



NORTH CAROLINA Department of Transportation



Long Range Transportation Planning

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NCDOT Pre-Construction Workshop
May 8-9, 2018

Transportation Planning Division

Mission: To identify long range regional and statewide transportation deficiencies and propose solutions using a data driven, customer engaged, and result oriented process with accountability and environmental sensitivity

- **Highlighted Products:**

- Comprehensive Transportation Plans (CTPs)
- Administration of Planning Programs, working closely with 19 MPOs and 18 RPOs
- Various long range plans: Statewide Transportation Plan, Statewide Freight Plan, etc.
- Traffic Surveys (AADT maps, etc.)
- Traffic Forecasts

Transportation Plans

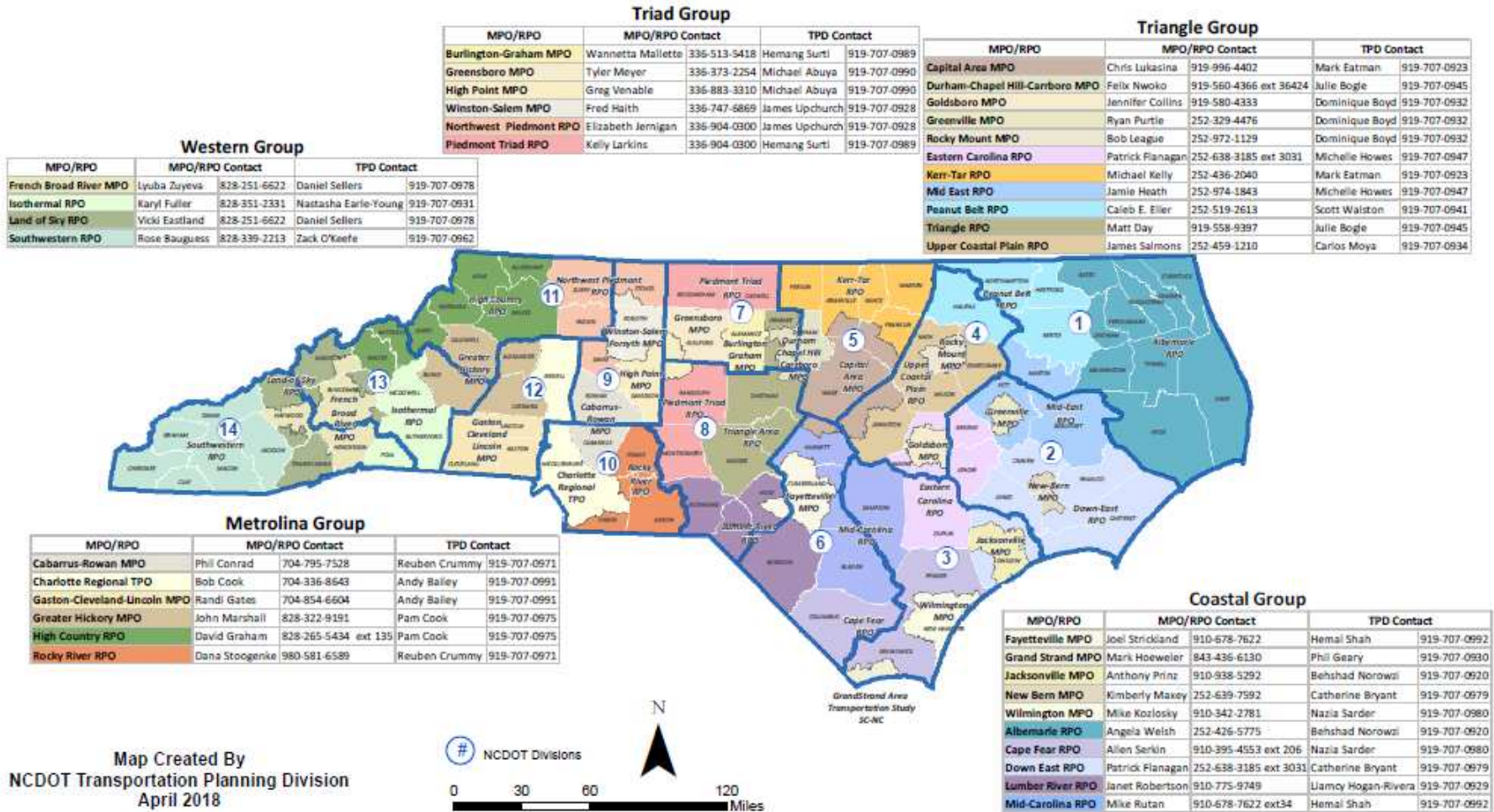
Comprehensive Transportation Plan (CTP) & the Metropolitan Transportation Plan (MTP)

(may be combined into a single long range transportation plan in urban areas)

- Is Long-Range (20-30 years)
- Is Multimodal: Highway, Public Transportation/ Rail, Bicycle and Pedestrian
- Is developed cooperatively with NCDOT, the MPO or RPO, County and Municipal stakeholders, and the public.

It is important to note that CTP/ MTP recommendations are Concepts and each project proposal will go through a thorough more detailed environmental review & design before a final alignments are determined.

Metropolitan Planning Organizations, Rural Planning Organizations, NCDOT Divisions and TPD Planning Groups Contacts



Comprehensive Transportation Plans

Adopted by:
 Randolph County Date: November 1, 2010
 City of Asheboro Date: September 9, 2010
 Town of Franklinville Date: September 14, 2010
 Town of Liberty Date: September 27, 2010
 Town of Ramseur Date: September 13, 2010
 City of Randolph Date: September 7, 2010
 Town of Seagrove Date: September 7, 2010
 Town of Staley Date: September 14, 2010
 NCDOT Date: January 6, 2011

Endorsed by:
 Piedmont Triad RPO Date: December 16, 2010

Recommended by:
 Transportation Planning Branch Date: December 17, 2010

NOTES:

Highway Map
 Randolph County
 Comprehensive Transportation Plan
 Plan date: June 30, 2010

Public Transportation and Rail Map
 Randolph County
 Comprehensive Transportation Plan
 Plan date: June 30, 2010

Bicycle Map
 Randolph County
 Comprehensive Transportation Plan
 Plan date: June 30, 2010

Pedestrian Map
 Randolph County
 Comprehensive Transportation Plan
 Plan date: June 30, 2010



Study Documentation

Series of Maps

Long Range Transportation Planning

- **CTPs**
 - Developed cooperatively with MPOs/ RPOs
 - CTP 2.0 is effort underway to update and improve products
 - Information is shared (i.e. through Scoping, etc.)
Sharing this information is called....
- **Integration**
 - Federal regulation refers to as “Planning and Environmental Linkages”
 - Training being developed for 2018-2019
 - Some products already available to help project delivery

Purpose of CTP 2.0 Effort

- To properly reflect changes that have occurred:
 - ~ Complete Streets
 - ~ STI / Prioritization
 - ~ Changes to online mapping applications
 - ~ Customer feedback (external/ internal)
- To optimize limited resources & improve customer service
- To ensure CTPs are RELEVANT & USEFUL

What “Integration” Is...

...a planning process that provides a seamless connection between long-range transportation planning and project development that ultimately leads to supporting the timely delivery of projects.

**Land Use Planning
and
Community Vision**

**Long Range
Transportation
Planning**

**Project
Planning
(NEPA)**

Integration Linkages

Long Range Transportation Planning

Project Development

Problem Statement → Purpose & Need

Planning Level
Alternatives Analysis → Detailed Alternatives Analysis

Community Impact
Assessment → Community Impact Analysis

Indirect & Cumulative
Effects Screening → Indirect & Cumulative Effects
Analysis

Public/ Stakeholder
Involvement → Public/ Stakeholder
Involvement



Integration Project

Linking Long Range Transportation Planning and Project Development

Home > Connect NCDOT > Projects > Planning > Integration Project

Integration Project

Linking Long Range Transportation Planning and Project Development

"Planning and Environmental Linkages"

The North Carolina Department of Transportation has undertaken a major process improvement to integrate the long range transportation planning process with the project development process. In North Carolina the long range transportation planning process is called the Comprehensive Transportation Planning process and leads to the development of Comprehensive Transportation Plans (CTP). In MPO areas, there are additional federal requirements for long range transportation plans, including for plans to be fiscally constrained (often called Metropolitan Transportation Plans or MTPs). The project development process in North Carolina is handled through the Section 404/NEPA Merger 01 process (called the Merger process) or other means to follow the National Environmental Policy Act (NEPA) and its state counterpart, State Environmental Policy Act (SEPA). The Integration Project was designed to improve the linkage between any type of long range transportation plan (CTPs or MTPs) and project development, whether handled through the Merger process or other means.

The Integration Project was designed through the work of a multi-agency 'Integration Team.' This work resulted in the identification of multiple 'linkages,' or topic areas, between long range planning and project development, where products from the CTP process could inform or serve as the starting point for NEPA/SEPA. An 'Integration Implementation Team' (IIT) was formed to direct the implementation of the Integration Project. Under the leadership of the IIT, small working groups designed best standards and practices for accomplishing the goals of integration. Integration

Integration General Information

[FAQ-Integration Highlights and Where Do I Find It](#)

[Integration Project Overview](#)

[Management Structure and Roles](#)

Integration Linkages

[CTP Guidelines](#)

[CTP Process Map](#)

[Interagency Coordination Protocol](#)

[Protocol Companion Tables](#)

[Public Engagement Toolkit Video \(unzip and play in Internet Explorer\)](#)

Indirect and Cumulative Effects

Indirect and Cumulative Effects (ICE) assessment in long range planning enables planners to identify potential challenges early, informs decision-making, provides information

Problem Statement to Purpose and Need

- **Purpose**
 - Communicate the need, context, and concept for project proposals (all modes) from a long range transportation plan (MTP/ CTP)
- **Intent**
 - Form substantial core of purpose and need
 - Save time in preparing and/ or agreeing to the purpose and need in project development

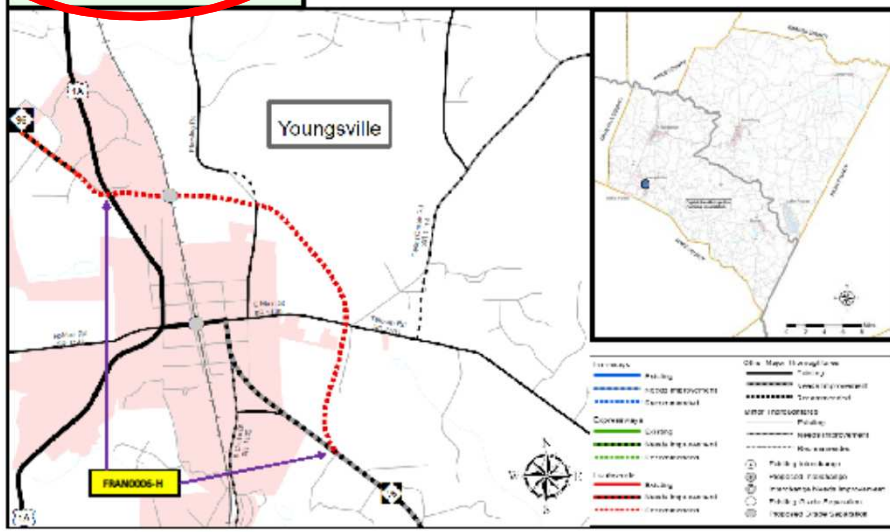
NC 96 Youngville Bypass

EXAMPLE

From NC 96 (at Knollwood Lane) to US 1 Alternate Capital Area MPO 2014 Franklin County & Louisburg CTP

Local ID: FRAN0006-H	Proposal At A Glance			
Purpose: Relieve Congestion	Length (miles)	2.0	Crash Rate	N/A
Improvement: New Location Boulevard	Estimated Cost	N/A	Functional Class	N/A
	STI Category	N/A	ROW	110-150 ft

Identified Need Congestion: Existing NC 96 is projected to be over capacity by 2035 from the Wake County line through Youngville to the Granville County line. The primary purpose of improving NC 96 is to reduce projected (2035) congestion in downtown Youngville on the existing facility.	2012 (Base)		2025 (Interim)		2035 (Future)	
	NC 96 Existing	Existing	Existing	w/Proposal	Existing	w/CTP
Recommendation Provide a four lane, boulevard facility on new location east and north of Youngville, connecting NC 96 west of Mayfield Place (SR 1921) to US 1 Alternate.	Facility Type	Major	Major	Major	Major	Major
	Travel Lanes	2	2	2	2	2
	Volume (vpd)	3,700-12,000	9,300-19,600	4,500-13,200	13,600-25,400	5,200-14,200
	Capacity (vpd)	11,000-12,200	11,000-12,200	11,000-12,200	11,000-12,200	11,000-12,200
	NC 96 Bypass	Existing	Existing	w/Proposal	Existing	w/CTP
	Facility Type	-	-	Boulevard	-	Boulevard
	Travel Lanes	-	-	4	-	4
	Volume (vpd)	-	-	6,600-9,600	-	11,700-16,900
	Capacity (vpd)	-	-	40,500	-	40,500



Proposal Name/ Location

Proposal At A Glance

Identified Need

Recommendation Briefly Described

Facility Volume/ Capacity Information

Map- Geographic Location/ Facility Type

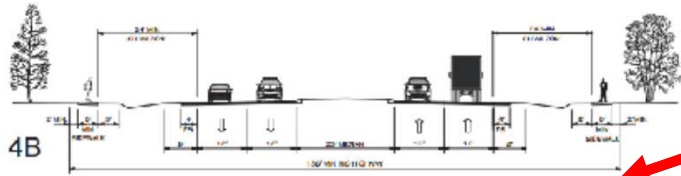
NC 96 Youngsville Bypass

EXAMPLE

From NC 96 (at Knollwood Lane) to US 1 Alternate

Capital Area MPO

2014 Franklin County & Louisburg CTP



4B



Existing NC 96 (Main Street), Youngsville
At Railroad Crossing

- Additional information**
- Sidewalks**
 - Existing
 - Proposed
 - Wide Shoulders**
 - Existing
 - Proposed
 - Bicycle Lanes**
 - Existing — Bike Route
 - Proposed
 - Multiuse Paths**
 - Existing
 - Proposed
 - Transit Corridor**
 - Existing — Rail
 - Proposed — Rail

Project History/ Linkage to Other Plans

Youngsville prefers a bypass as far east as possible from town to accommodate future growth along Tarboro Road (SR 1100). This modifies the alignment proposed in the Youngsville Thoroughfare Plan (revised 2004) and other alternative locations east of town. In consideration of environmental impacts and town growth, the recommended bypass is close to the original 1991 Youngsville Thoroughfare Plan alignment.

The proposed bypass directly connects to proposed improvements of existing NC 96 (FRAN0016-H and FRAN0017-H), Cedar Creek Road (SR 1116) Extension (FRAN0028-H), and Southeast High Speed Rail (SEHSR) improvements (TIP No. P-3819) in the Youngsville area.

CTP Goal Analysis

Lower speeds along NC 96 are conducive to local vehicular traffic, but make it inefficient for automobile and truck through trips. Youngsville wants to maintain its existing infrastructure and small town characteristics like the wide two laned NC 96 (Main Street) with on-street parking. The proposed bypass will provide a new route for through trips, lessening congestion on existing NC 96.

Other Information

The NCDOT Rail Division's Southeast High Speed Rail (SEHSR) Corridor project (TIP No. P-3819) study would provide high speed passenger rail service from Washington, DC to Charlotte, North Carolina. The project would provide new and/or improved freight access, lessen the growth rate of congestion on major parallel highway routes and provide other passenger service opportunities which could serve smaller communities (<http://www.sehsr.org/faq.html>). With this project, many at-grade railroad crossings in Youngsville will be closed to increase speeds and eliminate at-grade railroad crossing safety concerns.

The existing NC 96 (Main Street) will be improved to a grade-separated crossing of the railroad, part of the NC 96 Bypass would be constructed on the north side of Youngsville and will have a new grade-separated crossing of the railroad, and two grade-separated multi-use crossings will be constructed at Franklin and Pine Streets per the SEHSR project.

The proposed grade-separated railroad crossing would need to accommodate a possible multi-use path (TIP No. EB-5128 and FRAN0009-M) that would follow the SEHSR corridor, generally parallel to but outside the railroad right-of-way (ROW).

Since the study is still underway, the grade-separated crossings and other corresponding SEHSR projects are not yet finalized. For more detail, see the SEHSR website (<http://www.sehsr.org/>).

Potential Impacts

A new location route is proposed outside of Youngsville to avoid substantial human impacts through downtown Youngsville if the existing facility were to be widened. See Appendix J for studied alternatives.

There are potential impacts to high quality watersheds, wetlands, and streams. A Protected WS-II Nutrient Sensitive Waters (NSW), is located to the southeast of Youngsville. A portion of the proposed facility is along the fringe of this.

Impacts to the human environment would be to about 9 homes, and about 8 businesses.

Planning cross section/
existing photograph

Modal/ Transit
Information

Project History/
Linkage to Other Plans

CTP Goal Analysis

Potential Impacts

Other Information

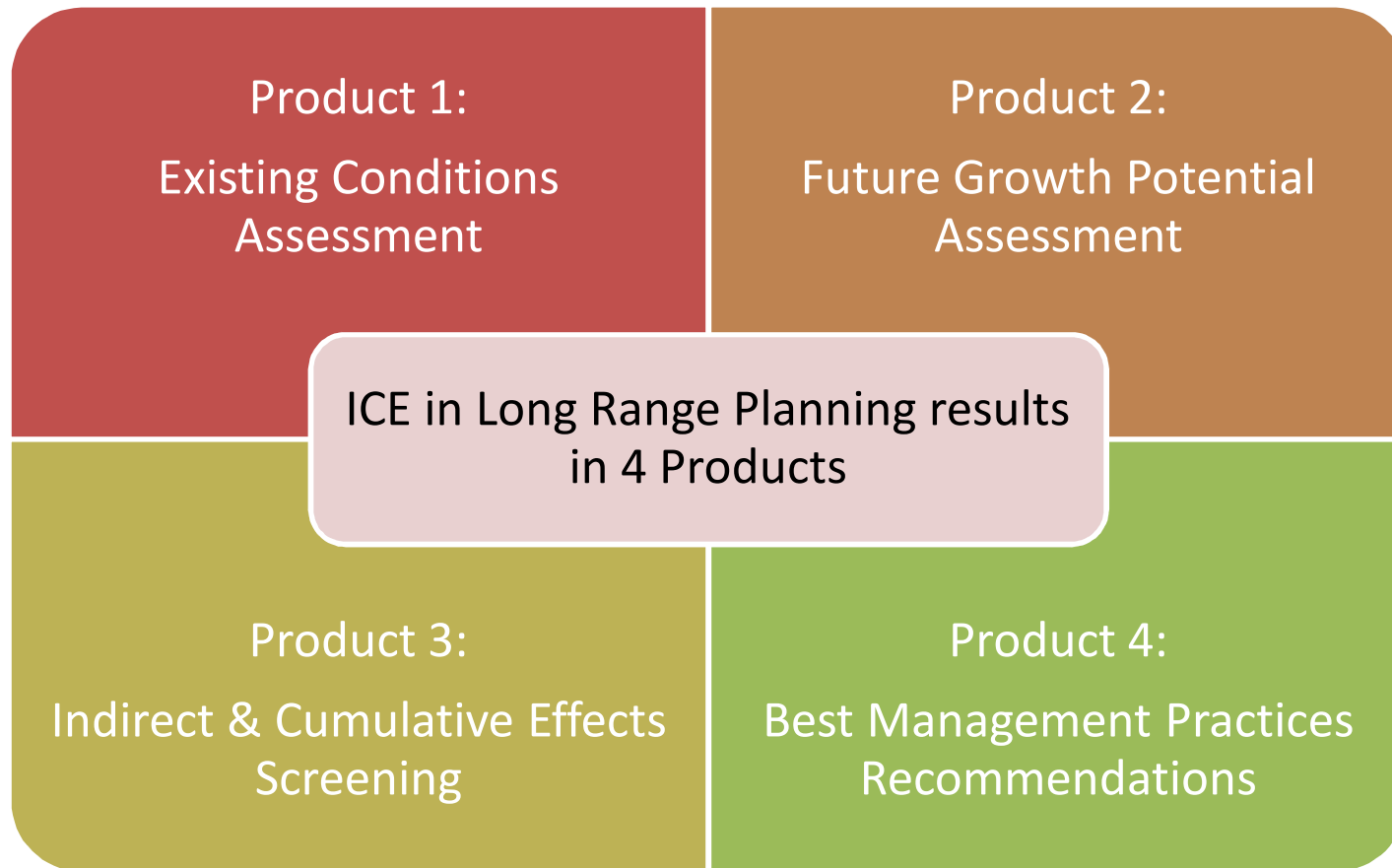
Alternatives and Scenario Analysis

- **Intent**
 - Input into project development alternatives to help inform decision of which to study in detail and those to eliminate
 - May also help with scoping/ cost estimate/ scheduling/ etc.
- **Products (Alternatives for select Project Proposals)**
 - Evaluation documented in Appendix
 - Alternatives Impacts Table (GIS level screening)
 - Alternatives Evaluation Table

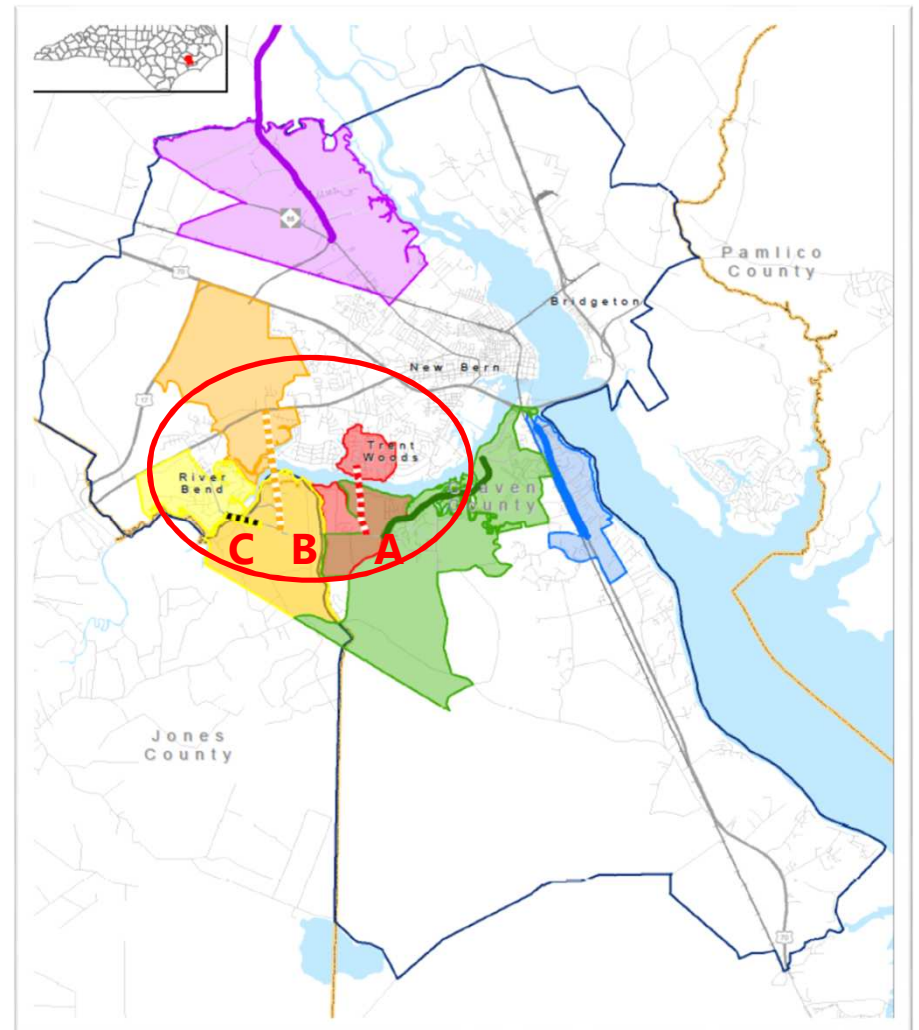
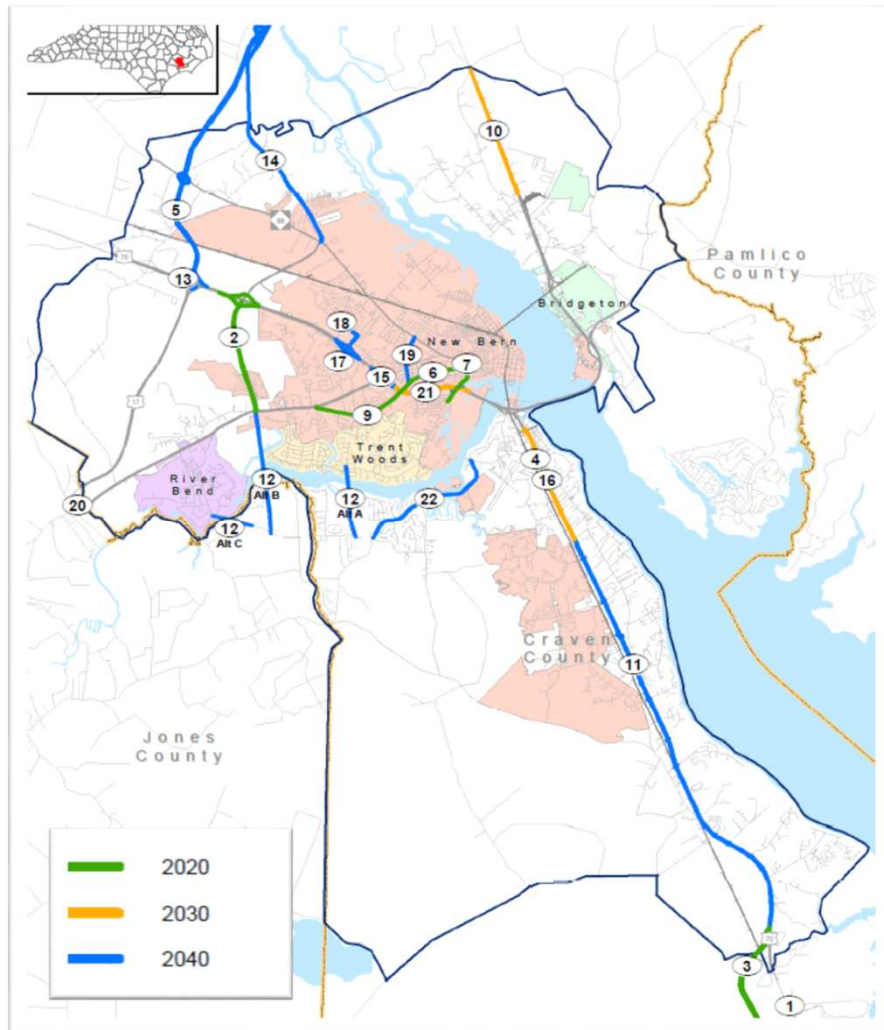
Community Impacts Assessment

- **Intent**
 - Identify, include, and address community attributes and potential community impacts in transportation decision-making
 - Input into CIAs, background info for P&N and Alts
- **Products**
 - Potential Committee Members Lists
 - Potential Stakeholders Lists
 - Committee Member/ Stakeholder Table
 - ***Community Understanding Report***

Indirect and Cumulative Effects



Regional and Project Proposals Screenings



Public Engagement Toolkit

Practical information for more effective public engagement.

Home > Connect NCDOT > Projects > Toolkit

Welcome to the North Carolina Department of Transportation's Public Engagement Toolkit. This toolkit provides practical information for project managers looking for ways to better engage the public as part of a plan, project or study process.

Public Engagement Techniques

Searchable list of public engagement techniques with detailed descriptions

[Read More](#) →

Public Engagement Resources

Constantly expanding library of public engagement related resources. These may be websites, articles, manuals, case studies, and more

[Read More](#) →

Public Engagement Glossary

Terms and definitions to assist users in better understanding conversations, resources, and materials found in this toolkit.

[Read More](#) →



Register & Participate

This toolkit is meant to be a collaborative effort and we need your help to continually make it better. By registering you can actively participate in the enhancement of the content of this toolkit. Registration will allow you to view sample files that other users have uploaded, post comments and initiate new discussions, and submit new information that will help keep this toolkit up-to-date and relevant for all users.

[Register](#)

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Interagency Coordination Protocol

- NC Dept. of Environmental Quality
 - Division of Water Resources
 - Division of Coastal Management
 - Division of Marine Fisheries
- NC Dept. of Natural & Cultural Resources
 - State Archaeology Office
 - State Historic Preservation Office
- NC Wildlife Resources Commission
- US Army Corps of Engineers
- US Fish and Wildlife Service
- EPA
- US Forest Service
- National Park Service
- NOAA- National Marine Fisheries
- NC Dept. of Agriculture- NC Forest Service, Farmlands
- NC DHHS
- NC Dept. of Commerce
- Tennessee Valley Authority

Where Do I Find This Info For MY Project??

[https://connect.ncdot.gov/projects/planning/Pages/
Comprehensive-Transportation-Plans.aspx](https://connect.ncdot.gov/projects/planning/Pages/Comprehensive-Transportation-Plans.aspx)

Comprehensive Transportation Plans

Long term, long range transportation plans for municipalities, counties and large metropolitan areas (MPOs).

Connect NCDOT Projects Planning Comprehensive Transportation Plans

Choose a County



View Plans Choose County Plan Type Plan Status Search

Downloads

- Contacts MPOs, RPOs, TPD PDF
- CTP Process Flowchart PDF
Flowchart of the entire CTP process.
- FAQ-Where Do I Find It-Integration PDF
- Guide for NCDOT's Comprehensive Transportation Planning (CTP) Process PDF
- Map of CTPs by County PDF
Updated May 10, 2017
- Map of Plans by Municipality PDF
- NCDOT Facility Types and Control of Access Definitions PDF
- Statewide CTP Highway Layer PDF
Map package for the statewide CTP Highway layer (last updated August 21, 2017)



Where is Information in the CTP?

Type of Information	Location in CTP Documentation¹
Problem Statements	Chapter 2, 'Problem Statements'
Alternatives/ Scenarios Analysis	Appendix I, 'Alternatives & Scenarios Studied'
Multi-modal Analysis	Ch.1, 'Public Transportation and Rail' and 'Bicycles and Pedestrians' sections
Land Use related to CTP ²	Ch.1, 'Land Use' section
Community Understanding Report (CUR)	Some info in Ch.2 Problem Statement, Full CUR- request from TPD contact
Public Involvement	Appendix H, 'Public Involvement'
Environmental Considerations & Environmental Features Map	Ch.1, 'Consideration of the Natural and Human Environment' section

Connecting Long Range Planning to Project Development

**Land Use Planning
and
Community Vision**

**Long Range
Transportation
Planning**

**Project
Planning
(NEPA)**

[https://connect.ncdot.gov/projects/planning/Pages/
Integration-Project.aspx](https://connect.ncdot.gov/projects/planning/Pages/Integration-Project.aspx)

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