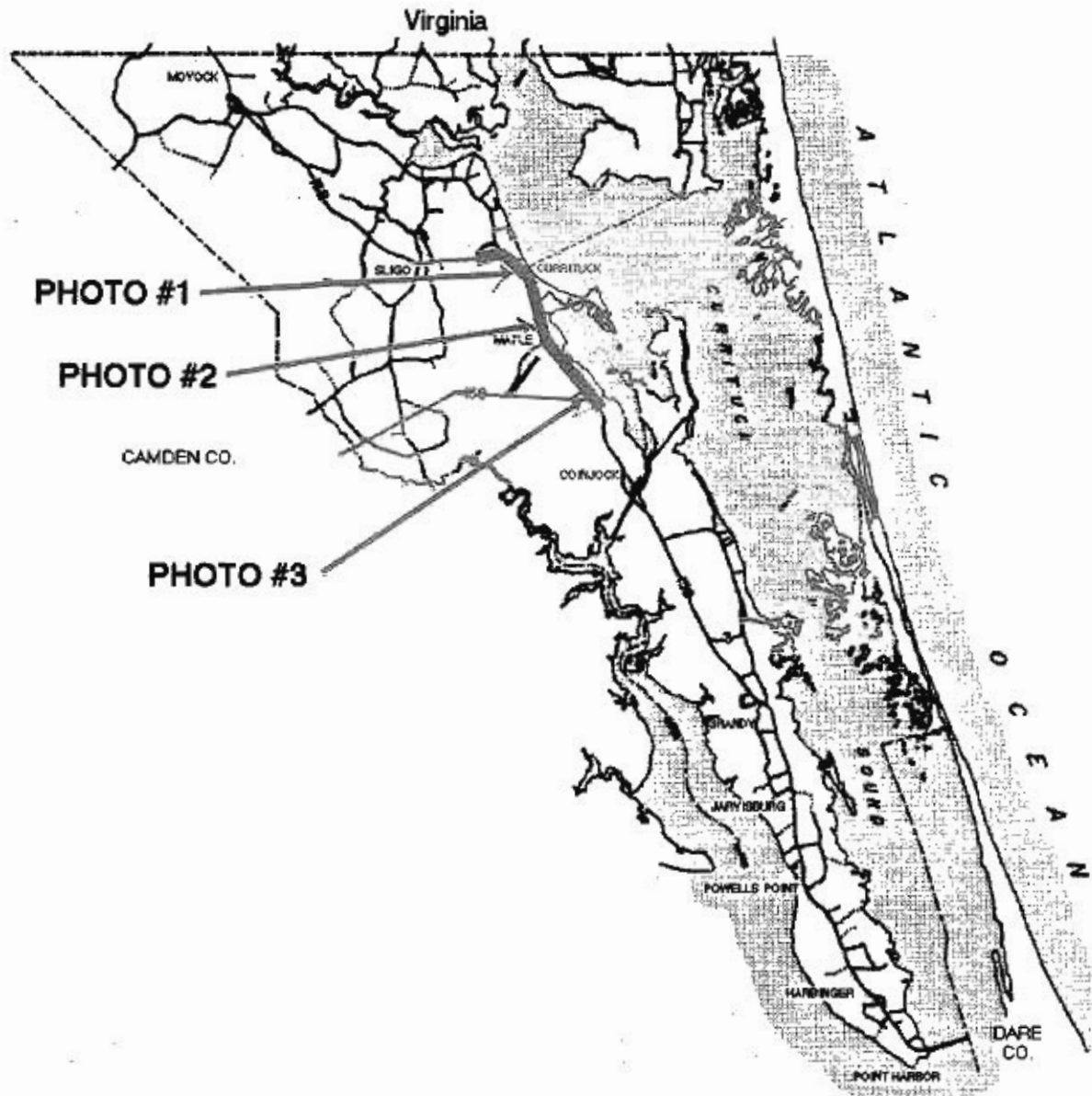
- Good to Provisionally Suitable Soils
- Poor Soils
- Wetlands
- Wetlands and Poor Soils
- Water

→ HIGHWAY CORRIDOR RECOMMENDATIONS



Figure 36

# CURRITUCK/MAPLE AREA





**PHOTO #1**  
Looking North From  
Intersection of NC 168  
and Courthouse Road;  
Courthouse and Sound  
to Right, Out of Picture

**PHOTO #2**  
Looking North at the  
Intersection of NC 168  
and SR 1278  
(South Currituck Road)



**PHOTO #3**  
Looking North Towards  
Maple; Start of NC168  
Narrowing to Two Lanes

Figure 37

# Currituck & Maple 1993 Zoning and Land Use Within 1,000 Feet Each Side of NC 168 and US 158

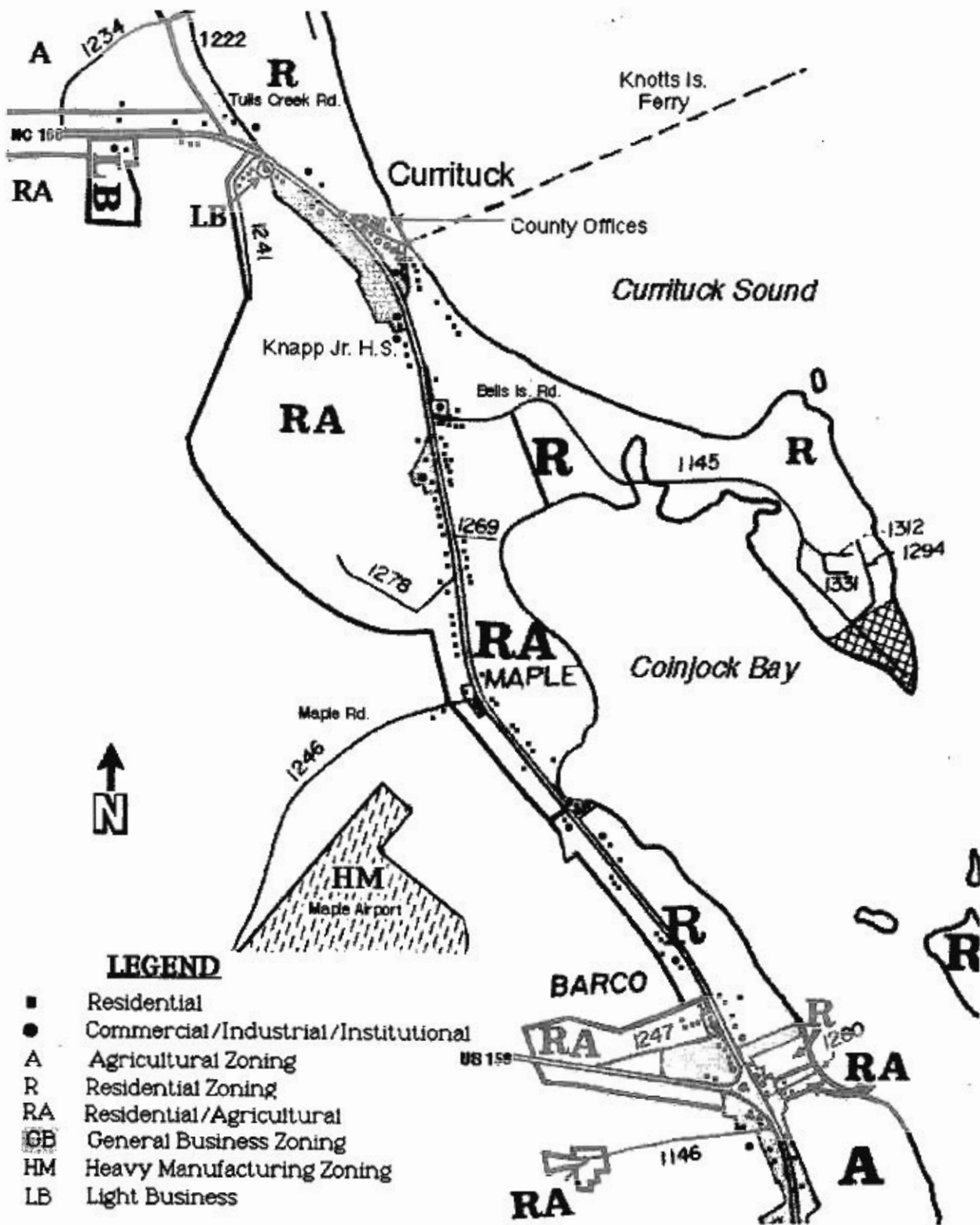


Figure 38

## CURRITUCK & MAPLE LAND USE & ZONING WITHIN 1000' EACH SIDE OF NC 168 AND US 158 January 1993

**A ZONE - 183 Acres**

Use	Acres	Units
Residential	10	9
Vacant	173 (95%)	

**RA ZONE - 599 Acres**

Use	Acres	Units
Residential	104	75
Public/Insti.	13	1
Vacant	482 (80%)	

**GB ZONE - 205 Acres**

Use	Acres	Units
Residential	36	46
Commercial	17	16
Public/Insti.	5	6
Vacant	147(71%)	

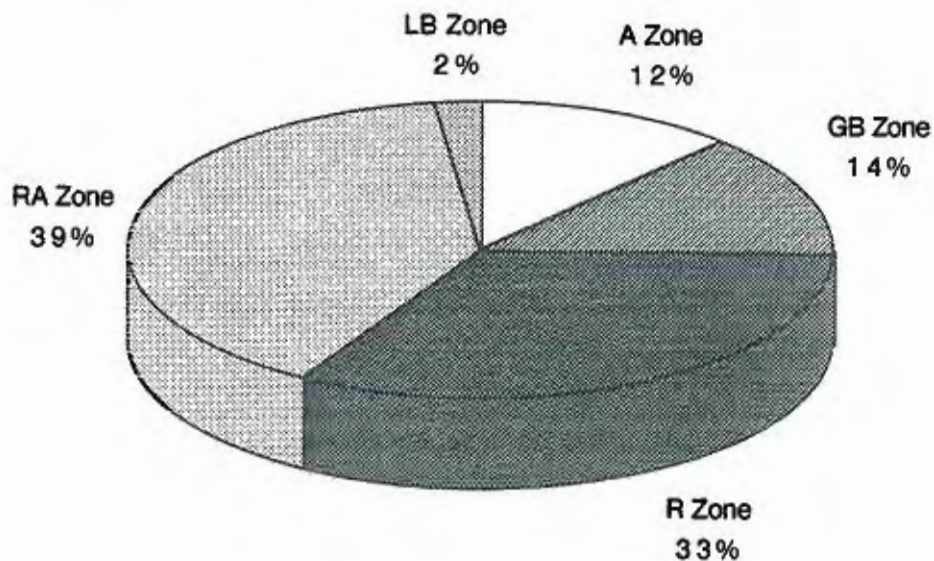
**LB ZONE - 31 Acres**

Use	Acres	Units
Residential	2	2
Commercial	6	2
Vacant	23 (74%)	

**R Zone - 494 Acres**

Use	Acres	Units
Residential	61	55
Commercial	11	4
Industrial	3	4
Vacant	419 (85%)	

### ACRES OF LAND BY ZONING DISTRICT- CURRITUCK/MAPLE AREA



# CURRITUCK & MAPLE SUMMARY

## General Description

This section of the corridor is rural in character entering into Currituck. There is abundant farmland along the entire Currituck/Maple Area. Wetlands are found adjacent to creeks. Currituck is the location of the county courthouse and administrative offices. This section of the corridor provides the first views of the Currituck Sound and Coinjock Bay. The Knotts Island Ferry is based in Currituck. Historic buildings can be found in Currituck. Residential development predominates along water bodies. The county airport is located within close proximity to NC 168 and US 158. This area generally contains good soils along the NC 168 corridor.

## Areas of Concern

The five-lane highway will alter the rural atmosphere of Currituck & Maple. There is a conflict between NC 168 serving local community needs and the need to move large quantities of traffic. There is a significant commercial area in Currituck that remains largely undeveloped. piecemeal development could result in multiple driveway cuts. Environmentally sensitive areas are adjacent to creeks. There is a potential for incompatibility of new construction near historic buildings in Currituck. There is a high likelihood for commercial rezoning requests in "R" and "RA" zoning districts.






## Opportunities

Community landscape entryways at Currituck, Maple and Barco are recommended. Agricultural landscape in the area should be preserved where feasible with incentives. Higher density development in Currituck should be encourage to emphasize the village. A variety of housing types (i.e. duplex, multifamily, elderly, etc.) is recommended in the Currituck area. The historical area of Currituck should be preserved by seeking designation as a historic district. Further, surrounding development should be sensitive to the historical character of the area. An overpass for northbound traffic staying on US 158 at the intersection with NC 168 is recommended when US 158 is widened to Camden. A landscape median at the intersection of US 158 and NC 168 will greatly enhance this major intersection. There is a potential for a public waterfront recreation area in Maple along Coinjock Bay. Preserving open water views is recommended. Improvement of road signs at the intersection of US 158 and NC 168 would enhance public safety.

Figure 39

# CURRITUCK & MAPLE AREA RECOMMENDATIONS

## LEGEND

-  Good to Provisionally Suitable Soils
-  Poor Soils
-  Wetlands
-  Wetlands and Poor Soils
-  Water

 Highway Corridor Recommendations

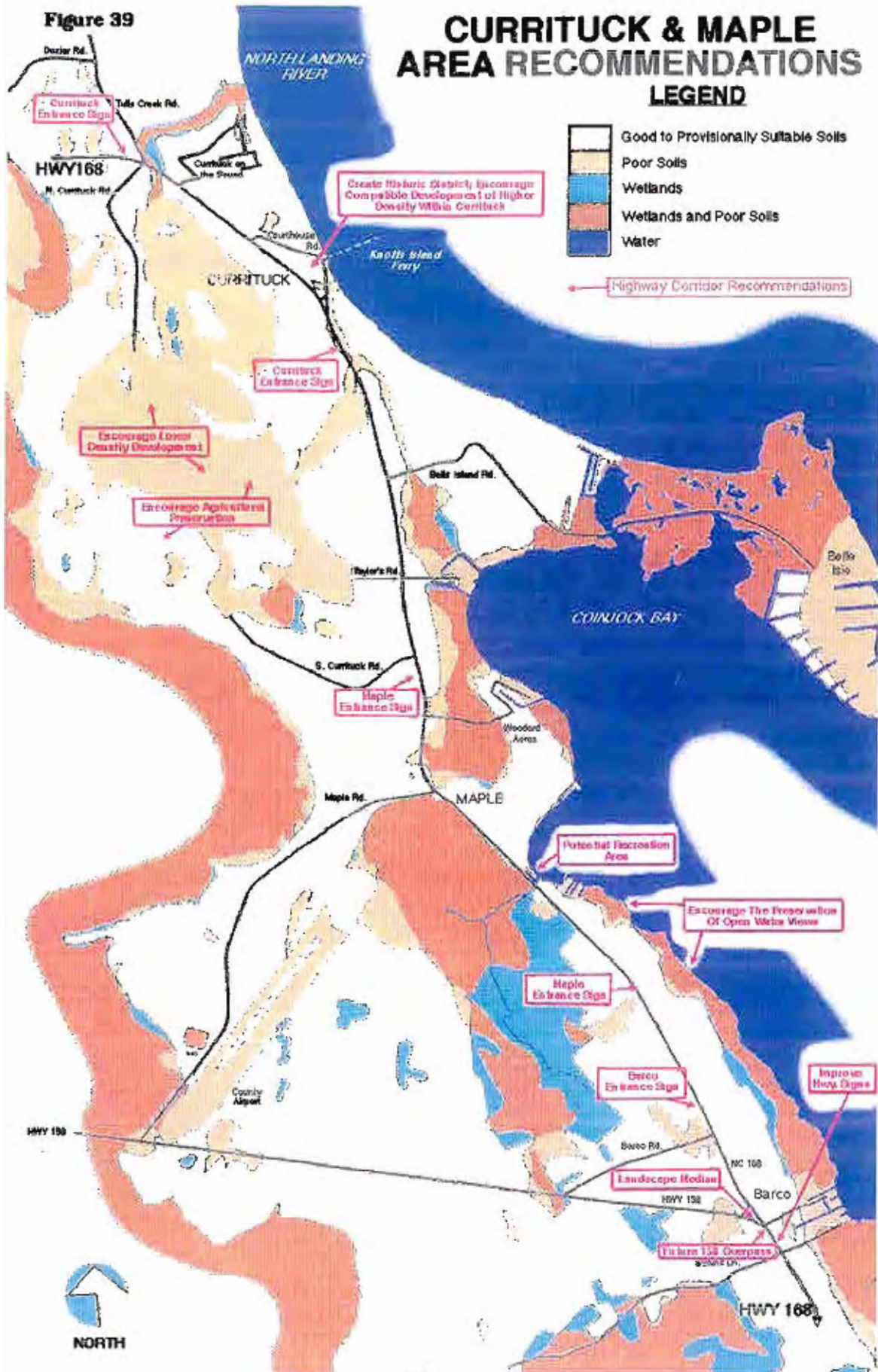
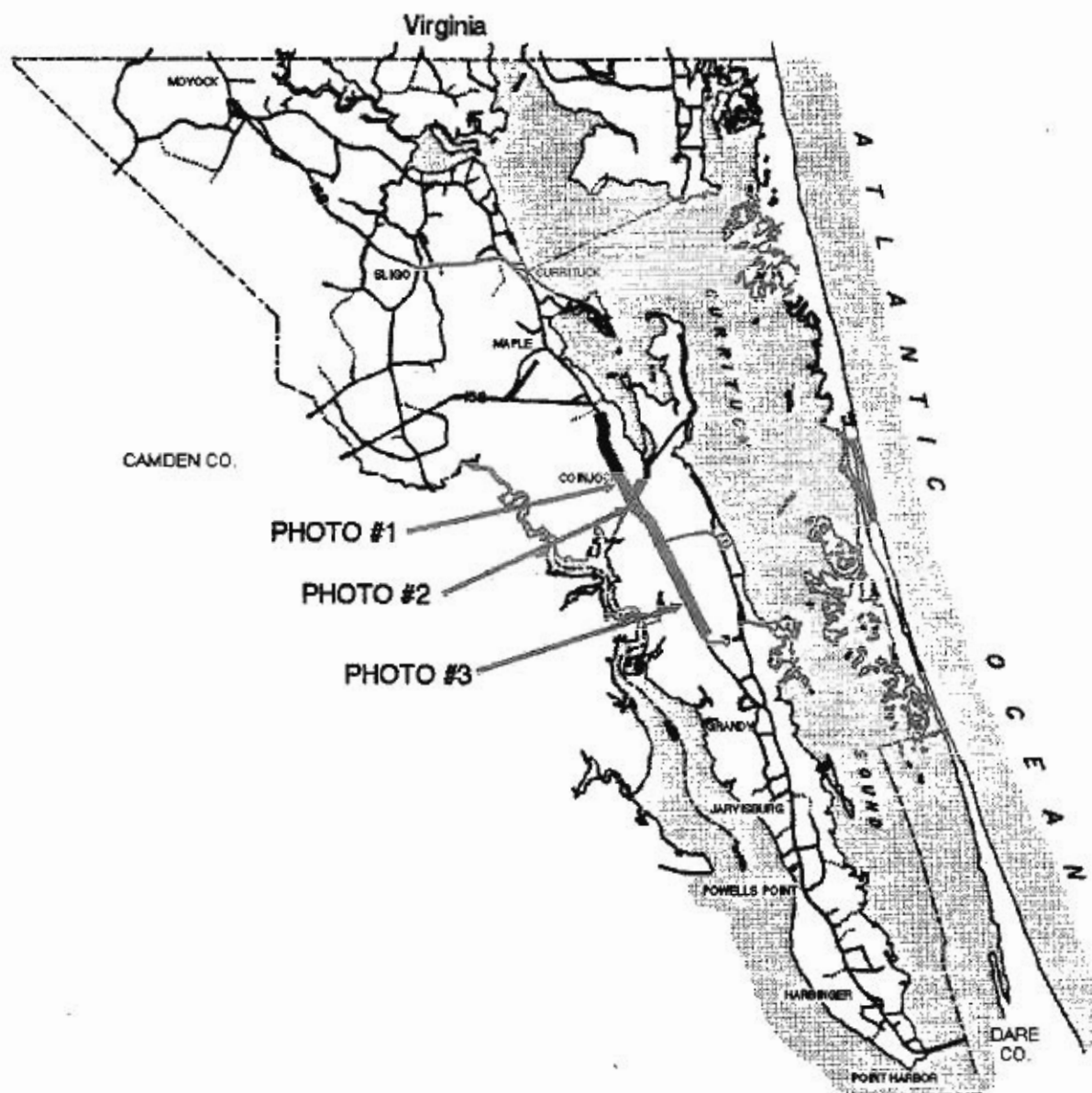


Figure 40

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## COINJOCK AREA

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**PHOTO #1**  
Looking South To Intersection  
Of US 158 and Old 158 Road on Left  
at Coinjock; Small Lot Commercial  
Development

**PHOTO #2**  
Looking South To Intersection  
of US 158 and Aydlett Road on Left;  
Farmland Surrounds This Area



**PHOTO #3**  
Looking South on US 158  
Just Below Aydlett Road;  
Farmland Surrounds This Area

Figure 41

### Coinjock 1993 Zoning and Land Use Within 1000' Each Side of US 158

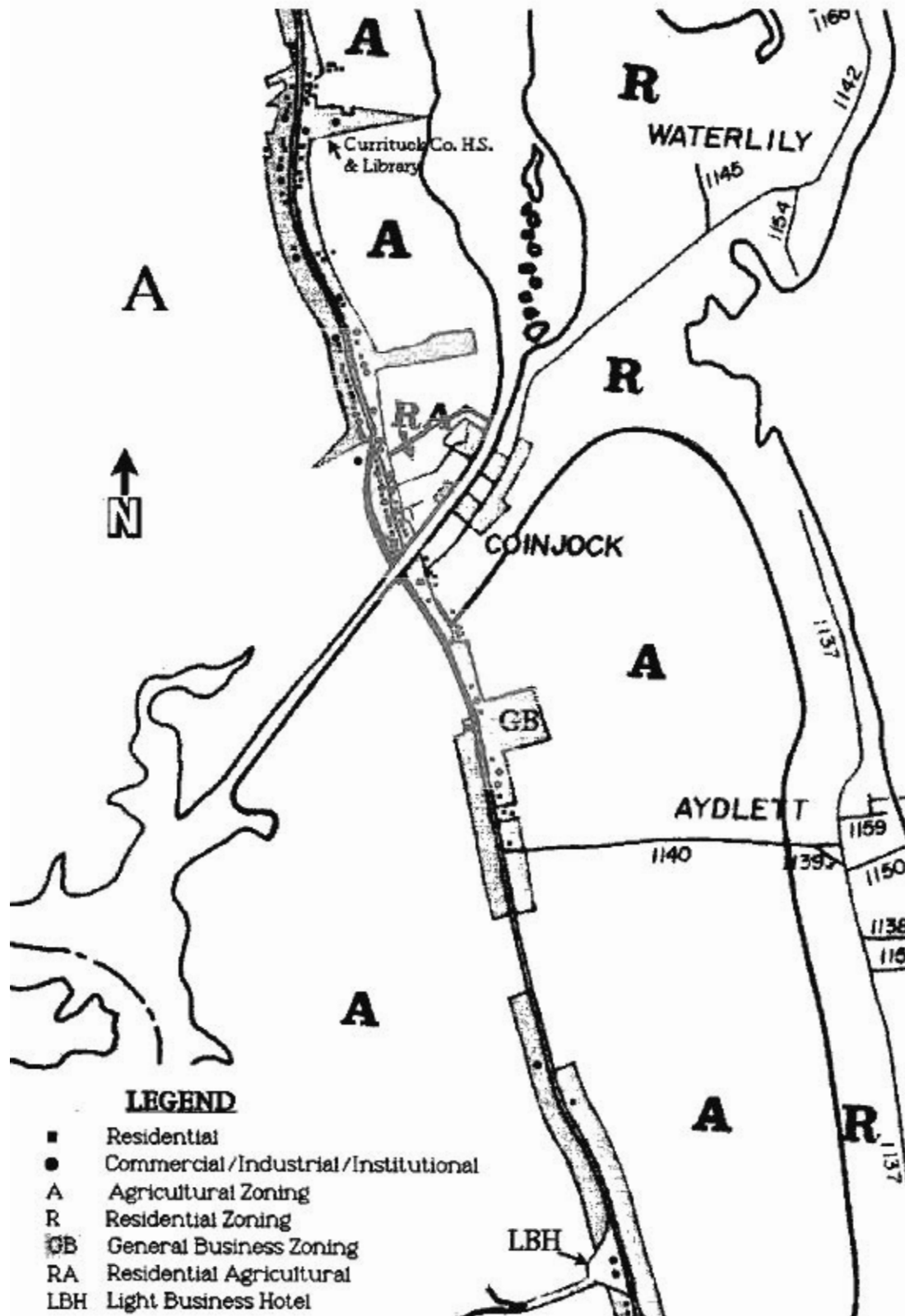


Figure 42

## COINJOCK LAND USE & ZONING WITHIN 1000' EACH SIDE OF US 158

January 1993

**A ZONE - 784 Acres**

Use	Acres	Units
Residential	26	27
Commercial	2	2
Vacant	756 (96%)	

**R ZONE - 14 Acres**

Use	Acres	Units
Residential	3	3
Vacant	11 (79%)	

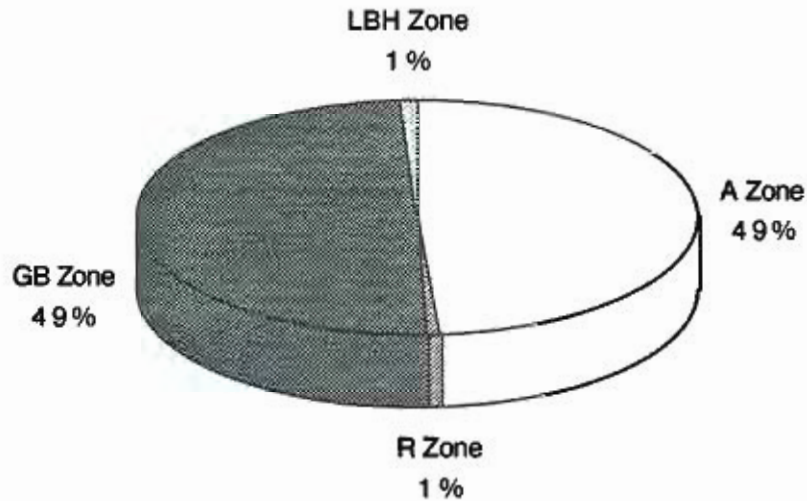
**GB ZONE - 793 Acres**

Use	Acres	Units
Residential	82	115
Commercial	42	29
Industrial	3	2
Public/Insti.	24	6
Vacant	642 (81%)	

**LBH ZONE - 15 Acres**

Use	Acres	Units
Residential	2	2
Vacant	13 (87%)	

### ACRES OF LAND BY ZONING DISTRICT-COINJOCK AREA



## COINJOCK SUMMARY

### General Description

Coinjock is one of the more highly developed areas along the US 158 and NC 168 corridor containing a mixture of commercial and residential uses. The county high school, proposed middle school and county library are located in Coinjock. A public boating area is located adjacent to the Intracoastal Waterway. US 158 has curb and gutter from the northernmost point to Hampton Road. The Intracoastal Waterway is a major land feature in the area. US 158 went through Coinjock prior to being re-routed westward in the 1980's. There is a clearly defined village in Coinjock along the Inter Coastal Waterway. Aydlett Road has the potential to become the western terminus of the mid-county bridge.

### Areas of Concern

There is a conflict between US 158 serving local community needs and the need to move large quantities of traffic. One-hundred percent of the beach traffic will travel between Barco and the landing for the mid-county bridge with little or no opportunity to bypass this area in the future. Small commercially zoned lots from Barco to the Intracoastal Waterway will likely result in multiple driveway cuts in this heavily traveled area thereby reducing the capacity of US 158. This section of the corridor has the highest concentration of vacant commercially zoned land of the seven sub-areas studied, a majority of which is south of the Intracoastal Waterway. Should Aydlett Road be the western terminus of the mid-county bridge, commercial development must be concentrated along US 158 and not be allowed to encroach into the predominantly residential development of Aydlett. Future commercial development at the mid-county bridge intersection needs to be of superior quality with careful consideration given to access; interruptions to traffic flow must be minimized.

### Opportunities

Community landscape entryways into Barco and Coinjock are recommended. Small scale village development with a variety of housing types (i.e. duplexes; multifamily; elderly; etc.) should be encouraged in Coinjock. Coinjock presents an excellent opportunity to promote the Intracoastal Waterway. Waterfront recreation improvements are recommended at the Wildlife Resources Commission boating area. Incentives must be established to share driveways, particularly between Barco and the Intracoastal Waterway (see recommendation 19 (f)). A flyover is recommended for southbound traffic on US 158 intending to cross the mid-county bridge. Access into the community where the mid-county bridge is located must be limited to minimize impacts to the area. There is a potential for golf course/recreation development adjoining Maple Swamp. High quality commercial development should be concentrated on US 158 where it intersects with the mid-county bridge access point; excellence in design is critical for this highly visible gateway to the Outer Banks and onto the mainland. There is a potential to limit strip commercial development with incentives for farmland preservation.

Figure 43

# COINJOCK AREA RECOMMENDATIONS

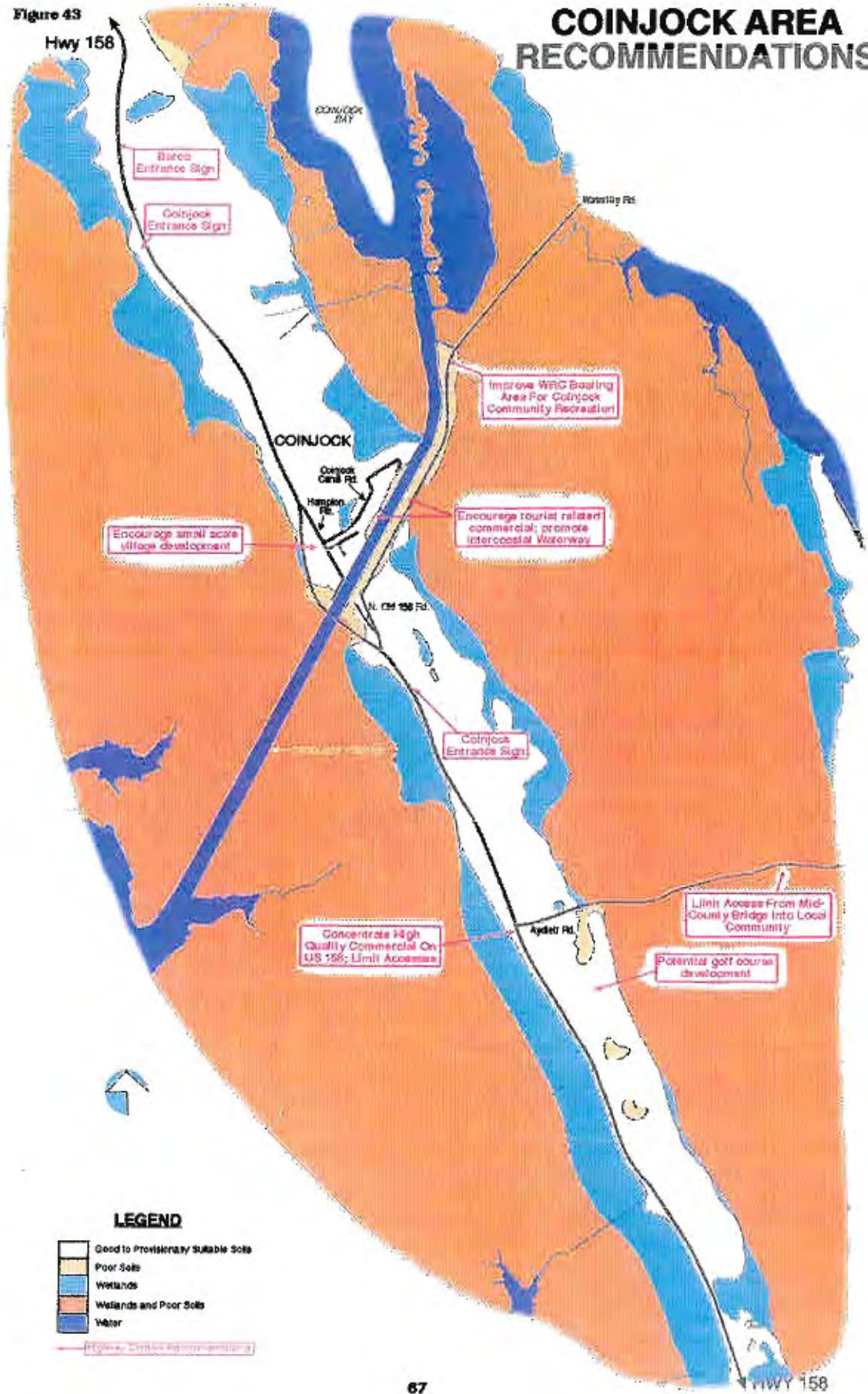


Figure 44

# GRANDY AREA

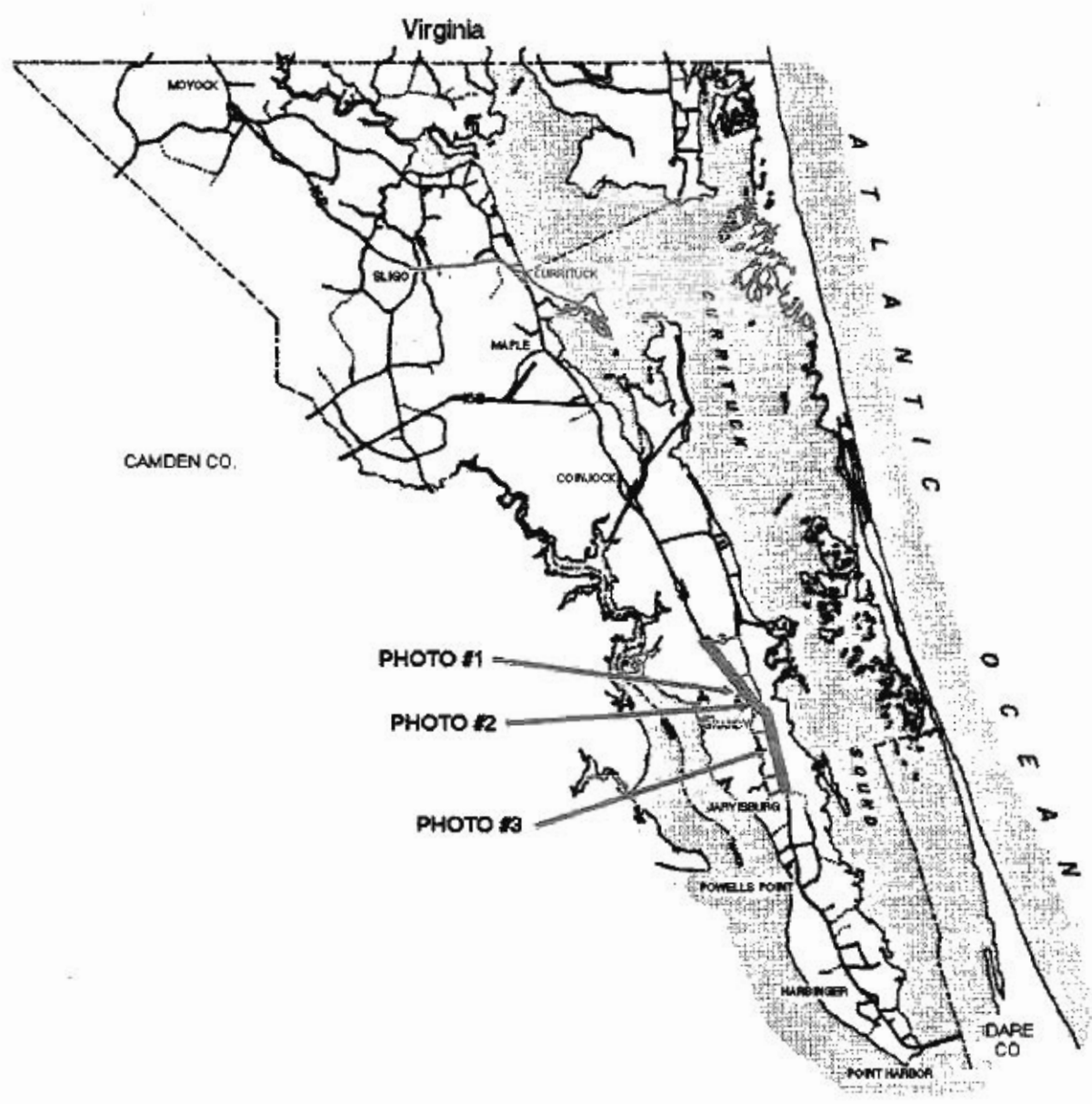




PHOTO #1  
Looking South at the  
Intersection of US 158  
and McHorney Road; Older  
Residence Converted to  
Tourist Commercial

PHOTO #2  
Looking South at the  
Intersection of US 158 &  
Poplar Branch Road to Left



PHOTO #3  
Looking North Towards  
Grandy; Farmland Adjoins  
Both Sides of the Road

Figure 45

### Grandy 1993 Land Use and Zoning Within 1000 Feet Each Side of US 158

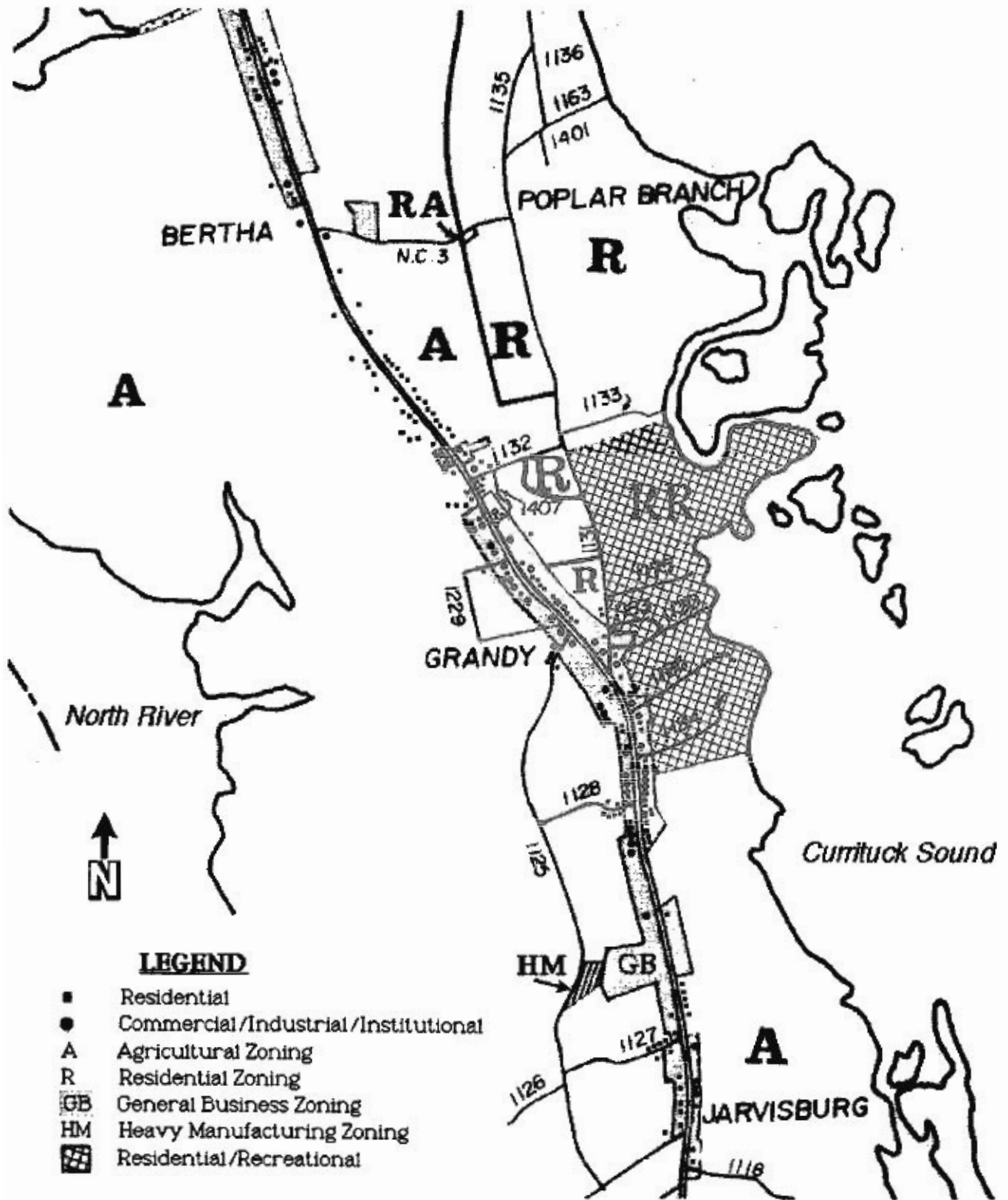




Figure 46

## Grandy Land Use & Zoning Summary Within 1000 Feet Each Side of US 158

January 1993

**A ZONE - 859 Acres**

Use	Acres	Units
Residential	86	65
Commercial	.5	1
Public/Insti.	3	3
Vacant	770 (90%)	

**R ZONE - 18 Acres**

Use	Acres	Units
Residential	1	1
Vacant	17 (94%)	

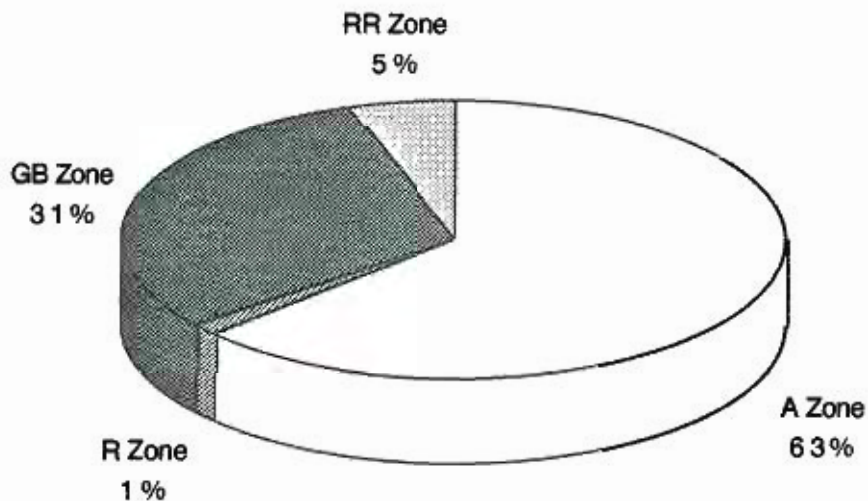
**GB ZONE - 417 Acres**

Use	Acres	Units
Residential	51	60
Commercial	52	40
Public/Insti.	6	6
Vacant	308 (74%)	

**RR ZONE - 69 Acres**

Use	Acres	Units
Residential	34	103
Vacant	35 (51%)	

### ACRES OF LAND BY ZONING DISTRICT-GRANDY AREA



## **GRANDY AREA**

### **General Description**

Grandy is one of the most highly developed areas along the corridor containing a mixture of commercial and medium density residential. Areas north (i.e. Barnard Road) and south of Grandy (i.e. Uncle Graham Road) contain dispersed residential and commercial development. US 158 has curb and gutter in the Grandy area. The Currituck Sound is the predominate land feature in the area. There are 2 large recreational campgrounds on the east side of US 158 adjoining the Currituck Sound (Walnut Island and Campshores). Poplar Branch Road and Grandy Road are important north/south collector streets for local traffic. Developable soils follow adjacent roadways. The Great Swamp running parallel to west side of US 158 and the Maple Swamp and Laurel Swamp, north and south of NC 3 respectively, define development potential in their immediate areas.

### **Areas of Concern**

There is a conflict between US 158 serving local community needs and the need to move large quantities of traffic. There is significant commercially zoned property along entire corridor in this section, much of it vacant. There will be pressure in the future to rezone those sections zoned "Agriculture" to business. There is a potential for multiple driveway cuts as road front properties develop which will ultimately limit capacity of US 158. Local north/south traffic traveling between Grandy Road and Poplar Branch Road and also Grandy Road and Jarvisburg Road must access onto US 158. Development patterns on Grandy Road and Poplar Branch Road (i.e. strip residential development with multiple driveway cuts) could adversely affect the future capacity of these important north/south local collector roads.

### **Opportunities**

Community landscape entryways into Grandy and Jarvisburg are recommended. There is a potential to connect Poplar Branch Road and Grandy Road in addition to Grandy Road and Jarvisburg Road which will result in establishing a local north/south connector road. This section of the corridor has several excellent sites for low density residential/recreational development such as golf course development. Farmland preservation incentives may help to limit the impact of strip commercial development.

Figure 47

# GRANDY AREA RECOMMENDATIONS

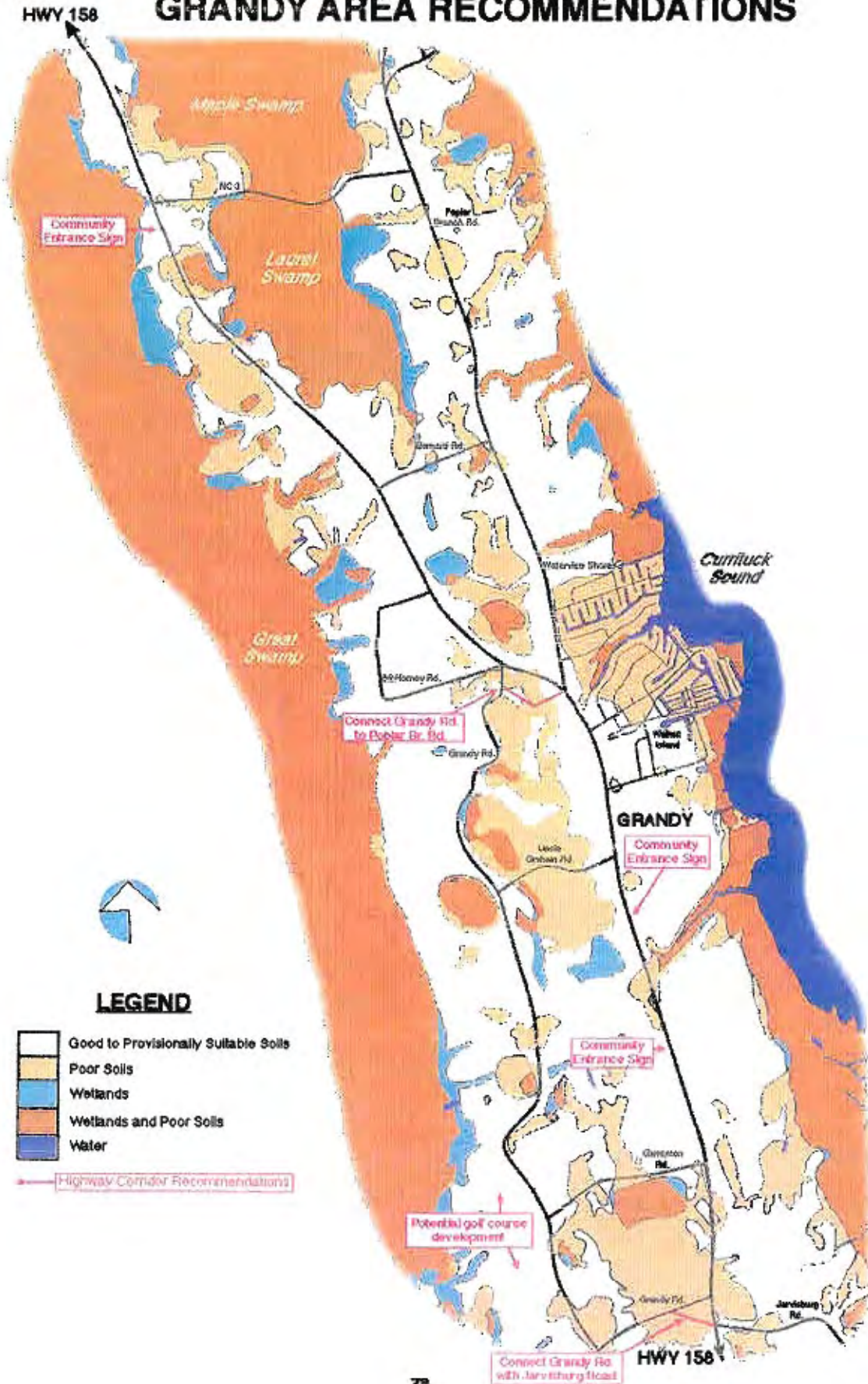


Figure 48

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## JARVISBURG & POWELLS POINT AREA

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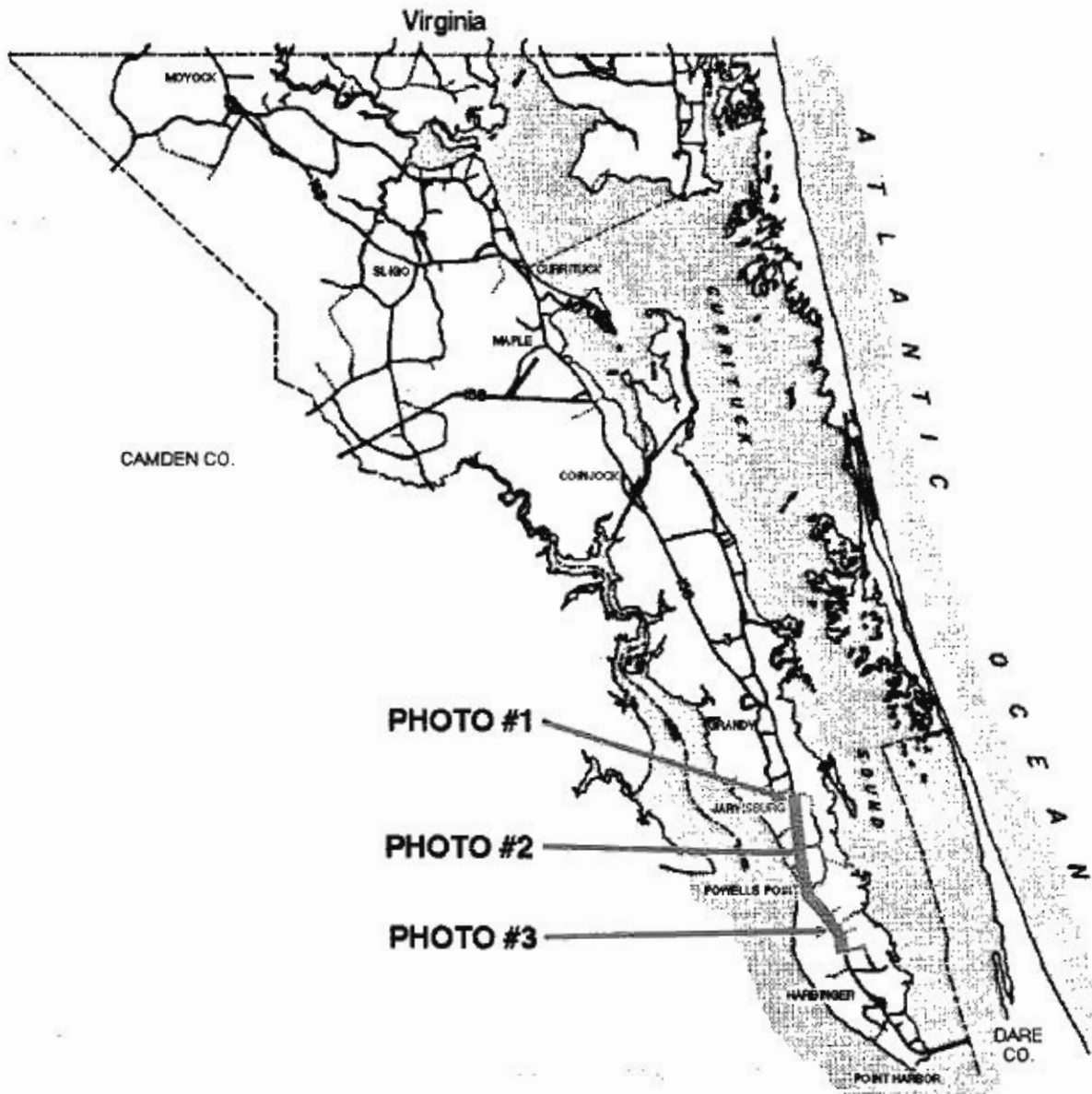




PHOTO #1  
Looking North to the  
Intersection of US 158  
and SR 1118

PHOTO #2  
Looking North to Intersection  
Of US 158 and SR 1157



PHOTO #3  
Looking South To Intersection  
of US 158 and Snows Lane on Left,  
Driving Range to the Right

Figure 49

### Jarvisburg and Powells Point 1993 Land Use and Zoning Within 1000 Feet Each Side of US 158

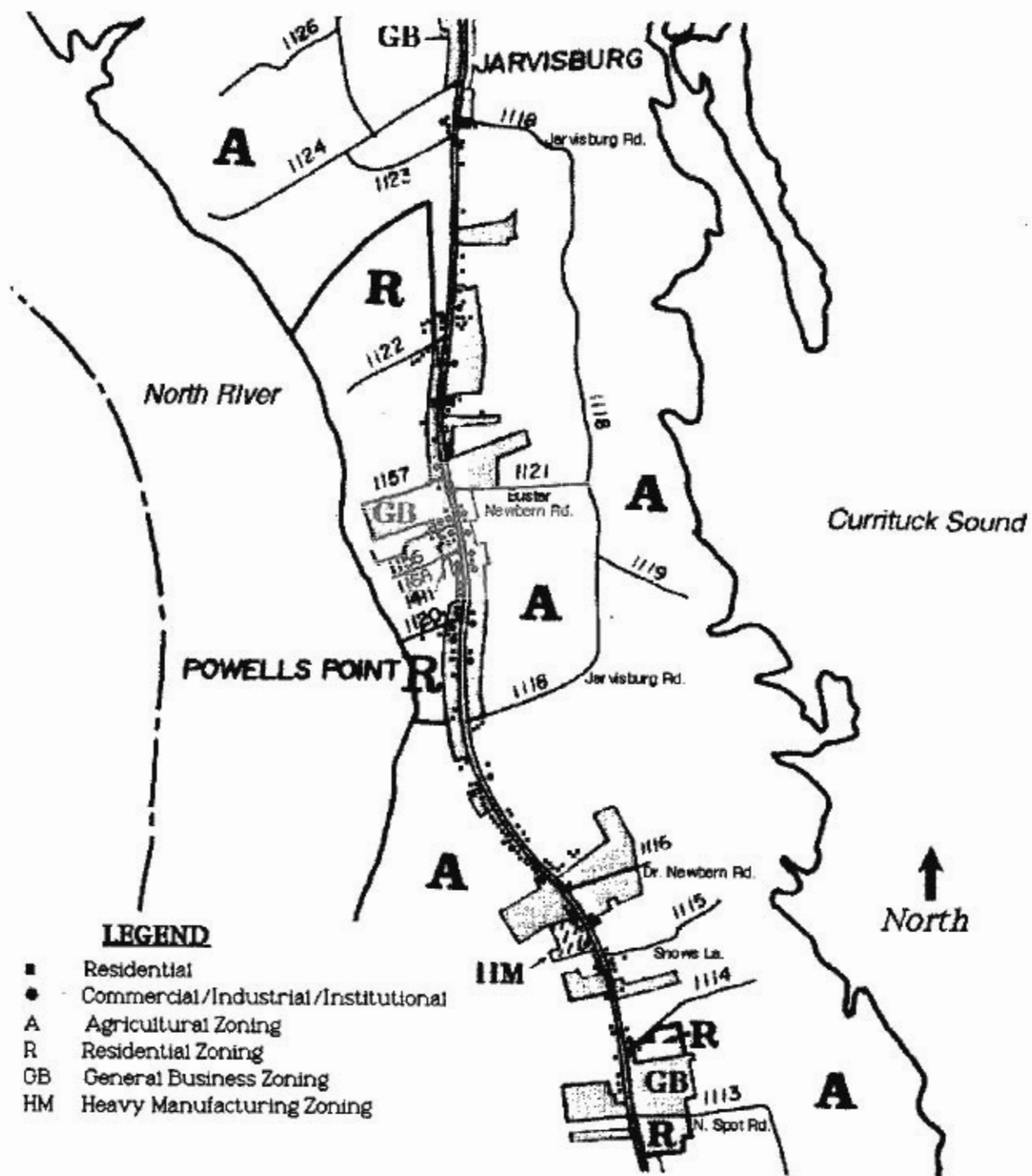


Figure 50

# Jarvisburg & Powells Point Land Use and Zoning Summary Within 1000 Feet Each Side of US 158

January 1993

**A ZONE - 617 Acres**

Use	Acres	Units
Residential	57	67
Commercial	4	3
Public/Insti.	1	1
Vacant	555 (90%)	

**R ZONE - 132 Acres**

Use	Acres	Units
Residential	25	49
Vacant	107 (81%)	

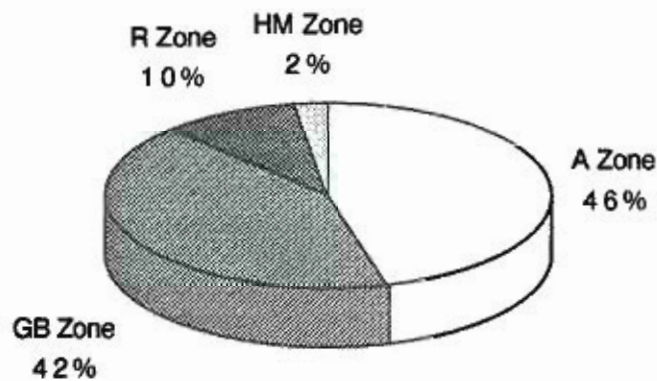
**GB ZONE - 571 Acres**

Use	Acres	Units
Residential	38	51
Commercial	30	27
Public/Insti.	3	3
Vacant	500 (88%)	

**HM ZONE - 31 Acres**

Use	Acres	Units
Residential	3	3
Commercial	2	2
Vacant	26 (84%)	

## ACRES OF LAND BY ZONING DISTRICT- JARVISBURG & POWELLS POINT AREA



## JARVISBURG AND POWELLS POINT AREA

### General Description

This area contains dispersed residential and non-residential development along the entire length of US 158. The Currituck Sound and North River/Albemarle Sound are the predominate natural features in the area. The Jarvisburg and Powells Point area is one of the narrowest in the county. Developable soils are adjacent to roadways. Significant amounts of farmland adjoin US 158.

### Areas of Concern

There is a conflict between US 158 serving local community needs and the need to move large quantities of traffic. A significant amount of commercially zoned property, much of it undeveloped, adjoins US 158 in this section. There is a potential for multiple driveway cuts to limit capacity of US 158. All local north/south traffic must access onto US 158. There will be pressure to rezone "Agricultural" areas to business in the future.

### Opportunities

Community landscape entryways into Jarvisburg and Powells Point are recommended. Connecting Poplar Branch Road and Grandy Road in addition to Jarvisburg Road and North Spot Road will help facilitate local north/south traffic. This area contains excellent sites for low density residential/recreational development such as golf course communities. Establishing a public water/recreational access on the North River would be an asset to the area. Farmland preservation could help limit the impacts of strip commercial development. Incentives for connecting driveways on existing lots will help extend the useful life span of US 158.



Figure 51

# JARVISBURG AND POWELLS POINT AREA RECOMMENDATIONS

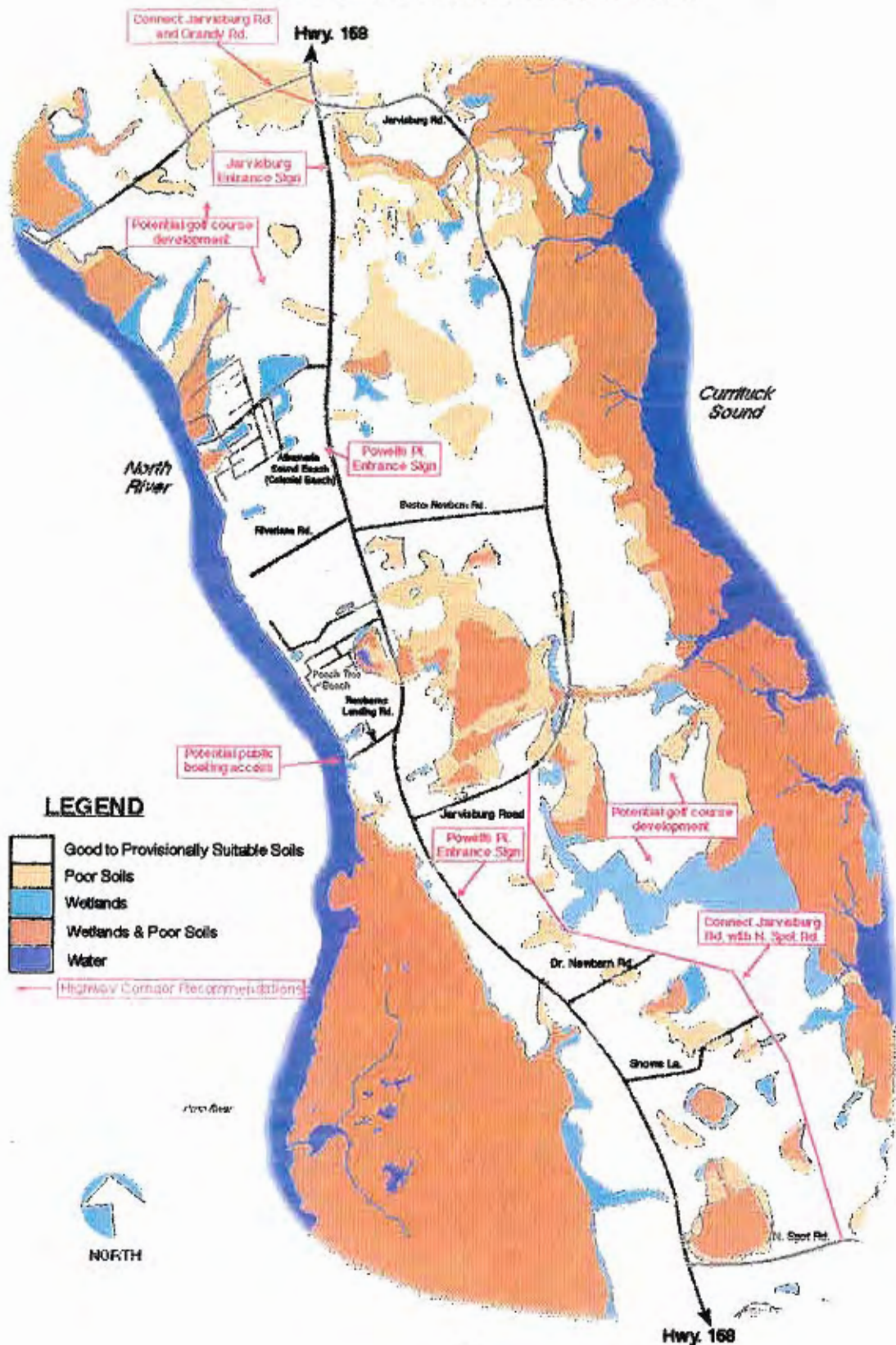
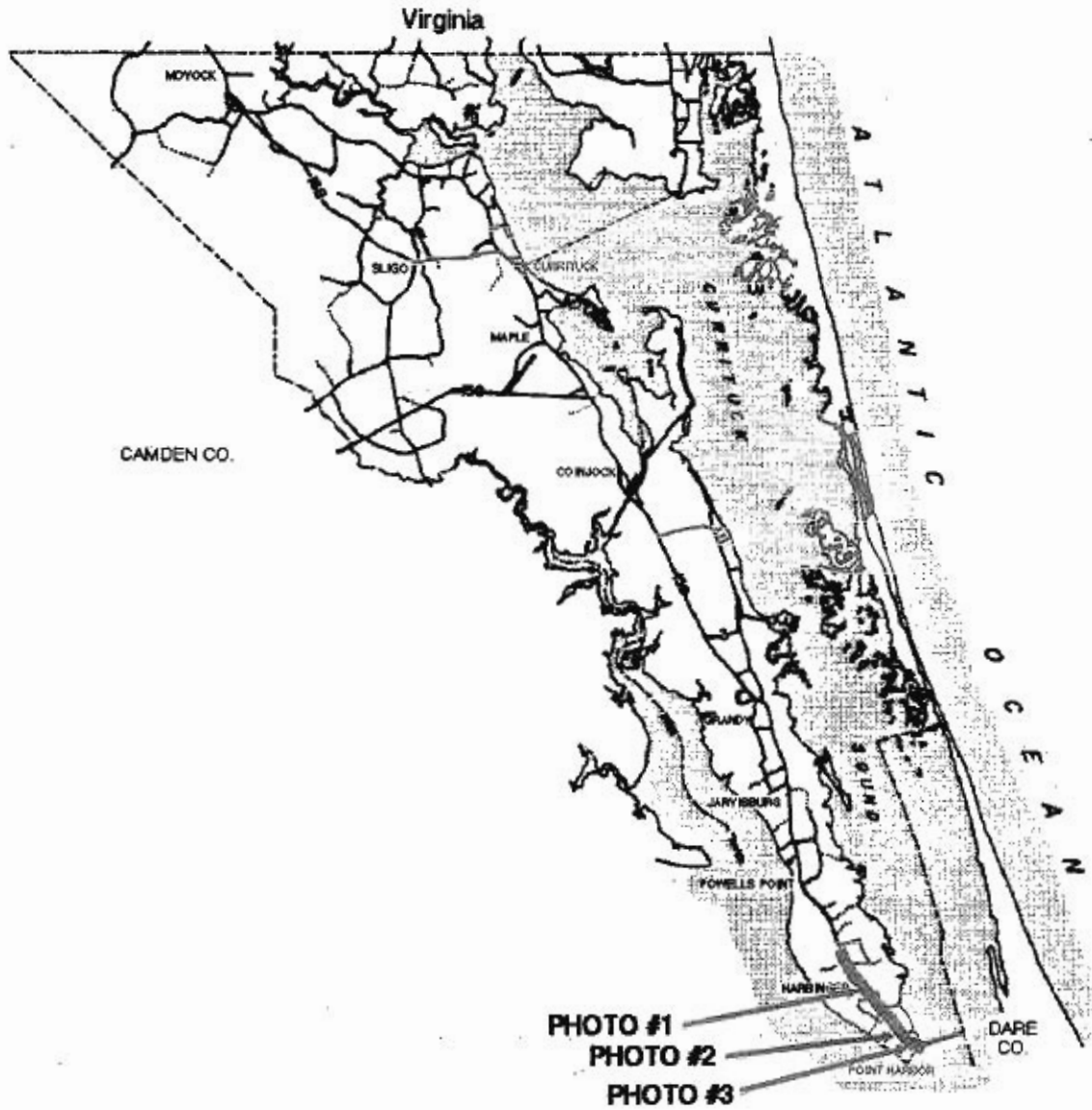


Figure 52

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## HARBINGER & POINT HARBOR AREA

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**PHOTO #1**  
Looking North; Harbinger  
Commercial Park is to the  
Left Just Beyond the Trees

**PHOTO #2**  
Looking North to the  
Intersection of US 158  
and SR 1105 (New  
Beach Road)



**PHOTO #3**  
Looking South; Wright  
Memorial Bridge to the  
Left Just Out of View

Figure 53

# Harbinger & Point Harbor 1993 Zoning And Land Use Within 1000 Feet Each Side of US 158

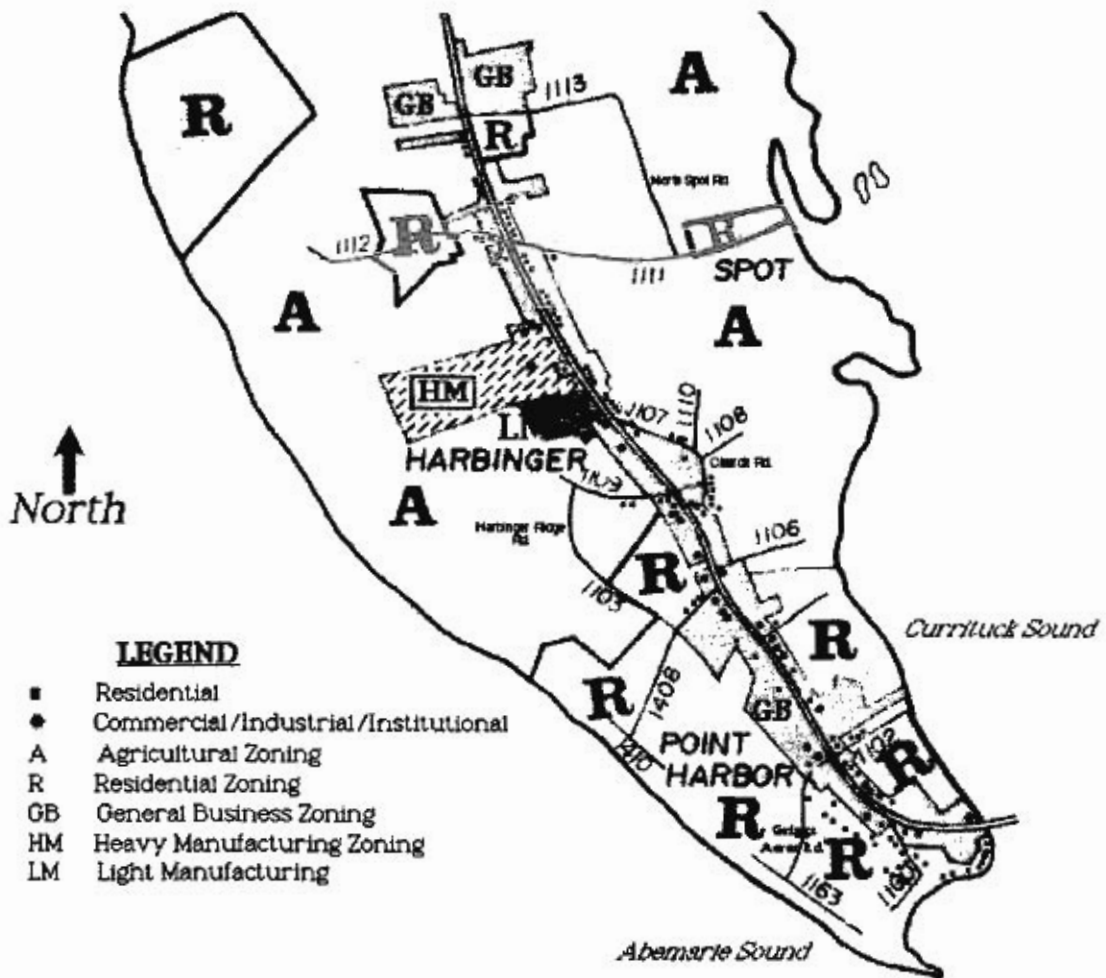


Figure 54

## Harbinger & Point Harbor Land Use and Zoning Summary Within 1000 Feet Each Side of US 158

January 1993

**A ZONE - 218 Acres**

Use	Acres	Units
Residential	11	15
Vacant	207 (95%)	

**R ZONE - 225 Acres**

Use	Acres	Units
Residential	48	39
Vacant	177 (79%)	

**GB ZONE - 531 Acres**

Use	Acres	Units
Residential	60	76
Commercial	40	31
Industrial	1	1
Public/Insti.	5	4
Vacant	453 (81%)	

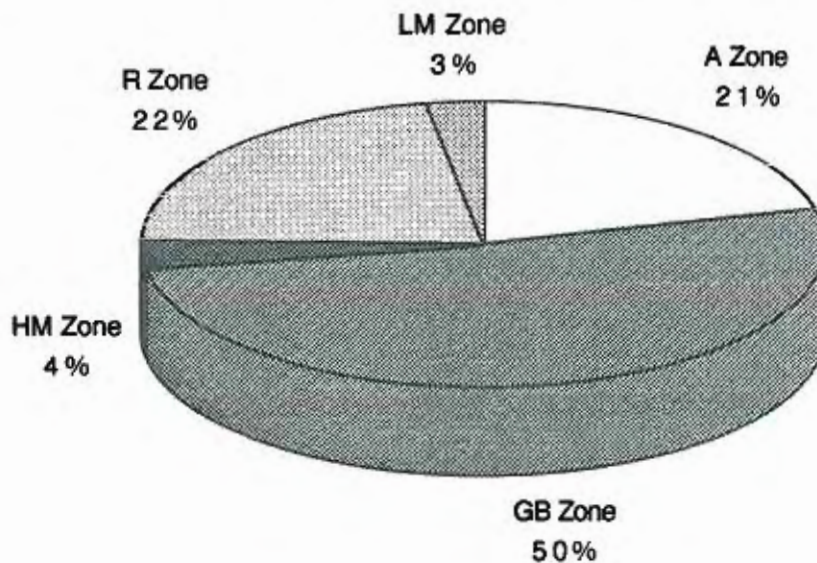
**LM ZONE - 28 Acres**

Use	Acres	Units
Industrial	4	5
Vacant	24 (86%)	

**HM Zone - 38 Acres**

Use	Acres	Units
Residential	3	3
Commercial	2	2
Vacant	33 (87%)	

### ACRES OF LAND BY ZONING DISTRICT- HARBINGER AND POINT HARBOR AREA



## **HARBINGER AND POINT HARBOR AREA**

### **General Description**

This area contains dispersed residential and non-residential development along the entire length of US 158. The Currituck Sound and Albemarle Sound are the predominate natural features. Developable soils are adjacent to roadways with wetlands dispersed throughout the area. The area just north of Church Road on the west side of US 158 zoned "LM" contains the largest concentration of light manufacturing operations in the county.

### **Areas of Concern**

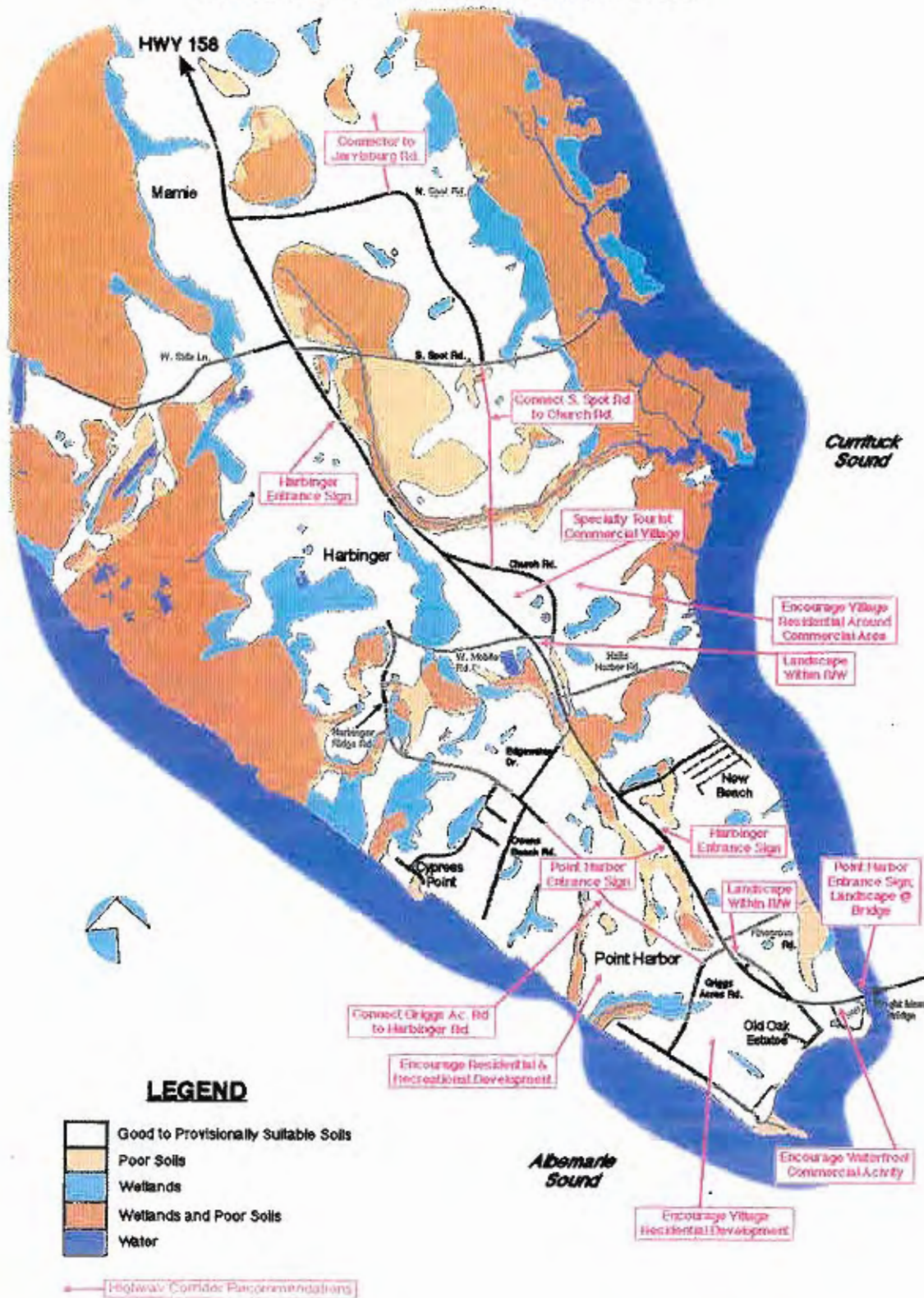
There is a conflict between US 158 serving local community needs and the need to move large quantities of traffic. A significant amount commercially zoned property much of it undeveloped, adjoins US 158 in this section. There is a potential for multiple driveway cuts to limit capacity of US 158. All local north/south traffic must access onto US 158.

### **Opportunities**

Community landscape entrances into Harbinger and Point Harbor are recommended. An excellent opportunity exists to provide local north/south access by connecting Church Road and North Spot Road and connecting Griggs Acres Road and Harbinger Ridge Road. This area contains suitable sites for moderate density village residential development adjoining commercial areas and the waterfront near the bridge. The area immediately surrounding the Wright Memorial Bridge is appropriate for commercial waterfront activities. This area is desirable for residential and recreation development taking advantage of the Currituck and Albemarle Sounds. There are several opportunities to provide landscaping within the state right-of-way which will greatly enhance this major gateway into Currituck County.

Figure 55

# HARBINGER & POINT HARBOR AREA RECOMMENDATIONS



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## Chapter 6: Implementation Plan

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Below are the goals established for the NC Highway 168 and US Highway 158 Roadway Corridor.

1. *Maximize the life span of the existing five-lanes of US 158 and the proposed five-lanes of NC 168.*
2. *Promote economic development along NC 168 and US 158 in such a manner as to minimize the negative impacts to the traveling public.*
3. *Improving highway safety on US 158 and NC 168 should be the primary focus of Currituck County and the State of North Carolina.*
4. *Preserve and enhance community appearance along US 158 and NC 168 by making the corridor one of the most attractive roads in northeastern North Carolina by the year 2004.*
5. *Protect Currituck County's heritage by preserving historic buildings, promoting development compatible with the county's rural character and encouraging the preservation of agricultural land.*

In order to achieve the above stated goals, the Highway Corridor Committee recommends the below noted actions be taken. Be advised that priority is indicated by the implementation time frame and not by the order which these recommendations appear (note: cost estimates are those incurred by Currituck County only, excluding salaries; they do not reflect costs to state or federal agencies).

### RECOMMENDATIONS:

1. *Road widening of NC 168 must continue to be the top road improvement priority of Currituck County and construction should be moved-up as quickly as is feasible.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COST: None
2. *Currituck County must continue to request NCDOT take the necessary steps to eliminate standing water on US 158 between Coinjock and the Wright Memorial Bridge.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COST: None
3. *Currituck County must support HB 244 that will require the state to pay the cost of water line relocation required by the widening of NC 168.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COST: None
4. *Encourage North Carolina Power to place power lines underground where feasible.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COST: None
5. *Currituck County should continue to support Chesapeake, Virginia in their efforts to widen Highway 168 (Battlefield Boulevard).* AGENCY: Board of Commissioners TIME FRAME: Ongoing COST: None
6. *Currituck County should continue to request NCDOT speed-up the mid-county bridge project. If construction cannot be moved-up, then the county should work with NCDOT to establish a ferry service from the mainland to Corolla as an interim measure to alleviate traffic congestion.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COST: None
7. *Multi-lane US 158 from Barco to the Camden County line and include in that project a northbound flyover in Barco at the NC 168 intersection.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COST: None



8. *Currituck County and NCDOT work together to amend the county's 1988 Thoroughfare Plan in order to identify a future bypass of NC 168.* AGENCY: Board of Commissioners  
TIME FRAME: 1994-1996 COST: None
9. *Currituck County and NCDOT work together to amend the county's 1988 Thoroughfare Plan in order to identify future connector roads to facilitate north/south movement of local traffic.* AGENCY: Board of Commissioners TIME FRAME: 1995-1996 COST: None
10. *Install lights on the Wright Memorial Bridge and the proposed mid-county bridge for the safety of frequently stranded motorists.* AGENCY: Board of Commissioners to request from NCDOT TIME FRAME: 1994 COST: None
11. *NCDOT should erect additional signs on US 158 from Pouells Point to the Wright Memorial Bridge warning motorists not to pass in the center turn lane.* AGENCY: Board of Commissioners to request from NCDOT TIME FRAME: 1994 COST: None
12. *Currituck County should look at methods, including incentives, to reduce the number of lots fronting on collector street.* AGENCY: Planning and Inspections Department  
TIME FRAME: 1994 COST: None
13. *Currituck County should adopt driveway regulations for major arterial roads in order to extend their functional life and improve highway safety.* AGENCY: Planning and Inspections Department  
TIME FRAME: 1994 COST: None
14. *Currituck County should work with NCDOT to establish local criteria for requiring the installation of right-turn lanes.* AGENCY: Planning and Inspections Department  
TIME FRAME: 1995 COST: None
15. *Currituck County should adopt on-premise sign regulations and allow ample input from the business community.* AGENCY: Planning and Inspections Department  
TIME FRAME: 1994 COST: None
16. *Off-premise sign regulations should be amended to allow a second side be added to nonconforming signs up to 300 sq. ft. in area provided the entire support structure and framing be painted one neutral color (i.e. black, dark green).* AGENCY: Planning and Inspections Department  
TIME FRAME: 1994 COST: None
17. *Currituck County should prepare architectural/site layout guidelines providing a visual image to businesses of what the county should look like in the future.* AGENCY: Planning and Inspections Department  
TIME FRAME: 1995 COST: None
18. *The Economic Development Board should consider providing awards to businesses who do an outstanding job in improving the appearance of their operations.* AGENCY: Economic Development Board  
TIME FRAME: Ongoing COST: \$200 per year
19. *The Currituck County Board of Commissioners should review and implement the methods listed below deemed most appropriate to minimize the impact of strip commercial development.*
  - a. *Rezoning of additional property to commercial along US 158 and NC 168 should only be allowed in rare circumstances where unusual conditions warrant such rezoning. An example might be where a property is split by a zoning district boundary or where the rear portion of a lot whose front is already zoned business is rezoned in order to allow commercial development deeper into the property. Rezoning requests should be carefully scrutinized for the benefit to the community - see Appendix H for recommended rezoning checklist.*
  - b. *Consider amending the Unified Development Ordinance to allow a greater variety of limited tourist related commercial uses along US 158 and NC 168 in non-commercial zoning districts. For example, allow small retail shops out of homes along the corridor with a conditional use permit. This would reduce the need to rezone those properties to*

business which would allow over 100 additional uses. Examples of small sections of property being rezoned to commercial can already be found on NC 168 just north of Sligo (see "Sligo 1993 Zoning and Land Use Map" in Chapter 5).

- c. Continue the practice of requiring Health Department septic tank approval prior to rezoning property.
  - d. Designation of the NC 168 Bypass and widespread publication of the bypass may help to deter speculative business rezoning of large tracts of land in the northern part of the county.
  - e. The county should identify agricultural preservation techniques such as agricultural zoning or open space easements thereby providing incentives to not develop property for commercial uses.
  - f. While the recommendation for driveway standards (#13) is essential for new development, their impact would be limited for many small lots already existing along NC 168 and US 158, particularly in the Harbinger/Point Harbor area. Therefore the county should identify incentives for adjoining property owners to share access to US 158 and NC 168. An example might be to reduce side yard setbacks and landscaping between two properties that share access to the highway. Brochures on the procedures and sample access agreements could be provided by the county to perspective property owners.
20. Adjust county landscaping regulations to ensure plant materials do not interfere with the sight visibility along streets thereby compromising safety. AGENCY: Planning and Inspections Department TIME FRAME: 1994 COST: None
  21. Currituck County should vigorously seek NCDOT funding of landscaping projects within the state right-of-way for NC 168, US 158 and other county roadways where appropriate. AGENCY: Planning and Inspections Department TIME FRAME: Ongoing COST: None
  22. Currituck County should identify community organizations who could work with the Master Gardeners Program and NCDOT in providing maintenance for various landscaping projects within the state right-of-way or other public properties. AGENCY: Planning and Inspections Department TIME FRAME: Ongoing COST: None
  23. Currituck County should apply for available grants to help fund landscaping projects on public properties along the US 158 and NC 168 highway corridor. AGENCY: Planning and Inspections Department TIME FRAME: 1994-2004 COST: \$1,500 per year local match
  24. NCDOT must continue to provide timely roadside maintenance (i.e. grass cutting, tree trimming, etc.) along the state right-of-way. AGENCY: NCDOT TIME FRAME: Ongoing COST: Not Applicable
  25. Currituck County Planning and Inspections Department should continue to enforce state building codes addressing the repair and demolition of dilapidated buildings and assist in providing information to the public on disposal of demolition waste. AGENCY: Planning and Inspections Department TIME FRAME: Ongoing COST: None
  26. Currituck County should encourage public participation in the state's Adopt-A-Highway Program and should identify programs that could raise awareness of the roadside trash problem. AGENCY: Planning and Inspections Department, Agricultural Extension Department TIME FRAME: Ongoing COST: None
  27. Currituck County should prepare a report identifying options and programs to preserve important "viewsheds" such as water bodies and agricultural land by means such as open space easements or other effective tools for consideration by the County Commissioners. AGENCY: Planning and Inspections Department TIME FRAME: 1996 COST: None

28. NCDOT should be contacted to determine the feasibility of allowing mile markers on NC 168 and US 158 as are found on US 158 in Dare County. AGENCY: Board of Commissioners TIME FRAME: 1994 COST: None
29. The County should select one name for NC 168 and US 158 from the Virginia line to the Wright Memorial Bridge and assign addresses along the highway. AGENCY: Board of Commissioners TIME FRAME: 1995 COST: None
30. Currituck County should fund the construction of up to two community entrance signs (at two signs each) with landscaping per year. Further, the county should identify various community organizations to maintain the signs and surrounding landscaping and also identify various grant sources to fund the projects (see community area plans for approximate location of the community entrance signs). AGENCY: Board of Commissioners TIME FRAME: 1995-2004 COST: Maximum of \$6,000 per year plus \$200 per year for maintenance within each of the 11 communities; \$3,000 for both community entrance signs x 11 communities = \$33,000 total between 1995 and 2004; 11 communities x \$200 annual maintenance = \$2,200 per year annual maintenance once all sign are installed
31. The Board of Commissioners should establish a permanent committee consisting of interested citizens to monitor development along the County's major corridors; oversee implementation of recommendations from this study; and address other matters as designated by the County Commissioners. AGENCY: Board of Commissioners TIME FRAME: 1994 COST: \$1,050 per year

#### **MOYOCK AREA (see Figure 31)**

32. Locate community entrance signs north and south of Moyock. AGENCY: Board of Commissioners TIME FRAME: 1995-2004 COST: \$1,500 per location @ 2 locations-\$3,000
33. Work with NCDOT and the Carolina and Northwestern Railway to identify landscaping projects between the highway right-of-way and the railroad tracks. AGENCY: Planning and Inspections Department TIME FRAME: Ongoing COST: None
34. Encourage the preservation of historic buildings within the Village of Moyock. AGENCY: Planning and Inspections Department TIME FRAME: Ongoing COST: None
35. Encourage higher density developments within the Village of Moyock and lower density development outside of the village to enhance the rural village quality of Moyock. AGENCY: Board of Commissioners TIME FRAME: Ongoing COST: None
36. Locate a recreational boating area along Moyock Creek within or adjacent to the Village of Moyock. AGENCY: Board of Commissioners TIME FRAME: 1995-2004 COST: \$100,000
37. Work with NCDOT to locate a welcome center at the Virginia/North Carolina border. AGENCY: Board of Commissioners TIME FRAME: 1995-2004 COST: None
38. Encourage agricultural preservation south of Moyock with incentives (see recommendations # 19 (e) and #27).

#### **SLIGO AREA (see Figure 35)**

39. Locate community entrance signs north and south of Sligo. AGENCY: Board of Commissioners TIME FRAME: 1995-2004 COSTS: \$1,500 per location x 2= \$3,000.

40. *Work with NCDOT and the Carolina and Northwestern Railway to identify landscaping projects between the highway right-of-way and the railroad tracks (see recommendation #23)*
41. *Landscape traffic island at the intersection of NC 168 and NC 34* AGENCY: Board of Commissioners to request from NCDOT TIME FRAME: 1994 (during improvements to NC 168) COST: None
42. *Encourage agricultural preservation outside of Sligo with incentives (see Recommendations # 19(e) and # 27).*

#### **CURRITUCK & MAPLE AREA (see Figure 39)**

43. *Erect community entrance signs north and south of Currituck and Maple and north of Barco.* AGENCY: Board of Commissioners TIME FRAME: 1995-2000 COSTS: \$1,500 per location x 5= \$7,500.
44. *Encourage agricultural preservation outside of Currituck and Maple with incentives (see Recommendations # 19 (e) and #27).*
45. *Encourage higher density development with a variety of housing types within Currituck and lower density development outside of Currituck.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COSTS: None
46. *Establish a historical district for Currituck.* AGENCY: Board of Commissioners and Planning and Inspections Department TIME FRAME: 1995-1996 COSTS: \$4,000.
47. *Encourage surrounding development to be compatible with the historical character of Currituck by preparing development guideline booklet.* AGENCY: Planning and Inspections Department TIME FRAME: 1995 COSTS: None utilizing existing staff.
48. *Establish a public waterfront recreation area along Coinjock Bay.* AGENCY: Board of Commissioners TIME FRAME: By year 2000 COSTS: \$100,000.
49. *Encourage development along Coinjock Bay to preserve open views of the water for the public during the site plan review process.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COSTS: None.
50. *Establish a northbound overpass for travelers staying on US 158 to Camden when US 158 is widened from Barco to Camden.* AGENCY: NCDOT TIME FRAME: After year 2000 COSTS: undetermined at this time.
51. *Landscape median at the intersection of US 158 and NC 168 funded through grants or as part of the NC 168 road widening project.* AGENCY: Board of Commissioners & NCDOT TIME FRAME: 1996 COSTS: \$2,500.

#### **COINJOCK AREA (see Figure 43)**

52. *Erect community entrance signs south of Barco and north and south of Coinjock.* AGENCY: Board of Commissioners TIME FRAME: 1995-2000 COSTS: \$1,500 per sign x 3 = \$4,500.
53. *Encourage small scale village development in Coinjock with a variety of housing types.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COSTS: None.
54. *Encourage tourist related commercial development and promote the Intracoastal Waterway.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COSTS: None.
55. *Improve the Wildlife Resources Commission recreation area for use by the Coinjock community.* AGENCY: Board of Commissioners TIME FRAME: 1998 COSTS: \$10,000.

56. *Southbound flyover on US 158 for traffic using the Currituck Mid-County Bridge.* AGENCY: NCDOT TIME FRAME: 2000 COSTS: Undetermined at this time.
  57. *Limited access from mid-county bridge to the community of Aydlett.* AGENCY: Board of Commissioners and NCDOT TIME FRAME: Discussions should be ongoing as project progresses COSTS: None.
  58. *Concentrate high quality commercial development along US 158 and do not allow it to encroach into the Aydlett community. Access into commercial areas should be the minimum necessary to ensure proper flow of vehicles. Excellence in design is critical for this highly visible gateway to the Outer Banks and the mainland* AGENCY: Board of Commissioners TIME FRAME: On going COSTS: None.
  59. *Potential for golf course development along US 158 adjacent to the Maple Swamp.* AGENCY: Private Investment TIME FRAME: Unknown COSTS: \$ Unknown
- 

#### **GRANDY AREA (see Figure 47)**

60. *Erect community entrance signs north and south of Grandy and north of Jarvisburg.* AGENCY: Board of Commissioners TIME FRAME: 1995-2000 COSTS: \$1,500 per sign x 3 signs = \$4,500
  61. *Connect Grandy Road with Poplar Branch Road to facilitate north/south local traffic with minimum travel on US 158.* AGENCY: Board of Commissioners TIME FRAME: As property along alignment develops COSTS: Require connection as part of subdivision process
  62. *Where applicable, have commercial areas connect to local connector roads such as Poplar Branch Road and Grandy Road to allow local access without having to travel on US 158.* AGENCY: Board of Commissioners TIME FRAME: As commercial areas develop COSTS: Encourage connections as part of the site plan approval process
  63. *Connect Grandy Road with Jarvisburg Road to facilitate local north/south traffic with minimum travel on US 158.* AGENCY: Board of Commissioners TIME FRAME: As property along alignment develops COSTS: Require connection as part of subdivision process
  64. *Encourage low density recreational oriented residential development such as golf course communities between secondary roads and sensitive swamp areas.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COSTS: None
- 

#### **JARVISBURG AND POWELLS POINT AREA (see Figure 51)**

65. *Erect community entrance signs south of Jarvisburg and north and south of Powells Point.* AGENCY: Board of Commissioners TIME FRAME: 1995-2000 COSTS: \$1,500 per sign x 3 signs = \$4,500.
66. *Potential boating access to the North River/Albemarle Sound in vicinity of Neuberns Landing Road.* AGENCY: Board of Commissioners TIME FRAME: 2000 COSTS: \$100,000
67. *Connect Jarvisburg Road with North Spot Road to facilitate local north/south traffic without using US 158.* AGENCY: Board of Commissioners TIME FRAME: As property along alignment develops COSTS: Required of developers as part of the subdivision process

68. *Encourage low density recreational oriented residential development such as golf course communities between secondary roads and the Currituck Sound/North River* AGENCY: Board of Commissioners TIME FRAME: Ongoing COSTS: Not applicable
- 

**HARBINGER AND POINT HARBOR AREA (see Figure 55)**

69. *Erect community entrance signs north and south of Harbinger and Point Harbor.* AGENCY: Board of Commissioners TIME FRAME: 1995-2000 COSTS: \$1,500 per sign x 4 = \$6,000
70. *Connect South Spot Road with Church Road to facilitate local north/south traffic without using US 158.* AGENCY: Board of Commissioners TIME FRAME: As property along alignment develops COSTS: Required of developers as part of the subdivision process
71. *Connect Griggs Acres Road with Harbinger Road to facilitate local north/south traffic without using US 158.* AGENCY: Board of Commissioners TIME FRAME: As property along alignment develops COSTS: Required of developers as part of the subdivision process
72. *Encourage specialty tourist commercial uses between Church Road and US 158.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COSTS: None
73. *Encourage residential/recreational development along the Albemarle Sound south of Edgewater Drive and north of Griggs Acres Road.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COSTS: Not applicable
74. *Encourage village residential development around commercial area adjacent to Church Road.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COSTS: None
75. *Encourage village residential development south of Griggs Acres Road adjacent to the Albemarle Sound.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COSTS: None
76. *Encourage waterfront commercial activity adjacent to the Wright Memorial Bridge.* AGENCY: Board of Commissioners TIME FRAME: Ongoing COSTS: None
77. *Landscape western terminus of the Wright Memorial Bridge within the state right-of-way.* AGENCY: NCDOT TIME FRAME: 1996 COSTS: Unknown at this time
78. *Identify traffic islands for future landscaping projects.* AGENCY: Board of Commissioners and NCDOT TIME FRAME: Ongoing COSTS: Not known at this time
-

## Appendix A

### US 158 AND NC 168 TRAFFIC ACCIDENT SUMMARY January 1988 to October 1993

US 158 - 24.4 miles long  
NC 168 - 18.4 miles long

	US 158	NC 168
Total Accidents	655 (100%)	689 (100%)
Fatal Accidents	16 ( 2.4%)	7 ( 1.0%)
Non-Fatal Injury Accidents	292 (44.6%)	304 ( 44.1%)
Total Injury Accidents	308 (47.0%)	311 ( 45.1%)
Property Damage Only Acc.	347 (53.0%)	373 ( 54.1%)
Night Accidents	228 (34.8%)	150 ( 21.7%)
Wet Accidents	169 (25.8%)	181 ( 26.2%)
Alcohol Involved Accidents	44 ( 6.7%)	43 ( 6.2%)
<b>Accident Type Summary</b>	<b>US 158</b>	<b>NC 168</b>
Ran off Road-Right	144 ( 22.0%)	98 ( 14.0%)
Ran off Road-Left	42 ( 6.4%)	44 ( 6.0%)
No-Collision-Overturn	6 ( 0.9%)	2 ( 0.3%)
No-Collision-Other	3 ( 0.5%)	6 ( 0.9%)
Pedestrian	4 ( 0.6%)	4 ( 0.6%)
Parked Vehicle	3 ( 0.5%)	3 ( 0.4%)
Bicycle	1 ( 0.2%)	
Animal	135 ( 20.6%)	34 ( 4.9%)
Fixed Object	13 ( 2.0%)	6 ( 0.9%)
Other Object	3 ( 0.5%)	4 ( 0.6%)
Rearend Slow or Stop	111 ( 17.0%)	296 ( 43.0%)
Rearend Turn	13 ( 2.0%)	23 ( 3.3%)
Left Turn-Same Road	40 ( 6.1%)	59 ( 8.6%)
Left Turn-Cross Traffic	19 ( 2.9%)	15 ( 2.2%)
Right Turn-Same Road	11 ( 1.7%)	8 ( 1.2%)
Right Turn-Cross Traffic	1 ( 0.2%)	3 ( 0.4%)
Head on	8 ( 1.2%)	9 ( 1.3%)
Sideswipe	26 ( 4.0%)	14 ( 2.0%)
Angle	68 ( 10.4%)	54 ( 7.8%)
Backing up	3 ( 0.5%)	1 ( 0.1%)

## APPENDIX B

# 1992 Public Input Meeting Summary

At the initial stages of preparing the Highway Corridor Plan in 1992, the Highway Corridor Committee held public meetings in Moyock, Currituck and Grandy to identify public concerns. Combined, these meetings were attended by nearly 100 Currituck citizens.

At each meeting the public was asked to form small groups of between five to ten persons and answer the following question:

*What would you like to see done on US 158 and NC 168 from the Virginia Line to the Wright Memorial Bridge in terms of:*

1. *Economic Development*
2. *Highway Safety*
3. *Community Appearance*
4. *Quality of Life*

After allowing sufficient time to respond to the question, all participants were given an opportunity to vote on the responses within their group that they felt were the most important. Below is a summary of those comments placed in one of five categories with the total number of votes each comment received at the right.

### SPECIFIC ROAD IMPROVEMENTS

<u>Response</u>	<u>No. of Votes</u>
Improve NC 168 immediately	18
Bypass Moyock	16
Coordinate 168 improvements with Virginia	11
Puddin' Ridge Road traffic light	10
Flyover southbound on 158 to mid-county bridge	8
Fix US 158 drainage problems	7
Flyover northbound traffic staying on NC 158 at NC 168	6
Moyock Welcome Center	5
NC 34/168 Sligo stoplight	4
Establish north/south connector roads	4
Toll booth at Wright Memorial Bridge	4
Center turn lane from Drug Care to Moyock Hardware	3
No Sligo bypass	2
Connect Puddin' Ridge Road with Camellia Drive	2
Turn lanes extended in Sligo	1
Four lane mid-county bridge for safety	1
Turn lane at Samuel Chapel Church	1
Another road connecting Quail Run to NC 168	0
Stop light at NC168 & US 158 intersection	0
Build mid-county bridge soon	0
Connect Puddin' Ridge Road with SR 1227	0



**SPECIFIC BUSINESSES /ZONING ALONG CORRIDOR/ECONOMIC DEVELOPMENT**

<u>Response</u>	<u>No. of Votes</u>
Establish mall, shopping center	32
Establish central sewage system	16
Nodal commercial development	11
Promote light industry	5
Industry at southern end of county	5
Public promotions on Currituck	5
Professional business park in Moyock	4
Not concentrate economic development on US 158/NC 168	2
Mile posts on US 158/NC 168	1
Keep commercial on corridor	0
Moyock movie theater	0
County fund sewage plants; pay back by hook-up fees	0

**APPEARANCE /COMMUNITY ISSUES**

<u>Response</u>	<u>No. of Votes</u>
More landscaping	10
Remove or reduce number of billboards	8
Improve appearance at state line	3
Clean-up yard trash	3
Five-lane creates barrier - tie-in east and west	3
Public park between Moyock and Barco	2
More recreation areas	1
Establish trash receptacles along highway	1
Remove delapidated homes	0
Roadside picnic areas	0
Community entrance signs	0
Enforce littering laws	0
Do not detract from appearance when NC 168 is widened	0
Architectural control of buildings	0

**SAFETY**

<u>Response</u>	<u>No. of Votes</u>
Enforce traffic laws	11
More turning/deceleration lanes	9
Better road drainage	9
Keep traffic moving efficiently	9
Limited access to mid-county bridge; do not allow access to community	8
Stop lights at major intersections	5
Coordinate stop lights with Virginia	4
Keep Moyock stop light	4
Reduce speed limits	4
Move railroad tracks from Moyock	3
Improve existing Moyock stop light	2
Speed bumps for turn lanes	2
Reduce curb cuts on highway	2
Improve Moyock railroad crossing safety	2

Limit number of stoplights; coordinate timing	2
Put up highway caution lights	1
Identify school bus stops	1
Create bicycle lanes	1
Road medians at schools	1
Problem getting to Moyock churches	1
Better residential drainage	1
55-mph except at stoplights	1
If no NC 168 bypass, then create east/west fly overs	1
Keep speed limits same except in communities	0
Make plans when five-lane becomes obsolete	0

**GENERAL**

<u>Response</u>	<u>No. of Votes</u>
More responsive state and local government	9
Control growth of residential subdivisions	2

## APPENDIX C

### CURRITUCK COUNTY PROPERTY OWNER AND BUSINESS OWNER SURVEY INTERPRETATION OF RESULTS

The following is an interpretation of results from Currituck County property and business owner surveys regarding US 158 and NC 168. The first part of the survey represents general information from property owners and the second section represents general information from business owners. Following the general information sections is a combination of the 303 property owner's and 46 business owner's answers to the various questions. All numbers are in percents and are indicated by a number (number of property owner responses) a slash (/) and then the business owner response. For example 24/49 means that 24% of property owners chose a particular response and 49% of business owners chose that same response. NOTE: Where cumulative percentages do not equal 100%, some respondents did not answer that particular question.

#### A. GENERAL INFORMATION (Property Owner Responses)

1. What best describes your situation?

- |       |                                                       |     |
|-------|-------------------------------------------------------|-----|
| a.    | 1 Own property fronting on US 158 or NC 168           | 21% |
|       | 2 Do not own property fronting on US 158 or NC 168    | 77% |
| <hr/> |                                                       |     |
| b.    | 1 Own property north of Coinjock Canal                | 49% |
|       | 2 Own property south of Coinjock Canal                | 37% |
|       | 3 Own property both north and south of Coinjock Canal | 5%  |
| <hr/> |                                                       |     |
| c.    | 1 Lived in the county 2 years or less                 | 13% |
|       | 2 Lived in the county between 2 and 10 years          | 35% |
|       | 3 Lived in the county over 10 years                   | 50% |
|       | 4 Do not live in the county                           | 2%  |

#### A. GENERAL BUSINESS INFORMATION (Business Owner Responses)

1. Where is your business located?

- |   |                                      |     |
|---|--------------------------------------|-----|
| 1 | Between Moyock and Currituck         | 43% |
| 2 | Between Maple and Coinjock           | 11% |
| 3 | Between Aydlett and Grandy           | 15% |
| 4 | Between Jarvisburg and Powells Point | 13% |
| 5 | Between Marrie and Point Harbor      | 17% |

2. Who are your primary customers?

- |   |                                           |     |
|---|-------------------------------------------|-----|
| 1 | Local residents                           | 30% |
| 2 | Tourists                                  | 2%  |
| 3 | Combination of tourists & local residents | 50% |
| 4 | Other (explain)                           | 17% |

3. How many people do you employ?

- |   |                    |     |
|---|--------------------|-----|
| 1 | 1 to 5 employees   | 78% |
| 2 | 6 to 10 employees  | 13% |
| 3 | 11 to 20 employees | 7%  |
| 4 | Over 20 employees  | 2%  |

4. What best describes your business?

- |   |                                     |     |
|---|-------------------------------------|-----|
| 1 | Retail sales                        | 26% |
| 2 | Service (restaurants, office, etc.) | 30% |
| 3 | Manufacturing                       | 7%  |
| 4 | Wholesale                           | 4%  |
| 5 | Other (explain)                     | 33% |

(NOTE: Percent of 303 resident responses/percent of 46 business responses)

B. ECONOMIC DEVELOPMENT

2. Please rate the need for the following types of businesses along US 158 and NC 168

	Need More %	About the Right Number %	Need Less %	Don't Know %
Retail Sales	51/72	26/15	6/2	5/4
Shopping Centers	60/67	19/15	8/2	4/9
Department Stores	54/65	18/9	8/2	7/13
Offices	29/46	30/28	10/4	12/9
Service Businesses (i.e. repair shops dry cleaning, beauty shops, etc.)	58/70	24/17	6/0	2/7
Restaurants	60/76	24/17	4/0	3/0
Manufacturing Businesses	46/48	20/11	9/11	9/15
Recreation/Amusement Businesses	51/61	22/11	9/7	7/7

3. Please rate the following actions for their importance to improve economic development along US 158 and NC 168.

	Very Important %	Somewhat Important %	Not at all Important %	Don't Know %
Name highway, install mile posts, assign addresses	38/54	26/35	27/9	2/0
Welcome center at state line with information on local businesses	34/43	29/28	30/22	2/4
Provide advice to local businesses	29/39	32/37	23/11	7/7
Expand county water system	45/63	24/17	18/9	6/4
Establish county sewer system	44/59	22/20	24/15	5/2
Improve appearance of US 158/NC 168	48/43	27/37	18/11	2/2
Improve safety on US 158/NC 168	73/61	17/30	5/4	6/0
Reduce government regulations	39/57	29/22	12/4	13/11

4. How active do you think the county should be in promoting economic development?

Become More Active %	Maintain Current Activity Level %	Become Less Active %	Don't Know %
56/67	28/22	10/7	5/2

(NOTE: Percent of 303 resident responses/percent of 46 business responses)

C. HIGHWAY SAFETY

5. How would you rate the safety on the following roads?

	Very Unsafe %	Unsafe %	Safe %	Very Safe %	Don't Know %
a. NC 168 from the state line to Barco?	46/30	32/46	17/22	2/0	2/0
b. US 158 from Barco to the Wright Memorial Bridge	13/4	13/9	48/63	18/20	7/4

6. Overall, how important do you think the following issues are to improving highway safety on US 158 and NC 168?

	Very Important %	Somewhat Important %	Not at all Important %	Don't Know %
Controlling number of driveways	24/17	36/43	24/28	6/4
Provide turn lanes into businesses	73/78	20/22	3/0	1/0
Better drainage along roads	46/59	33/33	9/4	5/2
Control lighting of businesses and signs	37/20	37/37	17/28	4/9
Reduce roadside clutter to improve visibility	62/48	24/39	10/11	1/0
Establish more stop lights	23/7	26/30	38/48	4/13
Limit strip commercial development	34/15	32/20	17/43	8/15
Connect community roads so local traffic can avoid US 158/NC 168	57/37	23/37	14/17	3/7

7. Overall, how active do you think the county should be in improving highway safety along US 158/NC 168?

Become More Active %	Maintain Current Activity Level %	Become Less Active %	Don't Know %
70/63	23/30	4/2	1/2

(NOTE: Percent of 303 resident responses/percent of 46 business responses)

D. COMMUNITY APPEARANCE

8. Overall, how would you rate the attractiveness of the following roads?

	Very Attractive %	Attractive %	Un-attractive %	Very Un-attractive %	Don't Know %
NC 168 from the state line to Barco	5/0	33/26	42/54	17/11	3/4
US 158 from Barco to the Wright Memorial Bridge	9/9	48/57	26/22	9/2	8/7

9. How important do you think the following activities are to improving the roadside appearance along US 158 and NC 168?

	Very Important %	Somewhat Important %	Not at all Important %	Don't Know %
Cleanup roadside trash	75/72	20/28	1/0	4/0
Fix/tear down dilapidated buildings	66/67	22/28	10/4	1/0
Landscape within right-of-way	36/43	31/43	24/11	2/2
Landscape private property	16/24	36/30	37/37	4/19
Cleanup debris/junk on private property	56/57	27/30	13/9	1/2
Controlling billboards (off-premises signs)	57/46	28/33	12/22	1/0
Controlling on-premise signs	43/24	35/48	17/24	1/4
Provide incentives for community organizations landscaping projects	52/48	31/39	11/7	2/7
Landscape entrances into communities	40/37	35/46	20/9	2/4
Regulate the appearance of buildings	38/28	36/30	19/30	3/9
Provide advice to businesses and land owners	36/48	40/26	17/22	3/4
Protect open views of farmland and water bodies	63/43	20/33	10/11	2/11
Regular roadside maintenance: ie cut grass	75/76	20/24	3/0	2/0

10. How active do you think the county should be in improving the appearance of US 158 and NC 168?

Become More Active %	Maintain Current Activity Level %	Become Less Active %	Don't Know %
68/65	26/24	3/7	1/4



## COUNTY OF CURRITUCK

### RESOLUTION

**WHEREAS**, the Currituck County NC 168/US 158 Highway Corridor Advisory Committee, hereafter referred to as the Highway Corridor Advisory Committee, has met several times with representatives of the North Carolina Department of Transportation to discuss highway needs along the NC 168/US 158 Corridor as it runs through the county; and

**WHEREAS**, the Highway Corridor Advisory Committee discussed many of the issues and proposed improvements for the NC 168/US 158 corridor, including the current widening project (No. 6.949001T, TIP No. R-2228) included in for the Transportation Improvement Plan; and

**WHEREAS**, the Highway Corridor Advisory Committee during its December 3, 1992 meeting discussed the need to accelerate improvements to the NC 168/US 158 highway corridor.

**NOW, THEREFORE, BE IT RESOLVED** by the Highway Corridor Advisory Committee for the County of Currituck, North Carolina as follows:

Section 1. The Highway Corridor Advisory Committee supports the North Carolina Department of Transportation plan for widening NC 168 from the Virginia/North Carolina State Line in Moyock to Barco.

Section 2. The Highway Corridor Advisory Committee urges the North Carolina Department of Transportation to move the construction date of the NC 168 widening from 1998 to as soon as possible but no later than 1997, the original anticipated date, due to the urgent need of this highway improvement. This need is reflected in the recent traffic counts received during July, 1992 at the North Carolina/Virginia State Line.

Section 3. The Highway Corridor Advisory Committee urges the North Carolina Department of Transportation to seek emergency highway construction funds to start improvements in Moyock, North Carolina as soon as possible as traffic grid lock warrants immediate relief.

Section 4. The Highway Corridor Advisory Committee requests immediate short-term relief of congested intersections by the construction of turn lanes at Bells Island (SR 1245)/NC 168, Maple Road (SR 1246)/NC 168, Ranchland Road (SR 1300)/NC 168, Puddin Ridge Road (SR 1216)/NC 168 and old US 158/new US 158 north of the Coinjock Bridge.

Section 5. It is requested that the North Carolina Department of Transportation consider a fly-over at the Barco NC 168/US 158 intersection for northbound traffic turning west.

Section 6. It is suggested that the North Carolina Department of Transportation consider landscaping and beautification as part of the widening project for NC 168. In addition, consideration is requested for beautification of the entire NC 168/US 158 corridor.

Section 7. While the citizens of Currituck County need immediate relief and cannot afford the current widening project to be delayed or postponed, the Highway Corridor


Advisory Committee realizes that the widening of NC 168 is a short-term correction of a long-term problem.

Section 8. Highway Corridor Advisory Committee urges the North Carolina Department of Transportation to begin immediate planning for a NC 168 bypass expressway. The bypass expressway should include coordination with the Commonwealth of Virginia and inclusion in the annual North Carolina Department of Transportation Improvement Plan as a proposed project. This NC 168 bypass expressway, while not jeopardizing the current project, should be given the high priority it deserves as a long-term solution to the excessive peak seasonal traffic along NC 168.

Section 9. Upon adoption of this resolution a certified copy be presented to the Board of Transportation at the December 9, 1992 Public Hearing for the approved Transportation Improvement Program update.

Section 10. This resolution shall be effective upon its adoption.

ADOPTED this 3rd day of December, 1992.

  
Eldon L. Miller, Jr., Chairman  
Currituck County NC 168/US 158  
Highway Corridor Advisory Committee

ATTEST:

  
Vikki Walz, Secretary





## APPENDIX E

### RECOMMENDED DRIVEWAY REGULATIONS

Below is a new section proposed for the UDO that regulates driveways. This proposal is substantially the same one that appeared in 1989 when the UDO was first proposed and in November 1992 during a comprehensive update of the UDO. In the November 1992 UDO update, the Planning Board determined driveway regulations should be referred to the Highway Corridor Committee.

#### Section 304 Access to Major Arterial Streets

1. Whenever a tract proposed for subdivision borders on or contains an existing or proposed major arterial street, then all lots created out of such tract must have sufficient frontage on another street (either pre-existing or created as part of the subdivision) so that direct access to such lot need not be provided by the arterial street, unless compliance with this requirement cannot reasonably be accomplished due to the size or the shape of the tract to be divided. The final plat creating the subdivision shall indicate a limitation on driveway access to the major arterial street for those lots which have alternate access.
2. Traffic service and land access are necessary but conflicting functions of a highway system. Although major arterial highways must provide both traffic service and land access, access is a secondary function and should be controlled to avoid jeopardizing the primary traffic service function. The following provisions are an attempt to protect the public interest and safety of highway users by achieving access control when that objective is not achieved under subsection (a) either because a proposed development is not a subdivision or because compliance with subsection (a) cannot reasonably be accomplished.
  - (a) the term "access control" refers to all techniques intended to minimize the traffic interference associated with driveway access, whether the use is commercial, industrial or residential.
  - (b) to separate basic conflict areas and gain some semblance of access control, techniques which will allow the reduction of driveway numbers or directly increase the spacing between driveways or between driveways and intersections will be required to the extent reasonably practicable to achieve the following limitations for driveway access in relation to highway frontage:

Number of Driveways	Frontages
1	For frontages less than 500 feet
2	For frontages between 500 feet and 1,000 feet
3	For frontages greater than 1,000 feet
  - (c) where highway speed is 55 mph, driveway spacing should be at 300 foot intervals or greater. Where highway speed is 45 mph or less, spacing should be at 230 foot intervals or greater.
  - (d) adjacent or adjoining lots with small highway frontages are encouraged to combine access to one driveway.
  - (e) whenever separate or single parcels are assembled under one purpose, plan, entity or usage, consolidation of existing direct access shall be required to the extent feasible.

Approval depends on the developers plans to use the existing driveway(s), close other existing driveway(s) and/or redesign and rebuild some existing driveway(s). However, the number of access points should not exceed the limits set based on highway frontage.

- (f) deviations from the foregoing standards may be authorized when the permit issuing authority determines, upon advice of the North Carolina Department of Transportation , that a particular development design or technique can still achieve a satisfactory level of access control consistent with the objectives of this Section.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT, JR.  
GOVERNOR

DIVISION OF HIGHWAYS  
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

R. SAMUEL HUNT III  
SECRETARY

March 21, 1994

Mr. Jack Simoneau, Director  
Department of Planning and Inspections  
Currituck County  
Currituck, North Carolina 27929

Dear Jack:

I am writing in response to your January 19 letter concerning future NCDOT highway improvement projects and how they may affect the NC 168/US 158 corridor in Currituck County. I can certainly understand your concerns and I realize that your future plans are directly related to future NCDOT highway projects in Currituck County. However, NCDOT projects which may affect the NC 168/US 158 corridor are undeveloped at this time; therefore, I can only offer speculative remarks regarding your concerns.

A bypass facility would certainly be more desirable from a transportation standpoint than widening the existing facility to seven lanes. There seems to be sufficient land for a bypass facility in the northern portion of Currituck County. However, the lack of possible bypass corridors in the southern part of Currituck County may necessitate further widening in that area if traffic demand warrants such action. Also, the potential environmental impact of all alternatives will need to be evaluated. As you mentioned in your January 19 letter, the proposed mid-county bridge could ease traffic demand along the southern portion of US 158, thus lengthening the life span of that facility. However, since planning for the mid-county bridge has just begun and accurate traffic counts are not available at this time, I cannot assess the impact of the proposed bridge on US 158.

To address future transportation needs we believe it would be appropriate for Currituck County officials to cooperatively develop future highway plans with NCDOT in order to satisfy the needs of Currituck County and NCDOT. I have discussed your concerns with Dr. Ron Poole, Manager of NCDOT's Statewide Planning Branch, and he believes the best way to address your concerns would be to update the Currituck County Thoroughfare Plan. This mutually approved plan would serve as a guide to NCDOT in the future highway development of Currituck County. The updated thoroughfare plan could address concerns such as the need for extra lanes along NC 168/US 158, the



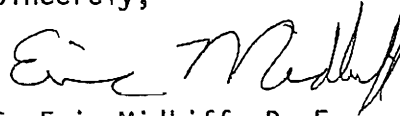
March 21, 1994  
Page 2

need for a bypass of existing NC 168/US 158, and future traffic characteristics. The new thoroughfare plan would then serve as a more reliable planning tool for Currituck County than any speculation of future highway plans that we might provide at this time.

Currituck County can initiate the process by requesting an update of the Currituck County Thoroughfare Plan. The request should be sent to Mr. Calvin Leggett, P. E., Director of Planning and Programming, North Carolina Department of Transportation, P. O. Box 25201, Raleigh, North Carolina 27611. The questions listed in your January 19 letter should also be included in your request.

I am sorry I cannot provide a more accurate response to your questions at this time. I believe, though, with your help we can develop a transportation plan for Currituck County which will satisfy the needs of all concerned, and provide you with a useful planning tool. If you have any questions, please feel free to give me a call at (919) 733-7842 in Raleigh.

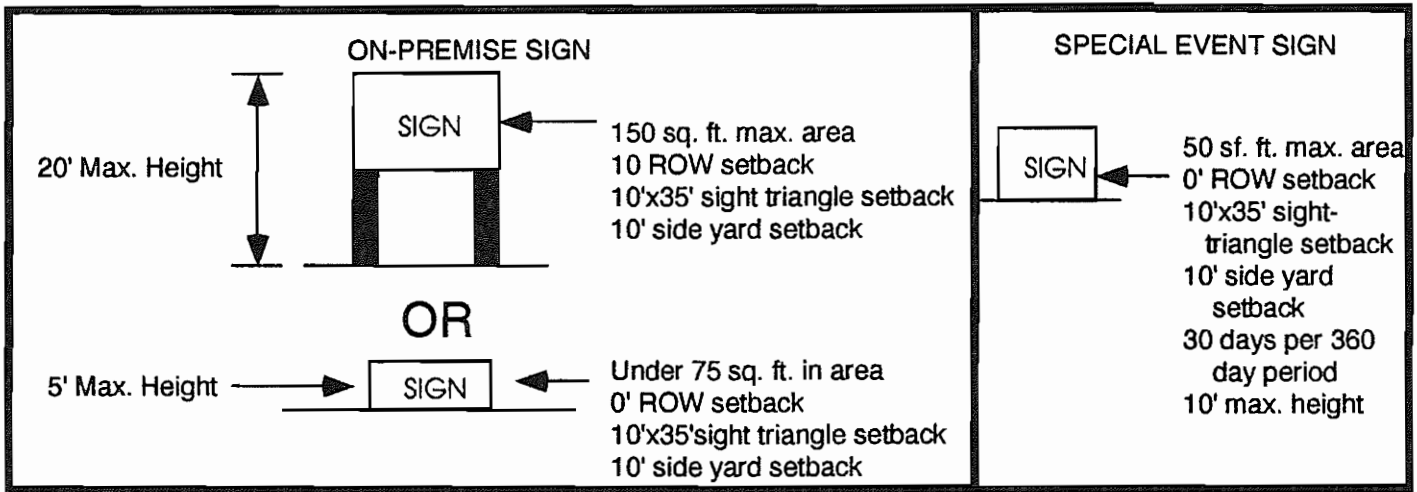
Sincerely,



S. Eric Midkiff, P. E.  
Planning and Environmental Branch, NCDOT

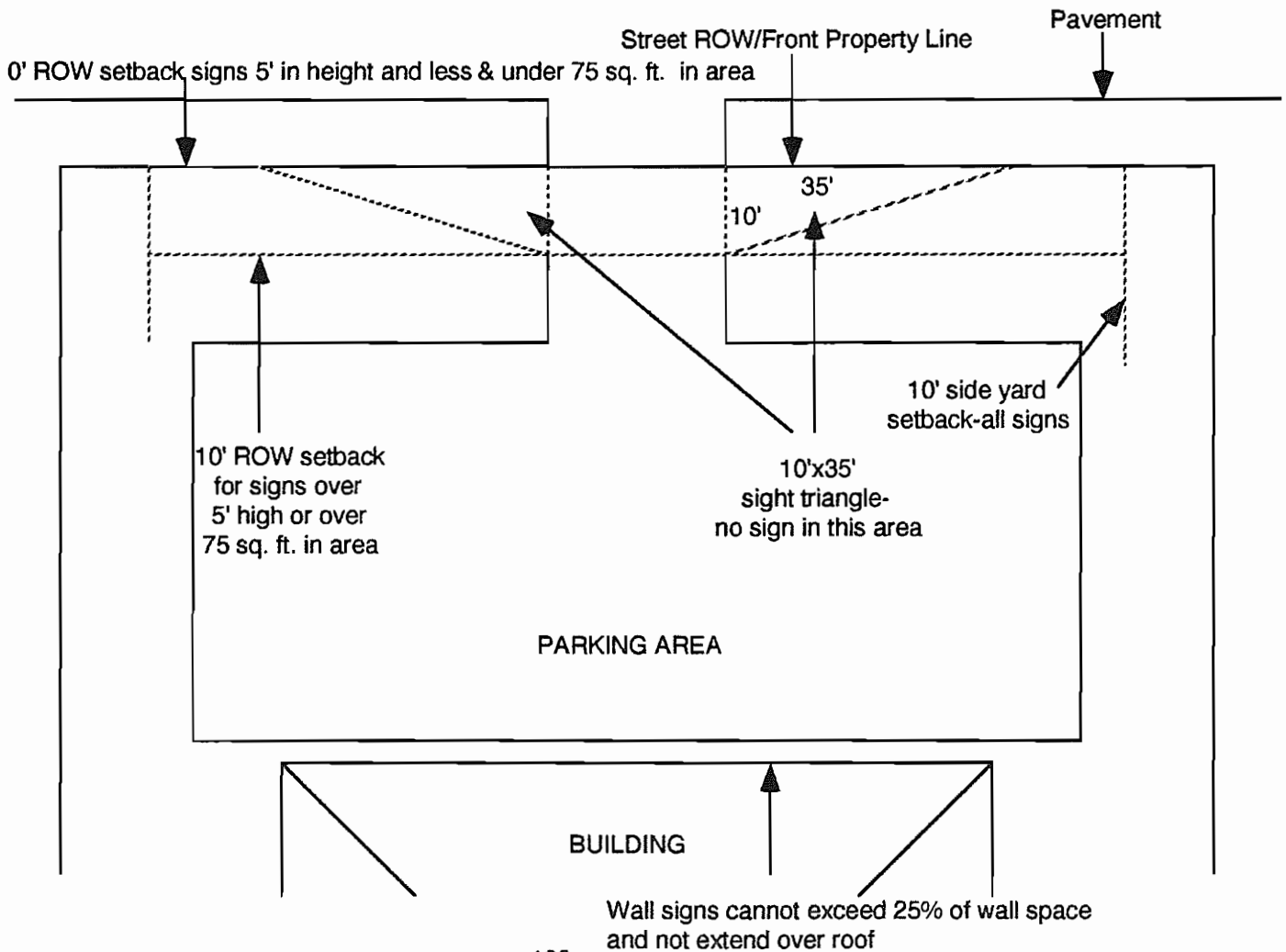
cc: Dr. Ron Poole, P. E.  
Mr. Calvin Leggett, P. E.

# Sample Of On-Premise Sign Regulation



NOTE: 1 freestanding sign per street front - permit required; 1 special event sign per street front for 30 days maximum per 360 day period - permit required. Maximum height is measured from average natural grade. On-premise signs and special event signs must be anchored to the ground in accordance with the State Building Code.

## SETBACK REQUIREMENTS



APPENDIX H

RECOMMENDED CHECKLIST FOR REVIEWING REZONING REQUEST

	<u>YES</u>	<u>NO</u>
1. Is the rezoning consistent or compatible with the existing nearby land uses?	_____	_____
2. Would the granting of the rezoning request adversely affect property values of adjacent landowners to unreasonable degree?	_____	_____
3. Would the granting of the rezoning request impose other undue hardships on adjacent landowners such as noise, smoke, odors, visual impairment or other nuisances?	_____	_____
4. Would the proposed change be a deterrent to the improvement or development of adjacent property in accordance with existing regulations?	_____	_____
5. Would the granting of the rezoning request conform to the Currituck County Land Use Plan?	_____	_____
6. Would the granting of the rezoning request conform to presently accepted plans for future handling of traffic as well as present traffic considerations?	_____	_____
7. Is there a public need for additional land space to be rezoned to the class requested?	_____	_____
8. If there is a need for additional land to be zoned as requested, should the rezoning be done in areas requested or would the public interest be better served if the rezoning were done in other areas of the county?	_____	_____
9. Have conditions changed in the area making the proposal reasonable or necessary?	_____	_____
10. Would the rezoning overburden public facilities such as schools, utilities and streets?	_____	_____
11. Are there substantial reasons why the property cannot be used in accord with existing zoning?	_____	_____
12. Would the granting of the rezoning request raise any legal questions such as spot zoning, violation or precedents, or the rule of reasonableness?	_____	_____
13. Will the proposed change constitute a grant of special privileges to an individual owner as contrasted with the public welfare?	_____	_____