



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

January 3, 2012

Dear Mr. Melton and MCTC members;

At the close of our December 14th meeting, there was substantial concern over our next steps moving toward solutions in the five focus areas. It is always my intent to serve the MCTC and accommodate your wishes to the best of my ability and within the parameters of 'best practices' in the long-range planning and CTP processes.

Originally, we had hoped to have consensus before moving into the standard CTP process and the discussion and plans made in our last meeting were focused on this purpose. In response to these reservations, I would like to propose a few changes the agenda for the January 6th TCC and January 25th MCTC meetings for the following reasons:

- I believe several committee members wanted to postpone decisions regarding US 1 until reclassification of the US 1 Strategic Highway Corridor (SHC) had been explored;
- The recent Moore County resolutions clearly indicate local opposition to the current SHC designation for US 1 as well as all other bypass solutions;
- The Moore County resolutions did not indicate how the Moore County Board of Commissioners or Mayors of the Towns of Southern Pines, Aberdeen, Pinebluff and the Village of Pinehurst municipalities plan to address growth in future traffic;
- The Moore County Planning Department requested NCDOT Transportation Planning Branch provide the MCTC with all alternative solutions to existing transportation deficiencies in lieu of the Moore County TCC at this time.

For these reasons listed as well as the benefits of resolving the remaining concerns with supporting data; I would like to propose to the MCTC the following changes in our approach for the Moore County CTP:

- ***We will still present information and reports from the charrettes as it becomes available and as planned to the MCTC.*** The results will be posted on the website only after MCTC presentation. Note, we have not received the final report or data summary and cannot guarantee we will have it by January 25th. It will be presented to the MCTC as soon as it is available.
- The consideration of SHC reclassification will take time to complete and there are steps in the interim that can be completed in terms of data collection for the Origin and

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Destination Study, development of the 2040 Moore County traffic model (which will estimate 2040 traffic patterns), and standard CTP process that would make productive use of the delay.

- NCDOT staff will move forward with the development of the traffic model, local data collection, and the first steps of the CTP under the constraints of the current state policies. Should policy changes occur, the MCTC may, without delay or reservation, recommend changes to the developing CTP.
- In lieu of focusing on alternative solutions consensus for study and analysis, I would like to concentrate on two steps that are part of the standard CTP process to allow time for the consideration of reclassification to move forward: 1) development of the Moore County CTP Vision Statements, and 2) identification of existing and future facility deficiencies.
- Once the 2040 traffic model is completed and future Moore County roadway deficiencies are identified and approved by the MCTC; we will move forward with examining different future scenarios for the five focus areas recommended by the MCTC for analysis in the model.

If these changes are acceptable to the MCTC, then the topics for discussion at the January 25th MCTC meeting would include:

- All available charrette results and updates (if available).
- Using current county and municipal land use goals and objectives in tandem with local priorities collected at the charrettes to begin developing the CTP Vision Statement that will guide the CTP analysis, report, and associated decisions throughout the study.
- Identification of all locally significant roadways that will need to be included in the traffic model. A traffic model includes at a minimum all functionally classified (major) roadways. We will need to add locally significant roadways designated by the MCTC as relevant to the CTP. NCDOT will provide the MCTC with Countywide mapping. MCTC members will have the opportunity to mark up, label, and provide comment on roadways to be included. These roads will be analyzed and projected to 2040.

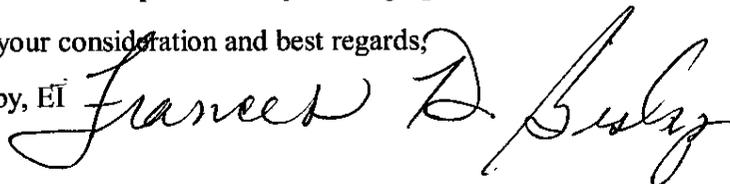
If these changes are acceptable to the MCTC, then the topics for discussion at the January 6th MCTC meeting would include:

- Current Municipal Land Use Plans Goals, Objectives, and Priorities (*If applicable and possible, please bring/send/provide a current copy from your jurisdiction for me.*)
- Functionally classified roads, locally significant roadways and existing congestion

Please feel free to provide your input to me directly so that I can formulate a plan about how to proceed and further develop the January meeting agendas.

Thank you for your consideration and best regards,

Frances D. Bisby, EI

A handwritten signature in black ink, reading "Frances D. Bisby". The signature is written in a cursive style with a large, prominent initial "F".