

Comprehensive Transportation Plan (CTP)

Prepared For:

Chatham County Technical Advisory Committee

October 25, 2011

CTP

- **What is a Comprehensive Transportation Plan (CTP)?**
- **What are the benefits and products of a CTP?**



What is a CTP?

Comprehensive Transportation Plan

- Long-Range planning – 25 to 30 Years
- Multimodal – Highway, Rail, Transit, Bike and Pedestrian
- Cooperative Process – County, Municipality, Public, RPO (TARPO), MPO (DCHC), NCDOT



What is a CTP?

Comprehensive Transportation Plan

- Addresses local needs in context of statewide goals
- Recommendations are **CONCEPTS** – still require environmental analysis, design and safety standards
- Facilitates local governments with transportation planning



Relationship Between Plans

**Comprehensive
Transportation Plan
(~ 30 Year Needs)**

TIP

**5-Year
work program**

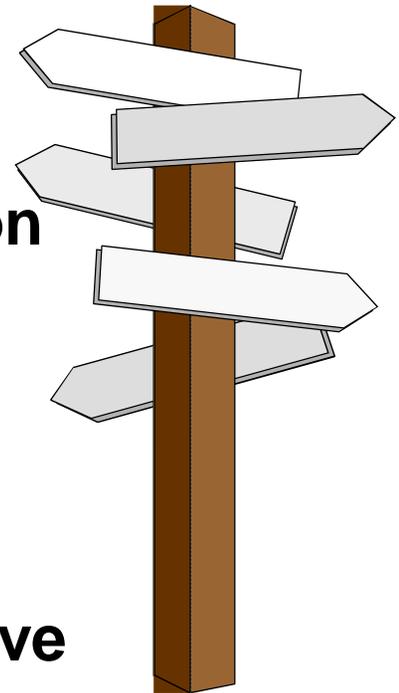


Why a Comprehensive Transportation Plan?

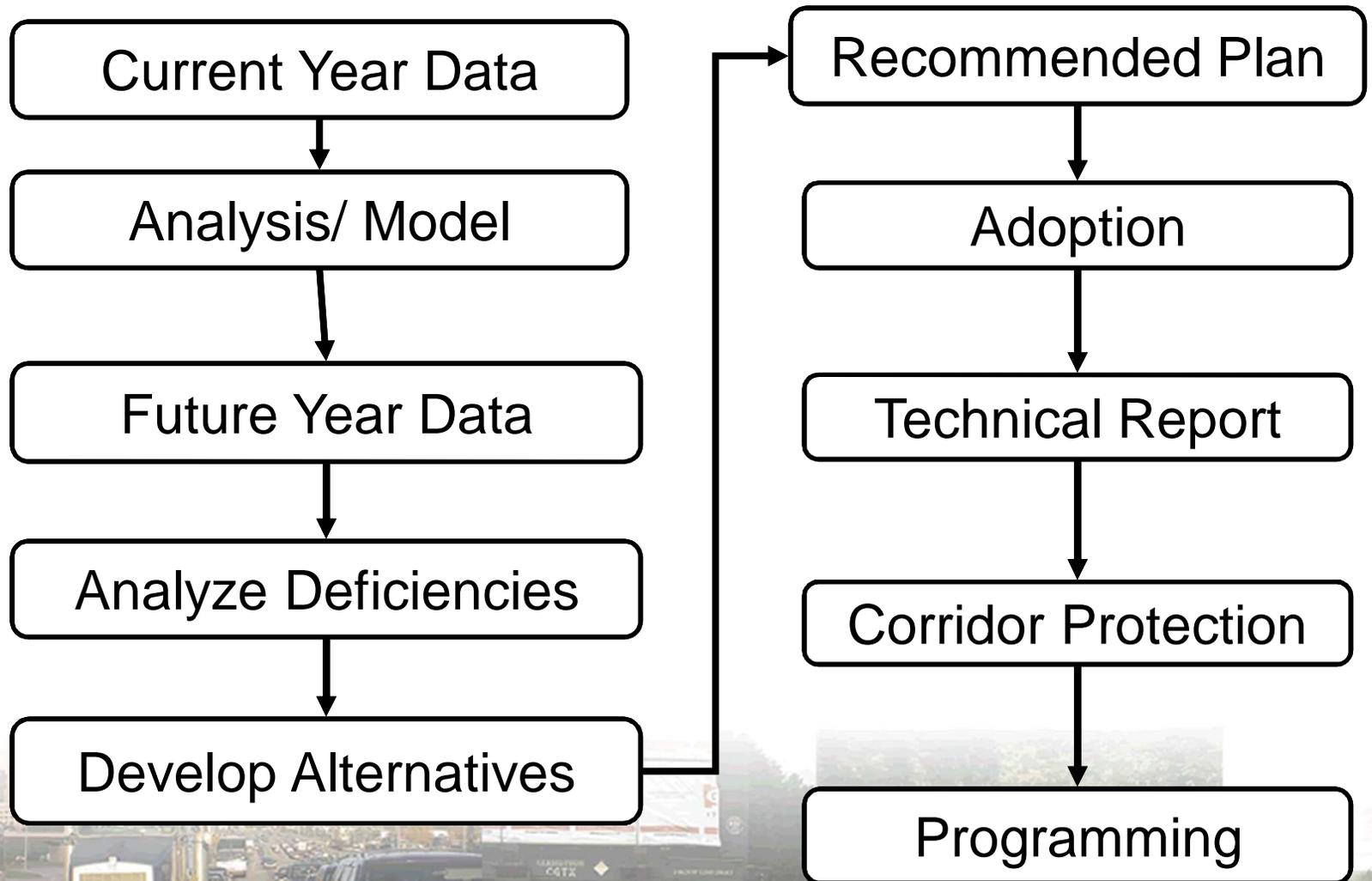
§ G.S. 136-66.2.

Development of a coordinated transportation system and provisions for streets and highways in and around municipalities.

... with the cooperation of the Department of Transportation, **shall develop a comprehensive transportation plan ...**

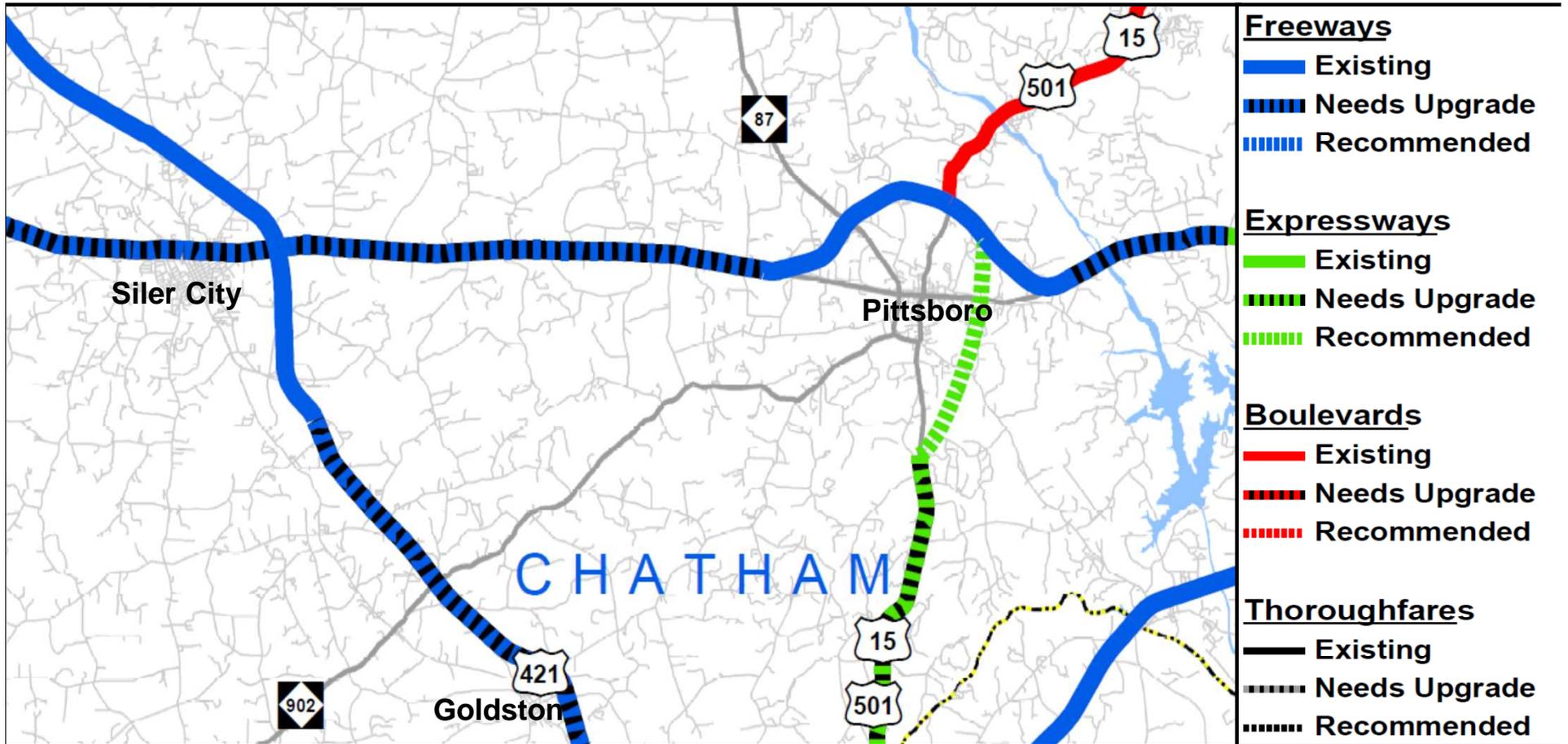


Transportation Planning Process



Strategic Highway Corridors

<http://www.ncdot.gov/doh/preconstruct/tpb/SHC/>



Corridor Protection



Benjamin Parkway (Greensboro) protected corridor in 1981



Benjamin Parkway after construction in 1990



Benefits of CTP

- **No direct cost to Chatham County**
- **Common long range vision** for facilities between local governments, RPOs, MPOs and NCDOT
- **More reliable project delivery** by:
 - Better transportation planning process;
 - Improved planning process partnership;
 - Customer-friendly documentation; and
 - Better integration of land use with transportation planning



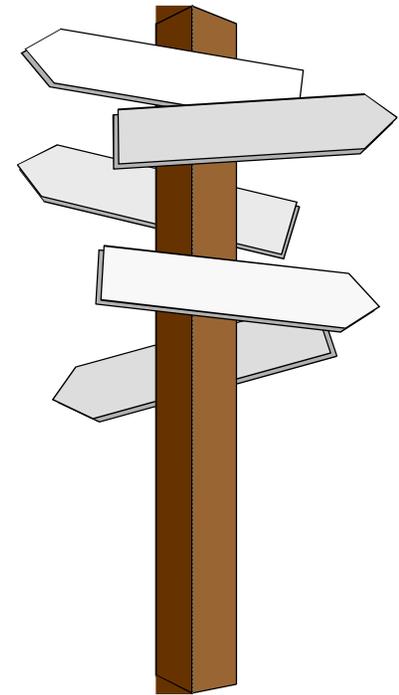
CTP Products

Adoption Sheet

Maps:

- Highway
- Public Transportation and Rail
- Bicycle
- Pedestrian

Technical Report



Recent Chatham County Thoroughfare Plans

- **1983 Chatham County**
- **1992 Pittsboro**
- **1996 Chatham County (Not Adopted)**
- **1999 Siler City**
- **2011 Pittsboro**



Questions?

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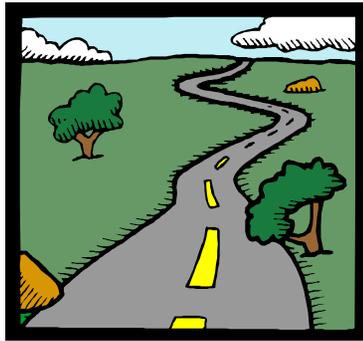
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Highway Facility Classifications

- 5 Classifications

- Freeway, Expressway, Boulevard, Other Major and Minor Thoroughfares



- Based on the following features:

- Speed Limit
- Medians
- Access
- Traffic Signals



Freeway Facility



US 74 Near Waynesville



US 264 East of I-95

- High mobility, low access
- 55 mph or greater
- Cross-section: Minimum 4 lanes with a median
- Connections provided only at interchanges; all cross streets are grade-separated
- Driveways not allowed
- Traffic signals not allowed
- Examples: I-40, I-95, US 220, US 52 between Lexington and Winston-Salem



Expressway Facility



US 221 (Marion Bypass)



US 220 in Rockingham County

- High mobility, low access
- 45 to 60 mph
- Cross-section: Minimum 4 lanes with a median
- Connections: Interchanges (major cross streets) and at-grade intersections (minor cross streets)
- Driveways are limited in location and number; right-in/right-out only
- Traffic signals not allowed
- *Examples: US 117 north of I-40, US 74 just east of I-277 in Charlotte*



Boulevard Facility



US 70 East of Goldsboro



Cary Parkway

- Moderate mobility, moderate access
- 30 to 55 mph
- Cross-section: Minimum 2 lanes with a median
- Connections: At-grade intersections for most major and minor cross streets
- Driveways allowed - primarily right-in/right-out; encourage consolidation and/or sharing of access
- Examples: US 1 in Raleigh, NC 55 (Holly Springs Bypass), NC 24/27 between Troy and Biscoe.



Major/Minor Thoroughfares



US 441 South of Dillsboro



US 13 North of Ahoskie

- Balanced mobility and access
- 25 to 55 mph
- Cross-section: Minimum 2 lanes, no median; includes facilities with a continuous left turn lane
- Connections: At-grade intersections
- Driveways allowed with full movements; consolidate or share connections if possible
- *Examples: US 64 in Siler City, NC 109 and NC 134 near Troy*

