

Camden County Comprehensive Transportation Plan

NCDOT – Transportation Planning Branch

August 1st, 2011



Why do we need transportation planning?

- **Purpose:**

- Identify existing and future transportation deficiencies.
- Generate information decision-makers can use to guide future transportation decisions.

- **Primary Objectives:**

- Improve Mobility
- Improve Safety

- **Product:**

- A Comprehensive Transportation Plan (CTP)



What is a Comprehensive Transportation Plan?

- **A CTP is:**

- **Long Range** → Addresses transportation needs 25-30 years into the future.
- **Multi-Modal** → Highways, Pedestrians, Bicyclists, Public Transportation, and Rail.
- **Non-Fiscally Constrained** → Does not have state or federal funding tied to projects.
- **Adopted at three levels** → Local (county/municipalities), regional (MPO/RPO), and state (NCDOT)

A CTP is a set of multi-modal transportation plan maps that identifies necessary improvements to provide a safe and efficient transportation system based on future anticipated travel demand. A CTP may be developed for a small urban area (could be several municipalities together), Metropolitan Planning Organization (MPO) area, or a county. The study that leads to the development of the CTP is documented in the CTP report.

- **A CTP DOES NOT:**

- **Make a promise to build roads**
- **Determine a pinpoint location for roads**



Previous Plans / New Approach

- **Previous Transportation Plans:**

- Camden County Thoroughfare Plan, completed November 1997

- **New Approach To Planning:**

Thoroughfare
Plan



CTP

The New Way!!!

THE OLD WAY!!!
HIGHWAY INTENSIVE

MULTI-MODAL (Highway,
Bike, Pedestrian, Transit)



How does a road gets build?

- **Planning** - Comprehensive Transportation Plans for MPO/RPO. Outline transportation priorities for the next 25-30 years based on future land use, employment and population changes in an area. Makes recommendations for improvement. Identified transportation needs are prioritized by the local planning organization and presented to the NC Board of Transportation for programming during the biannual update of the STIP.
- **Programming** - Based on technical information, priorities from metropolitan and rural planning organizations and local governments, and public input, the Board of Transportation programs projects into the STIP every two years.
- **Project Development and Environmental Analysis** - PDEA is responsible for the development and preparation of planning and environmental documents for all highway projects in the STIP. PDEA staff evaluates proposed highway projects according to established engineering practices and guidelines set forth by federal and state laws and regulations. Noise and air quality, archaeology, architectural history, biology, land-use planning and sociology provide evaluations regarding the environmental impacts of proposed highway projects. The process also involves design and traffic engineering studies, which provide an analysis of highway alternatives to safely, efficiently and economically meet future travel demands. Public input is encouraged, evaluated and addressed during this phase.

How does a road gets build (continued)?

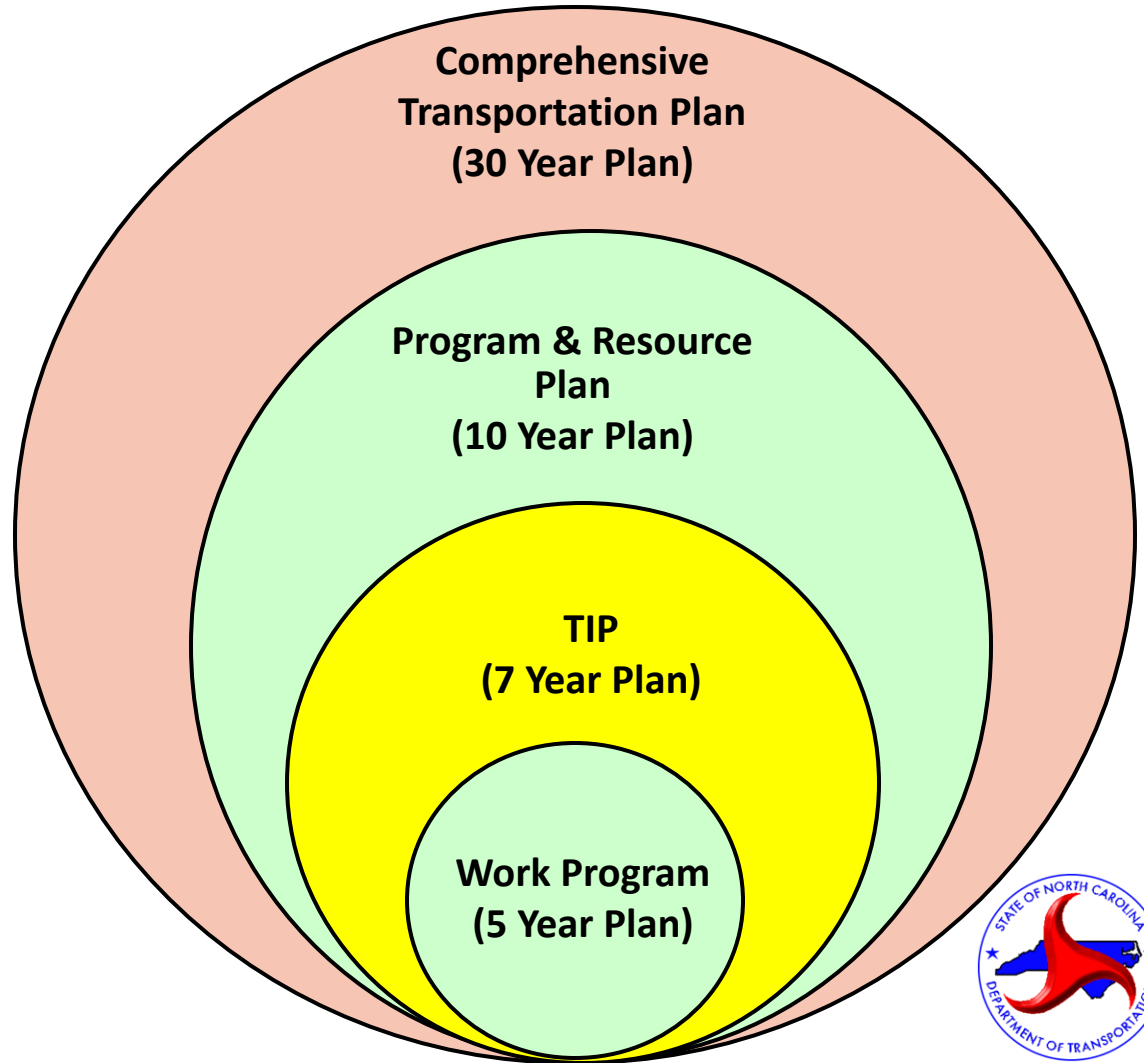
- **Design** - On the basis of citizen input obtained through public meetings, input from coordination with environmental agencies, and the use of available aerial photography mapping to obtain reliable information on the existing physical area and the environment, planners and designers select a highway location. These technical plans allow preparation of contract documents and advertisements for contractors wishing to place bids. The successful low bid is presented to the Board of Transportation for award.
- **Right-of-Way** - Right-of-way is the process NCDOT goes through to obtain the land needed to complete highway projects. This is the last major activity to occur between the completion of design and the release of the project to bidders for construction.
- **Construction** - Once the road design is complete, bids are received for construction on the identified date and are publicly disclosed. The Board of Transportation awards the contract to the lowest responsible bidder. NCDOT staff in the Division of Highways administer the contract and provide inspection and testing functions to assure the project is properly constructed.

Where does a CTP fit into the big picture?

Non-Fiscally Constrained

Fiscally Constrained

Projects are attached to future funding

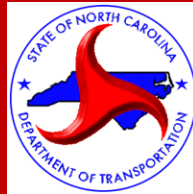


Programs Description

- **10 Year Plan** – The Program and Resource Plan contains revenue projections and proposed funding allocations across all modes of transportation (aviation, bicycle and pedestrian, ferry, highway, public transportation and rail) for Construction and Engineering, Maintenance, Operations and Administration for the year 2011 through 2020. Over this ten year period, NCDOT anticipates roughly \$45 billion in transportation funding will be available. NCDOT uses a data-driven strategic-prioritization process to help identify the need and inclusion of projects in the 10-Year Plan. These candidate projects are scored and ranked through a process that takes place every two years.
- **TIP – 7 year plan** - The STIP is a seven-year outline of the state’s transportation priorities. STIP lists the projects included in the Work Program and the Program & Resource Plan. It provides costs and schedules for each project.
- **Work Program (5 year plan)** - This Work Program reflects the projects, programs, and services NCDOT commits to deliver over the next five years, grouped into five categories:
 - **Construction & Engineering** — preliminary engineering, construction, right of way, environmental mitigation and other elements of capital projects
 - **Maintenance** — activities and projects to maintain our multi-modal transportation network
 - **Operations** — activities and projects to operate our multi-modal transportation network
 - **Administration** — management and support services
 - **Transfers** — dollars that are transferred out of NCDOT to other state agencies, the General Fund and NC Global TransPar

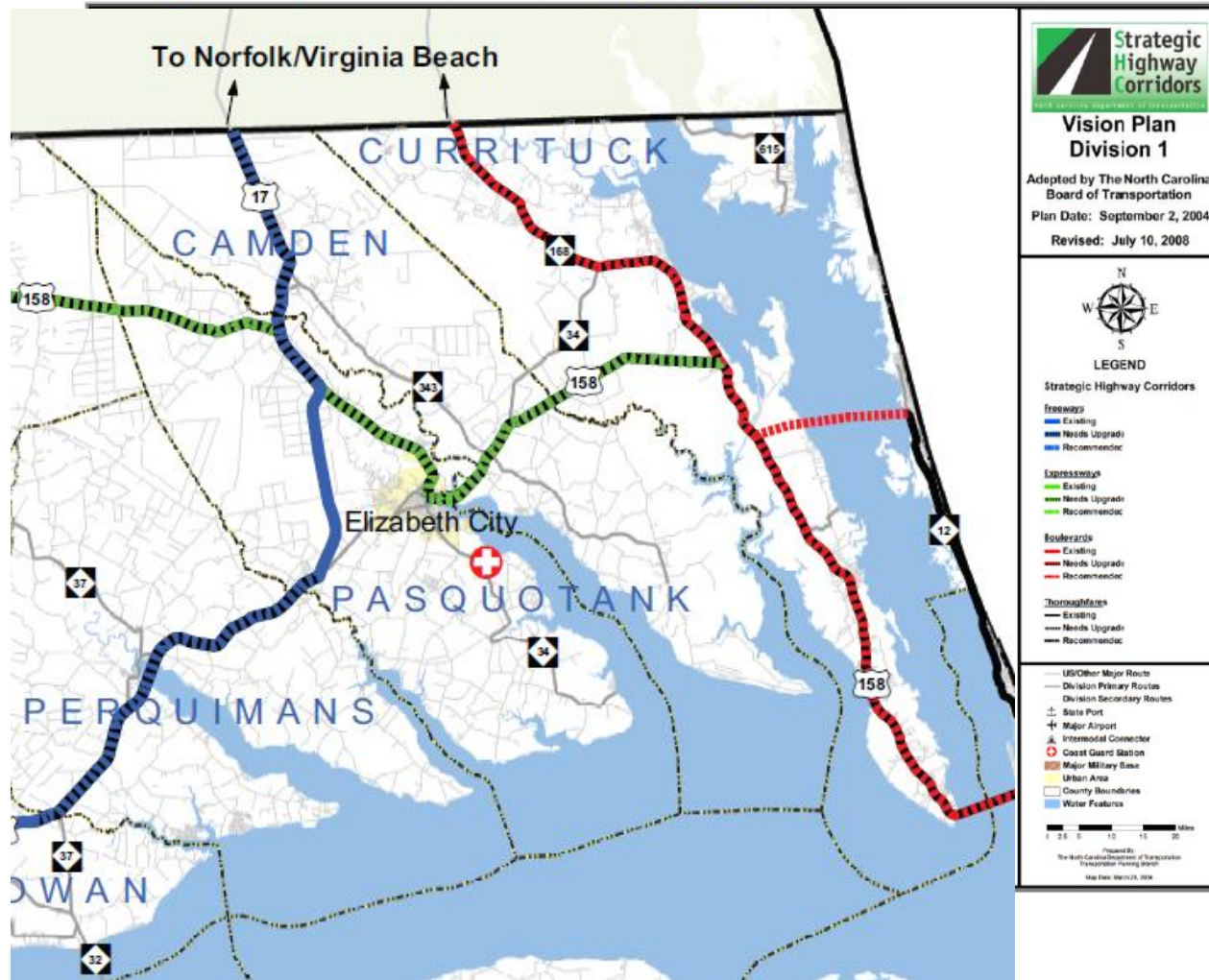
Strategic Highway Corridors (SHC)

- In an effort to protect and maximize the mobility and connectivity on a core set of highway corridors throughout North Carolina, the [Department of Transportation](#) in collaboration with the [Department of Commerce](#) and [Department of Environment and Natural Resources](#) created the Strategic Highway Corridors (SHC) initiative. The primary purpose of the Strategic Highway Corridors initiative is to provide a network of high-speed, safe, reliable highways throughout North Carolina.
- The result is a long-range highway planning vision for the state, illustrated by a vision map with the proposed facility types and documented as a set of recommended Corridors. The 5400 miles of designated Strategic Highway Corridors, which include existing and proposed interstates, account for only 7% of the State's Highway System, but carry 45% of the traffic.



Strategic Highway Corridors (SHC)

- **2 Strategic Highway Corridors in Camden County**
 - US 17 → Future Freeway running north-south through eastern NC.
 - US 158 → Future Expressway running east-west through northern NC.
 - Required for CTP Board of Transportation Adoption.



Questions?

- **Contact Information**

NCDOT

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