

NCDOT Transportation Planning Branch

**The Moore County Comprehensive
Transportation Plan**

September 21, 2011



**Preparing for
The Moore County Charrettes.**

Summary of Important CTP Points

- 1. Federal Law requires rural and municipal participation in long range planning efforts.**
- 2. The State requires the development the CTP in partnership with municipal and county agencies as well as the local planning organizations.**
- 3. The integration of land use planning in the CTP process is also a requirement.**
- 4. The CTP is a key step to inclusion in the State Transportation Improvement Program and other funding processes.**
- 5. CTP provides the tools for local corridor preservation.**
- 6. The CTP facilitates the implementation of the Strategic Highway Corridor Vision Plan and helps communities prepare for the necessary improvements.**
- 7. Showing proposed projects are part of a long-range plan facilitates finding alternative funding streams.**

What is the difference between having one project in the vicinity and developing a CTP?

- STIP projects usually address one primary deficiency.
- A CTP addresses a community's quality of life, economic growth and development, and its connectivity to neighbors, nearby communities and beyond the boundaries of the county.
- STIP projects usually target connectivity of a few specific facilities and their through traffic.
- A CTP, in addition, also addresses the cohesion of a community and the needs of local residents to reach their destinations.

Agencies Integrating Planning Efforts

Planning today is evolving to focus on the design of Healthy Communities.

As a result, public agencies are combining resources and communities are reaping the benefits!

The movement reaches across all the disciplines and opens up both the professional and financial resources for communities to rebuild and revitalize.

- Health and Wellness
- Parks and Recreation
- Chambers of Commerce
- Business Community
- Environmental Community
- Elected Officials
- Non-Profits
- Hospitals and Insurance Companies

The CTP Provides the **CONNECTIVITY** Between These Initiatives AND within our Communities



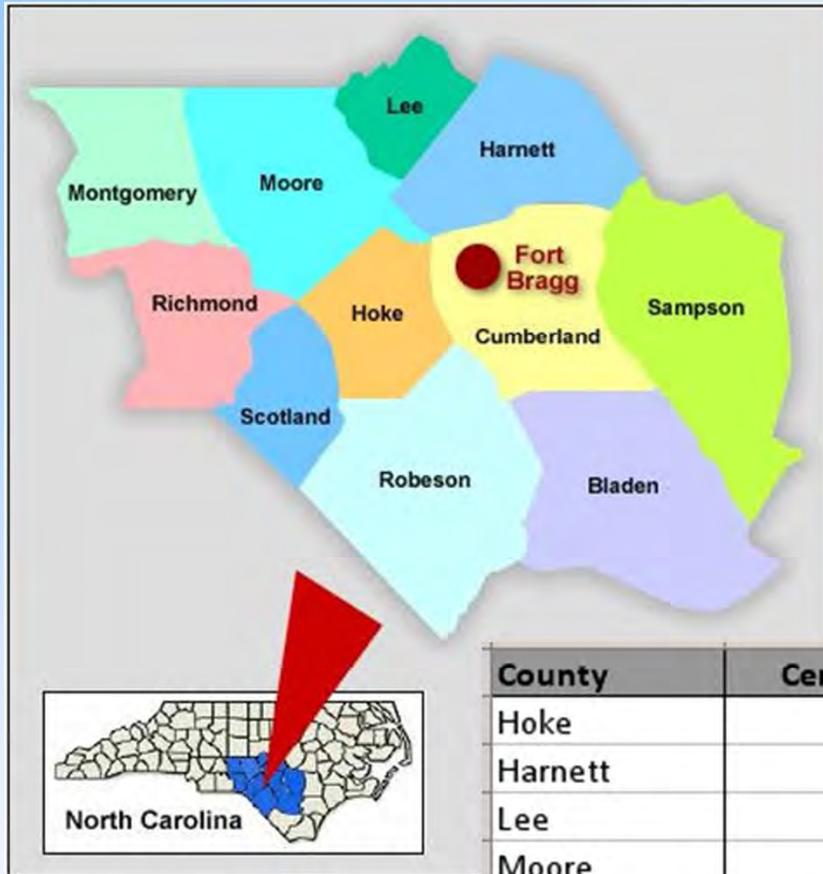
Bottom Line:

It takes the ability to provide a Better Quality of Life to compete in today's market for growth and development opportunities!

INTEGRATING THE CTP AND EFFECTIVE LAND USE PLANNING IS THE FIRST STEP.

The Western Connector and US 1

Both Focus Areas Are
Feeling the Pressure of
Growth and Development

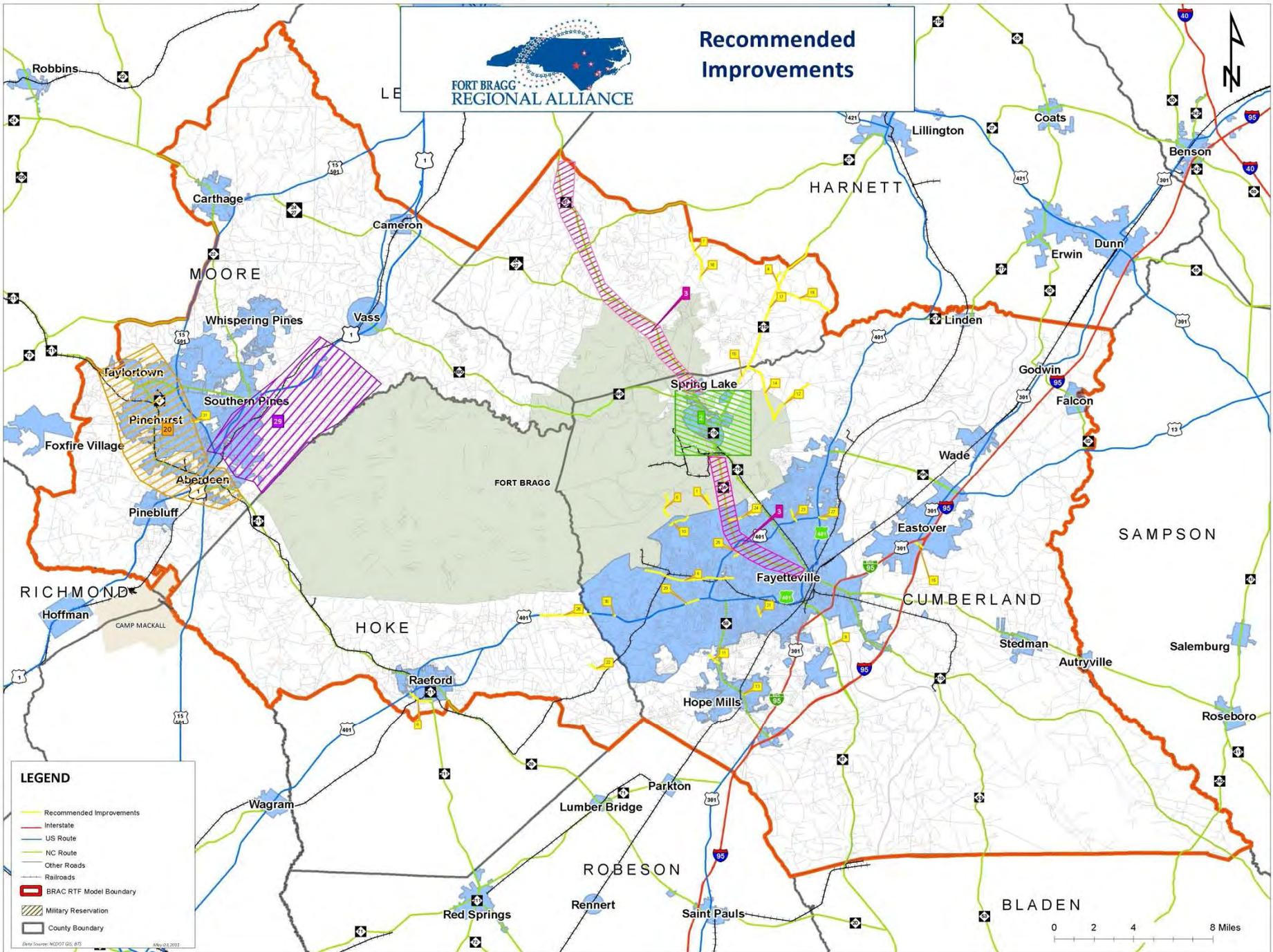


County	Census 2000	Estimate July 2010	Difference	Percent Growth
Hoke	33,646	46,744	13,098	38.9
Harnett	91,025	119,502	28,477	31.3
Lee	49,040	60,689	11,649	23.8
Moore	74,769	88,356	13,587	18.2
Sampson	60,161	64,240	4,079	6.8
Robeson	123,339	130,672	7,333	5.9
Montgomery	26,822	27,822	1,000	3.7
Cumberland	302,963	310,415	7,452	2.5
Bladen	32,278	32,523	245	0.8
Scotland	35,998	35,996	-2	0.0
Richmond	46,564	45,997	-567	-1.2
North Carolina	8,049,313	9,458,888	1,409,575	17.5

10/17/2011



Recommended Improvements

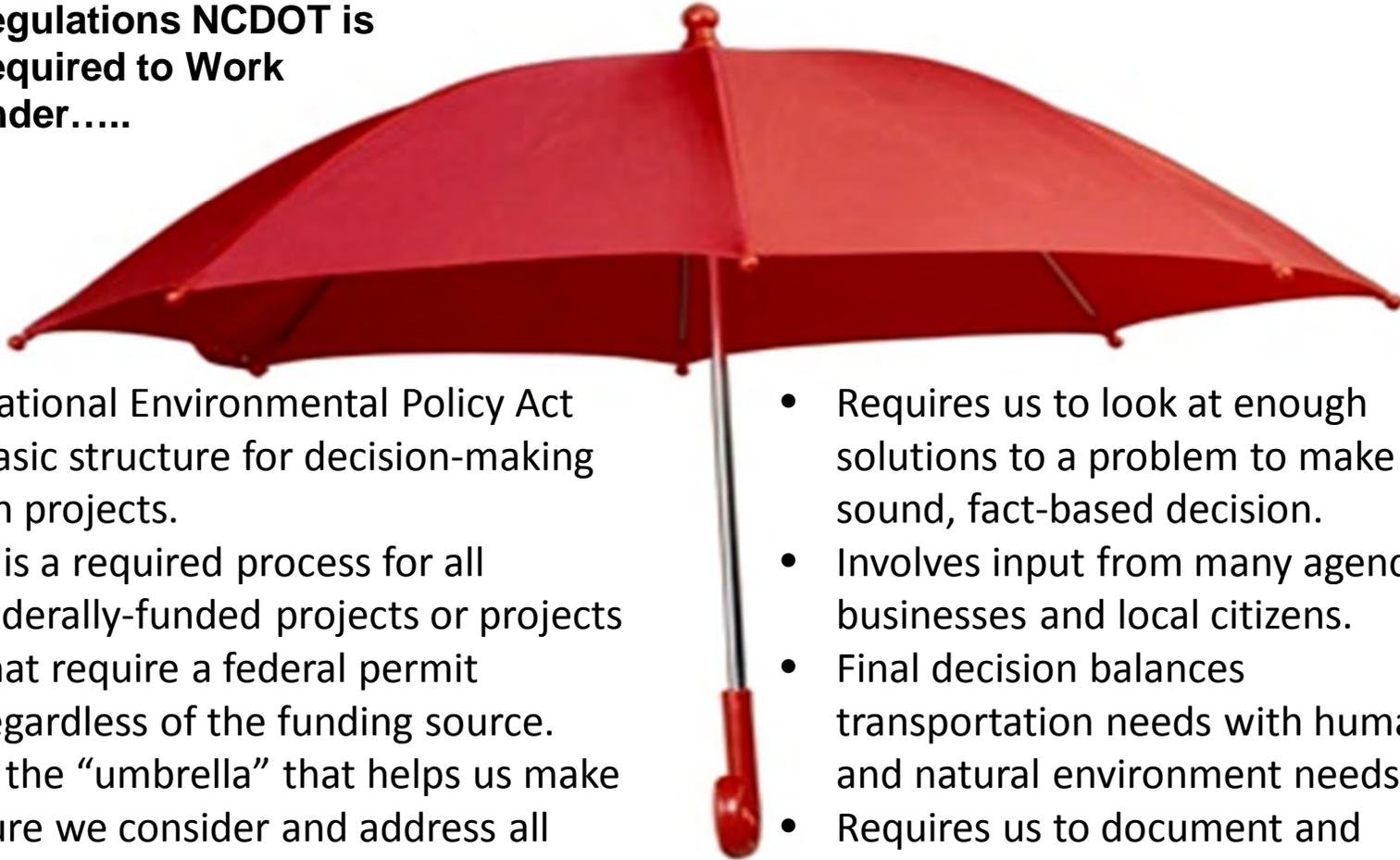


WHAT DOES MOORE COUNTY NEED TO KNOW?

- Rules and Regulations NCDOT and all those in the Construction Industry Work Under.
- Importance of the CTP in early planning process.
- What Happens When Corridor is not Preserved?
- What Do Ideas Look Like on Paper?

NEPA

Rules and Regulations NCDOT is Required to Work Under.....



- National Environmental Policy Act
- Basic structure for decision-making on projects.
- It is a required process for all federally-funded projects or projects that require a federal permit regardless of the funding source.
- Is the “umbrella” that helps us make sure we consider and address all applicable environmental laws and regulations.
- Requires us to look at enough solutions to a problem to make a sound, fact-based decision.
- Involves input from many agencies, businesses and local citizens.
- Final decision balances transportation needs with human and natural environment needs.
- Requires us to document and disclose all information concerning our decision.

Resources to Consider

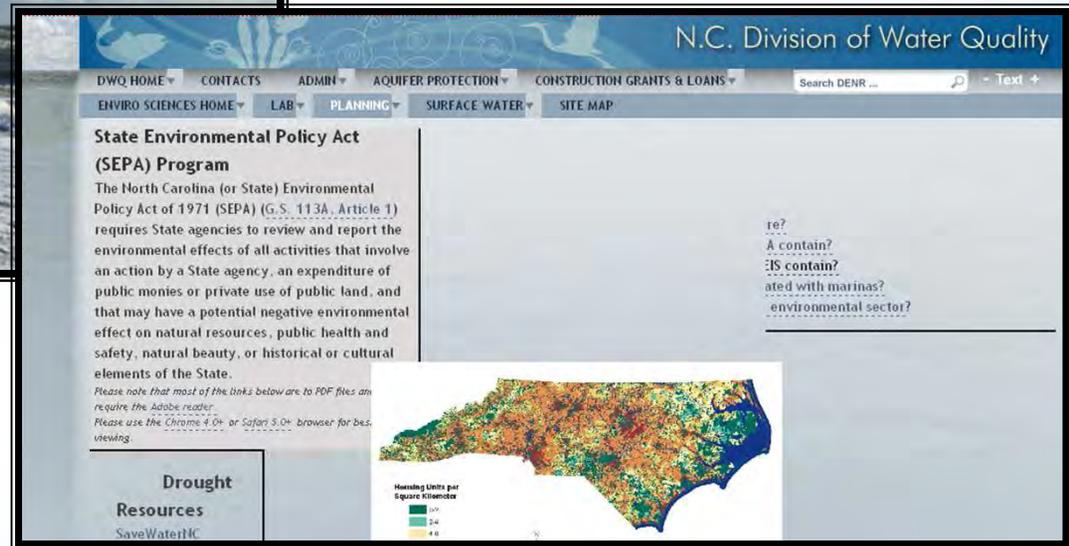
- ❖ Rivers, streams & wetlands
- ❖ Rare and protected plant & animal species
- ❖ Historic properties
- ❖ Archaeological resources
- ❖ Farmland
- ❖ Communities, homes, & businesses
- ❖ Minority and low-income populations
- ❖ Parks and other recreational facilities
- ❖ Wildlife refuges
- ❖ Economy
- ❖ Land use
- ❖ Noise levels
- ❖ Air quality
- ❖ Land with hazardous materials present
- ❖ Community facilities such as churches, schools, hospitals, post offices and fire stations
- ❖ *And others as needed.....*

There's also SEPA to consider.....



Which administered by NC DENR....

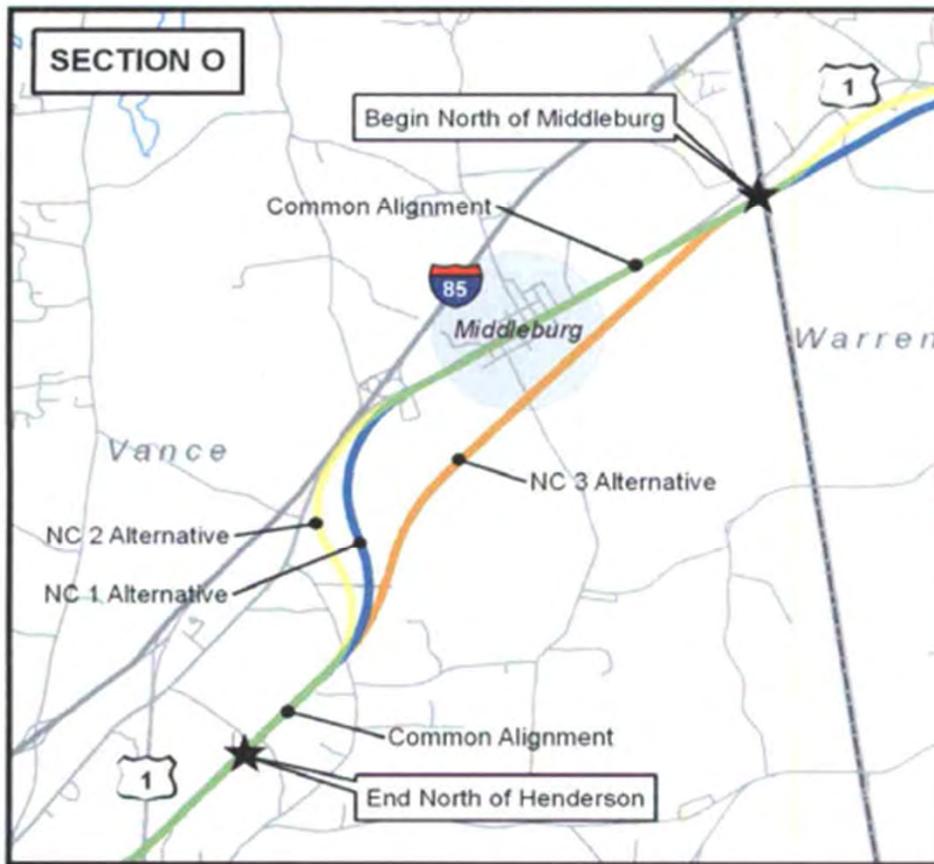
....And the Division of Water Quality



So, there are many environmental safety nets built in to the Transportation Design Process

Comparison Analysis Between Alternatives

Section O- Comparison of Alternatives



In Section O the three alternatives are different.

The table below compares impacts to the human and natural environment for the alternatives in this section. It also provides information on the costs and constructability of the alternatives.

Sum of the Impacts by Alternative

Section O- Alternatives NC1, NC2, NC3 on Different Alignments							
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics			
By Section				By Section			
Topic	SECTION O			Topic	SECTION O		
	NC1	NC2	NC3		NC1	NC2	NC3
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	5.09	5.16	4.70
Number of Stream Crossings	5	6	12	Limiting Speed**	90	80	110
Impacts to Streams (linear feet)	693	915	3,102	Operability/Constructability***	negative	negative	neutral
Impacts to Wetlands (acres)	0.40	1.63	0.20	Roadwork (miles)	5	5.9	4.9
FEMA Floodplain Crossings	0	0	0				
Federal/State Designated Rivers (crossings)	0	0	0				
Impacts to Prime and Other Important Farmland (acres)	106.22	108.13	125.78				
Forested uplands (acres)	25.26	20.91	46.21	Rail and Road Construction Cost (millions \$)	\$69.60	\$65.50	\$66.80
Hazardous Materials Sites	2	2	0	Utility Relocation Cost (millions \$)	\$0.20	\$0.20	\$0.19
Residential Relocations	9	9	3	Right-of-Way Cost (millions \$)	\$3.56	\$4.19	\$3.84
Business Relocations	0	0	0	TOTAL COSTS (millions \$)	\$73.36	\$69.89	\$70.83
Public Schools Impacted	0	0	0	<p>* Note that several resources protected under Section 106 and/or Section 4(f) span one or more project sections; impacts are reported for each project section.</p> <p>** Limiting Speed is the maximum train speed through the most restrictive curve within the section based on current design assumptions; average running speed through the section would be greater.</p> <p>*** Positive-negative-neutral denotes significant differences in operability or constructability between the alternatives.</p>			
Noise (Impacted Receptors)	26	26	10				
Noise (Severely Impacted Receptors)	6	6	5				
Vibration (Impacted Structures)	14	11	6				
Section 4(f) Uses- Historic *	2	2	1				
Section 4(f) Uses- Parks *	0	0	0				
Section 4(f) De Minimis- Historic *	1	1	1				
Section 4(f) De Minimis- Parks *	0	0	0				
Section 106 Adverse Effects *	2	2	1				

NEPA and SEPA Regulations And the Moore County CTP

**IF NCDOT, by law, has to study Alternative Routes, then
why is the CTP so important?**

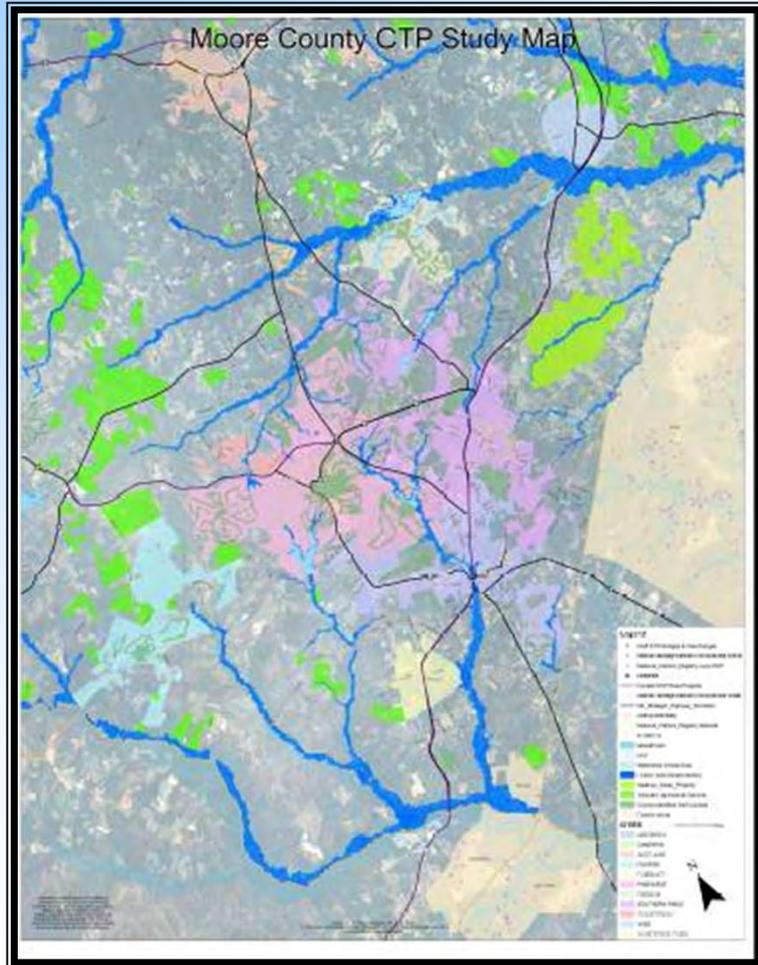
The CTP is used...

To make sure community vision is incorporated into the long-range planning process...

By identifying those mapping elements that are critical to NEPA and SEPA Analyses **EARLY** enough to ensure the local vision comes to fruition....

And to provide local agencies with the opportunity to preserve the corridors vital to their community's land use plan and long-range vision.

Moore County Focus Areas



1. US 1 Freeway

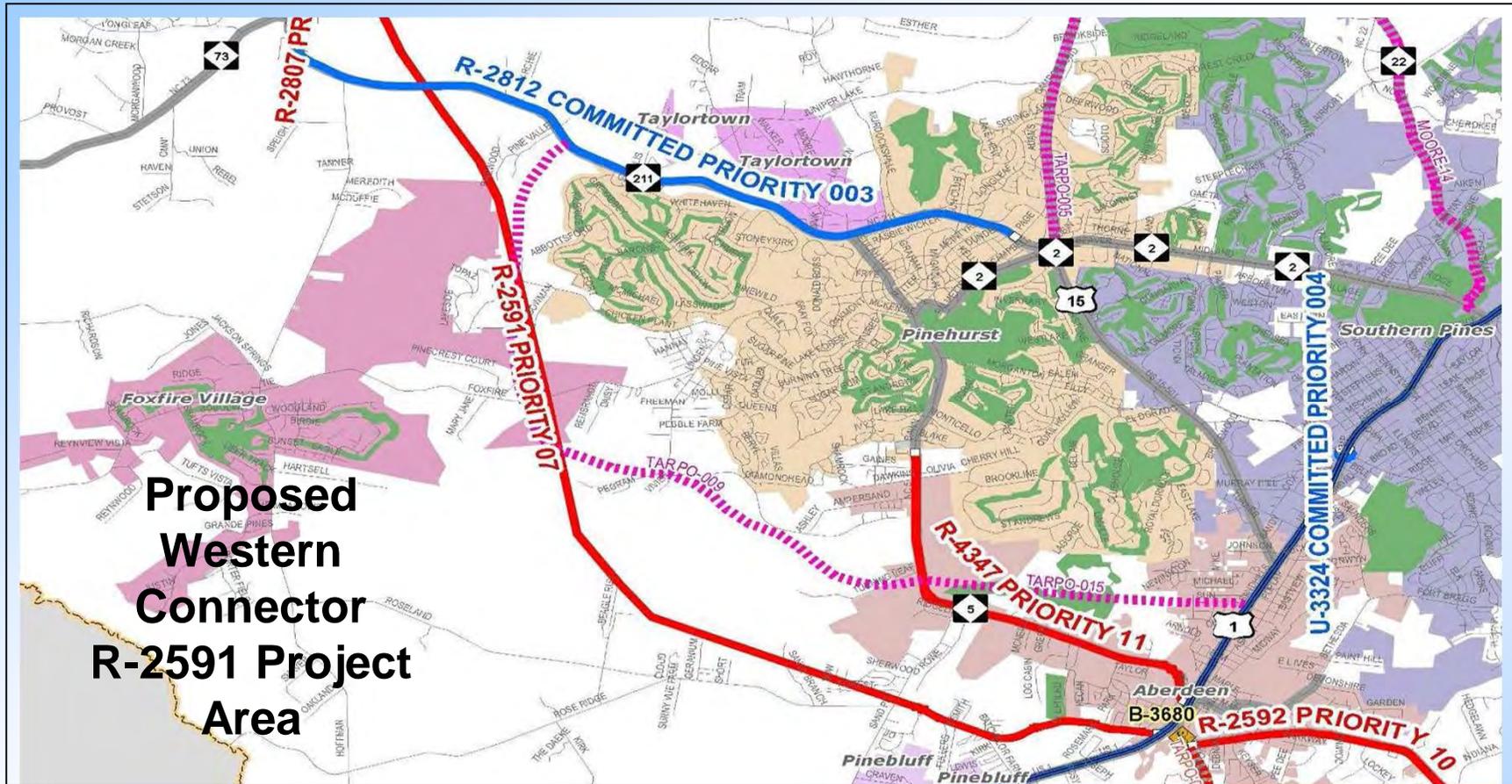
2. Carthage

3. Western Connector
Pinehurst
Aberdeen
Pinebluff
Foxfire Village

4. West End Focus Area

5. Cameron Focus Area

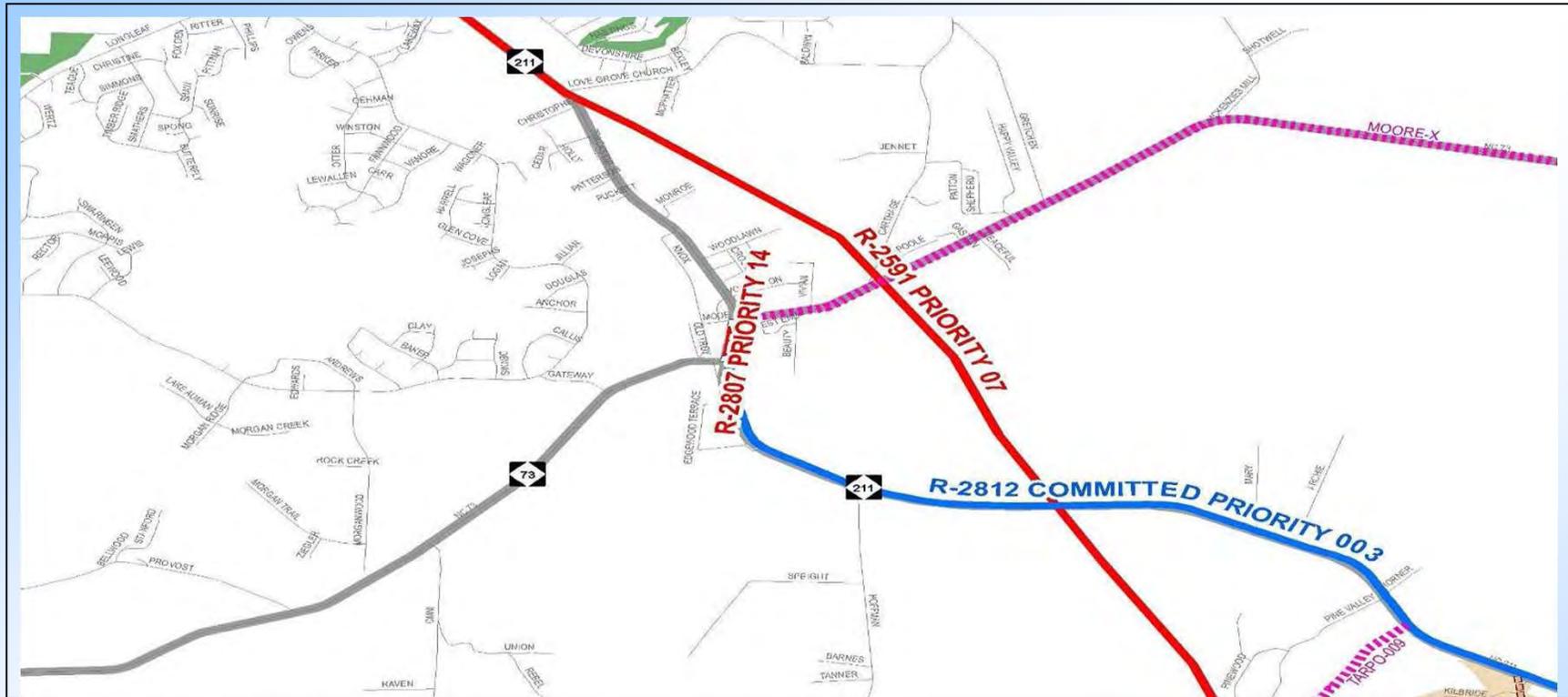
What happens when corridor is not preserved?



Proposed Western Connector R-2591 Project Area

Objective:	Provide multi-lane facility (type to be determined by CTP analysis) to provide southern Moore County connectivity with arterials to the north and relieve congestion on the existing infrastructure.
Current Status:	Project not included in the current STIP.
Associated Facilities:	NC 211, NC-73, NC 5, NC 2 and US 1, and the Pinehurst Traffic Circle
Communities:	Pinehurst, West End, Foxfire Village, Taylortown, Pinebluff, and Aberdeen

West End Focus Area



Objective: Examine West End’s land use development and area connectivity given the completion of four significant transportation facilities: R-2807 (Re-alignment of NC 73 intersection at NC 211), R-2812 (NC 211 widening), R-2591 (Western Connector) and locally requested project widening NC 73.

Current Status: R-2807 is listed in the STIP; R-2812 is scheduled in the STIP with construction slated for 2012; R-2591 is not in the STIP; and a local request has been submitted for a feasibility study widening NC 73.

Affected Facilities: NC 73 and NC 211

Communities: West End

West End

R-2807 (Re-alignment of NC 73 intersection at NC 211)

R-2812 (NC 211 widening)

R-2591 (Western Connector)

Locally requested project widening NC 73



What is the Community Vision?

Assuming NC 73 is re-aligned and widened, NC 211 improvements end south of West End at the existing eastbound approach of NC 73 at NC 211; Where will the Western Connector tie in? Is Land Use Planning and Revitalization the goal?

Can the CTP help support development of a vibrant town center?

Moore County Planners Presentations

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Transportation Planning Branch Website for the Moore County CTP Study:
<http://www.ncdot.org/doh/preconstruct/tpb/planning/mooreco.html>